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SEAFARERS LOG

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Seasons Greetings

Seafarers, as is their tradition, will spend two kinds of Christmas this year — one at home, with family and friends; one at sea, with their brothers and shipmates. These photos illustrate the two kinds of Christmas. Seafarer Abraham Almendarez and his family enjoyed Christmas dinner at the Port of Houston last year. The other shows Seafarers preparing for Christmas last year aboard the *Charleston* (Sea Land). Wherever you are this year, at home or at sea, we wish you the happiness of the season and prosperity for the new year.



Log, international Garner Awards

First prize for editorial excellence among labor newspapers with less than 100,000 circulation was won by the *Seafarers Log* in a competition sponsored by the AFL-CIO International Labor Press Association. Judges described the *Log* as a "big, enterprising and expansive paper which manages to be interesting and helpful at the same time." Actor John Gavin, president of the Screen Actors Guild, right, presents plaque to Sam Marshall, who accepted on behalf of the union. An article dealing with voter registration, appearing in *SIUNA's* Fall 1970 edition of *international*, was awarded an honorable mention.

Waggoner Cites Benefits Of U.S. Inland Waterways



Rep. Joe D. Waggoner (D-La.) has called for continued development of the American inland water transportation system. "The economic and employment benefits of inland waterways, not to mention the recreational possibilities, all point to the necessity of encouraging . . . this network," he said.

"Each year billions of tons of cargo moves in barges on these rivers and canals providing low-cost transportation for American bulk commodities," he added. There is a substantial savings these barges offer—a little over three cents per mile compared with 15 cents via rail and over 60 cents by trucks said Waggoner.

The Louisiana congressman also examined other productive roles that America's waterways network play—in the event of a national emergency and its direct link with the space program.

However, Rep. Waggoner

noted that ecological factors should be taken into consideration. He stressed the need for a "balanced approach" to the problem after a group of conservationists had successfully halted two particular inland projects. Both the Cross Florida Barge Canal and the Tennessee-Tombigbee Waterway were discontinued following a court ruling that adequate consideration had not been given to the ecological consequences.

Funds Needed Now

Zeroing in on another important waterways project, the Red River Waterway in Louisiana, Waggoner explained how the 1968 River and Harbors Act had authorized construction of the waterway. Unfortunately, \$3 million is still needed to complete the pre-construction planning he added. "No funds were appropriated in the 1972 federal budget . . . every year of delay means an

appreciable increase in the cost," Waggoner warned.

Waterways projects such as the Red River project benefit the heartland and rural areas of America, as well as the cities and the industrial areas—unlike many federal programs which tend to concentrate on cities and urban areas, Waggoner said.

"We can ill afford to see the economic benefits of increased inland water transportation come to a complete halt. We cannot continue to approach every problem in America with an 'either or' concept," Waggoner said.

"I am convinced that America has the technological know-how to overcome any environmental problems that might arise in the construction and expansion of new waterways," concluded Waggoner.

Waggoner made his remarks at a Washington luncheon sponsored by the AFL-CIO Maritime Trades Department.

Conventions Spotlight Job Need

Our union took an active part in two highly-publicized events last month—the conventions of the AFL-CIO Maritime Trades Department and the AFL-CIO itself. Both meetings turned out to be hard-working and highly productive.

Delegates to the MTD convention, representing some eight million union members, turned their attention to the many problems facing the maritime industry today.

But the overriding theme of the meeting was a concern for jobs—jobs for our members, jobs lost because of the crushing glut of imports into the United States.

As the reports on the following pages show, the MTD is going to continue and to broaden its long fight in this field. A Special Committee on Foreign Imports has been charged with the duty of calling the nation's attention to the problem of runaway plants and the export of jobs.

And the MTD delegates resolved to support legislation now pending in Congress which will set up some import quotas and tariffs to protect our jobs and our industries.

Seafarers can take particular satisfaction in these actions. We were the very first to call attention to the dangers of runaway plants when our "plants"—our ships—started flying foreign flags. That was 23 years ago. Now, with the problem affecting millions of American workers, some concrete action is being taken.

The convention also called for a new transportation study. Delegates said that the nation has been waiting far too long for the government to come up with a coordinated national transportation policy. So they resolved to form a committee to study all modes of transport in the USA and establish some guidelines for a national policy.

It's fitting that the Maritime Trades Department should take on this assignment because of its unique membership, gradually representative from the various waterport modes, the MTD will be able to serve as a sounding board for the best ways to solve the nation's transport needs.

Despite such action as these, however, the delegates stressed the need for more jobs for more Americans. The convention took as its slogan "Day After Tomorrow, Now!"

American." Delegates promised to push this slogan back in their home ports.

The MTD's job theme carried over into the big convention of the AFL-CIO. Despite all of the publicity on television and in the press, this was a working convention.

One convention resolution called for a national manpower program with full employment—a job for everyone who wants to work—as its goal.

Another resolution said that the nation's foreign trade policies ought to be geared to the needs of American working men and women and not to the interests of foreign suppliers and banks.

The convention also said that shorter work schedules would mean more jobs at a time when they are desperately needed.

So you see that the concern for jobs for American workers is a common concern. The entire labor movement is now pushing the fight, not just individual unions whose members have been hurt by foreign imports.

That's important, isn't it? It's important that we all stand together in our fight, that we stand united, that we battle for a common goal for the common good.

And that's why we, as Seafarers, participate so actively in these events. These are the times when union men and women put aside their differences and work together for what is best for all. It's a time when we set our goals and chart our course toward those goals.

This time one of our goals was obvious—the need for jobs. It's a goal which goes to virtually every industry in the United States today. Certainly, it's a goal which is of great concern to Seafarers. Perhaps through our participation in these events, we have set the pace for the nation to follow in the fight for full employment.



U.S. NEED—SUPPORT REPORT

MARITIME TRADES DEPARTMENT CONSTITUTIONAL CONVENTION ORIDA NOVEMBER 1971



AFL-CIO President George Meany addressing the Maritime Trades Department convention. At the left is MTD Executive Secretary-Treasurer Peter M. McGavin. To Meany's right, MTD President Paul Hall and MTD Administrator O. William Moody, Jr.

MTD Convention Focuses on American Jobs; Urges Congress Take Control of Economy

It is time for the entire nation to focus its attention on the growing need for jobs for American working men and women.

This was the theme which emerged from the Ninth Constitutional Convention of the AFL-CIO Maritime Trades Department at Bar Harbour, Fla.

The MTD Executive Board, headed by SIU and MTD President Paul Hall, declared in a report that Congress should "take control" of the nation's economy. The Board specifically recommended that a good start could be made with legislation to protect workers in fields threatened by a massive glut of foreign imports, an economic problem which already has cost the nation at least 700,000 jobs.

Action on Problems

The report, unanimously adopted by more than 300 delegates from the MTD's 44 affiliated unions, stated bluntly that the loss of American jobs to foreign workers is going to continue unless Congress takes action now.

The convention delegates, representing some eight million workers in maritime and related fields, reiterated this stand many times during their three days of deliberations.

Moving on a series of more than 60 resolutions, delegates acted on virtually all problems facing the entire maritime industry today.

In these areas, the convention put itself on record as strongly opposed to any further untying of U.S. aid; urged Congress to continue and modernize the Public Health Service Hospitals; pledged to seek a better regulated inland water transportation system; demanded an

end to fishing boat seizures through the use of the U.S. Navy as escort to the fishing fleet and through political and piratical nations; reaffirmed support for strengthening the Jones Act.

Delegates also dealt with a wide range of domestic issues including education, health care, the need for union watchdog units to monitor prices, civil rights and protection for consumers.

Typically, however, delegates turned again and again to the nation's unemployment crisis, to the need for jobs. For example:

- One resolution discussed the job possibilities in the current "Ship American, Buy American, Buy Union" campaign.

- Another condemned the export of American technology and jobs and promised support for legislation "embodying flex-

ible quotas and compensating tariffs . . . to protect American jobs and industries" from the glut of imports.

- An important resolution on the state of the nation's economy called for government policy to "end mass unemployment and create price stability."

Meany Address

AFL-CIO President George Meany, who addressed the meeting on its opening day, also took up the theme of jobs.

He said that "labor is faced with some real pressing problems, not only the problem of the moment—the wage freeze and all this sort of business. I think we are concerned with jobs. I think we are concerned with the future of this country."

Meany pointed out that more than five million Americans are out of work; that 14 million are on welfare; that more than 25 million are living below the official poverty level set by the government.

"What we have to do," he said, "is stick to the very simple principle that we want decent wages, we want purchasing power in the hands of the great mass of the American people as the only thing that really can keep the economy going."

To achieve this goal, Meany said, we must move and move
(Continued on Page 4)



Some of the Seafarers attending the convention. Around the table clockwise from the front: Gordon Spencer from Norfolk; Merle Adlum, Seattle; Miss Carolyn Gentile; SIU Vice President Lindsey Williams; Charles Logan, New Orleans; SIU Secretary-Treasurer Al Kerr; SIU Vice President Earl Shepard; and C. J. "Buck" Stephens, New Orleans.

'Be It Resolved That . . .'

Printed below are excerpts from some of the more than 60 resolutions passed by delegates from the 44 affiliated unions of the AFL-CIO Maritime Trades Department at the department's Ninth Constitutional Convention in Bal Harbour, Fla.:

Foreign Imports and International Corporations—Declares "that the first and most important domestic priority in the U.S. must be the protection of American jobs for Americans."

Buy American, Ship American—Joins with the AFL-CIO Union Label and Trade Services Department in urging working men and women to Ship American, Buy American and Buy Union.

Untying Foreign Aid—Opposes any further untying of foreign aid purchases and urges the roll back of any untying steps already taken.

Civil Rights—Rededicates the MTD "to the achievement of universal equality of rights and opportunity for all Americans."

The National Economy—Urges a policy that "will end mass unemployment and create price stability," including the following steps: release of \$12 billion in impounded federal funds; reallocation of government money to programs that have suffered budget cuts; an increase in the minimum wage for non-agricultural workers and a tax on excess profits.

Public Health Service Hospitals—Urges appropriation of funds to continue federal operation of PHS hospitals and urges their expansion "for new and innovative types of delivery of hospital services."

Inland Waterways—Calls for "a more balanced view" in re-

gard to further waterway development considering both economic and social issues.

Fishing Vessel Seizures—Urges approval of a House-passed bill designed to speed up compensation to owners of fishing vessels seized in international waters and calls on the government to press all claims against nations which have seized American fishing vessels.

Foreign Attacks on Cargo Preference Laws—Condemns a booklet distributed to the Congress by the European National Shipowners' Association and urges the U.S. State Department to take a stand in support of the American Merchant Marine.

Poverty and Hunger in America—Affirms the MTD's support of the AFL-CIO program aimed at eliminating poverty and urges a more rational system of social welfare throughout the nation.

National Health Security Program—"Endorses the National Health Security bill (H.R. 22 and S. 3) and urges immediate and favorable action on this bill."

Increased Wages and Benefits—Pledges the MTD's "full resources and total moral support to increased wages and benefits consistent with the needs of 1971 and the years ahead."

Labor Unity—Urges the AFL-CIO to invite the International Brotherhood of Teamsters and the United Auto Workers back into the federation.

Reconversion to Peacetime Economy—Calls for immediate assistance to communities and

industries affected by high unemployment related to declining defense expenditures.

Great Lakes—Calls for a "fresh look" at the Great Lakes sector of the maritime industry with particular emphasis on lengthening the Lakes' shipping season and development of efficient vessels for operation in the St. Lawrence Seaway.

Union Training Programs—Congratulates those affiliated unions that have begun or expanded training programs for entry-level jobs, and recommends the extension of union training programs to the greatest possible extent.

Metric System—Calls for a complete study of conversion of weights and measures to the Metric System by a panel of representatives from all segments of American life.

Strengthening of the Jones Act—Strongly endorses continued implementation of the Jones Act to maintain an American merchant marine and urges passage of a pending bill designed to close a loophole in the Act.

Attacks on Organized Labor—Calls for "constant vigilance against the attacks of labor's enemies" and renewed political action in 1972 "lest they lose the power to act at all."

The Polygraph—Gives vigorous support to a bill which would effectively ban the use of the polygraph (lie detector) in pre-employment and employment both in the federal service and in private industry.

The Maritime Industry—Thanks members of Congress and the staff of the Maritime Administration for work in support of efforts to strengthen the merchant marine even further.

Individual Privacy Rights Upheld by MTD Report

Snooping into personal privacy both in the hiring process and on the job were detailed in a report, "The Worker's World: Privacy and the Need to Know," presented to the MTD Convention.

The report, the work of a special committee of the MTD, was presented by Edward J. Carlough, the committee chairman who is president of the Sheet Metal Workers International Association and a member of the MTD executive board.

The 64-page report is the third in a series the committee has produced since its formation two years ago. Other reports have dealt with the polygraph and with the credit check and their effect on personal privacy in America.

Violations of privacy through use of intense personal questions in job applications and prying into the lives of those already employed are two facets of the same picture, the report says.

It details methods of unwarranted snooping by employers into the workingman's off-hours habits, as well as into his conduct on the job.

Highlighted in the report are instances where application forms and electronic surveillance devices have both been used as weapons against union members and those who seek to join unions.

The report concludes with suggestions of regulation of the fields of inquiry that may be followed prior to hiring an employee and the legitimate areas of company inquiry afterwards.

Among the recommendations are:

• Information sought should be within the general

limits of the standards vs. Civil Service form.

• "So-called 'background' investigations by professional snoopers . . . should not be authorized nor accepted by employers.

• "Employees and unions must recognize the employer's legitimate right to protect his property from theft . . . but employers should not require unreasonable search and inspection in the pursuit of this right."

"Polygraph examinations of employees, covert surveillance of employees in the work place by electronic or other means, forced attendance at meetings or classes of any kind are totally incompatible with individual rights on the job," according to the report.

"There is a desperate need," the report says, "for a common sense balance between the citizen-worker's right to keep his personal life inviolate from probes of any kind, and the right of this citizen-worker's employer to know what kind of fellow he is hiring."

Carlough said the recommendations of the committee, if made law, would go a long way toward striking the necessary balance.



Jobs for Americans Highlight MTD Convention

(Continued from Page 3)

quickly with programs aimed at full employment for the nation's workers.

The entire discussion on jobs came to a climatic point following the report of the Special Committee on Foreign Imports. This report was delivered in two segments by Committee Co-Chairmen George Baldanzi president of the United Textile Workers of America, and Charles Feinstein, president of the International Leather Goods, Plastics and Novelty Workers Union.

'Economics of People'

Baldanzi told the convention that "when we discuss trade, foreign trade, we are really discussing the economics of people, of jobs."

He said the crux of the problem today lies in the "selfishness and greed on the part of the corporate interests who are exploiting people all over the world, producing cheap and selling in our rich market. We

have been around a long time and we know that the whole drive for profit, the insatiable drive for profit, knows no boundaries."

He concluded that "unless we can prevail on our government and unless we can establish teamwork between industry, government and labor, we are going to have chaos beyond anybody's ability to comprehend."

Feinstein, in his report, pointed out that "there are no little islands of security any more. If job conditions are weakened in one place, whether by foreign imports or domestic sweatshops, they are weakened everywhere."

He said that the "Buy Union spirit is needed more today than ever before. We need to make it even stronger. No one knows exactly how many jobs of American workers have been lost because of the flood of imports. Even the federal agencies, which should be able to provide figures, cannot."

Edward P. (Bud) Murphy, secretary-treasurer of the AFL-CIO Union Label and Service Trades Department, reiterated the "Buy Union, Buy American" theme and said that "it is quite apparent that a major policy needs to be drafted" to help end the decimation of American jobs caused by the rising tide of imports.

Following these reports, delegate after delegate took the floor to discuss how the workers of individual unions have been harmed by imports. Their revelations made it clear that the problem now touches virtually every segment of the American jobs market and that the problem is growing.

Action Committee

Delegates then adopted a resolution asked that the Special Committee on Foreign Imports continue its work and "serve as an action committee to call to the attention of the American people the problems of multi-national corporations

and to point the finger at them every time they export some of our jobs."

Sen. Vance Hartke (D-Ind.) addressed the convention on the need for a national transportation policy. For highlights of his speech, see page 6. Following Hartke's address, MTD Administrator O. William Moody, Jr., presented a statement on this subject, declaring that the nation currently has a "policy of neglect of transportation."

Pointing to widespread deficiencies in all modes of transport in the United States today, Moody declared that the time has come to begin planning for a "policy of active and coordinated national transport."

Delegates then endorsed a resolution to set up a special MTD committee to "undertake its own study of this nation's transport modes in order to develop the guidelines for both a unified approach to the nation's transport problems and as a guide to the best means of

meeting the transport challenges of the 1970s and the 1980s."

Privacy Report

The convention also heard reports from all regular committees and also from the Special Committee on Invasion of Privacy. President Edward J. Carlough of the Sheet Metal Workers International Association, chairman of this committee, delivered the report, "The Worker's World: Privacy and the Need to Know." Highlights appear above.

Other speakers at the convention included Robert J. Blackwell, deputy assistant Secretary of Commerce for Maritime Affairs; Helen Delich Bentley, chairman of the Federal Maritime Commission; and Lane Kirkland, AFL-CIO secretary-treasurer.

By acclamation, delegates re-elected officers to guide the department for the next two years—President Paul Hall, Vice President Jack McDonald, and Executive Secretary-Treasurer Peter M. McGavin.

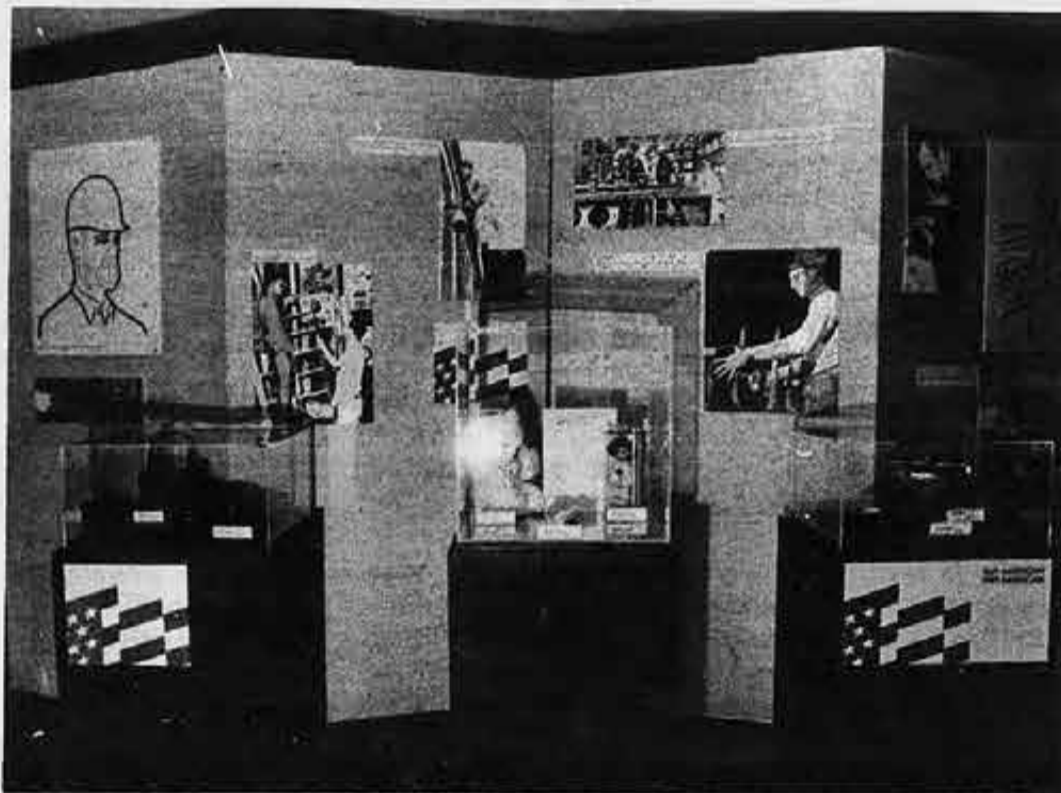
Photo Highlights of MTD Convention . . .



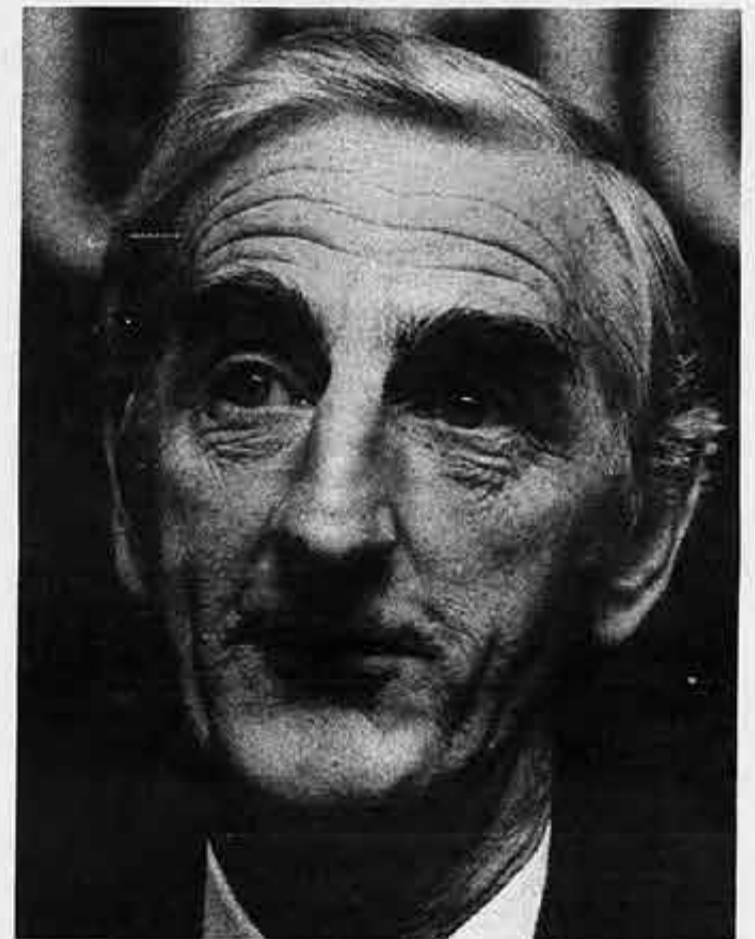
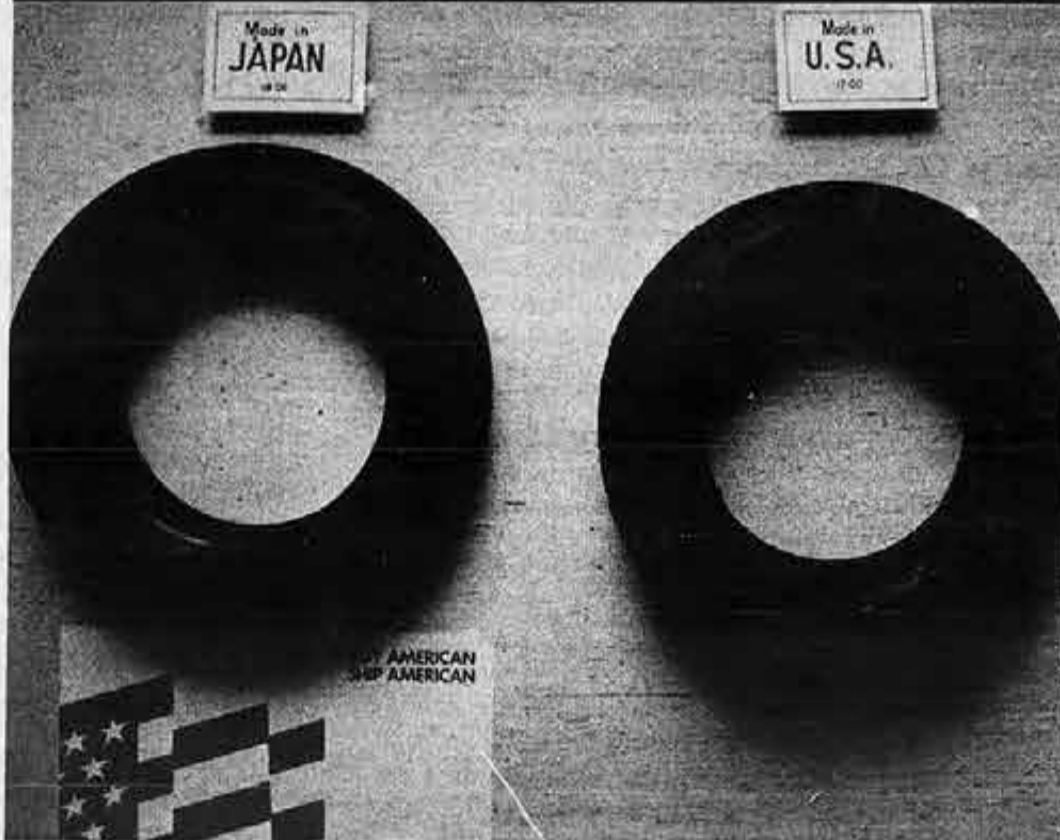
MTD President Paul Hall addressing the Executive Board meeting which preceded the convention.



Morris Weisberger, SIUNA vice president, discussing election of officers.



The pictures at the right are some of the convention displays which compared U.S. products with their foreign counterparts.



Leonard J. McLaughlin, SIUNA vice president, making a report to the convention.



MTD officers re-elected by acclamation, from left, Secretary-Treasurer Peter M. McGavin, Vice President Jack McDonald and President Paul Hall.



Steve Edney, SIUNA vice president and head of the United Cannery and Industrial Workers of the Pacific, Los Angeles and Vicinity District, takes floor mike during discussions on job impact of foreign imports.

Convention Speech Highlights



Robert J. Blackwell

Advancing technology and a new cooperative spirit among elements of the American-flag merchant marine will create a strong, competitive maritime industry, according to Robert J. Blackwell, deputy assistant secretary of commerce for maritime affairs.

Mr. Blackwell spoke at the Ninth Constitutional Convention of the AFL-CIO Maritime Trades Department held recently in Bal Harbour, Fla.

He said that technology will increase the efficiency of modern-era ships to the point where their operating costs will allow them to compete directly with foreign-flag operators and thus encourage expansion of the fleet.

Blackwell cautioned, however, that maritime labor will have to assist in the adaption of the fleet to modern technology or America's goal of a powerful merchant marine will never be reached.

Living With Technology

"We cannot roll back technology," he said, "we must learn to live with it, if we are to build a merchant fleet that can hold its own on the world's sealanes," Blackwell declared.

"And I think you will agree that the job losses and dislocations caused by the spread of new technology are more than offset by the revitalized merchant marine which we are working to build—one which will guarantee the jobs of American seafarers in the years ahead," he stated.

All of the nation's hopes for its merchant fleet could be dashed, Blackwell said, unless maritime labor cooperates in reaching these long-range goals.

He outlined two alternatives. First, he said, labor could oppose the spread of technology with the result of "fewer jobs on fewer ships as our fleet progressively lost what competitiveness it had as a result of economic obsolescence and rapidly escalating labor costs."

But, Blackwell said, "there is another alternative available to maritime labor, and unfortunately it is this course of action that is gaining increasing currency among the many unions in the maritime field, particularly the SIU."

It is, he stated, to "cooperate with the other parties with an interest in the health of the industry—management and government."

He said, "you can accept reductions in crew sizes if you have reasonable assurances that these may well enable management and government to build more ships which you will crew."

Blackwell concluded, "with your help we can achieve a competitive merchant marine of new, modern ships on which a man can serve with good wages, first rate working conditions and dignity."



Helen Bentley

The interdependency of industrial workers and merchant seamen was called highly significant to world trade and the American economy by Helen Bentley, chairman of the Federal Maritime Commission, in a speech to the Ninth Constitutional Convention of the AFL-CIO Maritime Trades Department.

Referring to international trade as a "two-way street," Mrs. Bentley said the oceans serve as highways with ships as vehicles for transporting the cargoes between nations. The jobs of many of the MTD affiliates are "linked to the raw or semi-finished materials imported on those ships docked in those ports," she explained.

She called for "an end to labor-management-government bickering" and for increases in the quality of goods and services under the "Made in U.S.A." label. Mrs. Bentley presented this particular challenge to MTD because, she said, its members "are among the most progressive and farsighted labor and trade leaders in the United States if not the world."

If open and free commercial negotiation were encouraged by government, the U.S. balance of trade position would be greatly strengthened, she said. But, she added, the real work must come from the private sector of the economy.

American-flag ships have kept the balance of payments in the black since the post-war years. However, as the American populace became more affluent and so many of the corporations turned multinational in production, a degeneration and phasing out of U.S. industry followed.

Loss of Competitive Interest

"For too long, it has been easy for us to simply give everything away and to try and buy off the world, rather than stand up to confrontations and demand that there be a return on our investment," she noted. "Should (we) permit these foreign interests to take what is rightfully ours, in the name of so-called free competition?"

She also noted, that often impractical work rules, featherbedding and inept management in both manufacturing and shipping have placed American products out of the competitive field.

"Each nation must accomplish its objectives in its own way," she said. "One of our major difficulties . . . is that we have not, and are not, utilizing the tools which are available to us, in any sort of coordinated effort. We have a propensity for dealing with each problem as it arises on an *ad hoc* basis . . . instead of concentrating our energies on a coordinated program designed to increase productivity and eliminate trade and balance of payment deficits."

Still another factor contributing to the weakening American economy rests in this country's "definite lack of foresight in recognizing the vast changes in international trade, commerce and transportation," she continued.

The answer to the unfortunate economic situation lies in "the concerted effort and determination of every person in this country to achieve objectives we all know are well within our grasp," she predicted.

"Business and labor must put their best heads together and devise improved methods of increasing productivity and holding or reducing costs of production. Commercial interests must market and sell their products, not merely to the American domestic market . . . but to the entire world. The American operators and owners, and the seagoing and shore-side labor union leaders, must devote their maximum efforts to meeting the new requirements of the intermodal age in world commerce, viewing all these problems as part of our entire international economic situation," concluded Mrs. Bentley.



Sen. Vance Hartke

Sen. Vance Hartke (D.-Ind.), speaking to the Ninth Constitutional Convention of the AFL-CIO Maritime Trades Department, called for prompt Congressional action in the fields of transportation and foreign trade.

The Indiana Democrat told delegates that problems in those two fields have reached crisis levels for American workers, and the time has come to act in the workers' favor.

He said the nation has, "a weak and unbalanced transportation system which unnecessarily multiples production costs, cuts the efficiency of industrial and agricultural production, slows down economic growth within the industry and the nation, contributes both the inflation and high unemployment rates, and adversely affects the ability of the United States to compete in foreign trade and in foreign markets."

'A Starting Point'

To remedy that situation, Sen. Hartke said he has proposed the Surface Transportation Act of 1971, which he said, "provides a starting point in the effort to bring order and efficiency to the industry."

The bill, Sen. Hartke explained, gives backing to capital investment and streamlines and updates government regulation of transportation.

He said, however, that even if the act passes, more study of a balanced transportation system is needed, because, "in less than a decade, a surface transportation system that has taken more than a century to develop must expand by one-half."

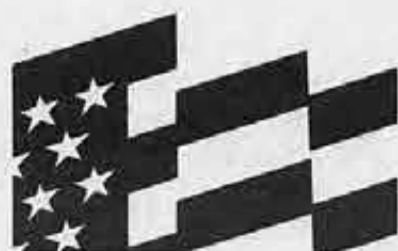
Planning needs to be done now to meet the requirements of the 1980s or the nation will see, "more railroad bankruptcies coupled with the possible nationalization of the nation's rail system, and the demise through bankruptcy or merger of literally hundreds of small truckers and a trend to increased concentration in the inland water industry that could signal the demise of dozens of small and medium-size water operators."

Sen. Hartke said that international companies have hurt the American worker by the export of jobs and technology and have precipitated an international trade crisis.

He said his bill, the Foreign Trade and Investment Act of 1972, "seeks to protect the best interests of America against the worst practices of international corporations."

He said enactment of the proposal "will be a giant step to restoring America's economic health."

MTD delegates voiced their support of both Hartke bills and empowered a committee to conduct a study of America's transportation needs.





AFL-CIO Convention Establishes Labor's Legislative, Economic Goals for 1972-73

The Ninth Constitutional Convention of the AFL-CIO, held at Bal Harbour, Fla., was a short convention but one of the most productive on record.

From the time AFL-CIO President George Meany called the convention to order it took just three days for the nearly 1,000 delegates—including a full delegation from the SIUNA—to establish the programs which will guide the American

labor movement for the next two years.

For example, they unanimously adopted a resolution submitted by the Maritime Trades Department calling for continuation, expansion and modernization of the Public Health Service Hospitals.

The resolution pointed to the need "to emphasize the great threat posed by Administration's actions (in seeking to close down the eight remaining PHS hospitals), not only to seamen and other PHS beneficiaries, but to the entire framework and service structure of America's public health care system."

In another action, delegates declared that U.S. trade policies must be aimed at the needs of the American people and not at the interests of foreign manufacturers, multinational companies and banks.

The convention then called for legislation to prevent further export of American jobs and the disruption of the American market place through the glut of foreign imports.

Vital Actions

These were among the scores of resolutions acted upon during the three-day meeting. In other actions of vital interest, delegates:

- Called for a comprehensive national manpower policy with a goal of full employment. This resolution said that "manpower programs should not be used to subsidize low-wage, sub-standard employers and to undermine the wages and working standards of other workers, to aid runaways, to subsidize high labor turnover or jobs which do not call for training before hire."

- Attacked the Administration's proposed "tax giveaways and issued a call for elimination of remaining tax loopholes which provide special privilege for wealthy people and corporations.

- Hit delays in enforcement of the Occupational Safety and

Health Act. The convention charged that powers given to the U.S. Labor Secretary are being used to "delay implementation of standards, soften the impact of enforcement on employers, weaken the act's provisions setting forth the rights and protections for workers."

- Urged passage of more legislation designed to protect the interests of workers and their families in the market place. The convention went on record in favor of a Product Safety Act on household appliances and improvements in existing legislation on such products as automobiles, fabrics, drugs, medical devices and household chemicals.

- Asked for a strong law to control the sale and ownership of handguns. The resolution stressed that such a law "poses no threat" to those who use rifles or shotguns for sport, yet appears to be the most direct route to "reducing violent crime."

- Condemned the downgrading of federal anti-poverty efforts at a time when the number of people living in poverty is increasing. The Office of Economic Opportunity should be continued as an independent agency, the convention said, fully funded and with such services as child care, legal aid and community action programs.

- Agreed that the National Labor Relations Act must be drastically rewritten and the Board itself substantially changed. This resolution also called for repeal of Section 14(b).

In addition to these actions, delegates passed resolutions calling for more housing, increases in Social Security payments, nationalization of the

railroads and free public transit, a higher minimum wage, enactment of the National Health Security Act, and shorter working schedules as a means of producing more jobs.

Meany Keynote

AFL-CIO President Meany set the tone of the convention
(Continued on Page 8)

Murphy Urges Consumers to Seek Union Label

"If the 14 million AFL-CIO members and their families wholly subscribed to the union label philosophy, it could cause enough waves to slow down the foreign ships bringing in goods produced at low wages in foreign countries."

That's what Secretary-Treasurer Edward P. Murphy of the AFL-CIO Union Label and Service Trades Department told some 90 delegates in convention at Bal Harbour, Fla.

In his keynote, Murphy declared that "it is ironic that 97 years ago a union label was designed to combat imports. Now, almost a century later, we are faced with the same problem."

He urged the convention to push harder for union label agreements, and he called the label the "union seal of approval." He also said that the Department would pursue the consumer boycott in the future and is setting up stiffer boycott machinery.

Metal Trades Sets Organizing As Top Priority

The AFL-CIO Metal Trades Department, meeting in convention in Bal Harbour, Fla., put major emphasis on increased organizing and servicing efforts.

Newly-elected President Paul Burnsky chaired the meeting at which nearly 60 resolutions were acted upon by more than 100 delegates. They represented 22 affiliated unions and 25 local metal trades councils with a membership of 3.5 million.

In his keynote address, Burnsky recounted raiding attempts by "purported labor organizations" at both the Norfolk Naval Shipyard and at the Portsmouth Naval Shipyard in Kittery, Md.

He singled out these attempted raids as basis for the need for more Departmental organizing and servicing efforts.

Convention speakers included SIU President Paul Hall; President Frank Bonadio of the AFL-CIO Building and Construction Trades Department; and Secretary-Treasurer Edward P. Murphy of the AFL-CIO Union Label and Service Trades Department.

Building Trades Plan Overhaul Of Organization

The 56th Convention of the AFL-CIO Building and Construction Trades Department, meeting in Bal Harbour, has resolved to make broad changes in the operation of the department's state, local and provincial councils.

More than 250 delegates representing some three million union members, said the changes were necessary in order to prevent problems caused by overlapping jurisdictions.

The convention also heard a report concerning the number of minority group members entering the building trades apprenticeship programs. AFL-CIO Civil Rights Director Donald Slaiman told delegates that "in the whole American labor market there isn't an area dealing with skilled and higher paid jobs which has seen more progress for minority youth and minority workers."

Delegates again issued a strong call for the right to the job, a right which has been denied them for some time.

House Committee Hears SIU Viewpoint On Revision of National Cargo Policy

The AFL-CIO Maritime Trades Department and Seafarers International Union President Paul Hall have warned Congress that "a lack of cargo, plus years of neglect is causing the U.S. merchant fleet to vanish at an alarming rate."

Testifying before the House Merchant Marine and Fisheries Committee, Hall, who was authorized also to speak for Joseph M. Curran, president of the National Maritime Union, said "the American-flag fleet cannot survive unless this trend is reversed, and reversal of this trend requires a reversal of the nation's cargo practices and policies."

He said that this fact was especially distressing at a time when "our fleet, in number of vessels, is at a 30-year low and our import and export tonnage is at a record high. Our imports and exports continue to grow, but the tonnage carried in American-flag bottoms continues to decline towards zero."

Hall pointed out that other maritime nations support their merchant fleets with laws and policies that guarantee them 50 percent or more of all cargoes entering or leaving their ports, but the U.S. merchant marine

is struggling to survive on slightly over a five percent of the nation's total tonnage, and only three percent of its non-government, commercial imports and exports.

Cooperation Noted

Hall said that "just as this committee has been leading the way in the Congress toward establishing a revitalized American Merchant Marine, the Maritime Administration (under the leadership of Andrew E. Gibson, Assistant Secretary of Commerce for Maritime Affairs) has shown and is showing the urgency of the situation in the Executive Branch.

He cited positive indications that labor and management are working together in a number of areas on the problem of generating cargo for America's ailing merchant marine.

"All new ships," Hall said, "are being manned with fewer personnel, and the reduction has come largely in the number of unlicensed seafarers required to sail the ships efficiently and safely. Since these new ships are two to twenty times larger than the ships they replace, productivity gains are tremendous."

This management-labor cooperation in crewing, coupled with technological changes, "results in major savings for the government which is chartering many of these vessels, and fair profits for the operator, and a secure job at decent pay for the seafarer," he said.

This cooperation between the sea-going unlicensed unions and management also has resulted in improved labor stability and continuity of service, "which benefits everyone involved," Hall said.

A Reluctant Few

Despite this new era of cooperation between those in labor, management and government who have a direct concern with the maritime industry, Hall said "there are, unfortunately, a few who appear to be determined to hold back."

He listed the following:

- "Those in the Department of Agriculture and the Agency for International Development who have consistently frustrated both the will of the Congress and Maritime Administration by seeking out foreign-flag ships, or ignoring available American-flag ships, for transportation of government cargo.

- "Those in the Department of Defense who are actively engaged in open attempts to develop their own fleet of merchant ships for the transportation of defense cargoes, a move that could deal a severe blow to our cooperative efforts to bring to our nation a viable, profitable merchant marine under the private enterprise system.

- "Those in the freight forwarders' organizations who adopt an attitude of catering to foreign-flag carriers at the expense of our own fleet.

Supports Corrective Measures

In order to correct these situations Hall announced support for a number of maritime resolutions currently under consideration in the House.

One would strengthen the Cargo Preference Laws to insure that 100 percent of the nation's government cargoes would be placed aboard Ameri-

can-flag ships provided there is no "substantial" difference between U.S.-ship rates and those of foreign countries.

He noted that the U.S. government is today the world's largest shipper of oceanborne freight, but "all too frequently, these cargoes are shipped on foreign vessels, stripping the U.S. fleet of sorely-needed business."

In addition, he charged that "when U.S. government cargo is funneled to a foreign ship, the nation ships with it vitally-needed balance of payment dollars, as well as seafaring jobs and potential tax revenues from the U.S. shipping companies and their American owners. Shipping government materials on foreign-flag vessels is the poorest economics. It virtually uses U.S. tax dollars to create a drain on our national economic stability."

Sees Possible Solution

Hall also announced support for other resolutions that would require "American-flag carriage of agricultural goods financed by our government not only by loans, but through credit arrangements or guarantees," and that would require "100 percent of our military cargo to be transported on privately-owned, commercial vessels operating under the

American flag."

He said that a further opportunity to solve the dilemma of the American-flag fleet involves the emerging energy crisis in this nation.

"By 1985," Hall said, "it is estimated that the U.S. will be required to import sufficient oil and natural gas to provide nearly 30 percent of our energy demand. The only feasible way to transport these needed energy supplies will be by ship.

"At present the U.S. fleet is not ready to meet this challenge. We do not have a single tanker, flying the American flag, transporting foreign oil or natural gas to our ports.

"It is an indisputable fact that the U.S. will soon be completely dependent upon foreign powers to meet our petroleum and natural gas requirements. This cannot be changed. But we can and must act now to prevent our nation from being equally dependent upon foreign countries for the carriage of these crucial energy supplies."

The way to avert this situation, according to Hall, is through an energetic shipbuilding program to produce American-flag Liquid Natural Gas (LNG) carriers and super tankers, and enactment of laws that would guarantee these foreign resources would be transported on these vessels to this nation.

MARAD Studies LNG Carriage

The Federal Maritime Administration has announced plans for an intensive research program into the competitiveness of the U.S.-flag fleet in the carriage of liquefied petroleum products.

"Our goal," said Andrew E. Gibson, assistant secretary of the U.S. Commerce Dept. in charge of maritime affairs, "is to restore this nation's former lead in this area."

Mr. Gibson said that the U.S. pioneered the concept of shipping liquefied natural gas and other petroleum products at sub-zero temperatures, but, he said, foreign fleets have built on American technology and currently are far more productive in that area.

The research program, he said, is designed to aid American shipping companies in the development of liquefied petroleum ships of modern technology and restore America's competitive edge in the market.

The Maritime Administration recently approved plans for the construction of six liquefied natural gas vessels and has three more under consideration.

Special Benefits Notice

An ill or disabled Seafarer cannot receive benefits both from the employer and from the union, according to the Rules and Regulations of the SIU's Welfare Plan.

Under penalty of possibly losing further benefits, a Seafarer must reimburse the Plan if he is receiving both Maintenance and Cure from the employer and Sickness and Accident Benefits from the union's Plan.

Maintenance and Cure information is given by employers to the Plan for pension credit. Therefore, the Plan is aware of any duplication.

If a Seafarer is denied Maintenance and Cure by an employer, he may receive Sickness and Accident Benefits from the Plan while he contests his case.

However, the Seafarer must provide the following: an application for benefits; a letter of denial from the employer; statement of legal case for Maintenance and Cure claim, and letter from an attorney recognizing the case with the understanding that the Plan will be reimbursed from final settlement.

AFL-CIO Convention Assesses Economy, Job Needs

(Continued from Page 7)
with a keynote address stating that the labor movement's prime concern today, as it was at the time of the 1969 convention, is "the economic health of the nation."

He reviewed Administration economic policies which have finally resulted in the so-called Phase I price-wage freeze and the Phase II Pay and Price Boards. He told of the particular problems confronting the labor movement in its attempts to cooperate on the Pay Board to help end the nation's economic crisis only to find what appears to be a concerted attempt to nullify virtually every union contract in the nation.

Meany said that if these contracts, these "legal contracts, can be nullified by the terms of a Presidential edict, then no contract is sacred. No mortgage, no bond, no payment on a business loan or installment credit or any other type of normal commercial commitment is safe."

He concluded: "We must, therefore, stand united as never before, for never before has so much depended upon the strength and unity of the family of labor."

After that address, delegates unanimously adopted a resolution urging AFL-CIO representatives to remain on the Pay Board only so long as there is

"reasonable hope" for securing justice for all American working men and women.

'Brink of Disaster'

Declaring that "the American labor movement will not permit itself to become the scapegoat for Administration policies which have brought this Nation to the brink of economic disaster," the resolution instructed all affiliated unions to insist on the "validity of their contract in all their terms and that they take every lawful action at their command to insure that their contracts are honored."

The next day, president Nixon appeared before the conven-

tion to defend both his economic and foreign policies. He made it clear that he intended to continue with Phase II plans and that he wanted labor's participation.

However, with or without labor's participation, President Nixon said, "It is my obligation as President of the United States to make this program of stopping the rise in the cost of living succeed, and to the extent that my power allow it, I shall do exactly that."

Officers Re-elected

Convention delegates heard from a host of other speakers including Presidential hopefuls, foreign dignitaries and other

convention guests. They were welcomed to Bal Harbour, Fla., by Mayor Stephen P. Clark, Governor Reuben Askew, and Charley Harris, President of the Florida AFL-CIO.

By the close of their meeting, delegates re-elected, by acclamation, President Meany, Secretary-Treasurer Lane Kirkland, and 33 vice-presidents including SIU President Paul Hall.

Upon his return to Washington, D.C., following the convention, Meany was stricken with chest pains and admitted to a hospital, where, at press time, his condition was listed as "excellent" and he was resting comfortably.

SIU Members Celebrate Thanksgiving Day

New Orleans

Thanksgiving is a special day for all Americans. For the members of the SIU it affords an opportunity for comradeship as well as giving thanks. Every year SIU halls in ports around the world "put on" a Thanksgiving meal for Seafarers, their families and friends that can't be matched anywhere, for any price. And every year the turnout at these affairs gets larger and larger. Thanksgiving dinner at the union halls offers good food and plenty of it, but more important it gives members of the SIU and their families and friends a chance to socialize with old shipmates, to relax in friendly surroundings. It is all part of the SIU's program to make life a little easier and a little better for its members.

(Additional Photos on Pages 30-31)



Getting ready to have some delicious Louisiana Seafood Gumbo soup at the Thanksgiving dinner in New Orleans, Seafarer Willie Walker and his family pause a minute to look at the camera.



Spending the Thanksgiving holiday with his family in the Port of New Orleans is Seafarer Ernest Sauls.



Everyone in Seafarer Junest Ponson's family agreed that a wonderful meal was served in the Port of New Orleans.



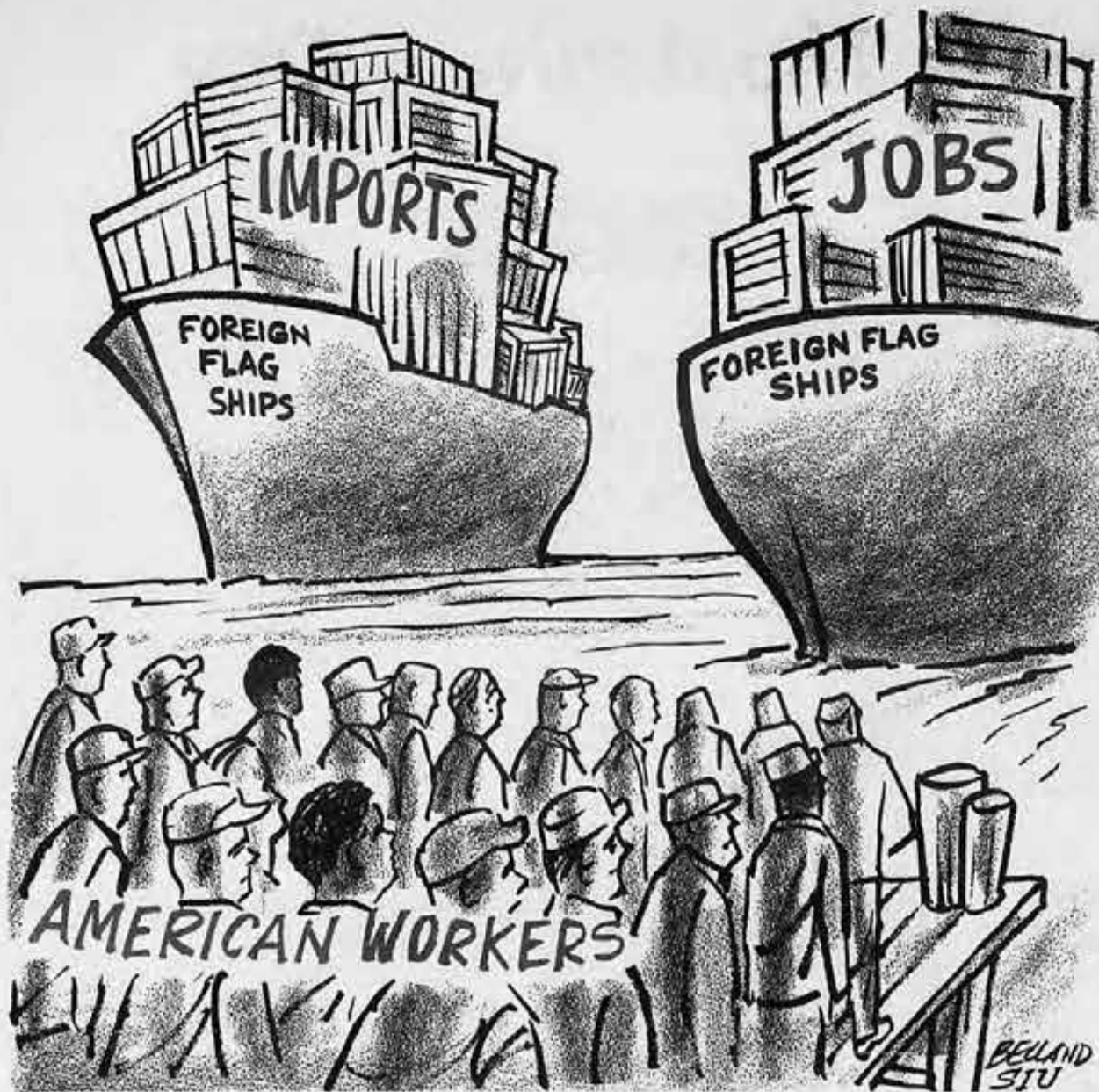
Standing are Louis "Buck" Sstrade, left, and Rueben Belletty, both of whom not only ate the tasty dinner but also helped prepare it. Seated left to right are: Louie O'Leary; Joe Fiesel; George Annis, and Monk Sherman.



In the Port of New Orleans, Seafarer E. Rosario and E. Stratis and their families spend a festive Thanksgiving day with the SIU at the New Orleans' union hall.



Seafarers, pensioners and trainees from the Harry Lundeberg School of Seamanship in New Orleans, La. helped prepare and serve the Thanksgiving Day meal in that port. Seated in the front row are the trainees, while standing in back from left to right are: Calving Troxclair; Don Collins, director of HLSS in New Orleans; Albert Franklin; Herman Troxclair, SIU patrolman in New Orleans; Clyde "Whitney" Lanier; Leroy Nicholas; Robert "Bob" White; Rueben Belletty, and Louis "Buck" Estrade.



Left on the Docks

About 25 years ago, Seafarers started warning the nation about the problems of runaway ships. We were joined in our warnings then by many of the shipbuilding unions. But our warnings went unheeded.

Now there is a turnabout. American working men and women are losing their jobs because of runaway plants. They are now saying the same things we said 25 years ago when our "plants"—our ships—started the runaway process.

There was plenty of evidence of this during the Maritime Trades Department convention. MTD Administrator O. William Moody, Jr. pinpointed the problem in these words:

"When this government, the United States government, in 1946, started to sell off to foreign nations what was the greatest merchant fleet in the history of the world and started to shut down what was the greatest, most productive shipbuilding complex in the world, we began to cry out the phrase 'runaway-flag ships'.

"We ceased to be a carrier nation on the high seas of this world. Today we carry about 5 per cent of our total imports and exports and it has put us in a very dangerous situation in so far as our economy is concerned and insofar as our defense posture is concerned.

"Then we were confronted with the fact that American industry was transporting its jobs and its plants abroad under the umbrella of multi-nation corporations."

That's when Americans started to wake up to the fact that the lack of trade regulations was costing them jobs.

Convention delegates from many unions cited some specifics:

Robert Simpson of the Machinists told how some aerospace firms have been farming out highly-certified welding jobs to low-paid workers in Mexico.

John Mara of the Boot and Shoe Workers urged delegates to look for the union label in the shoes they buy because foreign imports from all over the world are causing widespread unemployment in American shoe plants.

Benjamin Feldman of the Leather Goods declared that "we are at the crossroads where the American worker is going to be a statistic. Our consumer goods are going to be made all over the world but they are

not going to be made here. We are going to be on welfare . . . while our manufacturers go to Taiwan where people work for nine cents an hour."

George Knaly of the Electrical Workers said that the manufacturing division of the IBEW had lost 80,000 jobs over the past three years.

Steve Edney of SIUNA declared that "at one time, we in the tuna industry and perhaps later those in the shipping industry were the first in this battle to call the danger to the attention of the American people and the labor movement. It has been sometimes a lonely fight."

Lester Null of the Pottery and Allied Workers stated simply that foreign imports have killed the pottery industry in the United States. "There is not enough of the pottery industry left in this country to service one-tenth of the American people," he said.

Richard Livingston of the Carpenters told how 3,000 men in Washington and Oregon have lost their jobs while timber is being cut on government lands and then shipped to Japan which turns out finished products. He said the problem is extending to mills across the nation.

So now we know that we are not fighting alone. Other unions in other fields are taking up the fight. The pressure is on the government to take action to save our jobs.

These are hopeful signs. There are some others, as Bill Moody pointed out:

"Two years ago, the AFL-CIO did not have any policy on foreign imports. Today the AFL-CIO has a policy on foreign imports.

"Two years ago we had no legislation or no prospect of legislation to help the American worker in this field. Today we have the Hartke Bill pending in Congress, a bill aimed at solving some of these problems.

"So I submit that as bad as things were two years ago, they are not as bad now."

The signs are hopeful now, more hopeful than two years ago, certainly more hopeful when Seafarers issued their first warnings 25 years ago. If we keep fighting the good fight, and if we do our fighting shoulder to shoulder, then the day will come when American working men and women will no longer be left on the docks as their jobs go sailing away on a foreign-flag ship.

letters to the editor

Support SPAD

To the Editor:

As a delegate from the port of Philadelphia, attending the July SIU educational conference has more than enlightened me to see and fully understand how the overall structure of our organization functions in Piney Point and why our SPAD contributions are needed in Washington for a stronger merchant marine. The membership must fully realize why we must continue to support SPAD and only through SPAD donations can we continue to have a stronger merchant fleet and keep our SIU alive.

We covered every subject from the conception and present time of our union, including all the present benefits we enjoy. Without doubt, we have the best conditions, welfare benefits, contracts, and our constitution is solid. This is a great achievement in relations with other maritime unions as well as shoreside unions.

Much credit must go to our officials, who had the foresight to visualize such an establishment was necessary in Piney Point for the future growth of this organization.

Credit must also be given to Miss Hazel Brown, the teachers, instructors, and heads of the various workshops, who, with their guidance and experience, would make this possible.

It is very gratifying to see how their efforts, experience and patience are necessary in educating the trainees to increase their knowledge and vocations in preparing them for the future. It goes without saying, I urge any member who has the opportunity to attend these conferences to do so in the future.

John Griffin
Philadelphia, Pa.

Save Snug Harbor

To the Editor:

I am writing to you in regard to Sailor's Snug Harbor. I was referred to you by Lt. N. G. Sandifer (USN Ret.).

A friend sent me clippings from the Staten Island Advance—July 14, 1971. It read: "Union Totally Opposed to Snug Harbor Move."

Snug Harbor is choice property and land developers have been after it for a long time; they would like to put up apartment houses here.

That property was left in an 1801 will by Captain Robert Richard Randall. He had Manhattan real estate holdings, the income from which was to be used to create a home for sick and retired seamen. The men do not want to leave the New York area and you can't blame them.

I used to visit Admiral Edward Holden who lived at the home. He was in a wheel chair, but had been to court several times fighting for the men. I am sorry to say he died a few months ago.

The buildings at the "Harbor" are of the finest Greek architecture in the country.

I believe Snug Harbor should be preserved as a home for seamen and as a landmark.

Mrs. M. Pastell
Ossining, N.Y.

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SEAFARERS LOG

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17 OCTOBER 1971

20th Century 'Pirates' Plunder Prizes of Ancient Ship Wreck

The need for a bill to protect ancient ship wrecks has become even more evident after underwater pirates plundered what is probably the most important shipwreck ever found in British waters. It is feared that two 600-pound bronze cannons and a small gun are missing from the remains of Charles II's 100-ton royal yacht, *The Mary*.

A Cache of Arms

The wreck was discovered in July off Anglesey, seven miles north of Holyhead by a group of divers who spotted various pieces of armament. Later, other diving expeditions also claimed to have seen the cannons and guns. The arms were left undisturbed and a representative of the Committee for Nautical Archaeology

was informed of the findings. As the word spread, other divers infiltrated the area and one said, "It was worse than a gold rush."

Six of the main cannons from *The Mary* are presently in the Conservation Department at Liverpool Museum together with the ship's nine-foot iron anchor and a matching pair of Dutch four-pounders.

The Mary was wrecked on a foggy night in March, 1675. Originally, the 65-foot hull of the sumptuously appointed yacht was bought for 4300 guilders. Twice as much was spent on fitting her out, including more than 1000 books of gold leaf, a splendid unicorn for her bow, 50 yards of tooled and gilded leather for her four-berth state cabin, and the best red, white and blue silk taffeta for her royal standard.

Underseas Explorer Discovers 'Real Proof' of Santa Maria

Sunken treasures, gold doubloons, pirate's maps and other underwater fragments always make waves upon discovery. One of the most recent underwater findings is a piece of pottery about three-four inches square which is believed to be from the *Santa Maria*, Columbus' flagship.

Taken from a barrier reef six miles off the north coast of Haiti, the ragged pottery is the first slice of evidence to be brought up in what promises to be a long-time journey to recapture the past. Dating tests at the University of Pennsylvania classified the pottery as "Spanish olive" from about 1475.

Fred Dickson, a 41-year-old explorer, called the fragment "real proof" of the *Santa Maria's* existence. The tests make it right in line to part of the Columbus voyage to the new world. As the *Santa Maria* was the only shipwreck in the immediate area for 100 years, Dickson explained that scientifically it can be determined that other artifacts from

other wrecks do not fit into that time schedule.

The particular area Dickson has explored is a 115-foot long coral reef, 30-feet wide, in the shape of a ship. He found coral dating back 200 years lying 13-feet below the surface which covered the famed ship and formed a type of protection. Its cove-like location has also made another form of protection for the *Santa Maria*.

Retrieving the Ship

Dickson will continue his work of authenticating and hopefully plans to retrieve the famous vessel. The process of reclaiming the ship will become a multi-million dollar preservation estimated Dickson.

A coffer dam, or steel belt would have to be fitted around the area. As the water is pumped out, thousands of gallons of preservatives would be pumped into what is left. Following a time period to allow the preservatives to take effect on the wood, the actual structure would be brought to land.

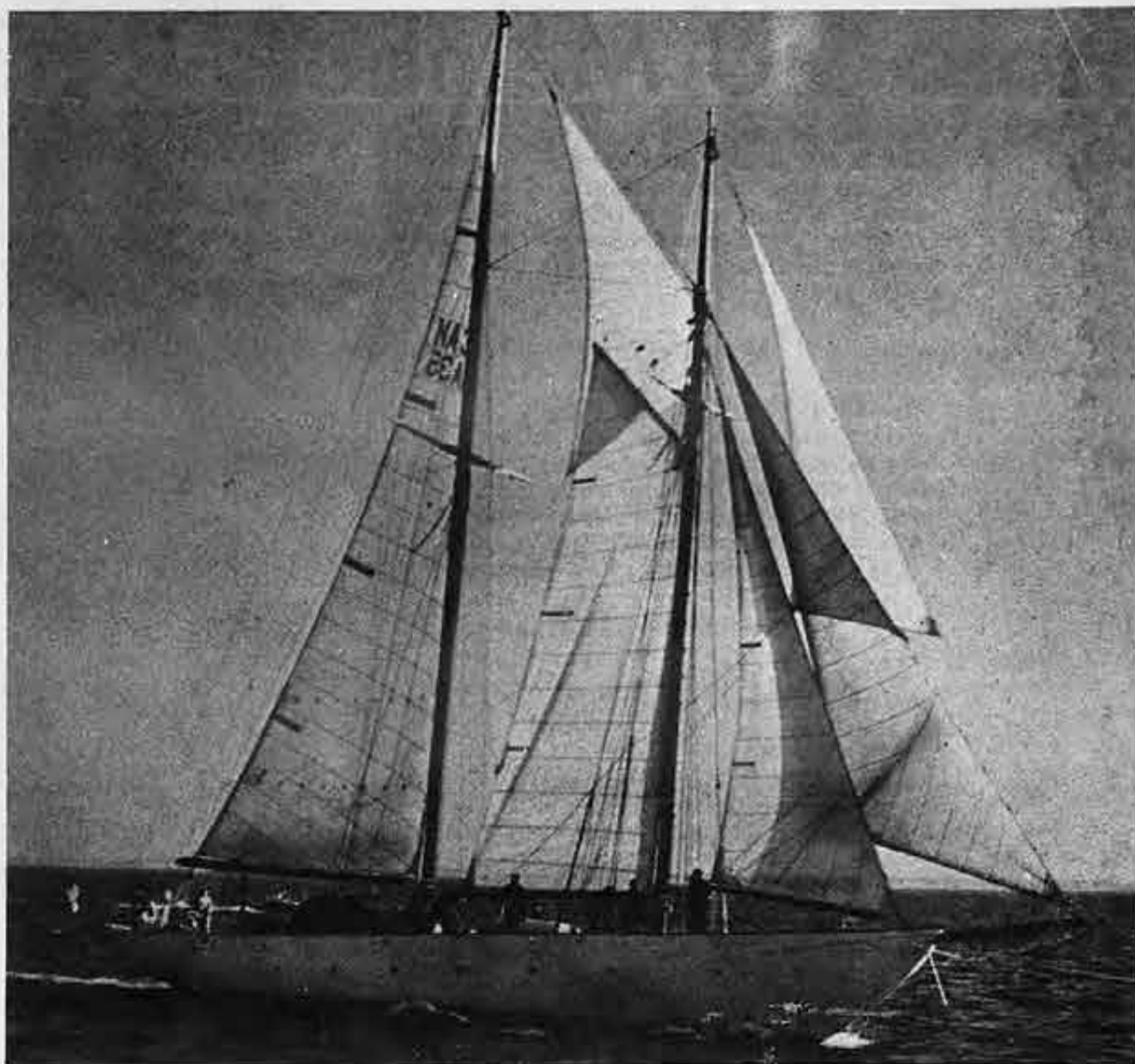
Sea Mining Potential Enhanced By Technological Breakthrough

Through recent technological developments in deep-ocean mining, the economic recovery of many of the world's much needed minerals may come sooner than previously expected.

A breakthrough came last summer with the first successful recovery of minerals from the ocean floor on a continuous and commercially potential basis. The ocean-mining tests represented a culmination of a multi-year program to verify the effectiveness of recovering manganese nodules via hydraulic dredging. Additional comprehensive programs have proven hydraulic dredging using a conduit pipe suspended

from a moving ship was indeed a feasible solution.

Only two of the many proposed methods to mine deep-ocean surficial deposits have been actually tested. The world's first was conducted in July-August in 2,400 feet of water on the Blake Plateau, approximately 170 miles off the Georgia/Florida coast. This hydraulic dredging system used an air-life pump to induce water in a conduit pipe suspended from a ship towing the bottom collection and concentrating device in a continuous path. The second was conducted during August-September in about 12,000 feet of water in the Pacific Ocean off Tahiti.



Close-hauled in a moderate breeze with all sails set, the schooner *Freedom* heads home to the Harry Lundeberg School of Seamanship with her crew of trainees after a day's sailing on the Chesapeake Bay. The 89-foot schooner draws attention of yachtsmen, marine history enthusiasts and all sailing buffs as she regularly plies the waters of the Chesapeake.

Proud Schooner Freedom Serves As 'Classroom' for Lundeberg Trainees

A traditional sight along the Chesapeake Bay waterways these days is the two-masted schooner, *Freedom*. This fully-restored sleek vessel was the proud flagship of the United States Naval Academy's Sailing Squadron for 28 years. Now, it has passed its sea secrets along to other sailors—merchant marine trainees at the Harry Lundeberg School of Seamanship in Piney Point, Md.

The *Freedom* is among the last truly unlimited yachts built in the United States between the two world wars. From the imagination and craftsmanship of her Alden designers came the *Freedom*—88' 8" overall with a 20-ft. beam; displacing 99 tons loaded; a draft of 10 feet, and a cruising speed of 10 knots under auxiliary diesel power.

Proudly carrying 3,800 square feet of sail, the *Freedom* time and again proved her sailing speed while racing against several other vessels throughout her career. She always manages to place well among the leaders. The first 100-mile Skipper's Race was won by the *Freedom* in 1951, and, a decade later, she took first place in the special "Schooner Class" in the classic Annapolis-to-Newport races.

The *Freedom* has weathered the salt and waves well and refused to submit to the fate

predicted for her: "The last chapter in the lives of these giants of the past is always a sorry tale, ending in some forlorn backwater or as a freight hulk in the Bahamas; a fate that the *Freedom* seems doomed to share."

Golden Age Ship

She still plies the waters, sailing under the HLSS colors. The thousands of naval officers who sailed her and the many mariners and yachtsmen who revere the great sailing boats of the "golden era of sail" can beam with pride as the *Freedom*, with all her original majestic elegance, carries on a legendary heritage.

Built in 1931 at the Great Lakes Boat Building Corp. in Detroit by salt magnate Sterling Morton, the *Freedom* was given to the Navy in 1940. Eventually, the Harry Lundeberg School acquired her.

The school's young trainees gain first-hand nautical knowledge and experience while sailing aboard the *Freedom* and the numerous other maritime vessels docked at their Piney Point location. A sense of discipline and responsibility and the understanding of the importance of team workmanship develops when the *Freedom* and her young crew join forces. Learning to sail in all kinds of weather prepares these trainees for life at sea—their future home.



SIU Upgraders Get Full Books In New York

A fine crew of upgraders received their full books in the Port of New York recently. Front row, from left: A. Urti, B. O'Toole, S. Pollizzi, T. Fox, J. Bigner, S. Capro, and P. Kingsbury. Back row, from left: M. Bolger, T. Tyner, E. Byers, J. McCray, J. Smitko, and P. Anthony.

More SIU Members Retire to the Beach



Michael A. Liuzza, 65, joined the union in 1941 in the Port of New Orleans and sailed in the steward department. A native of New Orleans, La., Brother Liuzza continues to make his home there. He is a Navy veteran of World War II.



Thomas F. Gerity, 50, is a native of Cleveland, O. and continues to make his home there. He joined the union in Cleveland and sailed on the Great Lakes as a scowman. Brother Gerity is an Army veteran of World War II.



Maurice F. Ellis, 61, joined the union in 1946 in the Port of Philadelphia and sailed in the steward department. A native of Florida, Seafarer Ellis now lives in Bonifay, La. He is an Army veteran of World War II.



Charles Perkins, 62, is a native of Alabama and now makes his home in Mobile. One of the first members of the union, Brother Perkins joined in 1938 in the Port of Mobile. He sailed in the steward department.



Leif O. Sveum, 63, is a native of Norway and now makes his home in New Orleans, La. He joined the union in 1940 in the Port of New Orleans and sailed in the deck department. He retired after sailing 38 years.



William H. Thompson, 76, joined the union in 1951 in the Port of Galveston and sailed in the steward department. Brother Thompson has been very active in union beefs. A native of Bronson, Tex., Seafarer Thompson now lives in Jewett, Tex. He is a Navy veteran of World War I. His retirement ended a sailing career of 40 years.



Guillermo O. Rosado, 57, joined the union in 1945 in Puerto Rico and sailed in the steward department. He served picket duty in 1961 and was also given a personal safety award for his part in making the Frances an accident free ship in the first half of 1960. A native of Puerto Rico, Seafarer Rosado makes his home in Rio Piedras, P.R.



Peter Gavillo, 58, joined the union in 1941 in the Port of Norfolk and sailed in the deck department. He served picket duty in 1961 during the Greater New York Harbor Strike and also was on the picket line in 1962 in the Moore McCormack-Robin Line beef. A native of Massachusetts, Seafarer Gavillo now makes his home in Baltimore, Md.



George P. Saucier, 61, is one of the first members of the union. He joined in 1938 in the Port of Mobile and sailed in the engine department. Brother Saucier was issued a personal safety award in 1960 for his part in making the Alcoa Ranger an accident free ship. A native of Louisiana, Saucier now lives in Pass Christian, Miss. His retirement ends a sailing career of 39 years.



Pension Checks Presented at New York Meeting

SIU Vice President Earl Shepard (right) hands out first pension checks to three veterans Seafarers who retired to the beach recently. From left are: Willie Edwards, Arvid Gylland, and William Brown.



Brice E. Ruggie, 57, joined the union in the Port of Baltimore in 1946 and sailed in the deck department. A native of Philadelphia, Pa., Seafarer Ruggie now makes his home in Cornwell Heights, Pa. He retired after sailing 34 years.



Volley R. Collins, 59, joined the union in 1940 in the Port of Savannah and sailed in the engine department. A native of Maryland, Brother Collins now makes his home in Bishopville, Md. Seafarer Collins was issued a picket duty card in 1961.



Richard J. McConnell, 45, joined the union in the Port of Galveston in 1947 and sailed in the deck department. He served as ship's delegate while sailing. A native of Missouri, Seafarer McConnell now lives in Nixa, Mo. He is a Navy veteran of World War II.



Exequiel T. Tiong, 70, joined the union in 1947 in the Port of New York and sailed in the engine department. He served picket duty in 1962 during the Moore McCormack-Robin Line beef. A native of the Philippine Islands, Brother Tiong now makes his home in Brooklyn, N.Y. His retirement ended a sailing career of 49 years.



Armon Highman, 62, is a native of Brooklyn, N.Y. and now lives in Houston, Tex. One of the first members of the union, Seafarer Highman joined in 1938 in the Port of Mobile. He sailed in the steward department. His retirement ended a sailing career of 47 years.



Arthur George Gilliland, 45, is a native of New York and now lives in Baltimore, Md. He joined the union in 1946 in the Port of New York and sailed in the deck department. He served picket duty during the Moore McCormack-Robin Line beef of 1962. Seafarer Gilliland served in the Army from 1949 to 1950.



Andrew A. Smith, 58, is a native of Biloxi, Miss. and now lives in Mobile, Ala. One of the first members of the union, Brother Smith joined in 1938 in the Port of Mobile. He sailed in the deck department. His retirement ended a sailing career of 41 years.



John Catalanotto, 55, joined the union in 1943 in the Port of Baltimore and sailed in the deck department. A native of St. James, La., Brother Catalanotto now makes his home in Raceland, La.



Nikolai Taska, 56, is a native of Estonia and now makes his home in Hoboken, N.J. He joined the union in the Port of New Orleans in 1945 and sailed in the engine department. Brother Taska served as department delegate while sailing. He retired after 33 years at sea.



Clarence Joseph Garrabrant, 59, is a native of Newark, N.J. and is now spending his retirement in Kingsport, Tenn. He joined the union in 1952 in the Port of New York and sailed in the engine department. His retirement ended a sailing career of 33 years. Brother Garrabrant served in the Navy from 1926 to 1930.



Louis M. Firlie, 52, joined the union in the Port of New York in 1955 and sailed in the engine department. A native of Cumberland, Md., Brother Firlie now lives in Severn, Md. Seafarer Firlie is an Army veteran of World War II.



Wilbur L. Everett, 61, is a native of Idaho and now makes his home in Seattle, Wash. He joined the union in 1951 in the Port of Seattle and sailed in the steward department. He retired after sailing 28 years.

TEXT OF

SIU

CONSTITUTION

For SIU Atlantic, Gulf, Lakes And Inland Waters District

(Effective January 1, 1970)

CONSTITUTION

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

Affiliated with American Federation of Labor — Congress of Industrial Organizations
(As Amended January 1, 1970)

PREAMBLE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Statement of Principles and Declaration of Rights

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

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

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

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

I

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

II

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

III

No member shall be deprived of his membership without due process of the law of this Union. No member shall be com-

pelled to be a witness against himself in the trial of any proceeding in which he may be charged with failure to observe the law of this Union. Every official and job holder shall be bound to uphold and protect the rights of every member in accordance with the principles set forth in the Constitution of the Union.

IV

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

V

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

VI

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

VII

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

CONSTITUTION

Article I

Name and General Powers

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

Article II

Affiliation

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

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

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

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

Article III

Membership

Section 1. There shall be two classes of membership, to wit full book members and probationary members. Candidates for membership shall be admitted to membership in accordance with such rules as may be adopted from time to time, by a majority vote of the membership and which rules shall not

be inconsistent with the provisions of this Constitution. All candidates with 360 days or more seetime in a consecutive 24 calendar month period commencing from January 1, 1968, in an unlicensed capacity, aboard an American-flag merchant vessel or vessels, covered by contract with this Union, shall be eligible for full membership. All persons with less than the foregoing seetime but at least thirty (30) days of such seetime, shall be eligible for probationary membership. Only full book members shall be entitled to vote and to hold any office or elective job, except as otherwise specified herein. All probationary members shall have a voice in Union proceedings and shall be entitled to vote on Union contracts.

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

The membership, by majority vote, shall at all times have the right to determine the membership status of pensioners.

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

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

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

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

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

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

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

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

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

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

Section 8. Evidence of membership or other affiliation with the Union shall be in such form or forms as determined by the Executive Board, and shall at all times remain the property of the Union. Members may be required to show their evidence of membership in order to be admitted to Union meetings, or into, or on Union property.

Article IV

Reinstatement

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

Article V

Dues and Initiation Fee

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

Section 2. No candidate for full book membership shall be admitted into such membership without having paid an initiation fee of Five Hundred (\$500.00) Dollars, except as otherwise provided in this Constitution. In addition, the candidate shall pay a Ten (\$10.00) Dollar "service fee" for the issuance of his full book.

Each candidate for probationary membership and each probationary member shall, with the payment of each of his first four quarterly dues, as required by Section 1, pay at each such time the sum of One Hundred and Twenty-five (\$125.00) Dollars as partial initiation fee. The total of such initiation monies so paid shall be credited to his above required initiation fee for a full book member upon completion of the required seetime as provided for in Article III, Section 1. Monies paid to the Union by any non-full book member prior to the effective date of this amended Constitution, on account of initiation fee and assessments, not exceeding Two Hundred and Fifty (\$250.00) Dollars, shall be credited to such member's payment of his initiation fee as required by this section.

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

Section 4. All members shall be and remain in good standing.

Article VI

Retirement from Membership

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

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

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

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

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

Article VII

Systems of Organization

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

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

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

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

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

Article VIII

Officers, Headquarters Representatives, Port Agents and Patrolmen

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

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

Article IX

Other Elective Jobs

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

Committee members of:

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

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

Article X

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

Section 1. The President.

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

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

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

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

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

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

The President shall designate, in the event of the incapacity of any Headquarters Representative, Port Agent or Patrolman, or any officer other than the President, a replacement to act

as such during the period of incapacity, provided such replacement is qualified under Article XII of the Constitution to fill such job.

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

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

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

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

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

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

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

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

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

Section 2. Executive Vice-President.

The Executive Vice-President shall perform any and all duties assigned him or delegated to him by the President. The Executive Vice-President shall be a member of the Executive Board and may cast one vote in that body.

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

The Vice-President in Charge of Contracts and Contract Enforcement shall perform any and all duties assigned him or delegated to him by the President. In addition, he shall be responsible for all contract negotiations, the formulation of bargaining demands, and the submission of proposed collective bargaining agreements to the membership for ratification. He shall also be responsible, except as otherwise provided in Article X, Section 13(d)(1), for strike authorization, signing of new contracts, and contract enforcement. He shall also act for headquarters in executing the administrative functions assigned to headquarters by this Constitution with respect to trials and appeals except if he is a witness or party thereto, in which event the Secretary-Treasurer shall act in his place. In order that he may properly execute these responsibilities he is hereby instructed and authorized to employ such help as he deems necessary, be it legal, or otherwise, subject to approval of the Executive Board.

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

Section 4. Secretary-Treasurer.

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

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

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

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

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

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

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

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

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

In order that he may properly execute his responsibilities he

is empowered and authorized to retain any technical or professional assistance he deems necessary, subject to approval of the Executive Board.

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

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

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

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

Section 8. Headquarters Representatives.

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

Section 9. Port Agents.

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

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

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

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

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

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

Section 10. Patrolmen.

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

Section 11. Executive Board.

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

The Executive Board shall meet no less than twice each year and at such times as the President and/or a majority of the Executive Board may direct. The President shall be chairman of all Executive Board meetings unless absent, in which case the Executive Board shall designate the chairman. Each member of the Executive Board shall be entitled to cast one vote in that body. Its decision shall be determined by majority vote of those voting, providing a quorum of three is present. It shall be the duty of the Executive Board to develop policies, strategies and rules which will advance and protect the interests and welfare of the Union and the Members. It shall be the duty of the Secretary-Treasurer, or in his absence, an appointee of the Executive Board, to keep accurate minutes of all Executive Board meetings. The Executive Board shall determine per capita tax to be levied and other terms and conditions of affiliation for any group of workers desiring affiliation. The Executive Board may direct the administration of all Union affairs, properties, policies and personnel in any and all areas not otherwise specifically provided for in this Constitution. Notwithstanding the foregoing, the Executive Board may act without holding a formal meeting provided all members of the Board are sent notice of the proposed action or actions and the decision thereon is reduced to writing and signed by a majority of the Executive Board.

In the event that death, resignation or removal from office for any reason should occur to the President, the Executive Board by majority vote shall name a successor from its own membership who shall fill that vacancy until the next general election.

In the event the President is incapacitated for a period of more than thirty (30) days, and the Executive Board by majority vote thereafter determines that such incapacity prevents the President from carrying out his duties, the Executive Board by majority vote, may appoint from among its own membership the officer to fill the office of President. This appointment shall terminate upon the President's recovery from such incapacity or upon the expiration of the President's term of office whichever occurs first.

The Executive Board by majority vote may grant requests for leaves of absences with or without pay to officers. In the event that a leave is granted to the President, the Executive Board by a majority vote, shall designate from among its own membership who shall exercise the duties of the President during such period of leave.

Section 12. Delegates.

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

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

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

Section 13. Committees.

(a) Trial Committee.

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

(b) Appeals Committee.

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

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

(c) Quarterly Financial Committee.

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

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

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

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

5. The Quarterly Financial Committee shall consist of seven (7) full book members in good standing to be elected at Headquarters—Port of New York. No officer, Headquarters Representative, Port Agent, or Patrolman, shall be eligible for election to this Committee. Committee members shall be elected at the regular Headquarters—Port of New York meeting designated by the Secretary-Treasurer. In the event such regular meeting cannot be held for lack of a quorum, the New York Port Agent shall call a special meeting as early as possible for the electing of Committee members to serve on the Quarterly Financial Committee. On the day following their election, and continuing until the Committee has completed its report, each Committee member shall be paid for hours worked at the standby rate of pay, but in no event shall they be paid for less than eight (8) hours per day. They shall be furnished room and board during the period they are performing their duties.

In the event a committee member ceases to act, no replacement need be elected, unless there are less than three (3) committee members, in which event they shall suspend their work until a special election for committee members shall be held as provided above, for such number of committee members as shall be necessary to constitute a committee of not less than three (3) members in good standing.

(d) Strike Committee.

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

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

Article XI

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

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

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

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

The first nomination and election of officers and jobs under this amended Constitution as provided for in this Article XI, and Articles XII and XIII, shall be held in the year 1971, notwithstanding the unexpired term of any office as a result of a prior election or appointment.

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

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

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

Article XII

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

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

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

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

(c) He has at least one hundred (100) days of seetime, in an unlicensed capacity, aboard an American-flag merchant vessel or vessels covered by contract with this Union, or one hundred (100) days of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, or a combination of these, between January 1st and the time of nomination in the election year; and

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

(e) He is not disqualified by law. He is not receiving a pension from this Union's Pension Fund, if any, or from a Union-Management Fund to which Fund this Union is a party or from a company under contract with this Union.

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

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

Article XIII

Elections for Officers, Headquarters Representatives, Port Agents and Patrolmen

Section 1. Nominations.

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

(a) The name of the candidate.

(b) His home address and mailing address.

(c) His book number.

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

(e) Proof of citizenship.

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

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

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

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

Dated
Signature of member

Book No.

Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

Any full book member may nominate any other full book member in which event such full book member so nominated shall comply with the provisions of this Article as they are set forth herein, relating to the submission of credentials. By reason of the above self nomination provision the responsibility if any, for notifying a nominee of his nomination to office, shall be that of the nominator.

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

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

Section 2. Credentials Committee.

(a) A Credentials Committee shall be elected at the regular meeting in August of the election year, at the port where Headquarters is located. It shall consist of six (6) full book members in attendance at the meeting, with two (2) members to be elected from each of the Deck, Engine and Stewards Departments. No officer, Headquarters Representative, Port Agent or Patrolman, or candidate for office or the job of Headquarters Representative, Port Agent or Patrolman, shall be eligible for election to this Committee, except as provided for in Article X, Section 4. In the event any committee member is unable to serve, the Committee shall suspend until the President or Executive Vice-President, or the Secretary-Treasurer, in that order, calls a special meeting at the port where Headquarters is located in order to elect a replacement. The Committee's

results shall be by majority vote, with any tie vote being resolved by a majority vote of the membership at a special meeting called for that purpose at that Port.

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

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

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

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

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

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

Section 3. Balloting Procedures.

(a) Balloting in the manner hereafter provided, shall commence on November 1st of the election year and shall continue through December 31st, exclusive of Sundays and (for each individual Port) holidays legally recognized in the City of which the port affected is located. If November 1st or December 31st falls on a holiday legally recognized in a Port in the City in which that port is located, the balloting period in such port shall commence or terminate, as the case may be, on the next succeeding business day. Subject to the foregoing, for the purpose of full book members securing their ballots, the ports shall be open from 9:00 A.M. to 12 Noon, Monday through Saturdays, excluding holidays.

(b) Balloting shall be by mail. 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 with book number and job seniority classification status.

The listing of the ports shall first set forth Headquarters and then shall follow a geographical pattern, commencing with the most northerly part of the Atlantic Coast, following the Atlantic Coast down to the most southerly port on that coast, then westerly along the Gulf of Mexico and so on, until the list of ports is exhausted. Any port outside the Continental United States shall then be added. There shall be no write in voting and no provisions for the same shall appear on the ballot. Each ballot shall be so prepared as to have the number thereon placed at the top thereof and shall be so perforated as to enable that portion containing the said number to be easily removed to insure secrecy of the ballot. On this removable portion shall also be placed a short statement indicating the nature of the ballot and the voting date thereof.

(c) 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. The Secretary-Treasurer shall also send to each Port Agent a sufficient amount of blank opaque envelopes containing the word, "Ballot" on the face of the envelope, as well as a sufficient amount of opaque mailing envelopes, first class postage prepaid and printed on the face thereon as the addressee shall be the name and address of the depository for the receipt of such ballots as designated by the President in the manner provided by Article X, Section 1, of this Constitution. In the upper left-hand corner of such mailing envelope, there shall be printed thereon, as a top line, provision for the voter's signature and on another line immediately thereunder, provision for the printing of the voter's name and book number. In addition, the Secretary-Treasurer shall also send a sufficient amount of mailing envelopes identical with the mailing envelopes mentioned above, except that they shall be of different color, and shall contain on the face of such envelope in bold letters, the word, "Challenge". The Secretary-Treasurer shall further furnish a sufficient amount of "Roster Sheets" which shall have printed thereon, at the top thereof, the year of the election, and immediately thereunder, five (5) vertical columns designated, date, ballot number, signature full book member's name, book number and comments, and such roster sheets shall contain horizontal lines immediately under the captions of each of the above five columns. The Secretary-Treasurer shall also send a sufficient amount of envelopes with the printed name and address of the depository on the face thereof, and in the upper left-hand corner, the name of the port and address, and on the face of such envelope, should be printed the words, "Roster Sheets and Ballot Stubs". 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 the 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 all the aforementioned election material actually received. The Secretary-Treasurer shall prepare a file in which shall be kept memoranda and correspondence dealing with the election. This file shall at all times be available to any member asking for inspection of the same at the office of the Secretary-Treasurer and shall be turned over to the Union Tallying Committee.

(d) Balloting shall be secret. Only full book members in good standing may vote. Each full book member may secure his ballot at Port offices, from the Port Agent or his duly designated representative at such port. Each Port Agent shall designate an area at the Port office over which should be posted the legend "Voting Ballots Secured Here." When a full book member appears to vote he shall present his book to the Port Agent or his aforementioned duly designated representative. The Port Agent or his duly designated representative shall insert on the roster sheet under the appropriate column, the date, the number of the ballot given to such member and his full book number, and the member shall then sign his name on such roster sheet under the appropriate column. Such member shall have his book stamped with the word, "Voted" and the date, and shall be given a ballot, and simultaneously the perforation on the top of the ballot shall be removed. At the same time the member shall be given the envelope marked "Ballot" together with the pre-paid postage mailing envelope addressed to the depository. The member shall take such ballot and envelopes and in secret thereafter, mark his ballot, fold the same, insert it in the blank envelope marked "Ballot", seal the same, then insert such "Ballot" envelope into the mailing envelope, seal such mailing envelope, sign his name on the upper left-hand corner on the first line of such mailing envelope and on the second line in the upper left-hand corner print his name and book number, after which he shall mail or cause the same to be mailed. In the event a full book member appears to vote and is not in good standing, or does not have his membership book with him or it appears for other valid reasons he is not eligible to vote, the same procedure as provided above shall apply to him, except that on the roster sheet under the column "Comments", notation should be made that the member voted a challenged ballot and the reason for his challenge. Such member's membership book shall be stamped "voted challenge", and the date, and such member instead of the above-mentioned mailing envelope, shall be given the mailing envelope of a different color marked on the face thereof with the word, "Challenge". At the end of each day, the Port Agent or his duly designated representative shall enclose in the envelope addressed to the depository and marked "Roster Sheets and Ballot Stubs", the roster sheet or sheets executed by the members that day, together with the numbered perforated slips removed from the ballots which had been given to the members, and then mail the same to such depository. To insure that an adequate supply of all balloting material is maintained in all ports at all times, the Port Agent or his duly designated representative, simultaneously with mailing of the roster sheets and ballot stubs to the depository at the end of each day, shall also make a copy of the roster sheet for that day and mail the same to the Secretary-Treasurer at Headquarters. The Port Agent shall be responsible for the proper safeguarding of all election material and shall not release any of it until duly called for and shall insure that no one tampers with the material placed in his custody.

(e) Full book members may request and vote an absentee ballot under the following circumstances; while such member is employed on a Union contracted vessel and which vessel's schedule does not provide for it to be at a port in which a ballot can be secured during the time and period provided for in Section 4(a) of this Article or is in a USPHS Hospital anytime during the first ten (10) days of the month of November of the Election Year. The member shall make a request for an absentee ballot by registered or certified mail or the equivalent mailing device at the location from which such request is made, if such be the case. Such request shall contain a designation as to the address to which such member wishes his absentee ballot returned. The request shall be post-marked no later than 12:00 P.M. on the 15th day of November of the election year, shall be directed to the Secretary-Treasurer at Headquarters and must be delivered no later than the 25th of such November. The Secretary-Treasurer shall determine whether such member is eligible to vote such absentee ballot. The Secretary-Treasurer, if he determines that such member is so eligible, he shall by the 30th of such November, send by registered mail, return receipt requested, to the address so designated by such member, a "Ballot", after removing the perforated numbered stub, together with the hereinbefore mentioned "Ballot" envelope, and mailing envelope addressed to the depository, except that printed on the face of such mailing envelope, shall be the words "Absentee Ballot" and appropriate voting instructions shall accompany such mailing to the member. If the Secretary-Treasurer determines that such member is ineligible to receive such absentee ballot, he shall nevertheless send such member the aforementioned ballot with accompanying material except that the mailing envelope addressed to the depository shall have printed on the face thereof the words "Challenged Absentee Ballot." The Secretary-Treasurer shall keep records of all of the foregoing, including the reasons for determining such member's ineligibility, which records shall be open for inspection by full book members and upon the convening of the Union Tallying Committee, presented to them. The Secretary-Treasurer shall send to all Ports, the names and book numbers of the members to whom absentee ballots were sent.

(f) All ballots to be counted, must be received by the depository no later than the January 5th immediately subsequent to the election year and must be postmarked no later than 12 midnight December 31st of the election year.

Section 4. (a) At the close of the last day of the period for securing ballots, the Port Agent in each port, in addition to his duties set forth above, shall deliver or mail to Headquarters by registered or certified mail, attention Union Tallying Committee, all unused ballots and shall specifically set forth, by serial number and amount, the unused ballots so forwarded.

(b) The Union Tallying Committee shall consist of 14 full book members. Two shall be elected from each of the seven ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston and Detroit. The election shall be held at the regular meeting in December of the election year, or if the Executive Board otherwise determines prior thereto, at a

special meeting held in the aforesaid ports, on the first business day of the last week of said month. No officer, Headquarters Representative, Port Agent, Patrolman, or candidate for office, or the job or Headquarters Representative, Port Agent or Patrolman, shall be eligible for election to this Committee, except as provided for in Article X, Section 4. In addition to its duties herein set forth, the Union Tallying Committee shall be charged with the tallying of all the ballots and the preparation of a closing report setting forth, in complete detail, the results of the election, including a complete accounting of all ballots and stubs, and reconciliation of the same with the rosters, and receipts of the Port Agents, all with detailed reference to serial numbers and amounts and with each total broken down into port totals. The Tallying Committee shall have access to all election records and files for their inspection, examination and verification. 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.

In connection with the tally of ballots there shall be no counting of ballots until all mailing envelopes containing valid ballots have first been opened, the ballot envelopes removed intact and then all of such ballot envelopes mixed together, after which such ballot envelopes shall be opened and counted in such multiples as the Committee may deem expedient and manageable. The Committee shall resolve all issues on challenged ballots and then tally those found valid, utilizing the same procedure as provided in the preceding sentence either jointly or separately.

(c) The members of the Union Tallying Committee shall, after their election, proceed to the port in which Headquarters is located, to arrive at that port no later than January 5th of the year immediately after the election year. Each member of the Committee not elected from the port in which Headquarters is located shall be reimbursed for transportation, meals, and lodging expenses occasioned by their traveling to and returning from that Port. Committee members elected from the port in which Headquarters is located, shall be similarly reimbursed, except for transportation. All members of the Committee shall also be paid at the prevailing standby rate of pay from the day subsequent to their election to the day they return, in normal course, to the port from which they were elected.

The Union Tallying Committee shall elect a chairman from among themselves and, subject to the express terms of this Constitution, adopt its own procedures. All decisions of such Committee and the contents of their report shall be valid if made by a majority vote, provided there be a quorum in attendance, which quorum is hereby fixed at nine (9). The Committee, but not less than a quorum thereof, shall have the sole right and duty to obtain all mailed ballots and the other mailed election material from the depository and to insure their safe custody during the course of the Committee's proceedings. The proceedings of the Committee except for their organizational meeting and their actual preparation of the closing report and dissents therefrom, if any, shall be open to any member, provided he observes decorum. Any candidate may act as an observer and/or designate another member to act as his observer at the counting of the ballots. In no event shall issuance of the above referred to closing report of the Committee be delayed beyond January 31st immediately subsequent to the close of the election year. In the discharge of its duties, the Committee may call upon and utilize the services of clerical employees of the Union. The Committee shall be discharged upon the completion of the issuance and dispatch of its report as required in this Article. In the event a recheck and recount is ordered pursuant to this Article, the Committee shall be reconstituted, except that if any member thereof is not available, a substitute therefore shall be elected from the appropriate port at a special meeting held for that purpose as soon as possible.

(d) The report of the Committee shall be made up in sufficient copies to comply with the following requirements: two copies shall be mailed by the Committee to each Port Agent and the Secretary-Treasurer no later than January 31st immediately subsequent to the close of the election year. 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, and notify the Secretary-Treasurer, in writing, as to the date of such posting. This copy shall be kept posted until after the Election Report Meeting, which shall be the March regular membership meeting immediately following the close of the election year. At the Election Report Meeting, the other copy of the report shall be read verbatim.

(e) Any full book member claiming a violation of the election and balloting procedure or the conduct of the same, shall within 72 hours of the occurrence of the claimed violation, notify the Secretary-Treasurer at Headquarters, in writing, by certified mail, of the same, setting forth his name, book number and the details so that appropriate corrective action if warranted may be taken. The Secretary-Treasurer shall expeditiously investigate the facts concerning the claimed violation, take such action as may be necessary if any, and make a report and recommendation, if necessary, a copy of which shall be sent to the member and the original shall be filed for the Union Tallying Committee for their appropriate action, report and recommendation, if any. The foregoing shall not be applicable to matters involving the Credentials Committee's action or report, the provisions of Article XIII, Sections 1 and 2 being the pertinent provisions applicable to such matters.

All protests as to any and all aspects of the election and balloting procedures or the conduct of the same, not passed upon by the Union Tallying Committee in its report, excluding therefrom matters involving the Credentials Committee's action or report as provided in the last sentence of the immediately preceding paragraph, but including the procedure and report of the Union Tallying Committee, shall be filed in writing by certified mail with the Secretary-Treasurer at Headquarters, to be received no later than the February 25th immediately subsequent to the close of the election year. It shall be the responsibility of the member to insure that his written protest is received by the Secretary-Treasurer no later than such February 25th. The Secretary-Treasurer shall forward copies of such written protest to all ports in sufficient time to be read at the Election Report Meeting. The written protest shall contain the full book member's name, book number, and all details constituting the protest.

(f) At the Election Report Meeting the report and recommendation of the Union Tallying Committee, including but not limited to discrepancies, protests passed upon by them, as well as protests filed with the Secretary-Treasurer as provided for in Section (e) immediately above, shall be acted upon by the meeting. A majority vote of the membership shall decide what action, if any, in accordance with the Constitution shall be taken thereon, which action, however, shall not include the

ordering of a special vote, unless reported discrepancies or protested procedure or conduct found to have occurred and to be violative of the Constitution, affected the results of the vote for any office or job, in which event, the special vote shall be restricted to such office, offices and/or job or jobs, as the case may be. A majority of the membership at the Election Report Meetings may order a recheck and recount when a dissent to the closing report has been issued by three (3) or more members of the Union Tallying Committee. Except for the contingencies provided for in this Section 4(f), the closing report shall be accepted as final. There shall be no further protest or appeal from the action of the majority of the membership at the Election Report Meetings.

(g) Any special vote ordered pursuant to Section 4(f) shall be commenced within ninety (90) days after the first day of the month immediately subsequent to the Election Report Meetings mentioned above. The depository shall be the same as designated for the election from which the special vote is ordered. And the procedures shall be the same as provided for in this Section 4, except where specific dates are provided for, the days shall be the dates applicable, which provide for the identical time and days originally provided for in this Section 4. The Election Report Meeting for the aforesaid special vote shall be that meeting immediately subsequent to the report of the Union Tallying Committee separated by one calendar month.

Section 5. Elected Officers and Job Holders:

(a) A candidate unopposed for any office or job shall be deemed elected to such office or job notwithstanding that his name may appear on the ballot. The Union Tallying Committee shall not be required to tally completely the results of the voting for such unopposed candidate but shall certify in their report, that such unopposed candidate has been elected to such office or job. The Election Report Meeting shall accept the above certification of the Union Tallying Committee without change.

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

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

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

In such event, a majority vote of the membership may grant additional time for the assumption of the office or job. In the event of the failure of the newly-elected President to assume office the provisions of Article X, Section 11 shall apply until the expiration of the term. All other cases of failure to assume office shall be dealt with as decided by a majority vote of the membership.

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

Article XIV

Other Elections

Section 1. Trial Committee.

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

Section 2. Appeals Committee.

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

Article XV

Trials and Appeals

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

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

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

shall also be handed a written copy of the charges made against him.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- No finding of guilt shall be reversed if there is substantial evidence to support such a finding and, in such case, the Appeals Committee shall not make its own findings as to the weight of evidence.
- In no event shall increased punishment be recommended.
- A new trial shall be recommended if the Appeals Committee finds--(a) that any member of the Trial Committee

should have been disqualified, or (b) that the accused was not adequately informed of the details of the charged offense, which resulted in his not having been given a fair trial, or (c) that for any other reason, the accused was not given a fair trial.

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

(e) The Appeals Committee may recommend lesser punishment.

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

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

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

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

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

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

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

Article XVI

Offenses and Penalties

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

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

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

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

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

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

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

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

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

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

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

Article XVII

Publications

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

Article XVIII

Bonds

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

Article XIX

Expenditures

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

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

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

Article XX

Income

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

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

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

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

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

Section 5. To the extent deemed appropriate by the majority of the Executive Board, funds and assets of the Union may be kept in an account or accounts without separation as to purpose and expended for all Union purposes and objects.

Article XXI

Other Types of Union Affiliation

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

Article XXII

Quorums

Section 1. Unless elsewhere herein otherwise specifically provided, the quorum for a special meeting of a port shall be six (6) full book members.

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

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

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

Article XXIII Meetings

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

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

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

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

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

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

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

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

Article XXIV Definitions and Miscellaneous Provisions Relating Thereto

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

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

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

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

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

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

Section 7. The term "Election Year" shall be deemed to mean that calendar year prior to the calendar year in which elected

officials and other elected job-holders are required to assume office.

Section 8. The terms, "this Constitution", and "this amended Constitution," shall be deemed to have the same meaning and shall refer to the Constitution as amended which takes the place of the one adopted by the Union in 1939, as amended up through August, 1968.

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

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

Section 11. The term "full book" or "full Union book" shall mean only an official certificate issued as evidence of Union membership which carries with it complete rights and privileges of membership except as may be specifically constitutionally otherwise provided.

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

Article XXV Amendments

This Constitution shall be amended in the following manner:

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

Section 2. When a proposed amendment is accepted by a majority vote of the membership, it shall be referred to a Constitutional Committee in the Port where Headquarters is located. This Committee shall be composed of six full book members, two from each department and shall be elected in accordance with such rules as are established by a majority vote of that Port. The Committee will act on all proposed amendments referred to it. The Committee may receive whatever advice and assistance, legal or otherwise, it deems necessary. It shall prepare a report on the amendment together with any proposed changes or substitutions or recommendations and the reasons for such recommendations. The latter shall then be submitted to the membership. 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 directed by a majority vote of the membership at the time it gives the approval necessary to put the referendum to a vote. The Union Tallying Committee shall consist of six (6) full book members, two from each of the three (3) departments of the Union, elected from Headquarters Port. The amendment shall either be printed on the ballot, or if too lengthy, shall be referred to on the ballot. Copies of the amendment shall be posted on the bulletin boards of all ports and made available at the voting site in all ports.

Section 3. If approved by a majority of the valid ballots cast, the amendment shall become effective immediately upon notification by the aforesaid Union 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.

EXHIBIT A

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

I

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

II

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

III

This Union is chartered by (and/or affiliated with), the Seafarers International Union of North America—Atlantic,

Gulf, Lakes and Inland Waters District, and this Constitution and any amendments thereto, shall not take effect unless and until approved as set forth in the Constitution of that Union.

IV

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

V

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

VI

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

VII

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

VIII

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

IX

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

X

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

XI

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

XII

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

XIII

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

EVERY SEAFARER IS GUARANTEED:

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

ANNUAL REPORT

For the fiscal year ended April 30, 1971

UNITED INDUSTRIAL WORKERS OF NORTH AMERICA
PENSION FUND

275 20th Street, Brooklyn, New York 11215

to the
SUPERINTENDENT OF INSURANCE
of the
STATE OF NEW YORK

The data contained herein is for the purpose of providing general information as to the condition and affairs of the fund. The presentation is necessarily abbreviated. For a more comprehensive treatment, refer to the Annual Statement, copies of which may be inspected at the office of the fund, or at the New York State Insurance Department, 55 John Street, New York, New York 10038.

STATEMENT OF CHANGES IN FUND BALANCE (RESERVE FOR FUTURE BENEFITS) ADDITIONS TO FUND BALANCE

Item		
1. Contributions: (Exclude amounts entered in Item 2)	\$ 190,126.39	
(a) Employer (Schedule 1)		
(b) Employee		
(c) Other (Specify)		
(d) Total Contributions	\$ 190,126.39	
2. Dividends and Experience Rating Refunds from Insurance Companies		
3. Investment Income:		
(a) Interest	5,514.19	
(b) Dividends	1,068.35	
(c) Rents		
(d) Other (Specify)		
(e) Total Income from Investments	6,582.54	
4. Profit on disposal of investments		
5. Increase by adjustment in asset values of investments		
6. Other Additions: (Itemize)		
(a) Reimbursement of Field Audit Expenses	2,082.71	
(b)		
(c) Total Other Additions	2,082.71	
7. Total Additions	\$ 198,791.64	

DEDUCTIONS FROM FUND BALANCE

8. Insurance and Annuity Premiums to Insurance Carriers and to Service Organizations (Including Prepaid Medical Plans)		
9. Benefits Provided Directly by the Trust or Separately Maintained Fund	\$ 10,390.97	
10. Payments to an Organization Maintained by the Plan for the Purpose of Providing Benefits to Participants (Attach latest operating statement of the Organization showing detail of administrative expenses, supplies, fees, etc.)		
11. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, Hospitals, Doctors, etc.)		
12. Administrative Expenses:		
(a) Salaries (Schedule 2)	12,354.59	
(b) Allowances, Expenses, etc. (Schedule 2)	4,998.21	
(c) Taxes	604.21	
(d) Fees and Commissions (Schedule 3)	9,698.09	
(e) Rent	1,125.23	
(f) Insurance Premiums	206.24	
(g) Fidelity Bond Premiums		
(h) Other Administrative Expenses (Specify) See attachment	9,579.27	
(i) Total Administrative Expenses	38,565.84	
13. Loss on disposal of investments		
14. Decrease by adjustment in asset values of investments		
15. Other Deductions: (Itemize)		
(a)		
(b)		
(c) Total Other Deductions		
16. Total Deductions	\$ 48,956.81	

RECONCILEMENT OF FUND BALANCE

17. Fund Balance (Reserve for Future Benefits at Beginning of Year)	\$ 95,861.80
18. Total Additions During Year (Item 7)	198,791.64
19. Total Deductions During Year (Item 16)	48,956.81
20. Total Net Increase (Decrease)	149,834.83
21. Fund Balance (Reserve for Future Benefits) at end of Year (Item 14, Statement of Assets and Liabilities)	\$ 245,696.63

Part IV

Part IV data for trust or other separately maintained fund are to be completed for a plan involving a trust or other separately maintained fund. It also is to be completed for a plan which: (1) Has incurred expenses other than: (a) Payments for unfunded benefits or (b) Insurance or annuity premiums or subscription charges paid to an insurance carrier or service or other organization; or (2) Has assets other than: (a) Insurance or annuity contracts or (b) Contributions in the process of payment or collection.

Part IV—Section A

Statement of Assets and Liabilities
United Industrial Workers of North America Pension Fund
File No. WP 222427
As of April 30, 1971

ASSETS¹

Item	End of Prior Year	End of Reporting Year
1. Cash	\$ 13,619.10	\$ 19,246.13
2. Receivables:		
a. Contributions: (See Item 18)		
(1) Employer		
(2) Other (Specify)		
b. Dividends or experience rating refunds		
c. Other (Specify)		
3. Investments: (Other than real estate)		
a. Bank deposits at interest and deposits or shares in savings and loan associations		
b. Stocks:		
(1) Preferred	2,858.13	2,858.13
(2) Common	12,485.45	56,047.91
c. Bonds and debentures:		
(1) Government obligations:		
(a) Federal	56,889.12	
(b) State and municipal		
(2) Foreign government obligations		
(3) Nongovernment obligations	10,000.00	168,309.00
d. Common Trusts:		
(1) (Identify)		
(2) (Identify)		
e. Subsidiary organizations (See Instructions) (Identify and indicate percentage of ownership by this Plan in the subsidiary)		
4. Real estate loans and mortgages		
5. Loans and Notes Receivable: (Other than real estate)		
a. Secured		
b. Unsecured		
6. Real Estate:		
a. Operated		
b. Other real estate		
7. Other Assets:		
a. Accrued income		
b. Prepaid expenses		
c. Other (Specify) Accrued Interest Receivable	10.00	161.43
8. Total Assets	\$ 95,861.80	\$ 246,622.60

LIABILITIES

9. Insurance and annuity premiums payable		
10. Unpaid claims (Not covered by insurance)		
11. Accounts payable		
12. Accrued expenses		
13. Other liabilities (Specify) Due to other funds		925.97
14. Reserve for future benefits	95,861.80	245,696.63
15. Total Liabilities and Reserves	\$ 95,861.80	\$ 246,622.60

¹The assets listed in this statement must be valued on the basis regularly used in valuing investments held in the fund and reported to the U.S. Treasury Department, or shall be valued at their aggregate cost or present value, whichever is lower, if such a statement is not so required to be filed with the U.S. Treasury Department.

UNITED INDUSTRIAL WORKERS OF NORTH AMERICA PENSION FUND ATTACHMENT TO THE ANNUAL STATEMENT TO THE SUPERINTENDENT OF INSURANCE OF THE STATE OF NEW YORK FOR THE YEAR ENDED APRIL 30, 1971

Deductions from Fund Balance

Item 12 (h)—Other Administrative Expenses	
Contribution to pension plan	\$4,332.02
Postage, express and freight	198.82
Telephone and telegraph	318.40
Equipment rental	500.61
Miscellaneous expense	429.12
Repairs and maintenance	112.23
Dues and subscriptions	40.92
Stationery, supplies and printing	2,586.53
Employee benefits	688.91
Microfilming	76.96
Outside temporary office help	82.25
Office improvements	178.62
Miscellaneous Trustees' meeting expenses	33.88
	\$9,579.27

Employer trustee:

x Fredrick B. Paulsen

Employee trustee:

x Alker

SIU Ships' Committees . . . Serving the Members and the Union



STEEL ADMIRAL (Isthmian)—Aboard the *Steel Admiral* at dock in Bayonne, New Jersey are, from left: W. Sawyer, deck delegate; Ruel Lawrence, ship's chairman; D. Cordero, steward delegate; R. Essy, secretary-reporter, and W. Walton, engine delegate.



STEEL SEAFARER (Isthmian)—Topside aboard the *Steel Seafarer* are, from left: H. N. Milton, steward delegate; A. Donnelly, ship's chairman; K. Conklin, engine delegate; J. Baliday, secretary-reporter; G. Martin, educational director, and J. Wilson, deck delegate.



SEATRIN DELAWARE (Hudson Waterways)—From left are: C. DeJuses, secretary-reporter; A. Colon, steward delegate; D. Katsogiannos, deck delegate; S. Wala, educational director, and J. Reyes, engine delegate.

As has so often been stated in talking about the workings of the SIU, or for that matter any union, the best way to insure an effective organization is through education.

And education is a two-way street. Not only should the membership be informed of the doings of its leaders, but the leaders should be kept up-to-date on the wishes of the members. Only through such a mutual understanding of each other's ideas and desires can a union work effectively for the good of the entire membership.

This exchange of ideas, or mutual education if you will, is accomplished in the SIU through regular shipboard meetings, known as ship's committee meetings.

These meetings serve as a forum to keep our members at sea informed of SIU doings ashore, as well as affording them an opportunity to voice their own opinions on various issues affecting the whole membership.

It is this type of two-way communication that enables the union to function best in the interests of the entire membership. It keeps those at sea abreast of the latest developments at union halls across the country, and those ashore cognizant of ideas of members scattered across the globe on ships.

In this way, every Seafarer can participate in and be aware of everything his union is doing.

Each Sunday while a ship is at sea, the ship's committee chairman calls a meeting for all unlicensed personnel. There are six members of the standing ship's committee with three elected and three appointed delegates, but every Seafarer is urged to attend each meeting and become involved in the proceedings. The six include the ship's committee chairman, the education director, the secretary-reporter, and elected representatives of the deck, engine and steward departments.

The chairman is responsible for calling the meeting and preparing an agenda. He also moderates the group to insure proper parliamentary procedure is used to guarantee every member's right to be heard.

The education director is charged with maintaining a shipboard library of union publications and must be able to answer any questions relating to union upgrading and educational programs.

The secretary-reporter serves as a recorder of the minutes of the meetings and is responsible for relaying the minutes and recommendations to SIU headquarters.

Each of the elected department delegates is concerned with questions relating to the entire crew, in general and the members of his department, in particular.

The SIU ships' committees have succeeded in bridging the communications barrier between a far-flung membership and the officials entrusted to head the union. They have succeeded in keeping the membership informed and active in the highest democratic traditions.



STONEWALL JACKSON (Waterman)—Back home after a smooth voyage are, from left, seated: J. Lisi, engine delegate; C. Lamert, deck delegate; R. H. Pitcher, secretary-reporter. Standing, from left, are: W. H. Harris, steward delegate; S. Gondzar, educational director; C. Faircloth, ship's chairman.



OVERSEAS CARRIER (Maritime Overseas)—Ship's committee members from left are: C. Majette, ship's chairman; J. Wood, steward delegate; L. Cayton, secretary-reporter; J. Higgins, deck delegate, and R. Borlase, engine delegate.

SIU Ships' Committees . . . Serving the Members and the Union



MANHATTAN (Hudson Waterways)—After a smooth South American voyage the *Manhattan* returned to the Port of Philadelphia in November. From left are: D. Disei, deck delegate; R. Rice, secretary-reporter; L. Bagan, engine delegate; M. Peralta, steward delegate, and P. Konis, ship's chairman.



TRANSIDAO (Hudson Waterways)—Back in port of New York after a trans-Atlantic voyage are, from left: F. Rakas, steward delegate; A. Shrimpton, secretary-reporter; P. Marcinowski, engine delegate; F. Gaspar, ship's chairman, L. Cepeda, education director, and C. Hill, deck delegate.



ANCHORAGE (Sea-Land)—Seated around table in crew's recreation room are, from left: R. Meyers, deck delegate; D. Cox, engine delegate; E. Joseph, secretary-reporter; B. Gillian, ship's chairman, and J. Keating, educational director.



FAIRLAND (Sea-Land)—Members of the ship's committee from left are: R. Dell, educational director; J. Keel, ship's chairman; B. Hayes, deck delegate; J. Jones, engine delegate, and J. Gibbons, steward delegate.

They're a Matter of a Few Hours Versus a Lifetime

Will it be a few hours or a lifetime?

That's the question facing a Seafarer who reaches for a goodie, or a needle to take him temporarily away from this world.

Nobody takes dope intent on making a lifetime out of it. They take it to get away from reality for a few hours, to "turn on." They argue it is just a diversion, just a harmless once-in-a-while thing.

But for a Seafarer it could be forever.

A Seafarer found with any kind of drug—an upper, a downer, horse, pot, speed or any of the others—is through.

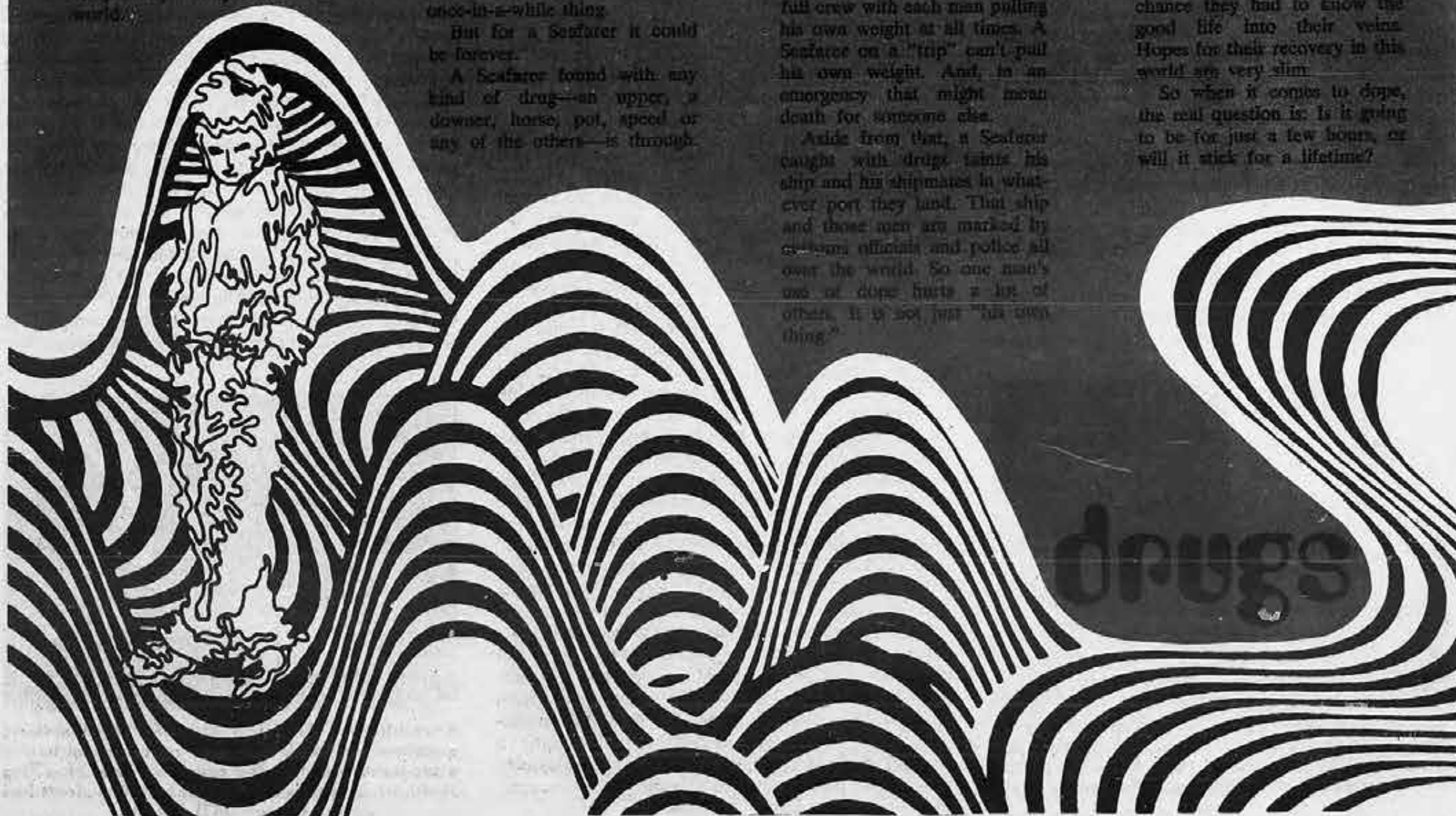
Through with the sea, through with his career. Resolved and washed up forever.

That's a tough price to pay but there are reasons for it, good reasons. A ship needs a full crew with each man pulling his own weight at all times. A Seafarer on a "trip" can't pull his own weight. And, in an emergency that might mean death for someone else.

Aside from that, a Seafarer caught with drugs taints his ship and his shipmates in whatever port they land. That ship and those men are marked by customs officials and police all over the world. So one man's use of dope hurts a lot of others. It's not just "his own thing."

And finally, you don't have to have medical degrees to see the wreckage of lives that have come to depend on drugs. It's all around you in hollow-eyed men who have "shot" whatever chance they had to know the good life into their veins. Hopes for their recovery in this world are very slim.

So when it comes to dope, the real question is: Is it going to be for just a few hours, or will it stick for a lifetime?



A Look at the Events of 1971 . . .

JANUARY

Estimating that it will take a full five years before any major impact is felt from the program outlined in the Merchant Marine Act of 1970, Maritime Trades Department (MTD) President Paul Hall says, "We'll have to keep pressing for additional laws and policies that will fully utilize the present fleet and protect the cargo rights of ships yet to hit the waves" . . . The Merchant Marine Library Association issues urgent pleas for funds to save the public library of the high seas . . . U.S. Navy shelves experimental project, Sealab II and replaces it with a new deep-diving project, Mark I . . . National health insurance tops organized labor's list of legislative goals for the coming year according to AFL-CIO President George Meany. Fight against poverty, strengthening of the Family Assistance Plan, right to collective bargaining for all federal government employees, protection of federal workers' pension funds, foreign trade bills to protect U.S. jobs from foreign imports are also listed as primary legislative goals . . . The expansion of Russian sea power poses threats to free world maritime commerce warns Andrew Pettis, president of the Industrial Union of Marine and Shipbuilding Workers of America . . . Delta Steamship Lines, Inc., an SIU-contracted company, announces plans to construct from one to six new LASH (Lighter Aboard Ship) container cargo vessels . . . Congressional passage of the Occupational Health and Safety Law protects 57 million wage earners in 4.1 million establishments . . . SIU launches a campaign against efforts by the Administration and Department of HEW to close U.S. Public Health hospitals and clinics . . . A new law eliminating duplicate taxation so Seafarers no longer pay withholding taxes to more than one state is approved by Congress and signed by President Nixon . . . Former Olympic track star Lee Evans, representing SIU's Harry Lundeberg School of Seamanship (HLSS) receives a trophy for winning the 500-yard run in world-record time of 54.4 seconds at a meet held at the University of Maryland . . . HLSS reaches an educational milestone for SIU and the trade union movement as first three students receive high school equivalency diplomas (GED) . . . U.S. Coast Guard tests new flying-saucer designed lifeboat that may soon appear on board U.S. merchant marine vessels . . . Labor Department figures reveal a nine-year high rate of unemployment reaching six percent across the country.

FEBRUARY

John Tilli becomes the 400th SIU member to receive his engineers license after attending the School of Marine Engineering . . . Nixon proposes an across-the-board reduction of corporate taxes and draws severe criticism from organized labor that calls the action "unjustified" . . . Seafarer John Arthur is lost at sea as he makes a valiant attempt to rescue survivors of the Finnish tanker, *Ragney*, which broke up during a storm off Cape May, N.J. . . . In a 101-page study the AFL-CIO Maritime Trades Department urges stronger federal laws limiting the scope of information on individuals that can be gathered and disseminated by credit bureaus . . . Organized labor rejects the Nixon Administration's proposed collective bargaining rights for farm workers because workers would be stripped of the right to strike during harvest time . . . A special MTD committee



John Glass (right) becomes the first SIU member to retire under the new "20-at-55" pension plan which the SIU pioneered in 1971. Here he receives his first check from SIU Baltimore Patrolman Bennie Wilson.

issues a documented report following a year long study on the devastating impact of foreign products on workers in U.S. industries . . . The MTD Executive Board, at its midwinter meeting announces its intentions to stand pat on preserving the Jones Act following discovery beneath the Alaskan North Slope of what may be the world's richest deposit of oil. Other goals are established at the meeting: Assure that implementation of the Merchant Marine Act of 1970 meets the promises of the new legislation, the formation of shipping priorities and that unsubsidized operators receive preferential treatment for construction-subsidy funds, suspending economic aid and barring imports to nations guilty of piracy against U.S. fishing vessels, and supplying American naval vessels to guard American fishing ships.

MARCH

The AFL-CIO Executive Council discusses and adopts organized labor's legislative goals for the 92nd Congress and unanimously votes to fight against passage of any "anti-strike" laws that would adversely effect the transportation unions. Federal aid to cities and states, direct election of President, expansion of the 18-year olds' voting rights, increases in Social Security benefits are also recommendations . . . 250 rank and file SIU members attend the first full-scale educational conference sponsored as part of the union's continuing effort to keep its members fully informed on union and industry activities . . . Organized labor rejects Administration's plan to transfer PHS patients to Veterans Administration hospitals or private hospitals . . . The Maritime Administration's coveted "Gallant Ship" award is presented to the crew members of the *SS President Jackson* for their part in a dramatic rescue off the coast of Bermuda in January, 1970. SIU members played an important part in rescuing seven persons aboard the schooner *Tina Maria Doncina* . . . SIU Vice President Earl "Bull" Shepard is appointed by the Administration to a newly-formed 100-member national advisory committee of the Jobs for Veterans program . . . John Glass, 56, receives his first pension check after retiring under the SIU's new "20-at-55" pension plan whereby SIU members can quit work at age 55 after 20 years of service . . . New Bedford's yellowtail flounder fishermen, members of the SIUNA-affiliated New Bedford Fishermen's Union, end their 18-day strike after winning all the major concessions sought from the Seafood Dealers Association in New Bedford . . . Seafarer Cyrus M. Crooks returns to port after nearly six years at sea and picks up accrued vacation pay totaling up to \$7,000. He plans to return to sea without taking a vacation . . . The White House rejects the labor-sponsored Health Security Act of 1971 calling it too costly and "dangerous."

APRIL

Continuing in the SIU tradition to help its members, the SIU Scholarship Committee announces that future scholarship winners will receive \$10,000 toward their education, an increase from the current level of \$6,000 . . . Congressmen testify before the House Subcommittee on Public Health and Welfare on legislation requiring HEW to maintain and improve PHS hospital and clinic system. The legislation is in response to the Administration's plan to "convert" and possibly close eight PHS facilities . . . Congressional and labor forces join together for passage of stronger measures to end the 15-year old "tuna war" waging in South American waters. A bill is introduced in the House that forces the U.S. Department of State to deduct all "fines" imposed on U.S. fishing boats seized by other nations from the foreign aid money allocated to those nations. While the U.S. sets a three-mile territorial limit, Ecuador has a 200-mile boundary and has seized 26 tuna boats and collected more than \$1.3 million in "fines" from the U.S. . . . The unique 24-hour-a-day, seven-days a week April-December, mail-in-a-pail service that ships on the Detroit River have come to rely on for 75 years faces extinction under a Post Office Department edict which says the operation is not profitable . . . Construction of two new 630-foot self-unloading proto-type ore vessels on the Great Lakes is approved in principle by the Maritime Administration (MARAD) heralding what could become a shipbuilding boom on the Lakes . . . Unemployment tops the six percent level of previous months according to Bureau of Labor Statistics.

MAY

Log highlights a special report on the SIU Educational Conference Workshop chairmen and delegates, young and old discuss "Where We've Been", "Where We Are" and "Where We're Going". The history of the trade union, SIU contract, special educational programs, the SIU constitution, state of the industry, pension, welfare and vacation programs, ship and shore meetings and political and legal union activities are all covered during the two-week conference.

JUNE

Delta Steamship Lines and Waterman Steamship Corp., both SIU-contracted companies, sign the first two government shipbuilding contracts under the Merchant Marine Act of 1970. The two contracts totaling nearly \$170 million are for six Lighter Aboard Ships vessels, three for each company . . . AFL-CIO President Meany attacks White House plans to set aside the requirement that 50 percent of grain shipments to Communist-bloc nations be transported in American-flag vessels . . . Leaders of government, industry and labor pay solemn tribute during a Merchant Marine Memorial Service at the Washington Cathedral, D.C. to the men of the merchant marine who gave their lives in time of war and peace to further the aims of the nation . . . Jobs of Seafarers remain on the line with renewed attacks on the Jones Act as the oil industry pushes for oil from the rich Alaskan fields carried in runaway-flag tankers . . . Five students, all children of Seafarers win SIU scholarships valued at \$10,000 for use at any accredited college or university to pursue any course of study. Winners in the 18-year-old program are: Beverly Collier, N.Y.; Angela Nuckols, W.Va.; Mary Covacevich, Md.; James Smith, La., and Richard Schultz, Ohio . . . Hearings are expected to begin on several proposals to strengthen the Fisherman's Protective Act in the wake of continued seizures of tuna boats in international waters off South America . . . SIU President Paul Hall speaking at a meeting of the Propeller Club of the U.S. in San Juan, Puerto Rico calls for all phases of the maritime industry and labor to lay aside their differences and work toward the implementation of the Merchant Marine Act of 1970 . . . The House approves by a 360-11 vote the passage of the \$507 million MARAD authorization bill for fiscal year 1972. The initial phase of the long-range program calls for the construction of 300 American flag ships within 10 years . . . The Environmental Advisory panel of the U.S. Senate Public Works Committee meets at HLSS to discuss ways to curb pollution and save America's ecology. The panel composed of scientists involved in the study of the environment, makes recommendations and drafts bills for consideration of the Senate committee . . . AFL-CIO opens its campaign for passage of the National Health Security Program. "It is time that the people who pay the bills—the health consumers—have a means for controlling that inordinately high cost of health care," AFL-CIO representatives tell Congress . . . SIU-contracted ship *Potomac* rescues four men and a woman from a life raft when their yacht was struck and sunk by a whale near Cape Town, South Africa . . . The House of Representatives unanimously passes a bill to protect the jobs of Seafarers while boosting shipping in general by approving the entry of foreign barges into



A member of the HLSS academic staff answers questions from GED aspirants as the school begins a program to further the education level of willing Seafarers. By year's end more than 100 students had earned their GED diploma.

... Affecting the Members of SIU

U.S. ports providing the barges are towed by vessels carrying American crews. A companion bill is under consideration in the Senate . . . Members of the House of Representatives present Philip Carlip, legislative representative of the SIU, with a plaque citing him for "his devoted and untiring efforts on behalf of the American Maritime Industry and the welfare of American Seamen."

JULY

Sen. Sam Ervin (D-N.C.) announces he will introduce a bill to ban the use of lie detectors in federal employment and some sectors of private industry at the three-day *people's forum* which considers various facets of the problems of privacy. The *people's forum* is co-sponsored by the MTD and the Transportation Institute, a Washington-based research organization . . . Andrew E. Gibson, Assistant Secretary of Commerce for Maritime Affairs and the Administration's top maritime advisor predicts that not only can the U.S. reach its shipbuilding goal established in the Merchant Marine Act of 1970, but also expand its share of foreign trade to utilize the new ships and guarantee them cargoes . . . 200 delegates to the 15th biennial convention of the SIUNA, representing 90,000 workers in maritime transportation and allied fields, meet in Washington, D.C. to set the union's course of action for the next two years. Main concern is for funding and implementation of the Merchant Marine Act of 1970 including full compliance with cargo preference rules by all government agencies and departments and protection of fishermen from interference and harassment in international waters. In a series of nearly 50 other unanimously-adopted resolutions, the delegates: Protest HEW's efforts to close the PHS hospital and clinic system, call upon Congress to enact the National Health Security Program, urge the government to establish programs to assist industries, communities and workers adversely affected by foreign imports, reject proposals that "would delay increasing the federal minimum wage or limit its coverage among working Americans", go on record favoring an immediate grant of construction permits to build the trans-Alaskan oil pipeline and urge the Administration to begin programs to upgrade the economy . . . The delegates also unanimously re-elect Paul Hall as president and Al Kerr as secretary-treasurer, along with a full slate of officers to guide the union.

AUGUST

Organized labor condemns continued exportation of American technology and growth of multinational firms at House subcommittee hearings on science research and development. These policies weaken the national economy and threaten the nation's future says AFL-CIO Legislative Director Andrew E. Biemiller . . . Sen. Hubert H. Humphrey (D-Minn.) asks Congress for \$1.5 million to launch a three-year study of ways to extend the shipping season into the winter months in the St. Lawrence Seaway and on the Great Lakes . . . The increasing number of merchant ships operating under "flags of convenience" creates a "real risk" to the free world and must be halted declares the 30th Congress of the International Transport Workers' Federation (ITF) in Austria. ITF drafts a proposal of a contract to be used in negotiating with "runaway-flag" operators and using a wage structure based on current average wage rates of all European union-represented seamen. SIU representatives join other members of the North American delegation and propose rates double those of the European wages. This proposal was approved by the ITF . . . *SS Bethlex*, SIU-contracted ship, receives a rescue-at-sea commendation from the U.S. Coast Guard for answering and aiding a yacht in distress in the middle of the Gulf Stream . . . Andrew Gibson calls for more coordination of the nation's merchant marine and naval capabilities saying "the DOD-owned cargo fleet is considered by many to be a competitor. This undermines the natural relationship between the two vital elements of American seapower, the Navy and the merchant marine at a time when it needs to be strengthened." . . . Thirty-two students from HLSS's GED program accompany their instructors on a one-day visit to the nation's capital . . . AFL-CIO Executive Council urges the Administration and Congress "to complete the unfinished business of tax justice" calling the Tax Reform Act of

1971 "a step along the road to tax justice." The Council questions the admission of Red China to the United Nations declaring that country would undermine the U.N.'s strength . . . Seafarers assured that PHS hospitals and clinics will remain in service for at least another year as Congress approves an \$85 million PHS hospital appropriation. The jointly-passed bill awaits President Nixon's signature and contains an agreement that the PHS hospital budget will be reviewed in October when a study of the feasibility of renovation and repairs of the hospitals is submitted . . . Rep. Margaret M. Heckler (R-Mass.) urges establishing a 100-mile territorial waters limit around the U.S. to protect American fishermen interests . . . Simas Kudirka, the Lithuanian sailor who unsuccessfully attempted to jump to freedom from the Russian fishing ship, *Sovietskaya Litva*, to the U.S. Coast Guard cutter, *Vigilant*, while both ships were participating in a fishing conference off the coast of Martha's Vineyard in November, 1970, is sentenced to 10 years of hard labor. Eyewitness accounts of the incident appeared in December, 1970 *Log* as told by a SIUNA-New Bedford Fishermen's Union port agent and a member of the New Bedford Seafood Dealers Assn. . . Long-term unemployment soars to an eight year high according to U.S. Department of Labor statistics as 1.3 million of the nation's 5.3 million remain out of work for 13 weeks or more.

SEPTEMBER

The crew of the first supertanker to be launched since passage of the Merchant Marine Act of 1970, the SIU-contracted *Falcon Lady* visits the training facilities at HLSS in Piney Point, Md. . . . The Greater New Orleans AFL-CIO and the Greater New Orleans AFL-CIO Maritime Council jointly pass a resolution condemning plans to convert the New Orleans Public Health Service hospital to community control . . . Sen. Edward Kennedy (D-Mass.) asks the Department of Commerce and the U.S. State Department for specifics on a contract signed by the Rumanian government under which Sea-Pak, a division of W. R. Grace Corps., will purchase the annual catch of the Rumanian fishing fleet . . . In a Labor Day message, AFL-CIO President George Meany terms the Administration's 90-day wage-price-rent freeze "unequitable, unjust, unfair and unworkable," and the AFL-CIO Executive Council calls Nixon's tax package "Madison Avenue gimmickry." The council also criticizes the 10 percent border tax and proposals for evening the balance of payments deficit, urges Congressional action to manage the economy and declares it has "absolutely no faith in the ability of President Nixon to successfully manage the economy of this nation for the benefit of the majority of its citizens." President Meany suggests the formation of a board similar to the War Labor Board of World War II. He indicates labor will seek a number of inclusions to the President's program among them—equal sacrifice of all segments of the economy; tax justice including the closing of loopholes in tax laws and additional taxes on profits to insure business participation along with labor; a full-fledged enforcement agency to watch violations and assure equality of sacrifice; restoration of funds for use to benefit welfare recipients, cities and other worthwhile projects; and a central organization to administer economic recovery once the freeze is lifted . . . SIU-contracted ship *Seatrain Carolina* delivers donated gifts to more than 200 Vietnamese youngsters at an orphanage in Qui Nhon, Vietnam when a way to transport the gifts became a problem

for the orphanage . . . Construction of *Seatrain's* supertanker, the largest American-flag tanker ever built, is a long overdue breakthrough for the U.S. in regaining its global shipbuilding superiority. Blueprints for five other tankers are also on the drawing board by *Seatrains Lines, Inc.*, an SIU-contracted company.

OCTOBER

A government agency and leaders of maritime labor unions make a first in maritime labor history while participating in a symposium on the "U.S. Seamen and the Seafaring Environment" at the National Maritime Research Center, U.S. Merchant Marine Academy, Kings Point, N.Y. . . . Organized labor launches a drive against a bill pending in Congress that would establish compulsory arbitration in labor-management disputes in all Taft-Hartley Act's 80-days cooling off period . . . SIU President Paul Hall testifying at the House's Interstate and Foreign Commerce subcommittee hearings says "It is the neglect of our fleet, rather than its labor-management relations, that threaten our nation today with a 'national emergency'" . . . House Merchant Marine and Fisheries Committee begins full-scale congressional investigations into maritime problems of securing cargo for American-flag ships. "These hearings will constitute the most comprehensive congressional examination ever conducted on the subject of cargo for American-flag vessels," says Rep. Edward A. Garmatz (D-Md.), committee chairman. In an effort to promote the use of U.S.-flag ships, maritime management and labor join with government representatives in forming the National Maritime Council. Paul Hall is a member of the new council and its executive committee . . . Sea-Land Service, Inc., an SIU-contracted company, is awarded a \$6 million contract to carry military cargo to defense installations in the Aleutian Island chain.

NOVEMBER

O. William Moody, Jr., SIU Washington, D.C. representative Administrator of the AFL-CIO Maritime Trades Department, is named by President Nixon to the National Advisory Committee on Oceans and Atmosphere which will review the country's marine and atmospheric science and service programs . . . HLSS graduates its 100th GED student, 18-year old John Tregler . . . "Considerable progress" has been made toward realization of the goals of the Merchant Marine Act of 1970 says Andrew E. Gibson, assistant secretary of the U.S. Commerce Department . . . The AFL-CIO held its Ninth Constitutional Convention in Bal Harbour as did the Maritime Trades Department . . . The MTD adopted resolutions urging the retention of USPHS hospitals, an end to seizures of U.S. fishing boats, a fairer share of American-generated cargo for American-flag ships, full implementation of the Merchant Marine Act of 1970 and a host of other resolutions designed to improve the lot of the American seamen . . . At the International Labor Press Association's Annual Awards dinner in Florida, the *Seafarers Log* was presented the "General Excellence" award for labor newspapers, and an article dealing with voter registration in the Fall 1970 *international* received an "Honorable Mention" award.

DECEMBER

MERRY CHRISTMAS AND HAPPY NEW YEAR



One of the major highlights of the year was the SIUNA's 15th Biennial Convention held in Washington. Here President Paul Hall delivers keynote address to delegates.

Seafarers Rescue Taiwanese From South China Sea



Crew of sinking Formosan fishing boat *Chi-Shing Tan* abandon ship in heavy seas at height of Typhoon Elaine in South China Sea. Photos were taken by Seafarer Arthur Andersen from deck of the *Transglobe* as the ship maneuvered to rescue the fishermen.



From left, Bosun Al Schwartz and deck hands Larry Richardson and John Shields prepare to rig nets for rescue. The nets were draped over the side enabling the Formosans to climb aboard the *Transglobe*.



In background on left are two Formosan fishermen who, after catching their breath, are helping Chief Mate McConagy and Second Engineer James Logen to carry another fisherman to safety.



First survivor of sinking to reach the *Transglobe* hangs onto nylon net before being hauled aboard.



Wearing dry clothing supplied by Seafarers, fishermen enjoy hot meal aboard the *Transglobe*.



Three exhausted fishermen rest on deck of the *Transglobe* after being pulled from the storm-tossed South China Sea.



Third Mate William Wong (left) and Captain Leon Jean (partially hidden) present cash donation from crew to fisherman.

There is a red velvet flag flown proudly these days from the mast of the *SS Transglobe*. This flag is embossed with Chinese characters. It tells yet another chapter in the never-ending story of man's heroic struggles against the sea.

On the morning of Oct. 8, the SIU-manned *Transglobe* was 600 miles due south of Taiwan (Formosa) struggling to maneuver against winds gusting to 80 miles per hour and seas as high as 50 feet. She was in the midst of one of the worst storms to ever strike the South China Sea—Typhoon Elaine.

During the preceding night the vessel had been forced more than 100 miles off course by the typhoon and now was battling to regain her proper heading for Naha, Okinawa.

It had been a long night for the crew. The endless buffeting by the raging sea made sleep virtually impossible. The constant securing and checking of cargo to insure the safety of the ship left the men weary.

At approximately 8 a.m. Captain Leon Jean, master of the *Transglobe*, was on the bridge when word passed down that a small fishing boat, later identified as the *Chi-Shing Tan*, had been sighted riding low in the water. Her crew was huddled together on the fantail waving frantically for help.

In the face of the raging typhoon, the huge cargo ship made slow but determined progress towards the tiny dot on the water.

Word was passed for all hands to break out nylon nets, Jacob's ladders, and heavy lines to be dropped over the side as rigging for the fishermen to climb aboard.

Crewmembers from all departments reported topside just as the *Transglobe* came abeam of the fishing boat at a distance of 300 yards. They found their ship rolling from starboard to port at a 40-degree angle, her decks slippery from a combination of sea water and rain, whipped across the vessel by the gusting winds of the typhoon.

Soaked through to the skin, and pitched at an angle to the wind to keep their balance, all hands tried to keep their eyes clear of the driving rain as they made ready to take the fishermen aboard.

On the bridge of the *Transglobe*, Captain Jean was attempting, with the aid of his engine department, to come as close alongside of the floundering fishing boat as could be managed, so that the transfer of the fishermen from the stern of their boat to the *Transglobe* could be accomplished quickly and safely.

Panic Nearly Proves Fatal

However, to the horror and surprise of those aboard the *Transglobe*, the panic-stricken fishermen began jumping into the turbulent seas, even though the SIU ship was still more than 200 yards away from them.

Driven by panic and perhaps a miscalculation of the distance between the two vessels, the fishermen were unknowingly making it harder for the *Transglobe* to rescue them.

Their mistake was nearly fatal.

Engine department Seafarer Arthur Andersen, who had his camera handy, was located forward, just under the bridge. From his vantage point he could see several fishermen already in the water and several more preparing to dive into the sea.

"I heard the Captain's voice on the bridge above me say:

'Oh my God, why didn't they wait until we were closer. They'll never make it in these heavy seas. We have got to get in closer fast. We have got to get them on the lee side of us.'"

At first, it seemed as if the ship would never answer to the wheel, but gradually she narrowed the distance between herself and the swimming fishermen.

Shouts rang up from the deck of the *Transglobe* when the first swimmer reached the ship, and waiting hands pulled him safely aboard.

It quickly became clear that the rest of the rescues would take more doing.

Several more fishermen were within reach of the lines and nets rigged over the side, but the exhausted

(Continued on Page 27)

SIU Crew Makes Freedom Reality for Cuban Refugees

Thanks to the timely rescue efforts of the crew of the SIU-contracted ship *New Yorker*, 17 Cuban refugees are now living in freedom in Miami, Fla. The refugees, all members of the same family, were at sea for five days in a 30-foot long fishing vessel which ran out of gas forcing them helplessly adrift for hours in the dark Caribbean waters about 14 miles off the northern coast of Cuba. The rescue marks the third time the *New Yorker* has been in a position to carry refugees to freedom.

The *New Yorker*, a "roll-on, roll-off" containership whose usual assignment is the shuttle run between New Orleans and San Juan, Puerto Rico, was heading toward the latter when a watchstander heard voices and whistles off the port side about 10 p.m. back on July 23. The ship's master, Capt. Adam Torres was notified and ordered reduced speed and a slow circular path course to try to locate the source of the noises. As the Seafarer's turned to and gathered forward to assist the bridge, a small motionless unlit boat became visible off the starboard bow.

"We lined the ship's rail and strained our eyes into the darkness and after a moment or two could see men, women and children huddled aboard the boat," said Bosun Ivey Cox, ship's chairman. Brother Cox's eyewitness account of the rescue was reported to the *Log*.

The Refugees' Plight

As the giant containership inched closer to the tiny fishing vessel, ladders were hastily rigged over the side. Although the seas were relatively calm, the actual bringing aboard of the refugees was a tricky maneuver, said Cox.

After a cable was secured between the two ships, a bosun's chair was hauled back and forth thus allowing the refugees to be transported across the open water. For the

children, however, a ride alone in the chair was too hazardous, so the *New Yorker's* First Assistant Engineer Pete Levine and Chief Mate Randall Price, each made a trip across the water with a child strapped to his back.

As soon as all the refugees were safely aboard, the empty boat was cut adrift and "we resumed course at full speed and got the hell out of there," said Cox. He added that heavily-armed Cuban patrol boats regularly operated in these waters.

Extensive Rationing

The tired, but happy refugees were given the first food they'd had in days and warm clothing from the steward department. Once below decks of the *New Yorker*, the poignant story of the refugees unfolded to Seafarers as Julio Rodrigue Moreno, head of the family, told of the "unbearable" conditions in his homeland.

According to Moreno, life under the Castro regime is hell. Food shortages are so extensive that severe rationing is in effect, he explained.

His family had planned their escape for a year but had to wait until the right time. The family's escape boat had been a Russian-made ship on which one of the young men in the Moreno family had worked on. When he (the young man) was finally able to steal the boat, the family put to sea on less than an hour's notice.

Their food and water supply diminished after a few days at sea and Moreno said they often saw sharks following their tiny boat.

"After drifting for hours, I knew we were in desperate circumstances and I really had little hope of getting to the U.S.," Moreno told Brother Cox.

On two occasions the Cubans sighted large freighters, but were afraid to signal because they feared the vessels might

have been Russian or other Communist country ships that would return them to Cuba. Moreno said when they saw the *New Yorker's* lights in the dark, they prayed it was an American ship.

The *New Yorker* was four days from San Juan when she took the Cubans aboard, so they continued on to Puerto Rico to turn the refugees over to federal officials. Enroute an emergency developed when one of the children began running a high fever, apparently the result of an illness which began in Cuba several weeks earlier.

A radio call for assistance went out from the ship to Miami and a Coast Guard helicopter met the SIU vessel 300 miles at sea. The helicopter used the top of several Sea-Land Containers on the deck as its landing pad. Crew members helped the child and his mother safely aboard the helicopter which took them to Miami where he recovered. Later that same day, another child became ill and Capt. Torres administered antibiotics to the child.

Although plying the shuttle run between ports can become somewhat routine with one voyage much like another in a Seafarer's memory—for 17 Cuban refugees, the *New Yorker's* course at the right time in the right place was possibly the most important event in their lives.

Sharks Are Fussy Over Their Food

Aquatic creatures may be much more appealing than human beings—at least to a shark.

Scientists believe that sharks do not like the taste of humans, since they often take only one bite!

Unfortunately that one bite is usually one too many.

SIU Welfare, Pension and Vacation Plans

CASH BENEFITS PAID REPORT PERIOD

FOR PERIOD DECEMBER 1, 1970 thru OCTOBER 31, 1971

SEAFARERS' WELFARE PLAN	NUMBER OF BENEFITS	AMOUNT PAID
Scholarship	90	\$ 25,267.49
Hospital Benefits	21,559	519,643.13
Death Benefits	275	755,474.50
Medicare Benefits	6,659	19,580.60
Maternity Benefits	405	77,769.00
Medical Examination Program	9,505	237,468.77
Dependent Benefits (Average \$486.82)	25,960	1,257,539.52
Optical Benefits	7,049	355,370.05
Meal Book Benefits	3,594	43,216.15
Out-Patients Benefits	58,519	436,042.09
Summary of Welfare Benefits Paid	133,615	3,727,371.30
Seafarers' Pension Plan—Benefits Paid	19,603	4,776,490.28
Seafarers' Vacation Plan—Benefits Paid (Average—\$466.01)	16,082	7,957,072.84
Total Welfare, Pension & Vacation Benefits Paid This Period	169,300	\$16,460,934.42

Personals

Bernard A. Donoghue

Your wife, Kanoko, says it is urgent that you contact her C/O Kimiyo Shibata at 144-4, 2 Chome, Horinouchi-cho, Minamiku, Yokohama, Japan.

Peter Gavillo

Your sister, Alice Letteney, asks that you contact her as soon as possible at 1368 Main St., North Lancaster, Mass.

William Charles Dawley

Your father, Virgil H. Dawley, asks that you contact him at 2235 Kelley Ave., Chehalis, Wash., as soon as possible.

Wayne Smith

Your father, Donald E. Smith, asks that you contact him at 38764 Kingsbury, Livonia, Mich., as soon as possible.

Gustaf Johnson

Wallace G. Johanson
Please contact Charlotte Johnson at 2401 Beta St., National City, Calif.

Thomas Dreyling

Please contact Arthur Dreyling at 3650 Howard Ave., White Bear Lake, Minn. 55110.

SIU Members

The family of Henry J. Thurman asks anyone knowing the

whereabouts of Brother Thurman to contact them at Cynthia J. Thurman Gauthreaux, 5737 Dauphine St., New Orleans, La. 70117.

Charles Powell

H. Grimshaw would like to receive a letter from you at P.O. Box 3117, San Francisco, Calif. 94119.

Marshall Booker

Please contact Waldman and Smallwood, Attorneys-at-Law, 320 College, Beaumont, Tex., 77701. Urgent business.

Reginald R. Paschal

Your wife, Frida, asks that you get in touch with her at Route 4, Hanceville, Ala. 35077; or contact your daughter, Carol Ward at telephone no. 456-6067; or contact your son, A. L. Abercrombie at telephone no. 675-3467.

Antonio Escoto

Please contact your brother, Salvatore Escoto, immediately at 801 Wiegand Dr., Westwego, La., telephone no. 504-347-5332.

William Thomas Hightower

Your wife asks that you contact her as soon as possible in care of Lee Kent, P.O. Box 4853, South Lake Tahoe, Calif. 95705.

Fishermen Reach Safety Through Efforts of Seafarers

(Continued from Page 26)

swimmers lacked the strength to climb and were trapped at the waterline.

At this point, Chief Mate Charles McGonagy climbed down a net into the sea, and holding on with one hand, looped lines under the arms of some of the men with his other hand.

Operating like well-oiled machinery, those aboard the *Transglobe* were able to bring twelve more swimmers out of the water in a relatively short time.

The *Transglobe* then changed speed and began a slow circling maneuver until she came upon the last four men who mustered all of their strength to make a desperate grab for the rescue nets.

The four fishermen clung to the nets for less than a moment before the heavy seas jerked their hands loose and washed them quickly astern of the *Transglobe*.

For several heartrending minutes that seemed like a lifetime, the men aboard the *Transglobe* lost sight of the four swimmers.

Fortunately, as the ship completed another circle of the immediate area, three men were sighted cling-

ing to one of several life rings tossed into the water. The fourth swimmer was nearby, barely treading water without a life jacket.

The ship inched closer and after they were safely aboard, the four fishermen collapsed on deck from exhaustion.

In all, the 17 were pulled from the sea in two and a half hours. Afterwards, the ship's log showed it had taken over 60 bells to maneuver the *Transglobe* during the rescues.

As Typhoon Elaine's fury subsided and the *Transglobe* moved into calmer waters, Seafarers shared hot food, their dry clothing and cigarettes with the Formosans, and the story of what the fishermen had gone through earlier unfolded.

They had been adrift for 6 days, their engine crippled by a fire. They hadn't eaten for three days and had worked around-the-clock shifts to bail water out of their sinking boat. All of their gear was left behind on the sinking boat.

Struck by the fishermen's plight, the officers and crew of the *Transglobe* voluntarily donated a total of \$510 to help the fishermen replace lost gear.

Later in the evening, at dinner in the crew's mess, one of the Formosan fishermen quietly presented a letter to 3rd Mate Wong which he translated as follows:

"We, the seventeen on the fishing boat, were fortunate to have been saved from distress and given food, shelter and money by the crewmembers of the *Transglobe*.

"You have given us back our lives, and we do not know how to repay you for such kindness. We are deeply grateful."

The *Transglobe* headed for the port of Kaohsiung, Taiwan, where the fishermen were put ashore. As the ship made to turn about and resume her journey to Naha, a small boat came alongside. A group of native Taiwanese had come to present flowers and baskets of fruit to the men of the *Transglobe*.

Also among the gifts was a red velvet flag with the story of the heroic rescue embossed in Chinese characters.

Wherever the *Transglobe* sails in the future, the story and the flag will sail with her.



Final Departures



Ollie H. Kuykendall, 60, passed away Sept. 11 from heart disease in Gaston Memorial Hospital, Gastonia, N.C. He joined the union in 1952 in the Port of Baltimore and sailed in the engine department. Brother Kuykendall served picket duty in 1962 during the Moore McCormack-Robin Line beef. A native of Tryon Polk County, N.C., Brother Kuykendall was a resident of Gastonia when he died. Seafarer Kuykendall had been sailing 25 years when he passed away. Among his survivors is his wife, Mildred. Burial was in Westview Gardens, Gastonia.



William Vidal, 73, was an SIU pensioner who passed away Sept. 17 from heart disease in Barcelona, Spain. Brother Vidal joined the union in 1943 in the Port of New York and sailed in the steward department. He served picket duty in 1961 during the Greater New York Harbor Strike and in 1962 during the Moore McCormack-Robin Line Beef. Brother Vidal had been sailing 30 years when he retired in 1963. A native of Spain, Vidal was a resident of Barcelona when he died. Among his survivors is his wife, Matilde. Burial was in Sud-Oeste Cemetery in Barcelona.



David L. Hood, 19, passed away Jan. 27 in Semarang, Indonesia while serving on board the Overseas Eva. A native of Dayton, O., Brother Hood was a resident of Gretna, La. when he died. He joined the union in 1967 and graduated that same year from the Harry Lundeberg School of Seamanship in Piney Point, Md. Hood sailed in the engine department. Among his survivors is his father, Lucien Hood of Gretna, La. Burial was in Westlawn Cemetery in Jefferson Parish, La.



Aniceto Pedro, 69, was an SIU pensioner who passed away July 23 of natural causes in St. Vincent's Hospital in Manhattan, N.Y. He joined the union in 1944 in the Port of New York and sailed in the engine department. Brother Pedro served as department delegate while sailing and was also issued a picket duty card in 1961. A native of Portugal, Pedro was a resident of Manhattan, N.Y. when he died. Among his survivors is his brother, Francisco Pedro of Perth Amboy, N.J. Burial was in Rosedale Cemetery in Linden, N.J.



Boleslaw Skorobogaty, 69, passed away July 18 of natural causes in the USPHS Hospital in Staten Island, N.Y. He joined the union in 1958 in the Port of New York and sailed in the engine department. Brother Skorobogaty served as department delegate while sailing. A native of Poland, Skorobogaty was a resident of Brooklyn when he died. Among his survivors is his wife, Pauline. Burial was in St. John's Cemetery in Middle Village, N.Y.



Raymond J. Reddick, 67, was an SIU pensioner who passed away Mar. 7, 1970 of natural causes in USPHS Hospital in Staten Island, N.Y. One of the first members of the union, Brother Reddick had joined in 1938 in the Port of Philadelphia. He sailed in the deck department. Seafarer Reddick was issued a picket duty card in 1961 and again in 1962 during the Moore McCormack-Robin Line Beef. His retirement in 1963 ended a sailing career of 37 years. A native of Florida, Reddick was a resident of Staten Island, N.Y. when he died. Among his survivors is his step-sister, Eva Parsons of Anthony, Fla. Burial was in Sailor's Snug Harbor, Staten Island.



Basilio Boschi, 75, was an SIU pensioner who passed away May 26 of heart disease in the USPHS Hospital in Norfolk, Va. He joined the union in 1958 in the Port of New York and sailed in the deck department. A native of Italy, Brother Boschi was a resident of Norfolk, Va. when he died. Among his survivors is his brother, Amedeo Boschi of Pesaro, Italy. Burial was in St. Mary's Cemetery in Norfolk.



Charles Hamilton, 66, was an SIU pensioner who passed away Oct. 8 of heart disease in Bellport, N.Y. A native of Rhode Island, Brother Hamilton was a resident of Brooklyn, N.Y. when he died. He was an Army veteran of World War II. Seafarer Hamilton joined the union in 1943 in the Port of Baltimore and sailed in the steward department. He had been sailing 28 years when he retired in 1970. Burial was in Greenwood Cemetery in Brooklyn.



Trussell G. Beatrous, 60, passed away Oct. 1 of natural causes in the USPHS Hospital in Staten Island, N.Y. He joined the union in 1949 in the Port of New Orleans and sailed in the steward department. A native of Louisiana, Brother Beatrous was a resident of New Orleans when he died. Among his survivors is his wife, Nora. Burial was in Greenwood Cemetery in New Orleans.



Coy M. Dillow, 18, passed away April 30 in Baltimore, Md. A native of Bluefield, W. Va., Brother Dillow was a resident of Baltimore, Md. when he died. He joined the union in 1969 and graduated that same year from the Harry Lundeberg School of Seamanship. Seafarer Dillow sailed in the engine department. Among his survivors is his mother, Hazel M. Dell Uomo of Baltimore. Burial was in Holy Redeemer Cemetery in Baltimore.



Norman Mendelson, 49, passed away Oct. 8 of heart disease in USPHS Hospital in San Francisco, Calif. He joined the union in 1944 in the Port of Baltimore and sailed in the steward department. Brother Mendelson served as ship's delegate while sailing. A native of Baltimore, Seafarer Mendelson was a resident of Oakland, Calif. when he died. He was an Army veteran of World War II. Among his survivors is his niece, Natalie Weitzman of Baltimore. Burial was in Beth Israel Cemetery in Baltimore.



Erich Sommer, 56, passed away Oct. 21 of illness in Hackensack Hospital, Hackensack, N.J. A native of Estonia, Brother Sommer was a resident of Hasbrouck Heights, N.J. when he died. He joined the union in 1943 in the Port of New York and sailed in the deck department. Seafarer Sommer served as department delegate while sailing and was issued a picket duty card in 1961. His death ended a sailing career of 41 years. Among his survivors is his wife, Catherine. Burial was in George Washington Memorial Park in Paramus, N.J.



Leon J. Billiet, 46, passed away Sept. 27 of natural causes at the USPHS Hospital in Staten Island, N.Y. He joined the union in 1965 in the Port of Detroit and sailed on the Great Lakes in the steward department. A native of Detroit, Brother Billiet was a resident there when he died. He was a Navy veteran of World War II. Among his survivors is his wife, Evelyn. Burial was in Mt. Olivet Cemetery in Detroit.



Ray B. Ellis, 73, passed away July 25 of heart disease in Cheboygan, Mich. A native of Mesick, Mich. Brother Ellis was a resident of Sault St. Marie, Mich. when he died. He joined the union in the Port of Detroit and sailed on the Great Lakes in the deck department for many years. Among his survivors is his wife, Eleanor. Burial was in Riverside Cemetery in Sault St. Marie.



Clifton L. Fogle, Jr., 46, passed away Aug. 4 at Church Home and Hospital in Baltimore, Md. A native of Raleigh, N.C., Brother Fogle was a resident of Orangeburg, S.C. when he died. He joined the union in 1965 in the Port of Norfolk and graduated that same year from the Andrew Furuseth Training School. Brother Fogle sailed in the steward department. He was a Navy veteran of World War II. Among his survivors is his son, Richard Fogle of Orangeburg. Burial was in Memorial Park.



Reinaldo S. Roman, 48, passed away Sept. 9 from illness in Oncologico Hospital, Rio Piedras, P.R. He joined the union in 1961 in the Port of San Francisco and sailed in the steward department. A native of Puerto Rico, Brother Roman was a resident of Ponce, P.R. when he died. Among his survivors is his wife, Alida. Burial was in Guayanilla, P.R.

Claude G. Rayfuse, 70, was an SIU pensioner who passed away May 10 after an illness of eight weeks in Bayfront Medical Center, St. Petersburg, Fla. A native of Nova Scotia, Seafarer Rayfuse was a resident of St. Petersburg when he died. He joined the union in 1942 in the Port of New York and sailed in the engine department. Brother Rayfuse had been sailing 29 years when he retired in 1966. Among his survivors is his wife, Ruth. Burial was in Woodlawn Memory Gardens in St. Petersburg.

James J. Cronin, 45 passed away June 23 from illness in Brooklyn, N.Y. A native of Bayshore, N.Y., Brother Cronin was a resident of Brooklyn when he died. He joined the union in 1953 in the Port of New York and sailed in the engine department. He was issued two picket duty cards in 1961 and one picket duty card in 1962 during the Moore McCormack-Robin Line Beef. Among his survivors is his daughter, Winifred Cronin of High Bridge, N.J. Burial was in St. Patrick's Cemetery in Bayshore.

Edward Guszczynsky, 56, passed away Feb. 26 of heart trouble in the USPHS Hospital in Staten Island, N.Y. One of the first members of the union, Brother Guszczynsky joined in 1939 in the Port of Boston and sailed in the deck department. He served as department delegate while sailing. A native of Cambridge, Mass., Seafarer Guszczynsky was a resident of Staten Island when he died. Among his survivors is his wife, Mary. Burial was in Ocean View Cemetery in Staten Island.

Peter Losado, 69, was an SIU pensioner who passed away May 27 of heart disease in Baltimore, Md. A native of Puerto Rico, Brother Losado was a resident of Baltimore when he died. He joined the union in 1941 in the Port of New York and sailed in the engine department. Seafarer Losado had been sailing 46 years when he retired in 1968. Among his survivors is his wife, Anita. Burial was in Mt. Calvary Cemetery in Arundel County, Md.

Joseph E. Giblin, 52, passed away March 12 of illness in San Francisco, Calif. A native of Scranton, Pa., Brother Giblin was a resident of San Francisco when he died. Among his survivor is his brother, John W. Giblin of Scranton. Burial was in Fairview Memorial Park in Elmhurst, Pa.

Owen O. Weathers, 57, passed away May 1 of heart disease in the USPHS Hospital in New Orleans, La. A native of Alabama, Brother Weathers was a resident of New Orleans when he died. Among his survivors is his wife, Ruby. Brother Weathers' body was removed to Silver Springs Cemetery in Silver Springs, Ala.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

November 1, 1971 to November 30, 1971

DECK DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	5	4	7	0	13	9
New York	56	28	74	25	0	336	260
Philadelphia	23	16	18	8	1	57	32
Baltimore	27	11	60	14	1	129	92
Norfolk	23	9	6	5	0	65	51
Jacksonville	10	10	45	10	0	57	45
Tampa	10	7	8	2	0	34	19
Mobile	41	9	9	6	0	115	35
New Orleans	113	31	37	22	0	287	133
Houston	118	79	35	10	0	148	129
Wilmington	22	41	5	7	0	81	125
San Francisco	136	92	107	53	0	205	211
Seattle	19	19	17	17	1	57	33
Totals	607	357	405	186	3	1584	1174

ENGINE DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	7	3	5	3	0	10	9
New York	63	76	48	32	1	256	293
Philadelphia	15	10	12	2	0	31	37
Baltimore	17	17	42	19	0	105	81
Norfolk	16	11	10	6	0	45	51
Jacksonville	9	15	11	15	0	41	77
Tampa	4	7	4	1	0	11	19
Mobile	29	10	19	3	0	73	52
New Orleans	71	43	32	32	0	177	175
Houston	104	67	36	9	0	148	157
Wilmington	14	22	8	9	0	37	76
San Francisco	94	100	10	63	2	137	249
Seattle	20	17	14	9	0	21	40
Totals	463	398	321	203	3	1092	1316

STEWARD DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	2	1	2	1	7	6
New York	45	53	39	26	2	214	182
Philadelphia	14	5	7	4	0	25	25
Baltimore	17	9	37	12	0	88	32
Norfolk	8	10	6	6	0	29	34
Jacksonville	7	10	6	13	2	26	32
Tampa	5	3	3	0	0	28	10
Mobile	21	9	14	6	0	79	33
New Orleans	67	25	23	18	0	205	101
Houston	95	44	24	23	0	145	82
Wilmington	15	13	1	6	0	37	37
San Francisco	81	74	77	32	1	137	117
Seattle	15	18	11	6	7	45	15
Totals	392	275	249	154	13	1065	706



Digest of SIU Ships' Meetings

CONNECTICUT (Ogden Marine), Aug. 1—Chairman Carl Lineberry; Secretary Albert Richoux, Jr.; Engine Delegate J. Neil; Steward Delegate Robert Aumiller. No beefs and no disputed OT.

STEEL ADVOCATE (Isthmian), June 20—Chairman Charles D'Amico, Jr.; Secretary L. Ceperiano; Deck Delegate Newton A. Huff, Jr.; Engine Delegate Donald R. Hall; Steward Delegate Alvin Selico. Everything is running smoothly with no beefs.

CITRUS PACKER (Waterman), July 24—Chairman C. J. Frey; Secretary L. Nicholas; Deck Delegate George A. Nuss; Engine Delegate J. Sherpinski; Steward Delegate M. C. Dale. \$23 in ship's fund. Some disputed OT in engine department. No beefs. Smooth sailing.

TRANSIDAH0 (Hudson Waterways), Aug. 7—Chairman Frank Gaspar; Secretary Aussie Shrimpton. Discussion held on the merits of the Piney Point training program. \$113 in ship's fund. No beefs and no disputed OT.

SL 181 (Sea-Land), Aug. 1—Chairman Anthony J. Palino; Secretary G. Walter; Deck Delegate H. B. Gaskill; Engine Delegate J. R. Messge; Steward Delegate S. Jackson. Everything is running

smoothly with no beefs and no disputed OT. Vote of thanks was extended to the steward department for a job well done.

MORNING LIGHT (Waterman), July 11—Chairman Glen Stanford; Secretary Michael Toth; Deck Delegate Jack A. Gomez; Engine Delegate Chester Miller; Steward Delegate James D. Johnson. Everything is running smoothly with no beefs and no disputed OT. Vote of thanks to the entire steward department for doing an especially fine job. Vote of thanks was also extended to Brothers B. L. Eckert and Bosun Glen Stanford for a job very well done.

ARIZPA (Sea-Land), July 11—Chairman D. Fitzpatrick; Secretary W. Lescovich; Deck Delegate Nick G. Kratos; Engine Delegate Charles Lord Steward Delete Robert Outlaw. No beefs and no disputed OT. Everything is running smoothly. Vote of thanks to the steward department for a job well done.

OVERSEAS ULLA (Maritime Overseas), Aug. 8—Chairman R. De Virgileo; Secretary Harold P. DuCloux; Deck Delegate William J. Pasquini; Engine Delegate Frank A. Cuellar; Steward Sylvester Zygarowski. \$36 in ship's fund. Some disputed OT to be taken up

with boarding patrolman. Repair list is being made up.

STEEL SEAFARER (Isthmian), Aug. 15—Chairman A. Donnelly; Secretary J. Baliday; Deck Delegate John Wilson; Engine Delegate Kevin Conklin; Steward Delegate Edward Dale. Few hours disputed OT to be taken up with patrolman. Minor repairs are to be done prior to arrival in port. Everything is running smoothly.

Portland (Sea-Land), July 4—Chairman Luke Wymes; Secretary W. Moore; Deck Delegate A. Pickur; Engine Delegate William Parrish Steward Delegate J. Rightetti. Everything is okay. Some disputed OT in deck and engine departments.

HASTINGS (Waterman), July 25—Chairman Jack Kennedy; Secretary Gilbert J. Trosclair. Some disputed OT in the engine department, otherwise everything is running smoothly.

THETIS (Rye Marine), July 11—Chairman R. N. Mahone; Secretary S. J. Davis. \$10 in ship's fund. No beefs were reported. Everything is running smoothly. Disputed OT is deck and engine departments. Vote of thanks to the chief steward and chief cook for doing a splendid job. Chow and service perfect.



Membership Meetings' Schedule

SIU-AGLIWD Meetings	SIU Inland Boatmen's Union
New Orleans Jan. 11—2:30 p.m.	Buffalo.....Jan. 12—7:30 p.m.
Mobile.....Jan. 12—2:30 p.m.	Duluth.....Jan. 14—7:30 p.m.
Wilmington..Jan. 17—2:30 p.m.	Cleveland.....Jan. 14—7:30 p.m.
San. Fran.Jan. 19—2:30 p.m.	Toledo.....Jan. 14—7:30 p.m.
Seattle.....Jan. 21—2:30 p.m.	Detroit.....Jan. 10—7:30 p.m.
New York....Jan. 3—2:30 p.m.	Milwaukee...Jan. 10—7:30 p.m.
Philadelphia..Jan. 4—2:30 p.m.	
Baltimore.....Jan. 5—2:30 p.m.	
Detroit.....Jan. 14—2:30 p.m.	
†Houston.....Jan. 10—2:30 p.m.	
United Industrial Workers	Railway Marine Region
New Orleans Jan. 11—7:00 p.m.	Philadelphia Jan. 11—10 a.m. & 8 p.m.
Mobile.....Jan. 12—7:00 p.m.	Baltimore.....Jan. 12—10 a.m. & 8 p.m.
New York....Jan. 3—7:00 p.m.	*Norfolk.....Jan. 13—10 a.m. & 8 p.m.
Philadelphia..Jan. 4—7:00 p.m.	Jersey City..Jan. 10—10 a.m. & 8 p.m.
Baltimore.....Jan. 5—7:00 p.m.	
Houston.....Jan. 10—7:00 p.m.	
Great Lakes SIU Meetings	Great Lakes Tug and Dredge Section
Detroit.....Jan. 3—2:00 p.m.	Chicago.....Jan. 11—7:30 p.m.
Buffalo.....Jan. 3—7:00 p.m.	†Sault
Alpena.....Jan. 3—7:00 p.m.	Ste Marie Jan. 13—7:30 p.m.
Chicago.....Jan. 3—7:00 p.m.	
Duluth.....Jan. 3—7:00 p.m.	
Frankfort.....Jan. 3—7:30 p.m.	

Directory Of Union Halls

SIU Atlantic, Gulf, Lakes & Inland Waters Inland Boatmen's Union United Industrial Workers	FRANKFORT, Mich.P.O. Box 287 415 Main St. 49435 (616) EL 7-2441
PRESIDENT Paul Hall	HOUSTON, Tex.5804 Canal St. 77011 (713) WA 8-3507
EXECUTIVE VICE PRESIDENT Cal Tanner	JACKSONVILLE, Fla.2608 Pearl St. 32233 (904) EL 3-0987
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	WILMINGTON, Calif.450 Seaside Ave. Terminal Island, Calif. 90744 (213) 832-7286
	YOKOHAMA, JapanIsaya Bldg., Room 510 1-2 Kalgan-Dori-Nakaku 2014971 Ext. 281

Sailing Still Fun

With enough sea-time to retire, but no desire to do so, Seafarer George Hubner stands gangway watch aboard the *Columbia Mariner*. When asked if he was about to put in his papers, Brother Hubner replied sharply: "In a pig's eye, not while I'm still able to have so much fun."



Thanksgiving Day Festive Occasion . . .

Yokohama



The expression on the face of this darling youngster says it all—Thanksgiving Day in Yokohama was "yummy." The little girl is the niece of Seafarer Jack Curlew (standing).

Thanksgiving is a special day for all Americans. For the members of the SIU it affords an opportunity for comradeship as well as giving thanks. Every year SIU halls in ports around the world "put on" a Thanksgiving meal for Seafarers, their families and friends that can't be matched anywhere, for any price. And every year the turnout at these affairs gets larger and larger. Thanksgiving dinner at the union halls offers good food and plenty of it, but more important it gives members of the SIU and their families and friends a chance to socialize with old shipmates, to relax in friendly surroundings. It is all part of the SIU's program to make life a little easier and a little better for its members.



Brother George Zintz (right) is about to sample fruit dessert being dished out by waiter. The turnout for Thanksgiving dinner in port of Yokohama was a good one.



Brother Julio Paminiano (center) has something extra special to be thankful for on Thanksgiving Day. Port Agent Frank Boyne (right) congratulates Paminiano on the birth of his new child.



Standing behind festively-decorated table of fresh fruit and other goodies at the Yokohama hall are, from left: Seafarer and Mrs. Arnold Hamblet, SIU secretary Keiko Nakategawa, and Yokohama Port Agent Frank Boyne.



Together for Thanksgiving Day in Yokohama are, from left: Sergio Paano, Paul Dickerson, and Mohammed Salim. Brothers Paano and Salim were in port aboard the *Mount Washington*.

... At SIU Ports Around the World

Baltimore



Seafarers, their families and guests all found the SIU hall in Baltimore a very nice place to be on Thanksgiving Day 1971.



The doors to the dining room in the Baltimore hall are about to open, and the four youngsters at the head of the line are ready to lead the way to turkey and all the fixings.



Seafarer Eusibio Andaya, seated at head of table, is surrounded by group of shipmates. It was that kind of a day at union hall in Baltimore—a Thanksgiving Day shipmates enjoy together.

New York



Two veteran steward department members, George Belboda (left) and Hubert Simeon, both cooks on SIU ships, rated Thanksgiving Day dinner at the hall in New York as "delicious."



All of these happy faces have one thing in common—they enjoyed holiday dinner at SIU headquarters in New York. Seated around table are H. G. Harold, Mrs. G. Tippit, Nick Mitola, Pasquale Carbone, and Brother Tippit.



Brother Henry Jackson, his wife and their grandchildren enjoy Thanksgiving with all the trimmings at hall in New York.



Seafarer Joseph Behar escorted two lovely young ladies to Thanksgiving dinner—his daughters Marilyn (center) and Bernice.

SIU Scholarship Program



In May, 1972, for the nineteenth straight year, the SIU will award five more four-year college scholarships to Seafarers or the children of Seafarers. Each of the scholarships will be worth \$10,000.

Of course, the monetary value of these SIU college scholarships is impressive, but what is even more important is the fact that five more highly qualified students will be securing higher education who otherwise might not have the means to do so, were it not for the assistance of the SIU.

Early in its history, the SIU placed a high priority on the value of education. Since the SIU Scholarship Program began in 1953, a total of 93 students—26 Seafarers and 67 children of Seafarers—have had the doors of higher education opened up for them by the SIU.

In order to qualify for these scholarship grants, a Seafarer must have at least three years seetime on SIU-contracted ships. Children of Seafarers who meet the necessary seetime requirement are also entitled to apply.

The five SIU scholarship winners are selected each year on the basis of their high school records together with the scores they attain on the tests given throughout the country by the College Entrance Examination Board.

The first important step towards winning one of the SIU scholarships is to arrange to take the CEEB tests as early as possible.

CEEB tests will be given January 8, 1972, and March 4, 1972.

The SIU Scholarship Program administrators advise that it is always best to take the test as soon as possible.

Arrangements for taking the CEEB test can be made by eligible Seafarers or their children by writing to: College Entrance Examination Board, Box 592, Princeton, New Jersey, or at Box 1025, Berkeley, California.

In addition to arranging for the CEEB test, applicants are also requested to obtain the necessary SIU College Scholarship application form as early as possible. These forms, which must be returned no later than April 1, 1972, are available at any SIU hall or may be obtained by writing directly to: SIU Scholarships, Administrator, 275 20th Street, Brooklyn, New York 11215.

As in the past, each of the 1972 SIU scholarship winners may pursue any course of study at any accredited college or university.

Apply early.