

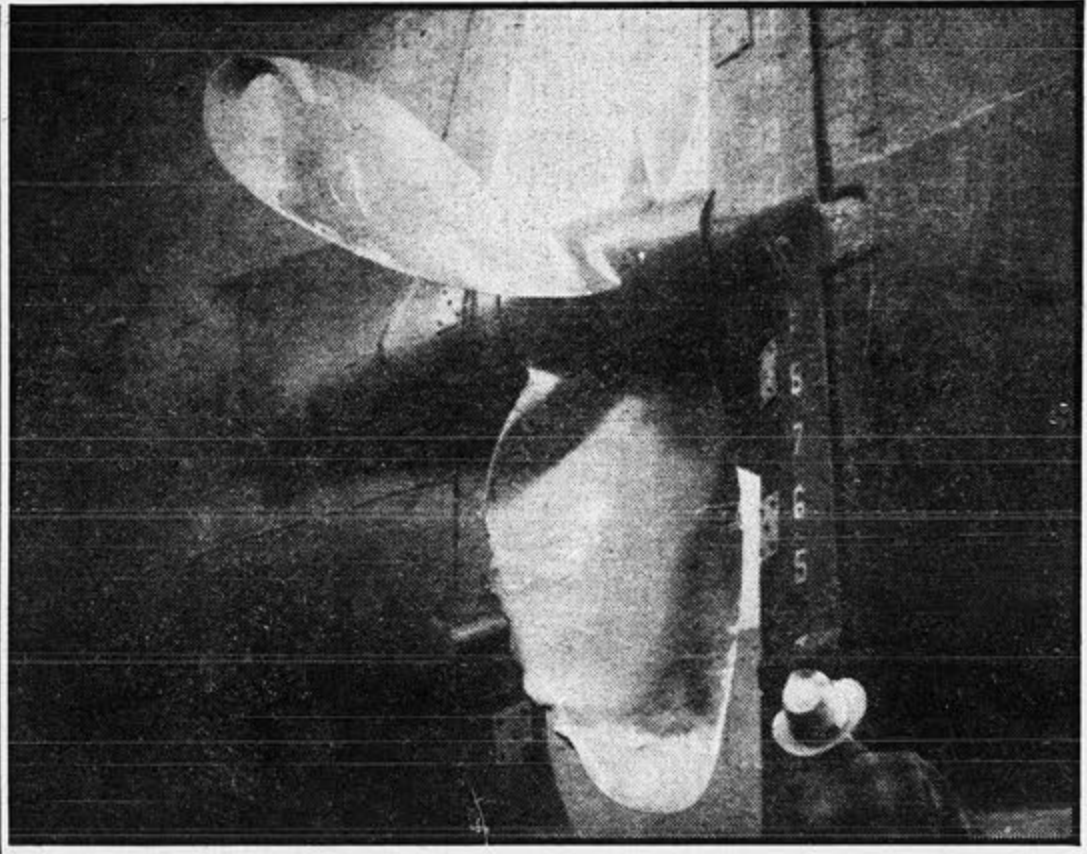
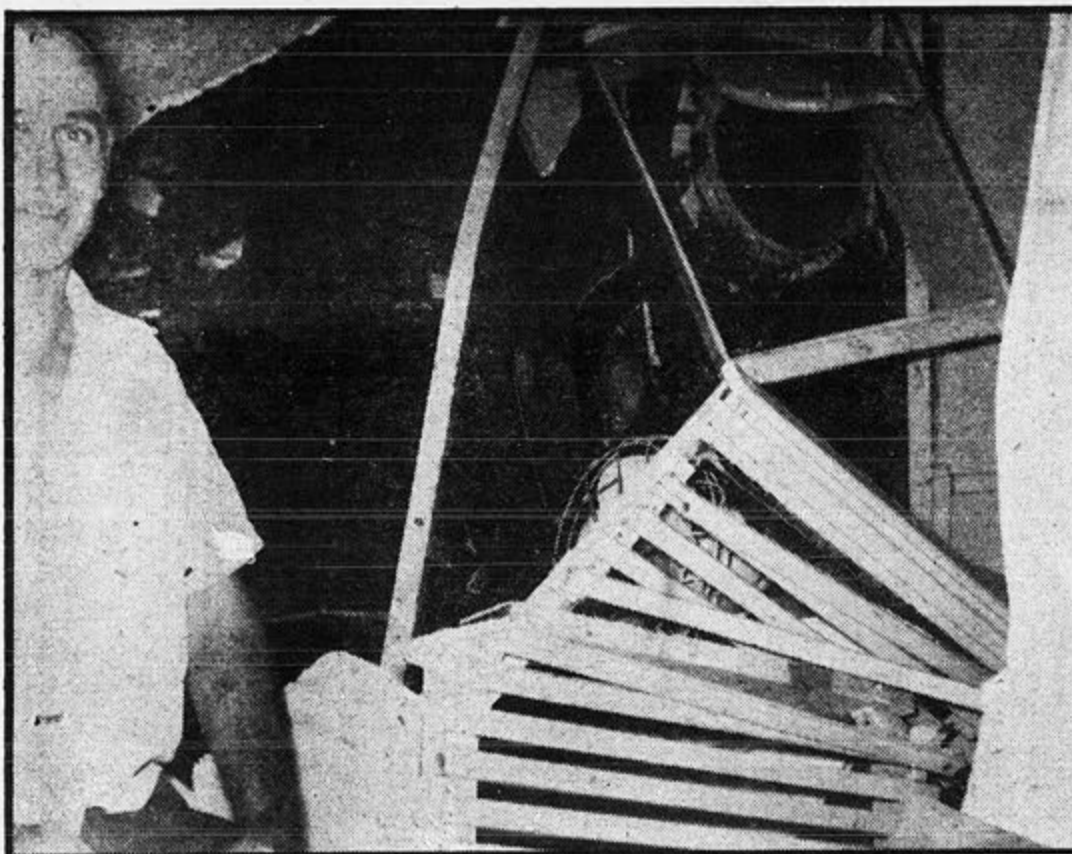


• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL-CIO •

CONGRESS TO EYE SHIP SUBSIDIES

To Review US Maritime Policies

—Story on Page 3



Wear And Tear. Unnamed fireman (above) sits on bunk aboard Alcoa Runner showing where bow of National Liberty came through bulkhead of Runner when two SIU-manned vessels collided at entrance to Chesapeake Bay, December 20. Fortunately for him, the Seafarer was on watch at time of collision. At right, Citrus Packer propeller shows scars of its brush with a buoy in stormy seas off Portland, Oregon. Prop came out of encounter with a few new curves.



In This Issue

SIU CONSTITUTION

Reprinted twice yearly to reacquaint all Seafarers with their rights in the S.I.U. CENTERFOLD

Also-

..... PAGE 11
Six months report on TRIALS and APPEALS held under provision of SIU Constitution.

Holiday, Seafarer-Style. Seafarer Joe Lae's family digs into drumsticks at SIU Christmas dinner in New Orleans hall. Diners are (l to r): Barbara Ann, Lae, Mrs. Lae, Joe Jr. (Other Christmas dinner photos on page 4.)

1955-Year Of Gains For SIU

Resounding defeat of a number of moves to deprive union seamen of job rights and other benefits, and the opening of new areas of welfare and vacation protection highlighted the SIU in 1955. As a result the Union emerged from the 12-month period in better shape than ever with new gains for the entire membership.

Undoubtedly the most significant developments were those involving the Union's successful defense of the rotary hiring system, and its bold new program of hospital and surgical benefits for dependents, plus increases in previously existing vacation and welfare benefit levels.

The year also saw big developments in the labor movement which have an important potential for the Seafarer. The AFL and CIO successfully completed a merger and at the same time, the Maritime Trades Department with which the SIU is affiliated, achieved new strength and new stature.

The year opened with a series of onslaughts against the Union from various sources. At the very start of 1955 a conspiracy against the Union was unmasked in the form of an alliance between leaders of the International Longshoremen's Association, a maritime attorney and a handful of disgruntled and expelled Seafarers.

One face of this alliance was the establishment of an ILA seamen's union for the purpose of raiding SIU-manned ships and harassing the SIU. The other was the Christmas Eve, 1954, abortive assassination attempt on the life of SIU Secretary-Treasurer Paul Hall. The trigger man in the case, James Cobb, confessed, implicating former SIU Tampa port agent Ray White as a co-conspirator and naming Benjamin Sterling, an attorney, as handling cash transactions between White and officials of the ILA. Cobb also reported he had used an airline credit card belonging

to ILA President William Bradley on trips in connection with the plot.

Subsequently White was indicted and Cobb was convicted and sentenced. White was overwhelmingly defeated in the SIU elections which were completed on January 15. The tie-up between the White group and the ILA was further confirmed when two of its members, former Galveston agent Keith Alsop and expelled Seafarer Bill Higgs, were appointed to official posts in the ILA seamen's union.

ILA "Union" Folds

The ILA group was unable to survive the light of day and after repeated exposure of its plans by the SIU collapsed early in the summer of 1955. Now the ILA itself is on the defensive as the International Brotherhood of Longshoremen plans a new drive with the support of the MTD.

A second major threat successfully countered by the Union was an attempt to undermine the Union hiring hall and the job security of the veteran seamen who make up the Union's membership. The Union met this threat head-on by negotiating a seniority system of rotary hiring with shipowners which assured job preference to long-time professional seamen over newcomers in the field. The importance of this step was highlighted when the National Maritime Union was caught unprepared in a similar situation. The NMU opened its books and its jobs to all comers with the result that its membership was flooded by thousands of would-be-seamen off the streets. Subsequently the NMU attempted to patch up matters by instituting a seniority system partially patterned after the SIU's.

Coast Guard Testing Proposal

A number of other threats against seamen developed in Washington. The United States Coast Guard, ever anxious to increase its control over seamen's livelihood, proposed a new physical and psychological exam system for seamen. Those who could not pass the Coast Guard's

proposed standards would be barred from ships no matter how long or how well they had served. The SIU spearheaded a vigorous protest against the Coast Guard program which it termed a disguised power grab based on phony, unscientific standards. Since then the Coast Guard has made no effort to perpetrate the system on seamen.

Enemies of the seamen were fought to a standstill on several key legislative issues. Renewed efforts to close the Public Health Service hospitals backed by the powerful Hoover Commission were beaten off. An unsuccessful attempt was made by foreign shipowners to build an alliance with farm bloc Congressmen to scuttle the "50-50" law. Two proposals for control over seamen's wages and bargaining rights were quashed before they got past the discussion stage.

New Shoreside Facilities

While fending off these attacks, the SIU was making notable headway in bringing new benefits to its membership. In the early months of 1955 the Union completed all facilities at its new Baltimore hall and also added to its installations in Mobile and New Orleans. The Mobile hall was enlarged with a dormitory, showers, laundry, snack bar, and added recreation space was provided. The Andrew Furuseth Training School went into operation in Mobile in May, with facilities for upgrading Seafarers. New Orleans also benefited from construction of a new recreation room with a laundry and shower room.

Most notable were the advances of the Welfare and Vacation Plans. In the course of the year, the benefits of the Welfare Plan were increased as follows: Seafarer's death benefit from \$2,500 to \$3,500; hospital benefits from \$15 to \$21 weekly, disability benefits from \$25 to \$35 weekly. A brand new family protection plan involving a surgical-medical-hospital package was put into effect. The plan covers hospitalization, hospital extra costs, doctor's visits and surgical costs for wives and children of Seafarers.

(Continued on page 15)

Expose Foreign Lobbies' Grab For US Cargoes

WASHINGTON—Interference by foreign shipowners and foreign governments in the shipping policies of the US has been denounced by Francis T. Greene, president of the American Merchant Marine Institute. Greene was referring to efforts of foreign representatives here to build an alliance with the farm bloc for the purpose of crippling the "50-50" law and taking cargoes and jobs away from the US flag.

As reported on several occasions in the SEAFARERS LOG in the past several months, the strategy

of foreign governments has been to refuse agricultural surplus shipments and then dangle the prospect of big purchases before farm bloc legislators in the hope of getting them to lead a drive for repeal of "50-50."

The foreign lobby suffered a damaging setback in Congress last year. Its efforts were further undermined when the National Grange, powerful domestic farm organization, came out in support of "50-50." Apparently though, it will revive its campaign against "50-50" at the current session of Congress. Elements in the State and Agriculture Departments have long been sympathetic to the foreign shipowners' objectives.

Spearhead Drive

Greene spotlighted England and Scandinavian countries as spearheading the effort. He said they "are now deliberately seeking to undermine our shipping industry." The AMMI spokesman pointed out that "ships sailing under foreign flags are already carrying nearly 80 percent of our commercial cargoes and almost 50 percent of . . . cargoes paid for or financed by the American Government. Their owners apparently want not only all of our commercial trade but also all of our Government-generated cargoes."

No Foreign '50-50'

Foreign governments, he said, do not permit anybody to share in their Government-financed cargoes. If they are successful in their campaign, he warned, American ships and American seamen will be driven off the oceans.

Already, he said, the US merchant fleet is smaller than it was in 1939, and any weakening of the "50-50" act would have disastrous effects.

Seanan Gets Squared Away In Houston



SIU delegates and crewmembers from all departments look in on the action in the messhall of the Seanan, as SIU Patrolman Charles Kimball (seated, 2nd from left) squares away the crew's beefs at the payoff in Houston. Pictured (seated, l to r) are C. J. Hill, deck del.; Kimball; R. M. Ayers, steward del.; B. C. Slade, ships del.; A. Rogers, engine del.; standing, Dan Thomas; Dan Butts, bosun; Percy Thompson, NCB; and J. Warfield.

Baltimore MMP Reelects Officials By Landslide

BALTIMORE—A hotly-contested election in Local 14, Masters, Mates and Pilots here resulted in a landslide victory for incumbent officials of the local union. Moe Weinstein, president-business agent, led the ticket with 237 votes out of a total of 340 valid ballots. It was the most one-sided margin ever recorded in a local union election. Weinstein defeated two other opponents, George Ellis and former president H. F. Kirk, each of whom received 46 votes.

Others Reelected

Other incumbent officials reelected were M. J. Mohr, vice-president, J. Silver, second vice-

president and secretary-treasurer A. M. Goodrich. The total of ballots cast was also a record in Local 14.

The MM&P Baltimore affiliate is one of several unions which maintains its officials in the SIU Baltimore Branch hall. Others include the Marine Firemen's Union, the Brotherhood of Marine Engineers and the Baltimore Federation of Labor.

Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of Jan. 4, 1956, 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 krona.
France: 350 francs to the dollar.
Germany: 4.2 marks to the dollar.
Holland: 3.7-3.8 guilders to the dollar.
Italy: 624.9 lire to the dollar.
Norway: 14 cents per krona.
Portugal: 28.75 escudos to the dollar.
Sweden: 19.33 cents per krona.
India: 21 cents per rupee.
Pakistan: 21 cents per rupee.
Argentina: 18 pesos to the dollar.
Brazil: 5.4 cents per cruzeiro.
Uruguay: 52.63 cents per peso.
Venezuela: 29.85 cents per bolivar.

Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: Jan. 11, Jan. 25, Feb. 8.

SEAFARERS LOG

Jan. 6, 1956 Vol. XVIII, No. 1

PAUL HALL, Secretary-Treasurer
HERBERT BRAND, Editor; RAY DENISON, Managing Editor; BERNARD SEAMAN, Art. Editor; HERMAN ARTHUR, IRWIN SPIVACK, Staff Writers; BILL MOODY, Gulf Area Representative.

Final Dispatch	Page 11
Hospitalized Men	Page 12
Labor Round-up	Page 10
Letters	Page 14
Meet The Seafarers	Page 5
Shipping Figures	Page 4
SIU Hall Directory	Page 15
Your Dollar's Worth	Page 6

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SIU Xmas Cheer At SI Hospital



Fistful of bills representing SIU hospital benefits plus special \$25 holiday bonus for hospitalized Seafarers shares the spotlight with Seafarer Joe Barron at Staten Island USPH Hospital. Looking on (l to r) are Elizabeth Raskulinez, RN; William F. Caddell, orthopedic technician, and Eunice Yurkew, RN. Barron suffered injuries on the Sandcaptain.



Camera shows some of the SIU men at the Staten Island hospital who reaped harvest of regular \$21 weekly benefits plus the \$25 holiday bonus during hospital visit by SIU Welfare Services Rep. Toby Flynn (left). About 40 men shared the bonanza.

Ships Get 10th LOG Library

SIU Sea Chest representatives this week began distributing another set of 50-book shipboard libraries to SIU - contracted ships. The 50-book assortment provided by the SEAFARERS LOG is changed every three months to assure the widest possible variety of reading matter or ship's crews, traditionally avid users of books and magazines.

The LOG started providing libraries to ships in September, 1953, to meet a long-felt shipboard need. While voluntary organizations have been supplying books to seamen for some time, a great many of the books were either in bad condition or were on subjects of very limited interest. It was not unusual to find a number of school textbooks in the shipboard assortments.

Broad Appeal

By contrast the LOG libraries consist of new volumes put out by a leading paper-back publisher. Each 50-book assortment is selected to appeal to the widest reading

taste and includes novels, mysteries, humor, sports and other popular reading matter.

When all SIU ships have received

the newest assortment it will mean that 500 titles have gone aboard ship since the distribution began in 1953.

Look Out For . . .

The crew of the Catherine warns Seafarers not to exchange their currency on the streets in Genoa. Too many of the street money-changers deal in counterfeit Italian currency, and several Seafarers have suffered losses as a result.

Seafarer Ed House of the Seatrain Louisiana reports that Lew's Clothing Center in Texas City, Texas, is no longer under management of the original owner. The store is still open and House says the present owners are misrepresenting their merchandise.

Congress To Eye Subsidies, Other Maritime Issues

WASHINGTON—Against a background of further shrinkage in the US merchant fleet, the second session of Congress which went into action this week is likely to deal with several major shipping issues. Prominent among them will be a projected look-see at the US subsidy program to see what gives with operating subsidy funds handled by the Maritime Administration.

The House Merchant Marine Committee is interested in finding out to what extent the Government has paid for "fair and reasonable" subsidized items such as wages, subsistence, repairs, insurance and voyage repairs. The committee is interested in seeing if the Government has paid too much for some of these items and if there has been any leakage of subsidy money into other areas.

Projected Study

The Committee's projected study comes after the SIU asked for a full-scale investigation of the operation of the subsidy program. The SIU urged Congress to re-examine the entire subsidy operation so that benefits could be brought

to the bulk of the shipping industry instead of a handful of favored operators. The Committee may well broaden its study along these lines.

Fleet Dwindles

The subsidy question is one of several important issues including foreign aid, the "50-50" law, the problem of bulk ore, the transfer policy and the atomic-powered merchant ship. No major alteration in US policy to maritime is expected either in construction aid or other support, although the fleet is down to 1,064 vessels, 26 less than a year ago.

A relative handful of new developments is in the offing, including definite progress on building roll-on, roll-off ships and possible approval of a new low-cost transatlantic passenger service as proposed by Arnold Bernstein Lines. The SIU-contracted Pan Atlantic Steamship Company is likely to be first in the roll-on field as it is ready to let contracts for construction of seven ships of this type.

Foreign aid seems certain to be a hot issue this year as an economy-minded election year Congress faces an Administration request for a vastly-increased foreign aid appropriation. The foreign issue always has an important bearing on US shipping because such aid is handled under the "50-50" shipping law.

The latter law seems certain to come under new attack this year as in years before, by foreign ship-owners and foreign governments. At present it does not appear as if this attack will be strong enough to upset the law.

Bulk Ore Carriers

One vexing question which will have to be tackled is the problem of bulk ore carriers under the US flag. The steel industry expects to

be importing up to 70 million tons of ore each year in future years, and most of this tonnage is now being handled on foreign-flag ships. The Senate Committee on Interstate and Foreign Commerce intends to take up this problem at an early date.

Transfers Next?

Runaway-flag transfers which have been revived recently may be in the spotlight. Representative Herbert Bonner, who is chairman of the House Merchant Marine Committee, again intends to look into the transfers which have involved a number of SIU ships in recent months.

There is some prospect too, that Congress will take up the proposal for an atom-powered merchant ship. The last Congress turned a cold shoulder to a suggestion for an atom-powered showcase vessel, but it may be more receptive to plans for a workaday merchant ship operating with an experimental atom plant.

List Details In Cables To Union

When notifying headquarters by cable or wireless that a Seafarer has paid off in a foreign port because of injury or illness, ships' delegates should include the following information:

The man's full name, his SIU book number, name of the ship, the port of payoff and the hospital where he is being treated.

The response of ship's crews to the Union's request for these notifications has been very good. Sometimes though, not all of the above information has been included. Be sure to list all of this data so that the SIU can act as promptly as possible.

Added East Coast Runs Sought By Pan Atlantic

WASHINGTON—With full Government approval for its trailership plans on hand, the SIU-contracted Pan-Atlantic Steamship Company is seeking permission to purchase another coastwise operation.

The Interstate Commerce Commission has been asked to approve the sale of the J. C. Loveland Company with operating rights at a number of East Coast ports, to Pan Atlantic.

Contracts are expected to be let within the next three months on the seven trailerships Pan Atlantic will build for Atlantic and Gulf coast services.

Indirect Subsidy

The General Accounting Office has already approved the Maritime Administration's plan to purchase 7 C-2s from Pan Atlantic at \$950,000 each under the "trade in and build program," and the Office of Defense Mobilization has granted certificates of necessity for the construction. These certificates involve an indirect construction subsidy as they allow the company to

write off taxes over a period of years.

In petitioning to take over Loveland, Pan Atlantic cited the fact that the purchase would give it rights to provide service by trailership "between any and all ports on the Atlantic Coast having a need for such services." If it obtains rights to service other ports in addition to its present rights, Pan Atlantic will have increased cargo sources which will possibly pave the way for addition of more ships than it now operates.

The new roll-on ships Pan Atlantic will build will cost an estimated \$63 million. They will be able to discharge all their cargo in four to six hours as compared to 2½ days or more by conventional ships, immensely speeding up the handling of cargo.

Christmas Dinner A La SIU



HOUSTON—Nearby restaurant dining room was reserved by SIU Houston branch for its Christmas dining. Photo shows a few of the Seafarers and family members at dinner.



NEW ORLEANS—Some of the SIU steward department men who turned to in New Orleans pause for the photographer before resuming service to the holiday diners. Dinner was held in the Union's New Orleans branch hall.



ALCOA RUNNER—Shipboard messrooms were gaily decorated and cooks whipped up their best specialties for traditionally-festive holiday meals at sea. Here are a few Alcoa Runner Seafarers making headway on the big dinner.



NEW YORK—Headquarters Christmas tree is backdrop as Walt Krutow, AB, starts his meal.

Shipping Round-Up And Forecast

Shipping also suffered a mild "hangover" during the holiday period, as job activity slumped somewhat from the previous report.

Still, SIU dispatchers moved a total of 1154 men off the beach to make a better than fair showing for the period. This was less than 100 behind a total registration of 1,251.

Accounts from the various Atlantic and Gulf District ports varied on the cause of the slight decline, as some areas indicated that Seafarers were waiting for the wind-up of the holidays before getting off and others forecast the end of the expected holiday job turnover.

In almost all cases, the men on the beach were advised to take the jobs as they came up, and not wait for anything special, because heavy registration lists would absorb all available jobs.

Meanwhile, the past period saw improved shipping in six ports, while the decline was spread among seven others. One port, Savannah, remained about the same; slow.

Major improvement was recorded by Houston, Seattle and Baltimore. The upturn was a little less noticeable in the case of Mobile, Boston and Tampa, despite some improvement. On the opposite side, a slide was evident in New York, Philadelphia, Norfolk, New Orleans, Lake Charles, Wilmington and San Francisco, with the worst drop apparent in San Francisco, where things hit near bottom. All the same, the forecast for the coming two weeks has the Golden City bouncing back again.

The seniority breakdown shows class A accounting for 57 percent of the total shipping, class B for 31 percent and class C, which has no seniority in the SIU, holding its own at 12 percent. New York and Seattle moved out well over half

the total class C jobs, while three ports, Mobile, Lake Charles and San Francisco, shipped no men in this group.

In addition to the normally good shipping for class A men, a comparison between the registration and shipping figures of this group and class B showed class B enjoying a better ratio of jobs to registration than the top seniority group, class A. Thus shipping could be considered good all around despite the two-week decline.

The following is the forecast port by port:

BOSTON: Outlook uncertain . . . **NEW YORK:** Boom's over but jobs still hang on board . . . **PHILADELPHIA:** Holding its own at fair pace . . . **BALTIMORE:** Good but quieting down again . . . **NORFOLK:** Fair . . . **Savannah:** Still quiet . . . **TAMPA:** Slow . . . **MOBILE:** Getting better . . . **NEW ORLEANS:** Slowed up . . . **LAKE CHARLES:** Always busy . . . **HOUSTON:** Good . . . **WILMINGTON:** Looks fair; registration high . . . **SAN FRANCISCO:** Slumped but should improve . . . **SEATTLE:** Busy again.

Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK.

Use of this address will assure speedy transmission on all messages and faster service for the men involved.

December 14 Through December 28

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	2	2	7	2	4	0	13	4	17
New York	71	28	61	33	88	16	220	77	297
Philadelphia	31	18	25	14	16	4	72	36	108
Baltimore	31	24	28	18	29	9	88	51	139
Norfolk	15	4	10	4	7	10	32	18	50
Savannah	7	7	11	6	3	2	21	15	36
Tampa	9	2	9	3	13	7	31	12	43
Mobile	22	1	17	8	27	2	66	11	77
New Orleans	44	5	32	21	36	8	112	34	146
Lake Charles	33	15	6	17	7	10	46	42	88
Houston	15	4	6	8	7	6	28	18	46
Wilmington	7	17	3	10	8	5	18	32	50
San Francisco	21	8	16	14	26	11	63	33	96
Seattle	12	14	10	9	11	2	33	25	58
Total	320	149	241	167	282	92	843	408	1251

Port	Shipped									Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C	Stew. A	Stew. B	Stew. C				
Boston	4	1	1	6	3	3	0	1	2	10	5	6	21
New York	74	22	12	43	33	15	77	18	18	194	73	45	312
Philadelphia	14	7	2	7	13	3	14	10	4	35	30	9	74
Baltimore	38	29	0	20	37	4	25	27	4	83	93	8	184
Norfolk	9	3	7	4	6	7	0	4	10	13	13	24	50
Savannah	3	3	2	4	2	1	4	1	1	11	6	4	21
Tampa	4	0	1	7	4	0	8	4	0	19	8	1	28
Mobile	14	9	0	14	11	0	19	9	0	47	29	0	76
New Orleans	29	8	0	31	14	1	24	3	2	84	25	3	112
Lake Charles	21	4	0	7	4	0	4	6	0	32	14	0	46
Houston	21	7	0	16	9	0	11	9	1	48	25	1	74
Wilmington	5	11	0	5	6	2	5	0	0	15	17	2	34
San Francisco	6	1	0	6	2	0	7	0	0	19	3	0	22
Seattle	17	10	19	11	5	16	13	5	4	41	20	39	100
Total	259	115	44	181	149	52	211	97	46	651	361	142	1154

Honor Steel Advocate Crew In Fliers' Rescue

WASHINGTON—Another citation for an SIU crew was announced by the Coast Guard in the December, 1955, issue of the Coast Guard publication "Proceedings of the Merchant Marine Council." This time officers and unlicensed crewmembers of the Steel Advocate were cited for their rescue of two fliers who went down with their plane in the Pacific.

As reported in the SEAFARERS LOG of November 25, the two fliers had been in the water for 44 hours and were being attacked by sharks when they were sighted by Seafarer Doug Claussen, bosun,

and picked up by the Advocate's lifeboat. Three other bodies of the plane crew were taken from the water.

Distinguished Rescuers

The Coast Guard citation mentions several crewmembers as particularly distinguishing themselves in the rescue. Included among them are Claussen, Iverson C. Hester, DM; Fred E. Umholtz, AB; Charles E. Ray, chief electrician; and Albert L. Clouse, 2nd electrician, along with two mates and four engineers.

The citation reads in part: "The United States Coast Guard is pleased to commend . . . the officers and crew of the SS Steel Advocate for your outstanding accomplishment in locating and rescuing survivors of the Flying Tiger aircraft no. 433. . . . the thorough manner in which the vessel was conned on various search patterns and the professional manner in which your crew performed is worthy of the highest praise and is in keeping with the finest traditions of the US merchant marine."



Claussen

Speak Out At SIU Meetings

Under the Union constitution every member attending a Union meeting is entitled to nominate himself for the elected posts to be filled at the meeting—chairman, reading clerk and recording secretary. Your Union urges you to take an active part in meetings by taking these posts of service.

And, of course, all members have the right to take the floor and express their opinions on any officer's report or issue under discussion. Seafarers are urged to hit the deck at these meetings and let their shipmates know what's on their minds.

MEET THE SEAFARERS

JOHN C. DRUMMOND, ch. cook

There's not too many men around who have had seafaring on sailing vessels. One of them is Seafarer John C. Drummond who put in six years on sailing ships. Actually, the 57-year-old Seafarer has had two seagoing careers; the first one from 1915 to 1921 and the second career beginning in 1944 on SIU ships.

In between he spent 23 years working ashore in various restaurants; 11 of them in Lundy's famous seafood restaurant in Sheepshead Bay, Brooklyn.

Drummond was born in Jamaica, British West Indies, and headed for sea when he was sixteen. His last sailing ship in 1921 was the

Ida S. Dow, a four-masted schooner in the coastwise lumber trade. When the bottom fell out of shipping in 1921 he headed ashore like many other seamen.

Sailing Steady

After taking out his first SIU ship for Eastern Steamship in 1944, he became an SIU member and has been sailing steadily ever since then.

Drummond likes those long runs, particularly to Japan where a seaman receives hospitable and courteous treatment. In between trips he spends time ashore seeing his children and grandchildren. "With eight daughters and nine grandchildren," he said, "it was an exciting Christmas all around."

Although he spent many years working ashore, he has no intention of leaving the SIU. "I'll stay right on ships as long as I'm able to," he said, "because there's nothing like it."



Drummond

GUY GAGE, baker

One of that small group of Seafarers who has been with the SIU from the beginning and watched it grow through the years is Guy Gage. Guy has been a union man since 1936 when he sailed out of Tampa under the old ISU. He joined the SIU away back in December 8, 1938, in Baltimore.

Guy's home town was Harbor Spring, Michigan, a lakefront village in northern Michigan. After

leaving school, he started working in restaurants as a cook, but found himself unable to settle down. A seaman friend told him he ought to go to sea and get some of the wanderlust out of his system. He tried the prescription and found it suited him fine.

Gage is a Baltimore regular most of the time and lives in the Fountain Hotel, which is well known to seamen in the port. Many of them have lived there at one time or another but only three of the original crew who came aboard when Guy did are still on hand.

Radio Devotee

Being single, Gage doesn't particularly care where his next trip will take him as long as it is a good ship. Wherever he goes, he makes sure that he has a radio nearby so that he can get an earful of music. His tastes are generous in this direction but he draws the line when it comes to squeaky sopranos.

Having been around when things were tough, Gage can fully appreciate what the SIU has meant to the life of the average Seafarer. Just looking around the Baltimore SIU hall, he says, is proof enough that the SIU has really gone places.



Gage

Liberia-Flag Fleet Grows At Fast Clip

More vessels have been entered under the Liberian flag during the past two years under the flag of any other country in the world.

16 THE JOURNAL OF COMMERCE Thursday, Dec. 29, 1955

More US Companies Form Liberian Subsidiaries to Ease Tax Burdens

Liberia is currently playing a dual role as a theater of operations for foreign capital in general, and for American capital in particular. On one hand, its natural resources can be concluded by the corporate existence of a new company generally begins within 48 hours of the incorporation of a Liberian corporation as a holding company for its profitable plants. The funds are

Stories from "The Journal of Commerce," leading business publication, tell how Liberia is moving into new areas, after serving as runaway ship haven.

Fat On Shipping, Liberia Now Eyes Other US Co's

The runaway fleet of Liberia added a record total of 1½ million tons of shipping in the last 12-month period while in a comparable period US-flag shipping lost over 635,000 tons. With the US merchant marine being milked dry on transfers, Liberia is now reaching out for shoreside US business registrations through generous loopholes in the US tax laws.

As a result many companies with overseas subsidiaries are registering dummy corporations in Liberia to escape US taxes. With a little more stretching and straining of US law, Liberia may soon be able to attract major manufacturing operations selling to overseas markets, depriving the US Government of untold millions in taxes each year; tax losses which have to be made up by Americans who meet their tax obligations.

Liberian laws are so liberally drawn that it is possible for a US corporation to register a subsidiary or a parent holding company in Liberia with an initial payment of \$100 and up and an annual fee of \$175. The company's funds need never leave the US in any shape or form, but once they are registered in a Liberian account no taxes have to be paid to the US Government.

Liberia itself does not charge taxes to such corporations as long as they are owned by non-Liberians and do their business outside the country.

SIU Saw Threat

The SEAFARERS LOG first called attention to this situation a year ago when a shipping company attorney proposed that US motion picture companies set up Liberian dummy corporations. Writing in "Variety," the newspaper of show business, the attorney pointed out that a movie company could organize a Liberian corporation which would produce a motion picture outside of Liberia. The picture could be sold to a US distributing company outside the US, and the producing corporation wouldn't have to pay a cent to Uncle Sam or Liberia, other than the nominal corporate registry fee. That is exactly what a number of companies have done since.

This situation represents a threat to American labor which is potentially more serious than the "runaway" practices of companies which go from one state to another looking for cheap help. There seems to be little to halt the switch of US manufacturing enterprises to Liberian registry, giving these companies all the privileges of a US firm and no tax obligations. The

Shorthanded?

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

tax burden and job loss then falls on the American worker.

Lax maritime registration laws paved the way for Liberian registry on a big scale since World War II. Total merchant shipping registered in Liberia is now 4½ million tons or more, compared to 13½ million tons under the US flag. US-

Total registration of shipping under the runaway Liberian flag now amounts to more than 4½ million tons. Tonnage includes 100 runaway US Liberties, supertankers, several T-2s and a group of passenger ships including the Cuba and Florida.

It is a foregone conclusion that virtually none of this tonnage ever goes near Liberia or is owned in any way by Liberian nationals. Instead it competes directly with legitimate registries, mostly US, but does not pay taxes, or abide by safety standards, wage and manning scales and shipboard conditions of legitimate maritime fleets.

flag totals have gone steadily downward in recent years as more and more operators escape taxes, safety standards, manning scales, wages and living conditions in force on US ships.

The switch of shoreside companies to Liberian registry is now significant enough to attract the attention of "The Journal of Commerce," a leading business daily publication. The publication found that an outfit called Liberian Services Inc. in New York can handle the switches in registry in 48 hours. All it requires is a standard incorporation certificate and payment of a nominal fee.

No Restriction

The company is then free to operate without any restriction on Liberia's part. It doesn't have to make reports, keep records or disclose its stock distribution. There are no restrictions on currency and no taxes on dividends. In fact, there is no tax if the income comes from outside Liberia and the owners are not Liberian. The corporation doesn't even have to file a tax return.

"The Journal of Commerce" gives several examples of how this has worked out in practice. One US company operates several overseas plants. It set up a holding company for several of the more profitable plants and registered it in Liberia. The holding company's funds are held in New York in a Liberian account and are not taxed by the US.

MARITIME TRADES DEPARTMENT

NEWS REPORT

DIRECT-TO-SHIPS



SHIPS' WIRELESS

ROUND-THE-WORLD

EVERY SUNDAY 1915 GMT

EVERY MONDAY 0315 GMT

(2:15 PM EST Sunday)
Europe and North America
—WCO-13020 KC
East Coast South America
—WCO-16908.8 KC
West Coast South America
—WCO-22407 KC

(10:15 PM EST Sunday)
Australia
WMM 25—15607 KC
Northwest Pacific
—WMM 81—11037.5

Log Prints Text Of SIU Constitution

For the sixth time within a three-year period, the SEAFARERS LOG is reprinting in full the text of the Union's constitution as it was revised by membership vote in the fall of 1952.

The text is published in the LOG every six months to make certain that every Seafarer has an opportunity to study and keep the document which governs the conduct of Union business.

The SIU constitution was rewritten completely in 1952 to bring it up to date with the growth of the Union since its early days and the expansion of its functions into many new fields.

Members' Safeguards

In rewriting the constitution, special emphasis was placed on detailed safeguards for the membership's rights and on procedure to be followed in electing membership committees, in trials and charges against any member and the conduct of Union elections and other matters of importance.

The document has been hailed by lawmakers and other authorities as one of the most comprehensive and thoroughgoing of its kind. The bill of rights for Seafarers spelled out in it has drawn much favorable comment.

Along with the reprint of the constitution, the LOG is carrying its semi-annual report on trials and appeals procedures.

Relief Jobs Spark Biz In Mobile

MOBILE—Shipping stayed good over the holiday period as some 150 relief jobs combined with 76 regular jobs to keep everyone busy.

The relief assignments included tug jobs, tank cleaning, shore gang work and deep-sea reliefs in and around the harbor area.

Six payoffs went through in fine shape, with only minor beefs that were easily settled to the satisfaction of all hands prior to sign-on and sailing.

Christmas Party

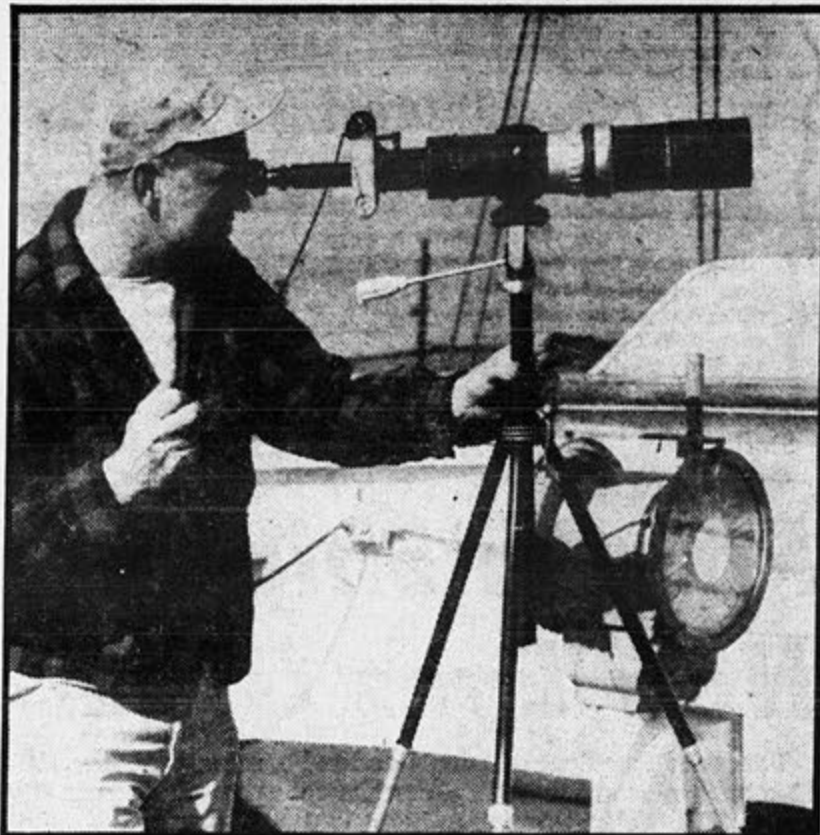
A gala Christmas holiday dinner for Seafarers and their families proved to be a highlight of the season, when nearly 200 guests jammed the SIU snack bar for the occasion. All hands were unanimous in their praise of Seafarer Cliff Taggart and his snack bar crew for a fine meal.

Meanwhile, the Mobile branch extended its deepest sympathy to the family of Seafarer Booger Phillips on the death of his mother. Brother Phillips was in port here aboard the Alcoa Clipper at the time of death.

Be Sure To Get Dues Receipts

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

Taking Long View On Steel Worker



Keeping a "weather eye" on things through a camera having a 400 mm telephoto lens, Earl Smith, electrician and ship's delegate aboard the Steel Worker, strikes a pose for the camera of Seafarer shipmate, Merwyn "Doc" Watson. They promise some "exclusive shots" with this gadget before long for use in the LOG.

Oldtimer Finds SIU \$ Aid Real Security

BOSTON—Seafarer William E. Lake may not be able to get around much any more, but he still maintains a keen interest in the doings of his Union. Recent improvements in the operation of SIU ship-board steward departments, where he sailed for so many years, have won his enthusiastic approval.

"The new set-up for serving meals aboard ships is excellent," he said. "I worked on passenger ships all my life in the steward department and I wish that the present system had been in effect when I was sailing."

There's no question, Lake adds, that the Union has come a long way in improving working conditions for all departments since its first beginnings back in 1938.

42 Years of Sailing

Lake himself has had plenty of experience sailing during the "bad old days." Now 67, he had 42 years' experience under his belt when a kidney ailment and other complications forced him to call it quits in 1952. Most of these years were spent on coastwise and nearby-foreign passenger runs when these

operations were a major factor in the US merchant marine.

Through the years, Lake shipped almost exclusively out of Baltimore, New York and Boston. "I lived in these three cities at different times when I was sailing



William E. Lake

and it was always good to be home."

Although he has no family obligations, Lake would have had a difficult time getting by were it not for the disability benefit. His condition requires frequent visits to the doctor and to the drugstore for medicines. "I would find it real hard to meet these expenses if I did not have the help of the SIU."

Most of his time, Lake reports, is spent at home with books and newspapers. Once or twice a week he gets out to a local movie but otherwise he finds life on an SIU disability pension a quiet and secure one.

Boston Port Holds Own

BOSTON—Affairs in Boston are running very smoothly, with nothing out of the way to report.

The shipping situation for the last two weeks was slightly better than the previous period, but the future outlook here remains uncertain. No heavy traffic is expected, however, so the prospects are not too bright.

Three Cities Service tankers plus the Stony Creek (American Tramp) provided the only payoff and sign-on activity, as these four ships came in and took off again.

An even half dozen in-transits rounded out the picture, including the Robin Gray and Robin Tuxford (Seas Shipping), Michael (Carras), Steel Executive (Isthmian), Hilton (Bull) and the tug El Sol (Portland Barge).

YOUR DOLLAR'S WORTH Seafarers Guide To Better Buying

By Sidney Margolius

Public Agencies Fail To Halt Finance Gouges; Guard Yourself

You better be on guard when you buy a car, appliance or home-improvement job on time payments. The public agencies like the Federal Trade Commission, FHA, state and voluntary agencies have not been able to get dealers and finance companies to voluntarily stop finance and other gouges.

The auto "price pack" (inflated finance and other charges) has become not merely a fringe evil, but the No. 1 problem in that industry, and the practice of charging excessive finance fees to make up for purported "discounts" is now even spreading to appliance dealers. And homeowners are still being gouged on home improvements even after all the publicity about repair rackets financed through FHA.

One reason why people get tricked is that they assume finance charges are interest and therefore regulated. In most states finance charges are not considered interest and are not regulated. A finance charge is simply the difference between the cash price of an article, and the price on the installment plan, and in most states it can be anything the dealer wants to make it.

Right in the Federal Trade Commission's home ballpark of Washington, DC, Mr. E. M. recently bought a used car for \$1,295. He was allowed \$325 for his old car and paid \$175 additional in cash. That left a balance of \$795 to be financed. Mr. M. did not get a copy of the contract, but only a payment book.

Stuck For 105 Percent Interest

When his wife saw the book, she began to suspect they were stung. Although the balance to be financed was only \$795 plus \$55 for insurance, the book indicated that the total balance to be paid to the Washington motor credit company that financed the car for the dealer, was \$1,299.69. This meant the M.'s were being soaked a finance charge of \$449.69 (a true annual interest rate of 105 percent.) They did not get a copy of the contract itself until they had written several letters to the credit company and threatened to get a lawyer. Apparently Mr. M. never read the contract before he signed it, and since he didn't get a copy, just didn't realize the fantastic finance charges he had obligated himself for.

The M.'s then went to the local banker (where they should have gone in the first place) to see about refinancing the car. The banker was so indignant he called up the finance people himself to see what rebate they would give on this charge. They were extremely rude, and would agree to rebate only \$30 or \$40 instead of the \$290 that properly should have been rebated if the debt was prepaid.

The Better Business Bureau in Washington told Mrs. M. there was nothing it could do since Mr. M. had signed the contract. Mrs. M. then turned to the only other place where she felt she could get a hearing and some advice, her husband's union newspaper, which is why we're telling you this story—in the hope you will never get hooked like this.

Packing And Fake Charges

The practice of packing prices has been on the increase in this period of keen competition and discounts on cars. A Federal Reserve Board economist recently said the "pack" is the greatest single problem in the auto industry today. Many dealers now take back at least part of their discounts and over-allowance on trade-ins by exaggerating list prices of cars or optional equipment, or by billing fake charges, such as additional handling fees, and by exorbitant finance charges in collaboration with finance companies.

The practice of padding finance fees now is spreading to electrical appliances. The trade magazine "Electrical Merchandising" reports that one large Chicago retailer frankly admits that he fixes the finance charge according to the selling price of the appliance. A customer who insists on a 20 percent discount on a \$300 washer is billed \$240 for the washer, \$20.50 for delivery and installation and \$50.40 for finance charge, for a total price of \$310.90. A customer who doesn't know that many stores nowadays do give honest discounts, and is willing to pay the full \$300 list price, gets charged only \$13.50 for financing, and pays a total of \$313.50.

This practice is becoming "an increasingly common method of combatting the discount shopper," says "Electrical Merchandising."

New Racket In Home Improvements

Despite FHA's promises to clean up the home-improvement rackets, and the efforts the agency has made, homeowners are still being gouged. A Portland, Ore., family recently got caught by the "model home" deal. A salesman for an aluminum shingle company promised its re-shingled roof would be shown to builders and people needing roof repairs, and the family would get \$75 for each sale made as the result of using its home as a model. So the family agreed to have its roof re-shingled at a cost of \$1,000. Since then, however, there hasn't been a sign of anyone showing the roof, and, of course no \$75 checks. The family is now paying off at the rate of \$32.27 a month for three years—a total of \$1,161 including interest.

Government officials and voluntary agencies apparently are unable to halt the gouges. Know, too, that the laws protecting you when you go out to buy are both weak and inadequately enforced. At this time you can rely only on yourself. Here's a simple program of self-defense:

- Compare prices and estimates among several dealers.
- Borrow from the lower-cost, scrupulous sources like credit unions and commercial banks, and then buy with the cash in hand, rather than through dealers' finance companies.
- Read any contract before you sign. Have someone you trust go over it with you if you are uncertain. Only an unscrupulous dealer will insist you sign right away.
- Don't believe a salesman's verbal statements. Insist that any promises or claims be put in writing.



MARORE (Ore), September 7—Chairman, H. Lahym; Secretary, Holliday. Ship's fund—\$5. No disputed overtime. M. M. having hard time with hot water system because galley water heater is not in good working condition. Washing machine problem to be taken up with Chief Engineer. Menu to be improved.

STEEL FLYER (Isthmian), September 10—Chairman, C. Bush; Secretary, A. Violante. Ship's fund—\$79.64. No disputed overtime. Electrician needs first aid kit for engine room. Washing machine needs repair. Discussion held on distribution of ice cream. Motion made and carried to accept and concur with communications from headquarters.

DEL NORTE (Mississippi), September 4—Chairman, H. Crane; Secretary, J. Krause. Fairly good trip. One

man, D. Barry; Secretary, C. Gedra. To see patrolman at port of pay-off regarding dry-dock lodgings. Ship's treasury is still \$19.65. Everything running smooth, no disputed overtime. Motion made and carried to see patrolman concerning fans, and about mattresses. Bosun will build a bench to be used in the afterpart of the ship. Larger variety of fresh fruit needed.

RAPHAEL SEMMES (Waterman), September 3—Chairman, J. Narstrom; Secretary, H. Pierce. Ship's delegate reported on boat service. Ship's secretary-reporter elected. Ship's fund—\$26.35. Some disputed overtime. Motion made and carried to accept as read communications from headquarters. Discussion held on men drinking aboard ship, and why Captain cannot put American money out in Japan. Vote of thanks to steward department.

SEATRIN SAVANNAH (Seatrains Lines), September 18—Chairman, B. Collins; Secretary, none. Ship's fund—\$47.50. Some disputed overtime. No beefs. Motion made and carried to install ice cube machine to prevent waste and shortage of ice during trip. Discussion held on painting engine department rooms.

STONY CREEK (American Tramp), September 21—Chairman, K. Goldman; Secretary, E. Hauser. Question of sailing short. Balance of ship's treasury is \$31. Discussion held on movies for next trip. Steward will try to get black pepper and crackers in moisture proof wrapping. Repair list to be made up.

SOUTHSTAR (South Atlantic), September 18—Chairman, C. Rice; Secretary, B. Porter. Repair lists to be turned in. No beefs. Discussion held on proper care of recreation hall. Crewmembers to keep feet off mess-hall chairs.

SUNION (KEA), September 11—Chairman, P. Brady; Secretary, G. Parker. All O.K. Motion made and seconded that all delegates see Union officials about no hot water on after 5 P.M. Steward to see ship's delegate if all stores that are ordered do not come down at time of storing.

TRINITY (Carras), July 10—Chairman, J. Buzelewski; Secretary, M. Reid. No beefs, everything running smoothly. Too many draws requested. Motion made and carried to accept and concur with communications unanimously. To get exterminator aboard ship. Vote of thanks to steward department, and skipper.

September 13—Chairman, J. Buzelewski; Secretary, E. Goodwin. No beefs. Repair list submitted last week. New mattresses needed. Ship to be fumigated. Suggestion made to have patrolman inspect all mattresses. Crew to cooperate with sanitary man.

ARCHERS HOPE (Cities Service), September 9—Chairman, J. Higgins; Secretary, M. Launey. No beefs. Ship's fund—\$16.62. To have cover constructed for fan-tail on ship. Ship's delegate and secretary-reporter elected. Scupper in galley stopped up. Ship's delegate to act on beefs mentioned.

BRADFORD ISLAND (Cities Service), September 15—Chairman, J. Wolinski; Secretary, C. Kelleher. Ship is going into shipyard this trip and were unable to get radio broadcasts through. Ship's fund was raffled off. Motion made and carried to accept and concur with communications from headquarters. Motion made and carried to get coffee in tins no paper bags. Vote of thanks to Lake Charles Agent for splendid representation. Repair lists turned in.

DEL AIRES (Mississippi), September 4—Chairman, C. Wright; Secretary, H. Guenther. Motion made and carried that Union officials try to get freighters air-conditioned. Passageway has been repaired and painted. Motion made and carried to accept and concur with communications from headquarters.

EVELYN (Bull Lines), September 11—Chairman, L. Cartwright; Secretary, A. Stevenson. Headstone was purchased for crewmember who died in Mexico. Discussion held on chow. Motion made to give the cook a break. He is a new man. Washing machine to be kept clean. Motion made and carried to accept and concur with communications from headquarters.

HIGH POINT VICTORY (Bull Lines), September 10—Chairman, T. Montemaran; Secretary, M. Sterne. Discussion on Captain plan to build structure on bridge. Motion made and carried to check fresh water tanks. Dispute on whether galley should be sougeed.

IBERVILLE (Pan-Atlantic), September 18—Chairman, D. McCovey; Secretary, J. Koval. Wrote letter concerning 1st and 2nd meats to headquarters. Ship's fund—\$4.05. No beefs. It was suggested that each man donate \$1 to have TV set repaired. Ship's chairman elected.

MOHICAN (Trans Oceanic Marine), September 11—Chairman, C. Wallick; Secretary, J. Morrison. No shore leave in Algiers. Overtime to be settled. Ship's delegate elected. Steward didn't receive linen he ordered. Messman asked to cooperate in keeping messhall clean.

ANN MARIE (Bull Lines), September 4—Chairman, G. McCarthy; Secretary, L. Calderon. Everything going smoothly. Washing machine has been repaired. Ship's fund—\$3.42. Motion made and carried to accept and concur with communications from headquarters. Discussion held on disposal of garbage at port of Boston.

Digest Of SIU Ship Meetings

brother threw a spring line over the stern when departing from Rio, and it could have caused serious damage. The phone at the box aft was pulled off, and this matter will be taken up with port officials in New Orleans. Vote of thanks for Brother Peck for re-winding converter for movie projector. Balance of ship's fund is \$231.25. No beefs. Washing machine to be used for clothes, not had basins. Food is poor. Steward was requested to take action.

IBERVILLE (Pan-Atlantic), September 5—Chairman, O. Callahan; Secretary, H. Stocker. Ship's fund—\$92. No beefs. Crew want iced tea glasses for messhall. Discussion held regarding meat.

BEAUREGARD (Pan Atlantic), September 4—Chairman, A. Kessen; Secretary, J. Cantrell. Ship's delegate elected. Ship's treasury contains \$15.93. No beefs, everything running okay. Motion made and carried to have ship's delegate contact Sea Chest for complete Slop Chest aboard. Donation of fifty cents was requested of crew since fund was used to buy Captain gift, he left the vessel.

NORTHWESTERN VICTORY (Victory Carriers), No date—Chairman, W. Mason; Secretary, L. Freeman. Repair list handed in. Motion made and carried to accept and concur with recent communication from headquarters. Discussion held on member of steward department.

CANTIGNY (Cities Service), September 4—Chairman, H. Masford; Secretary, J. Henry. Some disputed overtime to be settled. No beefs. Motion made and carried to have keys issued for foci's before reaching shipyard. All members called upon to support meetings. Vote of thanks to steward department. Poor drinking water aboard.

ROBIN GRAY (Robin Lines), September 4—Chairman, none; Secretary, W. Claymore. Report on Captain and passenger utility. Headquarters to be notified. To finish painting foci's. Few hours disputed overtime. Motion made and carried to accept and concur with communications headquarters.

SEATIGER (Orion), September 4—Chairman, Lincoln; Secretary, A. Carpenter. Captain promised that water tanks would be cleaned. Some disputed overtime. Captain made deck maintenance temporary Bosun. To take up fund to check with American Consul, to find out whether there are any SIU men on the beach, they can be put aboard to replace missing men. Suggestions made to watch for certain clip artists in Sasebo, Japan; not to throw matches and cigarettes on deck; to turn in extra line; to keep extra clothes out of crew messhall; to make up ship's fund at end of trip to pay off debts incurred on Union business. Vote of thanks to Steward department.

TEXMAR (Calmar), September 4—Chairman, C. Inman; Secretary, W. Hendershot. Motion made and carried unanimously to accept and concur with communication from headquarters. Ship's delegate elected. Discussion held on getting new coffee urn installed on West Coast.

WINTER HILL (Cities Service), September 10—Chairman, E. Hill; Secretary, L. Doucette. No beefs. Ship's fund—\$40. Motion made and carried to read, accept, and concur with communications from headquarters. Discussion held on repair of ship's Set. Black gang delegate to see chief about cleaning engineering foci's.

CAROLYN (Bull Lines), September 11—Chairman, J. Prats; Secretary, E. Denny. No major beefs, no disputed overtime. Clarification requested on shift of ship—overtime for gangway watch. Motion made and carried to accept and concur with communications from headquarters. Discussion held on GAW and SIU radio program.

COEUR D'ALENE VICTORY (Victory Carriers), September 3—Chair-

Tips For Seamen On Filing 1955 Income Tax Return

A year ago the SEAFARERS LOG printed an article by the Union's tax expert on suggestions for savings in Seafarers' income taxes. The article's pointers were used extensively by Seafarers in preparing their returns, and requests have been received for a repeat article. So, for all SIU men with income tax problems...

Generally, with very few exceptions, seamen are treated no differently under the income tax laws than any other citizen or resident of the US. (The non-resident alien seaman must also file a return, but the rules are not the same for him.)

WHO MUST FILE. Those under 65 years of age earning over \$600 and those over 65 earning over

gross income for drugs and medicine can be deducted. However, deductions of all expenses for medical services, drugs and medicines are limited to a maximum of \$2,500 for each exemption claimed up to a total of \$10,000. The three percent rule on medical services does not apply in cases where a taxpayer is over 65, but the one percent rule on medicines and drugs does.

In cases where a man's wife lives in a foreign country, he can still claim the \$600 exemption for her as his wife. However, if she has income in the foreign country, it cannot be taxed by the US.

In addition, a taxpayer can claim \$600 for each child, parent, grandparent, brother, brother-in-law, sister, sister-in-law, and each uncle, aunt, nephew or niece dependent on him. The dependent must have received less than \$600 gross income, and be a resident of the US, Canada, Mexico, Panama or the Canal Zone.

The law permits a child under 19 or a student over 19 to earn over \$600 and still be eligible as a dependent if the taxpayer provides more than one-half of his support.

The law also enables a seaman who is contributing (with other relatives) more than ten percent of the support of a dependent to claim an exemption for that individual, provided the other contributors file a declaration that they will not claim the dependent for that year. Previously, a taxpayer had to provide more than half the support in order to claim the exemption.

DIVIDEND INCOME. If a seaman has income from stock divi-



\$1,200 must file a Federal tax return.

WHEN TO FILE. Tax returns must now be filed by April 15, 1956. However, the April 15 deadline is waived in cases where a seaman is at sea. In such instances, the seaman must file his return at the first opportunity, along with an affidavit stating the reason for filing late.

Another tax rule specifically affecting seamen governs situations where a seaman signs on in one year, signs off the next and gets a statement of his wages and the tax withheld (W-2 form) from the shipping company when he signs off. Under such an arrangement, it is possible for a seaman to have no income in one year and the equivalent of two years' income in another.

In order to alleviate this situation, the seaman can report the total of his allotments, slops, draws and other cash items as income in the first year, and then deduct this amount from the total income reported on the W-2 form he gets in the second year.

He cannot claim any tax withheld in the first year either, but can claim all of it for the second year when he files his return along with the W-2 form.

HOW TO FILE. The Seafarer who has average expenses (amount to ten percent or less of income) and an income of under \$5,000 is advised to use the short form. Those with income of under \$5,000 but with higher than average expenses can use either the long or short form and those with income of \$5,000 or more must use the long form.

A husband and wife should file a joint return on either the long or short form to take advantage of the split income provisions, even if the wife has no income. Single persons should use the long or short form depending on their deductions and/or income.

EXEMPTIONS. Each taxpayer is entitled to a personal exemption of \$600 for himself, \$600 for his wife, an additional \$600 if he is over 65 and another \$600 if he is blind. The exemptions for age and blindness apply also to a taxpayer's wife, and



dends, he can exclude the first \$50 he receives as dividend income from his gross income, and then take a tax credit of four percent of all dividends he received during 1955 (less the \$50 previously deducted), after he has determined what his tax would otherwise be.

CONTRIBUTIONS. A taxpayer can deduct up to 20 percent of gross income for contributions to charitable institutions, and an additional ten percent of gross income in contributions to churches, hospitals and educational institutions.

INTEREST. Interest paid to banks and individuals on loans, mortgages, etc., is deductible.

TAXES. State and city retail sales taxes, property and school taxes, state stamp taxes on securities, state gasoline taxes, auto license and drivers' license fees and state income taxes are all deductible.

MEDICAL AND DENTAL EXPENSES. All expenses over three percent of gross income for doctor and dental bills, hospital bills, medical and hospital insurance, nurse care and similar costs can be deducted. All expenses over one percent of

gross income for drugs and medicine can be deducted. However, deductions of all expenses for medical services, drugs and medicines are limited to a maximum of \$2,500 for each exemption claimed up to a total of \$10,000. The three percent rule on medical services does not apply in cases where a taxpayer is over 65, but the one percent rule on medicines and drugs does.

CHILD CARE. This is a brand new provision allowing a deduction of up to \$600 to a widower, divorced or legally separated taxpayer toward the cost of providing care of a child under 12 or a person physically or mentally incapable of support, regardless of age. This expense is deductible only if its purpose is to allow the taxpayer to remain gainfully employed. It cannot be claimed if the payment for child care went to a person who is already claimed as a dependent on the same return.

ALIMONY — Periodic payments of alimony to a wife in accord with a written agreement between them can be deducted. Previously, only alimony which was required by a court decree was deductible.

CASUALTY LOSSES. The reasonable value of all clothing and gear lost at sea due to storm, vessel damage, etc., for which the taxpayer is not otherwise compensated, can be deducted as an expense. The same applies to fire loss or losses in auto accidents which are not compensated by insurance.

LOSSES DUE TO THEFT. Personal items the loss of which can be proven are deductible.

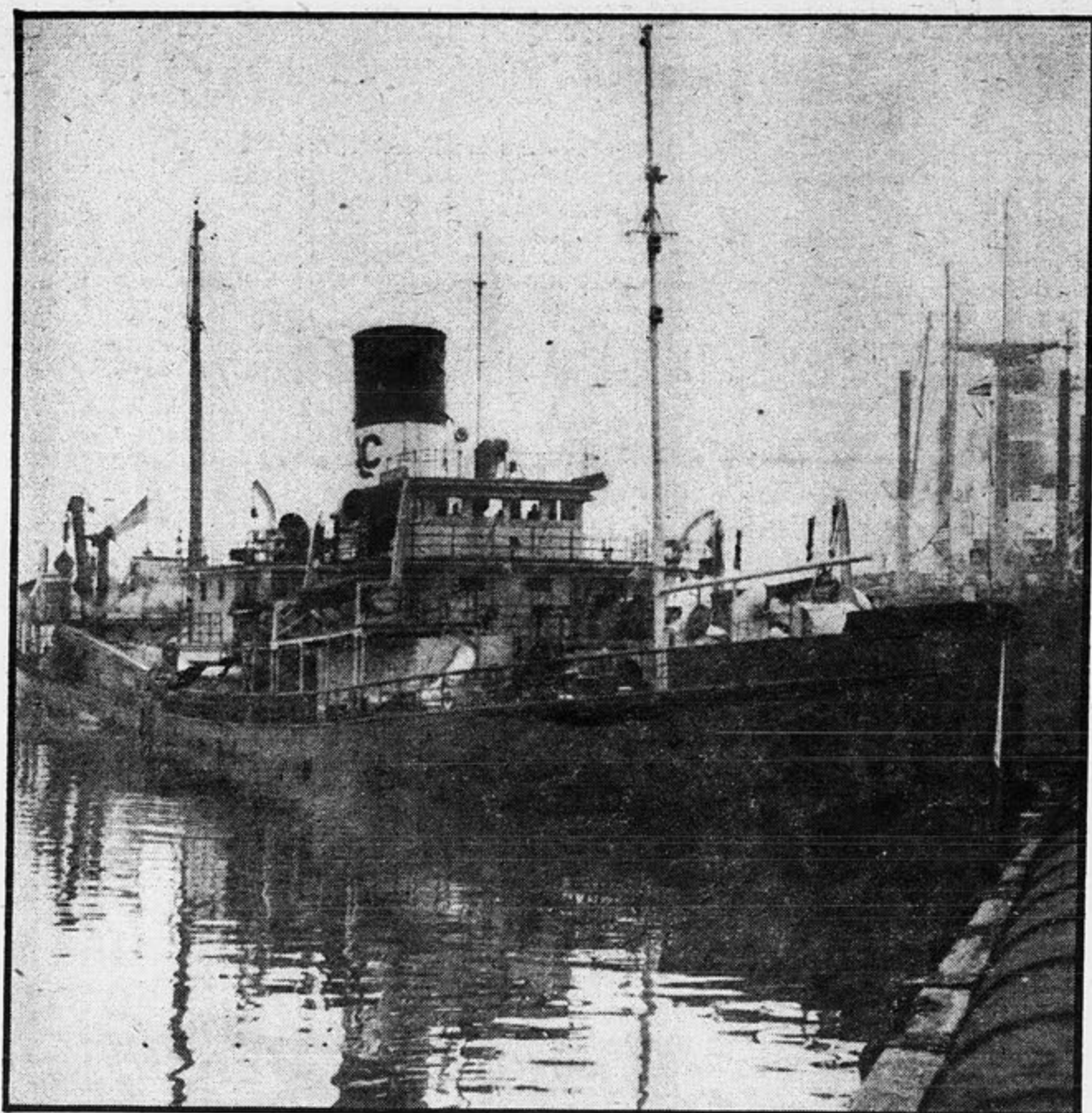
WORK CLOTHES, TOOLS. The cost and cleaning of uniforms and work clothes which ordinarily cannot be used as dress wear can be deducted. This includes protective work shoes, gloves, caps, foul weather gear, clothing ruined by grease or paint, plus tools bought for use on the job, or books and periodicals used in direct connection with work.

UNION DUES. Dues and initiation fees paid to labor organizations or professional groups, and most union assessments can be deducted.

TAX CREDIT FOR RETIREMENT INCOME. A tax credit of up to \$240 is allowed for individuals



against retirement income such as rents, dividends and earnings at odd jobs. This is a provision important to retired seamen or their widows. Federal payments or Social Security benefits and SIU disability benefits are not included.



This photo of Sandcaptain was taken in New York harbor before her departure for the Venezuelan dredging task. Maracaibo harbor project rates as one of the most ambitious and most difficult in history. When finished by this summer, it will permit deep sea tankers to go direct to oil terminals in Maracaibo instead of having to receive their cargos offshore via trans-shipment.

SIU Men Dredge Channel To Bring Sea To Maracaibo

Seafarers aboard the Sandcaptain have completed their first year of an 18-month "tour of duty" in Venezuelan waters, taking part in one of the world's most ambitious dredging projects. The Sandcaptain, along with the SIU-manned Chester Harding and one other dredge is slicing a 38-foot channel through an island off Maracaibo, Venezuela. When the project is completed sometime this summer, all types of deep-sea tankers will be able to sail 25 miles from deepwater into Maracaibo to pick up their cargoes of oil.

The Sandcaptain sailed from New York on Dec. 14, 1954 with 41 Seafarers aboard. In June she was joined by the Chester Harding, which was chartered by the operators, Construction Aggregates, from the US Army. The Harding has 49 unlicensed men in her crew and has the virtue of being air-conditioned throughout.

Special SIU Contract

Both ships are covered by a special SIU contract to compensate for the lengthy sign-on and the difficult tropical conditions under which the men work. Base wages and overtime rates are 25 percent over the regular scale and an additional 25 percent bonus of base wages is being paid to those Seafarers who ride the dredges for more than nine months. Each crewmember is entitled to three days leave per month, with the option of staying on board and picking up an extra three days' pay.

The importance of a deep-sea channel into Maracaibo is emphasized by the fact that Venezuela is the world's second largest oil pro-

ducer and Maracaibo is the tankers' main port of entry, handling ten percent of the entire world's oil exports. Up until now it has been necessary to load oil in shallow-draft tankers and then transfer cargo to deep-sea ships offshore.

\$55 Million Project

The entire project will cost \$55 million of which Construction Aggregates has the \$12 million offshore job. It involves slicing an eight mile long channel directly through the desert island of Zappara, a tremendous oversize sandbar five miles long and a mile wide.

The deep-sea dredges, two SIU-manned and one under the Venezuelan flag, have water-tight hoppers in their holds. Sand, rock and other materials are dredged off the ocean floor and piped into the hoppers. When the dredges are fully-loaded, they take them to sea and dump their loads well offshore.

A number of smaller stationary dredges are working on the inshore dredging job for another company, while a third firm is constructing a breakwater. The entire job is due to be wrapped up by July of this year.

The last major dredging job undertaken by Construction Aggregates was in 1952 when it handled land-fill operations in Newark Bay for construction of the Jersey Turnpike.

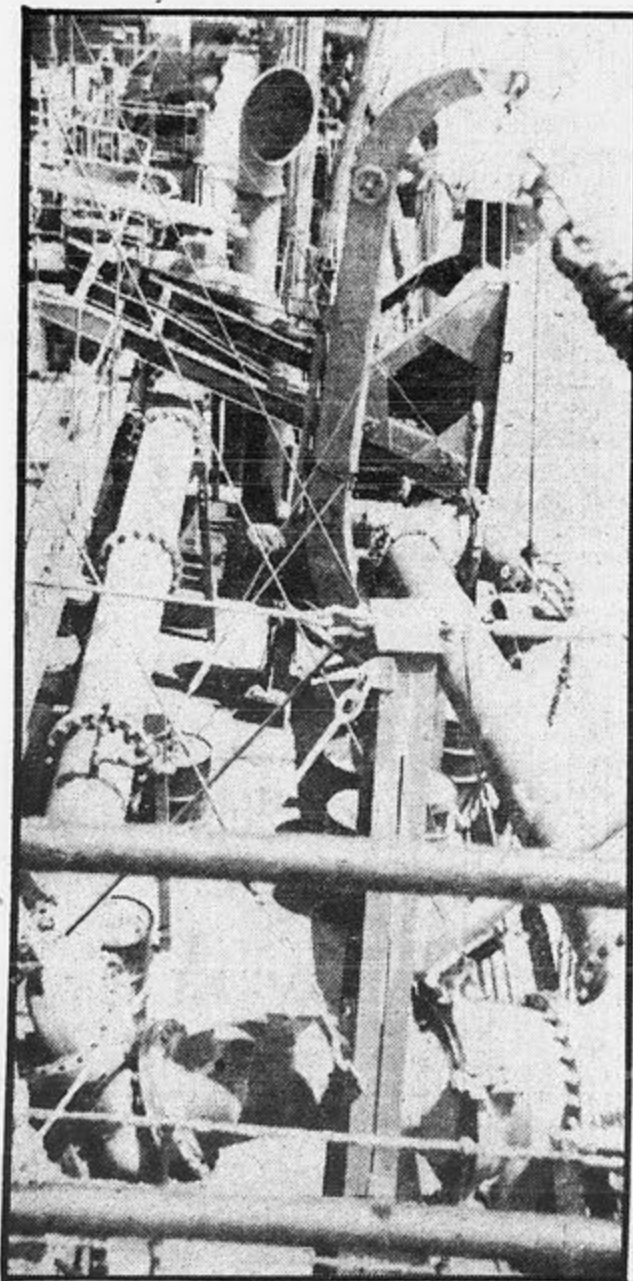
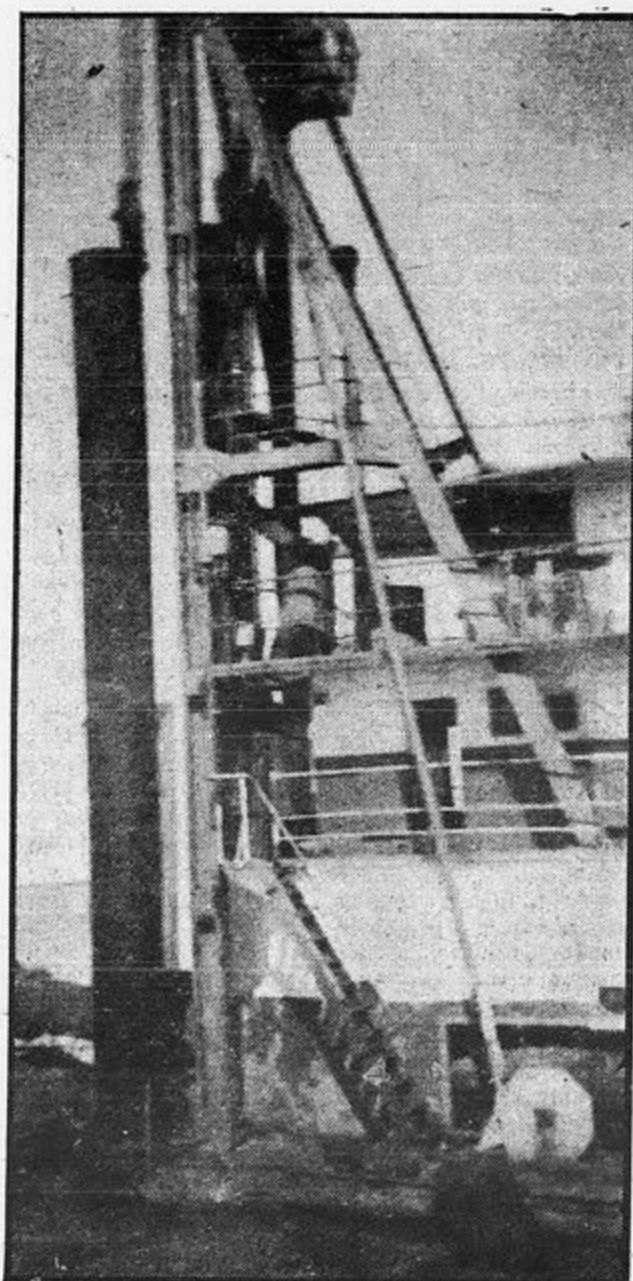
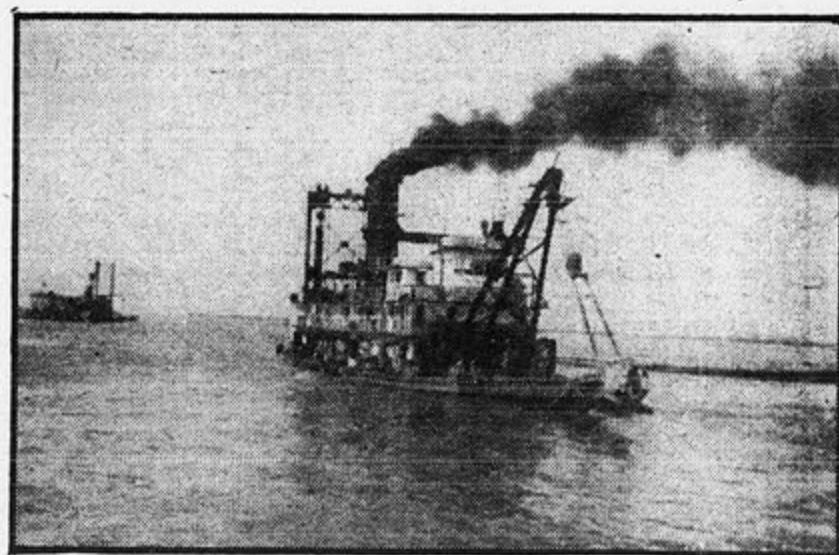


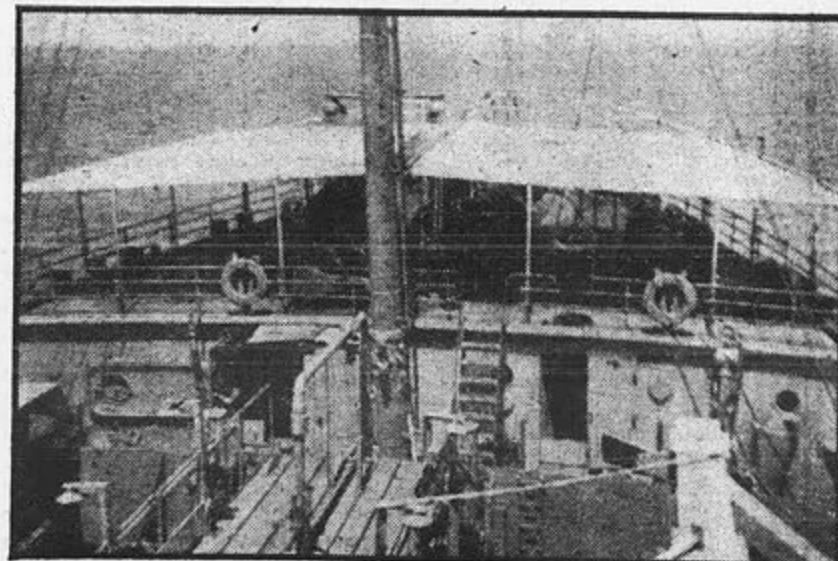
Photo of port bridge-wing, looking aft, shows pipeline for carrying sand, mud and rock into hoppers, as well as maze of other equipment. Dredges have oversized deck departments for handling the channel job.



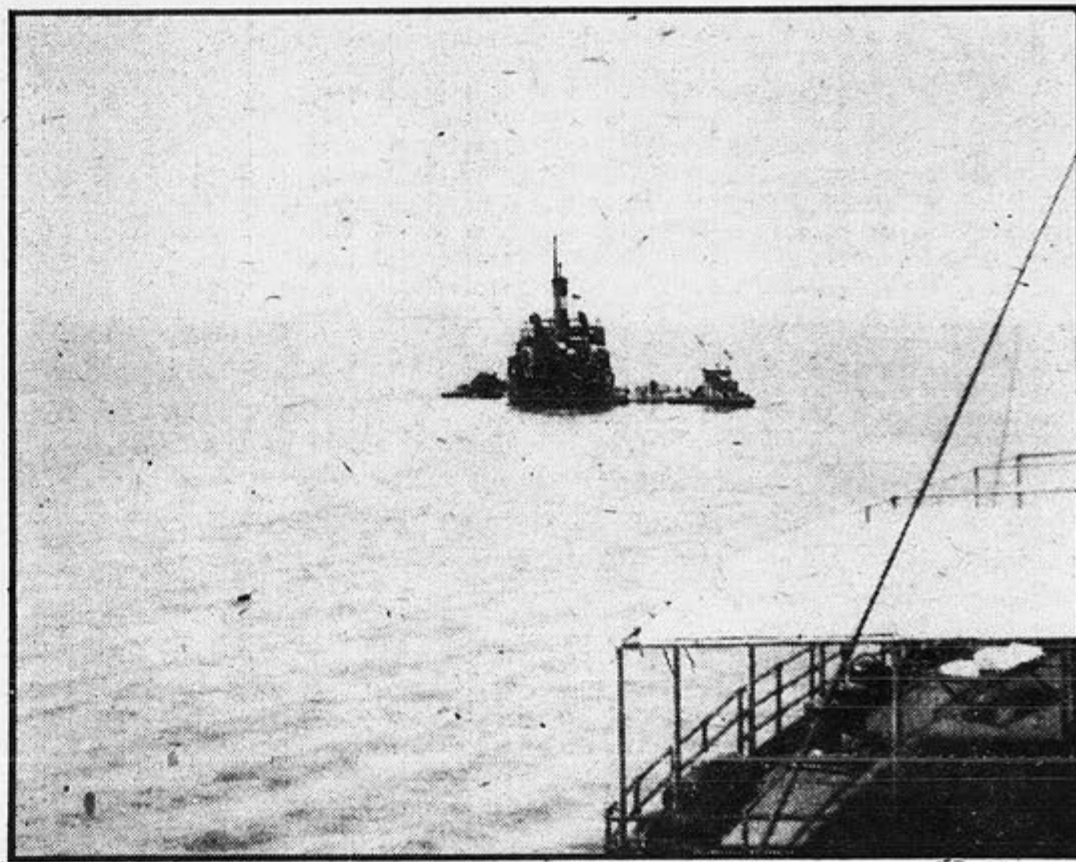
This horizontal rig on the Sandcaptain is a hydraulic lift for the ship's pipeline. Watertight hoppers on the dredge can carry a capacity load of 5,000 tons. All told, 40 million tons of ocean bottom are being moved.



Pictured here is one of three stationary dredges working on the inshore portion of the huge channel-cutting job. Another \$15 million inshore dredging project at Maracaibo proper has already been completed by a second contractor while a third firm is constructing an \$8 million breakwater.

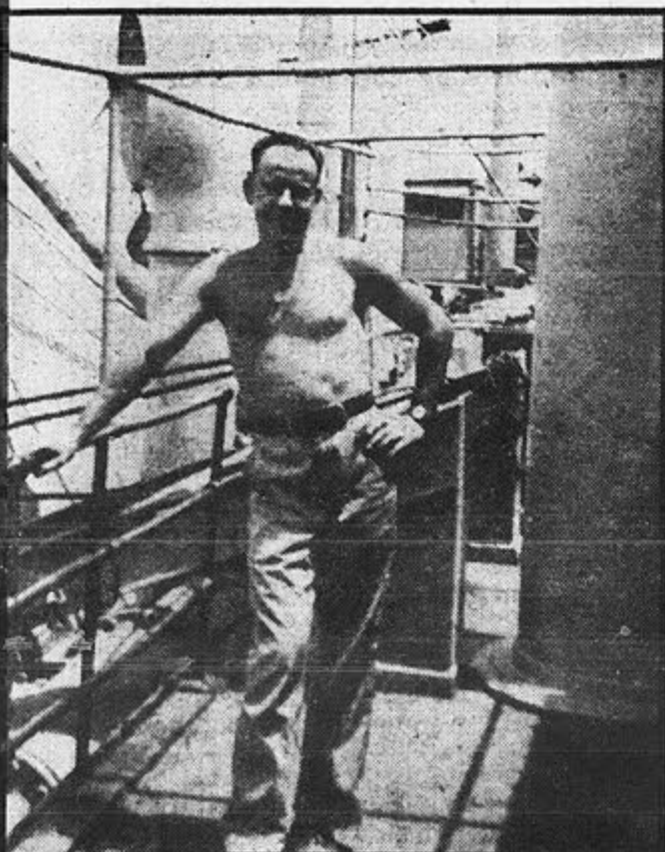


Poopdeck awning provides relief from blazing rays of tropical sun. The heat, monotony of the job and boom-town prices in Maracaibo are three major drawbacks for Seafarers. Booming oil economy has shot prices in Venezuela far above the worst levels of inflation in the United States.



Front view of dredge was taken as a repair gang was working on pipeline which carries dredged materials into the watertight hoppers in ship's holds. Sandcaptain and two sister vessels, the Sandchief and Sandmate, last worked on land-fill job in Newark Bay during construction of famed New Jersey Turnpike. Venezuelan assignment is just the reverse of that job.

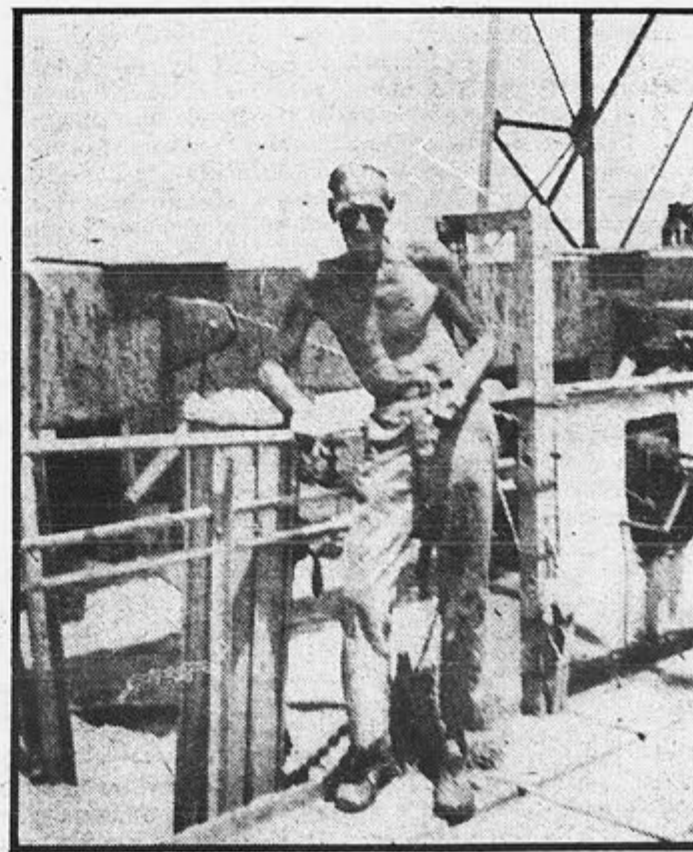
Third deep-sea dredge is the Puerto Cabello, operating under the Venezuelan flag. Dredging is being done by joint US-Venezuelan corporation. The ship is shown taking on water and fuel in the lee of Zapara Island, the huge offshore sandbar through which the Maracaibo ship channel is being cut. Puerto Cabello is considerably smaller than the other two dredges.



Seafarer Bill Molfetto takes time out from his duties to pose amidships for Sandcaptain shipmate Bill Champlin. Molfetto is one of Sandcaptain's original crew having gone aboard her on December 2, 1954. Men who stay with ship get a bonus.



Parrots, parakeets, macaws and a wide variety of other pets help pass the time of day. Both SIU dredges boast a menagerie. Here bosun Al Birt and Seafarer W. Coufant show off their favorites who are well versed in salty speech.



Seafarer Bill Champlin, who took most of the photos on these pages, did a turnabout for one of his shipmates on the forward platform. He's standing next to one of the hoppers which is filling up with sediment from ocean bottom.

Two Weeks Left For Steward Vote

Steward department members on SIU ships still have two weeks left in which to vote on the rank and file steward committee's report on the department's operations. Steward department personnel are also urged to send in any suggestions they may have for improving the department's work.

The time originally set for acting on the report was extended in December for another 30 days to allow all ships to get their responses in. On the basis of the shipboard responses, the report will be cast into its final form for action by the membership. Since the report will contain new working rules for the department, all ships are urged to act on it.

Job Boom Still Hot In Frigid New York

NEW YORK—Good shipping is the only inducement this port can offer nowadays, as the weather leaves much to be desired. Sharp cold, with temperatures dropping to five de-

grees, has made the official arrival of winter an unwelcome event.

But the boom on shipping is still on, with jobs in all departments hanging on the board for several calls. Electricians seem to be the only rating in long supply, but there are very few jobs available for the 40 of them registered right now. Other engine department ratings can be got out almost anytime they choose, however.

None of this is to be considered an invitation to come to New York, said Claude Simmons, SIU assistant secretary-treasurer, since there are several hundred men registered for jobs here and most of them will be trying to move out all at once now that the holidays are over.

Shipping Easy

He cautioned that anyone really wishing to move out can do so, provided he stays close to the hall.

On the statistical end, the past two weeks saw 23 ships paid off, 4 signed on foreign articles and 6 arrive in transit. Among the sign-ons, as expected, was the long-idle tankship Lake George, which came out of lay-up after 30 months. She took a full crew for a trip down to the Caribbean and is scheduled to go out on a long shuttle run on her return.

She had been laid up in Curacao, DWI, since mid-1953.

Job Flood Holds Fast In Seattle

SEATTLE—Job activity far outpaced registration in this port during the past two weeks, as an even 100 men were dispatched to jobs.

The good shipping is expected to remain on for a while, thanks to the probable four payoffs and the usual run of in-transit ships scheduled for the current period.

Among those already slated for arrival here are the Young America and Kyska (Waterman), Coeur d'Alene Victory (Victory Carriers) and Ocean Deborah (Oceans Trans), due in Portland.

Payoffs during the period were the Wacosta and Choctaw (Waterman) and the Albion (Dry Trans). The latter has been sold to a non-SIU company and signed on again with a different crew. The Choctaw was the only other sign-on.

In addition, the port handled ten in-transit ships, most of them hauling lumber around to the East Coast.

LABOR ROUND-UP

The bitterly-fought eight-month sugar strike at Godchaux Sugars in Louisiana ended with a union pact. The Packinghouse Workers Union signed an agreement with the company running until January 31, 1957, providing 10 cents in pay increases. Strikebreakers who have been living on company property have been given orders to move. Only 80 of the 800 strikers returned to work during the eight-month walkout.

✂ ✂ ✂

General Motors Corp. is being sued for invasion of privacy by a member of the United Auto Workers on the grounds that a company gumshoe nearly broke up his marriage. John Johnson, an employee of GM's Los Angeles plant, filed the suit, saying he left for work on the swing shift one night in August and the company investigator came to his home later on asking why he wasn't on the job. It was all a misunderstanding but resulted in seriously strained domestic relations.

✂ ✂ ✂

Five Miami Beach hotels have now signed with the Hotel and Restaurant Employees Union as it continues its strike against major resort hotels in the Florida city.

The strike has been continually hampered by injunctions against picketing, but a nationwide boycott of the hotels by skilled union restaurant workers has helped the drive in the non-union stronghold. Hotels signed thus far are the Patrician, Delano, Vanderbilt, Seville and Monte Carlo. About 20 others are involved.

✂ ✂ ✂

Southern Bell Telephone was set back on its heels when it demanded the resignation of two employees who were running for public office in Louisiana. The Communications Workers of America applied for an injunction against the company under a Louisiana law forbidding employers to punish workers for seeking public office. The company quickly called off its demand on the two men, who are CWA officials in Baton Rouge and New Orleans.

✂ ✂ ✂

Camel cigarettes remains the only major non-union tobacco outfit as the Tobacco Workers International concluded contracts with Liggett & Myers and Philip Morris. American Tobacco also signed recently and negotiations open shortly with P. Lorillard and Brown & Williamson.

'Do You Think He'll Stop When We Tell Him?'



For years now the SIU has been sounding the alarm about the dangers of dummy foreign registrations by shipowners under the runaway flags of Panama, Liberia and other non-maritime countries. Now the loophole for cutthroat shipping operations, which was established by the US Government in the first instance, is being steadily widened to accommodate shoreside operators who are anxious to do some plain and fancy evading with the benign approval of Uncle Sam.

Just as the shipping companies before them, these shoreside companies are setting up subsidiaries under the Liberian flag, subsidiaries which have an overpowering advantage over legitimate US business, which pays US wages, taxes and other costs.

Like their shipowner counterparts, these US subsidiaries go "Liberian" simply by filling out a piece of paper and paying a yearly pittance to the Liberian government. The funds of such companies are not subject to US tax, or to Liberian tax. Nor do these firms have to file the usual stock reports and abide by other regulations. In short they are nothing less than business pirates.

Just to cite one instance mentioned in

Seafarers' Skills Pay Off

Another SIU crew, this time on the Steel Advocate, has been cited by the Government for outstanding seamanship in the rescue of two fliers in the mid-Pacific. The Advocate crew did itself proud first in spotting and then in rescuing the fliers, who had been floating in shark-infested waters for two days.

The past year has been marked with several instances in which SIU crews have performed with outstanding distinction in emergencies. First there was the spectacular fight put up by the Steelore crew in saving their ship when it seemed sure to founder. Then it was the men of the Antinous who rescued survivors of a fishing boat in the Gulf, the

"The Journal of Commerce," an authoritative business newspaper, a US firm set up a Liberian holding company and transferred most of its cash assets to a Liberian bank account in New York. The cash then became non-taxable and the US firm was free to "borrow" money from its Liberian cousin to use as it saw fit.

For the average American this development carries two serious disadvantages. The taxes being ducked by these runaway outfits have to be paid by the rest of us either in the form of personal taxes or higher prices brought on by an inflated national debt. The jobs held by Americans in competitive businesses which live according to the rules are being undermined by the practices of the dummy registries. Should this practice spread it would have serious economic consequences.

Those in the Maritime Administration who created this monstrosity in the first instance have to face the responsibility for the difficult straits in which US shipping finds itself and for the threat to other industries. It looks like a halt to dummy registration procedures is long overdue, by legislative action or otherwise.

Neva West and Beauregard crews who successfully fought shipboard fires that threatened to get out of hand and the Steel Admiral gang which rescued the entire passenger and crew complement of a Filipino passenger ship without a single injury or loss of a piece of baggage.

All these feats coming in one year are no accident. They are the natural outgrowth of the practice of manning SIU ships under the Union's rotary shipping system with experienced, qualified Seafarers.

The men of the Steel Advocate, like those of the other ships before them, deserve the hearty plaudits of the Union and its membership.

INQUIRING SEAFARER

Question: The steward department is often the target of criticism by the other departments. What's your beef against deck and engine men? (Asked of steward department members.)

Roger L. Hall, baker: My complaint is that the men in the other departments will beef without any reason, just because it's custom and habit to complain about the cooks. If a guy comes aboard with a hangover he takes it out on the steward department instead of blaming himself.



L. A. Williams, chief cook: The trouble usually starts because each department does not stick to its business. If other departments stick to their assignments it avoids conflict. Many deck and engine men sailed the galley once and think it gives them a right to criticize.



Allan Lake, steward: The only way to eliminate complaints would be to sign the whole ship on as steward department personnel in the "intelligence department." Seriously though, the trouble starts when the ABs and the firemen want to instruct the cooks and messmen.



Juan L. Pagan, cook: If a man is incompetent in deck or engine he sometimes ends up in the galley. Then the steward department is stuck with him and the other departments complain about his work. This practice of foul balls ending in the galley should stop.



Angelo Maciel, MM: I have no complaints to make against the other departments and I do not think they should complain against us. We are all in the same union and call each other Union brothers, so we should cooperate and try not to have arguments.



Joseph M. Morton, MM: My beef is that men who don't sail in the steward department don't know what our work problems are, but they criticize us just the same. Also the deck and engine men forget that ours is a seven day job, in or out of port, and they should allow for that.



Balto Hails Crews' Clean Payoffs

BALTIMORE—Clean payoffs in typical SIU style are still the rule here, as SIU crews continue to bring their ships in free of beefs. The high standard of maintenance on the vessels themselves has also been noteworthy in recent weeks, Port Agent Earl Sheppard reported.

The shipping picture also was considerably brighter during the past two weeks, although this condition is apt to be reversed in the current period. In this port, at least, there is always that after-the-holiday slack to hurdle before things pick up again.

On the picketline front, supporting actions are still being maintained in two areas by SIU men on the beach. One is over a long-standing beef of the SIU-affiliated Marine Allied Workers at the Old Bay Line, where lines are holding hard and fast in the MAW drive for recognition by the company.

The operation involved is a combination freight-passenger service on six vessels running between Baltimore and the Hampton Roads area.

Westinghouse Strike

Also still continuing is SIU assistance to striking Westinghouse plant workers represented by the International Union of Electrical Workers. Seafarers and members of other former AFL maritime unions have been providing the only reserve picketline strength available to the IUE, which is a former CIO affiliate.

"We feel we have gained a lot of recognition from the public for the SIU in this beef, while at the same time helping to uphold the morale of the IUE strikers against this giant concern," Sheppard commented.



Home in Baltimore after recent hospitalization, Mrs. Angie Colyer, wife of Seafarer Robert Colyer, poses with daughter, Donna Leslie. She received over \$400 in benefits from the SIU Welfare Plan's hospital and surgical provisions.

Final Dispatch

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and the SIU death benefit is being paid to their beneficiaries:

John J. Connolly, 41: Brother Connolly died as a result of a fall in Baltimore on October 5. He is survived by his wife, who lives in Baltimore. Connolly joined the SIU in 1951, in the port of New York and sailed in the engine department. Burial was in St. Peters Cemetery, in Baltimore.

James M. Lucky, 44: On December 1 Brother Lucky died of natural causes and was buried in Roselawn Cemetery at Fort Smith, Arkansas. Lucky joined the SIU in 1951 in the port of New Orleans and sailed in the steward department. He named his son, William, as his beneficiary.



Eulogio Lumbang, 57: Brother Lumbang died in his home in Brooklyn of a heart ailment on December 13. He had been sailing with the SIU since 1948, having joined in the port of New York. He sailed in the steward department. Surviving is his wife, Klara.



Frisco Eyes Upturn Due This Week

SAN FRANCISCO—This port appears to be on another one of those roller coaster boom-bust cycles of shipping, with job activity varying from very good to dismal.

Matching the pattern, the outlook for the present two weeks is considered "very good," on the basis of lots of expected in-transit activity plus one payoff.

May Surprise

The situation has deteriorated once again into a picture of no payoffs or sign-ons, however, although a "surprise" payoff is no longer very unusual here. The competition between Seattle and this port on that score helps always make life interesting.

Seven in-transits accounted for the shipping of the last two weeks, as a few replacements were dispatched to all or most of the following: Marymar, Flomar, Pennmar (Calmar); Jean LaFitte, Choc-taw (Waterman); Mankato Victory (Victory Carriers) and Steel Executive (Isthmian). Beefs were at a minimum on all of them.

REVIEW of TRIALS and APPEALS

June 16—December 31, 1955



The smallest number of charges filed since the new Union constitution went into effect in October, 1952, were handled by membership-elected rank and file trial committees in the last six months of 1955. The presentation of just four charges in the period represents a steady downward trend in misconduct and

violations of the constitution aboard SIU ships. It reflects favorably on the quality and responsibility of SIU crews.

This is the sixth time since the new constitution took effect that the SEAFARERS LOG is printing a trials and appeal report. The reports have appeared every six months.

Court Procedure

The procedure as specified in the SIU constitution hews closely to the traditional pattern followed in US courtrooms. Trial committees are composed exclusively of rank and file Seafarers, with Union officials barred from serving on them. The accuser must be present to confront the accused, and the accused is given full right of cross-examination of witnesses and to call witnesses in his own behalf. He can also call on other Union members to assist him, if they so desire, in preparing his defense.

Before the trial can begin the accused must be properly notified of the charges against him. The charges must be read at membership-meetings to determine if they are brought properly under the constitution.

The membership meetings also have full power to act on the findings of trial committees and appeals committees.

The constitution specifies in detail the headings under which charges can be brought and sets limits on the penalties that can be imposed for the various offenses.

Each accused member has an appeals procedure open to him from the findings of a trial committee; to a rank and file appeals committee also elected by the membership and to the international convention.

The four cases in the past six month period resulted in two convictions and two acquittals. In one case the headquarters membership meeting reduced the penalty imposed by the trial committee. Names of accused and accusers are omitted for purposes of publication.

September 22, 1955
Accused: PB 14541; **Accuser:** S-6
Charges: Accused, while under the influence of liquor, threatened to do bodily harm with a knife to his shipmates aboard the Alcoa Roamer.
Trial Committee: E. Dakin D-9, E. Haskins H-306, W. McKeon M-549, E. Grose G-280, A. Leva L-332, T. O'Connor O-186.
Findings: Guilty as charged. Fined \$100. Expulsion recommended in the event of a repeat violation.
(Note: Headquarters meeting of November 2 reduced fine to \$50 as only one charge was filed. Committee's expulsion recommendation was non-concurrent.)

September 22, 1955
Accused: A-246; **Accuser:** B-4
Charges: Accused was drunk and performed aboard ship, destroying ship's property; accused refused to cooperate with Union officials in performance of their duties; accused refused to cooperate with those authorized to issue orders on board ship.
Trial Committee: N. Nomikos N-25, C. Dudley D-202, A. Mosher M-95, A. G. Espenada E-20, L. Lake L-41.
Findings: Accuser did not appear to press charges because he was ill. As per constitution, an automatic verdict of acquittal was recommended.

October 20, 1955
Accused: PB-13724; **Accuser:** M-108
Charges: Accused made disparaging re-

marks about SIU, praising Communists and Communist principles; accused made violent and abusive criticisms of Americans; accused refused to work overtime and refused to work during working hours, and threatened a shipmate.

Trial Committee: C. Fowler F-351, O. Townsend T-324, J. Martin M-727, A. Groover G-451, A. Townsend T-190, R. Kelly K-268.
Findings: Not guilty. Charges dismissed because of insufficient evidence.

August 25, 1955
Accused: K-186; **Accusers:** V-129, G-267
Charges: Accused was drunk and performing aboard ship and neglected duties to the detriment of the Union; accused was drunk at payoff of Neva West on July 13, 1955, and attempted to bribe Union officials when his book was picked up.

Trial Committee: Clarence W. Cobb C-22, Michele Liuzza L-485, Charles Cassard C-686, Joseph Gauthier G-557, N. T. Ragas R-420.
Findings: Guilty as charged. Fined \$30 and two years' suspension on first offense. Fined \$50 on second offense.

NEWS OF OUR SIU AFFILIATES

After strong protest from the SIU Canadian District, the Minister of Labor of Canada called off plans to revise unemployment insurance rules. The new rules would have amounted to disqualification of Canadian Seafarers on the Lakes. Unemployment pay is an important factor in Canadian maritime because the Lakes freeze over every winter.

A first contract has been signed by the Brotherhood of Marine Engineers with the Interstate Oil

Company, operators of tugs and barges in the Philadelphia harbor area. The agreement provides a 15-cent hourly increase for engineers at the company, retroactive to September 30, 1955.

Negotiations are underway between the Marine Firemen's Union and the State of California over a condemnation price for the MFOW's San Francisco headquarters. The building will be taken by the state to clear the way for construction of a new overhead high-

way and cloverleaf intersection. The MFOW is considering putting up its new headquarters near the SUP hall and the MCS headquarters now under construction.

Great Lakes Seafarers in the SIU Great Lakes District have petitioned for a National Labor Relations Board election aboard car-ferries operated by the Mackinac Transportation Co. The company operates two ferries, the Ste. Marie and the Chief Wawatam, between Mackinac and Saint Ignace, Michigan.



Two fof'sle mates, "Stinker," the ship's dog, and Joe Shea, steward, pose for a tintage on the Mae. The pampered pooch sleeps in Shea's cabin.

Dog's Life Is A Picnic For Pet On The Mae

Don't ever believe that a "sea-dog" has a rough life, says Seafarer Ted Schultz. "Stinker," the ship's dog aboard the Mae, is proving that a "sea-dog's" life is one continual picnic and a life of luxury.

"She has the run of the entire ship, stands lookout and wheelwatch and, in turn, takes a regular coffee break with the crew. But she refuses daytime gangway watch and insists on her liberty ashore," Schultz reports.

"She has been known to lap up the 'suds' way beyond her capacity, but when the ship's whistle blows an hour before sailing, you can bet that 'Stinker' will be at the foot of the gangway . . . She may have to be helped aboard, but she's there," he notes.

Equipped with her own special wardrobe, "Stinker" has a warm

winter sweater for the northern end of the run and a special life jacket for fire and boat drill. She apparently has the whole crew wrapped around her "little finger" too, because there's generally a package of biscuits and other treats waiting her in every port.

Special Bunk

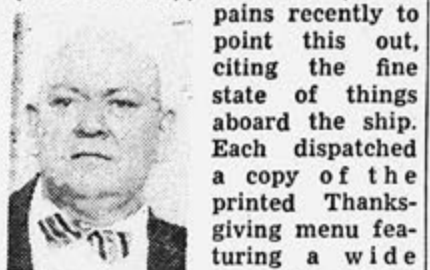
Sleeping accommodations are no problem either, according to Schultz. The pampered pet has a special bunk in steward Joe Shea's room where she takes her siestas.

"She's petted and spoiled by the entire crew and if she develops a slight cough or sneeze, she's rushed to the nearest vet . . . A dog's life? We should have it so good," Schultz adds.

Lawson Is A Happy Ship As Everybody Pitches In

It's often said that it's quality not quantity that counts the most. When there's both, as seems to be the case on the SS George A. Lawson, they make for a happy combination.

Both Steve Prokopuk, ship's delegate, and Carl Lawson (no relative), the bosun, took



Brigham

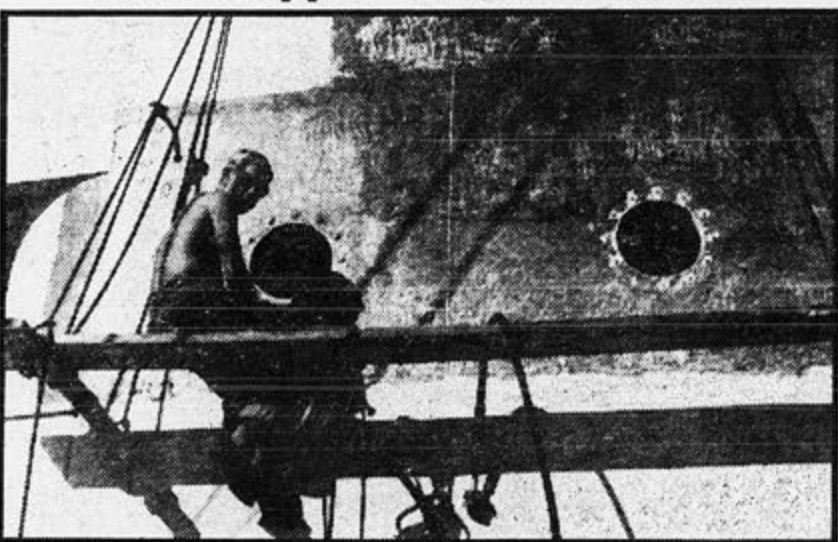
pains recently to point this out, citing the fine state of things aboard the ship. Each dispatched a copy of the printed Thanksgiv-

ing menu featuring a wide choice of edibles and potables to prove the point. Not the least of these was the eggnog that kicked off the celebration in fine style. In addition to the steward department, particularly J. D. Brigham, steward, and Jim McCoy, chief cook, all hands on the ship shared in the praise. The master, Capt. Andrew Vasaka, the mates, the engineers, and all the unlicensed personnel have joined to make "one of the finest all-around crews that ever shipped aboard an SIU-contracted vessel," Lawson asserted.

In a separate communique, Prokopuk made it plain that "things were not always like that on here. Last trip there was trouble with

everything. Now, with a good bunch of men on here, from the top on down, all's well again. We intend to keep it that way until the trip is over."

He's 'Chipper' On The Fairland



Sure of plenty of sun on the job, a member of the deck gang on the Fairland pauses during task of chipping and brazing the forward housing to let ship's reporter Thomas Ulisse grab his photo. The ship's on the intercoastal run.



SEAFARERS IN THE HOSPITALS

- | | | | |
|--|---|--|--|
| <p>USPHS HOSPITAL BALTIMORE, MD.</p> <p>Frank Albore
Chester Allen
T. P. Barbour
Harry C. Bennett
Kenneth B. Case
Frank Campbell
Alfred Casey
Jessie Clarke
William Connors
Henry Davis
John Drake
Louis Firlie
Donald Forrest
C. E. Foster
Richard Foust</p> <p>USPHS HOSPITAL BOSTON, MASS.</p> <p>William Dyer
Gilbert Edwards
Donald Mackey</p> <p>USPHS HOSPITAL GALVESTON, TEXAS</p> <p>Alfred Beauchamp
Gilbert Gonzales
William Hightower
Jessie Jimenes
John E. Markopol</p> <p>USPHS HOSPITAL NEW ORLEANS, LA.</p> <p>John Abadie
Howard Abell
Thomas Bach
Benedict Batirna
Merton Baxter
Alton Bell
Clayde Blanks
Robert Brown
J. L. Buckelew
John Caldwell
Lloyd T. Callaway
S. C. Carregal
Salem Cope
Artemio Fernandez</p> | <p>USPHS HOSPITAL NORFOLK, VA.</p> <p>Cecil Batts
Francis Boner
Munsey Drewry</p> <p>USPHS HOSPITAL SAN FRANCISCO, CALIF.</p> <p>Marcelo Belen
James Bell
John Bowman
George Brady
William Clegg
Charles Dwyer</p> <p>USPHS HOSPITAL SAVANNAH, GA.</p> <p>Jose Alonzo
Maximino Bernes
Ignazio D'Amico
Hubert Lanier</p> <p>USPHS HOSPITAL SEATTLE, WASH.</p> <p>L. Bosley
Sverre Johannessen
A. K. Keenum</p> <p>USPHS HOSPITAL FORT WORTH, TEXAS</p> <p>Frank Anderson
Benjamin Deibler</p> <p>USPHS HOSPITAL MEMPHIS, TENN.</p> <p>Charles Burton</p> <p>VA HOSPITAL KERRVILLE, TEXAS</p> <p>Billy R. Hill</p> | <p>USPHS HOSPITAL STATEN ISLAND, NY.</p> <p>Hussend Ahmed
A. Androh
Jim Barbaccia
Joseph Barron
Ben Baugh
Frank Cardoza
George Carlson
John Castro
Donald Coe
James Crotty
Isaac J. Dekloe
Irvin Denobriga
Mike Dikun
Luciano Ghezzi
Estell Godfrey
Charles Hall
William Horne</p> <p>USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY.</p> <p>Edmund Abualy
Manuel Antonana
Eduardo Aris
John Auslitz
John Fortunato
Nils Beck
Frank Benrick
Robert Booker
Tim Burke
E. Cunningham
Walter Davis
Emilio Delgado
Walter Denley
John Driscoll
Robert Gilbert
Eart Guramick
Taib Hassan
Joseph Hsits
Thomas Isaksen
John Keenan
John Klemowicz
Ludwig Kristiansen
Frederick Landry
James Lawlor</p> <p>USPHS HOSPITAL STATEN ISLAND, NY.</p> <p>F. Kazukewicz
John MacWilliams
Richard Mason
Michael Mellis
J. Maisonet
H. A. Mooney
John Morris
Joseph Neubauer
Eugene O'Brien
Howard Parker
George Robinson
Jose Rodriguez
E. Roszro
E. Silintak
Attilio Vaccione
Robert Walker
Bozo Zelencic</p> <p>USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY.</p> <p>Leonard Leidig
Mike Lubas
Joseph McGraw
A. McGuigan
David McCreath
Harry Macdonald
Michael Machusky
Vic Milazzo
Melvin Moore
Joseph Murphy
Eugene Nelson
James O'Hare
Ralph Palmer
George Phifer
James Quinn
Daniel Ruggiano
Geo. E. Shumaker
G. Sivertsen
Henry Smith
Karl Treimann
Harry Tuttle
Fred West
Chee K. Zai</p> | <p>USPHS HOSPITAL STATEN ISLAND, NY.</p> <p>Paul Senior
Henry Sosa
Lonnie Tickle
Raymond Ugulano
Albert Visser
James Ward
Ernest Webb
Philip Wolf
David Wright</p> <p>USPHS HOSPITAL NORFOLK, VA.</p> <p>Louis Gordon
Thomas Hill
Marshall Shankle</p> <p>USPHS HOSPITAL STATEN ISLAND, NY.</p> <p>Ignatius McCormick
Alexander Martin
Milton Mouton
Alfonso Olaguibel
Henry Pacheco
Harry Peek
Jack Peralta
Randolph Ratellif
Claburn Reed
Joseph Ricks</p> <p>USPHS HOSPITAL STATEN ISLAND, NY.</p> <p>Gorman Glaze
Harold Greenwald
Albert Hawkins
H. Ledbetter
David McCollum
Mack O'Neil
Endel Pappel
John Parker
Fred Pittman
Arthur Reinholdt
Daniel Seabolt
Henrich Wiese
Archie Wright
Clarence Wright</p> <p>USPHS HOSPITAL STATEN ISLAND, NY.</p> <p>Nicholas Ritrovato
Edward J. Whelan</p> <p>USPHS HOSPITAL STATEN ISLAND, NY.</p> <p>James Jones
William Masterton
Jack Seratt
John Sweeney
W. Timmermann
John Williams</p> <p>USPHS HOSPITAL STATEN ISLAND, NY.</p> <p>Jimmie Littleton
Oliver Martin
G. W. Wilson</p> <p>USPHS HOSPITAL STATEN ISLAND, NY.</p> <p>M. Kramer
B. Meyvantsson
B. Romanoff</p> <p>USPHS HOSPITAL STATEN ISLAND, NY.</p> <p>Joseph Fusella
Rosendo Serrano</p> <p>USPHS HOSPITAL STATEN ISLAND, NY.</p> <p>Joseph Hsits
Thomas Isaksen
John Keenan
John Klemowicz
Ludwig Kristiansen
Frederick Landry
James Lawlor</p> |
|--|---|--|--|

ALAMAR (Calmar), October 15—Chairman, C. Hodge; Secretary, J. McPhaul. Ship's fund—\$45.65. No beefs. Motion made and carried to accept and concur with communications from headquarters. Ship's delegate and treasurer elected. Domestic water tanks be switched over as water seems to be low. First assistant changed tanks immediately.

CATHERINE (Dry-Trans), September 4—Chairman, A. Ferris; Secretary, J. Stark. Crew seems to be better than average, all members get along well. Everything in order. Motion made and carried to donate \$1 to ship's fund. One man missed ship in Norfolk and his clothes were sent to him. Crew cautioned not to slam door. Repair list made up.

CHILORE (Ore), October 15—Chairman, J. Schinic; Secretary, G. Gass

Digest Of SIU Ship Meetings

Four men missed ship in Canada. Gear will be left in Kenya Office. Ship's fund—\$3.22. Motion made and carried to accept and concur with recent report from headquarters.

FAIRLAND (Waterman), October 8—Chairman, H. Knowles; Secretary, R. LaBombard. No beefs. Ship's delegate, secretary-reported, and treasurer elected. Crew was asked to carry soiled linen to linen locker and not leave them back aft.

GOVERNMENT CAMP (Cities Service), October 16—Chairman, M. Hitchcock; Secretary, J. Ryan. Slop Chest will be open in future for cigarettes. Ship's fund—\$4.333. No beefs. Communications from headquarters were read, discussed, and accepted unanimously. To donate \$1 per person to ship's fund. Action to be taken on variety of menus and grade of meats, and cold drinks.

MAE (Bull Lines), October 9—Chairman, G. Smith; Secretary, T. Schultz. Pump for washing machine and new automatic kickback for ice-water will be installed in Baltimore. Balance of ship's fund—\$37.33. All O.K., no beefs. Motion made and carried to accept and concur with communication from headquarters. Steward department given vote of thanks.

ARCHERS HOPE (Cities Service), October 9—Chairman, D. Sheshan; Secretary, L. Hickey. To see patrolman about engineers using crew refrigerator. Ship's fund contains \$45.77. No beefs. Motion made and carried to accept and concur with communications from headquarters. Crew to familiarize themselves with new SUP agreement and to state their reaction to it at next meeting.

ROBIN HOOD (Robin Line), September 28—Chairman, F. Bressi; Secretary, H. Levine. Some disputed overtime, no beefs. No one but crewmembers to use washing machine. Monies collected voluntarily to be turned over to second cook for operation of movies.

SUNION (Kea), September 25—Chairman, V. Stankowicz; Secretary, G. Parker. Ship's delegate elected. Deck department requested that crewmember stop making noise in alleyways.

TROJAN TRADER (Trojan), October 2—Chairman, R. Pierce; Secretary, R. Perry. No beefs. Ship's delegate and secretary-reported elected. It was decided that steward department keep recreation room clean and deck and engine departments keep laundry clean. Crewmembers requested to keep quiet while others were sleeping. Suggested all beefs be brought to respective delegates.

ALMENA (Pan-Atlantic), October 10—Chairman, H. Schwartz; Secretary, E. Harris. One man missed ship. Stove to be repaired. New linen needed. Steward department given a vote of thanks.

AUBURN (Alba), September 11—Chairman, K. Kristensen; Secretary, C. Veach. No beefs, few hours disputed overtime. It was suggested that standard brand soap be put aboard. All departments asked to make up repair list. Bosun calls attention to condition of second cook and baker under physical point of view. Various members suggest he go to hospital for examination and try to have his condition clarified.

IDEAL X (Pan-Atlantic), October 14—Chairman, R. Kiedinger; Secretary, J. McPhee. Two men missed ship. Some disputed overtime, no beefs. Discussion was held on issue of linen.

STEEL NAVIGATOR (Isthmian), October 1—Chairman, H. McQuage; Secretary, G. Perry. Ship's delegate reported on cold water in showers and that Chief Engineer and Captain said they could do nothing about it. Few minor beefs which were straightened out. Some disputed overtime, no beefs. Motion made and carried to accept and concur with communications from headquarters. Motion made

and carried that pamphlet should be compiled by Union for membership regarding when men should sign on and off ships due to illness or injury. Motion made and carried that unlicensed personnel turn in for subsistence for cold-water beginning September 26, 1955. Vote of thanks to steward department.

HASTINGS (Waterman), October 9—Chairman, W. McCuiston; Secretary, J. Wells. No major beefs. Repair list to be turned over to Captain and Chief Engineer. No beefs, few hours disputed overtime, everything running O.K. Motion made and carried to accept and concur with communications from headquarters. Discussion held on transportation from port of pay-off to port of sign on.

OCEANSTAR (Triton), September 18—Chairman, J. Meehan; Secretary, C. Diaz. Captain instructed steward to dump old eggs overboard. Repair list was given to patrolman. Ship's delegate warned crewmembers about performing. Motion made and carried to accept and concur with communications from headquarters. Night lunch to be improved.

OCEAN ULLA (Ocean Maritime), October 1—Chairman, W. Roberts; Secretary, F. Simons. Talk was given to men about securing themselves when working on deck. One man was hospitalized. Motion made and carried to accept and concur with communications from headquarters. Ship to be fumigated. Vote of thanks to 2nd mate. Ship in very bad condition. Many repairs needed.

ALCOA PATRIOT (Alcoa), October 2—Chairman, A. Tremar; Secretary, E. Auer. Shortage of Logs. Vote of thanks given ship's delegate. Ship's fund—\$34.42. Few hours disputed overtime and delayed sailing. No beefs. All recent communications from headquarters read and accepted unanimously. Ship's delegate and secretary-reported elected. New crystal to be obtained for phonograph, screen door to be installed in messroom, new library to be obtained. Passageways to be painted out properly.

AMPAC OREGON (Trans Oceanic Marine), September 27—Chairman, J. Paerels; Secretary, J. Thomas. New medicine needed for medical chest. Logs were put aboard and headquarters reports posted. Captain ordered steward to wash towels and pillow cases so that there would be a complete set. Complaints about this were settled. Ship's treasury contains \$14. All communications read and accepted unanimously. Motion made and carried to contact headquarters regarding the steward washing towels, as to whether it is in compliance with SIU agreement or not.

BALTORE (Ore), October 9—Chairman, R. Lavoinie; Secretary, L. Gergny. Repairs to be completed along side dock. Ship's fund—\$4.38. Some disputed overtime, no beefs. Motion made and carried to accept and concur with communications from headquarters. Motion made and carried to have messman transferred to another job. It was requested that hot drink such as hot chocolate be served at meal time, in cold weather. Suggestion made that coffee bag be removed immediately after making coffee.

DE SOTO (Pan-Atlantic), October 9—Chairman, C. Copper; Secretary, B. Varn. Repair list was taken care of. Ship's fund—\$6. No beefs. Motion made and carried to accept and concur with recent communications from headquarters. Crewmembers are to return cups to pantry. Suggested to donate \$1 to ship's fund at pay-off. Discussion held on buying TV Set.

ORION STAR (Orion), September 3—Chairman, J. Eubanks; Secretary, B. Stark. Steward requested blankets to be turned in for cleaning. Repair lists to be turned in. All beefs at pay-off to be handled by delegates not crewmembers. Draw will be distributed on arrival. No beefs and no disputed overtime. Chief Engineer told crew about donations for seamen's children orphanage. Very worthy cause. Leave fof'sles clean. All hands to be sober at pay-off.

ROYAL OAK (Cities Service), September 11—Chairman, F. Berthold; Secretary, D. Beard. Delivery service from Sea Chest in Baltimore satisfactory. Ship's fund—\$25.50. No beefs. Suction fan needed in galley. Games will be purchased from ship's treasury. Pump on washing machine needs repair.

SANDCAPTAIN (Construction Aggregates), September 11—Chairman, P. Cemashko. Secretary, H. Mooney. No beefs, except for mail delays. Motion made and carried to accept and concur with communications from headquarters. Motion made and carried regarding letter from Joe Algina. Motion made but not carried to use ship's fund for gambling purposes. Discussions held on launch service and mail delays.

CHILORE (Ore), September 11—Chairman, R. King; Secretary, T. Yablonsky. Four men were late reporting to ship. Two were logged and two excused. Ship's fund—\$11. No beefs. Motion made and carried to accept and concur with communications from headquarters. Brother Smith thanked crew for flowers sent to his Grandmother's funeral.

INES (Bull Lines), September 11—Chairman, L. Cirignano; Secretary, T. Peters. Small beefs came up from steward. Delayed sailing at Rotterdam also came up. No beefs. Ship's fund—\$42.50. To check on all overtime to be sure it is correct at pay-off. Short of some supplies in steward department.

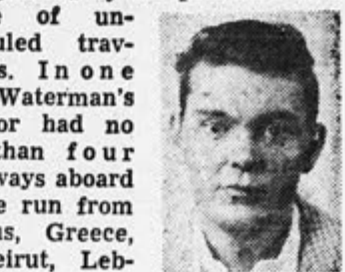
Stowaways Are Back In Season

The first icy blasts of winter traditionally mark the beginning of a gay winter cruise season, when well-loaded tourists step out to test their sea-legs and liquor capacity. Some of the travelers don't always have the price of an ocean outing, but the sea and distant lands beckon them all the same. This inevitably leads to a rash of stowaways, when free riders are flushed out of cramped hiding places of every description.

The stowaway will travel anything from the plush ocean liner to the dingiest freighter; the mode of travel is seldom as important as the destination.

SIU ships have recently been distinguished by the presence of a couple of unscheduled travelers. In one case, Waterman's Warrior had no less than four stowaways aboard on the run from Piraeus, Greece, to Beirut, Lebanon.

"We sure fattened them up as they ate plenty for the ten days they were on board," Richard E. Bohn, ship's reporter, commented. The quartet was eventually unloaded at Izmir, Turkey, and sent home again despite a good try.



Bohn

Unannounced Callers
Bull Line's Hilton and Suzanne both were visited by unannounced callers on recent trips, who wound up subject to the tender mercies of US Customs for their trouble anyway. One Seafarer on the Hilton discovered a man about two days out of San Juan, according to Joshua M. Lundy, reporter, on the way north.

On the Suzanne, however, the route was a bit different. The stowaway here was found on an outbound voyage from New York to San Juan. Apparently it was getting a little too cold in the Big Town for him, as New York generally is the Mecca for all visitors, regardless of their travel arrangements.

both during and off duty and has the weight to prove it. He claims he's the only bosun in the SIU with a book of Hoyle on how to pop popcorn," Olvera states.



Collins

Furthermore, thanks to steward Nunn and D. C. Lyman, chief cook, "the gulls north of Hatteras never bother us. These two can really whip up a menu, with hominy grits, corn bread, black-eyed peas, red beans and rice as the main entries . . . A poor Yankee hasn't got a chance, but Dave makes up for it by cutting everybody's hair free of charge."

LET 'EM KNOW!
Write TO THE LOG

Puritan Trio At Ease In Venezuela



Seafarers off the Alcoa Puritan relax with a few "cool ones" at seamen's club in Caripito, Venezuela. Pictured (l to r) are Thomas Tolido, FWT; Jesus Fernandez, OS, and Blas Torres, FWT. The respite seems to be a welcome one.

Cupid Hits Arizpa; Galley Will Never Be The Same

The boys on the Arizpa seem to have had their licks in Germany after three consecutive trips there, but you can bet the frauleins exacted plenty of tribute in the process.

Two of the gang, steward Dave Nunn and another man from the galley personnel, went overboard altogether on the last trip out. Out of the 9,000-odd souls in Brunsbuttelkoog, at the southern end of the Kiel Canal, they found their lifemates and left there hog-tied, tongue-tied and engaged.

Bremerhaven was fine also, but at least the boys got away unscathed.

Other news from the ship, according to a "homesteader," M. L. Olvera, centers on the large amounts of calories consumed and created on the northern European run.

Bosun Ben "Big Ben" Collins is one of the chief beneficiaries in this regard, who "excels in eating

DEL SUD NINE TAKES BA SQUAD, 5-1

Boasting a flexible line-up that enabled infielders to jump in and pitch scoreless ball on the mound, the Del Sud baseball "Rebels" once again left their mark on Buenos Aires with a 5-1 win over the Gimnasia y Esgrima.

The victory maintained the cruise ships' lead in the baseball rivalry with the Gimnasia which has raged for years down in the Argentine capital. But the "Rebels" will have to repeat their performance on the next trip south in order to hold the edge over their Latin adversaries.

Managed by Maurice "Duke" Duet, who just moved into the pilot's slot, the "Rebels" bunched all their runs in the second and third innings and coasted the rest of the way home. Credit for the win was split between Richard Chaisson, who handled left field, and Vic Romolo, who picked up the pitching chores in the second inning after starting the game at first base. He replaced Duet who, following a shaky start, saw it was not his day. Romolo proved effective for seven innings, then was relieved in the ninth to let John Guerino, 3rd baseman, have a whirl at it. Guerino retired the side but an error produced a run for the home



Romolo

team, their only one of the game. Sidlined throughout the contest was ace pitcher Bill Sistrunk, who was out with a sore arm. Johnny "Fireball" Mitchell also rode out the game on the bench. Others on the winning squad were: Charles Norris, 2b; Jack Stewart, catcher; Justin Wolf, CF; Joe Suarez, SS, and Sam Marinello, RF.

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

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CITY ZONE STATE

STEEL CHEMIST (Isthmian), September 11—Chairman, F. Hartshorn; Secretary, K. Neumann. No beefs. Ship's fund—\$10.97. Motion made and carried to accept recent communications from headquarters. Ship's secretary-reporter elected. Engine room door to be kept closed at all times. Return cups to pantry and keep library clean and return all books. August 15—Chairman, F. Hartshorn; Secretary, E. Hagen. Motion made and carried to accept and concur with communications from headquarters. Ship's fund—\$10.57. Messroom chairs needed badly.

SEAMAR (Calmar), September 14—Chairman, L. Williams; Secretary, J. Clarke. Deck department foc'sles were not painted, shortage of paint. It was suggested that older members teach new members fundamentals of shipboard life and the proper way to

Digest Of SIU Ship Meetings

conduct themselves, as Union members.

STEEL WORKER (Isthmian), October 14—Chairman, W. Brabham; Secretary, M. Watson. Captain's authority to hold draw for over 5 days was questioned. Repair list was compiled. Communications from headquarters accepted and concurred.

SUZANNE (Bull Line), October 12—Chairman, R. Broomhead; Secretary, C. Rhodes. No beefs. Motion made and carried to accept and concur with communications from headquarters. Discussion held on welfare plan.

VENTURA (Trans Oceanic Marine), October 18—Chairman, R. Newell; Secretary, J. Jaffe. This vessel is scheduled to go into lay-up. Ship's fund—\$7.47. Man hospitalized at Aruba.

WINTER HILL (Cities Service), October 5—Chairman, E. Hill; Secretary, E. Eshofels. Painting to be done. No beefs. Delayed sailing is being disputed. Motion made and carried to post, read, accept and concur with communications from headquarters. Deck delegate to see proper authority that lockers should be repaired.

DEL AIRES (Mississippi), October 12—Chairman, T. Tucker; Secretary, H. Guenther. All matters aboard ship are in good shape at present. No beefs. Motion made and carried to accept and concur with communications from headquarters. Discussion held on welfare benefits.

DEL RIO (Mississippi), October 2—Chairman, D. Ramsey; Secretary, J. Eccles. Letter regarding radio frequencies from N. Y. was shown to operator, he agrees to cooperate. Washing machine to be repaired, to refer this to patrolman. Motion made and carried regarding confusion as to whether or not Electrician is required to make mechanical repairs on washing machine and crews refrigerator. Need more fresh vegetables and fruit. Steward to notify patrolman regarding amount of fruit and vegetables, if they are not sufficient the Hall will be notified. Crew requests more groceries.

INES (Bull Lines), October 18—Chairman, V. Swanson; Secretary, C. Taylor. To check overtime before pay-off. No beefs. Ship's fund—\$42.50. Discussion held on night lunch and on milk in foreign. Ship's Slop Chest and ship's fund discussed.

MASSMAR (Calmar), October 9—Chairman, J. Gallagher; Secretary, J. Eichenberg. Ship is in good shape. No beefs. Motion made and carried to accept and concur with recent communications from headquarters. Ship's delegate to see Captain about painting rooms and to see port agent about having locker made of wood installed in all rooms while ship is in shipyard, metal ones are too noisy. Steward department given vote of thanks.

MOJAVE (Trans-Oceanic Marine), October 2—Chairman, W. O'Connor; Secretary, R. Triche. Most repairs were completed for this trip. Two men left ship to go to hospital. Few hours disputed overtime, no beefs. Motion made and carried to accept and concur with communications from headquarters. Discussion held on sougeeing passageway and on food. Motion made to paint foc'sles.

ALCOA CAVALIER (Alcoa), October 16—Chairman, E. Moyd; Secretary, P. Capo. Everything running smooth. Motion made and carried to accept and concur with communications from headquarters. Crew messman requested that crewmembers try to cooperate to keep messhall cleaner than it has been.

ALCOA PILGRIM—(Alcoa), October 16—Chairman, F. Crumpler; Secretary, J. McLaughlin. Chief Mate to get new screens for ports as needed. Ship's fund contains \$6.75. No beefs, some disputed overtime. Motion made and carried to accept and concur with communications from headquarters. To see boarding patrolman about cold

water in shower being too hot. Discussion held on SUP wage agreement.

ALICE BROWN (Bloomfield), October 8—Chairman, E. Parks; Secretary, C. Foster. Ship's delegate elected. New washing machine and electric iron were supplied. Motion made and carried to accept communications from headquarters, as read. No beefs. Discussion held on pillow cases being too small. It was suggested that new sheets be put aboard. Steward requested suggestions from crewmembers regarding menus.

CALMAR (Calmar), October 10—Chairman, H. Will; Secretary, J. Edin. Repair lists have been made up and handed in. Ship's fund—\$17.86. Some disputed overtime, no beefs. Motion made and carried to accept and concur with communications from headquarters. All linen laying around foc'sle to be turned in. All cups to be brought back to messhall.

COUNCIL GROVE (Cities Service), October 6—Chairman, T. Clark; Secretary, W. Wade. No beefs. Motion made and carried to accept and concur with communications from headquarters. Ship's delegate elected. It was suggested that peppers are not taken out of jars with hands. Delegates to settle disputes with patrolman. Springs on beds still not repaired.

TRINITY (Carras), October 5—Chairman, E. Goodwin; Secretary, J. Gugis. To have some overtime clarified by boarding patrolman. No beefs. Motion made and carried to accept and concur with communications from headquarters. Discussion held about sick messman. After a vote was taken it was decided to have him sleep and eat amidsthip as his condition is uncertain, as to whether or not he has a contagious disease.

QUEENSTON HEIGHTS (Tankship), October 8—Chairman, S. Johnson; Secretary, C. Magnan. Ship's delegate and treasurer elected. Motion made and carried to accept and concur with recent communications from headquarters. Motion made and carried to have patrolman check on steward stores to make sure that company sends all stores that were ordered. Discussion held on safety measures to be taken on board after vessel gets underway with cargo of gasoline from Aruba.

ROBIN WENTLEY (Robin Lines), October 9—Chairman, F. Crider; Secretary, C. Mathews. All beefs with steward settled. No beefs. Motion made and carried to accept and concur with communications from headquarters. Motion made and carried to see patrolman about getting crew choice of US or local money in draws in African ports. Ice box to be kept closed after 6 PM. Steward explained that canned juices were withheld and fresh fruit could be used.

STEEL RECORDER (Isthmian), October 9—Chairman, E. Johnson; Secretary, A. Wilson. No beefs. Motion made and carried to accept and concur with communications from headquarters. Letter of newscast was read by ship's delegate. Radio operator will cooperate. Discussion on welfare plan and its procedure.

AMPAC CALIFORNIA (Trans-Oceanic), October 7—Chairman, V. Warfield; Secretary, O. Ergle. Ship's delegate spoke about washing machine and coffee urn. No beefs. Steward department given a vote of thanks. Cups to be returned. To see Captain about alternating fire and boat drill. Steward department to take care of recreation room and engine and deck departments to take care of laundry.

ANTINOUS (Waterman), September 11—Chairman, R. C. Meley; Secretary, L. Blanchard. Everything in good shape, few hours disputed overtime. No beefs. Vote of thanks to steward department. Ship's delegate reported that two men took too much time off and will be reported to patrolman. Motion made and carried to support ship's delegate in this matter.

ARIZPA (Pan-Atlantic), October 2—Chairman, A. Rudnicki; Secretary, D. Nunn. Everything running smoothly, no beefs. Ship's secretary-reporter elected. Few hours disputed overtime, foc'sles to be painted out next trip. Vote of thanks to Deck Dept. for painting out steward dept. foc'sle. To check medical supplies aboard ship and in engineering room. In foreign ports all longshoremen are to be kept out of messhall.

HIGH POINT VICTORY (Bull Lines), October 9—Chairman, E. Flowers; Secretary, G. P. McCartney. Few hours disputed overtime, no beefs. Motion made and carried to accept and concur with communications from headquarters. Laundry and washing machine to be kept clean at all times. Night lunch to be improved.

NEVA WEST (Bloomfield), September 4—Chairman, K. Winsley; Secretary, J. Rielly. Brother Teodoro Gonzalez, G-563 was drowned in Bremen, Germany. Coast Guard came aboard in Antwerp to investigate alleged fight with company watchman.

SEATRAN LOUISIANA (Seatrains), Chm'n, P. Brady; Sec'y, D. Keddy. One man missed ship in Texas City. Ship's fund contains \$3.50. Engineers doing work of unlicensed crewmembers to be settled by boarding patrolman. Motion made and carried to accept and concur with communication from headquarters. Motion made and carried that negotiating committee have it put in agreement that waterfronters tend steam. No milk coming aboard until just before sailing time. Question on quality of food being sent aboard. To be referred to boarding patrolman.

Thanksgiving On Ames Victory



Looking pretty pleased about their Thanksgiving dinner, both from the eating and serving end, are Seafarers (seated, l to r) Clyde Smith, AB; L. Jackson, oiler and engine delegate; standing, H. Del Croix, steward; Dan Frazier, pantryman, and Y. C. McMillian, MM, aboard the Ames Victory. The photo was sent in by Frank Fullbright from far-off Istanbul, Turkey.

Oro Bags An 'Eulongo' —But What Is It?

Winding their way up and down the West African coast, Seafarers aboard the Del Oro are apparently getting in some seatime along with quite a few sidetrips inland both for the anglers and the game hunters.

One party, however, seems to have come up with quite a rarity in hunting trophies, judging from the reception given to queries about "the thing" by "experts" in New York.

According to Paul L. Whitlow, ship's reporter, this intrepid party of hunters ventured into the jungle of Portuguese West Africa while the ship was in the port of Lobito, about 250 miles south of the capital of Luanda on the coast. When they came back, they had

"eulongo, six gazelles and a eulongiere . . . We all enjoyed eulongo steak . . . It was very tasty . . ." Whitlow reported.

Uncertain as to the identity of the "eulongo," a LOG staffer checked with no less an authority than the New York Zoological Society (Bronx Zoo) and the Museum of Natural History. But the queries struck them as cold as the weather outside. The "eulongo" may taste fine in West Africa but they'll have a hard time proving it in New York because none of the local "experts" on such matters ever heard of one.

Further inquiries into various dictionaries and encyclopedias also struck a blank. The game world awaits breathlessly while the Oro crew goes on contentedly chomping "eulongo" steak.

The hunting party that corralled the wayward sirloin, incidentally,

consisted of J. Touart, bosun, J. Reed, DM, and Chief Mate West. "It was something they will remember for a long time," Whitlow added, just for a clincher.

LOG-A-RHYTHM:

Success

James H. Johnson

There's a mountain hidden by clouds
And the trail is covered with snow,
The trees are gnarled and worn
And the journey upward is slow.

There are many lost trails on the mountain
Each follows a different plan;
To stay on the right trail,
And go upward,
Is truly the test of a man.

There are many signs to betray you
And many wild ones to lure,
But don't forget the long trail
behind
Nor the pleasant things lying
before.

Of all who begin the long climb
Few ever reach the peak,
For they who fall by the wayside
Are only the foolish and weak.

Success is the top of that mountain
And life is the long, long trail,
And it isn't who you are—
But what you are,
That tells in the end—
Win or fail!

Finds LOG News Timely, Unbiased

To the Editor:

In October I sent a change of address for the SEAFARERS LOG and although service to my home has stopped I haven't received any copies at my new address.

I miss the news as I am at the Pacific Proving Grounds of the Atomic Energy Commission and have always found the LOG not only up to date maritime union-wise but also full of an

swells loom momentarily and are cut against the bow, and the myriad flashing of phosphorescence in the bow-wave seem like barrels of diamonds spilling on black velvet.

The senses whirl with the sound of the sea as she sighs and rustles incessantly, heaving and breathing with the gentle wind all around. Strange music, indeed; demanding little attention to weave its spell as it is played in this limitless setting.

Little has been seen, but here in a few moments an eternity has been sensed.

~ ~ ~

These are my impressions from an intercoastal trip on the Seamar last year, while heading up the coast to the Pacific Northwest. I wonder if they ring a bell with others.

Norman Maffie

~ ~ ~

GI To Pick Up Sailing Career

To the Editor:

Not only does this close out 1955, but it also closes out my most unfortunate hitch with the Army.

This month marks my eighteenth month in the Far East and also my last. I would like to take this opportunity to express my wholehearted thanks to the editors and staff of the LOG who have made it possible for me to receive the paper all these long months of confinement.

Through their efforts, I have been able to keep abreast with every gain and action in our Union. I wish to thank all of them very much and I hope that next year will be an even greater year for all hands. With the combined efforts of all there can be no limit to our forward strides.

These past two unfortunate years were not exactly the worst years of my life, but they were far from being the best. Still I think I have been a lot more fortunate than the average seaman who has been obligated to heed the call of duty.

Since I completed my eight weeks of basic training I have been a member of the Army's Harbor Craft Division. Small boats aren't exactly my line, but they're close enough to it to carry me through with ease.

Some of the Army's would-be seamanship would give the average bosun and mate heart failure but as in most cases a few carry the load of many.

Here in this picturesque port of Inchon, I had the pleasure of playing host to so many SIU ships that space alone wouldn't permit me to begin to name them all.

There is little or nothing here

in the line of entertainment, but most of the boys seem to enjoy the facilities of the Seamen's Club. Personally I can't go along with the set-up there, but most of the boys seemed to be pleased with it and that is what counts.

I would also like to say that I found one of the swellest bunch of guys bar none on the SS Liberty Flag. This ship crewed out of the SIU hall in Baltimore and all hands were excellent bearers of the SIU banner.

In closing I would like to add that I'm personally looking forward to a grand and prosperous 1956, as I'm sure all of us are, with the best and greatest seafaring union.

Bill Hulihand

Lauds SIU Help In United Strike

To the Editor:

It is my hope that you will print this letter in the LOG in order that the hearty thanks of all Flight Engineers around the world can be sent to all Seafarers around the world for the wonderful support given to us by the Seafarers International Union during our strike on United Air Lines.

Our members learned a great deal from the Seafarers and we have a great respect for your fine organization. We shall never forget the help you gave us during our eight-week strike.

William D. Kent, President
Flight Engineers Int'l Ass'n,
AFL-CIO

Appreciates Aid Of Blood Donors

To the Editor:

Please extend my warmest thanks to all the SIU brothers who came to my aid once again recently when I needed blood donations for my latest operation.

I know there is no way I can really thank them for their kindness on my behalf but I do want them to know that I shall never forget their generosity.

As you know, I am back at St. Vincent's Hospital in New York for another in a long series of operations which I hope will be my last. Best wishes to all for the New Year.

Joseph Pilutis

Opens New Hotel In New Orleans

To the Editor:

We are an SIU family and just recently went into the hotel business in New Orleans. Any attention you can give us in the LOG would be very helpful. The name of our place is the Terminal Hotel, at 837 Baronne St. We have private rooms, with hot and cold water, and can assure a comfortable stay for SIU members at reasonable daily, weekly or monthly rates.

Mrs. Ruby Williams

unbiased report on the maritime industry that is most important to a seaman.

My sincere thanks for any action you may take on my request.

William A. Wood

(Ed. note: Copies of the LOG will be sent to you regularly from now on.)

The Sea Plays To The Lookout

To the Editor:

Lookout duty is normally performed on that minute portion of the ship known as the bow. Alone there on the blackest of nights a man can easily become aware of the strangeness that only the sea possesses.

She never sleeps; she merely dozes off momentarily until the winds, currents and tides urge her into activity again. Concentration on the immense sea below and about him can evoke fear and respect from the most unimpressible seaman.

Behind you lies the warmth and comfort of the vessel, that little moving world consisting of some forty men, while out over the bow lies an unbordered darkness of nothingness. "Nothing there," you say, "only the night." The sea, however, bids you to listen, and a moment's concentration overwhelms the senses.

The body senses the gentle rolling as she lifts the ship's bow slowly with her powerful swells and then softly lowers your small world to meet her next pressure. A blackness against a dark gray suggests a union of sea and sky, but in reality one feels himself at the mercy of this unseen force.

Life and Movement

All around there is life and movement, as white caps wink briefly and die, whale-shaped

Burly



Guess Who?

By Bernard Seaman

Where You Can Find The SEAFARERS LOG



In . . . England

Seafarers are urged to send the LOG the addresses of places throughout the world where SIU men congregate and copies of the LOG would be welcomed.

American Bar
Lime Street
Liverpool, England

Seamen Maritime House
Oldtown, Clapham
London SW 4, England

Custom House Hotel
277 Victoria Dock
East Dock 16
London, England

Ocean Club
James Street
Liverpool, England

Natl Un. Seamen, Mill Dam,
So. Shields Co.
Deerham, England

Radio Off. Union
37 Ingrebourne Gardens
Upminster, Essex, England

Mr. G. A. Price
34-A Kingsdown Parade
Bristol 2, England

Navigators & Engineers
Off. Union
78 Leadenhall St.
London EC 3, England

Natl Union Seamen
Haverlock Club
Southampton, England

Belgium

Belgian Transport Workers
Union
Seamen's Section
66 Manche Aux Chevaux
Antwerp, Belgium

Jenny Brabants
Kappellestr 311 Hoboken
Antwerp, Belgium

Cafe Neptune
Kaai 10-B
Antwerp, Belgium

Charlie's Bar
Norderlaan 1000
Antwerp, Belgium

Jack Dempsey Bar
Londonstravt 29
Antwerp, Belgium

Gaarkeuken
113 Albertdok
Antwerp, Belgium

Gamleanker Cafe
Schipper Straat
Antwerp, Belgium

The Flying Angel
13 Plaine Van Schoonbek
Antwerp, Belgium

Germany

American Consul
Esso House
Hamburg, Germany

Zus Kuhwarder Fahre
Hafenstrasse 108
Hamburg, St. Pauli, Germany

Schubert Bar
Liegnitzstr 38
Bremen, Germany

Special Services
At East Club
Bremen, Germany

United Seamens Service
Fritz Reuter Strasse 18
Bremerhaven-Lebe, Germany

Holland

The American Bar
NW Nieuwstraat 18
Amsterdam, Holland

Dutch Seamen's Union
323 Heemraadsingele N
Rotterdam, Holland

Apostleship of the Sea
Stella Maris
33 Van Vollenhovenstraat
Rotterdam, Holland

Pacific Bar
23 Sumstraweg Katendrect
Rotterdam, Holland

Top Hat Bar
Oldenbarneveldtstraat
Rotterdam, Holland

Africa

United Seamen's Service
118 Blvd. Du Chayla
Casablanca, French Morocco

US Consulate
Mombasa, Kenya

Palace Bar Restaurant
Lourenco Marques
Portuguese East Africa

Casa Quaresma
Av. 18 De Maio,
Lourenco Marques
Portuguese East Africa

US Consulate
Beira
Portuguese East Africa

Minerva Bar
Beira
Portuguese East Africa

US Consulate
Lourenco Marques
Portuguese East Africa

Boston Cafe
Capetown, South Africa

British Merchant Navy Club
Durban, South Africa

Flying Angels Seamen's
Misson
Alfred St.
Capetown, South Africa

Monasty Hospital
Sea Point
Capetown, South Africa

William Cotts & Co
Durban, Port Natal
Union of South Africa

Seamen's Institute
Point Road
Durban, South Africa

Plantation Hotel
Matwara, Tanganyika Terr.
South Africa

Hotel Splendid
Dar-es-Salaam
British East Africa

Anchor Bar
Malinchi Road
Mombasa, Kenya
British East Africa

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:

Gilbert M. Millsap, born November 26, 1955. Parents, Mr. and Mrs. Gilbert M. Millsap, Baltimore, Md.
Cheryl Ann Nelson, born November 29, 1955. Parents, Mr. and Mrs. Frank F. Nelson, Savannah, Ga.

Earl M. Minton, born November 27, 1955. Parents, Mr. and Mrs. Earl T. Minton, Mobile, Ala.

Santos A. Garcia, born November 17, 1955. Parents, Mr. and Mrs. Santos Garcia, Galveston, Tex.

Ramon Morales, born November 23, 1955. Parents, Mr. and Mrs. Ramon Morales, New York, NY.

Patty D. Jones, born September 28, 1955. Parents, Mr. and Mrs. Pat H. Jones, Galveston, Tex.

Carol D. Brown, born November 22, 1955. Parents, Mr. and Mrs. George R. Brown, Baltimore, Md.

Gina Lee Gambaro, born November 29, 1955. Parents, Mr. and Mrs. Louis Gambaro, Staten Island, NY.

Mildred M. Mabe, born November 20, 1955. Parents, Mr. and Mrs. Alvin R. Mabe, Mt. Airy, NC.

Beatrice Gutierrez, born December 2, 1955. Parents, Mr. and Mrs. Tomas Gutierrez, Galveston, Tex.

Donna Ann Laubersheimer, born November 29, 1955. Parents, Mr. and Mrs. Donald L. Laubersheimer, Springhill, Ala.

Ronald Cole Jordon, born November 28, 1955. Parents, Mr. and Mrs. Charles W. Jordon, Savannah, Ga.

Deborah Susan Hunt, born December 5, 1955. Parents, Mr. and Mrs. John H. Hunt, Dorchester, Mass.

Joe Ann Richard, born November 3, 1955. Parents, Mr. and Mrs. Joseph E. Richard, New Orleans, La.

Michael George Miller, born October 24, 1955. Parents, Mr. and Mrs. George A. Miller, New Orleans, La.

Sharon E. Larkin, born June 27, 1955. Parents, Mr. and Mrs. John L. Larkin, Brooklyn, NY.

William E. Donnelly, born August 10, 1955. Parents, Mr. and Mrs. Adrian Donnelly, Ridgewood, NJ.

Catherine D. Gasper, born October 8, 1955. Parents, Mr. and Mrs. Antero M. Gasper, Brooklyn, NY.

Pamela J. Kaufman, born October 5, 1955. Parents, Mr. and Mrs. George L. Kaufman, New Orleans, La.

Reginald A. Davis, born December 3, 1955. Parents, Mr. and Mrs. John A. Davis, Mobile, Ala.

Linda F. Mc All, born December 6, 1955. Parents, Mr. and Mrs. Richard E. Mc All, Pritchard, Ala.

Money Due

The following men who have money due in payment of penalty cargo bonus from Voyage 24 coastwise of the SS Steel Fabricator should apply for same to Room 210, Isthmian Steamship Co., 71 Broadway, New York, N. Y.:

James R. Allen, Donald A. Alt, Charles O. Blalock, Norman J. Blanchard, Anthony F. Bona, Bernard W. Buster, Fortunato Constantine, Walter H. Cook, Charles J. Copeman, Jr., Andrew Danke, Howard E. Deitch, Everett A. Delande, Joseph Delgado, Serie Desese, Rudolph Evans, Stanislaw Gutowski, Morris R. King, Thomas W. Kellar, George R. Kosch.

Hubert L. Lanier, Lester C. Leng, Eutogio A. Lumbang, Vincent M. MacKells, Henry Mady, Theodore P. Martens, Marcel Mitchell, Francisco L. Perez, Miguel A. Reyes, William W. Reyes, Nicolas Souris, George R. Stanley, Roy E. Stern, Richard J. Wendell, William M. West, Royce L. Wilkerson.

'55 Was Banner Year For All Seafarers

(Continued from page 2)

Toward the end of the year, the Union negotiated additional welfare gains when it won a health and safety fund. Health centers will be established in major ports to give Seafarers physical examinations and prevent disease and physical defects. A safety program is now being developed under joint Union-shipowner auspices with the object of making SIU ships the safest in the industry.

Feeding Program

Shipboard comforts were dealt with under the SIU's new steward department program. The "to order" feeding system, first launched at the end of 1954, was extended to many more vessels. A rank and file steward department committee drafted a report revamping the operations of the steward department. Members of the department are now acting upon the report of all SIU ships.

Jobs Increase

Job opportunities, always a key issue with the membership, were improved during the year as the Union organized a number of new companies. As a result, shipping in 1955 ran well ahead of 1954 figures, despite continuation of the Maritime Administration's transfer policy which cost the SIU a number of ships.

Important developments took place in the SIU's relationships with other maritime unions. The NMU's abandonment of the maritime hiring hall led to the withdrawal of the SIU and other AFL maritime unions from the Conference of American Maritime Unions. The collapse of CAMU left the Maritime Trades Department as the only effectively-functioning spokesman for maritime. At the end of the year the MTD had greatly strengthened its position as spokesman for American seamen and added to its membership with the affiliation of four more unions, including the International Brotherhood of Teamsters.

MTD's new and more significant role was highlighted with the merger of the AFL and CIO. The department was recognized under the merger as the representative

of the maritime industry and its program for maritime was adopted virtually without change by the merger convention.

All in all, it was a good year for all SIU members.

Personals

Jens J. L. Jensen

Contact Miss Elizabeth Hollos, Translation and Immigration Aid Bureau, 55 W. 42 St., Room 1046, New York, NY.

John F. French

Get in touch with Captain J. Boughman, Isthmian Steamship Co., 71 Broadway, New York, NY.

Rudolfo Diaz

Contact your family in Los Banos, Laguna, Philippine Islands. They are worried about you and anxious to know your whereabouts.

Mat Bibish

Al Keenum

Would like to hear from you. Tom Daly, bosun, SS Ocean Nora, c/o Maritime Overseas Corp., 61 Broadway, New York 6, NY.

Joseph Schloemer (Bauer)

Contact your sister, Mrs. Ann Dierkes, at 5517A Virginia, St. Louis 11, Mo.

Malcolm A. MacDonald

Your mother is anxious to hear from you.

Alfred Aaava

Get in touch with Henry E. Humphrey, 242 Pike St., Cincinnati 2, Ohio.

Sheldon Midgett

Get in touch with Maritime Overseas Corp., 61 Broadway, NY, concerning your wages from the Ocean Nimet.

Hq. Baggage Room Moved

Seafarers who wish to check their baggage at SIU headquarters in Brooklyn are advised to note the change in the location of the baggage room, which is now in the building behind headquarters.

DIRECTORY OF SIU BRANCHES

SIU, A&G District

- BALTIMORE 1216 E. Baltimore St. Earl Sheppard, Agent Eastern 7-4900
- BOSTON 276 State St. James Sheehan, Agent Richmond 2-0140
- HOUSTON 4202 Canal St. C. Tannehill, Acting Agent Capital 7-6558
- LAKE CHARLES, La 1419 Ryan St. Leroy Clarke, Agent HEMlock 6-5744
- MOBILE 1 South Lawrence St. Cal Tanner, Agent HEMlock 2-1754
- NEW ORLEANS 523 Bienville St. Lindsey Williams, Agent Magnolia 6112-6113
- NEW YORK 675 4th Ave., Brooklyn HYacinth 9-6600
- NORFOLK 127-129 Bank St. Ben Rees, Agent MADison 2-9834
- PHILADELPHIA 337 Market St. S. Cardullo, Agent Market 7-1635
- PUERTA de TIERRA PR Pelayo 51-La 5 Saj Colls, Agent Phone 2-5996
- SAN FRANCISCO 450 Harrison St. Leon Johnson, Agent Douglas 2-5475
- Marty Breithoff, West Coast representative
- SAVANNAH 2 Abercorn St. E. B. McAuley, Acting Agent Phone 3-1728
- SEATTLE 2505 1st Ave. Jeff Gillette, Agent Elhott 4334
- TAMPA 1809-1811 N. Franklin St. Tom Banning, Agent Phone 2-1323
- WILMINGTON, Calif. 505 Marine Ave. Ernest Tilley, Agent Terminal 4-2874
- HEADQUARTERS 675 4th Ave., Bklyn SECRETARY-TREASURER Paul Hall
- ASST. SECRETARY-TREASURERS
J. Algina, Deck C. Simmons, Joint
J. Volpian, Eng. W. Hall, Joint
E. Mooney, Std. R. Matthews, Joint
- HONOLULU 16 Merchant St. Phone 5-8777
- PORTLAND 211 SW Clay St. Capital 3-4336
- RICHMOND, CALIF. 257 5th St. Phone 2599

- SAN FRANCISCO 450 Harrison St. Douglas 2-8363
- SEATTLE 2505 1st Ave. Main 0290
- WILMINGTON 505 Marine Ave. Terminal 4-3131
- NEW YORK 675 4th Ave., Brooklyn HYacinth 9-6600

Canadian District

- HALIFAX, N.S. 128 1/2 Hollis St. Phone: 3-8911
- MONTREAL 634 St. James St. West PLateau 8161
- FORT WILLIAM 118 1/2 Syndicate Ave. Ontario Phone: 3-3221
- PORT COLBORNE 103 Durham St. Ontario Phone: 5591
- TORONTO, Ontario 272 King St. E. EMpire 4-5719
- VICTORIA BC 617 1/2 Cormorant St. Empire 4531
- VANCOUVER, BC 298 Main St. Pacific 7824
- SYDNEY, NS 304 Charlotte St. Phone 6346
- BAGOTVILLE Quebec 20 Elgin St. Phone: 545
- THOROLD Ontario 52 St. Davids St. Canal 7-3202
- QUEBEC 113 Cote De La Montague Quebec Phone: 2-7078
- SAINT JOHN 177 Prince William St. NB Phone: 2-5232

Great Lakes District

- ALPENA 133 W Fletcher Phone: 1238W
- BUFFALO, NY 180 Main St. Phone: Main 1-0147
- CLEVELAND 734 Lakeside Ave., NE Phone: Cleveland 7391
- DETROIT 1038 3rd St. Headquarters Phone: Woodward 1-6857
- DULUTH 531 W Michigan St. Phone: Melrose 2-4110
- SOUTH CHICAGO 3261 E. 92nd St. Phone: Essex 5-2419



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

A serious threat to Seafarers and all union members has crept upon the American scene in the form of the so-called "right to work" laws now in effect in 18 states. These laws are frauds on the working people of those states and are menaces to all workingmen in the country. Here are the facts on "right to work" and what you can do . . .

EIGHTEEN states now have the so-called "right to work" laws, which ban the union shop or any other type of union security from a contract no matter what the wishes of the union, the employees or the employer.

The way the law works is this: It is okay to join a union (this isn't illegal yet) and it's okay to hold an election and if the majority votes for the union, it is recognized as the representative of all the employees (just plain democracy), but the union cannot sign a contract which requires all the workers in the unit to join and pay dues to the union which represents them.

At the same time, however, the union cannot, by law, refuse to represent the persons who don't pay dues or belong to the union. In other words, the law makes it illegal for the union to demand support



of government: police protection, fire, courts, etc.

Thus, to avoid taxes, in a very short time all the Democrats would move to Republican states and all the Republicans would move to Democratic states and there would be no taxes paid by anyone and complete chaos would result. It sounds silly, yet that's the reasoning behind the "right to work" law.

The "right to work" law — despite its fancy title—gives no one the right to work and gives no freedom to the worker other than to "free" him of his right to a strong union. The "right to work" law is obviously no good for the working man.

What good, then, is the law to the persons who support it?

It doesn't increase individual incomes because in these states the average income is far below the national average.

It doesn't bring lower prices because a Westinghouse washing machine or a bag of groceries is practically the same in Atlanta as it is in Chicago.

It doesn't provide more taxes to improve health, housing and education.

Doesn't Win Industry

It doesn't bring new industry to an area because the biggest considerations in choosing a new site are market conditions and raw material resources. Moreover, low wage areas are not considered good market conditions.

A "right to work" law likewise does not

The 'Right to Work' FRAUD

lessen strikes; statistics prove that adoption of "right to work" laws did not have any significant effect on the number of strikes in a state.

There is only one reason why the "right to work" law is sought. A weak union is always on the defensive and is in no position to bargain effectively for wages and benefits.

Businessmen, legislators, lobbyists and

large number of business firms and industrialists" have contributed "several thousand dollars" apiece to fight the laws guaranteeing rights to union members.

Here are a few more of these outfits: National Economic Council, which has been given money by such organizations and individuals as Gulf Oil, Monsanto Chemical, Vick Chemical, Lamont DuPont, Irenc DuPont, Lone Star Cement Co. and the Texas Co. Head of this outfit is Merwin K. Hart, who in 1950 advocated the abolition of the US Supreme Court because was "dedicated to socialism."

Others are: Cecil B. DeMille's Political Freedom Foundation, Jobs, Inc., Southern States Industrial Council and a hundred other "citizens committees."

Gird For Action

This month state legislatures will again be in session and the phony fronts will swing into action in their attempt to do a job in the 30 remaining free states. Theirs is a long-range goal, for their fondest hope



all other supporters of these laws are offering to sacrifice the working people of their state to low wages, non-union working conditions and generally poor living standards.

Thus, not only is the worker hurt, but likewise the small businessman and the farmer and everyone interested in a robust, healthy economy. The only beneficiary is a small group of low-wage, anti-union employers.

Powers Behind Lawmakers

These fellows are too subtle to come right out and push for these bills so they form phony fronts, write up the kind of law they want and have one of their pals in the state legislature introduce it and push it through. In fact, in Utah, the "right to work" bill was introduced and led through to passage by a legislator who was also attorney for the phony front outfit.

A recent comer in the field of phony fronts is the "National Right to Work Committee," headed by none other than former Congressman Fred A. Hartley, co-author of the Taft-Hartley Act. In a letter soliciting businessmen to join, Hartley wrote that "a



is to bring about the perfect (to them) union: no strikes, no rules, no contracts, no security, hardly any wages and no members.

As trade unionists who know the importance of union security and a strong union, Seafarers and their families are urged to write their state legislators now and urge that they work toward repeal of the "right to work" law (if their state now has such a law) or take a firm stand to protect the citizens against any such legislation being adopted in their state.



from all workers to the union but also makes it illegal for the union not to handle grievances and win improvements for those who refuse to join the union.

Would Lead To Anarchy

Translate this set-up to our form of government and this is what you'd have:

States where, say, most people are Democrats and they control the government, the Republicans would not be required to pay taxes or obey the laws passed by the state government, yet the government would have to give them all the services



Map shows the 18 states that now have "right to work" laws, which deny their workingmen and women the right to union security. Attempts are now being made to push for similar anti-labor laws in other states.

SEAFARERS INTERNATIONAL UNION

Atlantic & Gulf District • AFL-CIO

CONSTITUTION

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

EVERY SEAFARER IS GUARANTEED

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

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

Senator Herbert H. Lehman, NY: "It is greatly encouraging to know that responsible unions such as yours are not ceasing their attempts to further rights of their members, both within the unions and as part of the total national economy. I find particularly praiseworthy the Statement of Principles and the Declaration of Rights contained in the beginning of your constitution."

Senator Henry M. Jackson, Wash.: "... I have looked over the constitution and off-hand it would appear to be eminently fair and just. I

was particularly interested in the fact that it was adopted in such a democratic manner by the full membership of your organization."

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

Senator Hubert Humphrey, Minn.: "The constitution seems to me to be an extremely democratic one and I am impressed with the emphasis which is placed upon ratification by members. I

also approve the provisions with respect to providing for a trial committee ..."

Representative Robert H. Mollohan, West Va.: "I am particularly impressed by the provisions dealing with trial and appeal; they are certainly in the best American tradition. Placing the burden of proof on the accuser and guaranteeing the accused representation, cross-examination and an opportunity to be confronted by his accuser should guard against irresponsible, unjust punishment."

Senator Harley Kilgore, West Va.: "The requirements ... that the membership shall participate in the making of every decision and policy seems to me to be a healthy and effective method of maintaining democracy ..."



CONSTITUTION

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

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 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.

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 1st of the election year, at the Port where Headquarters is located. It shall consist of six members in attendance at the meeting, with two members from each of the Deck, Engine and Stewards Departments. In the event any Committee member is unable to serve, the Committee shall suspend until the Secretary-Treasurer calls a special meeting at the Port in order to elect a replacement. The Committee's results shall be by majority vote, with any tie vote being resolved by a majority vote of the membership at a special meeting called for that purpose at Headquarters Port.

(b) After its election, the Committee shall immediately

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

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

The Committee's report shall be prepared early enough to allow the applicant to appear before it and still reach the Ports in time for the first regular meeting after its election.

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

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

Section 3. Balloting Procedure.

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

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

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

(d) No member may vote, without displaying his Union Book, in which there shall be placed an appropriate notation of the date and of the fact of voting, both prior to being handed a ballot. A ballot shall then be handed to the member who shall thereupon sign his name on a 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 fails beneath a quorum, it shall adjourn until a quorum does exist.

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

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

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

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

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

- (a) Accept the findings and recommendations, or
- (b) Reject the findings and recommendations, or
- (c) Accept the findings, but modify the recommendations, or

(d) Order a new trial after finding that substantial justice has not been done with regard to the charges. In this event, a new trial shall take place at the Port where Headquarters is located and, upon application, the accused, the accusers, and their witnesses shall be furnished transportation and subsistence.

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

Section 10. An accused who has been found guilty, or who is under effective punishment may appeal in the following manner:

He may send or deliver a notice of appeal to the Secretary-Treasurer within 30 days after receipt of the notice of the decision of the membership.

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

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

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

(a) No finding of guilt shall be reversed if there is substantial evidence to support such a finding and, in such case, the Appeals Committee shall not make its own findings as to the weight of evidence.

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

(c) A new trial shall be recommended if the Appeals Committee finds—(a) that any member of the Trial Committee should have been disqualified, or (b) that the accused was not adequately informed of the details of the charges or 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 2/3 majority of the valid ballots cast, the amendment shall become effective immediately upon notification by the Headquarters Tallying Committee to the Secretary-Treasurer that the amendment has been so approved, unless otherwise specified in the amendment. The Secretary-Treasurer shall immediately notify all Ports of the results of the vote on the amendment.

ARTICLE XXVIII TRANSITION CLAUSE

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

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

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

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

Section 5. The Secretary-Treasurer, the Assistant Secretary-Treasurer, all Port Agents and Patrolmen, and all others elected as a result of the balloting held by this Union during November and December of 1952, shall be deemed to have been duly elected in conformity with the provisions of this Constitution. From the date of adoption of this Constitution, they shall execute the powers and functions, and assume the responsibilities, of the said offices and jobs, as set forth in this Constitution. They shall hold office, pursuant hereto, until the expiration date of the terms of office set forth herein. The terms of Article XIII, only insofar as they apply to election of Officials, Port Agents, and Patrolmen, shall take effect the first election year.

SUMMARY of SIU CONSTITUTION



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

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

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

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

ARTICLE V—Dues and Initiation Fee: 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 procedures in detail—Provides for election of five-member Polls Committees and six-member Tallying Committees to conduct elections and tabulate results—Sets forth 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 did the previous Constitution, that shipping rules may not be revised unless approved by membership.

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

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

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

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

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

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