

**First In Maritime:**

# SIU STARTS EDUCATION FUND, PLAN

## ***Seafarers, Children Eligible For \$1,500 Annual Scholarships***

NEW YORK—SIU headquarters announced the establishment of a scholarship fund which will provide four-year college scholarships at \$1,500 a year for qualified Seafarers and children of Seafarers. Four awards will be made each year from the Seafarers Welfare Plan to applicants, who will be selected on the basis of their high school records and their performance on the standard college entrance exams. (Story on Page 3.)

# Standard Tanker Agreement Won; 'Best In Field'

Following on the heels of a first-time standard freight agreement, SIU negotiators have succeeded in winning a brand new tanker agreement that will be standard for all tanker companies, without exception.

In addition to rewriting the agreement from top to bottom the

SIU committee won increased contributions to the SIU Welfare and Vacation Plans, an additional 15 cents per man per day for vacations and an additional ten cents daily to Welfare. This matches the increases won from the dry cargo companies.

### Best In Field

The new tanker agreement, the first standard one for SIU-contracted companies was described by a headquarters spokesman as "the best tanker contract in the field." All the general rules and working rules of the old agreement have been completely rewritten. Many of the improved features of the dry cargo contract have been incorporated in the tanker agreement, where practicable.

Pending final settlement of wage issues, the company and Union negotiators have agreed on extension of the old agreement. As soon as the agreements are fully completed copies of both the dry cargo and tanker contracts will be printed up and distributed to Seafarers.

### Organizing Weapon

"Besides the greatly improved working conditions," the spokesman said, "the SIU tanker organizing committee believes that the new contract will be a big selling point among tankermen of the Atlantic Refining Company and other unorganized tanker fleets." The greatly superior conditions of the new contract, he added, further widen the gap between Unionized tankers and outfits that are unorganized or where company unions hold sway.

As in the dry cargo agreement, many of the suggestions made by SIU crews earlier in the year as to changes in the rules have been incorporated in the new contract. The rewriting of the contract will mean a considerable dollars and cents gain for every Seafarer rider.

(Continued on page 15)

# Dock Wages Now Before Arbitrator

Arbitration proceedings in the contract dispute between the International Longshoremen's Ass'n and East Coast employers got underway this week in New York. The first session was held on Wednesday, October 14, before Paul A. Hays, professor of law at Columbia University. The sessions will continue daily for five days a week until the hearings are concluded.

The ILA's wage scale committee voted to recommend arbitration of the contract when union and employer negotiators were unable to reach agreement on a wage reopener in the two year contract. The recommendation was approved overwhelmingly by a five to one majority in a secret ballot referendum held among all longshoremen involved from Maine to Virginia.

### Seek Pay Boost

Union negotiators have been asking for a 50-cent hourly increase on straight time, and double time for all overtime and penalty work as against the time and a half rate now prevailing.

In contrast, the employers proposed an 8 1/2 cent straight time increase and continuation of the time and a half provision, which would mean 12 3/4 cents for overtime.

Professor Hays was chosen as the arbitrator from a panel submitted by Cyrus Ching, director of Federal Mediation and Conciliation Service.

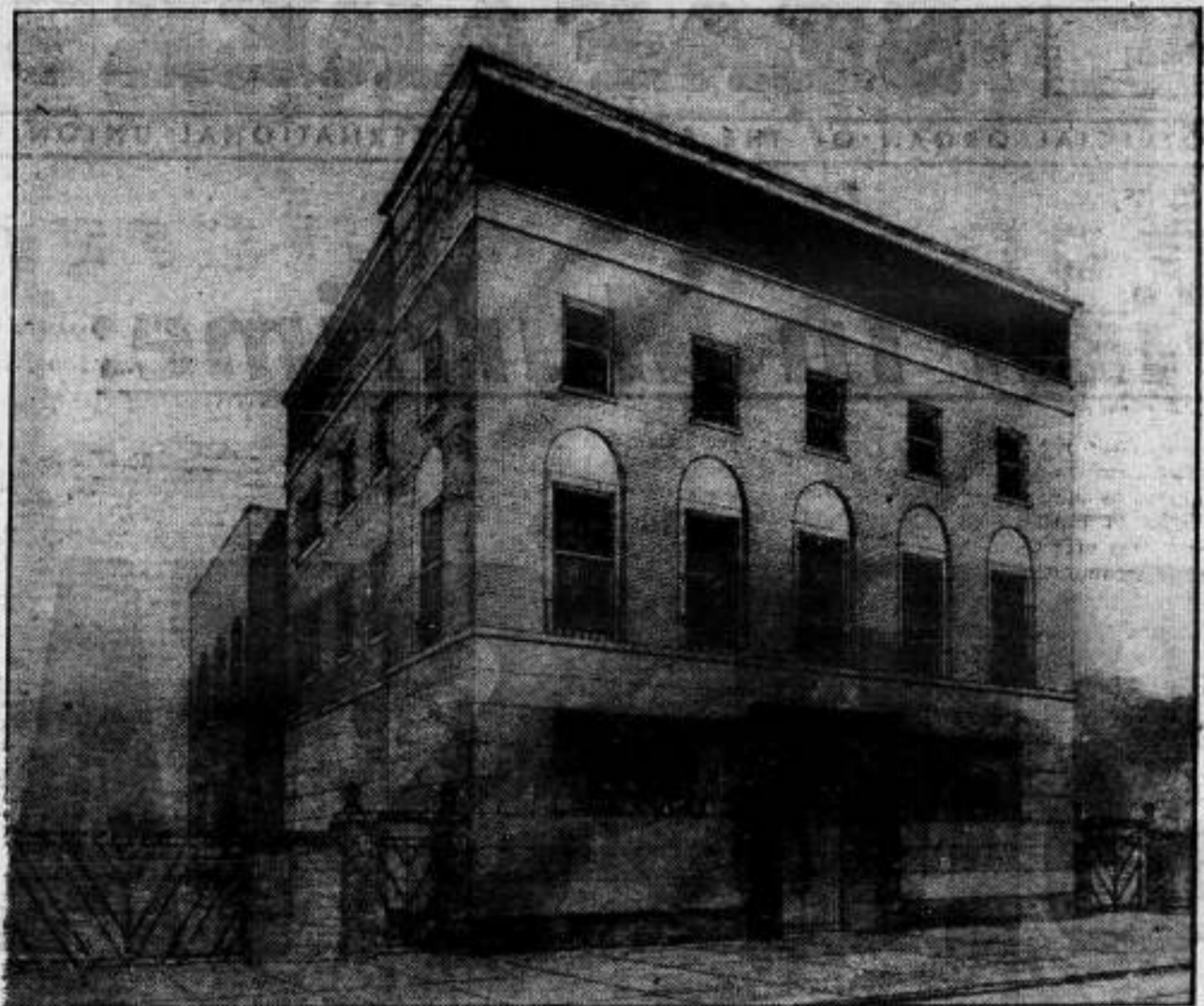
# New Hq For Canada SIU Ready Soon

MONTREAL—The new home of the SIU's Canadian District here is rapidly nearing completion and will be ready for occupancy shortly. Final work is being done on plastering and painting and installation of fixtures and equipment.

Included among the facilities now being finished at the Canadian headquarters will be recreation rooms; a library, classrooms and a coffee bar where meals will be served.

A modern dispatcher's desk and shipping board is being located on the main floor of the building. Upstairs will be the District's administrative offices.

The new Montreal headquarters is located less than two blocks from the present building at 463 McGill Street. In addition to this building, the Canadian District is planning a new hall at Thorold, Ontario, for Lakes seamen.



Drawing shows how architects plan to make changes in the exterior of the new Baltimore hall. Note the completely glassed in roof area which will be used for recreation and the provision for Sea Chest and barber shop on the ground floor. The drawing is by Cole and Liebmann, architects who handled the New York headquarters job.

# Architects Speed Remodeling Plans For New Baltimore Hall

Architects are now busy with transit, tape measure and drawing board, whipping plans into shape for the new Union hall in Baltimore. Within a few weeks it is expected that final plans will be drafted and blueprints drawn for conversion of the recently-purchased Chest and barber shop, with the bar on the lower level, reached by a side entrance.

Actual plans for the interior are now being worked on, and the exact nature and type of facilities that will be installed inside the building will be determined by the shape and size of interior space available.

Purchase of the building in Baltimore was made possible by the favorable vote of the membership in a referendum that took place last June. At that time the members voted to levy a \$20 building assessment for the ports of Baltimore, Galveston and Philadelphia.

The building, a four story affair located at 1216 East Baltimore Street, was chosen by a six-man rank and file building committee in that port as ideally suited for use as a Union hall. It was formerly used as a community center and contains a large auditorium and ground floor gymnasium which are suitable for conversion into a shipping hall and cafeteria-bar respectively.

Preliminary plans drafted by the architects thus far in the course of their early surveys deal mainly with the exterior of the building. For one thing, they propose to roof over the existing open roof garden and convert it into a solarium-type recreation center divided into several recreation rooms. They propose to install aluminum frame windows around three sides of the enclosure with heat resistant glass to take the sting out of the summer sun. The building is so located as to offer a rooftop view of a considerable part of the city of Baltimore.

On the sidewalk level, the architects have proposed that the outside entrance steps be removed and a new entrance built flush with the sidewalk. It would be of granite, glass and stainless aluminum, similar to the entrance in headquarters. They suggest that the front of the building up to the second floor be refaced with limestone and the brickwork on the upper floors should get a thorough cleaning with acid.

Tentative plans for the first floor's upper level call for a Sea

chest and barber shop, with the bar on the lower level, reached by a side entrance.

Actual plans for the interior are now being worked on, and the exact nature and type of facilities that will be installed inside the building will be determined by the shape and size of interior space available.

# Gatov Appointed New Chief Of US Maritime

Albert W. Gatov, a West Coast shipping industry representative, has been appointed to head the Maritime Administration, as well as serve as chairman of the Federal Maritime Board to succeed Vice-Admiral Edward L. Cochrane.

Cochrane retired October 1 to return to Massachusetts Institute of Technology as dean of the engineering school.

Gatov was appointed to the Federal Maritime Board in August of 1950, and has been serving on the board since. A native of New York, he entered the steamship industry in 1927 and served in various capacities with West Coast outfits until 1942, when he went into the Army.

After serving in the San Francisco Port of Embarkation and in Iran, he was discharged in 1945, and joined the War Shipping Administration. He served with the WSA until 1946, when he was appointed executive director of the Pacific American Steamship Association. In 1948, he became president of the PASSA.

He has also served as industry representative at the International Labor Organization's maritime convention, as a member of President Truman's non-governmental committee to promote interest in the International Trade Organization, and was on the Citizens Committee for Reciprocal World Trade.

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# College Scholarship Program Won For Seafarers, Children

## NEW CONSTITUTION

This issue of the SEAFARERS LOG carries an eight-page special supplement containing the text of the new SIU constitution as adopted by the membership in a 30-day secret referendum between August 18 and September 17 in all ports. The new constitution went into effect on October 15, two weeks from the date of the tallying committee's report on the results of the referendum vote. This is the procedure provided for in the old constitution for the handling of amendments.

The LOG is printing the text of the new constitution for a second time so that Seafarers can remove the special supplement and keep it handy for reference. In the future, the Union will print up the new constitution in pocket-size booklet form. The booklets will be available for distribution to the membership in all SIU ports.

## Boost Disability Pay To \$20 Week

Additional benefits for disabled Seafarers who are no longer able to work are now assured as the trustees of the Seafarers Welfare Plan voted a \$5 weekly increase in the disability benefit to \$20 a week. The latest increase in benefits, which was agreed on by the trustees at a meeting on October 8, will go into effect the week of October 20, 1952.

The trustees also decided on the basis of experience with the disability benefit to date that new applicants for the benefit from now on should have a minimum of seven years sea time with one or more of the companies that are parties to the Welfare Plan.

### 100% Unemployable

The disability benefit originally went into effect on May 1 and is designed to take care of those Seafarers who are 100 percent unemployable, whether from age, illness, or injury.

Once the trustees approve the benefit, the Seafarer receives it for as long as he is totally disabled, without time limit, effective the day his application is approved. In cases of disabled members over 65, the Union assists the men in securing their social security payments in addition to the Union benefit.

When the disability benefit was

first instituted the trustees purposely did not establish hard and fast rules for qualification as to length of service, waiting to see the number and type of applications that were received. On the basis of these it was decided that seven years' sea time would be desirable for an applicant to have before he would be eligible for the payments.

The increase in the disability benefit follows on increases in hospital and death benefits since they were first instituted. The hospital benefit was increased twice, from \$7 to \$15 a week and the death benefit three times, from \$500 to \$2,500 as the SIU Welfare Plan accumulated sufficient funds to provide for these increases as well as the additional types of benefits that were added later on.

The increase in disability benefits works out to a total of \$86.67 on a monthly basis compared to \$65 a month previously. For those over 65 who combine it with social security, the total comes to \$120 a month or more, depending on the amount of social security benefits they collect.

Seafarers and children of Seafarers will have an opportunity to get a four year college education free of charge under a new plan proposed by the SIU and approved by the trustees of the Seafarers Welfare Plan. Beginning



Charles Logan of the Mississippi SS Co. and a trustee of the Seafarers Welfare Plan signs check setting up SIU scholarship fund as Union and shipowner representatives look on. They are: (left to right), Captain W. Anthony, Waterman SS Corp.; Max Harrison, Welfare Plan administrator; Captain John Boughman, Isthmian SS Company; Al Kerr, deputy administrator, Welfare Plan; Bob Matthews and Sonny Simmons, SIU assistant secretary-treasurers.

with the fall term of 1953, four students yearly will receive full college scholarships of \$1,500 a year for four years, good at any recognized college or university in the United States. The trustees have already set money aside for a scholarship fund to cover the next four years' scholarships.

This is the first scholarship plan in maritime unions, and one of the few union scholarship plans in the United States. The \$1,500 grant is far larger than the average college scholarship, ranking among the largest scholarships for students in the country.

In those instances where the student plans to go on to postgraduate work such as in law and medicine where more than four years' study are needed, the fund plans to support the deserving student for the additional time required.

In discussing the purpose of the new scholarship program, SIU Secretary-Treasurer Paul Hall declared, "Many seamen, like myself, had to go to work when they were kids, and didn't have the chance to get much in the way of education. We want to see to it that the children of Seafarers who have the ability to handle a college education get the same opportunity as others who can afford to pay for it."

The new scholarship plan is the latest in a series of benefits instituted since the SIU's Welfare Plan first got underway. These now include hospital benefits, death benefits, and payments for maternity and for disabled Seafarers.

### Cover All Costs

The Union scholarship will be enough in practically all cases to cover all tuition and fees and still leave money over for ample monthly subsistence payments. For example, at Columbia University, which is among the most expensive schools in the country to attend, tuition and fees for a full school year total \$796. A room in a Columbia dormitory plus all meals for the full academic year comes to \$710. Thus the scholarship would cover all basic costs of attendance and living needs and still

leave about \$100 for books and incidentals.

At the average state university, fees are far lower than at the Ivy League Schools. For example at the University of North Carolina, tuition and fees for a student from outside the state are \$360 a year, while room and board for the year costs \$483—a total of \$843. At the University of Wisconsin, annual tuition and fees for a student from another state are \$420 with room and board averaging \$720—a total of \$1,140 a year. As in all state universities a student who is a resident of the state pays far less in the way of tuition.

Consequently the \$1,500 would be more than ample to meet all of the student's expenses including such items as clothing, laundry and transportation.

### Sea Time Requirements

In order to qualify for a crack at the scholarships, the Seafarer, or the son or daughter of a Seafarer,

(Continued on page 15)

## Report Panama In Red Trade

M. E. Guillen, Panama's consul in Hong Kong, said, according to the Associated Press, that his government has ordered him to investigate reports that several ships of Panamanian registry have been trading with the Chinese Reds.

The dispatch, from Hong Kong, quoted Guillen as saying he believed there were about 10 ships of various nationalities, all registered in Panama, running cargoes into Red China from ports other than Hong Kong.

## Number Of Nominees Is SIU Record

A record number of Seafarers have thrown in for 49 posts to be filled in the coming elections of officials for the SIU Atlantic and Gulf District. At last word, more than 80 candidates will be listed on the ballot, with final

Pictures and biographies of all nominees who qualify for the forthcoming A&G elections will be published in a special section in the next issue of the SEAFARERS LOG.

totals awaiting the arrival of nominations mailed before the midnight deadline on Wednesday October 15.

While nominations close as of that date, candidates' letters are postmarked before midnight the 15th will be accepted at headquarters, although they may arrive a few days later.

### List of Officers

At stake in the secret ballot which will begin in all ports November 1 and end December 3 are the following posts: one secretary-treasurer for the district; assistant secretary-treasurers; patrolmen in New York, including three each for deck, engine, steward departments, and six joint patrolmen; an agent and joint patrolman for Boston; an agent and joint patrolman for Philadelphia; an agent and four patrolmen in Baltimore, one for each department, and one joint patrolman.

(Continued on page 15)

## Statement Of Ownership

Statement of the ownership, management, and circulation required by the Act of Congress of August 24, 1912, as amended by the Acts of March 3, 1933, and July 2, 1946 (Title 39, United States Code, Section 233) of SEAFARERS LOG, published every other week at Brooklyn, NY, for September 24, 1952.

1. The names and addresses of the publisher, editor, managing editor and business managers are: Publisher: Seafarers International Union of North America, Atlantic & Gulf District, 675 4th Ave., Brooklyn 32, NY; Editor: Herbert Brand, 675 4th Ave., Brooklyn 32, NY; Managing editor: Ray Denison, 675 4th Ave., Brooklyn 32, NY; Business manager (none).

2. The owner is: (If owned by a corporation its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent or more of total amount of stock. If now owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address as well as that of each individual member, must be given.) Seafarers International Union, Atlantic & Gulf District, 675 4th Ave., Brooklyn 32, NY; Paul Hall, Secretary-Treasurer, 675 4th Ave., Brooklyn 32, NY; Robert Matthews, Assistant

Secretary-Treasurer, 675 4th Ave., Brooklyn 32, NY.

3. The known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

5. The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: (This information is required from daily, weekly, semi-weekly, and triweekly newspapers only.) This information not required.

(Signed) Herbert Brand, Editor. Sworn to and subscribed before me this 24th day of September, 1952. Harry Deitch, Notary Public. (My commission expires March 30, 1954.)

## Atlantic Men See Few Gains In AMEU Talks



Crewmembers on the Atlantic Importer leave no question in anybody's mind about where they stand. This ship was the first Atlantic tanker to hold a regular SIU ship's meeting at sea.

PHILADELPHIA—Forced out into the open by the mounting demands of Atlantic tankermen for details of what was going on behind closed-door union meetings, officials of the AMEU Fleet Council revealed they had finally requested clarifications and some improvements in their agreement with management just a few days ago.

This answer to the growing protest within the fleet against the "secrecy" surrounding the activities of the Fleet Council failed to calm the resentment on the issue. Scores demanded to know what had been accomplished in the month and a half previous to justify continuing the Council sessions altogether. Many pointed to similar Fleet Council gatherings in previous years which likewise presented requests for improved conditions only to have them rejected right down the line by Atlantic.

SIU Sentiment Mounting  
Meanwhile pro-SIU sentiment continued to snowball throughout the fleet as reports of attacks by officers on various ship organizers hinted at a repetition of the "goon" tactics which marked the Cities Service drive. Latest among these were two incidents on the Atlantic Exporter which were expected to cause several crewmembers to be fired off the ship.

In one case the captain was reported to have "roughed up" an organizer and then ordered him off the ship, following a heated verbal exchange while the ship was in Port Arthur, Texas. A second incident involved the ship's radio operator and several members of the crew all the way up from Texas to New Haven, Conn.

### Pattern Obvious

Reached in Port Arthur while on an extended swing through the Gulf to investigate these incidents, Keith Terpe, SIU Organizing Director, commented that "these incidents tend to solidify our support more than anything else because the Atlantic men are beginning to see the pattern of anti-labor activity building up daily.

"We had similar experiences in the Cities Service campaign which only served to pinpoint the type of opposition we were up against. However, none of it paid off as the SIU eventually succeeded in winning the fleet. Today, our agreement with Cities Service is the finest tanker contract in maritime and bygones are bygones. You have to admit, though, that elements in each of these drives repeat themselves because the pattern is always the same."

### Have Your Rating Listed In Book

Bosuns and stewards receiving the new membership book now being issued by the Union are cautioned to make sure that their ratings are stamped into the book.

If the book is not stamped accordingly, the dispatcher will not ship the man for that rating. As a result, some men holding these ratings might lose out on jobs.

## Another 20 NYC Piers Restricted

Another 20 piers in various sections of the Port of New York have been placed on the restricted areas list by the US Coast Guard effective November 1, 1952. The Coast Guard action follows on the restriction of 14 piers last December and includes a number of piers operated by SIU-contracted companies.

In order to be permitted to enter restricted pier, individuals must have either a Coast Guard Port Security card or seamen's validated papers, in addition to individual passes that may be required by companies operating the port facilities.

### Bull, Isthmian Piers

Among piers that have been restricted are three operated by the Bull Line at 20th, 21st and 22nd streets, Brooklyn, just a couple of blocks from SIU headquarters. Several Isthmian piers are included including the breakwater pier Erie Basin, Brooklyn, and Piers 2, 3, 4 and 5 in Staten Island. The reasons for restricting these piers and others is the frequency and amount of military cargo, explosives, and cargo for allied nations' armies being handled at the piers.

Other piers put on the list are numbers 32, 74, 84 and 95, North River; 35th Street, Brooklyn; Pier Erie Basin; numbers 8, 17, 195, and 21 on Staten Island.

### Original 14

The 14 piers restricted last December were: Numbers 37, 38, East River; numbers 59, 60, 61, 64, North River; piers 1, 2, 3, 5th Street and 6th Street, Hoboken; and piers 9, D and F, Jersey City.

# SEAFARERS CASH BENEFITS

## SEAFARERS WELFARE, VACATION PLANS

### REPORT ON BENEFITS PAID

From 9-28-52 To 10-11-52

No. Seafarers Receiving Benefits this Period	1071		
Average Benefits Paid Each Seafarer	75 84		
Total Benefits Paid this Period		81,229	99

### WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	6,105	00	
Death Benefits	24,877	75	
Disability Benefits	255	00	
Maternity Benefits	3,800	00	
Vacation Benefits	46,192	24	
Total			81,229 99

### WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	222,600	00	
Death Benefits Paid Since July 1, 1950*	395,628	68	
Disability Benefits Paid Since May 1, 1952*	2,100	00	
Maternity Benefits Paid Since April 1, 1952*	45,200	00	
Vacation Benefits Paid Since Feb. 11, 1952*	1,438,870	92	
Total			2,104,399 60
* Date Benefits Began			

### WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	330,036	71	
	Welfare	492,777	90	
Estimated Accounts Receivable	Vacation	210,000	00	
	Welfare	210,000	00	
US Government Bonds (Welfare)		1,490,960	94	
TOTAL ASSETS				2,723,975 55

**Comments:** Welfare Plan has now established a scholarship fund. Will give out four (4) \$1,500 scholarships annually. These scholarships are not confined to SIU seamen, but can be applied for by any of their children. First date of examination of applicant is January 10, 1952. Applicants requesting information should write directly to the Administrator, Seafarers Welfare Plan, 11 Broadway, Room 1060, New York 4, N. Y.

Since the inception of the particular benefits, we are averaging two (2) death benefits weekly and paying seven (7) maternity benefits weekly. New qualifications on disability benefits, is that a man must have seven (7) years seetime on American ships.

Submitted October 11, 1952

Al Kerr,  
Deputy Administrator

## ... and, remember this ...

All these are yours without contributing a single nickel on your part—Collecting SIU benefits is easy, whether it's for hospital, birth, disability or death—You get first rate personal service immediately through your Union's representatives

# SIU NEWSLETTER from WASHINGTON

# Welfare, Vacation Funds Pay Out Over \$2 Million

It is true that the American merchant marine today is larger and more prosperous than at any prior time. It is likewise true that this is brought about largely by abnormal cargo movements and demand for vessel space, occasioned by wars or threat of wars.

However, if we ever do get back to any "normalcy" period, the area in which opportunity is afforded for preventing a decline in the size of the dry cargo fleet is in the "unsubsidized" segment of the merchant marine. The "subsidized" vessel owners are in a much better position to ride the depression periods. The unsubsidized owners are very conscious of this and are expected to present a campaign in Congress next year looking toward some type of government aid under which they will be able to exist in the face of foreign-flag competition and declining cargo offerings.

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The US Maritime Administration reports that despite the important position of the US in world trade, American-flag ships have played a relatively minor role in the movement of cargoes in overseas trade. With the exception of the six-year period, 1943-1948, American freighters and tankers together have never carried as much as 50 percent of the cargoes moving in the foreign trade of this country, and have been a negligible factor in the carriage of commodities between foreign areas.

If this is true, and there is no reason to believe that it is not, then there is room for additional US-flag participation in the foreign trade routes. Under American maritime policy, US-flag ships are supposed to carry a "substantial" portion of foreign trade cargoes, which has been interpreted in most quarters to mean at least 50 percent of the movement.

For the 30-year period since 1921, US-flag freighters averaged less than 40 percent of total dry cargo receipts and shipments, while US-flag tankers averaged 51 percent of total inbound and outbound liquid cargoes.

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Secretary of Commerce Charles Sawyer says that compared with "some rather fancy spending programs" in other fields, expenditures by the Government in the way of subsidies for the American merchant marine have been "modest indeed." In a recent address in Los Angeles, California, on the occasion of the annual convention of The Propeller Club of the US, he reported other Government expenditures as including \$23 billion in foreign aid, \$326 million in two years of potato price supports, \$500 million yearly on highways, \$100 million yearly on a Federal airway system, and \$200 million yearly on rivers, harbors, and dams.

"How do our ship subsidies stack up against the foregoing?" he asked. "In the sixteen years of construction subsidies we have paid out about \$350 million which made possible the building of over 250 ships. Operating subsidies averaged about \$5 million a year before the war and since the war about \$30 million."

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A little over 530,000 persons employed in the maritime field now have been screened under the program of the US Coast Guard, of which number some 324,500 are seamen and 205,500 are dock employees.

In the meantime, it is reported that Senator Magnuson, Washington, will conduct an investigation in the next Congress which convenes in January of next year as to the operation of the Coast Guard screening program. Senator Magnuson is head of a merchant marine subcommittee of the Senate Committee on Interstate and Foreign Commerce.

The practice of the Coast Guard has been to limit the validity of Coast Guard Port Security cards to two years from date of issuance. However, the Coast Guard feels now that it is not deemed necessary to require the rescreening of holders of Security Cards and the re-issuance of such cards at this time. Therefore, the Coast Guard is giving notice to holders of the Port Security cards that the period of validity of such cards (issued on or before June 30, 1952) will be extended for two additional years.

New Coast Guard Port Security cards will not be issued, and Coast Guard personnel and others concerned will honor such outstanding cards issued on or before June 30, 1952, unless sooner surrendered or canceled by proper authority.

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At the outbreak of World War II, there were some three dozen nations that fell into the category of minor maritime powers, possessing a total of slightly under 6,000,000 deadweight tons of ocean-going ships. Upon completion of construction programs now under way for these same countries, their merchant fleets will total over 13,200,000 tons, or an astonishing increase of 124.8 percent over the 1939 level.

Whereas before World War II these foreign nations were a small factor in competition on the ocean lanes, today they have become real competitive forces. Those countries increasing their fleets include such nations as Argentina, Canada, China, Honduras, India, Israel, Mexico, Peru, Poland, Portugal, Turkey, Venezuela, Colombia, Costa Rica, Ireland, Iceland, Liberia, Switzerland, Indonesia, Pakistan and Liberia, just to mention a few. In a number of cases, the countries mentioned above had no national flag merchant fleets at all in 1939.

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According to Lloyds' Shipping Register, the US lost more merchant vessels by accidents during 1951 than any other country. Whereas a total of 215 ships (of 100 tons and over) were lost through various causes by all nations, this country alone lost 14 vessels, of 49,889 gross tons.

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Government officials are undertaking a Presidential mission to Europe to develop an economic survey as to possible trade relations after defense production in the US has leveled off. President Truman feels that the success of the US effort toward world peace depends substantially not only upon the industrial power of this country, but upon the continued economic stability of our allies.

Seafarers collected over \$2 million from their Welfare and Vacation Plans as of this month, to mark another milestone in the steady progress the plans have made since their inception.

As of October 11, Seafarers had collected \$2,185,639.59 in Welfare and Vacation payments from the plans, which do not cost the Seafarer one cent.

The history of the various benefits tells the story as well as anything else, with the Welfare Plan being the first started.

In July, 1950, hospital benefits of \$7 per week were started. In November of 1951, the payment jumped to \$15 per week. So far,

\$228,705.00 has been paid to hospitalized Seafarers.

The death benefit started at the same time. Initial payments were \$500, but in May, 1951, the death benefit was raised to \$1,000. In July of 1951, the death benefit jumped to \$1,500, and in November of 1951, it was increased to \$2,500. So far, a total of \$430,506.43 has been paid to the beneficiaries of Seafarers.

Payments to Seafarers under the Vacation Plan began on February 11, 1952, but were retroactive to November, 1951. Since that time, Seafarers have collected a total of \$1,485,063.16 in Vacation Pay.

The two newest benefits paid to Seafarers are the maternity benefit and the disability benefit, which were recently added to the Plan.

Payments of the maternity benefit began in May of 1952, but were retroactive to April 1, 1952. Under this benefit, Seafarers collect \$200 when their wife presents them with a son or daughter. In addition, each youngster gets a \$25

bond from the Union. In the case of multiple births, \$200 is paid for each child. Since May, when the payments began, Seafarers have collected a total of \$49,000.00 in maternity benefits.

The disability benefit went into effect in May, 1952. The original benefit called for \$15 per week to Seafarers disabled and unable to work any longer. Elsewhere in this issue of the LOG is a story announcing that the disability benefit will be increased to \$20 weekly later this month. Since May, when the benefit was started, Seafarers have collected \$2,100.00 in disability payments.

An announcement has also been made that the sons and daughters of Seafarers, or Seafarers themselves may qualify for college scholarships that will be offered through the Welfare Plan. This is the newest addition to the steadily growing list of benefits paid to Seafarers under their Welfare and Vacation Plans, which cost them nothing. No payments, of course, have yet been made for scholarships.

## Put Number On Meeting Excuses

Seafarers sending telegrams or letters to the New York headquarters dispatcher asking to be excused from attending headquarters membership meetings must include the registration number of their shipping card in the message.

From now on, if the number is not included, the excuse can not be accepted by the dispatcher.

# Jail Striking Liberian Ship's Crew

The crewmembers of the Liberian Liberty ship Riviera, who tied up their vermin-ridden and unseaworthy ship in Portland, Oregon, found themselves behind bars last week. The SUP, SIU and other west coast labor groups are working to have the men released and have refused to work the ship.

Although striking for decent living and working conditions and wages, a Federal court ordered them to leave the ship. As they walked off the gangway, Immigration authorities arrested them for illegally leaving the ship. If they had stayed on board, a US Marshal would have arrested them for contempt of court.

Efforts were being made to get the 22 German, Danish and English crewmembers out of jail on writs of habeas corpus. However, three others, including a Malayan stowaway, had been labeled "inadmissible" by the Immigration authorities and were arrested and taken to an undisclosed jail, where their attorneys have not been able to contact them.

### SUP Protests

The Sailor's Union of the Pacific, the West Coast affiliate of the SIU, has lodged a protest with Congress and the Attorney General, since the usual Immigration policy is to allow foreign seamen a certain period ashore in which to ship out again.

Meanwhile, picketlines have kept the ship idle, despite the company's attempt to get an injunction. The crewmembers are members of European maritime unions which are affiliated with the International Transportworkers Federation. The SIU is also affiliated with the ITF, and so, when the men struck in Portland, they went to the SUP hall for help.

The captain of the Liberian ship, meanwhile, was holding all of the men's money and wages, which he said was being held as "fines" for their action in trying to get decent conditions on board the ship.

### Ministers Protest

Some 30 local ministers who visited the tied up ship have already lodged protests with the Maritime Administration and the United Nations about the "appalling conditions" on board the vessel.

Those who visited the ship reported that conditions were worse than they had ever seen aboard a ship. Lifeboats and other safety equipment were so rusted and run-



Mess and filth characterized the "sick bay" aboard the Riviera, Liberian-flag ship. Vermin abounded in the straw mattresses, and crewmembers were using the space as regular crew quarters.

down that they were 100 percent useless. About 90 percent of the fire fighting equipment was useless. The ship carried no Plimsoll mark. Rust was so bad that it fell off the overhead into the food as the men ate. There had apparently been no chipping or painting done for the last four years, except for the captain's quarters.

### Food 'Rotten'

The only food aboard, according to the ministers, was "bootlegged" water buffalo meat that was "rotten."

The crewmembers reported that they had been signed on in Germany. They said they were not given any translation of the articles but were told that they were signing on for a 30-day trip to Norfolk. Once at sea, they were told they had signed English articles for two years.

Promises to fumigate the living

quarters, get rid of the vermin, bedbugs, cockroaches, and lice, and to make repairs were never kept, the crew said.

### Promised OT

Also, the crew said, the captain had promised overtime at 40 cents an hour and an extra \$2.30 for work on Sunday after they had taken him before the German Consul in Bombay, but he never kept that promise either.

The crew also pointed out that they had been so short-handed that the vessel had not carried any bow lookout while under way, a violation of International Law which put her in the class of a derelict and made her a menace to navigation.

When the crew first struck, one of them said, "We have heard so much about American democracy, that we would like to see just how it will work for us."

*Your SIU Washington Reporter*

# Co. Agent Saves \$\$, Two Drown

A charge that penny-pinching by Isthmian's agent in Cochin, India, resulted in the deaths of a Seafarer and a third assistant engineer have been made by one of the officers who was aboard the Steel King (Isthmian) when the incident took place.

Seafarer Genleusz Baranski, wiper, and Danny Benedict, 3rd asst., both off the Steel King, died in Cochin Harbor when the "launch" that was taking them back to the ship was swamped and capsized.

Stan Cochran, who was first assistant engineer on the Steel King at the time, charges that the "launch" was merely an overcrowded bumboat that the agent had hired instead of the launches that were available.

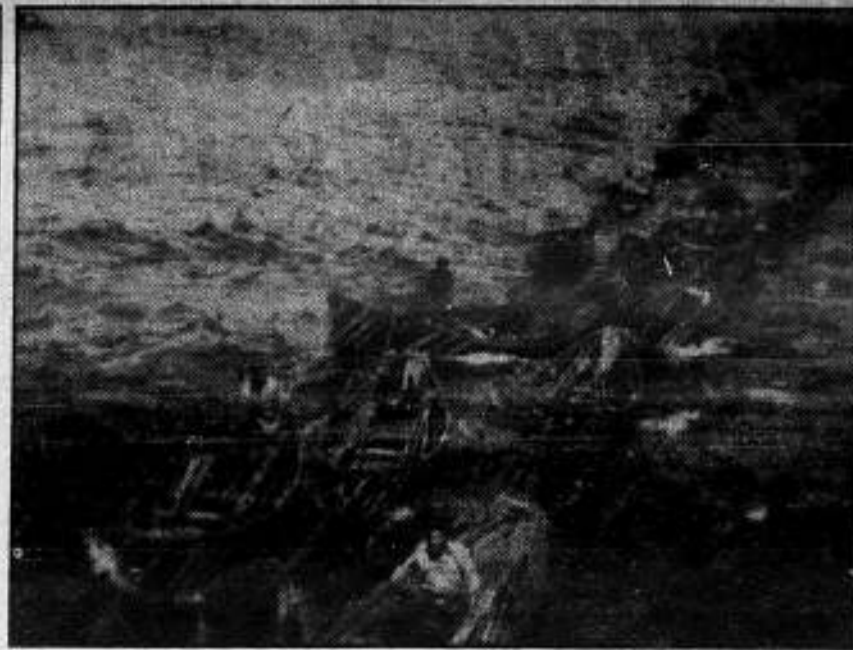
Cochran told the LOG that the Steel King had anchored out in the stream when it reached Cochin, and that the agent had "hired" tiny rowboats, used as bumboats, instead of the launches that were available in the town.

"The bumboats wouldn't even take us into town," Cochran said. "They would just row us to the nearest point on shore, which left us a choice between the breakwater or a big open field."

On the particular night, Baranski and Benedict walked back through the field and got into the one bumboat that was at the shore at about 11 PM. There were already six men in the little rowboat, Cochran said, and it was plainly overloaded and had only one lifering in it.

According to Cochran, the overloaded bumboat was hit by a swell on the way to the ship and was swamped and then overturned. The other six men hung to the hull, but Baranski couldn't swim.

"We figured out that since Baranski couldn't swim, and Benedict was an excellent swimmer, that Benedict was drowned while he tried to save Baranski. It looked that way, particularly when both of their bodies were found together nine days later under a coal dock in the harbor."



Some of the survivors of the Joao Costa huddle in their dories all tied together in a long string, as they were rescued. The Joao Costa sank after an explosion in its engine room.

# Alert Seafarers Save Shipwreck Survivors

Seventy four crewmembers of a Portuguese fishing ship are alive and well after six and seven days adrift in dories, thanks to the alertness of Seafarers aboard the SS Compass.

The Compass was the first to spot survivors of the fishing vessel Joao Costa, which had sunk six days earlier. It picked up 12 of the men, and sent out the alarm by wireless to other ships, following which the SIU-manned Steel Executive picked up 35 more men. The rest were found by a German freighter.

### Engine Room Explosion

The Joao Costa, a 73-ton cod fisherman, was on its way home with a full load after spending the summer at the Grand Banks off Newfoundland, when it caught fire and sank as the result of an explosion in its engine room. All of the crew took to their dories in which they drifted for six days without food, and only whatever water they got from the rain.

According to John Hoggie and Bob Brown, crewmembers on the Compass who reported the rescue to the LOG, the freight ship was in the vicinity of the Azores when Larry Boordo, AB, at the helm sighted three small dories. He notified the mate and as the Compass came closer they saw the men were obviously in distress. The ship was stopped, and a Jacobs ladder was lowered to get the men aboard. Several of the men col-

lapsed from exhaustion as soon as they got to safety.

The survivors told Captain V. Cerasoli that their entire ship caught fire as a result of the engine room explosion at 2 AM. The men had to get off without even giving an SOS.

### Others Passed Them

They drifted about for six days before the Compass spotted them. Several other vessels had seen them, they said, but passed them up, probably assuming they were out fishing.

As soon as the facts were learned, the Compass sent out distress signals alerting all ships to be on the lookout for the remaining crewmembers.

### Executive Joins Search

As a result of the Compass' messages, the SIU-manned Steel Executive joined the search in the general area where the ship sank. Ship's delegate Bennie Whitley said the crew kept a night-long watch for survivors and at five o'clock the next morning sighted several of the dories.

The Executive immediately hove to and started picking up the men, many of whom could hardly stand up. It brought its survivors to Ponta Delgada in the Azores.

# UNION TALK



By KEITH TERPE

(This series of articles has been prepared by the SIU Director of Organization and Education.)

It seems the LOG is attracting a lot of unexpected readers. Of late, the officers and delegates of the AMEU Fleet Council have been industriously analyzing the placement of every comma and quotation mark in the paper to compensate for their failure to find fault with our facts. We appreciate the compliment. After all, our SIU newspaper is a prize-winner in nation-wide competition because it specializes in facts like those concerning the peculiar set-up of the AMEU.

### Safeguarding the Ballot

One of the items of particular concern to all of us at this time of year is the sanctity of the ballot and the safeguards which serve to make the vote of every individual mean more than the mechanical act of pulling down a lever or putting a check mark in the right place.

You can take a sampling of Atlantic tankermen anywhere in the fleet and perhaps find a handful who had any faith in the recent "secret ballot" vote for AMEU chairman. The overwhelming majority of them—faced with a hand-picked choice of three names nominated within the Fleet Council—went along with the "administration" again because they'd just as soon see them pan-fried when the AMEU goes up in smoke as anybody else. That's about the only reason offered that explains it, but there's the possibility of another.

As one of the latest AMEU handouts points out: "The election was conducted in a most satisfactory manner and we do not intend to make any changes in the procedure." Assuredly it was "conducted in a most satisfactory manner," since the "administration" candidate "won." And of necessity too they must stand by their election procedure because to change it now might let the cat out of the bag and set people thinking something was wrong with it all the time.

### Simpler Way to Do Things

Our feeling on the mimeographed ballot election is that it might have been simpler to type in the "desired" vote on the ballot before it was even distributed to the voters. The result would have been the same and then there wouldn't have been any pretense about the legitimacy of the election. But the AMEU circular goes even further in its frantic attempt to promote its own honesty while not leaving too much to chance or the choice of the electorate. "Numbered ballots would destroy your right to vote secretly, unless the numbered tab were removed before each vote were cast, and if this were done the number would serve no purpose."

This bit, since it was addressed to AMEU members, was an answer to a suggestion that some effort might have been made in this election to determine how many ballots were printed, how many were used and what became of those that weren't used, or, if nothing else, printing the ballots on paper with a union seal or watermark so that they couldn't be counterfeited by anyone with a typewriter and mimeograph machine.

### Doesn't Destroy Secrecy

We'd like to point out for those impressed by the AMEU's reasoning, that the purpose of numbering ballots, as is done in every SIU referendum, is not to destroy the secrecy of the ballot since there are easy enough ways of doing that without any sham about it. It merely serves to guarantee that when the election ends, every member would know the disposition of every one of those documents.

One of the means to that is a numbered stub on each ballot, which is torn off when each man registers to vote, so that at the conclusion of all voting on the issue, there can only be as many votes as the amount of numbered stubs turned in by the various balloting committees. You can't have 5,000 votes and 4,000 stubs and still call yourself honest. But by the same token, you can't have unused ballots scattered all over company property in the Anchorage or on the decks of half a dozen ships and not have people wonder if the final vote total wasn't manufactured.

No one really knows if those or other unused ballots weren't put to work in the final tally simply by the marking of an "X" in the proper place. And on that subject, we'd also like to point out that the AMEU never even bothered to give its membership the actual count of the votes cast when it named the winner.

# Cartoon History Of The SIU

Seafarers Gain Experience

No. 22



The Seafarers' prestige grew with each new action. Membership discussions were held in all ports, and job actions and strikes were carefully planned. The membership was ready to launch an all-out drive to organize the industry and to make the Seafarers a mass union.



In August, 1939, an organizational conference in Savannah drafted shipping rules and a constitution which the membership adopted. The SIU ended its internal organizational stage and was ready to expand. Only a few timid souls and ISU remnants who were content with a small safe union, hung back.



War began in Europe in 1939, and the SIU was ready with demands for war bonuses, insurance and protection. While the NMU hemmed and hawed, the SIU hit the bricks in job actions. The NMU lined up with the shipowners. The SIU was in a full-scale battle for the protection of membership rights.

# Top of the News

**KOREA FIGHTING GETS HEAVIER**—While no full scale warfare has been resumed in Korea as peace talks are stalled, fighting has grown heavy in recent weeks. Practically all of the fighting is jockeying for hills in the front lines that would give one side or the other an advantage. Chinese troops have been attacking in increasingly larger units, while the air war goes on as usual. The increasing tempo of fighting has led to some talk of a major Chinese-North Korean offensive, although this is considered unlikely at this time of the year.

**BRITISH HAVE BOMB, TOO**—The British have successfully detonated an atomic weapon in tests conducted on barren islands off the northwest coast of Australia. Reports of the explosion indicated that the British bomb was somewhat different from the conventional American atomic weapon. No US official observers were present at the British tests, since the two countries have been unable to reach agreement on exchange of atomic information that is considered secret and classified.

**PRESIDENTIAL CANDIDATES SLUG IT OUT**—The increasingly bitter presidential campaign has swung into the home stretch drive with President Truman taking an ever-growing role. The President embarked on a cross-country whistle stop tour including several major and dozens of minor speeches in which he attacked General Eisenhower directly for allegedly abandoning his principles and embracing the outlook of Senator Taft. He also attacked him for endorsing Senators Jenner and McCarthy who had called Eisenhower's close friend General Marshall, a liar and a traitor. Governor Stevenson was following pretty much the same theme in his addresses. On the Republican side, General Eisenhower hammered away at charges of corruption and Communist infiltration in the Democratic administration and also at increasing Government controls, as well as Democratic tax and budget handling.

**UN HEADQUARTERS COMPLETED**—The \$68,000,000 permanent headquarters of the United Nations in New York City has been completed after six years of work and planning. The project came to its end when the General Assembly hall, last of three major buildings was finished just a few days before the Assembly opened its 1952 session. In addition to the Assembly hall, the headquarters consists of the 40-story rectangular shaped Secretariat building which has become a landmark in the port of New York, and a conference building.

**BRITISH MOVE TO COOL OFF EGYPT**—The British Government has taken steps to improve relations between Britain and Egypt that have been in a bad way since the riots and fighting in Alexandria and the Canal Zone last year. The British Army has agreed to return custody of the El Firdan railway bridge to the Egyptians. The bridge crosses the canal about eight miles north of Ismailia. The British also agreed to release Egyptian funds in London that had been frozen since last year's riots. The return of the railroad bridge means that Egyptians can send supplies to their troops in the Sinai peninsula without passing through British-held territory.

**SCIENTISTS ATTACK VISA CURBS**—A group of leading scientists from various countries of the world are attacking the visa and passport policies of the US as a menace to this country's scientific progress. Led by such notables as Dr. Albert Einstein; J. Robert Oppenheimer, a leader in the US atomic bomb development; Arthur H. Compton, Harold Urey and others, the scientists argue that the McCarran Internal Security Act is making it difficult if not impossible for scientists to enter and leave the US for teaching purposes, or to attend scientific conventions. As a result they argue, US scientists are being cut off from necessary contact with those from other countries with the effect that our scientific progress is being hampered.

# 1st SIU Mariner Crews Up

A crew of Seafarers went aboard the Keystone Mariner this week to operate the new prototype vessel for the Waterman Steamship Company. The Seafarers boarded her in the Sun Shipyards in Chester, Pa., and then brought her up to New York for an official reception and celebration in New York Harbor.



New York dispatcher, Blackie Colucci, hands shipping card to A. Vander Graaf, who shipped as deck maintenance aboard the Keystone Mariner. Others who threw in for the ship await their turn at the dispatch counter.

The Keystone Mariner was the first of the new Mariner Class vessels to be launched. The Maritime Administration is building 35 of these new, fast cargo vessels.

A complete photo story on the crewing up of the Keystone Mariner, and her reception in New York, will be published in the next issue of the SEAFARERS LOG.

Waterman called the New York hall for the new crew Tuesday. The jobs were posted, and at the 1 PM call, most of the berths were filled. The men then left from the New York hall by bus on Wednesday morning and went directly to the ship.

After taking her over for the company, the Seafarers checked the vessel over to make sure that everything was shipshape. Then, they sailed her out of the shipyard and took her to New York. As she arrived in the harbor, fireboats spouted a welcome, the whistles of other craft in the harbor sounded off for her, and a group of civic, company and Governmental officials boarded her in the harbor.

The Keystone Mariner, although listed with a speed of 20 knots, was reported to have "considerably exceeded the speed expected of her" during her early trial runs. Most estimates put her speed at about 24 to 25 knots.

## Doctor Debunks Cures For The Common Cold

Antihistamines, antibiotics and other expensive remedies are useless in curing colds, according to Dr. Walter C. Alvarez of the Mayo Foundation. He says that laxatives, vaccines, aspirin, quinine, whiskey, hot lemonade, patent medicines and cold shots are also useless.

The doctor based his announcement from tests given on a large scale to two groups, one getting medication and the other going untreated. He said the only medication that proved effective was ¼ grains each of codeine and papaverine, but codeine requires a doctor's prescription. About 50 percent of the colds, he said, disappeared quickly anyway even though untreated.

He said, however, that aspirin does ease pain, inhalers and nose drops unplug a stuffed-up nose and antihistamines can clear away complications.

### Age Helps

The greatest result noticed, he said, is that as a person gets older they are less susceptible to colds, while he pointed out that in tests with laxatives, those using laxatives had to stay in bed an average of two days longer than the persons who got no treatment.

## 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 dispatch 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 their work tougher for your shipmates.

# YOUR DOLLAR'S WORTH

## SEAFARERS GUIDE TO BETTER BUYING

Written exclusively for THE SEAFARERS LOG. by Sidney Margolius, Leading Expert on Buying

### Men's & Women's Coats

Seafarers and their wives can get a little better break on winter clothing this year. Price tags aren't exactly reasonable yet, but many clothing items do cost less than last year, including men's and women's coats, and especially gabardines.

But unless you need one urgently, it's always better to buy a coat later in the season. Early in the season coats always carry the top price. Then starting with the Armistice Day sales, merchants gradually reduce prices until in January when they clear their remaining stocks of coats at sharp reductions. At the January sales you can save 15-25 per cent on men's coats, and as much as 40 per cent on women's.

In women's coats especially, the best buy is a simple, classic style. Not only is a simple style-in fashion year after year, but more of your money goes into good tailoring and fabric and less into fussy decorations. Too, a woman gets a better and more versatile coat if she invests her money in a good cloth coat rather than a fur-trimmed style which may have a cheap body. Then she can add scarves, costume jewelry and other accessories to dress the coat up as needed.

#### Most Useful Coat

For either a man or woman, the most useful coat is a topcoat with a detachable lining. For a few dollars more than just the price of a topcoat you have two coats that can be worn three seasons.

It's wise to give a little extra thought to deciding what kind of fabric you prefer. Actually some of the most expensive fleecy and soft fabrics like cashmere, velour and wool sueds wear poorly. The soft fabric quickly gets

threadbare at the cuffs and around the buttonholes, and the expensive coat looks shabby in just a season or two.

On the other hand, some of the hardest-wearing fabrics like gabardine and serge don't make warm topcoats.

Best choice for both warmth and sturdiness at reasonable cost are tweed, covert, wool cheviot and homespun. For men's overcoats, other hard-wearing warm fabrics are melton and mackinaw cloth. For women, other good choices are wool crepe and jersey.

#### Check Cloth Quality

But you better check the quality of the cloth, too. A coat of all-new wool will wear better than one made of reprocessed or reused wool. For satisfactory wear a coat should have at least 50 percent new wool. But new wool can be a poor grade too, so in every case it's wise to examine the fabric. Pull it both ways to see if it's firmly and closely woven, and grasp a fistful of it, and then release it, to see if it's springy and resilient, and quickly resumes its shape without crease marks, as good wool does.

You'll also find some wool fabrics sometimes contain part rayon or cotton, which information must be stated on the label. Cotton isn't as warm as wool, and doesn't hold its shape as well, but a little adds durability.

One type of overcoat that gives good wear is Alpaca, a fabric that has a wool face and cotton back. Once it was costly, then Congress passed the wool-labeling law requiring manufacturers to reveal on the label any part-cotton content, so the price of Alpaca went down along with its prestige. At a reasonable price it's a good coat.

There's been a price reduction in gabardines this year because the fashion trend has turned to tweed, so gabardine is now a better value than in a number of years. A

gab coat has always been popular with young men especially. It holds its shape well. However, in light colors a gab coat shows spots quickly and requires frequent dry cleaning.

One of the strongest coats a man can buy is Harris Tweed, a rough-surfaced fabric. But sometimes imitations are palmed off as Harris Tweed. The genuine ones carry a label bearing that name.

Besides the fabric, the lining is a sign of good manufacture in both men's and women's coats. A closely-woven rayon makes a serviceable coat lining. If the lining is cotton, check the label to make sure it's preshrunk, and make sure any lining is colorfast. Rub a handkerchief on it to make sure color doesn't come off. The lining should fit smoothly. In well-made clothes the lining is hand-sewn around edges, shoulders and armholes.

#### Where To Buy

Seafarers visiting New York can buy topcoats at the Union-operated Sea Chest in SIU headquarters in Brooklyn. The Sea Chest carries all-wool gabardine trench coats with zip-in linings for \$55. These costs compare with those selling elsewhere for \$75. The Sea Chest also carries Aquaguard all-wool gabardine topcoats for \$34.95. These two types have been found to be very popular with the men of the SIU.

In other areas, you'll often find best buys in men's coats at the large clothing chains like J. C. Penney, Montgomery Ward, Sears Roebuck, Bond, Robert Hall, Crawford, Ripley and Howard. But compare quality carefully even among coats at the same price in the same store. Chain stores that sell at one price sometimes buy from different manufacturers and sometimes lump suits of varying quality together on the same rack.

# PORT REPORTS

## Wilmington:

### Members Cracking Down On Performers

With shipping activity here fair but dull, the prospects do not look favorable for the foreseeable future. We recommend that guys wanting to ship fast should head for some other port.

Our only payoff in the last two weeks was the Brightstar (Triton). We had no sign-ons at all. We had 150 hours disputed overtime in the steward department of the Brightstar, but it was all settled in our favor when we pointed out to the captain that the agreement completely specified that the overtime was good. There was only one log on this ship and it was lifted. The Brightstar went into idle status pending repairs and loading of cargo. It may be back in operation in about three weeks.

#### Thinking of Beached Men

Incidentally, the Brightstar crewmen made a nice thoughtful move for the welfare of their brothers on the beach. They purchased cigarettes from the ship's fund and distributed them to the men in the hall.

We also squared away all of the repairs on the Seacoral. We're now getting the lockers replaced and the work done on the galley sinks.

From reports available to us in Wilmington, we're glad to say that performing in general and missing ships are on the downgrade. An explanation is that the members are cracking down on the performers in no uncertain terms.

There was a warm reception by the members here to the announcement of the increased contributions of operators to the welfare and vacation funds which will make possible improved benefits for Seafarers. All hands are eager to get more information.

We had a number of ships passing through here recently. They included: Yorkmar, Pennmar and Seamar (Calmar); Mankato Victory (Victory Carriers); John B. Waterman, Hastings, Fairland (Waterman); and the Seacoral (Coral).



Smith

Although his home port is New Orleans, George D. Smith of Adrian, Ga., has decided to grace the West Coast with his presence for a while. He joined up with the SIU in 1945 after serving in the war on Guadalcanal. He was in the thick of the action at Henderson Field. He sails as a steward and likes the run to Hamburg because the German belles "have all the class." But now George wants to make a Far East run to see how the other half of the world exists.

#### Seafarer's Value Noted

In the past seven years, brother Smith has seen the SIU make vast strides in working conditions and benefits for all seamen. He says the Union has gone so far that today the seaman "is recognized as a valuable member of society." All of this has been done "by an alert and militant membership determined to gain the best conditions in the maritime industry," he says. On the new contract negotiations, George predicts: "You can bet your life we'll come out with new gains that will set more SIU precedents in the labor movement."

The only excitement in this port lately was the World Series, which

produced many a groan from the Brooklyn rooters. Oldtimers on the beach include: Jack Gridley, Jesse Lewis, Johnny Howarth, Ray Maldonato and Tony Stivers.

Sam Cohen  
Wilmington Port Agent

## Galveston:

### Firemen, Oilers, AB's Given Big Welcome

The job prospects here are still good for rated men. Firemen, oilers and AB's are given a big welcome to this port, but others will have a wait before shipping out.

Our payoffs recently were the Neva West (Bloomfield) and the Steel Surveyor (Isthmian). Both vessels plus the Wanda (Epi- phany) later signed on. In transit were the Julesburg (Terminal Tankers); Seatrains New York, New Jersey, Georgia and Texas; William E. Downing (Mathiasen); Federal (Ore); and Sunion (Kea).

We were very happy to learn of the plans for the new Baltimore Hall. It will certainly be a beautiful building. Besides satisfying a long-felt need, it brings us one step closer to a new headquarters building for the Galveston Branch. We hope that work will start in the very near future towards giving our members here a second home.

Our membership thinks that a building program such as the one now in progress is tops in the entire maritime industry. Nowhere else do we see any union expanding its operations and facilities to the extent that we in the SIU are doing. Our men are looking forward very anxiously to the start of construction here. An up-to-date Union hall with such facilities and activities as those in New York is in great need here.

Walter Carr Craven says that as long as he's been in the SIU, he's enjoyed every minute of it. He's been a member since June 19, 1946, and has been shipping as a bosun out of Galveston. Walt is very proud of the fact that the SIU "has the best contracts and welfare benefits in the entire maritime industry." He says that no other maritime union can measure up to the great advances scored by SIU for the benefit of its membership.

Keith Alsop  
Galveston Port Agent



Craven

## San Francisco:

### Registration Pushed For Nat'l Elections

After going down almost to the bottom, shipping in this port improved somewhat in recent weeks. We shipped out about 161 men for regular gangs and an additional 20 men for butterworthing in the two-week period.

Payoffs were the Alawal and Young America (Waterman). Both were in good shape, especially the Alawal which laid up for a few days. We signed on the Fairport, Alawal, Madaket, and Young America, all Waterman ships. In transit were the Jean Lafitte and J. B. Waterman (Waterman), Portmar, Alamar and Massmar (Calmar), Sea Thunder (Orion), Steel Chemist (Isthmian) and the Longview Victory (Victory Carriers).

Everything is expected to continue running smoothly on the Young America when her regular master, Captain Bernedi, returns on this trip after a vacation. We heard that the Alawal crew donated about \$244 for the March of Dimes. A word of praise is in order for the master, Captain Martin, who at all times went out of his way to make the trip a pleasant one for all hands.

#### Keen Interest in Pact

The main topic of conversation around the port now is the negotiations on the new contracts. All hands are reminded to watch the LOG for news. This port lost the Sea Thunder this week for an indefinite period as she went into the Pedro shipyard, and after repairs and overhauling is scheduled to go to Java, Sumatra, and the Philippines for a long run. She had been on the "Milk Man's Run" from Estero Bay to Richmond, which was about a 40-hour trip. As a result, there was a big turn-

### Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of October 2, 1952 and are subject to change without notice.

England, New Zealand, South Africa: \$2.80 per pound sterling.  
Australia: \$2.24 per pound sterling.  
Belgium: 50 francs to the dollar.  
Denmark: 14.45 cents per krone.  
France: 350 francs to the dollar.  
Holland: 3.60 guilders to the dollar.  
Italy: 625 lire to the dollar.  
Norway: 14 cents per krone.  
Portugal: 20.75 escudos to the dollar.  
Sweden: 19.33 cents per krone.  
India: 21 cents per rupee.  
Pakistan: 30.2 cents per rupee.  
Argentina: 14.2 pesos to the dollar.  
Brazil: 5.4 cents per cruzeiro.  
Uruguay: 52.83 cents per peso.  
Venezuela: 29.95 cents per bolivar.

over of men as there was no place on that run to spend their dough. However, it's not a total loss as the company is figuring on keeping a crew standing by while the boat is repaired.

An example of the confusion in the ranks of the longshoremen here took place when the Massmar came in October 7 and ordered five gangs of dockers to work. When the gangs came, they found out that the boss was one of the men who had testified for the prosecution in the Harry Bridges perjury trial. They refused to work under this boss. As a result, the Calmar ship was held up for some time until they got the thing straightened out.

#### Political Doings

We have encouraged all members, who were eligible, to register for the coming election. San Francisco has played host to the three top political big shots in the last couple of weeks. Adlai Stevenson was first and was followed by "Give 'Em Hell" Harry Truman. Last was Eisenhower.

All three drew tremendous crowds on the sidewalks of major cities here and at large mass meetings, and there was quite a lot of enthusiasm on all sides of this great political fight. Our members are very much interested in this campaign as they should be. They feel that the peace of the world, the fight against Communism, domestic prosperity and even their own jobs depend on who gets into the White House this November. Repeal of the vicious Taft-Hartley law is a big issue out here as everywhere else in the country. I think that very few of our Seafarers and their relatives will fall down on their duty to vote.

#### Cargo Pilfering Discouraged

On the local labor scene, things are quiet and none of the maritime unions have any troubles. One of our headaches is cargo pilfering. Several members are now in the hoosegow for forgetting that cargo is definitely not to be fooled with. The Union cannot uphold or protect anyone caught on this charge.

Oldtimers on the beach include: Richard Ulmer, Mike Pappadakis, Peter Checklin, R. Moissant, Nils Larssen, N. Fedyk, J. Batson, D. C. Shelton, W. Pennington, William Rogers, E. Malstrom, Sid Ghale, David Edwards and James Johnson.

Shipping prospects for the next couple of weeks look fairly slim with scarcely any ships due to hit the port for payoff and sign-on. However, Seattle seems to be doing alright and while it is not booming, rated men can get out fairly quick.

H. J. Fischer  
San Francisco Port Agent

## Lake Charles:

### ILA Supplies Jobs To Beached Seafarers

All is well in this booming little city. Shipping has remained fair in recent weeks for rated men. But we don't advise the guys without ratings to drift down this way as the house is full of them.

We shipped out 40 men in the last two weeks in various ratings mainly because the Lone Jack, French Creek, Archers Hope, Chl-wawa, Cantigny, Winter Hill and Government Camp, all of Cities Service, bounced back here again for sign-ons. The Amberstar (Traders) took on a couple of men for her inter-coastal run. Her crew was just as fine an SIU bunch as she had on her last stop here two months ago and the ship was as clean as a pin. The Bents Fort (Cities Service) and Del Sol (Mississippi) also passed through here. This shipping rush left us with only two rated black gangmen, about six AB's and one cook.

#### Labor Doing Well

On the labor front, all is well with jobs for almost everyone who wants to work. There are no labor disputes. The ILA has been using a few of our members lately. Our boys are grateful for they can pick up a few extra bucks while waiting to ship, and have a better chance to really enjoy this lovely little city and the people, especially the fairer sex.

In the political arena, labor is really getting out and working for Governor Stevenson.

Recently, a new hospital was opened up here to fill a long-felt need. It is one of the most modern institutions in the country and was built by the people of Southwest Louisiana in memory of the men killed in the service. Public donations, especially from labor, paid the costs of this new building, which was constructed entirely by union labor. Profits of the hospital's operation will go back into the expansion fund. Unions throughout the state were well represented at the opening ceremonies.

We were glad to welcome the recent arrival of James Canard, a native of Mississippi. About four months ago, he called us up and told us he would be down here to ship in a few days. But, he forgot to tell us that he had to walk out of the swamps where he was living.

Among the oldtimers with us now are A. G. Alexander, M. Ward, Leon Gray, E. Harleson, K. Hellman (the "wandering Swede"), John Cooper, "Frenchy" Hebert, Johnny Mitchell and B. C. Slaid.

Leroy Clarke  
Lake Charles Port Agent

## A & G SHIPPING RECORD

### Shipping from September 10 to October 8

PORT	REG.			TOTAL REG.	SHIP.			TOTAL SHIPPED
	DECK	ENGINE	STEW.		DECK	ENG.	STEW.	
Boston	32	18	22	72	20	17	14	51
New York	187	169	145	481	198	216	157	571
Philadelphia	50	29	25	104	47	33	32	112
Baltimore	57	89	74	270	122	127	87	336
Norfolk	41	37	32	110	48	35	36	119
Savannah	22	13	18	53	19	15	14	48
Tampa	13	13	12	38	3	4	3	10
Mobile	49	45	58	152	86	72	61	239
New Orleans	43	89	48	180	77	54	116	247
Galveston	82	52	58	190	38	40	24	102
West Coast	89	63	71	223	109	68	64	232
Totals	685	627	561	1,873	758	681	626	2,067

### Report Lost Baggage Check

Seafarers who lose baggage checks for gear checked at any SIU baggage room should notify that particular hall right away so that no one can improperly claim the baggage with that check. Headquarters officials advise you to do this immediately to avoid loss of your gear and or trouble claiming it later on. Make sure you notify the hall where the baggage was checked as soon as you find out you've lost the check.





# IN THE WAKE

Atlantis was a mythical island which the ancients believed was engulfed by the Atlantic Ocean in prehistoric times. The story assumed a fresh importance after the explorations of the 15th and 16th centuries, because it gave an intimation that the ancients may have known of the existence of the New World. When Columbus reached that part of the Atlantic known as the Sargasso Sea, where the water was covered with vast floats of seaweed, many of his sailors began to tremble for fear they had arrived over the submerged island, where navigation was said to be dangerous if not impossible because of the projecting remnants of the lost kingdom.

A by-the-wind-sailor is nothing like what it sounds. It's a form of marine life, similar to the Portuguese man-o-war, which has swimming bells and long tentacles and is usually found in warm waters. . . . Among the most notable of the figure-heads that rode beneath the bowsprit of sailing ships was the bust of the Indian chief Tecumseh carried by the Delaware, a US ship-of-the-line. It is still preserved in the Naval Academy at Annapolis, where it is known among the midshipmen as the "god" of 2.5, their passing mark.

The islands called the Falkland Islands by the British are the Malvinas to the Argentinians, who have disputed British ownership for a couple of centuries. The Argentine name is derived from St. Malo, the home port of the original French settlers. The Falklands have had a turbulent history, alternating between the British, French and Spanish flags. They comprise two large islands, plus about 200 small ones. The loneliness of the region is demonstrated by the density of the popu-



lation, one person to every two square miles.

Sailors in the British Royal Navy coined a name for canned meat which eventually caught on with US seamen, probably because the event which brought about the name was something very much in the public eye. Some oldtimers probably still recall the days when canned beef on the menu was referred to as "Harriet Lane," after an English girl whose murdered body was cut up and hidden in a box. There was always a comic aboard who made much of the occasion when canned beef was served.

Early Greek settlers, moving from their original home to Hesperia, "the land of the west" which eventually became the Italian peninsula, founded the cities of Naples and Palermo. The former was Neapolis, or "new-town," and the latter, Panormos or "all-harbor," a tribute to the Sicilian capital's ship-sheltering qualities. Greek seafarers also named the Balearic or "Slings' Islands" located on the east coast of Spain. This name came from the Greek verb ballo "to hurl," which is the root of today's word ballistics. The inhabitants of the Balearics were the most skillful users of the sling as a weapon of war in ancient times.

The albatross, with a wider wingspread than any other living bird, often so gorges itself with fish, mollusks and refuse floating on the surface that it is unable to fly. Members of the largest species, the wandering albatross, occasionally attain a weight of 20-25 pounds and a wingspread of 17 feet from tip to tip. Their feet are poorly adapted to walking and they are almost helpless on a smooth surface. The albatross is noted for its graceful, soaring and seemingly endless flights, which are accomplished without any visible flapping of wings. They sometimes fly for days without lighting and it is supposed that they can even sleep on the wing.

# THE INQUIRING SEAFARER

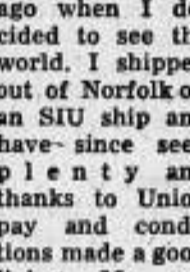
Question: Why did you start going to sea? (Asked of Seafarers in the Norfolk branch hall).

Vernon L. Porter, AB: In 1937 when I was in high school, a friend



suggested making a trip to Australia. It sounded like a good idea so I got my seaman's papers, but he didn't get his. Nevertheless, I waited in Norfolk 14 weeks until I shipped on a tanker. I've been sailing SIU ever since and I'm not sorry that I waited so long at the start.

Roy A. Peston, 3rd cook: I farmed all my life until eight years



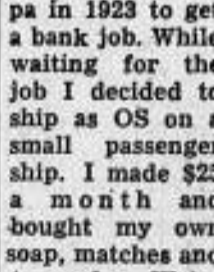
ago when I decided to see the world. I shipped out of Norfolk on an SIU ship and have since seen plenty and thanks to Union pay and conditions made a good living. My son runs the farm while I'm away on the ship although I take a hand in it when I'm home.

Al Styron, FOW: I was walking along when a tugboat mate stopped



me and asked if I'd been to sea. I hadn't, but he offered me a job. After four years of tugboats I made my first SIU ship. I know what it means now to work SIU and get top pay and good conditions as well as a choice of runs to all parts of the world, wherever you may want to go.

Ernest C. Bell, bosun: I was a stenographer when I went to Tampa in 1923 to get



a bank job. While waiting for the job I decided to ship as OS on a small passenger ship. I made \$25 a month and bought my own soap, matches and towels. We've come a long way in the SIU since then. By the way, I never did get to work in a bank since that first trip.

Gleason Weaver, fireman: The idea always appealed to me and



two years ago I shipped out on the Southern District, a converted LST. My last trip was on the Marven on a run to Italy. I like shipping as much as I thought I would and intend to keep at it as long as I'm physically fit to keep taking jobs on ships.

# MEET THE SEAFARER



OTHO BABB, chief cook

What with a major war raging all through Europe and the likelihood that the United States would probably be in it before too long becoming more and more apparent, Otho Babb decided in 1940 that a seafaring life was for him, so he left home and checked in at the SIU Norfolk hall.

"It wasn't long after that," he said, "that I was aboard the George Washington in the stewards department. It was just as simple as that. I just decided I wanted to be in the merchant marine, so I went down to the Norfolk SIU hall and shipped out."

During the following years, Babb was "one of the lucky guys." He didn't lose a ship all through the war. Though, from his very first trip on the George Washington he found himself sailing war material into war areas.

Babb admits that hailing from Norfolk might have influenced him a little when he made up his mind to go to sea, because, "Norfolk is pretty much of a sailors' town and a busy port, but I've never been sorry that I went to sea, and I'm certainly glad that I've sailed with the SIU."

### Sailed During War

While the war was on, Babb sailed ships in just about every theater, including the Mediterranean, Atlantic and Pacific. Most of his wartime trips were in the Mediterranean area where the U-boats and torpedo planes were having a field day against merchant ships supplying our embattled allies.

He went through a number of air raids in the Mediterranean, and also was in on the invasion of Southern France and the beachhead at Anzio.

"Anzio was a pretty rugged place for the Army guys on the beach," he said, "although some of the air

raids were pretty rugged for everybody." He went through some other "rugged air raids" when he made a trip to Russia.

About a year ago, Babb decided that he wanted to see some more of the world. There were still some ports that he hadn't seen, and a few that he wanted to visit again, so he signed on the Steel Admiral and made the Isthmian 'round-the-world' trip.

### 'Good Trip'

When he got back from that, his comment was, "It sure was a good trip. All the places we hit were different and interesting."

"You know," he said, "there's always one big advantage to sailing in the stewards department, and that's the chow. I've got a couple of favorite recipes that I like to fool around with once in a while, but mostly I just try to give the guys on the ship the kind of food that I think they'll like the best."

Now, he's back on the beach again, after just signing off the Mankato Victory, and says that pretty soon he's going to catch another ship going foreign. "I don't particularly care where she's going, just as long as she's going foreign. I like the foreign trips much better than these little coastwise runs."

"It's sure great to have a hall like this one in New York when you're on the beach and waiting around for a ship or else just taking it easy for a while. This program of putting up halls like this in Baltimore and in the other ports sure is a good idea too. Then all the guys will have a wonderful place to use when they're on the beach."

"My first ship was an SIU ship, and every one since then was an SIU ship, and I can't think of any reason why I should ever sail anything but an SIU ship. The way the working conditions and wages have increased since 1940 is great, and there's sure no other outfit in the world that can come close to the SIU. We've got the best outfit going, and I'm sure glad to be in it."

# The Seafarers Puzzle

1. Hope for shipping this fall	56. Patron of sailors	5. SIU hobbyist	27. Stairway post
2. Large barrel	57. Kill	9. He finds holes in laws	30. Objected
3. City of (Waterman)	58. Boy	10. Animal's mouth	34. A few
12. Wrong	59. Thin board	11. Butler (Bloomfield)	37. Wages for service on voyage
13. Past	DOWN	17. High note	41. Tip
16. Brownish-red horse	1. Record: Abbr.	19. Skills	43. Borders
15. Town in Palestine	2. Girl's name	21. Natives of Murmansk	45. Face of an indicator
16. Port in S Africa	3. Do evil	22. Model	47. Claims: Abbr.
18. Chinese Pagoda	4. Make happy	23. Port in Spain	48. Newhouse, pitcher
20. Ship's berth between piers	5. It's paid for now	24. Kingdom on Red Sea	49. Period of time
21. Bell (Tramp Cargo Carriers)	6. The — Khan	26. Old city in Syria	51. Part of house
25. Of whitish color	7. Warship fire-control stations		52. Wine cup
23. Girl's name			53. Decay
29. Fastened with hawsers			
31. Large book			
32. Through River in Romania			
35. Nickname for Lewis			
36. Moccasins			
38. Jules Verne sub skipper			
38. Direction of Sicily from Sardinia			
40. Frozen rain			
42. A number			
44. Placed			
46. "Termite" in a union			
47. Rougher, as the sea			
50. Clothing			
54. Miss Turner, actress			
55. Common verb			

(Answer on Page 21)

# TEN YEARS AGO

The US announced that its forces had moved into the Aleutian Islands and has "occupied positions there" . . . Rome reported that an Italian submarine had sunk an American battleship of the Mississippi Class off Africa . . . The SIU blasted an Alabama Selective Service head who threatened to draft any workers who went out on strike . . . Fighting became even more fierce in the Stalingrad area as the German forces tried to force a showdown fight.

Congress passed and President Roosevelt signed the anti-inflation bill that he had demanded. The measure gave him power to set ceilings on prices, wages and other things affecting the cost of living . . . Wendell Willkie left Russia, visited China and then returned to the US promising the people a "full report" . . . The SIU crew of a Robin Line ship denounced their captain for failing to observe blackout regulations and other safety rules, thus putting the ship and all aboard in danger . . . The lowest announced number of merchant vessels sunk for any seven-day period since Pearl Harbor was reached with only three ships lost.

One of them was the tenth vessel sunk by U-boats in the St. Lawrence river.

The United Mine Workers withdrew from the CIO at the urging of John L. Lewis . . . The Japanese launched heavy counterattacks on Guadalcanal. During the fighting, we lost three cruisers and sunk two cruisers and several destroyers and transports . . . The SIU met with Selective Service heads to try to work out a special classification for seamen to eliminate many of the problems they faced . . . US planes hit Rabaul and Kiska in stepped-up Pacific operations.

A mass flight of 115 US planes hammered steel and locomotive plants in Lille . . . President Roosevelt announced that it would be necessary to lower the draft age from 21 to 18 . . . The US announced the occupation of the New Hebrides and the Fiji Islands . . . The Union told the entire crews of the William Johnson, Alcoa Ranger, Gov. John Lind and Rosario that they had extra overtime or bonus money coming to them. . . . A trade agreement between the US and Brazil for \$127 million worth of coffee was announced.

# SEAFARERS LOG

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## And Now, Scholarships

Announcement that the SIU will award four college scholarships each year to Seafarers or children of Seafarers is another forward stride in the SIU's Welfare Plan program. Having provided protection for ill and disabled men, and the widows and children of those who pass away, the SIU is now taking positive steps to assist Seafarers through their families.

The first such step was the institution of maternity benefits which have proved so popular with the membership. Now the welfare program is preparing for the day when Seafarers' children, or those Seafarers themselves who can profit by a college education, will vie for the \$6,000 four-year college scholarships.

A great many men now sailing SIU were compelled by circumstances to go to work early in life. No doubt in our midst are many men who had the ability and desire to go to college but just couldn't pay the freight. Seafarers who have children in high school now want to see them get the breaks that their fathers never had. And those in the Union who are young enough to start college can also take advantage of the scholarship offer.

These scholarships were designed to provide the student with money for his basic needs as well as for tuition, books and fees. They assure that the winners will be able to attend school in decency and comfort, without living from hand to mouth or putting a heavy burden on their families.

## \$2 Million In Benefits

The new scholarship program comes at a time when the Welfare and Vacation Plans have passed the \$2 million mark in benefits paid out to Seafarers. The great bulk of these payments have been in the last six to eight months.

The Welfare Plan started in a modest way on July 15, 1950, with a \$7 a week hospital benefit and a \$500 death benefit. These have since been increased to \$15 and \$2,500 respectively as the fund reserves grew. Additional benefits in the form of maternity and disability pay were added subsequently. Now we have the scholarship fund and the latest increase in disability pay.

Payments of vacation benefits, which just got underway in February of this year, have mushroomed spectacularly with over \$1½ millions paid out. Yet despite these heavy payments, the funds have accumulated a sizable surplus of \$2¾ millions, thanks to direct Union operation which holds costs down to a minimum. With a surplus of this size, and with the Union winning additional contributions from shipowners, Seafarers can look forward to even more benefits in the future.

## Vote November 4

With election day fast approaching, it's time to remind Seafarers to vote on November 4. Unfortunately many men will be unable to do so because they will be at sea, and in many states the absentee ballot laws make it very difficult to vote.

Despite all that, we think more Seafarers will be voting this year than ever before. For one thing, many more Seafarers now have permanent homes and families than in previous years, and those who are at home will go to the polling booths. Then there will be many who will vote by absentee ballot, judging from the requests the Union has received about the balloting procedure. Seafarers have obviously become vote-conscious through their Union, and realize the importance of participating in the national elections as well.

## Car Insurance Rates

An expose of excessive profiteering in auto insurance rates has been written by Sidney Margolius, author of the consumer's column which appears regularly in the LOG. His article, which was printed in a national magazine, points out that the staggering increases in car-insurance costs are wholly unjustified.

Half of the insurance business' take, Margolius says, goes for profits, "administrative expenses," and agents' commissions. The other half covers damage claims. When the costs of the damage claims go up, the rates are jacked up to cover both the increased costs and to keep up the 50-50 arrangement, so that higher costs mean greater dollar profits. The working guy again gets hit in the neck.

In pointing out this condition, Margolius is rendering a service to Seafarers and the rest of the motoring public. It's a condition that's long overdue for legislative remedy.

# LETTER of the WEEK

## Greetings To SIU On 14th Birthday

To the Editor:

We, the crewmembers of the Del Norte, wish to take this opportunity to express our sincere thanks and congratulations to the Seafarers International Union, its membership and headquarters staff on the observance of the Union's 14th anniversary.



Jacks

The SIU is a wonderful and unique part of our daily lives. Regardless of the circumstances, be it pay, welfare benefits, working conditions, beefs or a myriad of other important things, the Union

is always at our side ready, willing and able to defend and advance our interests. We are thankful for the fact that the SIU has grown from strength to strength with the paramount interest of constantly boosting the economic status of all Seafarers.

The SIU is also a model for democratic unions. The amendments, which were ratified recently, make the constitution a charter of freedom and an effective instrument for human freedom and progress. It is a record of clear commitments and a measure of strong faith in the ability of the Union to meet the needs of our times.

### Repeal Taft-Hartley

The rising productivity of American workers is the key to unparalleled industrial progress. The good incomes, which the SIU has won through its militant stand, for our membership, constitute the secret to our great and growing consumers' markets.

The SIU has gone on record to advocate the repeal of the Taft-Hartley Act. This measure has proven to be inadequate, unsound and unfair to labor and has interfered with the arbitration methods of our collective bargaining system. This coming year, the SIU must exert its fullest energy for repeal of Taft-Hartley so that this law can no longer hamstring labor organizations.

Under the unexcelled guidance of our elected SIU officials, we shall constantly strive to bring to the membership better working conditions and more of the material benefits of life to the working people. We have to go forward ever more this coming year to make the SIU stronger with a lasting and honorable future.

For a 14-year-old outfit, the SIU has made tremendous strides, until it is now the leading force in the maritime industry.

Incidentally, in this letter of greetings, I speak for the entire crew and the delegates, Lawrence E. Wessels of the engine department, Stanley J. Barras of waiters and messmen's department, deck delegate Benjamin L. Jarratt, galley delegate Harold E. Crane, and topside delegate John P. Zimmer.

C. S. "Tex" Jacks  
Ship's delegate

## 'One Of Ours!'



## As I See It

by PAUL HALL



### UP ON THE EDGE OF NEW

York's East River not far from the Brooklyn docks where Seafarers come and go daily, the United Nations has opened another General Assembly meeting in its brand new headquarters. Sometimes it appears to those of us on the outside that what goes on at these sessions is mostly talk that doesn't get us anywhere. But sitting back and looking at the situation shows that the UN setup is more solid and worthwhile than a lot of people give it credit for.

This General Assembly that's meeting now is made up of delegates from 60 different countries. Each one of them has a little different outlook and their people back home have different problems to face, some of them pretty tough ones too. When you think of it, it's quite an accomplishment that all these people are willing to get together and talk things over according to the rules.

The fact that these people can get together the way they do, is proof in a way that it's possible for the world to get along and settle any disputes that may arise in a peaceful manner.

What's more, in the General Assembly, just as in any other democratic organization, the majority rule goes. This session of the Assembly can expect to see some countries coming out for a change in the Government of Morocco and Tunis, and other countries opposing that change. But what the majority decides is what will count in the long run.

It's just too bad that Joe Stalin and his boys decided long ago that the UN would run the way they wanted it or they just wouldn't play ball. But then they never cared much for majority rule. Just this last week they wound up a session in Moscow, with Stalin telling his Communist henchmen from 40 countries that he would help them out in their program of wrecking the democratic governments all over the world.

This kind of talk isn't anything

new. It's been the basic Communist program from the start, no matter what kind of fancy language they wrap their ideas in.

With that sort of opposition from the inside, you can see why the UN hasn't been able to do all it set out to do. At the same time it's pretty obvious that we need this kind of setup more than ever so as to keep the other countries meeting and working together for the benefit of all of them.

### SOME PEOPLE WHO STILL

don't understand seafaring men, may wonder why the Union has gone in for a scholarship plan that will send a number of Seafarers or their children to college every year. No doubt there are quite a few men among us who haven't much in the way of education. But in practically all cases it was through no fault of their own. They had to forget about school and go out and scratch for a living if they wanted to keep on eating.

A great many Seafarers who were forced by circumstances to give up school and go to work now have their own homes and families, thanks to the gains that they have won in their Union. They want to see their children get the breaks that they never had when they were youngsters. And that includes being able to go to college if the boy or girl has the stuff to make the grade.

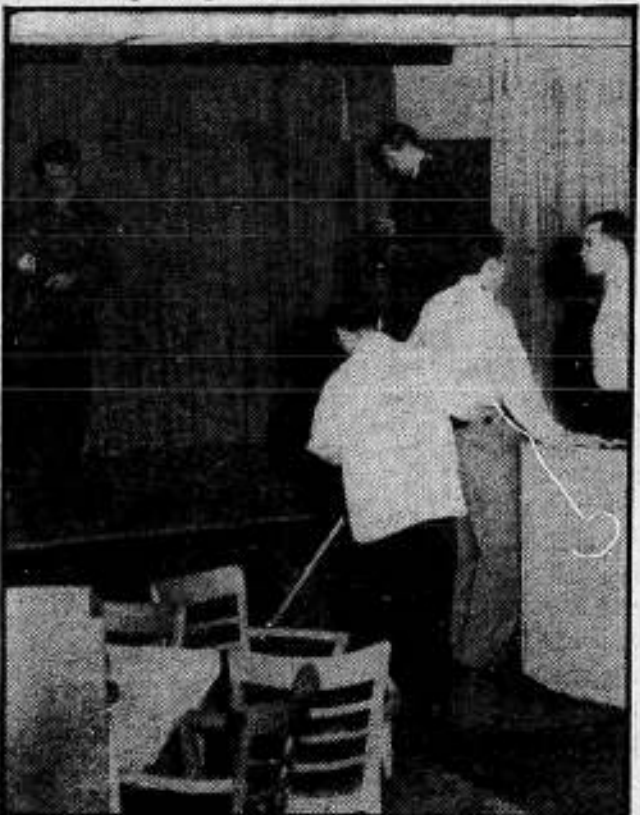
Since going to college is a pretty expensive proposition, our Union is seeing to it that the scholarship winners will have enough dough to take care of all their necessary expenses. And if there are any Seafarers who are young enough and ambitious enough to go back to the school books, they're welcome to try for one of the awards.

In running this scholarship program the Union is taking every possible step to make sure that the awards go to the very best candidates. The winners will be chosen by a board of professors from five different colleges, so that every candidate is assured a square shake and selection strictly on his or her own merits.

# SEAFARERS NIGHTCLUB



After cafeteria closes, 7 PM, Seafarer Howard Bennett gets evening started by drawing drapes that cover steam table.



While the dining room crew gets busy setting up, other workers assemble the portable stage and hook up the mikes.



Seafarer Wong Kong Ching mops up the tile floor. Behind him they're rolling out the red carpeting used at night.



# THE SEVEN SEAS ROOM



John Hummel covers the formica-topped cafeteria tables with fresh linen tablecloths. Silver and napkins follow.

Although The Port O' Call's Seven Seas Room opened with a flourish before an audience that included many dignitaries, the nightclub has now settled down to the job of supplying entertainment, dancing, food and drink to Seafarers the way they want it. While the public has been welcome from the start, the Seven Seas Room was designed to come as close to the seaman's ideal as possible.

Consequently it combines glitter, comfort and quality with an air of easy informality, at moderate prices. Unlike other top night spots around town, there's no need for boiled shirts, or even jackets and ties. Yet the filet mignon and champagne is there for those who want it.

The entertainment package compares favorably with the best anywhere. Food and drink is the finest quality obtainable and is served in expert style by experienced Seafarer-waiters. Here's a place then, where Seafarers can relax with the wholehearted assurance that they are in friendly surroundings and will get their full dollar's worth.



Eddie Mooney, manager of the Port O' Call and Seven Seas Room, opens the show while orchestra leader Hal Graham stands by with band.



R. J. Blomgren, carp., and Charles Wason, MM, chat at a table. Wason brought his family in the next night for 25th anniversary party.



Vic Harding, AB; John Herrold, FWT, and Howard Hamlin, AB, bat the breeze with singing star Bob Eberly (right), while enjoying some beer.



The dance floor is a popular spot as the band plays on. Seafarer Frank Andrews, AB (right), tries out his style with a partner.



Seafarer Keith Forster is engrossed in conversation with girl friend during a break in the entertainment program.



Singer Carol Blaine relaxes at table with Earl McCaskey, DM, who is from her home town. Jack Fitzgerald, FWT (left), completes trio.



The SUP is represented also, with Nick Lombardo, AB, and Jack Toale, OS, enjoying the company of two pretty young ladies.



Steel Seafarer crewmembers "Ski" Pugaczewski, DM; Lou Cachman, DM; and Bill Bosley, AB; take in the night club while ashore.



Singing star Bob Eberly "sends 'em" as he goes through an extensive repertoire of popular song numbers.



On the distaff side, youthful Carol Blaine provided plenty of eye appeal in addition to singing talent.



Bobby Ramsen's exuberant knockdown and drag-out comic routines had the laughs coming fast and furious.



Between shows, Tom Maulding provided intermission music and song, including requests from the floor.

# MARITIME

The Cuban government has announced that it is now planning legislation to finance the construction of vessels to form the beginning of what it hopes will be a large Cuban merchant marine, sailing under the Cuban flag . . . Eleven nations met at Kobe to conduct the first International Harbor Conference. The US was one of the participating nations which discussed ways of improving harbor facilities, and speeding up the handling of cargo and vessels . . . The Coast Guard dispatched a cutter to take a seriously ill fisherman off a fishing vessel off Pollock Rip Lightship off Cape Cod.

A brand new lightship, the WAL-613, took her station at Ambrose, guarding the approach to New York harbor. The former Ambrose Lightship has been reassigned to a New England station . . . Some 11 luxury liners have been taken off their regular Atlantic runs to serve temporarily in the special cruise service. The liners are the Maasdam, Nieuw Amsterdam, Andrea Doria, Atlantic, Ryndam, Caronia, Mauritania, Empress of Scotland, Oslofjord, Britannic and Constitution. All will offer Caribbean, Mediterranean or South American cruises out of New York.

Waterborne commerce on the Mississippi River hit a new high in 1951, when 72,474,247 tons of cargo were hauled up or down the 1,819-mile river. Barges carried 46,948,044 tons of the total, and vessels in foreign or coastwise trade carried 25,526,203 tons, according to the American Waterways Operators, Inc. . . . The Norwegian and Turkish Navies received five medium landing craft from the US which had been converted to minelayers under the Mutual Defense Agreement Pact.

The luxury liners United States and America will carry 5,300 Army dependents as passengers during the next five months, according to a contract signed by the Government and the company. The Government will pick up the tab for the passage, totalling over \$1 million . . . The 28,000-ton tanker Patricia, the largest tanker built in Japan since the war, was launched in Kawasaki. She will sail under the Panamanian flag . . . The last of the three huge concrete sections of the substructure of Pier 57 in New York was towed into place.

The Port of Philadelphia set a new record when it handled 74,008,757 tons of waterborne commerce during 1951. This was an increase of 4,928,232 tons over 1950. The report placed Philadelphia as the second port in the nation, with New York leading . . . The new Japanese freighter Mukoharu Maru is scheduled to arrive in New York to begin its service between the East Coast and the Far East . . . The USS Aggressive, a minesweeper, was the first of its kind to be launched. It was built almost entirely of laminated wood, small pieces glued and pressed together. It is the largest vessel that this type of construction has been used on.

A Coast Guard cutter was rushed from New Orleans to the aid of three fishing schooners sunk on a reef off the Mexican Coast. All three crews managed to get aboard one of the schooners, but reported that the vessel was being battered by heavy winds and seas . . . The Pennsylvania Railroad has announced plans to build up a \$9 million general cargo pier in Baltimore . . . New York City is making a survey to be used in drawing plans for rebuilding Pier 9 in Brooklyn which was destroyed by fire.

A "sea-loving" German shipowner, the daily press reported, "is seeing his dream of reviving the windjammer age being doomed." The "sea-loving" shipowner, Heinz Schlieven, bought several sailing vessels. He hoped to have the German Government assume their operating costs as "training ships," and still carry cargo for his profit. So far he has been carrying cargo to South America on the vessels manned by "cadets" who get \$2.50 per month for spendmoney. "Sailing vessels could be profitable," the sea-lover said, "if they get the right cargoes and trips."

Royal Air Force and British Naval units were assigned to the search for survivors of the British trawler Norman which sank off Greenland. Only one man was picked up, 20 are missing.

The deadline for a report from the Department of Commerce on the cost of ending tax benefits for Government-subsidized ships has been extended to November 1. President Truman has asked for the report to show the complete effect of eliminating all tax benefits on such ships, and also asked to be shown how much of a direct subsidy to the shipowners would be required to offset the money they would lose through the elimination of the tax benefits. He also asked that the report show any other way that the industry could "increase its operating efficiency."

The American liner Independence docked in New York with 941 passengers, just one more than it had when it left Italy. The extra passenger was a baby girl that was born aboard the liner in mid-ocean.

# THE LABOR ROUND-UP

Some 5,000 members of locals of the AFL Bartenders, Waiters, and Waitresses, Service Workers, and Cooks and Kitchen Help, won an across-the-board pay hike of five percent from the 23 hotels in the nation's capital, retroactive to Sept. 21 when the old contract expired.

The General Electric Conference Board of the CIO International Union of Electrical Workers has voted to continue negotiations with GE under the Federal Mediation Service, but has also empowered the negotiating committee to set a strike date whenever it feels that such action is necessary. Some 60 GE plants, employing 71,000 IUE members are affected by the negotiations.

Armour & Co. has averted a strike at 12 of its packing plants by agreeing to an extension of its contract with the AFL Meat Cutters while the negotiations for a new contract are being held. The old contract had expired August 11, and the 5,000 union members had set a walkout deadline when the company agreed to extend the contract.

The CIO United Rubber Workers has won its first contract with the Canadian Firestone Tire and Rubber Co. in Hamilton, Ontario, after a 17-week strike by its 1,300 members. The new contract gives the workers an 8-cent pay hike, flat \$50 retroactive payments, pension and disability plans, and liberalized holiday pay schedules.

Two hours before more than 3,000 AFL Boilermakers in 7 western states and Alaska were set to walk out, the employers agreed to a 15-cent-an-hour pay increase and averted the strike. Some 360 companies were involved.

US Marine pilots in Seoul, Korea, have formed a "Railcutters' Union." The "Wolfraider" pilots wear white railroad caps and carry union cards entitling them to "work on" any railroad in North Korea. Their commanding officer said, "We're probably the only union in the world that favors continual strikes. Our strikes are bombing runs on Communist rail lines."

A one-week strike in St. Louis, Mo., won pay raises of 9 to 17½ cents an hour, retroactive to June 16, for 900 members of AFL unions at the electrical appliance plant of Knapp-Monarch Co. Unions involved were Machinists, Electrical Workers, Building Service Employees and Metal Polishers.

# On the Job

One of the big revolutions in maritime took place when oil replaced coal as the principal fuel for ocean-going ships. There are still a few coal-burning relics left around but oil is king, even though coal is usually cheaper. The advantages of oil are obvious—no ash, easier storage and handling, greater heat produced per pound and less manpower required for handling and feeding furnaces.

Bunker oil used on ships consists of what is left over from crude oil after the gasoline, kerosine, and lubricating oils have been distilled out of it. Regulations on marine fuel oil specify that it should not have a flash point below 150 degrees Fahrenheit. This is the point at which the fuel oil gives off vapors that will ignite. Obviously if the flash point were lower there is the danger the oil might ignite in storage tanks in hot weather.

### Rate of Flow

Another important characteristic of fuel oil is its viscosity, which means the rate at which the oil flows. As the oil is heated the viscosity decreases and it flows faster. In burning fuel oil for marine purposes, the viscosity has to be reduced to a certain point and the oil placed under pressure so that the atomizer can break the oil up into a mist and spray it into the furnace. By forming this mist the air can mix thoroughly with the oil and assure good combustion.

The oil is stored in tanks located in the ship's double bottoms beneath cargo holds, or in wing tanks on the side of the ship. Filling lines for filling the tanks lead to topside. As in tanker oil tanks, it is important to keep the tanks from overflowing and keep flame screens on tops of the vent pipes leading from the tank.

Each storage tank has heating coils along its bottom through which hot steam is forced. This lowers the oil's viscosity so that it can be pumped by the fuel pumps. Since the flash point of the oil is around 150 degrees, the tanks must be kept below that temperature. Otherwise there is danger that the vapors will ignite. The tanks also have fire-smothering lines on top through which carbon dioxide or live steam can be passed for controlling a blaze.

### Remove Water From Oil

From the storage tanks the oil is pumped into the settling tanks by the transfer pump. These tanks permit any water that might have come in with the oil to settle to the bottom, whether fresh water that was pumped aboard with it or sea water that passed through via leaks in the ship's bottom. Obviously if there is any considerable amount of water in the oil, it is liable to put out the burner fires. The water in the bottom of the settling tanks is pumped out through a low suction valve while oil is taken through a high suction system. Like the storage tanks, the settling tanks have their own heating coils, vent pipe and smothering system.

The oil passing through the suction valves is then strained by the duplex suction strainers, which as the name implies are wire mesh strainers that remove dirt from the oil. The strainers have to be removed and cleaned regularly with spares substituted so that they do not get clogged up and block the oil flow. After being strained the fuel oil service pumps discharge the oil under the desired pressure to the fuel oil heaters and burner. Usually this pressure is between 100 to 250 pounds per square inch.

### Heating System

The oil heaters then heat the oil to the temperature at which it will atomize (break up into mist) best. The heater will contain coils through which the oil passes while live steam around the coils heats it, or the steam will be inside the oil and the oil outside it, depending upon the design of the heater.

From the heater the oil flows through the duplex discharge strainers, which use a finer mesh than the suction strainers. By this time the oil has been thinned out by heating and will pass through fine mesh that remove those smaller particles that were not trapped by the coarse mesh of the suction strainer. These strainers, too, have to be cleaned regularly and changed. The oil then flows into the burners where it is sprayed into the furnace and burned, heating the water in the boilers into live steam, which in turn drives the ship's engines.

Other parts of the oil system include a meter, which registers the amount of oil flow to the burners, an air chamber to keep pressure steady, a thermometer to keep record of the temperature of the oil after it has been heated, a master valve on the line to the boiler that can cut off the flow to all burners, burner valves in the branch line to each burner to cut off oil flow when a burner is shut off, and a recirculating valve. The latter is used when the burning system is turned on after being cold. It permits the cold oil to return to the intake of the service pump so as to be pumped into the heaters again.

In the next issue we'll take up the process by which the oil is atomized, as well as how the burners are maintained.

## Burly

## Like A Fish Out Of Water

By Bernard Seaman



# New Standard Tanker Pact Won By Union

(Continued from page 2)

ing SIU tankers, and will make for a more easily-understood agreement, and eliminate any confusion that might exist over overtime regulations.

### Vacation, Welfare Gains

The boost in Vacation Plan contributions by tanker companies, matching that given by dry cargo shipowners, is further assurance that Seafarers vacation payments will go up in the coming year. Similar increases in payments to the Welfare Plan are already being reflected in the added benefits for disabled men, and in the scholarship program announced in this issue of the SEAFARERS LOG.

With the wording of both freight and tanker contracts completed, the Union committee is now meeting with the specialized companies such as Seatrain and Construction Aggregates, sandboat operators, to take up their special agreements. Handling the negotiations for the Union is a four-man committee consisting of SIU Secretary-Treasurer Paul Hall; Joe Algina for the deck department; Bob Matthews, engine department; and Claude Fisher, steward department.

# US Shipyards Finish Seven New Vessels

Seven new US ships went into service last month, 96 is the number of vessels under construction or on order as of October 1. Only one new order was received last month to balance off the seven delivered.

Tankships make up the bulk of ships in the yards now, accounting for 51 ships of the total. The remainder, as of the first of the month, included the 35 Mariner-class ships for the Maritime Administration, the first of which, the Keystone Mariner (Waterman), was crewed up by Seafarers earlier this week.

Almost two million in deadweight tonnage is under construction now. Sixteen of the ships have already been launched and 28 more are on the ways.

The ships delivered in September included a Navy transport, a 28,000-ton tanker, four ore boats and a passenger-railway ferry. The lone new order last month was for 16,000-deadweight-ton self-unloading ore carrier for operation on the Great Lakes.

# Japanese Shipping Booms

Equipped with many newly-built vessels, the Japanese merchant marine has made a very strong comeback since the first Japanese ship arrived in New York in 1951.

Although the Japanese had lost nine million tons of shipping during the war, many of the major companies have rebuilt their fleets to pre-war levels. The war losses have led to a complete modernizing job on the Japanese fleet.

At this stage eight Japanese shipping companies are operating 38 vessels between New York and the Far East alone. Another 18 ships will be added to the run by next summer.

Of the ships now in service 23 are capable of a speed of 17 knots

## Views From Savannah



Ready to cut in emergency generator on the Southwind (South Atlantic) are Tommy Burke, 2nd electrician, and John S. Bragg, chief electrician. Below, Burt Williams, cook and baker, looks over selection of SIU literature in Savannah hall.

# Record Number Of Candidates Nominated For 49 A&G Posts

(Continued from page 3)

agent and joint patrolman in the ports of Norfolk, Tampa, Savannah and Galveston; an agent and four patrolmen in New Orleans and in Mobile.

The six man rank and file credentials committee is now at work checking on the nominations to see that all candidates meet the minimum qualifications of two years' membership in the Union, US citizenship, and three or more actual years' sea time, four months in the current year.

### Increased Union Services

The record number of nominations reflects the fact that Seafarers this year will vote on more elective officers than ever before in the Union's history. Additional posts are being established in virtually every port so as to meet the need for men to handle the Un-

ion's vastly increased services to the membership.

The operation of the Union's Vacation and Welfare Plans, the establishment and operation of subsidiary corporations like the Sea Chest and the Port O'Call, which will be extended eventually to all major ports, all calls for more supervisory manpower. Construction of a new Union hall in Baltimore, now getting underway, as well as halls planned for other outports also requires additional men.

# SIU Scholarship Program Set Up

(Continued from page 3)

farer, must have been in the upper one-third of his or her high school graduating class. Other requirements are that the Seafarer or Seafarer-father of the applicant, must have a minimum of three years' actual sea time on vessels operated by SIU-contracted companies.

Another provision of the scholarship agreement covers sons and daughters of Seafarers who have passed away, but who were covered by the Welfare Plan at the time of their death, and met the three-year employment qualification. Seafarers who apply for the scholarships themselves must be under 35 years of age.

### Submit School Record

The way to apply for a scholarship is as follows: The candidate makes application directly to the Administrator of the Seafarers Welfare Fund at 11 Broadway, New York City. He or she must submit an official transcript of the high school grades, plus three letters of reference attesting to the candidate's character, qualities of leadership and extra-curricular activity. One letter must come from the high school principal together with the transcript. The other two letters must come from reputable citizens in the candidate's home town.

In addition, of course, the candidate must submit proof of the necessary sea time requirements, either of himself, or of the parent of the candidate.

### Standard College Tests

The next step is for those applicants who qualify to take the College Entrance Examination Board tests. These tests are standard admission tests for all colleges in the United States. They are given up to five times a year in hundreds of cities in every state of the US, in addition to US overseas possessions and foreign countries like Argentina, Brazil, Canada, Cuba, Philippine Islands and others.

In the event that the nearest place where the test is being given is more than 75 miles from the applicant's home, special arrangements will be made to give the exam in some nearby high school or college so that the applicant will not have to travel great distances to take the test.

The Administrator of the Seafarers Welfare Plan will make arrangements for the qualified applicants to take the tests at a place

nearest their home or wherever is convenient for them. Applicants for 1953 scholarships will take the tests on January 10, or March 14, 1953. The latest date for filing for the tests will be December 20 for the first exam and February 21 for the second.

The applicant will be notified well in advance when and where he will take the exam. Those applicants who are in their senior year at high school are eligible to take the test.

The test papers of applicants will be forwarded to the Educational Testing Service and are graded by that organization. After the papers have been marked they will be turned over to a committee of five professors, each one from a different university, along with the general information on all of the applicants. This committee will name the winners of the awards. In no instance will the committee members know any of the applicants personally.

The results of these college entrance tests, together with the candidates' past school records, and other accomplishments will be the basis for selecting the four winners. All of the grades and ratings except those of the winners will be kept confidential.

### Fund Pays Costs

The scholarship winners are free to attend any school of their choice that is an approved four year college offering the standard degrees. Once they are enrolled in the school the Seafarers Welfare Plan will pay all tuition, and other fees in advance. The rest of the money will be paid to the student as a monthly allowance. Those receiving the scholarships have to maintain a "B" average.

Any other information about the workings of the plan can be gotten by writing to the Administrator of the Seafarers Welfare Fund.

## Get New Books Through Agents

Seafarers who applied for new membership books in New York but are now sailing from outports don't have to come to this city to get their new books.

If the men involved will write to headquarters and tell the Union which port they are sailing out of, the Union will forward the book in care of the port agent.

## Off The Board In The Norfolk Hall



Seafarers ready to throw in for jobs in the Norfolk hall wait for Joe Lupton, dispatcher, to call the jobs. They are: (left to right) Johnny Hodges, steward; Roswell Sanderlin, AB; Bill Kuhl, FOW; Roy Culbreth, FOW; V. L. Porter, AB; C. A. Newman, steward.

# Scraps Can Be Costly, He Warns

This is the type of communication I dislike writing. However, I'm obliged to do so. It has to do with a brother Seafarer who was seriously injured by another man over some silly unnecessary argument.

## Thru Atlantic Waters Porthole



Putting in their claim for fame as one of the best SIU crews afloat today is this gang from the Atlantic Waters (Mar Trade). Looks like a fine bunch, but sorry we have no names.

## Campbell Chews Fat Again On Games, Kisses, Babies

With the final curtain drawn on the 1952 baseball season, sports history will again record the champions. I'm only sad to say that my team didn't fare so well. The Pirates got so far behind that if they hurry they may be able to play their last game on Thanksgiving Day.

This past season during my beach time, I managed to catch the team in action. Action—there's more action in a Fitzpatrick travelogue. Sometimes we'd win only three games a week unless you want to count the moral victories. That's when we were rained out. My team has been in the cellar so long they're being picketed by the gasmen. During the final few weeks, they got so far down under that the players came to the game on kangaroos.



Campbell

### Back With Frances

Finally, Mr. Rickey gave me a chance. He offered me a crack at the "hot corner." That was some hot corner! He had me filling mustard jars all afternoon. Later I got a chance for a workout in the outfield. Boy, was that lawnmower heavy!

With these distractions, there was only one thing to do. So, here I am back with the Bull Line's Frances. I am here through the courtesy of money. I also won a coconut tree in the lottery and I must look after my crop among other things.

As usual, we manage to get a good crew on these ships. Just recently, however, we lost one of our wipers, a displaced person. I think he came from Mars. As a matter of fact, when he left I saw some flying saucers in his sea-bag. One of our present crewmen is on a very serious diet. So far, he's given up toothpicks and napkins. He told me he was taking pills to reduce. Pills are okay—but a bushel a day?

Oh well, if it isn't one ailment, it's another. Just think, a hundred years ago, we had some 200 diseases. Today, we have 500. That's progress! Scientists are even studying the germs in a kiss. It so happens (they say) that a kiss contains bacillus subtilis, streptococci and staphylococci. (At this point in the narrative, the typewriter blew up). It's bad enough for a guy to get caught with lipstick on his collar, but how could he ever explain bacillus subtilis on his moustache?

Maybe I'm a sucker for all of

these new medical discoveries, but just the other day my druggist sold me a tube of Vitamin K toothpaste. For me it's doing nothing, but you ought to see my toothbrush grow.

But what really is growing these days are the Seafarers' families. One of my pals has been married 10 years and has eight kids with two years off for good behavior, I guess. Another I know has been married 15 years and has no kids—strict mother-in-law. One of my buddies just got his \$200 and a bond. His father's name is John, his name is John, and the latest addition is to be called John. Oh well, I guess you can always use another John around the house.

### Woman's Fault Too

With so much domestic happiness in some homes, it's just too bad there must be discord in others. Sometime ago, a woman brought the law down to our ship claiming her husband was a deserter. All you had to do was take one look at her and you could see the guy was no deserter. He was a refugee! A woman like her could wind up with her picture on the Waterman house flag.

In closing, I just want to thank Waterman for the very nice birthday greeting. "We hope you live to be 100—but right away!"

"Red" Campbell

I refer here to Louis Lopez, our crew messman aboard the Winter Hill, who was taken off in Norfolk Harbor by the Coast Guard with a wound which resulted in permanent paralysis in his right leg, according to the news I received from Commander Eili of the USCG in Lake Charles.

For obvious reasons, I refrain from mentioning the specific persons involved other than myself, while the investigation is in progress.

It was my unpleasant task to find Louis at 11:30 PM September 22 outside my foc'sle with a nasty gash behind his right ear.

After helping Louis as much as possible and notifying the mate, we carried him to the ship's hospital where Captain Bridgeo tended his wounds. He was put ashore the following morning. This happened after leaving Petty's Island for Lake Charles.

The statement Louis made to me, together with my own have been recorded by the Coast Guard and company officials. The Union port agent in Lake Charles, Leroy Clarke will have this report.

### Think Before You Act

Through the LOG, I now want to appeal to my fellow Union brothers to think about this unfortunate incident. I know this type of thing happens only very rarely in our Union, but it does happen, all because of some foolish misunderstanding of which this is so typical. Such incidents can happen even among the best ship crews as on the Winter Hill. I have yet to find a finer and more considerate crew with the exception of a few performers whom I'm sure, the Union will weed out. The person or persons guilty of this crime will be found and punished. But what I and every other good Seafarer dislike is that it reflects back on all of us. And remember that in the course of an investigation of this kind, men who are totally innocent, can't help but get their names involved.

So, let's not allow arguments to get started between ourselves which might lead to injury or death. Think about it men, then act!

This is the first ship where I have had the privilege to be elected ship's delegate. Thanks to the wonderful crew who have made the job easy for me, I have learned a lot. I hope I never run into another situation like this where I may have to bear witness against a brother.

Yours for a good clean Union as the Seafarers are.

Theodore J. Gradjelich

## Low-Priced Gear For Ships

Seafarers riding ships into the port of New York have a chance to save a lot of that payoff dough when they use a service offered by Union representatives coming aboard with samples of work and dress gear from the SIU-operated Sea Chest at headquarters.

Those who haven't yet heard of this new service or had the opportunity to take advantage of it are advised that the men lugging those bulging sample cases to your ship are members of the SIU, acting in behalf of the SIU-owned and operated Sea Chest.

Operation of the Sea Chest in headquarters has been so well-received by the branch membership that special efforts are being made to offer men coming into the port the same chance to get at well-made, bottom-priced gear if they can't get to the beach to come into the store and see what's what.

Stock carried varies from A to Z, including work clothes as well as the latest styles in men's dresswear and accessories. Suits, shoes, shirts and furnishings of all types, in addition to luggage and miscellaneous items not found in comparable haberdasheries, particularly at these prices, can be had within hours by ordering from the samples carried by the SIU representative who comes aboard the ship.

At the present time, the service is still on an experimental basis, in order to gauge the demand for it in New York and elsewhere. Eventually, it is expected a similar service will be operated out of stores to be set up in major outports.

## Did You Know . . .

That "hot rocks" are constantly raining on the earth? Our planet is bombarded daily with thousands of meteors that would destroy all life if it were not for the fact that they burn up because of the tremendous friction created when they enter the earth's atmosphere at high speed. A few large meteors have landed on earth and the crater of a huge one was discovered in northern Quebec recently.

That a candidate for President of the United States once won a majority of the popular vote but lost the election? In 1876, Samuel J. Tilden, Democratic candidate for President got 4,285,992 votes to only 4,033,768 for his Republican opponent, Rutherford B. Hayes. Hayes won the election because he was given 185 votes in the electoral college to 184 for Tilden. The election was decided by 22 disputed electoral votes from South Carolina, Louisiana, Florida and Oregon. A 15 man committee of Congressmen and Supreme Court judges, consisting of eight Republicans and seven Democrats, gave the 22 votes and the election to Hayes.

That Moscow is in Idaho, Berlin in New Hampshire, London in Ohio, Paris in Texas, Rome in New York and Cairo in Illinois? Many of the famous cities and places of the old world were duplicated in the States, usually with the word "new" before them like New Lon-

don, Connecticut. However, some of the settlers had grand ideas and swiped the name without any change.

That twins are born on the average of once in every 86 births in the United States, but that triplets come only once in about 10,000 births? Just to show that the law of averages doesn't always work in the short run, the SIU Welfare Plan has paid out over 200 maternity benefits and is still looking forward to its first set of twins. When they do arrive, it will mean double benefits, \$200 and a \$25 bond for each baby.

That the Yellow River in China has changed its course completely eight times in the last 2,200 years? The river flows in a shallow bed through a flat sandy plain. Over the years it builds up silt in the existing river bed which makes it higher than the surrounding territory. Then it overflows and makes a new channel. On occasion the mouth of the river has shifted several hundred miles from north to south and back again.

That you can get copies of the SEAFARERS LOG in virtually every major port in the world? Not only are three copies airmailed to every SIU ship, but copies are sent to seamen's clubs, hotels, and other recreation spots in all ports so that Seafarers can always find a copy of the LOG wherever they go.

## SIU Girls' Baseball Club Defeats Boys' Team, 9-6

As a thrill-packed season neared its close, our SIU Chicks, all-girl baseball team from Jackson Heights, LI, did it again by beating out the Astoria Hawks—a boys' team—at the Aces Field by a score of 9-6.

Again the pitching of Marcy Boucakis was outstanding. In the front five innings she displayed near-perfect control by allowing only one hit on a bunt and a walk and by striking out 13 of the boys. She was given good relief in the sixth by Rita McWilliams, captain of the team and daughter of Seafarer Richard McWilliams.

The Chicks are sponsored by the crew of the Puerto Rico on which McWilliams sails as BR. Ranging in age from 12 to 17, the girls have played neighborhood boys' squads this entire season.

The Chicks' action started from the very beginning of the first inning when five runs came across on one walk, some mighty fine base-running by McWilliams, a fielder's choice and a hit to leftfield by Marie Angotta. Three of the Hawks' runs were scored on errors

by shortstop Judy Howard, but others also contributed. The eighth inning found the Chicks producing a single by Sandy Tierno, a walk for Howard and a two-bagger by McWilliams, who scored when the ball got past the Hawks' center-fielder.

### Beaten by Falcons

The week before this victory, the Chicks suffered defeat at the hands of the Corona Falcons by a tally of 10-8. The opposing team jumped off to an early two-run lead in the first and picked up four more runs in the fourth. McWilliams relieved Boucakis in this inning without allowing a single additional run although there were two runners on and one out. Boucakis came back in the sixth and stayed till the end. She was responsible for all 10 Falcon runs and six walks. She fanned 10.

## Antinous Boys Go In For Romance



In picture at left, H. Restucher (right),oller on the Antinous, admires a cute damsel at the Panama City Beach. Also taking in sights is Tony, AB, a shipmate. In other photo, Leon Allen, steward, embraces his new wife, the former Margie Barros of Philadelphia.

# The FOC'SLE FOTOGRAFHER

By SEAFARERS LOG Photo Editor

**WARNING:** Seafarers who pick up Leicas outside of the US will be unable to bring them in unless they remove the tradenames "Leica" and "Leitz" from the camera. E. Leitz of NY lost authorization from the German company allowing buyers of Leicas abroad to bring them home. This is in retaliation for not permitting the German company to bid on E. Leitz, Inc., of NY when it was sold by the Alien Property Office. At the same time, E. Leitz of Wetzlar, Germany, refuses to sell to the buyer of E. Leitz of NY, Dunhill Int. Inc. How this will end up is anyone's guess.

A new addition to the miniature camera family has been announced by an importing firm that is distributing agent for the Canon, a 35 mm camera. The present edition is No. 4, although very few of the early models ever reached these shores from Japan.

The Canon takes standard 35 mm cartridges. Its die-cast aluminum body construction is a frank copy of the Leica as well as its shutter mechanism, film transport, loading technique and lens mount. The lenses and some accessories are designed to be interchangeable with the Leica. The differences are in the flash mechanism and view finder.

### Range, View Combined

In the Canon, the range and view finder are combined and three degrees of magnification are provided. With each change in the magnification of the range finder there is a change in the viewfinder field. The fields of view correspond to three lenses available, 50, 100 and 135 mm. Since the field of view is adjustable, no separate finders are necessary for these three focal length lenses.

Standard equipment with the Canon 4 is the 50 mm f. 8 Serenar lens. The diaphragm has click stops, focuses down to 3 1/2 feet and is in a non-collapsible mount. An earlier lens at f 1.9 was in a collapsible mount. To go with the camera, the manufacturer has developed a whole battery of lenses—three wide angle types and three telephotos. An ultra wide angle 28 mm f 3.5 covers an angle of 75 degrees. A wide angle of this speed is unusual. The 28 mm for the Leica was f 6.3, about four times slower. Steinhell made one at f 4.5 and Leitz was embarrassed. The other two wide angle lenses are both 35 mm in focal length and have speeds of f 3.2 and f 2.8.

### High-Grade Workmanship

The telephoto lenses are an 85 mm f 2 and 100 mm f 4 and a 135 mm f 4. According to the experts who examined the Serenar lens for the Canon workmanship and finish is comparable to any other high grade optical equipment on the market.

The Canon is synchronized for flash bulbs but not for electronic flash. However, the system is so designed that a good repairman can easily adapt the camera to use electronic flash as well as flash bulbs. On the left side of the camera is a solidly attached bracket onto which the flashgun clips. The bracket contains electrical contacts, so in the process of putting on the gun the circuit is completed and the gun is ready for use.

The importers have faith in the Canon since a five year free service guarantee goes with the camera. The price here with standard lens is \$295—PX in Japan, \$105.

### LOG-A-RHYTHM:

## The Power Of The Sea

By M. Dwyer

I have a rival, it's plain to see,  
No common woman, tho is she.  
But many a man she's stolen away,  
With her calling both by night  
and day.

Her name, you ask, well don't you  
know?  
Her name is "The Sea," at her  
beckoning they go.

There's something about her men  
can't resist,  
And try as they may, and shake  
their fists,  
And swear no more again to roam,  
She calls, but once, and they leave  
home.

And now, you too are under her  
spell,  
What can I do but wish you well?  
Those far-off places you're longing  
to see,  
Are calling you across the sea,  
So when you're through roaming,  
and a rest you earn,  
You'll find me here waiting for  
your return.

### Don't Wait, Get Vacation Pay

Under the rules of the Vacation Plan as set forth by the trustees, a Seafarer must apply within one year of the payoff date of his oldest discharge in order to collect his full vacation benefits. If he presents any discharge whose payoff date is more than a year before the date of his vacation application, he will lose out on the sea time covered by that particular discharge. Don't sit on those discharges. Bring them in and collect the money that is due to you.

# SIU Crew Hailed For Rescue Job

The seamanship and skill of SIU men has been demonstrated in many ways and at various times aboard almost every type of vessel down through the history of our Union. But when Stephen Miskow went overboard from the Transatlantic (Pacific Waterways) on September 13, just 16 hours short of our destination, Tuscany, Italy, the rescue operation was completed in less than half-an-hour, which even for the clear, beautiful weather and the calm waters, can be considered something of a record.

That morning, I was sitting on deck amidships facing "back aft" on the starboard side, catching up on reading back-issues of the LOG. All of a sudden, I heard a loud splash in the water. At first, I thought it was garbage, but it was unusual for anyone to use that side. I was about to take a second look when out came Arnold Reibus yelling, "man overboard." Then I quickly passed the word to everyone. Under the excitement, I think I did a good job because in less than two minutes, everybody was doing something. The chief engineer passed the word on topside.



Reibus

The captain ordered a full stop and lifeboat No. 3 with eight men went out to bring the man back. In the meantime, someone had thrown out a life ring. Miskow had to do a lot of swimming to catch hold of it. The lifeboat had to be rowed about a mile for lack of a motor. On the return trip, the boys didn't have to row all of the way.

### Professional Job

For, the deck engineer had warmed up the winches in a hurry. This proved to be of great help and saved labor and time in bringing the whole rescuing party aboard. A somewhat complicated system of attaching lines to the lifeboat hoists from the winches, running over the hatches up to the ship deck, was used: Only professional seamen could master such a system. The whole operation was carried out very skillfully and quickly. Everyone but I participated. I kept busy trying to take some pictures despite the handicap of the sun being in my way. We all tried our best.

### Captain Hails Crew

The entire crew was praised very highly for its successful work by Captain H. Osborne, master of the ship, in the following notice: "The crew is hereby commended



Ramirez



Lifeboat is lowered from Transatlantic to rescue Stephen Miskow off Italy. At right, the boat is hoisted up to deck, and Miskow with blanket around him, is helped out.

for quick action and real seamanship in the rescue, this morning of Stephen Miskow, who was overboard.

"This man went over the side at 1059 hours, and four minutes later, at 1103 the ship's boat was launched and away from the side. At 1125 the boat was alongside with the rescued man and at 1130 the ship was on course and full ahead. The total rescue time was less than 30 minutes.

"Congratulations to this crew for a real display of skill and courage. The following men manned

the boat and are especially commended: John B. Tenney, chief mate; Chester Skakun, Orlando Gonsalves and Arnold Reibus, ABs; C. Makris and W. Chipkowski, OS; George McCartney, wiper; and Ramon Encarnacion, FWT."

Finally we made Piombino, Italy, with everyone aboard and eager to go ashore and with the whole thing almost forgotten by everyone but me. For, it is the first time that I ever saw a man going over like garbage, and I hope it will be the last time.

Luls A. Ramirez

## Korean Students Helped

In true SIU tradition, Seafarers aboard Waterman's SS Madaket recently contributed a grand total of \$280 out of their own pockets to help along a group of Korean scholarship passengers who lacked enough money for clothing and living expenses at American colleges.

At a shipboard meeting last month on the Madaket, T. E. Freeland, the ship's delegate, started the ball rolling by pointing out that the Korean students had frightfully little money to get along under America's high cost of living. The scholarships provided for tuition, transportation, and about \$19 a month for room and board. The students



Freeland

were in need of clothing and each had an average of about \$20 in cash. The crew backed up Freeland's suggestion to give the students America's warm welcome thousands of miles before arrival by taking up a collection to help them buy clothing, particularly shoes. Freeland passed around the kitty to which every SIU man aboard gave willingly and generously. Deck delegate Jack L. Gridley, engine delegate W. E. Ward and stewards delegate George D. Smith helped in the drive.

After receiving the gift, the Koreans thanked the crew for their generosity and gesture at international good will.

## Watching The Birdie On Del Santos



Knocking off for coffee and of course the picture is part of the hard-working deck gang on the Del Santos while making a recent South American trip. Kneeling left to right are: Shorty Odom, AB; Justin Wolf, AB; and Dorce, AB. Standing in same order: Blackie E. Eaton, OS; Whitey Moye, bosun; and Bob Bannister, AB.

## Quiz Corner

- (1) Can a bomber which requires a 7,500 foot runway land on a parade ground which measures 400 rods long by 300 rods wide? (A rod equals 16 feet.)
- (2) A gherkin is a small edition of which one of the following farm products (cucumber), (tomato), (olive), (apple)?
- (3) You be the judge. Should a man's alimony to his first wife be reduced because it does not leave him enough to support his second wife?
- (4) How can the numbers one through nine be set up to fit the square so that they add up to the same amount in all directions — up and down, diagonally and across?
- (5) "These are times that try men's souls" is a well-known statement by (Abraham Lincoln); (Thomas Paine), (Franklin D. Roosevelt), (Thomas Jefferson)?
- (6) If Y is always two-thirds of X, and Y is 6 when X is 9, what is X when Y is 7?
- (7) Blubber should make one think indirectly of which Biblical hero (Noah), (David), (Jonah), (Samson)?
- (8) The Gobi Desert is in (Africa), (Asia), (South America), (Australia)?
- (9) Does a person with two married sisters have two (brothers-in-law) or two (brother-in-laws)?
- (10) The rather naive, idealistic, but nearsighted Spaniard who mistook a windmill for a giant was (Don Juan), (Don Quixote), (Cervantes), (Casanova)?

(Quiz Answers on Page 21)



**Claim Tallest Crew In Far East**



Seafarers on the Fairisle are proud of the fact that these eight men stretch out to a total of 49 feet, seven inches, and thus claim that they have tallest crew on Far East run. Left to right are: Jim Shaefer, oiler, 6'2"; W. Terry Paris, AB, 6'0"; Cal Wilson, bosun, 6'4"; John Hillman, DM, 6'2½"; Chuck Hill, DM, 6'2"; Billy Edelman, DM, 6'3½"; Danny Wolf, OS, 6'1"; and Hank Moller, dk. eng., 6'4."

**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.

**The SPORTS LINE**

By Spike Marlin

The 1952 World Series concluded last week was a tremendous affair. The results were the same—a Yankee victory—but the script was different. You would have to go back to 1934 to find another one like it. That was when the Cardinals with the Dean brothers, Joe Medwick and company beat Detroit's "best ball club ever," Cochrane, Gehring and Schoolboy Rowe. They say that was a great one too, but we don't remember that far back.

In previous years the National League opposition usually folded by the third game. This one was different, with Brooklyn having the advantage almost down to the final day. The Yankees had to come from behind to take this one but take it they did.

**Erskine a Surprise**

As far as the predictions go, the series ran to form. Brooklyn's defense outclassed New York, but New York's pitching had the edge. The big surprise of the series was Carl Erskine. In that fifth game he graduated into a full-fledged pitcher.

There are lots of strong-armed young pitchers (Brooklyn has its share of them) who will look good when they're on top, but will fold when the going gets tough. But Erskine survived a five run Yankee inning to retire 19 in a row through the eleventh. It's safe to put the much abused label of a "pro" on him now. Erskine's performance really made the difference between a more or less routine Yankee series victory and a

real thriller, one of the best. The big edge the Yankees have had these past years has been in reserve strength. The first line is competent enough, although it didn't rate with Brooklyn's. However, when Stengel's regular first baseman, Collins, went sour, there was Johnny Mize to take over with three home runs and a few other hits in four ball games. Brooklyn's Hodges went sour too, suffering through seven hitless games, because there was nobody to take his place.

In the final game, Stengel wore out his three starting pitchers, so he reached into the bullpen for Bob Kuzava. Bob had been getting secretary's spread from sitting on the bullpen bench for the last month of the season. Yet he walked in and stifled a Dodger rally in the seventh, finishing them off after that without raising a sweat.

**Beef on Umpiring**

If you're looking for a beef on the series you could pick one with the umpires for a couple of bum calls. One of them was clearly shown up in a news photograph. It's been suggested that one way to assure accurate decisions would be to set up a master panel controlling movie cameras aimed at all four bases. In that way a protested decision could be appealed to the photographic evidence, with the umpire-in-chief given the option of accepting or rejecting the photograph version.

The only catch to this system would be the three to five minute wait for a photo to be printed.

**Ex-Insuranceman Hails SIU Gain**

In the language of the older vintage of "Barnacle Bills," I am what is often referred to as a "Johnny Come Lately," yet not so lately that I fail to note the difference between the benefits not enjoyed by the Seafarer of yesteryear and those enjoyed by the same mariners of today.

Back in 1945 when the War Shipping Administration appealed to any man who could and would go to sea, I started sailing. Now, being a rebel from 'way down South, (Gadsden, Ala.) my home port was Mobile, Ala. Together with George W. May,



Cothran

a good old buddy, I went down to WSA in Mobile. We were finally processed and back out in Blenville Square pondering what next to do.

I don't recall how it happened, but we picked up a third party, or else he picked us up and readily proffered his services. "Through which union are you fellows going to ship?" he asked.

George and I didn't know our ABC's on maritime unions and we didn't think it mattered particularly which union took us in. Now at this point, the Old Saltie enlightened us an ocean or two. After he was through, he popped, "What'll you have?"

Then we both chimed simultaneously, "We'll take the SIU, if

they want us."

Since that eventful day, it has been my good fortune to know first-hand of the long but fast strides toward better shipboard conditions, and of course, the pocket-felt benefits the SIU membership has enjoyed. Incidentally, these benefits let me know that while away sailing the briny deep, my family back home is being remembered, but well, by an alert and proficient negotiating committee, directed by our Secretary-Treasurer Paul Hall.

**Knows Insurance**

One of these benefits which I especially have in mind is the death benefit. Having once been an insurance salesman, I'm quite familiar with approximate rates per \$1,000 for the different age categories. At my age, which is 47, there isn't an insurance company in the country which can, for an annual premium of \$80, give a \$15 weekly disability compensation for an indefinite period and then at death give the family a \$2,500 cash benefit, to say nothing of the \$200 maternity benefit. Then too, there is the \$25 bond presented to Junlor upon his earthly debut, which psychologically creates a parental incentive

to start an educational fund in the child's behalf.

In turning back the pages of time to that autumn day in 1945 when George and I were piloted to the portals of the SIU, and in reviewing the tremendous gains made by this, the youngest of maritime unions, I can now better understand the knowing smile on the face of our then "brother-to-be" as he spoke so proudly of the SIU.

Charles W. Cothran

**From "Greenpernt" to Panama**

This letter comes from the Gulf of May-hee-co. I haven't written for some time as I went home for a vacation after paying off the Robin Kirk on July 14 in Baltimore.

Along about Labor Day, after two months of mowing the grass, I began to feel the strain of too much vacation as the travellers' checks were running short too. So I packed my gear and returned to Brooklyn. After registering at the Hall, I spent a few days roaming around the zoos, Staten Island, Hoboken, the Village, 9th Avenue and other picturesque spots.

One afternoon, I dropped into a nice little bar and grill for a refreshing bottle of Mel Alien's favorite libation. The barmaid's stare and a few remarks impressed me that I looked terrible. I'd had too much vacation.



Iliff

**Back to Work**

Next morning, I went to the Hall early, determined to throw in for every messman job that came on the board. On the 1 PM call, I got the Marymar. She was berthed in Greenpoint. Marty Breithoff and "Blackie" Colucci gave me detailed instructions on how to get there. I remembered previous experiences with detailed directions. So I hailed a cab. I wound up having to tell the driver how to find it.

I no sooner climbed the gangway than I ran into an old shipmate, Salty See, the country squire from Pleasantville, NY. Salty is ship's delegate and a capable man for the job.

The steward is Walt Kubacki from Meriden, Conn. It turns out that he and the BR, James "Scotty" Byrne have also served a stretch on the Kirk. The three of us occasionally huddle over a cold case of beer and cast a hex on the Robin Line. In the event that I ever want to get another Robin job, the above is only fooling.

We had a couple of nights in

Greenpoint before sailing for Philly. It turned out to be a real hospitable neighborhood. The natives are friendly and the theatres show American movies. There are several other good American customs practiced there, but I haven't space to detail them. Philadelphia was pretty nice, too, although we had to spend a Sunday there, which is a fate worse than death.

We then went through the reopened Delaware - Chesapeake Canal to Sparrows Point, Md., to

finish loading. It was my first time in this company-controlled port and, for my part, the sparrows can have it back.

Tomorrow we should be in Cristobal. We will tie up for bunkers and repairs on the Pacific side. But with only \$4 left from the Baltimore draw, I don't expect too good a time. Know anybody who wants to take a slightly used typewriter for security? Yours for bigger and better fun.

Slim Iliff

**Seafarer Sam Says**



**WATCH FOR 'LOGS' IN FOREIGN PORTS!**

TO KEEP THE MEN AT SEA WELL-INFORMED, EVERY ISSUE OF THE LOG IS AIR-MAILED TO ALL SHIPS WHEREVER THEY MAY BE IN THE WORLD. CHECK WITH THE COMPANY AGENT IN YOUR NEXT PORT OF CALL.

**GALLEY CLEANINGS**

The LOG opens this column as an exchange for stewards, cooks, bakers and others who'd like to share favored food recipes, little-known cooking and baking hints, dishes with a national flavor and the like, suitable for shipboard and/or home use. Here's the recipe of Steward Abram Goldsmit for "Stuffed Pork Chops."

Now that merchant vessels have decent refrigeration facilities, a much greater variety of menus are open to Seafarers. Steward Abram Goldsmit, who started sailing in 1910 when there was little in the way of chill boxes in which to keep food, is one steward who appreciates the greater number of foods that can now be carried.

"You didn't get the kind of stores in those days," he said, "that we get now on SIU ships. We only had ice then, and it usually melted before the ship was out very long. That's why we seldom got any pork, because it would spoil too fast."



Goldsmit

So now, "stuffed pork chops" is one of his favorite dishes. Here's the way they are made: Cut the

pork chops about one inch thick, using loin chops with the rib. Slice a pocket in the meaty part of the chop horizontally, as if you were going to slice it in half, and cut right up to the bone.

Make a bread crumb dressing as if you were going to stuff fowl. To make the dressing, braize some finely diced onions and celery in a pan with butter. As the onions begin to brown, add salt, pepper, paprika, and poultry seasoning to taste. Moisten the bread crumbs slightly with stock.

Add the braized celery, onions and seasoning to the bread crumbs. If feeding about 40, work eight eggs into the mixture. Stuff finished dressing into pockets in chops. Fasten the openings of the pockets with toothpicks.

Fry the chops on both sides until slightly brown. Then bake in an oven at about 400 degrees until the chops are done and tender. Serve with a Creole sauce to add color and taste.

## Ex-Seafarer Now Going To College

To the Editor:

I joined up with the SIU in February, 1949, and soon afterward sailed on the Robin Goodfellow. I went aboard as chief electrician two years before during her conversion at Merrill Stevens shipyard in Jacksonville, Fla., and made the maiden voyage to Africa. She was formerly the USMC Sea Carp as some of the older members may remember.



Michael L. Kite

I retired from active sailing in 1951 in the interests of a higher education. At the present time, I am studying electrical engineering at the University of Florida in Gainesville, and still have two or three years to go, if I can finance the act.

### Mother Reads LOG

For a number of years the LOG has been mailed to my home address in Jacksonville where my mother, who is 68 years old, and my son, who is 13, read it from cover to cover. Whenever I returned from a trip they could always tell me all of the news before I had the opportunity to read it in the LOG.

I certainly miss the ships and my shipmates. It is lonely as hell here although there are at least two fellow-members of the SIU going to school here. I have looked at the same buildings, trees and substantially the same faces for over a year and it's getting stale.

I should like to receive the LOG here at school, but I don't want to deprive my mother and son the privilege of receiving it at home. My mother would not let me in the house if I stopped her LOG. In addition to the personal pleasure that I would derive from keeping up with SIU affairs, I want to show some of the youngsters here a real labor newspaper. All that most of them know about union labor is what Fulton Lewis, Jr., Westbrook Pegler, the Chamber of Commerce and their local newspaper say. In particular, there are some journalism students to whom I want to show the LOG.

### Keep Up Good Work

Keep going on Atlantic, I sailed with Cities Service during the war and worked in the organizing campaign. That was a hard-gang to beat. I hope Atlantic isn't as tough.

If Frenchy Michelet is still around New York, give him my regards from Frisco and the old intercoastal days. Keep that new hall (which incidentally I haven't seen yet) shipshape and get those pledge cards signed and soon we can say: "Atlantic too is SIU."

Joe Kite

## 'Marooned' Scot Likes Bortz' Opus

To the Editor:

It may interest you to know that I, a Scot "marooned" in an out-of-the-way English village, greatly enjoy reading the SEAFARERS LOG.

The reasons for my appreciation are:

1. The contents enable me to understand more clearly the problems, achievements and viewpoints of American seamen; and

2. Articles by crew members are graphic and often touching. In your issue dated August 22, 1952, I was particularly impressed by the contribution from Charlie Bortz. If Mr. Bortz develops his gift of reader-appeal and embarks upon free-lance writing as a hobby, he should achieve welcome financial reward.

American seamen whom I have met, have been the best of fellows and excellent ambassadors for their country. Ashore in the USA,

# LETTERS

I have received real hospitality. I even camped as a boy with the Boy Scouts from Everett—the mate gave me time to do this.

### Urges Understanding

Unfortunately, there is an animosity in some parts of the world towards American and British nationals. Bad feeling, particularly between the English-speaking nations, is one of the things subversive organizations greatly desire. Unthinking persons, ashore and afloat, unwittingly assist the enemies of the free countries by fostering this stupidity.

Harold N. May

## Union's Action Eliminates Beefs

To the Editor:

All of our beefs on the Santore (Ore Steamship) were eliminated recently when the Union came to our rescue and succeeded in getting rid of the company steward.



Hostetter

The hiring of an SIU steward and cook put the mess department in an orderly and efficient condition. This step ended all of our troubles. A motion was made at our last shipboard meeting and was carried unanimously to express our thanks to headquarters for its strong action in backing us up. Steward M. Olson and chief cook W. Randall are doing a good job. The stewards department is so ship-shape now that the captain of this ship sent word he was pleased very much with the stewards and cooks and hoped they would stay on. This is just one more instance of the wonderful support the Union gives us in squaring our beefs. We on the Santore are very grateful.

Charles Hostetter  
Ship's delegate

## McHenry Crew Harrassed by CG

To the Editor:

Let me first say hello to all of my SIU brothers whom I haven't seen in a long time. I got back to the States October 1 aboard the James McHenry, which docked in Seattle and paid off the same day.

All went fairly well at payoff with most disputed overtime beefs settled to our favor. The ship was laid up and the whole crew paid off. Our only complaint was the logs against the men and the way the Coast Guard consistently favors the officers. Our men have been cursed at and charged with assault and other trumped-up things! The CG has been very unfair in my opinion. One man has been ordered to appear November 13 for trial on a charge of assault of which he is absolutely clear.

### Penalty Cargo Beef

In my opinion, Jeff Morrison, the agent at Seattle, did a very good job and has my whole-hearted appreciation. We all trust that New York will settle to our satisfaction the matter of the cement and gasoline carried as penalty cargoes. All in all, we did have a very smooth payoff and all went well.

We did quite a lot of repairs and cleaning up on this vessel. We painted out all of the quarters, the messhalls, recreation room, galley, heads and toilets, foyers and passageways. We made the McHenry a clean-looking ship although we would have liked to have had it that way when we first left the States.

Paul L. Whitlow  
Ship's delegate

## Asks Union Get Pension Plan

To the Editor:

I am now shipping on the Del Sud, and I know that although the SIU is not as old a union as some, there are but few who can boast of the growth and progress to which it can lay claim. Our working conditions, wage scale, democratic system of operation, organizing ability, and welfare plan stand at the top in the field of organized labor and are unsurpassed in maritime.

At present, our contracts are being overhauled and brought up to date, a process which will undoubtedly give us a marked advance in this field. Our organizational ability is showing itself in our present campaign with the Atlantic Refining Company.

### Good Welfare Record

The welfare plan has given us benefits beyond any dream that we may have had a few short years ago. The hospital benefits have been increased so as to give any of our unlucky brothers in drydock a real sense of being cared for. The death benefit now amounts to a substantial sum calculated to give some feeling of security to our families. Our disability clause cares for the unfortunate, and the birth benefit gives the married men ideas.

This, brothers, is a record to be proud of and one for other unions to aim for. Yet there is one thing lacking in the opinion of many men—a benefit long established in the welfare plans of many of the shoreside unions, and that is the extension of our plan to include a security-insuring pension to take care of the SIU oldtimers when they're forced to swallow the anchor.

We have in our ranks a number of these men who were outstanding in the organization of this Union and are still in there pitching whenever need be. They were once, and in measure still are, the superstructure on which our organization was built and stands.

### Take Care of Aged

Now, however, many of them, though mentally willing, are physically unable to carry on much longer. Are we to forget and neglect these brothers? An SIU pension plan is bound to come eventually and even now may be in the making at headquarters. There has been some talk of building a Union hotel or even an SIU Snug Harbor to house and care for these brothers. Before we lay out any money on such projects, let's re-

member two things. First, by nature, the seafaring man is the most independent in the world and does not want to be confined to any one locality. Second, a large percentage of our membership today is married with many owning their homes, so anything short of a pension plan would be of no help to them.

Now is the time for our welfare plan trustees to give this matter their careful consideration. What do you think, brothers?

Scotty Findlay

## He's For New Hall In Baltimore

To the Editor:

I think the SIU deserves a lot of credit for its wonderful program of setting up modern Union Halls in major ports throughout the country. Our membership will benefit tremendously from these additional facilities for meetings, recreation and social life.

As a guy who hangs around in Baltimore quite a lot, I can appreciate what the beautiful new building here will mean to all of us. The pictures in the last issue of the LOG gave me some pretty fancy ideas and I hope they come true. If they set up facilities like those in New York, including the Slop Chest, night club, game rooms, cafeteria, etc., then it will be a good deal.

### Good Investment

A big hall of our own right here has been a long-time need. Those of us on payoff with nothing to do while waiting to get another ship will welcome this project. It will give us a chance to spend our idle hours constructively and to have lots of fun.

I have been around to many places and cities in the USA and I have yet to find a union building more beautiful and up-to-date than the SIU headquarters in New York. I know how nice the new Baltimore place is and I feel sure that when it is fixed up, it will be tops. Yes, sir, brothers, our Union certainly is going places.

Casimir Nowicki

## Calls LOG Good Paper For Labor

To the Editor:

I don't know whether or not the LOG is going to my old address as I had not sailed from 1946 until March of this year.

Since I'm sailing again, I'd like to have the LOG sent to my home in Charleston, SC. I enjoy reading it very much as it really contains the kind of information that a laboring man needs but seldom gets in other union papers.

George O. Corbett

(Ed. note: You're back on the LOG mailing list.)

## Doncaster Ball Club Toasts Victories



Seafarers aboard the Robin Doncaster held a victory party in the Palace Bar in Lorenzo Marques, Portuguese East Africa, after having beaten the Goodfellow nine in six out of seven baseball games while the Robin Line ships were waiting to unload. Manager was Pussie O'Neill.

## Congratulates Us On ILPA Awards

To the Editor:

Please accept my congratulations for the prizes awarded the LOG by the International Labor Press of America.



Weintraub

I know that all of the fellows on the staff are outstanding in the field of labor journalism. Your layouts, pictures and stories from cover to last page make the LOG the finest reading paper.

We men of the sea are proud to have men of your caliber edit our Union's official organ.

Floren Weintraub

## Ex-Atlantic Man Supports Drive

To the Editor:

Just a few lines to say hello and let you know how things are going on the Steel Maker. We're leaving the Hawaiians tonight and expect to be back in Houston about October 17. It sure is a nice climate down here with lots of beaches and beautiful scenery. So, I've done quite a lot of swimming while here.

On the Steel Maker, it seems as though everybody gets all the overtime they want. This is a welcome change from what we went through on Atlantic. The deck department is getting more overtime than they want. I got 126 hours from August 14 to September 30 and will probably get a lot more between here and the States. I like these freighters lots better than I do tankers because you're in port a lot more and you don't have to rush around to get whatever you want done in a hurry.

### Freedom From Fear

Since I shipped formerly on the Importer, I know how conditions are in the Atlantic fleet and can see why the SIU is making such good progress in its organizing drive. In comparison with SIU ships, overtime almost doesn't exist in Atlantic. The welfare, vacation, death and other benefits make SIU worth joining and belonging to.

But most important perhaps is the freedom from fear of firing in the SIU. I got fired from the Importer because of union activity. A company needs exceptionally good grounds to toss over a man when the SIU fights for him.

I think it's very important to belong to a strong union which can give you powerful backing in beefs, which can serve the interests of the members sincerely, and which can enforce the contract to the letter such as the SIU is doing.

The AMEU is just another puppet for the company, and I really think it won't be long before all of the tankermen bolt this phony outfit and join up as Seafarers. The SIU should keep up its good work in educating and signing up the Atlantic crews. More power to you for a great cause.

Harold Gaddis

## Wed Month Ago, Wife Wants LOG

To the Editor:

I would like very much for you to start sending the LOG to my wife. We got married about four weeks ago. I am a bosun on the Robin Gray.

She was strictly against unions until I showed her a couple of LOGs and explained our organization to her. She is now very much interested and would like to read our official organ regularly.

Stanley T. Johns

(Ed. note: Congratulations to you and your wife. The LOG is on the way.)

### 'Alf's Well On The Liberty Flag

To the Editor:  
Well, everything has been running as smooth as silk on this wagon, the Liberty Flag since we took her out of Galveston on May 13th.

We have been shuttling between Japan and Korea for three and a half months. She is a good feeder and the stewards department is really on the ball. The crew is a good bunch of Union boys, sticking to their Union agreement and doing their jobs in true SIU style. There is no disputed overtime as yet and we have a clean job.

Red Johnson  
Engine delegate

### Bland on 'High Pressure' Trip

To the Editor:  
When we say high pressure on the Schuyler Otis Bland (Waterman), we mean it—deluxe. Push a button and zip—the work's done. But hold on, boys. That's only the black gang humor. On deck it's "Oh, my back." Maybe it's just that the bosun, John Bananas, is a slave-driver. Or is it because all sang "Happy Birthday" to him? Guess who was his right arm? You guessed it, Dutch Palmer.



Palmer

And guess who we have, least but not last, that red-headed Irishman, "Carioca," the wiper-driving engineers' maintenance man. And of all jobs, he's higher than the chief engineer. No work, all pay just to make coffee. I'm warning you not to ever drink the stuff as he thinks he's still on the beach in Puerto Rico. One day he dumped the coffee in the bilges, and while he told us how hard he worked in "the old days," it ate a hole in the tank tops.

And if Robin Line knew that "Chubby," better known as Walter Hartmann, was on here, there would be a lot of noise. Robin would accuse Waterman of stealing their ballast.

#### Champ Eater Too

We will bet any amount of money that on this ship we have the champion chowhound. The messmen are going on a strike for more money if he makes another trip. But Tony Scandiffio says that's half of his pay. Also, on this ship you will find "Pinochle Pete," known by all as Walter or Whitey Jorgenson. Let me advise you never to play with him if you don't want to lose your payoff.



Hartmann

Just for the record, there are plenty of grits on this wagon. And there are plenty of displaced Yankees eating them up. As for the mates and engineers, we think they're tops. They couldn't come any better. One fellow, Casanova Myers, the engineers' delegate, claims the championship of being the world's undeveloped man. We also think that if the chief engineer ever lets the engine out, the United States will lose that blue ribbon.

#### Not Trading Bakers

Anyone looking for a baker's job is out of luck. This baker can't go to shore without a few guards with him. I wonder how Peters feels about not having any privacy in Germany. But, as they say, a good man is hard to find. So we found one, and we're going to hang on to him. Our 3rd cook is a real lover. He drops 50 mark tips like they're gum wrappers. He's a real "shirt-off-his-back" man. In our deck gang, we have a sanitary engi-

neer who is so small we must call him "Tiny." But you guessed it again, he weighs 402 pounds.

This trip has been a letdown for my usual role of bean-buster on captains, as the old man is one of the best. All in all, brothers, she's a fine ship and we who sail her are as proud of her as Waterman is. So any of you fellows waiting for a job on her should remember not to be performers. We have a good ship and a straight crew, and we want to keep it that way.

Charles "Dutch" Palmer  
Ship's delegate

### GI Lauds Union On Maternity Aid

To the Editor:  
I just want to tell you that I have been receiving the LOG regularly and that it keeps me up to date on the waterfront news and the progress of the Union.

I also want to add my congratulations on the maternity benefit. I have recently been transferred to Korea. So, I'm sending my new address. Keep up the good work.

Cecil Futch

### Carruth Seamen Enjoy The LOG

To the Editor:  
I'm enclosing an application for the LOG which all of us enjoy reading.

I'm also sending a photograph of Bob Pierce, OS, and myself which was taken while chipping over the side of the William H. Carruth in Honolulu.

Vincent Genco,  
Ship's Delegate

### Alcoa Clipper On Senorita Run

To the Editor:  
Having left the city of the Great White Way and settled down in the Gulf with red beans, rice and Bourbon St., I would like it mightily well if you would publish this so some of my old friends up yonder will know I'm still in circulation.



McCurdy

Right now, I'm on the romance run as waiter on the Alcoa Clipper, making regular calls at the land of Vat 19, as well as other enchanting jewels of the Caribbean. In all ports, the rum is plentiful, the señoritas gay and pleasing, and the climate can't be beaten.

We have some oldtimers on here such as "Mother" Joe Powers, room steward; Mac Roberts, chief steward; Bob White, 2nd steward; Kenny Lewis, bosun, and Red Cunningham, plumber-machinist, to name a few.

#### Big Things Expected

All the guys down this way are anxiously awaiting the results of the new contract. We know it will be, as usual, the best in the industry, and that it will have a lot of "firsts." In advance, we say hats off to the negotiating committee.

I am enclosing a representative cross-section of pictures of the crew.

For those who all too well remember the heat of summer in the New Orleans hall, I'd like to say that it is now past history. Ample air-conditioning units have been installed, and the place is as cool as a cucumber. That with the promise of better halls in the various ports makes the building fund assessment well worth while. I'd sure like to hear from some of the guys I know around Baltimore and New York.

H. C. McCurdy

# LETTERS

### Alawai Men Give \$244 To Polio

To the Editor:  
As part of the SIU's drive for the March of Dimes, I want to announce now that the crew of Waterman's Alawai recently contributed a grand total of \$244.50 to this great and worthy cause.

Immediately after getting a call for help from both the Union and the National Foundation for Infantile Paralysis, we got down to work and passed around the hat. The 40 SIU members on this vessel made contributions ranging from \$.50 to \$24.50. All of them gave willingly with the unanimous wish that they could afford more to help fight polio.

All credit and praise should be given the master of this ship, Captain Ben Martin. Whenever the opportunity arises at the expense of his comfort, such as being awakened in the middle of the night for a draw, he simply takes it in the line of duty, and that goes for the March of Dimes, too. Let's have more skippers like him. The three delegates, Howard D. Stebbins of the deck department; F. S. Crumpler of the engine, and Peter Valhos of the stewards, also deserve credit.

L. Henriquez  
Ship's delegate

### Ex-Seaman Now In Greenland

To the Editor:  
I am writing this for my husband who was a member of the Seafarers International Union until he retired in 1947.

He has been getting the LOG ever since and would appreciate having the paper sent to him in Greenland where he is now working on the new air base for the North Atlantic Construction Co. He will be up there until April. Would you please send him the LOG. Thanks.

Mrs. Clifford M. Rehkopf  
(Ed. note: The LOG is on its way.)

### Smooth Sailing On Del Mar

To the Editor:  
We on the Del Mar thought it would be of interest to the LOG and brother members to know that we are having some "smooth sailing" with no beefs, and fine cooperation from the top side.

We're enclosing some snapshots of a very successful get-together party which the crew held on August 24. All hands participated. By invitation of brother Calhoun,



As the photo shows, everybody had a great time at the SIU party on the Del Mar, Mission's Cruise, this

the ship's delegate, the captain, chief mate, chief engineer and 1st assistant postponed their own party in order to attend and let us Seafarers know that they're working in harmony with us.

The captain, Edgar Jones made a short speech praising the brothers for such fine cooperation and he complimented the delegates for performing their duties so diligently.

Before the party, a general meeting was held aboard ship at which Brother Calhoun reminisced about the thrills and happiness we had the day we became bookmen in the SIU.

Incidentally, we would like to see something in the LOG from the Puerto Rico. News is very scarce from this ship without brother Eddie Mooney.

Leo Watts

### Quick Run-Down On Gulf Doings

To the Editor:  
The September 19th. edition of the LOG went over the top. The photos of the Del Mar are good. Mrs. H. Plunkett and the kids look good. I know the family.

In the article on Page 17, "They Robbed Us Of Youth" Frenchy



Allen

Michelet says that he was walking leisurely around the corner from the Union hall and found a book for a buck. Moon Kouns says he can get a cook book from Percy Boyer and Bob

Burton. The book by Henry Thoreau is too deep for him. It doesn't tell you how to cook jamfou red beans and rice or chicken in the Frenchy Michelet style. But in Exchange Alley cooking he is an expert. Bill Fredericks says that it is a good thing we have a steward at headquarters.

This is all in fun of course. You boys are doing a grand job, and I as a reader can't praise you enough.

We have a right-about-face here in Louisiana where Governor Kennon is going for the Mayor of New Orleans. Mayor Morrison hasn't said a word about it yet. Senator Long has said nothing. It looks to me that they are waiting for campaign appearances here by Governor Stevenson and General Eisenhower. The Item is doing a good job. Everything is at a standstill. All plants are working part-time and nobody is spending any money.

George A. Allen

### Offers Cases To SIU Shutterbugs

To the Editor:  
I have just about a dozen empty cartridges for 35 mm film that anyone can have just for the asking.

These empty cartridges are handy for winding bulk film, which is what many users of 35 mm film need because it is economical. However, anyone buying bulk film, should be careful about where he buys it unless he wants to have the disappointment I had.

I bought some bulk film, exposed two rolls on carefully planned pictures, but found out too late that the film was no good. The emulsion came off at every try. By the way, I got this film through the mail order department of one of the biggest stores in New York. So that is a warning to the hypo yokels and shutterbugs.

Any Seafarer who wants the cartridges can have them by sending me a post card at the Royal Oak, c/o Cities Service, 70 Pine Street, New York.

William Calcato

### Final Weeks Of A Good Seafarer

To the Editor:  
I regret deeply to write the sad story of Brother George Arnold who unfortunately passed away on September 17 in the USPHS hospital at Staten Island.

I remember some months back when I met him on the second floor where the cafeteria is located and he halled me by saying: "Paddy, did you see my picture in the LOG?" I responded in the affirmative and oh boy, was he happy telling me he was one of the first to receive the disability benefit of \$15. I might say in passing that George and I were admitted together the same day. My destination was the "boneyard" on the fifth floor.

However, he was discharged soon with an order to return in about six weeks for a check-up. When I was released, I again met George at the Seamen's Church Institute. As I resided there, we frequently ran into each other and usually had the same type of talk, inquiries about each other's health.

#### Assaulted By Bum

About seven weeks ago, I met him in the billiards room and he surprised me with the story that some guy had jumped him and kicked him in the abdomen and broken his spectacles. He said he had the bum arrested and he would be tried in a few days. I was interested in the matter because George was about my age. I therefore made it my business to find out what happened. He told me the fellow was given a three months suspended sentence and had to pay him \$16 for new glasses.

After that, Brother Arnold was never the same kind of man and always complained that he didn't feel well. I remember distinctly his asking me when I was to return to the hospital. It appears that he was readmitted but only lived two weeks more.

You can have this story from here on, but poor old George was noted for his good pool-playing despite his physical handicap. Previously, he had always seemed to be in good spirits. He is now gone on that long voyage from which none of us returns.



Farrell



Arnold

Farrell

# ... DIGEST of SHIPS' MEETINGS ...

**AFONDRIA (Waterman), September 14**—Chairman, N. Wuchina; Secretary, V. Carnegie. Beef with the baker and chief mate will be settled in New York. There are two engine department logs and one member has been performing.

**STEEL FLYER (Isthmian), September 20**—Chairman, J. C. Howard; Secretary, John Taylor Annal. Balance of \$26.57 is in the ship's fund, on which a discussion was held. Magazines will be bought in Honolulu. A collection will be taken up there.

**SEAMONITOR (Orion), September 7**—Chairman, W. Brabham; Secretary, C. A. Welch. Vote of thanks went to headquarters for their action on the mail situation. Motion passed that all hands will put in overtime for period they are kept aboard and not allowed shore leave in Pusan. Army orders denied to all seamen and officers except those on official business and sick call. Brothers on another ship who went ashore and were caught were fined \$150, yet the American Consul and MSTs state that the ban was lifted by the Korean government after the elections. Order did not come from Tokio or Washington.

**OCEAN LOTTE (Ocean-Trans.), September 14**—Chairman, Max Lipkin; Secretary, R. Steele. Ship's delegate went to see the old man on business several times and had a tough time getting satisfaction. The old man talks but doesn't say much. Cigarette and soap powder beets were fixed up; War risk insurance and fo'c'sle painting will be referred to the patrolman at San Pedro. 12-4 watch requests that radios and excess conversation be kept to a minimum in order that they may be allowed to get their proper beauty rest. Steward department was given a pat on the back for turning out good chow. Old man and chief engineer made a so-called inspection of the ship at which time they couldn't find a single fo'c'sle that needed painting. It's possible they inspected the wrong ship.

**FAIRISLE (Waterman), September 7**—Chairman, Cal Wilson; Secretary, D. Blumio. Frank W. Chamberlin was elected ship's delegate. Steward department got a vote of thanks for the work being done and for having no drunks in port and serving three meals a day. Vote of thanks went to the night cook and baker for his extra work on coffee time. Lights should be on in the evening so the stewards department can see to empty garbage. Chief electrician and deck engineer will look at the washing machine which is leaking oil. One washing machine will be kept for white clothes, one for greasy ones.

**ALCOA PIONEER (Alcoa), September 14**—Chairman, R. Tect; Secretary, L. B. Moore. Patrolman will be contacted about working conditions in the fire room. Motion was passed to get fans checked and replaced. Unfit mattresses should be replaced. Drinking in passageways is to be stopped, as well as noise. No one should drink the watch's coffee. Crew is to help keep the pantry clean. Vote of thanks went to the stewards department. Bulk ice cream should be procured for the

crew. Port steward will be contacted about oysters.

**MILTON H. SMITH (Isthmian), September 14**—Chairman, A. Larson; Secretary, A. J. Nelson. New York patrolman will be notified about brother who left the ship at the last moment in New Jersey. Although the man was claimed to be fit for duty by a physician, his injured foot still hurt him. Brother Larson was elected ship's delegate. Discussion was held on the unfit drinking water, the need of supplies for the slopchest and the check for repair list items.

**LOGANS FORT (Cities Service), August 20**—Chairman, Ed Harris; Secretary, J. Bruce Cole. Library will be exchanged in Paulsboro. Two men missed the ship in direct violation of the SIU contract, but the wiper who did not return should be helped as much as possible, since it was an accident. Black gang quarters will be painted each trip. Sheet metal in overhead and outside bulkhead in shipyard's fo'c'sle will be installed in shipyard. The \$24.30 in the ship's fund will be used to buy records. Motion was passed to use the ship's fund for Union business only. Repair list will continue to be worked on for the next trip.

**September 2**—Chairman, Paul Krajolik; Secretary, J. Bruce Cole. Library will be exchanged. \$16.95 was collected for the purchase of records. Repair list is still being worked on. Motion was passed to take up a collection for the AMMLA. All cups and dishes should be left in the sink at night. Union action will be taken if the care of the cots is not improved.

**September 13**—Chairman, F. P. Hartshorn; Secretary, J. Bruce Cole. Oiler was elected ship's delegate by acclamation. Repair list for each department will be made out. Washing machine needs repairing. All rooms need new mattresses.

**RAPHAEL SEMMES (Waterman), September 18**—Chairman, A. Sistrunk; Secretary, S. L. Young. Repair list will be submitted before the payoff. Overtime will be taken up with the patrolman. Man who missed ship in Wilmington wrote a letter asking that his papers and effects be turned in at Baltimore. One man missed ship in Baltimore. Letter he wrote explaining the circum-

stances was turned over to the patrolman in Baltimore for action.

**THE CABINS (Cabin), September 18**—Chairman, G. Rios; Secretary, F. Wasmer. One man missed ship in the engine department; this will be reported. Vote of thanks went to the stewards department. Steward is open for menu suggestions. Slopchest will be checked, as there is nothing there but cigarettes. Captain put up a notice in the messhall stating that no one is to play poker later than midnight.

**ROYAL OAK (Cities Service), September 20**—Chairman, J. Mellon; Secretary, T. Moore. Ship's fund stands at \$43.18. More night lunch was requested. Fumigation is needed; the matter will be referred to the patrolman. Delegate will ask Sparks to look at the radio. Agitator is needed for the washing machine.

**AZALEA CITY (Waterman), September 19**—Chairman, B. Shuler; Secretary, E. R. Doyle. Gear of some seamen was put ashore in New York. Deck delegate reported that the chief mate in the bosun's affairs. Patrolman should inspect deck department quarters and messroom for painting. Members should turn off the laundry after using. No unnecessary garbage should be thrown in garbage cans in port. No one should put their feet on the messroom chairs.

**AMBERSTAR (Triton), August 24**—Chairman, R. Hunt; Secretary, M. Karlovac. Captain promised to take care of necessary repairs and fumigation and to okay all steward food requisitions. Motion was passed to create a ship's fund. Donations will be limited to \$1 and this money will not be used to purchase books or magazines. Each department will assign one man to take care of the ship's laundry for a week at a time. Used cups should be placed in the sink.

**WILD RANGER (Waterman), August 18**—Chairman, Robert A. Sipsy; Secretary, Wilfred I. Benneron. Old washing machine will be kept for emergencies. One man from each department will keep the recreation room clean each week. Ship's fund now totals \$30.

**STEEL FABRICATOR (Isthmian), September 14**—Chairman, S. Paris; Secretary, E. Eriksen. Bosun said the chief mate promised to have the rooms sougeed and the decks painted on the first rainy day after ship left Boston. Repair list was made up and some items have been taken care of. The rest will be turned over to the patrolman. There is \$11.13 left in the ship's fund, with \$24 to be collected. Suggestion was made that this be donated to the LOG.

**STEEL ARTISAN (Isthmian), August 17**—Chairman, L. S. Bugajewski; Secretary, D. Grant. Balance of \$24 is in the ship's fund. One man deserted the ship in San Francisco and his case was turned over to the patrolman. Motion was passed to let the officers use the crew's washing machine in case theirs breaks down, as it is company-owned. Vote of thanks was given to the officials in handling of deck department beef on ship's stores in San Francisco and in having the fresh water tanks cleaned of oil. Doors and lockers should be locked in foreign ports.

**BRIGHTSTAR (Triton), July 27**—Chairman, Christian Christensen; Secretary, M. E. Pappadakis. Martin A. Machel was elected ship's delegate by acclamation. Recommendation was made that each member donate \$1 towards a ship's fund.

## NOTICES

**John J. Flynn**  
Your check for retroactive pay from Mississippi Shipping Co. is at headquarters.

**Harry M. L. Benson**  
Your check for \$28.42 from the skipper of the Seabeaver can be picked up at headquarters.

**Stocky Melvin**  
**Herman H. Carney**  
**Aurelius Proietta**  
**Charles Mosher**  
You have checks waiting for you at the Boston hall.

**J. E. Smiley**  
Your Government check is at Wilmington branch.

**B. G. Edelman**  
You have been classified 1-A by the appeal board. Contact your draft board at once.

**SS Seatiger**  
**Voyage No. 8**  
The steward department men who were aboard this ship on this voyage should contact the Orion SS Co., 80 Broad Street, New York, about payment for an overtime beef.

**Albert Edward McKinstry**  
Your discharge from the Alcoa plant is at the LOG office at New York headquarters.

Question of variety of night lunch and fresh fruit was ironed out to the satisfaction of all hands. All soiled linen must be turned in the same day fresh linen is issued.

**ANTINOUS (Waterman), August 24**—Chairman, Nevin Ellis; Secretary, W. R. Smith. Members using the washing machine should take proper care of it. Suggestion was made that the chief steward order chairs for the recreation room and fly spray for the messroom.

**WINTER HILL (Cities Service), August 27**—Chairman, R. Keon; Secretary, T. A. Semmen. Repairs not done in the shipyard will be taken care of up north. Second clothing allowance will be taken up with the patrolman at the payoff as the captain does not think it is good. T. A. Semmen was elected ship's treasurer; ship's fund stands at \$22.90. Engine delegate will see the chief engineer about having rubber pads put on the doors to the engine room. Washing machine and laundry should be kept cleaner. New record player was purchased in Houston; everyone is to take good care of it and see that it does not get taken off the ship, as happened to two previous ones.

**CITY OF ALMA (Waterman), July 11**—Chairman, Jughead Chandler; Secretary, Harry Huston. Lotus Stone was elected ship's delegate by acclamation. Suggestion was made that all ship's gear be cared for in a better manner—such as glasses, silverware, cots and lines used on deck.

**BULL RUN (Mathiasen), August 3**—Chairman, F. Sullins; Secretary, T. M. Little. Discussion was held on the washing machine. Steward said that fresh eggs would be taken on when back in the canal. \$31.60 was sent to the family of a crewmember whose father died. There is \$11.41 in the ship's fund.

**AMEROCAN (Blackchester), August 17**—Chairman, M. Coffy; Secretary, J. Eastering. Minor beef about coaling of galley range will be straightened out by the ship's delegate. Motion was made by the steward to try and get fresh vegetables in Bombay. Amendment was proposed that if the captain does not do this, the matter will be taken up with the American Consul. Motion was passed to try and get an awning in Bombay, as the ship will load in the Red Sea area. Necessary repairs have not been made; next crew should not sign on until this is taken care of.

**ALCOA CLIPPER (Alcoa), August 31**—Chairman, Bob White; Secretary, Lonnie Hargheheimer. Ship's delegate reported on the food beef; there are not enough supplies. \$162.00 was collected to get a brother, whose mother died, back to the States. Robert Peel was elected ship's delegate by acclamation.

**GENEVIEVE PETERKIN (Bloomfield), July 12**—Chairman, Roy Clark; Secretary, H. R. Hutchins. Jocelyn H. Lee was elected ship's delegate. Motion was passed to get new ice box, fans, coffee urn, pillows, sheets and bedspreads. Patrolman should be contacted on taking care of these items. Repair list will be made up. New books are needed for the library and more variety in the steward's stores.

**August 3**—Chairman, E. F. Gibbs; Secretary, D. W. Fischer. Ship's delegate reported that new mattresses and fans were received. New ice box will be added to the repair list for the next trip. There has been an improvement in the cleanliness of the messhall. Members were cautioned about leaving the washing machine motor running, as there is no spare.

**August 27**—Chairman, J. M. Lee; Secretary, D. Fischer. Delegates reported no beefs. Repair lists were turned in

for typiug. Complaint was made about sheets being too short for the beds. Vote of appreciation was given to the stewards department for a fine performance. Second electrician ordered a big fan for the recreation room. New refrigerator or ice box is needed, and an attempt will be made to get it.

**MASSILLON VICTORY (Eastern), September 11**—Chairman, Johnny Long; Secretary, Charles H. Ellzey. Brother Flanagan was elected ship's delegate; Bernard Chason was elected deck delegate. Blackie Mason engine delegate, and Domingo Lettuce steward delegate. Keys should be made for all crew fo'c'sles or the locks should be changed. Garbage should be carried aft at all times.

**CHIWAHA (Cities Service), August 28**—Chairman, M. D. Brightwell; Secretary, Alex Hitas. Repair list will be turned over to the patrolman. Washing machine and one fan need fixing. Cleaning of the laundry should be rotated each week. Night lunch hasn't been changed for three trips.

**BLUESTAR (Triton), August 14**—Chairman, Jack D. Anderson; Secretary, J. Targett. 12,000 yen, together with a letter, was sent to Rocky Milton, who is in the hospital in Tokio, by the ship's delegate. Several stewards department beefs were reported: chow was not served properly; there was no ice or salads when the saloon had them, no sauces. Recommendation was made that the steward supervise every meal. Toaster, coffee pots and fans need repairing. Sanitary work has been neglected. One man missed ship in Kure and an OS was signed on in Yokohama as well as a new third cook. Steward promised to put milk and ice cream on his next requisition sheet.

**OREMAR (Ore), August 23**—Chairman, L. J. Thomas; Secretary, D. B. Millar. Member's grievance against the bosun will be brought up to the patrolman.

**BRIGHTSTAR (Triton), August 17**—Chairman, John Morris; Secretary, M. E. Pappadakis. Additional stores promised by the company in San Francisco were put aboard. \$32 has been collected for the ship's fund. Minor beefs in the stewards department were ironed out. Engine department beef will be thrashed out by the department and a report made at the next meeting. Coffee urns question was brought up, and it was explained that the engineers are occupied in essential engine repair work at the present time. More variety of amulets and pies was asked; steward stated that suggestions are always in order.

**MORNING LIGHT (Waterman), July 13**—Chairman, Henry W. Miller; Secretary, J. F. Kelley. Ship's delegate reported that nothing had been done about putting the new washing machine in working order. Crew has a good ship, a fair turnover but no beefs.

**July 27**—Chairman, Henry W. Miller; Secretary, William Bobake. Washing machine still hasn't been installed. Motion was passed to have it installed in Mobile. Several members want to thank the stewards department for the way they were served and especially the crew pantryman on the way he performed his work in the pantry.

**August 18**—Chairman, John Cantrell; Secretary, Henry W. Miller. Ship's delegate will contact the patrolman to instruct the company to have the new washing machine installed and remove the old one. Motion was passed that if anyone wants the old machine throw a couple of bucks in the ship's fund and take it.

**SEAPEARL (Colonial), July 27**—Chairman, Dominic Di Sei; Secretary, Arturo Mariani Jr. Ship's delegate will see the captain about painting crew's fo'c'sles, passageways and head. As the old skipper is going to be relieved in Port-of-Spain, contact will be made to see if American cigarettes can be secured. Vote of thanks went to the stewards department for good food and good service. Feet should be kept off the chairs and the washing machine should be rinsed after use.

**CHILORE (Ore), no date**—Chairman, Wallace; Secretary, M. Webber. H. Collier was elected ship's delegate. In future there will be enough night lunch left out for the watch. Messman should make coffee for those on day work in place of OS and wiper. Delegate will see the patrolman about putting out more milk.



**Photos Faded In New Books**

Headquarters advises that many photos in the new membership books and in headquarters files are fading, and that the following men should either send in their books with three passport photos or stop in for new ones as soon as possible: Further lists will be carried in following issues of the SEAFARERS LOG.

Leo Movall, M-202; Salvatore Marene, M-203; George Martin, M-204; Nicanor Martinez, M-206; Florencio Marquez, M-210; Maxime Martillano, M-211; Herbert Merrey, M-214; Thomas Melton, M-217; Edward Mellneux, M-215; Henry Mooney, M-218.

Thomas Massey, M-219; Joaquin Maldonado, M-220; Albert McCabe, M-224; Jackson Meyer, M-223; Horace McCurdy, M-225; Charles Morrison, M-228; Donald Moore, M-232; Charles Mehl, M-233; William Mitchell, M-234; Frank Maset, M-245.

Andre Mazurek, Jr., M-246; Benjamin Martin, M-247; Paul Mikush, M-248; Harry Mechanic, M-249; Frank Miller, M-251; Dan Munro, M-252; William Malcewicz, M-253; Neil Moore, M-254; Uldarico Merjudio, M-259; John Muehleck, M-256.

John Masters, M-260; Robert Myrick, M-261; John Michaelis, M-262; Charles Marshall, M-271; Andres Maldonado, M-276; Juan Nieves, N-7; Joseph Novosel, N-28; Ismael Nazario, N-33; Harry Nelson, N-34; Charles Nangle, N-35.

Patrick Nash, N-38; Wilhelm Newhoff, N-37; Roberto Natal, N-40; Jens Nielson, N-41; Robert Nelson, N-42; John O'Rourke, O-4; Alf Olsen, O-29; Max Olson, O-35; Mikado Olenchik, O-32; Carl Olson, O-36; Zello Oliveras, O-38; Clarence Oliver, O-42; Fred Oestman, O-43; George Felnerin, P-11; Aleksander Padu, P-13; James Purcell, P-17; Juan Parodi, P-22; Francis Pallando, P-23; William Piestcuk, P-24; Newton Paine, P-27.

Uno Pipinen, P-35; William Palmer, P-36; Theodore Pops, P-39; Angel Pedrosa, P-64; Jose Prats, P-63; Francisco Peralta, P-67; Joseph Pasinosky, P-68; Irvin Pearce, P-69; Anthony Pallino, P-90; Onni Peltomaa, P-91.

Pietro Paulin, P-62; Lacey Phillips, P-95; Harold Peterson, P-97; Rafael Padilla, P-96; Peter Prekopuk, P-102; Jose Da Ponte, P-106; Joaquin Passopera, P-109; Alexander Peñanis, P-132; Jaime Pantoja, P-134; John Pops, P-135.

## Quiz Answers

(1) Yes, with some to spare, if it lands across the diagonal path of the parade ground. The diagonal measures 500 rods, but just slightly under 469 rods are needed.

(2) Cucumber.  
(3) No, said the Florida Supreme Court. A man does not have a right to marry a second wife at the expense of the first one, the court declared.

2	9	4
7	5	3
6	1	8

(4) The columns add up to 15 any way you count them.

(5) Thomas Faine. It was written in an appeal to enlist the aid of the colonists during the American Revolution.  
(6) 10 1/2.  
(7) Jonah, from his adventures with a whale.  
(8) Asia.  
(9) Two brothers-in-law.  
(10) "Don Quixote," written by Cervantes.

## Puzzle Answer

R	I	S	E	V	A	T	A	L	M	A
E	V	I	L	A	G	O	R	O	A	N
C	A	N	A	C	A	P	E	T	O	W
T	A	A	S	L	I	P				
L	I	B	E	R	T	Y	A	S	H	E
A	D	A	T	I	E	D	T	O	M	E
P	E	R	S	O	M	E	S	L	E	W
P	A	C	S	N	E	M	O	E	S	E
S	L	E	E	T	N	U	M	E	R	A
L	A	I	D	R	E	D				
C	H	O	P	P	I	E	R	G	E	A
L	A	N	A	R	E	L	M	O		
S	L	A	L	A	D	S	L	A	T	

## PERSONALS

**George T. Coleman**  
Please get in touch with your mother at once at the old address. Mrs. George B. Coleman, 25 Walter Street, East Lynn, Mass.

**Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY**

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

NAME .....

STREET ADDRESS .....

CITY ..... ZONE ..... STATE .....

Signed .....

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

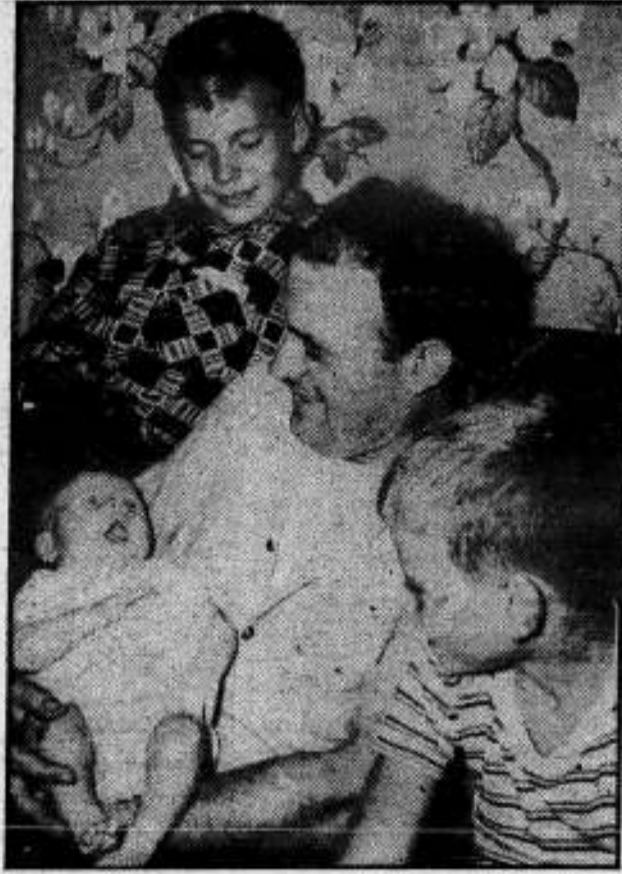
ADDRESS .....

CITY ..... ZONE ..... STATE .....

And In This Corner...



Oliver V. Ortiz, Jr. (left) shows fine sense of value as he waves \$25 war bond while his dad and mother Norma look on. At right, Seafarer Adrianus Remijn, AB, shows know-how in handling newest son, Peter Frederick. Other boys are Frank, and Fred.



Displaying his bag of tricks (left) is Pablo Rios Lopez, Jr. His dad sails as fireman-watertender. At right is little Raquel Lorenzo, new-born daughter of Seafarer Mateo Lorenzo, steward. Both of these new arrivals live in Brooklyn near Union Headquarters.



RECENT ARRIVALS

All of the following SIU families will collect the \$200 maternity benefit plus a \$25 bond from the Union in the baby's name.

Alice Marie Cope, born September 21, 1952. Parents, Mr. and Mrs. James S. B. Cope, Jr., 2813 St. Peter Street, New Orleans, La.

Sandra Jo Thompson, born September 15, 1952. Parents, Mr. and Mrs. James H. Thompson, 156 Meadow Gardens, Whistler, Ala.

Rokian Siti Samat, born April 26, 1952. Parents, Mr. and Mrs. Kassim S. Samat, 36 Pulaski Street, Brooklyn, N. Y.

Max Ard, born August 1, 1952. Parents, Mr. and Mrs. Eugene Ard, Route 1, Sumerdale, Ala.

Frederic Michael Walker, born July 2, 1952. Parents, Mr. and Mrs. Willie Fred Walker, Church Street, Lexington, Tenn.

James D. Ellis, Jr., born September 2, 1952. Parents, Mr. and Mrs. James D. Ellis, 1816 Wilhelm Street, Baltimore, Md.

Harold James Hodges, born Sep-

tember 8, 1952. Parents, Mr. and Mrs. Raymond W. Hodges, 2132 Cambridge Street, Baltimore, Md.

Phillip Douglas Robinson, born September 20, 1952. Parents, Mr.

Taking It Easy



Out relaxing in the sun is Renee Joseph LaPlante, son of Seafarer Albert A. LaPlante of Baltimore.

and Mrs. Milton Robinson, 162 Ogden Avenue, Crichton Station, Mobile, Ala.

William Earl McCain, born September 10, 1952. Parents, Mr. and Mrs. Julius Robert McCain, General Delivery, Lake Charles, La.

Sanford Friend, born August 29, 1952. Parents, Mr. and Mrs. Allen J. Friend, 63-01 23rd Avenue, Brooklyn, N. Y.

Harry Michael Logan, born September 24, 1952. Parents, Mr. and Mrs. Harry J. Logan, 42 Mill Street, Crichton Station, Mobile, Ala.

Danny Eugene Nolan, born August 20, 1952. Parents, Mr. and Mrs. Ubie E. Nolan, 913 Palmetto Street, Mobile, Ala.

Susan Patricia Barraco, born September 1, 1952. Parents, Mr. and Mrs. Joseph P. Barraco, 2323 Franklin Ave. New Orleans, La.

Marsha Ann Moreno, born July 21, 1952. Parents, Mr. and Mrs. John R. Moreno, 53 Fifth Avenue, Brooklyn 17, NY.

in the HOSPITALS

The following list contains the names of hospitalized Seafarers who are being taken care of by cash benefits from the SIU Welfare Plan. While the Plan aids them financially, all of these men would welcome mail and visits from friends and shipmates to pass away the long days and weeks in a hospital bed. USPHS hospitals allow plenty of time for visitors. If you're ashore and you see a friend's name on the list, drop in for a visit. It will be most welcome.

- USPHS HOSPITAL BALTIMORE, MD.**
  - Ernest C. Anderson
  - N. Bechivani
  - Earl A. Bink
  - Louis A. Brown
  - Henry K. Callan
  - George F. Crabtree
  - Leonard Davis
  - John R. Dodds
  - Robert L. Ecker
  - Gorman T. Glaze
  - Joseph F. Goude
  - L. E. Gregory
  - John B. Haas
  - William C. Hall
  - Delbert F. Horwath
  - John Koutzmanis
  - George B. Little
  - James McCleary
  - Angelo Maciel
  - Ernest Mayer
  - Cristo Prasso
  - Morris Prizant
  - John G. Robinson
  - Dalvin A. Sawyer
  - Alfred Seeburger
  - Paul W. Strickland
  - Henry A. Thomas
  - Vyrl E. Williams
  - Roy G. Wilt
  - Joseph R. Wing
  - John Zivotovsky
- USPHS HOSPITAL BRIGHTON, MASS.**
  - Richard P. Bowman
  - George N. Clarke
  - Frank J. Demasi
  - John J. Flaherty
  - William Girardeau
  - Raymond Harris
  - C. A. McComiskey
  - C. A. Markell
  - Harold Pitts
  - Harney Trawick
  - Donald S. White
- USPHS HOSPITAL GALVESTON, TEX.**
  - Henry A. Currier
  - Oliver A. Hess
  - H. P. McKenzie
  - James R. Mathews
  - J. E. Markopolo
  - Clarence Sansom
  - J. H. Shonkwiler
  - Joseph L. Springer
- USPHS HOSPITAL NEW ORLEANS, LA.**
  - J. H. Ashurst
  - Lloyd T. Bacon
  - M. L. Brooks
  - Ralph A. Canniff
  - Oliver Celestine
  - Jessie A. Clark
  - R. Cruz
  - A. DiNicola
  - Thomas L. Dugan
  - Leo Dwyer
  - Natale Favaloro
  - B. D. Foster
  - F. H. Garretson
  - Wilfred Guitrau
  - John E. Hane
  - John R. Johnson
  - Joseph Kamiensky
  - Leo H. Lang
  - Clyde H. Lanier
  - S. W. Martin
  - W. L. McLellan
  - T. D. McLemore
  - Alfred Nassar
  - John H. Parsons
  - Edward Poe
  - K. Raana
  - Joseph A. Ricks
  - A. A. Sampson
  - S. Schieffler
  - Wilbur H. Scott
  - James Snell
  - Andrew Stauder
  - Clyde L. Still
  - William Vaughan
  - J. E. Ward
  - George Wendel
- PERTH AMBOY GENERAL HOSPITAL PERTH AMBOY, NJ**
  - Robert Dillon
- BAYONNE HOSPITAL BAYONNE, NJ**
  - Chester Krupinski
- BELLEVEU HOSPITAL NEW YORK, NY**
  - James R. Lewis
- USPHS HOSPITAL STATEN ISLAND, NY**
  - Victor Arevalo
  - Eduardo Balboa
  - Maurice Burnstine
  - George Canning
  - Henry Connolly
  - Robert J. Corrigan
  - Charles W. Cothran
  - Esteban Cruz
  - Charles DeJesus
  - Joseph Falci
  - Robert Gribben
  - William Herman
  - Duska Kerolla
  - John B. Krawson
  - Ludwig Kristianson
  - Martin Linsky
  - Joseph Lucas
  - Erling Melle
  - Max E. Meyer
  - Alfred Mueller
  - Leonard Murphy
  - Kurt A. Nagel
  - Angel Padilla
  - T. Papoutsaglov
  - Robert E. Quinn
  - David C. Rich
  - Luis Salazar
  - Samuel Small
  - Edward Voltz
  - Seymour Wallace
  - Frank Wynans
- USPHS HOSPITAL NORFOLK, VA.**
  - Willie M. Basnight
  - Gustavo Battaglia
  - Salvatore Concellino
  - Robert N. Frye
  - Donald H. Gray
  - Fred E. Ingram
  - Leslie M. Jackson
  - Frank S. James
- Thomas J. Kustas**
- I. Laskoratos**
- Luis Lopez**
- William H. Pierce**
- Fred Reimolt**
- Arthur Ronning**
- Shirley Roundtree**
- George L. Sawyer**
- Harry S. Sosa**
- J. S. Van DerEnde**
- USPHS HOSPITAL SAN FRANCISCO, CAL.**
  - George Crosby
  - F. J. Frennette
  - James L. Hart
  - Frank A. Hobson
  - R. Muller
  - Peter Smith
  - D. K. T. Sorensen
  - Martin Prisament
- USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY**
  - Robert Atmore
  - Carl Barre
  - Rupert A. Blake
  - Claude F. Blanks
  - Edmund C. Blosser
  - Walter J. Chalk
  - Charles M. Davison
  - Emilio Delgado
  - James R. Downie
  - John J. Driscoll
  - E. Ferrer
  - Leonard J. Franks
  - Robert E. Gilbert
  - Bart E. Guranick
  - Leo Kulakowski
  - Fredrick Landry
  - James J. Lawlor
  - Francis F. Lynch
  - Harry F. McDonald
  - Vic Milazzo
  - Lloyd W. Miller
  - John B. Murdock
  - Eugene T. Nelson
  - Pedro Peralta
  - Robert Sizemore
  - Henry E. Smith
  - Albert Thompson
- USPHS HOSPITAL SAVANNAH, GA.**
  - Warner W. Allrad
  - Fred U. Buckner
  - Jesus Granado
  - J. M. Hall
  - Earl L. Hodges
  - William J. Hutto
  - Arthur H. Kinser
  - David Mann
  - Louis C. Miller
  - J. T. Moore
  - Jack D. Morrison
  - Luther C. Seidle
  - James B. Sellers
  - Joseph P. Willis
- FIRLAND SANITORIUM SEATTLE, WASH.**
  - Emil Austad
- USPHS HOSPITAL SEATTLE, WASH.**
  - Anafrio DeFilippie
  - Fred W. Henderson
  - C. A. Rodriguez
  - P. J. StMarie
  - Rodger E. Swanson
- SEASIDE GENERAL HOSPITAL WILMINGTON, CAL.**
  - Levy V. Smith
- POLYCLINIC HOSPITAL NEW YORK, NY**
  - Lawrence DuBeau
- OAKDALE SANITORIUM OAKDALE, IA.**
  - Jerry L. Boice
- USPHS HOSPITAL SAN JUAN, PUERTO RICO**
  - Elmer B. Frost
- USPHS HOSPITAL DETROIT, MICH.**
  - Tim Burke
- ALEXIAN BROTHERS HOSPITAL ELIZABETH, NJ**
  - Lawrence DuBeau
- USPHS HOSPITAL MEMPHIS, TENN.**
  - Bomar Cheeley
- USPHS HOSPITAL FORT STANTON, NM**
  - Adion Cox
  - John G. Dooley
  - Francis I. Gibbons
  - Jack H. Gleason
  - Thomas Isaksen
  - Donald McDonald
  - A. McGulgan
  - Renato A. Villata
- SAILORS SNUG HARBOR STATEN ISLAND, NY**
  - Joseph Kostusky
- USPHS HOSPITAL FORT WORTH, TEX.**
  - Joseph P. Wise

SIU Volunteers Save Life Of Seafarer's Ailing Baby

The 18-month old son of a Seafarer is alive and well today thanks to blood donations made by his shipmates in New York. Eight men in the New York hall responded to the appeal enabling the only son of Seafarer Mike Pagonis, steward, to recover from a severe case of anemia. He's out of the hospital now and back home, although doctors think it might be necessary for him to have a few more transfusions in the future.

Call For Donors

It was just about three months ago that the Pagonis youngster was taken ill and sent to the Coney Island hospital in Brooklyn. When Pagonis learned that blood donations were essential to save the boy, he appealed to Walter Siekmann, SIU Director of Welfare Services,

for assistance. A few minutes later the call went out from the dispatcher's counter for volunteer donors, and enough men stepped forward to assure an ample supply for the baby's needs.

"I'd like to thank Siekmann and Marty Briethoff, the dispatcher, for the quick help they gave me, and also all of the men who came down to give their blood for which I am very grateful," Pagonis said, "But I especially want to thank the Union for making a Welfare Services Department so that a fellow like me could get the help he wanted when troubles come along."

# SEEIN' THE SEAFARERS



With WALTER SIEKMANN

(News about men in the hospitals and Seafarers receiving SIU Welfare Benefits will be carried in this column. It is written by Seafarer Walter Siekmann based on items of interest turned up while he makes his rounds in his post as Director of Welfare Services.)

Richard Martinez, better known to most Seafarers as "Salty Dick" is now taking treatment over at Staten Island Hospital. Dick used to say that "it's better to write than to talk because you can express yourself a lot more clearly," but now it looks as if he's changed his mind. He's sure getting plenty of practice at talking, because just about every night they hold a sort of round table over in his ward. He's been talking SIU with a couple of unorganized tankermen.

William Pepper is another oldtime SIU man over at Staten Island. He's got a couple of NMU men convinced that the SIU is the best outfit in the world. The thing he uses to clinch the argument is that the Seafarers get their hospital benefit in cash. The other guys get theirs by check, when they get them at all, and since you can only cash checks one day a week in the hospital it makes it sort of tough for them, because the checks usually don't get there on the same day that the hospital is cashing checks. That means they have to wait until next week to get some cash. Tex Suit over on Staten Island has a couple of visitors that sure do help to brighten up the hospital. His wife stops up to see him, and she usually arrives with one of her girl friends. John Long, who was chief electrician on the Massillon Victory, is doing pretty well at Staten Island. He's from the Gulf originally. Right now, he's doing much better, and is able to get up and around for a while every day.



Pepper

Benno "Old Dutch" Zielinski and Fred Hohenberger are both in Staten Island Hospital. They're shipmates from way back, and have plenty of fun talking over old times, when they shipped together and also help each other out whenever they can. David Archer, who's a well-known native of Philadelphia, has been dropping in at headquarters once in a while. He's on the beach with a bad leg, but says he's just waiting to get back on a Cities Service wagon.

Seafarers have been coming into headquarters with all sorts of problems from mortgages and loans to immigration. The SIU's Welfare Services, is there to help out with any kind of problems, and has been trying to straighten out as many as it can. One of the fellows was having a problem about getting a visa. After a number of phone calls and telegrams, we finally arranged for him to pick up a visa at the US Consul in Antwerp, and got him reservations on a plane so he could get over there in time.

The Seafarer made it OK, and told us later that the Consul had kept a man working specially on a Saturday so he could pick up his visa. He said he was told at the Consulate that he "sure belongs to a good outfit." He said he knew the SIU was the best, but was surprised to find out that the SIU is so well known all over the world.



Martinez

## FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and \$2,500 death benefits are being paid to beneficiaries.

**Alphonse Cahill Flynn, 41:** On August 1 Brother Flynn died of coronary occlusion at the Municipal Yacht Harbor in Jefferson, La. He had been an oiler in the engine department for the past fourteen years, having joined the SIU in New Orleans in 1938. He leaves a sister, Mrs. Julian G. Menard of West Livingston Place, Jefferson, La. Burial took place at Greenwood, New Orleans, La.

**Robert G. Perryman, 25:** Brother Perryman died at sea on the Steel Seafarer August 19 while the ship was bound from Khorramshahr to Karachi, India. An AB in the deck department, he was buried at Karachi. Surviving is father, Arthur Perryman, 3947 Provost Avenue, Bronx, NY.

**George M. Arnold, 62:** A utility-messman in the stewards department, Brother Arnold died of natural causes in the USPHS Hospital on Staten Island, NY. He had joined the Union in 1943 from New York. Burial took place at the Lutheran Cemetery in Middle Village, Long Island, NY. Brother

Arnold is survived by his brother, Jacob Arnold of 7 Nelman Avenue, St. Augustine, Fla.

**James Patrick Downey, 44:** On September 11 Brother Downey died aboard the hospital ship Heywood Broun at Inchon, Korea. He was buried at sea. Since 1944, when he joined the SIU in Boston, Brother Downey had been sailing as chief cook in the stewards department. He leaves his wife, Dorothy Downey, 87 Marshall Street, Somerville, Mass.

**Dwight T. Smith, 42:** Brother Smith's death was caused by a pulmonary hemorrhage which he suffered on March 16 in the USPHS Hospital in New Orleans, La. He was buried in Greenlawn Cemetery, Hammond, La. Surviving is his father, David L. Smith, Route 1, Box 8D, Lacombe, La.

**Frank N. Schloesser, 54:** On August 16 Brother Schloesser died at sea aboard the MV Southern Districts. He had been a member of the SIU since 1938, sailing as a wiper in the engine department. Burial took place at the Acadia Cemetery, Acadia, Fla. A son, Leonard Schloesser, 1910 Court Street, Newport Beach, Cal., survives.

# Hard Luck Tripped Him Up

On August 19, 1952, Seafarer Robert George Perryman died aboard the Steel Seafarer while she was off the coast of Iran. The vessel was passing through the heat-laden Persian Gulf en route from Khorramshahr at the head of the Gulf of Karachi, Pakistan, when the 25 year old AB passed away.

### Sailed On Michael

Perryman's death came as the climax of a run of hard luck. A little more than two weeks before he signed on the Steel Seafarer on June 12, he paid off the ill-fated tanker Michael. That ship had broken down in the Mediterranean on an outbound voyage, ran aground in the Persian Gulf and then collided with an oil barge on May 25, catching fire with the subsequent loss of two lives and injuries to several crewmen. Having survived the Michael's near-disaster, Perryman signed aboard the Seafarer for what was to be his last voyage.

The youthful Seafarer's only surviving relatives were his father, Arthur Perryman, 68 of New York, and a brother, Arthur, Jr., who is in the US Navy. Under the terms of the SIU Welfare Plan, Perryman's father was the beneficiary of the \$2,500 Union death benefit. Consequently Walter Siekmann, SIU director of welfare services, went to see him at home to deliver the check.

A plumber by trade, and a life-long AFL Union member, Perryman's erect carriage and firm grip belies his age. His son's death was the latest major misfortune that befell him. In 1936, when Bob was nine, his mother died, leaving the elder Perryman to raise the two boys by himself. Three years later, the family home went under foreclosure.

### Living Alone

In more recent years, Perryman has worked irregularly at his trade which involves heavy physical labor. The oldest son who is in the Navy, married and now has two children of his own, so that Bob was in large part his father's main support. Since his death, Perryman has been living alone.

"I don't think I'll stay in New York," he said. "I've been planning for some time now to pull out and go south to Florida. I wanted Bob to quit the sea and come with me but it just didn't work out that way."

Just before Siekmann left, Perryman asked him if he could help clear up a matter that had been hanging fire for some weeks. He had a small life insurance policy on his son that he had been unable to collect because he didn't have the necessary documents.

The SIU representative promised to take care of the matter and got in touch with the insurance company. They agreed to accept photostats of the necessary certifi-



Arthur Perryman chats with SIU Director of Welfare Services Walter Siekmann outside Perryman's home in New York.

cates in place of the originals. The photostats have been forwarded and the company will pay the claim.

"The Union's been quite a help to me," Perryman concluded, "and I'm thankful for all the consideration I've received."

## Money Benefits Just One Part Of SIU Welfare Service Setup

When a Seafarer is sick or injured the SIU Welfare Services Department gets to work seeing to it that he receives his benefits and other money that may be coming to him. But occasionally a situation arises where a man needs help of a different kind. Whatever it is, the Welfare Services is usually able to take care of the problem in style.

### Dislocated Arm

Such a situation arose in the case of Seafarer Alvero Dos Santos, AB. Dos Santos was aboard the Hurricane when he suffered a badly dislocated arm, as a result of which he was confined to the Staten Island USPHS hospital.

As is usual in such cases, Dos Santos got his regular benefit from the Welfare Plan each week as the Union representative made his rounds of the hospital.

However, one day when Walter Siekmann, Director of Welfare Services, visited the institution, Dos Santos had a problem for him. He had some letters that needed

writing badly but with his arm in a cast he couldn't write them. Could Siekmann help him out in any way?

Siekmann could. He sat down with pen, ink and paper and took care of several items of correspondence that had been hanging fire because Dos Santos couldn't do it himself.

"Like all the other fellows at the hospital," Dos Santos said, "I think the Union has done a great thing in establishing these welfare benefits. They sure are a big help when you're in a hospital. And it's even a bigger help when the Union representative takes the time to give you a hand with personal problems. That's just one of the reasons why I'm happy to be sailing with a good Union under good leaders."

## Who Gets SIU Benefits?

Following are the requirements for two of the benefits under the Seafarers Welfare Plan:

### Maternity:

Any eligible Seafarer becoming a father after April 1, 1952, will receive the \$200 maternity benefit payment, plus the Union's gift of a \$25 US Treasury Bond for the child. Needed is a copy of the marriage certificate and birth certificate. If possible, a discharge from his last ship should be enclosed. Duplicate payments and bonds will be given in cases of multiple births.

### Disability:

Any totally disabled Seafarer, regardless of age, who has seven years sea time with companies participating in the Welfare Plan, is eligible for the weekly disability benefit for as long as he is totally unable to work.

Applications and queries on unusual situations should be sent to the Union Welfare Trustees, c/o SIU Headquarters, 675 Fourth Ave., Brooklyn 32, NY.



His arm swathed in bandages, Seafarer Alvero Dos Santos poses at the Staten Island USPHS hospital.



## BEHIND the VOTING CURTAIN

Here's one curtain that spells democracy. Behind it is the only thing that's kept under wraps in the SIU — the vote of a Seafarer. Sometime between November 1 and December 31 you'll be putting your "X" next to the names of the men you think should be running your Union.

This year's ballot will be a long one. The word from the credentials committee is that there will be more candidates than ever before for the 49 A&G posts. All of these men threw in their own books for the job. There's no handpicked slates or complicated nominations rig to make it difficult for any member who feels like running for office. The SIU constitution allows any man to nominate himself by presenting a simple set of credentials.

When you get up to the hall, step into the voting booth and pull that curtain shut behind you, you'll be the one to decide who gets the responsibility of Union office. You should be guided by what the candidate has to offer for the benefit of you and your Union.

But don't forget one thing. Don't fail to vote. By exercising this all-important democratic privilege, you make sure that the men who will take Union office truly represent you and the rest of the membership.

- SEAFARERS
- INTERNATIONAL
- UNION
- ATLANTIC & GULF DISTRICT
- AFL

VOL. XIV  
No. 21

# SEAFARERS LOG

Const.  
Suppl.

• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL •

## CONSTITUTION



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SEAFARERS INTERNATIONAL UNION • ATLANTIC & GULF DISTRICT • AFL



**Y**OUR new Union constitution, adopted by an overwhelming majority in a 30-day secret ballot, retains and reaffirms every right guaranteed in the Union's old constitution. More than that, it spells out certain safeguards and privileges overlooked in the drafting of the old constitution. These added rights had become a fixed part of the Union's democratic procedure.

The new constitution was drafted by elected Union representatives. It was read in full and approved three times at membership meetings in all ports. It was air-mailed to all SIU ships and printed in the SEAFARERS LOG. An elected membership committee studied it and recommended adoption. It was then submitted to the membership in a 30-day secret referendum.

This then is your new constitution, assuring all Seafarers the democratic rights that have long been traditional in the SIU.

#### 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:

**I**  
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.

## 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.

#### 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:

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

(b) While a member is an in-patient in a USPHS Hospital.

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

(d) While a member is in the Armed Services of the United States, provided the member was in good standing at the time of entry into the Armed Forces, and further provided he applies for reinstatement within 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:

(a) The Constitution

(b) 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.

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 Negotiating 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

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 sea time 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 sea time must be in that department, and

(b) He has at least four (4) months of sea time aboard an American flag merchant vessel or vessels, 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:

(a) The name of the candidate  
(b) His home address and mailing address  
(c) His book number

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

(e) Proof of citizenship

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

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 after September 11th 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 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 separate roster, 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 and the member shall proceed to the voting site.

(e) Each Port Agent shall be responsible for the estab-

ishment 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 15th and shall continue until January 15th inclusive, Sundays and holidays excluded. If November 15th or January 15th falls on a holiday or a Sunday, balloting shall commence or end, as the case may be, on the next succeeding business day.

#### 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 election of a Polls Committee only, five (5) members shall constitute a quorum for each Port. It shall be the responsibility of the Port Agent to call the meeting for the purpose of electing the said Polls Committee. 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. A report shall then be drawn, indicating the results of the foregoing comparisons and noting any discrepancies. A copy of this report shall be given the Port Agent, to be presented to the next subsequent regular meeting. A copy shall also be simultaneously sent to the Secretary-Treasurer, who shall cause an investigation to be made forthwith, in the event of discrepancies. 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 one 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 together with a copy of the roster of that day's voting. The envelope shall then be sealed. Each member of the Polls Committee shall sign his name across the flap of the said envelope with his book number next to his signature. The Committee shall also place the date on said envelope, as well as a certificate that the said 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 dated for that day. This envelope shall then be replaced in the ballot box. The ballot box shall then again be locked and sealed and the key shall be placed in an envelope. This envelope shall then be sealed, and the members of the Committee shall sign their names across the flap of this envelope and place their book numbers thereon, together with the date. It shall be the responsibility of the Port Agent to see that this envelope with the key is properly safeguarded until turned over to the Polls Committee the following morning. In addition, the Polls Committee shall deliver to the Port Agent duplicate copies of the roster, the unused ballots and reports as set forth in this section, any files that may have been given, the ballot box or boxes, and all the stubs collected both for the day and those turned over to it. The Port Agent shall keep the rosters, unused ballots, ballot box or boxes, and stubs, under lock and key until duly called for as herein set forth. The Port Agent shall insure that no person illegally tampers with the ballots, stubs, rosters, or ballot boxes while they are under his custody. A third copy of the rosters for that day shall be mailed by the Polls Committee, or the Port Agent, to Headquarters.

(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) A Port Tallying Committee shall be elected at the first regular meeting after the close of voting at each Port. It shall consist of six (6) members, two from each of the three departments of the Union. In the presence of any member desiring to attend, provided he observes decorum, it shall open the ballot box or boxes, count the number of ballots therein contained, and count the number of votes for each candidate. The Committee shall place all ballots therein in a sealed envelope, together with a certification signed by all members of the Committee that the said box or boxes were opened publicly, that all the ballots therein were counted and tallied, and that all of those ballots are enclosed in the envelope, and shall forward this to Headquarters. The Committee shall also forward to Headquarters, in the same package but bound separately, all the rosters, together with a certification signed by all members of the Committee that all the rosters utilized are enclosed therein. In the same package, but bound separately, the Committee shall forward to Headquarters all unused ballots, together with a certification, signed by all members of the Committee that all the unused ballots sent to the Port are enclosed therewith. The certification shall 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. It shall be understood that the above certifications are made according to the best knowledge, information, and belief of the Committee members. Wherever forwarding is not done in person, forwarding shall be accomplished, expeditiously, by registered air mail, special delivery. All forwarding shall be to the Headquarters Tallying Committee, at the address of Headquarters. In the event a Port Tallying Committee cannot be elected or cannot act, the Port Agent shall transfer all of the aforesaid material to the Headquarters Tallying Committee which will then carry out the aforesaid functions.

(b) The Port Tallying Committee which is elected at the Port where Headquarters is located shall also act as the Headquarters Tallying Committee. The Headquarters Committee is charged with the tally of all the ballots and the preparation of a 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 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.

(c) 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, 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 as to the voting site of the Port most convenient to the protesting member. Where a special vote is ordered in accordance with this Paragraph 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 Headquarters 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.

(d) The Headquarters Tallying Committee shall commence proceedings on the first business day subsequent to its election and shall complete its proceedings within two weeks thereafter. Each member of the Committee shall be paid at the prevailing standby rate of pay. The proceedings of this Committee, except for the actual preparation of the report and dissents therefrom, if any, shall be open to any member, provided he observes decorum.

(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-B of this Article, and the recommendations of the Tallying Committee submitted therewith. A majority vote of the membership shall decide what action shall be taken thereon, if any, which action, however, shall not be beyond ordering a special vote to the extent reasonably indicated by the reported discrepancies. The same procedure shall apply to all members appealing from denials of their protests by the Headquarters Tallying Committee, which ap-

peals may be taken, by the said member, by addressing a letter or telegram to each Port, c/o the Port Agent, in which shall be set forth the facts regarding the appeal from the dismissal of his protest, the member's name, and his book number, with a copy to Headquarters. It shall be the duty of the Port Agent to submit this appeal to the Election Report meeting at his Port. The protesting member is charged with making this appeal prior to the holding of this meeting. Special votes ordered in accordance with this paragraph shall take place at the Port where the claimed discrepancy or denial of the right to vote occurred. In such case, the Port Agent shall have the functions of the Tallying Committee as set forth in Section 5-C of this Article, insofar as the said Section 5-C deals with the terms of such special vote.

Port Agents shall officially notify Headquarters, immediately, after the Election Report meeting, of the decision of the membership at the Ports with regard to all of the foregoing. Headquarters is charged with adequately and timely informing affected members of the decisions reached.

A majority of the membership, at the Election Report meeting, may order a recheck and a recount where a dissenting report has been issued by one or more members of the Headquarters Tallying Committee.

(g) A special vote must be taken within ten (10) days after the Election Report meeting. The Secretary-Treasurer shall make a sufficient amount of the usual balloting material available to Port Agents for the purpose of such special votes. Immediately after the close of such special voting, the Port Agent shall summarize the results and communicate those results to the Secretary-Treasurer. The ballots, stubs, rosters, and unused ballots pertaining to the special vote shall be mailed to Headquarters, all in the same package, but bound separately. An accounting and certification by the Port Agent similar to those indicated in Section 5-A of this Article shall be enclosed. 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 Headquarters Tallying Committee's results. The form of the report of the Headquarters Tallying Committee shall be followed as closely as possible. Two 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.

#### 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 a particular office or job, the proper number of candidates receiving the successively highest number of votes shall be declared elected. 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, March 31st. At that time, the terms of their predecessors shall expire. 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 em-

ployee 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 falls beneath a quorum, it shall adjourn until a quorum does exist.

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

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

**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 Agents' 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. 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 3/5 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:** Retains 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 employees 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—Retains the Union's existing balloting procedure—Describes balloting procedure in detail—Provides for election of five-member Polls Committees and six-member Tallying Committees to conduct elections and tabulate results—Sets for the 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—Permits:** Retains the existing requirement that rules for issuance of permits must be determined by the members.

**ARTICLE XXII—Formulation of Shipping Rules:** Guarantees, as does the present 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.