

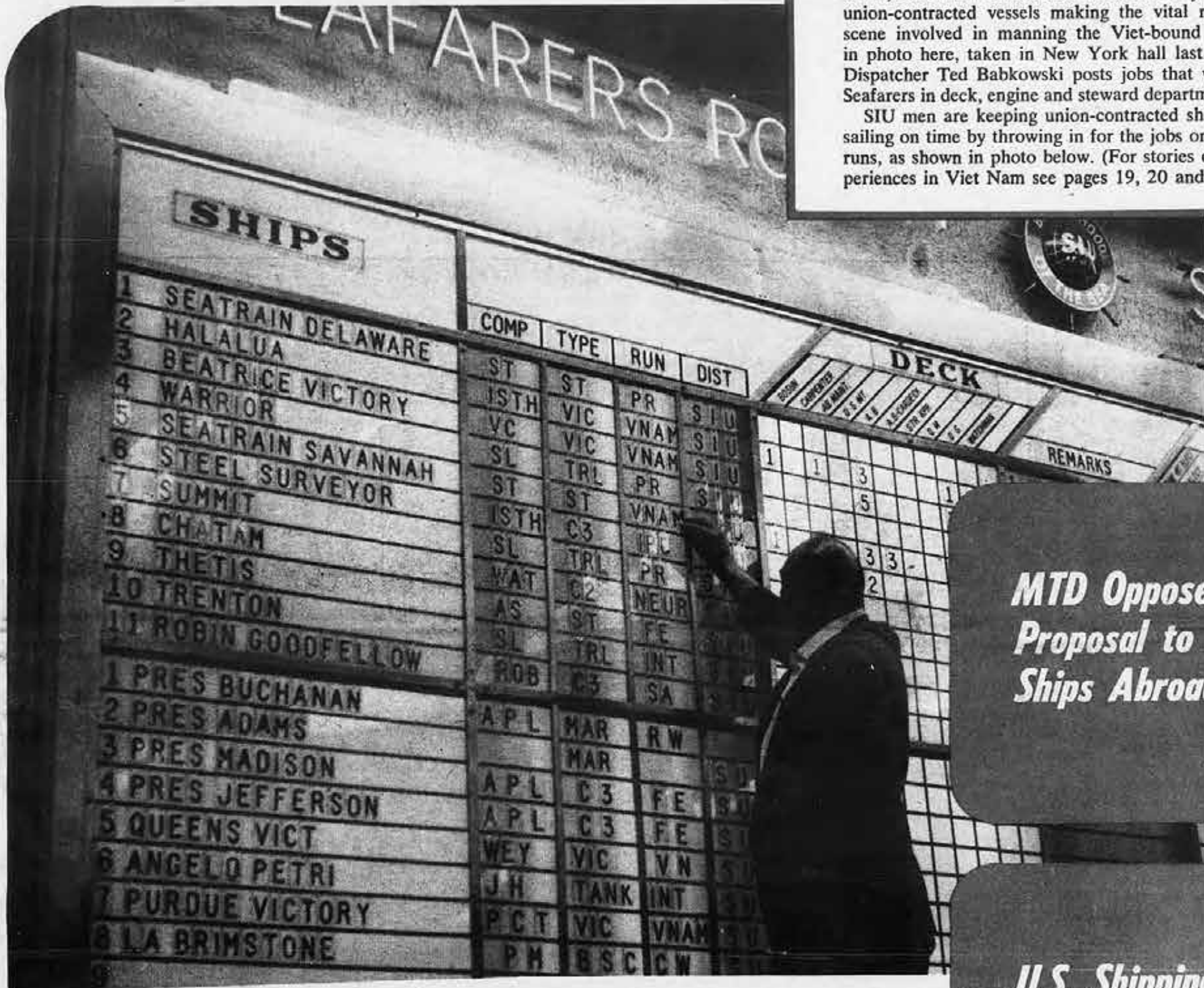
# SEAFARERS LOG



OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO

**ON THE VIETNAM RUN.** With 98 percent of the men and materiel for the Viet Nam military operation going by ships, the rotary shipping boards in SIU union halls on the Atlantic, Gulf and Pacific coasts are continually showing jobs on union-contracted vessels making the vital run. A familiar scene involved in manning the Viet-bound ships is shown in photo here, taken in New York hall last week, as Chief Dispatcher Ted Babkowski posts jobs that will be filled by Seafarers in deck, engine and steward departments.

SIU men are keeping union-contracted ships manned and sailing on time by throwing in for the jobs on Viet and other runs, as shown in photo below. (For stories of Seafarers' experiences in Viet Nam see pages 19, 20 and 21.)



**MTD Opposes Boyd Proposal to Build Ships Abroad**

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**U.S. Shipping Policy Scored by House GOP Policy Group**

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**Nine More SIU Men Get Engine, Deck Licenses; Total 150**

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## Replies to Claim of 'Support'

# Maritime Trades Voices Opposition To Boyd's 'Build Abroad' Proposal

WASHINGTON, D. C.—The 5.5-million-member AFL-CIO Maritime Trades Department today sharply challenged testimony by Transportation Secretary Alan S. Boyd concerning the extent of support within the maritime industry for proposals to build U.S.-flag ships in foreign yards.

The MTD position was enunciated by SIU President Paul Hall, who is also president of the MTD, in a letter to Senator E. L. Bartlett (D-Alaska), chairman of a Senate Merchant Marine Subcommittee before which Boyd had appeared earlier last week.

In the course of the testimony, Boyd conceded that he had not been able to secure a "consensus" of maritime labor and management for his build-abroad plan and for his proposal to incorporate the Maritime Administration in the Department of Transportation.

Despite this lack of "consensus," Boyd went on, he had been able to obtain what he called "support in all segments except in the shipbuilding . . . industry, including both management and labor."

Hall said this statement by Boyd could lead to the conclusion that "virtually all of the industry—labor and management, alike—was behind the program." The MTD official added bluntly: "Nothing could be further from the truth."

Hall said that "The AFL-CIO Maritime Trades Department, and its 36 affiliated unions with membership totaling 5.5 million union men and women, is vigorously opposed to the Secretary's plan to permit foreign building of American-flag ships. Further, we are vigorously opposed to the Secretary's insistence on putting the Maritime Administration in the Department of Transportation."

"This position by the Maritime Trades Department and its 36 affiliates is the same one taken by the 15-million-member AFL-CIO which, at its Sixth Constitutional Convention in San Francisco in December 1965, unanimously adopted a resolution which, among other things, called on the President and Congress 'to reject

any "build-abroad" philosophy' with respect to the merchant marine, and which endorsed the move for complete independence for the Maritime Administration.

"This remains the policy of the AFL-CIO."

In the letter to Bartlett, the MTD president said that only three unions had given any support whatsoever for the Boyd plan, and that "AFL-CIO unions overwhelmingly oppose the Boyd proposals."

## Gov't, Industry Reps Speak Out

### Build Abroad Proposals Threaten U.S. Economy, MTD Delegates Told

WASHINGTON—Administration proposals to allow the construction of American-flag merchant ships in foreign shipyards would deprive American industry of nearly \$1 billion worth of business each year and would mean the loss of thousands of jobs for American workers.

Speaking at a meeting of legislative representatives, sponsored by the AFL-CIO Maritime Trades Department, Page Groton, administration director of the Boilermakers Iron Shipbuilders Marine Council noted that these monetary and job losses would not be confined to American shipyards and shipyard workers, but would hit many diverse areas in the economy as well.

"Building cargo ships and tankers abroad would mean a loss of \$490 million a year for American steel mills, electrical manufacturers and machinery makers alone," he pointed out. "This would be in addition to the losses that would be sustained by the shipyards themselves."

#### Balance of Payments

In addition to bringing about a drastic further deterioration of the U.S. balance-of-payments problem, Groton predicted that building abroad would be a crippling blow to the American economy.

"It would mean a loss of business for a variety of allied industries which produce the material and equipment that go into American-built ships. It would mean the loss of thousands of jobs for American workers—ranging all the way from the ones who mine the iron ore to the ones who build the ships."

Groton based his figures on plans by American ship operators to build about 40 cargo ships in foreign yards if the Administration is successful in getting Congressional approval for repeal of the build-American clause of the Merchant Marine Act of 1936.

Groton also launched a bitter attack on claims made by some shipping industry officials that it costs more than twice as much to build ships in American yards as in foreign yards. "When foreign shipbuilders have to adhere to American quality standards, the differential is narrowed considerably," he noted, and cited a recent example in which British shipbuilders bid against American firms for the construction of salvage barges for the U.S. Navy.

"The first time around, an American firm underbid the British by 19 per cent. The British

complained to the State Department, and as a result the Defense Department agreed to ease up on its standards the second time. When the bids were open, the British were only 4.5 per cent below the U.S. price—and that's a long way from the 50 per cent figure the shipowners like to quote," he said.

Another speaker at the legislative meeting of the MTD, was Representative Paul Fino (R-N.Y.). He called the maritime program finally brought before the Senate last week by Transportation Secretary Alan Boyd a "non-program." After such a long delay and in view of President Johnson's promise for "a new maritime program" way back in his State of the Union Message of 1965, Fino called Boyd's latest proposals a poor kick-off.

The New York Congressman pointed out that the Administration's silence barrier had been broken last year by the Congress when it prevented Boyd's department from swallowing up the Maritime Administration, and referred to the 90 bills already introduced before the new 90th Congress to grant total and complete independence to MARAD.

Independence for Maritime makes sense, Fino said, because it will never get its proper attention in a department that has to deal with the multi-billion dollar domestic industries of airlines and railroads and trucking.

Edward J. Carlough, Organization Director of the Sheet Metal Workers International Association, discussed the current railroad disputes and said that "present stalling by the Administration to extend the arbitration period to June 19" does nothing to resolve the issue but only serves to further delay the issue.

Representative Thomas P. O'Neill, Jr. (D-Mass.), speaker at the MTD's regular weekly meeting, emphasized the importance of Congressional authorization of maritime funds, an independent Maritime Administration, and a strong maritime policy to the future of the American maritime industry.

O'Neill predicted that passage of legislation to authorize Congress to review maritime funds would remove maritime from the "bureaucratic whims" of the Bud-

## Report of International President



by Paul Hall

Last month I had the privilege of attending the AFL-CIO's National Conference on Community Services at which the health problems of the nation were examined in depth and efforts were formulated toward the improvement of medical care available to our citizens.

Right from the outset it was obvious to all present at the gathering that adequate medical care for the average person in the United States may be available in theory but continues to be beyond the reach of countless Americans in actual fact.

Medicare is now the law of the land but the American Medical Association has not ceased its efforts to sabotage the program. The AMA continues to advocate direct payment of fees by the patient to the doctors. More often than not, when the patient applies to the government for reimbursement of the money he has laid out, he finds the rate established as fair compensation for treatment received is far short of the amount he has already paid his physicians.

Also, not until the average working man or his family is faced with sickness or accident in his own home does he learn first hand how fees charged by doctors and hospitals have soared to such heights as to make cost assistance provided by medicare or medicaid much less of a help than anticipated. Just last year alone the average doctor's bill went up 7.8 per cent—twice as much as in 1965 and more than in any single year since before the depression—and continues to rise. The average daily cost of a hospital room last year was \$45 or a staggering 16.5 per cent higher than the year before. Even so, charges for these accommodations show no present sign of leveling off. It is difficult for any person to believe that skyrocketing fee hikes like these, following so closely on the heels of medicare legislation, can be merely coincidental.

There is no question that the gap between adequate medical care for all the people and the care which is available to them—at prices they can afford to pay—is still enormous. In the interests of the entire population, a comprehensive national health insurance program must be enacted. Organized labor has always been in the vanguard when it came to the vital needs of society and great advances have been made through its efforts, not only for union members but for all Americans. Until such a national program can be realized, union-sponsored health programs must be expanded on all levels, mental as well as physical. With half the hospital beds in the country occupied by the mentally ill, and with mental health cited by many as the No. 1 health problem in the nation today, this often neglected phase of medical care requires particular attention. Mental health plans should be incorporated by union negotiators into their own general welfare programs. Adequate diagnosis and care of minor mental disturbances before they have a chance to get out of hand has for too long been the private preserve of the affluent.

There must also be an immediate improvement in the quality of all medical care available to charity patients. The treatment they receive very often is not only callous but haphazard. The claim that rich and poor are provided medical care of equal quality is a myth and any medical authority who says otherwise is closing one eye.

## Maritime Defense League Reports Favorable Response

NEW YORK—The Maritime Defense League has reported that its campaign and program to assure maritime workers of their fundamental rights to counsel in the event of legal problems or charges threatening their personal liberties is meeting with favorable response.

#### Program Launched

The League was established last January as a private organization to make available legal and other assistance to maritime workers from a fund sustained by voluntary contributions. A campaign for funds to enable the organization to carry out its program was launched several weeks ago.

The objective of the League, which has been endorsed and voted support at SIU membership meetings, is to assure maritime workers are protected in situations where they lack the necessary funds to provide their own defense when their union cannot assist them because of legal restrictions and various court interpretations.

#### League's Offices

The officers of the Maritime Defense League, whose chairman is Robert A. Matthews, a SIU vice-president, are located at one Hanson Place, Brooklyn, N.Y. 11217; the telephone number is (212)-638-1681.

Any SIU member who may require assistance, which under the legal restrictions cannot be provided by his union, can get in touch with the Maritime Defense League at its Hanson Place office in Brooklyn.

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## Six Seafarers Licensed As Engineers—Total 141

Six more Seafarers have been added to the growing ranks of those who have passed Coast Guard examinations for an engineer's license. The six completed the course of study offered by the jointly sponsored SIU-Marine Engineer's Beneficial Association, District 2—School for Marine Engineers. The school has now enabled 141 Seafarers to obtain their engineer's licenses.

Four of the men upgraded to 2nd Assistant Engineer's Licenses and two achieved the rank of 3rd Assistant Engineer.

Woodrow McDaniel was born and still resides in West Virginia.



McDaniel Boxter

A member of the SIU since 1958, he sailed as FOWT before earning his second assistant engineer's license. He is 54 years old and joined the SIU in Seattle.

George Boxter sailed as an FWT-oiler before getting his sec-



Gustav Jiminez

ond assistant's license. He resides in Lost Creek, Pa. Boxter joined the union in New York in 1965. He is 29 years old.

Thomas Bohr sailed as oiler since he joined the union in New York. A newly licensed Third Assistant Engineer, he was born and resides in Pittsburgh. Bohr is 29 years old.

Seafarers Boxter and Bohr have taken advantage of the wide range of opportunities offered by the Harry Lundeborg School of Seamanship throughout their seafaring careers. Boxter started entry training in February of 1963 and graduated in April. He came back in October of 1964 to qualify for a lifeboat ticket which he received in November.

Boxter then started seniority upgrading in July of 1965 and in August, was upgraded from a B to an A book. Last December, he enrolled in the engineering school and graduated as second assistant.

Bohr took his entry training in the summer of 1962. In July of 1964, Bohr returned to the school for seniority upgrading and his lifeboat ticket. He graduated lifeboat training, July 29, and on August 17, he received his A book. In October, 1966, he signed on for engineers upgrading and graduated with a third assistant's license.

A 15-year SIU veteran, Paul Brien joined the SIU in New York and shipped as FOWT. A newly-licensed Third Assistant Engineer, Brien lives in Texas and was born

in Massachusetts. He is 63 years old.

Frank Gustav was born in Pennsylvania and now makes his home in Brooklyn. An oiler before obtaining a Third Engineer's license, Gustav has been with the SIU for 15 years. He joined in New York and is 42 years old.

A newly licensed Third Assistant Engineer, Evaristo Jiminez previously sailed a FOWT. He joined the SIU in New York. A native of Puerto Rico, he lives in Brooklyn. Jiminez is 41 years old and a 15-year SIU veteran.

Establishment of the engineer training program was spurred by



Bohr Brien

the growing shortage of licensed marine engineers aboard American-flag ships, particularly as a result of the demands placed on American shipping by the conflict in Vietnam.

The SIU-MEBA District 2 training program is the first of its kind in maritime history. It assists engine department seafarers to obtain instruction in preparation for their Third Assistant Engineer's license, Temporary Third Assistant Engineer's license, or Original Second Assistant Engineer's license in either steam or motor vessel classifications. In addition, MEBA District 2 members who already possess engineer's licenses may upgrade themselves to higher ratings.

The training school is operated under a reciprocal agreement between the SIU and District 2 of MEBA. SIU men who enroll in the program are provided with meals, hotel lodging and subsistence payments of \$110 per week while in training.

As a result of the reciprocal agreement between MEBA District 2 and the SIU, unlicensed SIU men receive full credit and complete protection for all of their accumulated pension and welfare credits. While sailing as engineers, they will also receive pension and welfare credits. As a result, upon reaching retirement eligibility their pension will be paid based on combined time.

MEBA District 2 has waived its \$1,000 initiation fee for all men who begin sailing as licensed engineers under the joint program during the period of the Vietnam crisis.

Engine department Seafarers are eligible to apply for any of the upgrading programs if they are 19 years of age or older and have 18 months of Q.M.E.D. watch standing time in the engine department, plus six months' experience as a wiper or equivalent.

### Cites Danger of Present Course

# House Republican Policy Committee Calls for U.S. Maritime Upgrading

WASHINGTON—The Republican Policy Committee of the House of Representatives has formally rejected the proposal by the Administration to build some American merchant vessels in foreign shipyards and has further stated it will not support any attempt to place the Maritime Administration in the Department of Transportation.

In releasing a two-page policy Committee statement, the GOP representatives indicated that the "scuttling" by the Administration of the nation's shipping potential, and its failure to fulfill a promise made by the President two years ago for "a new policy for our merchant marine," had made the deplorable state of our maritime industry a political issue.

Representatives Gerald R. Ford (R.-Mich.), House minority leader, and the chairman of the Policy Committee, Representative John

J. Rhodes (R.-Ariz.), presented the GOP policy statement.

The statement said the Administration has allowed America's maritime industry "to drift into a major crisis" through its "neglect, confusion and general inability to meet the mounting problem."

It added that the U.S. has fewer privately-owned merchant vessels than when the Merchant Marine Act was passed in 1936 and that the percentage of our ships in the world's commercial fleet is only half what it was three decades ago.

The Republican lawmakers pointed out the fact that of what

merchant ships America does have, 70 per cent will be due for layup within five years because they are already 20 years, and more, old. This only serves to underline the "national disgrace," they said, of America's 14th-place position among world shipbuilders and her present fifth place in the size of her active merchant fleet.

"This country needs and must have a modern merchant marine," the statement said.

The complete text of the Republican Policy Statement appears below.

## House GOP Policy Statement on Maritime

Due to neglect, confusion and a general inability to meet the mounting problem, the Johnson-Humphrey Administration has permitted the American Maritime Industry to drift into a major crisis.

Today, the United States has fewer privately owned seagoing merchant ships than in 1936. The percentage of United States flagships in the world's merchant fleet is one-half of what it was three decades ago. The percentage of American goods moving overseas on American ships is now the lowest in modern history. The United States has dropped to fifth among the nations in the size of our active merchant fleet and presently ranks fourteenth in shipbuilding. This national disgrace is heightened by the fact that 70% of our ships are twenty years or older and will be due for layup within the next five years.

More than two years have passed since the State of the Union Message in 1965 when the President promised "... a new policy for our merchant marine." To date, that promise remains unfulfilled. Moreover, in recent testimony, the Secretary of Transportation noted that he "would not seek (the President's) concurrence in the new program until I could assure him that it had general support within the maritime field. . . . However, I must now report that we do not have the kind of agreement which will make such a program a reality." Thus, rather than decision, we have experienced indecision. In place of action, there has been near paralysis in federal leadership. While we are in a continued state of decline, the other maritime nations of the world have been building up their merchant fleets. Last year marked the third successive annual record for world merchant shipping launched.

The seriousness of this situation is graphically reflected by comparing the American maritime industry with that of Soviet Russia. "A 1966 Survey of Russian Merchant Shipping" prepared by the University of Washington, discloses that:

"In 1963 the Russians constructed 115 ships while America launched 31. Between 1959 and 1963 the American fleet increased by 20 fewer ships than the Russians produced in the single year 1963. Moreover, the amount of American seaborne commerce carried in American ships has declined from an already low of 11 per cent in 1960 to around 7 per cent today. The Russians, in contrast, have increased the amount of freight carried in their own bottoms from 33 per cent in 1955 and 45 per cent in 1962 to around 85 per cent in 1965."

There are indications that this country's sea transportation forces have been stretched to the limit to support the massive military operations in Vietnam. In order to meet our obligations there, a large number of old ships have been pulled out of the mothball fleet. These vessels, from 20 to 27 years old, have had a breakdown rate more than double the privately owned com-

mercial fleet under charter for Vietnam service. Although faced with these dismal statistics, the Administration now proposes to modernize more of our aging reserve fleet while only increasing the new merchant ship construction in American yards from 13 to 15 ships a year.

Last year, the Administration attempted to transfer the Maritime Administration into the new Department of Transportation. Under Republican Leadership, this move was defeated and a plan was advanced that would establish an independent Maritime Administration. The proposed transfer would have done little more than shift the maritime problem to a new department. There was no sense of urgency or a call for a redirection of effort. Rather than meeting and solving the problems of the maritime industry, they would have been swept under a bureaucratic rug.

In this session of Congress, the Johnson-Humphrey Administration is continuing to display a dangerous disregard for the very serious problems of our maritime industry. The present situation has been described by the *Journal of Commerce* as follows:

"It is one thing to attempt enticing the shipping industry into the new Department of Transportation with vague promises of a totally new policy. It is quite another to display by current actions a curious indifference to the problems of merchant shipping and to indicate —when discussing the subject at all—not what ought to be done, but what the administration is unwilling to do or keep on doing."

In addition to its failure to develop a meaningful maritime policy, the Johnson-Humphrey Administration has undercut, if not scrapped, the forward-looking ship replacement program that was implemented during the Eisenhower Administration. At that time, it was clearly apparent that unless a program of this type was carried forward, the United States would face, in the foreseeable future, a maritime crisis of major proportions. The Administration's abandonment of the Eisenhower program has triggered just such a crisis. Its current indecisiveness and failure to mount anything more than a minimal program, have escalated the crisis to a point where it is bordering on a national catastrophe.

This country needs and must have a modern merchant marine. We must revitalize and modernize our shipbuilding industry if the demands of the future are to be met. The need to develop a reasonable and defensible maritime program presents a challenge and an opportunity. 1967 is a year of decision for the American Maritime Industry. Unless our shipbuilding effort is increased our defense commitments throughout the world will be in jeopardy. Indeed, our national survival may depend upon the shipping that should now be under construction but which the Johnson-Humphrey Administration has scuttled.



# Six Additional Seafarer Oldtimers Join Growing Union Pension Roster



Messner



Butts



Engelhardt



Eisenbach



Espino



Dowell

Six new Seafarers have been added to the SIU's growing pension ranks. Those newly eligible Seafarers who are now collecting their SIU pensions include Frank Messner, Ralph Butts, Eugene Engelhardt, Herman Eisenbach, Atanasio Espino, and Homer Dowell.

Frank Messner joined the union in Detroit and sailed as AB. A native of Michigan, he lives in Trenton, New Jersey, with his wife, Dorothy. Messner was last employed by the Great Lakes Towing Company.

Ralph Butts is a native of Canada and sailed as fireman in the SIU's Great Lakes division. He joined the SIU in Detroit and lives in River Rouge, Mich. He last sailed on the Buckeye.

Eugene Engelhardt sailed as FWT, oiler, and later in the Steward Department. Born in New Orleans, he joined the SIU in that port. He resides in Meraux, La., with his wife, Ruth. He last sailed on the Del Valle.

Herman Eisenbach joined the SIU in the port of New York. He sailed as a deckhand and was last employed by the Brooklyn Eastern District Terminal. A native of Brooklyn, he resides there with his wife, Stella.

Atanasio Espino sailed in the Steward Dept. on SIU ships since joining the union in New York. A native of the Philippines, Espino resides in San Francisco with his wife, Rosalina. His last ship was the Lady of Peace.

Homer Dowell sailed as FWT and oiler. He joined the SIU in

the port of Baltimore. A native of Kentucky, Dowell is a resident of San Francisco. His last ship was the Norberto Capay.

## Difficult Long-Distance Tow Job No Problem for SIU-Manned Tug

The Cabo Rojo, a 95-foot tug, operated by the SIU-contracted Porto Rico Lighterage Co., recently towed a 14,000 ton Italian cargo ship, the Napoli, across 800 miles of open ocean, to bring her into the shelter of San Juan harbor and safety.

The ship, five times the size of the tug, had been adrift for five days 800 miles Northeast of San Juan with her engines disabled.

The Napoli was bringing general cargo from Genoa, Italy, to San Juan when she became disabled.

Sent out to aid the Napoli, the Cabo Rojo sped to the ship's last reported position. However the Napoli, her engines dead, had begun to drift and the Cabo Rojo was having trouble locating her.

Luckily, before she had drifted too far out from her original position, the Napoli sighted the tug's searchlight flashing in the early morning mist. The Cabo Rojo's crew fastened a line to the disabled ship and began the long

journey back to the safety of San Juan harbor.

The Cabo Rojo tugged the Napoli to port at a rate of 7.5 knots an hour, or three quarters of the vessel's normal speed of ten knots.

Bucking strong winds and the channel current, dangerous with the powerless Napoli in tow; the Cabo Rojo appeared off El Morro in the harbor of San Juan.

A second tug, coming out to meet the Cabo Rojo, attached a hawser line to the Napoli's stern and helped steer her to safe anchorage.

## Rap Defense Dept. Bid to Build Navy Ships Abroad

WASHINGTON—The Department of Defense has denied a request that Secretary Robert S. McNamara's decision to allow British shipyards to bid on a contract for new U.S. minesweepers be reversed.

Representative John W. Byrnes (R-Wis.) said his letter to McNamara, "in the national interest so there may be retained in the U.S. the capability of meeting our future needs for this vessel," has been answered by Assistant Secretary John T. McNaughton and his request turned down.

Stating that the decision "may well mean the loss of \$100 million in government work . . . over the next several years," Byrnes added that McNaughton's reply had made no mention of his proposal contained in the same request that at least half the minesweepers be reserved for construction in U.S. yards. He said he has asked for a "specific reply" to the latter suggestion.

The Wisconsin Congressman has also urged the chairmen of the House Armed Services Committee and the Defense Appropriations Subcommittee to "look into the effect upon the national security" of relying on foreign shipyards as a sole source of supply for "an important combat vessel."

The vessels concerned are a new class of wooden-hulled ocean minesweepers.

## The Atlantic Coast



by Earl (Bull) Shepard, Vice-President, Atlantic Coast Area

The 1966 Annual Report of the Maritime Administration, outlining the tremendous contributions made by the American-flag merchant marine to the Viet Nam sealift makes very interesting reading when you consider the charges that have been made by Defense Secretary McNamara that the merchant fleet is not doing its part in the Viet Nam conflict.

Not only is the American merchant marine doing a tremendous job, but it is doing so at great cost to itself in terms of canceled commercial sailings and lost business through cancellation of commercial and government-non-military cargoes.

The true situation is now very clear. When McNamara needs a scapegoat, his first choice for a patsy is invariably the American merchant marine. Because of this, every statement of the Defense Secretary makes regarding the merchant marine, every proposal he puts forth that regards the merchant marine in any way—no matter how obliquely—must be treated as suspect from the start. This is true with regard to his Fast Deployment Logistic Ship concept, his build-abroad proposals and his ideas on airlift potential as well as many others of his personal pet projects.

### New York

Joe Sullivan and Peter Choplinski have both completed their vacations and are at the hall here standing watch in front of the big board. Sullivan, a 22-year SIU veteran, last sailed aboard the Seatrains San Juan in the Steward Department and is now looking for any cook's job that comes along. Choplinski, who has been an SIU member for 15 years now, is looking for a tanker slated for a long voyage that has an OS slot open. His last trip was aboard the Robin Kirk.

Edward (Andy) Anderson wants a ship going on the Viet Nam run. Andy, who sails as chief electrician, was last aboard the Oceanic Tide, which he had to leave to take care of some family business. Andy has been a Seafarer for about 23 years.

A real oldtimer of 27 years with the Union, Alvaro Vega is sitting for his electrician's ticket and then expects to take any ship going anywhere in the world. His last ship was the Seatrains Savannah. Pedro Pinoub, a relative newcomer to the Union compared to Vega, is off the Albion Victory and is looking for a fireman's job that will take him to Viet Nam.

A coastwise run as electrician would be just the ticket for 23-year SIU veteran Herbert Rolen. Rolen's last ship was the Steel Maker, which he got off to take a short vacation.

### Philadelphia

During the last period here we handled five payoffs, one sign-on and 14 ships in transit.

Seafarer Ed Colon is registered again and ready to go at any time. Ed says he will take the first Chief Cook's job that hits the board and doesn't care where the ship takes him. Bennie Crawford, who also sails as Chief Cook, feels about the same way. He's registered and ready to go at any time. Ben's last ship was the Cape San Diego.

After spending some time on the beach, Joseph Brennan is again keeping his weather eye

peeled for a ship that strikes his fancy. Joe sails in the Engine Department. Pat Devine, who sails in the Steward Department, is waiting for a slot that will put his considerable talents to work again. Pat's last ship was the Merrimac.

### Norfolk

Shipping has been very good during the last period and the outlook for the future also looks good. During the last period we had four payoffs, two sign-ons, and serviced nine ships in transit.

After spending a year in Greece visiting his family there, Seafarer Isadore Topal is registered here and looking for a ship on which he can get in plenty of seamtime in the immediate future. Seafarer Clarence Crowder just got his fit-for-duty again after completing his recovery from injuries he suffered in an accident. Crowder is raring to go and is watching the board closely for a pumpman's job.

### Boston

John "Catfish" Flaherty is just off the Eagle Voyager and reports he is very sorry to see the ship lay up because it is one of his favorites. Edward Wright, who last sailed aboard the Bradford Island as messman is planning a visit to his children



Flaherty

and a short spell at home in the Florida sunshine. Eddie has been a Seafarer for 26 years now. Another oldtimer, Timothy McCarthy, got off the Montpelier Victory recently to spend some time with his family and renew his friendships with some old pals. A 25-year SIU veteran, McCarthy sails in the deck department as AB.

### Baltimore

Woodrow Reid has his eye peeled for a ship going to the Middle East or Europe that needs a good cook or Chief Steward. Reid, a Seafarer for over 20 years, last sailed as Chief Steward aboard the Bethtex. A long trip to the Far East is what Seafarer James Lassiter is planning on. An SIU member for 22 years, he last shipped aboard the Steel King as oiler. Clarence Brockett has different ideas however, and wants his next trip aboard a coaster. Brother Brockett, who has been sailing with the SIU since 1946, says he's sailed to the Far East, the Middle East, Europe and just about everywhere else in the world since he went to sea and now wants to stay close to home on a nice, peaceful coastwise run.

### Puerto Rico

The port of Fajardo is supplying a good share of the old timers shipping out here these days. Among them are Victor Aviles on the Seatrains New York, Faustino Alejandro on the New Yorker, Zenon Rivera on the Warrior and Pedro del Valle on the Blenville.

## Toledo MTD Spurs Drive to Win Jobless Pay for Lakes Seamen

TOLEDO—The Toledo Port Council of the AFL-CIO Maritime Trades Department has begun a campaign among Great Lakes seamen that seeks to end the exclusion of seamen from unemployment compensation under Ohio law.

The Council charged that the discrimination allowed by the laws of the State of Ohio in the matter of unemployment compensation is "one of the greatest injustices" to seamen on the Great Lakes. No other state excludes seamen from unemployment benefits during the winter months.

Early this week the union started circulating petitions to all Great Lakes seamen urging support of House Bill No. 427 which was introduced in the Ohio House of Representatives by Representative James Weldishofer (Republican - 77th District) on March 9, 1967.

The measure is not part of any other labor bill and is awaiting action in the Reference Committee. Petitions circulated by the Port Council urge seamen to sign and forward them to members of the Standing Committee on Industry and Labor in the Ohio House of Representatives.

In urging amendment of the present Ohio law, the Port Council cited large labor savings passed on to Ohio shipping companies without consideration for the needs of the seamen. Those who cannot find other jobs during the winter layoff have no means of earning a livelihood for themselves and their families.

Under present law, seamen are only eligible to apply for unemployment compensation during the 40 weeks following the 4th Sunday in March. However, other maritime workers and all other Ohio workers are not restricted in any manner.

The Port Council has 40 affiliates representing 20,000 members in the Greater Toledo area, and is one of 32 councils affiliated with the AFL-CIO, Maritime Trades Department in Washington, D.C.



**Hall Urges Similar Senate Action**

**House Passes Bill to Give Congress Voice in Ship Funds**

WASHINGTON—SIU President Paul Hall, who is also president of the Maritime Trades Department (AFL-CIO), had high praise for action by the House of Representatives last week on maritime legislation which, he said, "takes control over the nation's vital merchant marine budget out of the hands of bureaucrats and puts it in the hands of lawmakers."

Hall was referring to a bill, passed May 4 by the House on a voice vote, which requires Congress to vote annual authorizations of funds for such Maritime Administration programs as construction subsidies, operating subsidies, research and development.

The partial text of Hall's statement follows:

"The AFL-CIO Maritime Trades Department and its 36 affiliated unions representing more than 5.5 million American workers are pleased that Congress has recognized the dire plight of our merchant marine and has moved to correct this situation through House passage of the measure on annual authorizations for the Maritime Administration.

"This legislation will give the House and Senate Merchant Marine Committees an opportunity to review maritime programs annually, to measure their effectiveness and to authorize the amount of money that is required to carry out a vigorous, forward-looking program to revitalize our

merchant fleet. We hope that the Senate will follow the House lead, and give prompt approval to this legislation.

"The annual authorization bill takes control over the nation's vital merchant marine budget out of the hands of bureaucrats and puts it in the hands of lawmakers. Thus it is an important step toward restoring the American flag to a position of importance on the high seas.

"But it should be emphasized that this legislation is just one step on the road we must travel. The House and Senate should now move promptly to approve legislation that will reconstitute the Maritime Administration as an independent agency—as it was 30 years ago, when we were pursuing an intelligent course for expanding our merchant fleet.

"Independence for maritime is indispensable to this country's economic growth and its military security. This agency must not be allowed to continue as a stepchild of any Cabinet-level Department where its programs and policies are overshadowed by considerations having nothing whatsoever to do with the carriage of our waterborne cargo."

**SIU Upgrading School Graduates Another 3 Licensed Deck Officers**

Three additional Seafarers have been added to the ranks of those who have upgraded themselves to Deck Officers licenses through training received in the SIU's Harry Lundeberg School for Seaman-ship in a program jointly operated by the SIU and the American Maritime Officers



Reinvelt Le Berre

Union. A total of nine Seafarers have now upgraded themselves to Deck Officers licenses.

Kalju Reinvelt shipped as AB and bosun before earning the rank of Third Mate. Born in Estonia, he lives in Jericho, L. I. and joined the SIU in New York in 1952. Reinvelt is 41 years old.

Desire Le Berre is a 14-year veteran of the SIU, joining in New York. Born in France, Seafarer Le Berre now lives in Edgewater, N. J. Le Berre shipped as bosun before earning his license as Second Mate. He is 47 years old.

Stanley Partyka joined the SIU in 1952 in New York. He sailed as AB and bosun before receiving a Third Mate's license. Partyka

was born in Pennsylvania and resides in Chicago. He is 38 years old.

The training program, operated under a reciprocal agreement between SIU and the American Maritime Officers, is the first of its type in the maritime industry.

Applicants can begin receiving instruction at any time. The period of instruction will be determined by each member's individual ability and knowledge, and the instructors' satisfaction of his readiness to take the examinations.



On hand for the official ceremonies marking inauguration of the new SIU of Puerto Rico Caguas Dispensary, third such facility on the Island, were (l-r): Honorable Felisa Rincon de Gautier, Mayoress of San Juan; Nathan Voloshen; Agustin Benitez, AFL-CIO Regional Director; Seafarers International Union President Paul Hall, and Morris Weisberger, Vice-President, Seafarers International Union.

**No Injuries to SIU Crewmembers**

**Sea-Land Summit, Minus Rudder, Weathers Fierce Atlantic Storm**

The effects of the battering from 60-mile-an-hour winds could be seen as the Summit (Sea-Land) sailed into Port Elizabeth, N.J., after her encounter with a severe storm off Cape Hatteras early this month. Some containers aboard the vessel were bashed in at the sides, while others were caved in from the top, clear proof of the fierceness of the storm.

"We lost our rudder about 9:30 p.m.," Seafarer Louis Escarra of the Deck Department noted. "We were some 400 miles out of New York, returning from a run to Puerto Rico." "The vessel was rolling at 50 degrees and she drifted with the propeller astern," Escarra explained.



Bosun John Beye points to spot on Summit's stern where fierce gale-force winds carried away awning.

The loss of the ship's rudder helped keep the Summit in a state of helplessness she might otherwise have avoided, crew members pointed out. "There was a very heavy swell," said Bosun John Beye. "The ship met the full force of the water and something had to give," he said. In this case, it was the Summit's rudder, leaving the vessel to take the full force of the winds with much of her maneuverability gone.

Beye said that he was both grateful and surprised that no crewmen were injured. "Usually there are at least minor injuries," he said, "but in case the ship got by without a casualty, amazing under the circumstances. I remember one fellow opened his focsle door and the wind caused a split right down the door," Beye said. The awning at the stern of the ship was blown away.

**Ship Took Beating**

Charles Lambert, who sailed as OS, remembers working to help

keep everything as secure as possible. "Oil barrels were flying around and we worked to keep them lashed down," he said. Security lines snapped and had to be resecured. "The ship really took a beating," Lambert said.

Tugboats were sent for Friday afternoon, but it wasn't until late

Sunday afternoon that they were able to arrive.

Most of the Seafarers, who have been through many storms, took the storm in stride. "If the ship didn't have containers, she would have lost other cargo," one of them stated.

**New SIU Medical Center Inaugurated in Puerto Rico**

SAN JUAN—The SIU of Puerto Rico inaugurated the opening of its third medical treatment center on the Island in ceremonies held on April 29.

Many dignitaries from government, labor and community services from both the Island and the mainland were on hand for the inauguration ceremonies, which included the official ribbon-cutting ceremonies that opened the new Caguas Dispensary, and a tour of the brand-new facility. SIUNA President Paul Hall and SIUNA Vice-President Morris Weisberger were among the mainland guests in attendance.

Other guests included: the Honorable Felisa Rincon de Gautier, Mayoress of San Juan; Alfred Nazario, Puerto Rico Secretary of Labor; and Augustin Benitez, AFL-CIO Regional Director.

SIU of Puerto Rico President Keith Terpe noted that the opening of the Caguas Dispensary represents the first instance in which Union Welfare Plan services of a wholly-owned and operated nature are provided in three key locations so situated as to make these services readily available to the total membership of a union no matter where they may live and work in Puerto Rico.

The new modern medical center has three doctors' offices, examination rooms, an electrocardiogram and special treatment room, a pharmacy and laboratory. Large and comfortable waiting and reception areas are also provided, as well as efficient administrative offices.

Thousands of SIU members as well as their families will benefit

from the new dispensary through the new availability of the latest in modern medical technology. The SIU clinics practice preventive medicine by providing regular medical checkups and early treatment that enables Union members and their families to remain healthy by detecting illness and receiving treatment before it becomes serious.

The first SIU of Puerto Rico medical center on the Island was opened in 1961 at Stop 26, 1256 Fernandez Juncos Avenue, San- turce. The second center was opened in 1964 in Ponce, Calle Luna-Esquina Concordia. The newest center is at Baldorioty-Esquina Celis Aguilera, one block from the Caguas Plaza.

The SIU of Puerto Rico Welfare Plan has been recognized by the Puerto Rico Medical Association and the American Hospital Association as one of the outstanding plans for workers in Puerto Rico. No other union-operated medical plan to date has received these certifications in Puerto Rico or the Caribbean.

The system of SIU clinics was begun in 1957 with the opening of the first facility in New York. Other union clinics are located in Boston; Philadelphia; Baltimore; Norfolk; Tampa; New Orleans; San Francisco; Seattle; San Pedro, Calif.; Buffalo; Duluth; Saulte Ste. Marie; Toledo; Superior, Wis.; Alpina and Melvindale, Mich.; and Cleveland.



Guests at opening of new SIU clinic included (l-r): Mr. Lamella, Hill-Rom International; F. de Jesus, SIU of Puerto Rico Exec. Sec.; D. Shatzow, Chairman, SIU of Puerto Rico Board of Trustees; SIU Pres. Hall; SIU of Puerto Rico Pres. Keith Terpe; Dr. G. P. Luisi, Medical Director, Caguas Dispensary; L. Juminex, SIU of Puerto Rico Welfare Plan Administrator; J. Castro, ILA-UTM Treasurer.







# Citizens Petitioning Congress For Social Security Increase

WASHINGTON—"We, the undersigned, support President Johnson's request to the Congress of the United States to raise social security benefits to a level that will more nearly equal needs. . ."

The "undersigned" were more than 150,000 men and women from all parts of the nation, whose petitions were presented to the House Ways & Means Committee as a "first installment," with assurances of more to come.

AFL-CIO President George Meany and a delegation of city central body leaders brought the stacks of signatures to Ways & Means Committee Chairman Wilbur D. Mills (D-Ark.). He acknowledged them in a ceremony in the committee hearing room, where the 15 Democratic and 10 Republican members have been meeting in closed session considering the legislation.

The nationwide campaign to demonstrate public support for the Administration's social security bill was mounted earlier this spring by the AFL-CIO and senior citizen organizations. Mass rallies in principal cities opened the drive. And even as the presentation ceremony was being held, additional bundles of signed petitions were arriving at federation headquarters.

After being shown to Mills, the petitions were brought to the Congressmen from the home districts of the signers. They will later be deposited with the Ways & Means Committee.

The legislation the petitioners were supporting would provide—in the words used by President Johnson in his filmed address to the AFL-CIO rallies—these major benefits:

- "A 20 per cent overall increase in social security payments.
- "An increase of 59 per cent for the 2.5 million citizens now receiving minimum benefits.
- "An increase of at least 15 per cent for the remaining 20.5 million beneficiaries.
- "A monthly payment of at least \$150 for couples and \$100 for individuals with 25 years of coverage.
- "A series of amendments to broaden and improve the protection of social security."

The higher benefits would be financed through gradual increases in the social security tax paid by employers and workers and an increase in the taxable wage base.

Meany told the Ways & Means Committee at earlier public hearings that the President's proposals represent "a long step toward the kind of social security system the American people should have." He said the 20 per cent average increase would be "a substantial down payment" towards a needed 50 per cent rise in benefits, which in the long run should be paid for in part out of general tax revenue.

Republicans on the Ways & Means Committee have proposed an 8 per cent increase in benefits. Commenting on the GOP plan, Meany said: "Its inadequacy is appalling."

Mills met with each of the city delegations and in accepting the petitions from Meany said the AFL-CIO president has "never done or said anything that's not in the best interests of the working people." He told the group that the committee will soon be reaching the stage of decisions on various portions of the social security legislation.

## LABOR ROUND-UP

IUE members in Canada have okayed a new three-year contract with Canadian GE. Some 1,700 workers here and in other parts of Ontario voted 72 per cent in favor of the contract. About 67.5 per cent of 1,400 Montreal GE workers voted to accept. IUE spokesmen said that generally speaking the increases represent a 24 per cent gain over the life of the contract. Quebec and Ontario rates were brought closer together.

Robert M. McGlotten, national labor specialist for Opportunities Industrialization Center, a job training program located in 12 major cities, has joined the AFL-CIO Dept. of Civil Rights as a staff representative. A vice president of the Negro Trade Union Leadership Council and a former public relations representative of Transport Workers Local 234 in Philadelphia, McGlotten has had wide experience in building a positive relationship between organized labor and minority groups. He has been active in civil rights and community work in Philadelphia and in bringing about co-operation between the minority groups and the Philadelphia Central Labor Council.

Those movies that cross-country airplane passengers see are now projected by union men. Projection technicians with In-flight Motion Pictures and Bell & Howell have won 12 per cent wage increases in a new three-year contract. A separate contract with similar terms was signed with Intransit Motion Pictures that shows films to railroad passengers.

Striking faculty and students at Catholic University won their point when Archbishop Patrick O'Boyle announced that Father Charles E. Curran would be rehired to his post at the School of Theology and would receive a promotion to associate professor as of September 1. "The issue has been clear and simple," said Curran. "A contract was not renewed without charges or a hearing."

Representative Frank Horton (R-N.Y.) will receive the annual "Union Label Award of Merit" at the June 13 banquet of the N.Y. State Union Label and Service Trades Department here. The award will honor Horton for his outstanding record in the 89th Congress on legislation affecting the welfare of the nation and organized labor.

# "The New Morality!"



It wasn't too long ago when the Public was bemoaning the lack of involvement displayed by college students in the affairs of the nation. The pundits went so far as to dub them the "apathetic generation".

Now, to a large extent, the nation's college students are redeeming themselves from such charges. Instead of apathy, many are displaying a vital interest in the affairs of the nation and the world. More important, they are concentrating much of their efforts on aiding the less fortunate segments of society—the poor, the exploited, the helpless. The Peace Corps, the Domestic Peace Corps (VISTA), local community services and charities, etc., are all receiving strong support and aid from college students all over the country.

Many of these students are reaffirming a long-standing commitment to the American labor movement and the right of American workers to organize to improve their conditions. From coast to coast, college students are on the march to reaffirm this basic American right.

In California, college students were prominent on the picket lines of the AFL-CIO United Farm Workers Organizing Commit-

tee, and were instrumental in bringing about acceptance of the farm workers' union by the giant California growers. In Texas, local college students took part in a "Caravan for Justice" during Easter, collecting money, food and medicine in support of striking farm workers in South Texas.

On the East Coast, college students have become active in aiding textile workers to defeat the anti-labor policies of giant textile mills. College students took an active role in helping TWUA members in North Carolina defeat a union-busting attempt by Burlington Industries. Local college students have also joined the fight against the most anti-labor textile company of them all—J. P. Stevens in South Carolina. They are walking picket lines, working to develop public opinion for the workers, and are engaged in other important pursuits.

In the not too distant past, representatives of Big Business were among those who were most critical of the nation's college students for their "apathy". We wonder how they feel now. Perhaps they would like to bring back those "good old days". They can't though, and more and more of them are learning that.

## The "Lazy" Ones

For a long time, the Public has been subjected to a barrage of propaganda about the "freeloaders" in our midst, the "lazy, shiftless" millions who are living it up on welfare because they are too lazy to work, while you and I pay the bill. Attacks on the nation's social welfare programs by conservative, right-wing groups or Big-Business-Chamber of Commerce-type speakers invariably got around to implying this sooner or later.

Well, now the truth is out about these "lazy fakers", who should be out doing a hard day's work like the rest of us.

- 2.1 million are women over 65, with a median age of 72.

- 700,000 are blind, crippled, or severely handicapped.

- 3.5 million are children whose parents are too poor to support them.

- The remaining 1 million are the parents of those children—900,000 mothers and 150,000 fathers. Of the fathers, 100,000 are too disabled to work.

This leaves a total of 50,000 welfare clients in the entire United States who can work—provided they receive the necessary job skills and training that will make them self-sufficient.

The figures above are from a recent U.S. Government study. We think they speak for themselves.



## Joseph Kahn of Seatrain Lines Speaks Out

# U.S. Ship Operator Outlines Plan To Restore U.S. Merchant Fleet

NEW YORK—A workable shipping program for the United States, under which federal policy planners could put aside talk of building abroad and solve their problems at home, has been offered by a leading official of the unsubsidized shipping industry in America.

Joseph Kahn, Chairman of the SIU-contracted Seatrain Lines and the Hudson Waterways Corp., told a meeting of the U.S. Merchant Marine Academy Alumni Association that the first step should be firm retention of the cabotage laws which restrict domestic ocean trade to vessels owned, built and manned by Americans. Partial opening of this trade has been suggested in policy debate.

He also proposed that all American foreign aid cargoes be reserved for U.S. ships—instead of the 50 per cent currently guaranteed—and that at least half of all foreign oil cargoes licensed for import to this country be brought here by American ships.

"If the cargoes are available for American ships, they will sail and prosper," Kahn said. "Conversely, if such cargoes are not available, no matter how much subsidy is paid, we will have a weak and sick industry."

In addition, Kahn said that the Navy's Military Sea Transportation Service should be required by the government to fulfill all its needs with U.S.-built vessels and be authorized to enter into long-term charters for new vessels.

To further implement his program, the shipping executive

called on the government to allow unsubsidized American merchant ship operators to make tax-deferred deposits of earnings in construction reserve funds as subsidized lines are permitted to do.

Kahn said his program was offered to stimulate the building of a strong American merchant marine and suggested that on a pay-as-you-go basis it would provide some relief for the taxpayer, putting the bulk of the burden of supporting the shipping industry on the general economy, "where it belongs."

### Minimum Lost

He said "a large and viable American-flag fleet can be developed and maintained with a minimum cost to our government" by strong enforcement and some expansion of existing cargo preference laws.

Kahn pointed out that federal

policy proposals suggesting that foreign-built ships be permitted to come under American registry and share in domestic and other reserved trade would have only negative results. Such plans would only substitute foreign vessels for American, not save the taxpayer any appreciable amount, and prevent an increase in the number of U.S. ships.

He also deplored proposals for building abroad, stating that no owner can afford to pay \$12 million for an American vessel if, by the time it is launched, a foreign-flag ship of equal capacity and capabilities can be brought in to compete against her for only \$5,500,000.

What is needed, Kahn concluded, is to abandon "this bugaboo of foreign building" for a practical building program in American yards.

## Navy Trains Porpoises For Undersea Recovery Work

Dolphins, long the friends and helpers of seafaring men, now are doing undersea recovery work for the United States Navy.

The Navy's Marine Bioscience Facility at Point Malibu, Calif., has trained bottle-nosed dolphins to attach wires to torpedoes and missiles lying on the ocean's floor—an accomplishment which could greatly simplify a variety of underwater recovery operations.

Speaking on the problems of finding and raising such objects as lost hydrogen bombs, sunken submarines or airliners that have crashed at sea, Dr. Alan Berman, director of the Hudson Laboratories at Dobbs Ferry, N. Y., said recently that "one of the most effective recovery tools is a trained porpoise." The laboratories are run jointly by Columbia University and the Navy and do a wide range of research on submarine detection and similar problems.

Although the Navy seems to prefer the term "porpoise," these animals are actually common dolphins and are generally referred to as such. Both are correct.

In describing the procedure, the Navy said the dolphins were taught to home in on acoustical beacons inside practice missiles, torpedoes or instrument capsules. Around the boney tip of his elongated, bottle-like snout, the dolphin carries a metal hoop until he locates the source of the beacon signals.

Once the signal is found, the dolphin tosses the hoop in the air and it breaks apart releasing a wire that was coiled around it. Resembling a large pulley that has been sawed in two lengthwise, the hoops consist of one heavy half which sinks to the bottom alongside the missile, and a lighter half at the other end of the wire which remains on the surface as a buoy. Often the heavier half is magnetized.

Thus the most difficult problem of recovery—finding a sunken object and marking its location—has been solved.



Porpoises, like "Keiki" above, are being trained for a variety of undersea jobs both by the U.S. Navy and by civilian researchers. The intelligent creatures make good students.

## New Bow Shape May Add Speed To Cargo Ships

ANN ARBOR, Mich.—Two University of Michigan scientists have developed new bulbous bow which could enable cargo ships to cross the Atlantic in about half the time now required.

Designed by Finn C. Michelsen and James L. Moss, the device is almost three times larger than any previously tested and involves attaching an underwater snout in bulbous form to the bow of a ship to reduce wave resistance.

Equipped with their hull-form bow, Michelsen said, cargo ships could travel up to 30 knots—comparable to the fastest passenger ships. Most freighters now can make only 18 to 20 knots.

The scientists pointed out that with increased freight rates for some cargoes, higher speeds are economically sound. With this new design, they said, cargo ships could cross the Atlantic within a week—they usually take twice as long now—and reduce fuel consumption by nine per cent as well.

Even though the bulb used in their design is two or three times the size of any previously tested on similar vessels, the two scientists claim it still takes up only one per cent of the ship's displacement. They now plan to experiment further by lengthening the model and shifting the center of buoyancy to see if even higher speed can be achieved while maintaining maximum cargo space.

## The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



With the sailing season only a couple of weeks old, shipping is really booming in Detroit and there are plenty of jobs available—especially rated jobs. Our teletypes are buzzing all day long reporting vessel movements and jobs open on these vessels.

The SIU and the Maritime Trades Department Toledo Port Council has begun a campaign among Great Lakes seamen that seeks to end the exclusion of seamen from unemployment compensation under Ohio law. No other state excludes seamen from unemployment benefits during the winter months.

In urging amendment (House Bill #427) of the present Ohio law, the SIU and the Toledo Port Council cited large savings passed on to Ohio shipping companies without consideration for the needs of the seamen. Under present law, seamen are only eligible to apply for unemployment compensation during the 40 weeks following the 4th Sunday in March. However, other maritime workers and all other Ohio workers are not restricted in any manner.

All seamen working for Ohio companies are urged to write to their Representatives urging support of House Bill #427.

We have reached an impasse in our negotiations with Checker Cab Company. The company refuses to agree on the Union shop proposal. The SIU has filed unfair labor practices charges with the NLRB and the possibilities of reaching an agreement do not look bright at this time. Meanwhile, we are still meeting with the company.

It looks like negotiations with Ann Arbor Railroad and Mackinac Transit Company will again be postponed because of the possibility of a railroad strike in the near future. Ann Arbor operates the SIU carferries out of Frankfort, Michigan and Mackinac Transit Company's Chief Wawatam runs out of St. Ignace across the Straits of Mackinac. The railroad unions are facing the possibility of compulsory arbitration, which is always a danger to American labor's right of free collective bargaining.

### Buffalo

Shipping in the port of Buffalo is very good in all departments, as it was last season. Although rated men continue to be in short supply, all the ships sailed from fit-out with full crews. The last vessel to finish her fit-out was the R. E. Webster, which completed inspection on April 27. This left just two ships without definite dates for fit-out—the James Davidson and the J. B. Ford.

### Cleveland

All ships in the winter lay-up fleet in this area are out now and going strong, with the Buckeye Monitor being the last ship to leave. As of this time the shipping board is empty.

All seamen who live in Ohio are urged to write to their Senators and Representatives and urge them to support our bill to give Great Lakes seamen full unemployment compensation year-round. The bill will be coming

up in Congress soon. Write, and get your friends to write, for passage of this important legislation.

### Frankfort

After completing her annual marine inspection, the MV Arthur K. Atkinson left the Manitowoc shipyard in early May, to be replaced by the MV Viking which will get its annual inspection there.

We are still crewing the Ann Arbor carferries, but the jobs will last for only a month or so because the Grand Rapids will be returned to Grand Trunk as soon as the MV Viking has completed its inspection.

We expect to resume contract negotiations with the Ann Arbor Railroad Company within the next week or so, depending on the status of the possible strike by the Railroad Unions.

## Matson Plans Adding Five New Boxships by 1970

SAN FRANCISCO—The first of five new containerships being planned by SIU Pacific District-contracted Matson Navigation should be operating in service between the U.S. West Coast and Hawaii sometime in 1970, according to company projections.

Although bids have not yet been asked, the five new ships are expected to be completed over a period of several years and would double Matson's container capability. Installation of shore facilities will go along with vessel construction.

The proposed ships will be 722 feet long with a speed of 24 knots. Each vessel will carry more than 900 containers.

Matson is planning to extend its container service to Japan and other Far Eastern countries in September with two vessels, the Hawaiian Planter and Hawaiian Craftsman, which are presently undergoing conversion to container carriers.

The Craftsman and Planter are eventually slated for another assignment, however. Two of the proposed brand new containerships will take over the West Coast-to-Japan run when they are completed and the two vessels presently undergoing conversion will be used in a feeder-distribution service between the Japanese ports of Kobe and Tokyo, and ports in Korea, Taiwan, Okinawa, the Philippines, Hong Kong and Vietnam.





**TEXT OF**

**SIU**

**CONSTITUTION**

*For SIU Atlantic, Gulf, Lakes And Inland Waters District*

Supplement  
**SEAFARERS LOG**  
May 12, 1967



# 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 May 12, 1960)

### PREAMBLE

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

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

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

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

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

No member shall be deprived of his membership without due process of the law of this Union. No member shall be compelled to be a witness against himself in the trial of any proceeding in which he may be charged with failure to observe the law of this Union. Every official and job holder shall be bound to uphold and protect the rights of every member in accordance with the principles set forth in the Constitution of the Union.

Every 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.

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

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

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

## CONSTITUTION

### Article I

#### Name and General Powers

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

### Article II

#### Affiliation

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

**Section 2.** In addition to such other provisions as are contained herein, all subordinate bodies and divisions seeking a charter from and/or affiliation with this Union, shall be required to adopt, within a time period set by the Executive Board, a constitution containing provisions as set forth in Exhibit A, annexed to this Constitution and made a part hereof. All other provisions adopted by such subordinate bodies and divisions as part of their constitutions shall not be inconsistent therewith. No such constitution or amendments thereto shall be deemed to be effective without the approval of the Executive Board 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.** Candidates for membership shall be admitted to membership in accordance with such rules as are adopted from time to time, by a majority vote of the membership. Membership classifications shall correspond to and depend upon seniority classifications established in accordance with the standard collective bargaining agreement of this Union. In addition to meeting the other requirements duly promulgated pursuant hereto, no persons shall become a full book member unless and until he has attained the highest seniority rating set out in the said collective bargaining agreement. Only full book members shall be entitled to vote and to hold any office or elective job, except as otherwise specified herein. All members shall have a voice in Union proceedings and shall be entitled to vote on Union contracts.

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

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

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

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

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

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

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

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

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

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

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

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

### Article IV

#### Reinstatement

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

### Article V

#### Dues and Initiation Fee

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

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

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

### Article VI

#### Retirement from Membership

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

**Section 2.** All the rights, privileges, duties and obligations of



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

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

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

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

## Article VII

### 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:

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

B. Committee members of:

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

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

## Article X

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

#### Section 1. The President.

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

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

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

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

(e) Subject to approval by a majority vote of the membership, the President shall designate the number and location of ports, the jurisdiction, status, and activities thereof, and may close or open such ports, and may re-assign Vice-Presidents and the Secretary-Treasurer, without reduction in wages. He may also re-assign Headquarters Representatives, Port Agents, and Patrolmen, to other duties, without reduction in wages. The Ports of New York, Philadelphia, Baltimore, Mobile, New Or-

leans, Houston and Detroit may not be closed except by Constitutional amendment.

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

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

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

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

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

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

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

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

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

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

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

#### Section 2. Executive Vice-President.

The Executive Vice-President shall perform any and all duties assigned him or delegated to him by the President. In the event the President shall be unable to carry out any of his duties by reason of incapacity or unavailability, the Executive Vice-President shall take over such duties during the period of such incapacity or unavailability. Upon the death, resignation, or removal from office for any reason of the President, the Executive Vice-President shall immediately assume the office, duties and responsibilities of the President until the next general election.

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

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

The Vice-President in Charge of Contracts and Contract Enforcement shall perform any and all duties assigned him or delegated to him by the President. In addition, he shall be responsible for all contract negotiations, the formulation of bargaining demands, and the submission of proposed collective bargaining agreements to the membership for ratification. He shall also be responsible, except as otherwise provided in Article X, Section 14(d)(1), for strike authorization, signing of new contracts, and contract enforcement. He shall also act for headquarters in executing the administrative functions assigned to headquarters by this Constitution with respect to trials and appeals except if he is a witness or party thereto, in which event the Secretary-Treasurer shall act in his place. In order that he may properly execute these responsibilities he is hereby instructed and authorized to employ such help as he deems necessary, be it legal, or otherwise, subject to approval of the Executive Board.

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

#### Section 4. Secretary-Treasurer.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### Section 8. Director of Organizing and Publications.

The Director of Organizing and Publications shall be appointed and may be removed at will by the Executive Board of the Union. He shall be responsible for and supervise all publications and public relations of the Union and shall serve as co-ordinator of all organizational activities of the Union. In addition, he shall perform any and all duties assigned him or delegated to him by the Executive Board.

#### Section 9. Headquarters Representatives.

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

#### Section 10. Port Agents.

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

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

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

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

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

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

#### Section 11. Patrolmen.

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

#### Section 12. Executive Board.

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

The Executive Board shall meet in headquarters no less than once each quarter and at such other times as the President or, in his absence, the Executive Vice-President may direct. The President shall be the chairman of all Executive Board meetings unless absent, in which case the Executive Vice-President shall assume the chairman's duties. Each member of the Executive Board shall be entitled to cast one vote in that body. Its decision shall be determined by majority vote of those voting, providing a quorum of three is present. It shall be the duty of the Executive Board to develop policies, strategies and rules which will advance and protect the interests and welfare of the Union and the Members. It shall be the duty of the Secretary-Treasurer, or in his absence, an appointee of the Executive Board, to keep accurate minutes of all Executive Board meetings. The Executive Board shall appoint one person who shall be designated Director of Organizing and Publications. The Executive Board shall determine per capita tax to be levied and other terms and conditions of affiliation for any group of workers desiring affiliation. The Executive Board may direct the administration of all Union affairs, properties, policies and personnel in any and all areas not otherwise specifically



provided for in this Constitution. Notwithstanding the foregoing, the Executive Board may act without holding a formal meeting provided all members of the Board are sent notice of the proposed action or actions and the decision thereon is reduced to writing and signed by a majority of the Executive Board.

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

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

#### Section 13. Delegates.

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

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

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

#### Section 14. Committees.

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

##### (d) Strike Committee.

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

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

## Article XI

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

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

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

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

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

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

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

## Article XII

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

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

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

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

(c) He has at least four (4) months of sea time, in an unlicensed capacity, aboard an American-flag merchant vessel or vessels, covered by contract with this Union, or four (4) months of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, or a combination of these, between January 1st and the time of nomination in the election year; and

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

(e) He is not disqualified by law.

(f) He has at least one (1) year of seetime aboard an American-flag merchant vessel or vessels in a rated unlicensed capacity other than an entry rating.

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:

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

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

Dated .....  
Signature of member

Book No. ....

Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a

certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

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

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

#### Section 2. Credentials Committee.

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

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

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

(c) When an applicant has been disqualified by the committee, he shall be notified immediately by telegram at the addresses listed by him pursuant to Section 1 of this Article. He shall also be sent a letter containing the reasons for such disqualification by air mail, special delivery, registered, to the mailing address designed 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 classification by the Credentials Committee, in which event the one so previously classified shall then be deemed qualified.

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

#### Section 3. Balloting Procedures.

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

(b) The ballots so prepared at the direction of the Secretary-Treasurer shall be the only official ballots. No others may be used. Each ballot shall be numbered as indicated in the preceding paragraph and shall be numbered consecutively, commencing with number 1. A sufficient amount shall be printed and distributed to each Port. A record of the ballots, both by serial numbers and amount, sent thereto shall be maintained by the Secretary-Treasurer, who shall also send each Port Agent a verification list indicating the amount and serial numbers of the ballots sent. Each Port Agent shall maintain separate records of the ballots sent him and shall inspect and count the ballots, when received, to insure that the amount sent, as well as the numbers thereon, conform to the amount and numbers listed by the Secretary-Treasurer as having been sent to that port. The Port Agent shall immediately execute and return to the Secretary-Treasurer a receipt acknowledging the correctness of the amount and numbers of the ballots sent, or shall notify the Secretary-Treasurer of any discrepancy. Discrepancies shall be



corrected as soon as possible prior to the voting period. In any event, receipts shall be forwarded for ballots actually received. The Secretary-Treasurer shall prepare a file in which shall be kept memoranda and correspondence dealing with the election. This file shall at all times be available to any member asking for inspection of the same at the office of the Secretary-Treasurer.

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

(d) Only full book members may vote. However, immediately prior thereto they must present their books to the Polls Committee of the port in which they are voting. The voter's book number shall be placed upon the roster sheet (which shall be kept in duplicate) in the space opposite the proper ballot number, and the member shall sign his name. The portion of the ballot on which the ballot number is printed shall then be removed, placed near the roster sheet, and the member shall proceed to the voting site with the ballot. An appropriate notation of the date and of the fact of voting shall be placed in the member's Union book.

(e) Each Port Agent shall be responsible for the establishment of a booth or other voting site where each member may vote in privacy.

(f) Upon completion of voting the member shall fold the ballot so that no part of the printed or written portion is visible. He shall then drop the ballot into a narrow-slotted ballot box, which shall be provided for that purpose by the Port Agent and kept locked and sealed except as hereinafter set forth.

(g) Voting shall commence on November 1st of the election year and shall continue through December 31st, exclusive of Sundays and (for each individual Port) holidays legally recognized in the city in which the port affected is located. If November 1st or December 31st falls on a holiday legally recognized in a port in the city in which that port is located, the balloting period in such port shall commence or terminate, as the case may be, on the next succeeding business day. Subject to the foregoing, voting in all ports shall commence at 9:00 A.M., and continue until 5:00 P.M. except that, on Saturdays, voting shall commence at 9:00 A.M. and continue until 12 noon.

#### Section 4. Polls Committees.

(a) Each port shall elect, prior to the beginning of the voting on each voting day, a Polls Committee, consisting of three full book members none of whom shall be a candidate, officer or an elected or appointed job holder. For the purpose of holding a meeting for the election of a Polls Committee only, and notwithstanding the provisions of Article XXIII, Section 2, or any other provision of this Constitution, five (5) members shall constitute a quorum for each port, with the said meeting to be held between 8:00 A.M. and 9:00 A.M. with no notice thereof required. It shall be the obligation of each member wishing to serve on a Polls Committee, or to observe the election thereof, to be present during this time period. It shall be the responsibility of the Port Agent to see that the meeting for the purpose of electing the said Polls Committee is called, and that the minutes of the said meeting are sent daily to the Secretary-Treasurer. In no case shall voting take place unless a duly elected Polls Committee is functioning.

(b) The duly elected Polls Committee shall collect all unused ballots, the voting rosters, the numbered stubs of those ballots already used, the ballot box or boxes and the ballot records and files kept by the Port Agent. It shall then proceed to compare the serial numbers and amounts of stubs with the number of names and corresponding serial numbers on the roster, and then compare the serial number and amounts of ballots used with the verification list, as corrected, and ascertain whether the unused ballots, both serial numbers and amount, represent the difference between what appears on the verification list, as corrected, and the ballots used. If any discrepancies are found, a detailed report thereon shall be drawn by the Polls Committee finding such discrepancies, which report shall be in duplicate, and signed by all the members of such Polls Committee. Each member of the Committee may make what separate comments thereon he desires, provided they are signed and dated by him. A copy of this report shall be given the Port Agent, to be presented at the next regular meeting. A copy shall also be simultaneously sent to the Secretary-Treasurer, who shall cause an investigation to be made forthwith. The results of such investigation shall be reported to the membership as soon as completed, with recommendations by the Secretary-Treasurer. A majority vote of the membership shall determine what action, if any, shall be taken thereon. Notwithstanding anything to the contrary contained in this Constitution, the Executive Board shall not make any determination in these matters.

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

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

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

At the end of each day's voting, the Polls Committee, in the presence of any member desiring to attend, provided he observes proper decorum, shall open the ballot box or boxes, and place all of that day's ballots therein in an envelope, as required, which shall then be sealed. The members of the Polls Committee shall thereupon sign their names across the flap of the said envelope or envelopes, with their book numbers next to their signatures. The committee shall also place the date and name of the Port on the said envelopes, and shall certify, on the envelope or envelopes, that the ballot box or boxes were opened publicly, that all ballots for that day only were removed, and that all of those ballots are enclosed in the envelope or envelopes dated for that day and voted in that Port. The Polls Com-

mittee shall check the rosters, and any other records they deem appropriate, to insure the foregoing. At the discretion of the Executive Board official envelopes may be prepared for the purpose of enclosing the ballots and the making of the aforesaid certification, with wording embodying the foregoing inscribed thereon, in which event these envelopes shall be used by the Polls Committee for the aforesaid purpose. Nothing contained herein shall prevent any member of a Polls Committee from adding such comments to the certificate as are appropriate, provided the comments are signed and dated by the member making them. The envelope or envelopes shall then be placed in a wrapper or envelope, which, at the discretion of the Executive Board, may be furnished for that purpose. The wrapper or envelope shall then be securely sealed and either delivered, or sent by certified or registered mail, by the said Polls Committee, to the depository named in the pre-election report adopted by the membership. The Polls Committee shall not be discharged from its duties until this mailing is accomplished and evidence of mailing or delivery is furnished the Port Agent, which evidence shall be noted and kept in the Port Agent's election records or files.

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

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

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

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

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

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

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

The Tallying Committee is also charged with the receipt and evaluation of written protests by any member who claims an illegal denial of the right to vote. If it finds the protests invalid, it shall dismiss the protest and so inform the protesting member, by wire, on the day of dismissal. If it finds the protest valid, the committee shall order a special vote, to be had no later than within the period of its proceedings, on such terms as are practical, effective, and just, but which terms, in any event, shall include the provisions of Section 3(c) of this Article and the designation of the voting site of the port most convenient to the protesting member. Where a special vote is ordered in

accordance with this Section 5(c), these terms shall apply, notwithstanding any provision to the contrary contained in this Article. Protests may be made only in writing and must be received by the Union Tallying Committee during the period of its proceedings. The reports of this committee shall include a brief summary of each protest received, the name and book number of the protesting member, and a summary of the disposition of the said protest. The committee shall take all reasonable measures to adjust the course of its proceedings so as to enable the special vote set forth in this Section 5(c) to be completed within the time herein specified. No closing report shall be made by it unless and until the special votes referred to in this Section 5(c) shall have been duly completed and tallied.

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

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

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

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

(g) A special vote ordered pursuant to Section 5(f) must take place and be completed within seven (7) days after the Election Report Meeting, at each port where the discrepancies so acted upon took place. Subject to the foregoing, and to the limits of the vote set by the membership, as aforesaid, the Port Agents in each such port shall have the functions of the Tallying Committee as set forth in Section 5(c), insofar as that Section deals with the terms of such special vote. The Secretary-Treasurer shall make a sufficient amount of the usual balloting material immediately available to Port Agents, for the purpose of such special vote. Immediately after the close thereof, the Port Agent shall summarize the results of communication to the Secretary-Treasurer. The ballots, stubs, roster sheets, and unused ballots pertaining to the special vote shall be forwarded to the Secretary-Treasurer, all in the same package, but bound separately, by the most rapid means practicable, but, in any case, so as to reach the Secretary-Treasurer in time to enable him to prepare his report as required by this Section 5(g). An accounting and certification, made by the Port Agent, similar to those required of Polls Committees, shall be enclosed therewith. The Secretary-Treasurer shall then prepare a report containing a combined summary of the results, together with a schedule indicating in detail how they affect the Union Tallying Committee's results, as set forth in its closing report. The form of the latter's report shall be followed as closely as possible. Two (2) copies shall be sent to each port, one copy of which shall be posted. The other copy shall be presented at the next regular meeting after the Election Report Meeting. If a majority vote of the membership decides to accept the Secretary-Treasurer's report, the numerical results set forth in the pertinent segments of the Tallying Committee's closing report shall be deemed accepted and final without modification.

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

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



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

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

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

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

## Article XIV Other Elections

### Section 1. Trial Committee.

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

### Section 2. Appeals Committee.

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

### Section 3. Delegates.

As soon as the President is advised as to the date and duly authorized number of delegates to the convention of the Seafarers International Union of North America, he shall communicate such facts to the Port Agent of each Port, together with recommendations as to generally applicable rules for the election of delegates for those delegates that may be required in addition to those provided for in Article X, Section 13. These facts and recommendations shall be announced and read at the first regular meeting thereafter. Unless changed by a majority vote of the membership during that meeting, the election rules shall apply. These rules shall not prohibit any full book member from nominating himself. The results of the election shall be communicated to each Port Agent, posted on the bulletin board, and announced at the next regular meeting of the Port. Rules of election hereunder may include provisions for automatic election of all qualified nominees, in the event the number of such nominees does not exceed the number of delegates to be elected.

## Article XV Trials and Appeals

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

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

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

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

In the event a majority of the membership of the Union shall vote to accept charges after their rejection by a port, the trial shall take place in the Port where Headquarters is located. Due

notice thereof shall be given to the accused, who shall be informed of the name of his accusers, and who shall receive a written statement of the charges. At the request of the accused, transportation and subsistence shall be provided the accused and his witnesses.

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

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

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

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

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

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

- 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.
- 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;
- Preferring 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.

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

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

- 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:



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

**Section 5.** Any member who has committed an offense penalized by no more than a fine of \$50.00 may elect to waive his rights under this Constitution subject to the provisions of Article XV, Section 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 supersede to the extent applicable, the provisions of Article X of this Constitution.

## Article XX Income

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

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

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

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

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

## Article XXI

### Other Types of Union Affiliation

To the extent permitted by law, this Union, by majority vote of the membership, may provide for affiliation with it by individuals in a lesser capacity than membership, or in a capacity other than membership. By majority vote of the membership, the Union may provide for the rights and obligations incident to such capacities or affiliations. These rights and obligations may include, but are not limited to: (a) the applicability or non-applicability of all or any part of 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 full book members.

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

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

**Section 4.** Unless otherwise indicated herein, where the requirements for a quorum are not specifically set forth, a quorum

shall be deemed to be a majority of those composing the applicable segment of the Union.

## Article XXIII Meetings

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

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

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

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

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

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

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

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

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

## Article XXIV

### Definitions and Miscellaneous Provisions Relating Thereto

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

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

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

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

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

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

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

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

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

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

**Section 11.** The term "full book" or "full Union book" shall mean only an official certificate issued as evidence of Union membership which can be attained only by those members who

have first acquired the highest seniority rating set forth in the standard collective bargaining agreement.

**Section 12.** The term, "full book member", shall mean a member to whom a full book has been duly issued and who is entitled to 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 by the President. If a majority vote of the membership approves the amendment as recommended, it shall then be voted upon, in a yes or no vote by the membership of the Union by secret ballot in accordance with the procedure outlined in Article XIII, Section 3(b) through Section 5, except that, unless otherwise required by a majority vote of the membership at the time it gives the approval necessary to put the referendum to a vote, the Union Tallying Committee shall consist of six (6) full book members, two from each of the three (3) departments of the Union, elected from Headquarters Port. The amendment shall either be printed on the ballot, or if too lengthy, shall be referred to on the ballot. Copies of the amendment shall be posted on the bulletin boards of all ports and made available at the voting site in all ports.

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

## 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.



tic, Gulf, Lakes and Inland Water 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.*



**AFL-CIO Backs Administration Bill**

# Protection Under U.S. Labor Laws Urged for American Farm Workers

WASHINGTON—The AFL-CIO and the Administration joined in supporting legislation to give farm workers the right to organize and bargain with their employers—in the same manner as other workers.

Farm workers, excluded from the National Labor Relations Act, face "firings, blacklists, yellow-dog contracts, even arrest on trumped-up charges" when they try to organize, AFL-CIO President George Meany told a House Labor subcommittee.

Meany stressed that the bitter farm worker strikes of the past year have been primarily "for the fundamental right to bargain collectively."

No other group of workers in interstate commerce has had to strike for that right since 1935, he said, and "simple justice" calls for its extension to farm workers.

Labor Secretary W. Willard Wirtz testified that the nation has "paid a high price" for excluding farm labor from collective bargaining laws.

"It has meant the consignment of millions of people to poverty," Wirtz charged. He called on Congress to take the "proud step" of giving the right of union representation through NLRB procedures to "those who need it most."

Meany and Wirtz endorsed legislation by Representative James G. O'Hara (D-Mich.) which would make the Taft-Hartley Act applicable to agriculture and authorize the same form of pre-hire agreements presently permitted in the construction industry.

Meany told the subcommittee, headed by Representative Frank Thompson, Jr. (D-N.J.), that it is "just as un-American" to discriminate against workers because of their occupation as it is to discriminate because of race.

Yet this is what has been done, he declared.

"The men, women and children who work for wages on American farms have been excluded from the whole range of social reforms achieved in this country over two generations."

**No Coverage**

He pointed out that farm workers "suffer more than any group from recurring unemployment," but are eligible for jobless benefits only in Hawaii and Puerto Rico. They work in one of "the most hazardous occupations," but are not covered by workmen's compensation in most states. Their wages are "the lowest of any group," but fewer than 30 per cent are included under the wage-hour law and their wage floor will be 30 cents an hour lower than that of non-farm workers. They are largely outside the scope of social security, even though "they have no other means to provide against old age."

All these abuses, Meany declared, "cry out for correction." But "not only are farm workers denied the help of all the other laws enacted to benefit workers; they are even denied the effective right to help themselves" through collective bargaining.

He urged Congress to look at the agricultural industry "the way it is today, not the way it was yesterday."

**Pretty Picture**

He suggested that the "pretty picture" of the family farmer with a hired hand who ate at the family

table "was most influential in excluding farm workers from the legal protections that were being won by other workers."

If there still are any such farms, Meany said, they wouldn't be affected by the legislation anyway under NLRB standards. The facts are, he added, "half of all the farms in the United States employ no farm labor at all. A mere 2.7 per cent pay half the farm wages; and six per cent of the farms account for 76 per cent of the wage bill."

And the "benevolent farm-owner" of yesteryear has been replaced as an employer by large corporate factory farms, many of them controlled by powerful banks.

The small farmer, Meany stressed, "is threatened, not by higher wages and better conditions for farm labor, but by the perpetuation of low wages and miserable conditions."

Meany noted that "the AFL-CIO has supported every major bill designed to help farmers—even when its opponents argued that farm subsidies were against our interests because they raised prices. We supported these farm bills because we have never looked for bargains at the expense of some other group, or against the national interest."

## SIU Fishermen Blast Canadian Fish 'Dumping'

BOSTON — Charges by the SIUNA-affiliated Atlantic Fishermen's Union, accusing Canadians of "dumping" fish on the U.S. market at prices lower than the going rate in Canada, resulted in prompt action after being filed by the Union President, Capt. James Ackert with the office of Senator Edward M. Kennedy (D-Mass.).

The U.S. National Fisheries Institute announced it was putting additional funds into promoting this country's fish industry. At the same time, the U.S. Bureau of Commercial Fisheries said it was stepping up its marketing program to assist the embattled American industry.

Denying the "dumping" allegations, the Canadians in turn sent delegations to Europe and behind the Iron Curtain in a new effort to sell fish overseas.

The Atlantic Fishermen's Union charged that the Canadians were shipping their fish into the U.S. in huge quantities in an effort to unload at cheaper prices stockpiles resulting from an overproduction last year in Canada.

Ackert said fresh fish caught by U.S. fishermen is once again selling very well. There's been some lag in frozen fish sales, but Ackert said it was hoped that the new promotional campaigns would help to rectify the situation.

The demand for fresh fish in restaurants, hotels and other public places is still as strong as ever, it was also noted.

## Great Lakes Carriers Blast Railroad Rate Cutting on Coal

The Lake Carrier's Association has again petitioned the Interstate Commerce Commission to prevent water carriage of coal on the Great Lakes from being undercut by the railroads.

James A. Hirshfield, president of the Association, said "The program to drive lake cargo coal off the lakes is now in full swing."

This latest move in the Association's fight for survival against preferential all-rail rates for coal shipment involves the movement of 2 million tons of it over 360 miles of rail from southern Ohio to Essexville, Mich. The Chesapeake & Ohio and the Baltimore & Ohio railroads have filed a rate with the ICC of \$2.65 a ton for the through service. The shipping group complains that this is in sharp contrast to the proportionately higher rate of \$2.18 a ton charged by the B & O for a 114-mile haul from Freeport, Ohio, to the Lake Erie port of Lorain, Ohio.

"The proposed rate is designed to finish the job which started with publication of a similar rate from Sunnyside, Ohio, by the New York Central on Aug. 26, 1966," Hirshfield said, adding that "if the Freeport rate becomes effective, the combined impact of the Free-

port and Sunnyside rates will divert at least two million tons of coal which heretofore have efficiently moved rail-lake."

The Association president said his group had no quarrel with the B&O's right to set competitive rates with other railroads but stressed that "in the public interest the B&O should make comparable rate reductions to its own vessel-loading facilities at Lorain and Toledo, Ohio."

In its petition to the ICC to suspend the all-rail rate, the association said the railroad could meet competition more effectively with co-ordinated rail-lake service that would be better for the receiver and more profitable for B&O than its joint rate with the C&O.

Refusal by the railroads to post rates from mines to ports which are equitable with those from mines to destination is a "clear indication of their intentions to eliminate the movement of coal via existing rail-lake routes," the Lake Carriers contended.

## YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

### State Laws Aid Credit Deception

by Sidney Margolius

Hundreds of thousands of working families are gouged each year by sellers who take advantage of various state credit laws which are not merely ineffective in protecting consumers, but actually make possible the many deceptions that take place nowadays.

These laws were written for a time when relatively few people used consumer credit, and what regulations were developed, usually favored the seller, as Persia Campbell, former New York State Consumer Counsel, has pointed out. When credit was little used by working families, laws which took for granted the seller's right to repossess, to hold the debtor liable for any deficiency, and to garnishee his wages, did not create as much havoc as they do now.

But high-pressure sellers and lenders have learned how to use these laws to conduct some of the most heartless money raids on moderate-income families that you'd ever care to hear about.

These tools of exploitation, written into the law in various states, are:

- The "cognovit" or "confession of judgment" installment contract in some states by which a buyer signs away his rights to any court defense or even court notice.
- Harsh garnishment laws which creditors can use to coerce delinquent and even deceived buyers into unfair payments for fear of losing their jobs if their wages are attached.
- Wage-assignment clauses giving the creditor the right to go to a debtor's employer to collect, if he falls behind in payments, without first getting a court judgment.
- Fantastic repossession laws which can compel a buyer to keep on paying even after his purchase has been seized.
- "Add-on" installment contracts in most states which make previous purchases security for new purchases even though the earlier purchases have been paid for.
- Blank contracts, which the buyer signs and the seller fills in later, even used sometimes in states where they are illegal on the salesman's pretext that the bookkeeper is not on hand to fill out the contract.

Not all states permit all these devices for entrapping buyers. But every state permits some. The result, for many installment buyers, is that they pay excessive prices for purchases. For some, the result is financial ruin.

In just one medium-size city like Akron, the Better Business Bureau there reports, a handful of high-pressure credit stores and auto dealers advertising "no money down," "had credit problems?" and similar appeals, "drive several thousands of people deeper into debt, some into bankruptcy, and cause hundreds to be discharged."

In Washington, D. C., the Federal Trade Commission charged the New York Jewelry Company, a credit store, with selling low-income buyers merchandise on purported "easy credit terms" at prices "that greatly exceed" those charged for similar merchandise by other retailers; for example, charging \$59.50 for transistor radios which cost the company \$3.45.

The FTC also complained that a D. C. furniture store which advertised "no money down and payments of only \$2 a week," got customers to sign blank contracts and later filled in prices and terms greater than those the customer had agreed to.

This store also got customers to sign contracts on the pretext that these were receipts. This trick often also is used by canvassers who call at home and factories. There seems no way to stop it under the present laws in most states. It's usually the seller's word against the customer's.

Another version of the "receipt" which turns out to be a contract is the purported "delivery slip." We have warned about this before. In a recently-reported example, a salesman sold a ten-inch painted plaster statue of a saint to a low-income worker in Brooklyn, telling him to pay nothing down, just to sign a "delivery slip." But the slip obligated the buyer to pay \$69.

The devices which give high-pressure credit sellers the greatest leverage for deception, are wage assignments and garnishees, and repossession laws which allow creditors to get a deficiency judgment in addition to repossessing.

About three-fourths of the states permit installment contracts to include a wage assignment clause. When you sign such a contract you have voluntarily authorized your employer to turn over part of your pay to your creditor if you default.

Almost all states permit garnishment. In contrast to a wage assignment, a garnishee is involuntary. It is a court order directing an employer to turn over a part of your pay to a creditor. The amount that can be taken varies in different states.

In states that permit cognovit or confession of judgment contracts in addition to garnishees and deficiency judgments, installment buyers are especially subject to exploitation. The "free and easy" use of cognovit notes is a main reason for the over 17,000 bankruptcies a year in Ohio, legal experts and the Better Business Bureau there have indicated. In Rhode Island, creditors can attach pay on an original writ of attachment, resulting in many bankruptcies, and especially among families who borrowed from small-loan companies to pay hospital and medical bills, Anthony Susi, Legal Aid Society Counsel, reports.

Schur found many arithmetic and other errors in the contracts; even tell-tale signs such as the use of different-color inks, sometimes pencil, sometimes instances of contracts signed in blank. These are clues that later entries or alterations may have been made. But no debtors appealed the judgments; obviously because of the legal expense. In contrast, the creditors' attorneys worked cheaply on an assembly-line basis, with even rubber stamps sometimes used for attorney signatures, Schur reports.

(Continued In A Future Issue)



## The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



Republican Governor Harold LeVander of Minnesota addressed the 22nd Mississippi Valley World Trade Conference in New Orleans last month. He stressed the importance of increasing world trade and discussed the growing need for more food to feed the world's starving masses. He also pointed out that the new emerging countries will be increasingly anxious to become high-level economic consumers and that the industrial nations will have to service their needs until they develop their own industries.

LeVander emphasized his support for the proposition that the increasing amount of cargo generated by this demand should be carried on American vessels. He also expressed the view that the American Merchant Marine is in dire need of expansion and should be fully supported to obtain this objective.

A new sub-zone of the New Orleans Foreign Trade Zone has been designated at Taft, La., 25 miles upriver from New Orleans. Located on a 79-acre site, it will be known as Sub-Zone 2A. Considerable industry is already located in the area and more is expected to follow the designation announcement. New Orleans was the second Foreign Trade Zone to be established after an act of Congress provided for such zones in 1934.

### New Orleans

James (Bat) Noonan is once again eyeing the shipping board after spending a couple of months on the beach. Bat, a native of New Orleans, has been shipping from this port for many years. His last ship was the *Del Mar*. He hopes for a South American run, preferably on the *Del Mar* again. Seafarer Sam Crosby, who last sailed aboard the *Kyska*, has sailed as AB from Gulf ports for a couple of years. Sam wants a trip to Viet Nam.

Two Delta Line steadies busy comparing notes about their last trip were John Pennino and Mike Liuzza. Both were recently on the *Del Sud* and were waiting for her to crew up again after coming out of the yard. John and Mike sail in the Steward Dept.

Quartermaster William Marjenhoff, last aboard the *Del Mar*, is vacationing for a while but says that if something looks good on the *Del Sud* he may be tempted to leave the easy life. Old timer Phil (Pappy) O'Connor still looks pretty spry. Many seafarers remember Pappy from his days aboard the old Alcoa passenger ships on which he sailed as Chief Steward.

### Mobile

Shipping has been slow here the last couple of weeks and we have no ships laid up.

W. A. Wallace is watching the board for any Deck Dept. job. His last trip was a 6½-month voyage to India on the *Battle Creek*. Also looking for a berth in the Deck Dept. is John W. Logan. John, who makes his home in Mobile with his wife and children, was last on the *Monticello Victory* for a coastal run.

After a trip to Viet Nam on the *Seatrains Georgia*, Joe Dutko

is looking for the first Steward's job to come along. Joe ships in various Steward ratings and makes his home in Baltimore.

### Houston

During the last two weeks shipping has picked up nicely and many old timers are passing through and shipping out. Among them are J. R. Roberts, W. G. McClinton, Joe Lewis, A. F. Knauff and A. G. Alexander.

Six ships paid off and signed on during the period. They were: the *Kent*, *The Cabins*, *Spitfire*, *Aldina*, *Choctaw* and *Marore*.

Just recently paid off the *Trans-oreans*, John Moore is taking a brief rest before signing up for his next trip.

## AFL-CIO Urges Doctors Support Quality Care for Nation's Poor

Any physician who really thinks that anyone in the United States can get good medical care was challenged by AFL-CIO Social Security Director Bert Seidman to put himself into the shoes of the less affluent the next time he becomes ill.

"You might try going down to your nearest hospital out-patient clinic and evaluate for yourself the kind of care you will receive" Seidman told the State Officers Conference of the American Academy of General Practice.

"Hard benches, long waits, almost incredible indifference characterize the charity medicine you will find there. Any sense of continuity or management of the patient's problem is totally lacking in the great majority of our hospital out-patient clinics."

Seidman emphasized points of mutual interest "which, if we both recognize them, can lead to better understanding and better cooperation." But he also said he felt that the medical profession's dignity "has scarcely been enhanced" by the "uncritical" use of slogans such as "free choice of doctor," "the sanctity of the doctor-patient relationship" and "socialized medicine."

"We consumers are increasingly recognizing the empty meaning and even the deceptiveness of these slogans," he said.

Seidman cited the recent action of the Montgomery County (Md.) Medical Society, in the Washington, D.C., suburban area, in denying membership to any doctor who received less than half his income from fees for service. This action, he said, denies both membership and hospital privileges to Group Health Association physicians practicing in the county.

"In other words," said Seidman, "the consumer who freely chooses to join a prepayment plan or a group of doctors who freely choose to participate in such a plan are ostracized by the medical society on other than professional grounds. Is this 'free choice,' or does it simply mean 'you do it our way or not at all?'"

He expressed concern over the "apparent increase in the marketplace orientation" of many physicians, charging flatly that "too many doctors are cutting too many professional corners in the interests of volume operation." The result, he said, is that "the care they give their patients is suffering and sooner or later the patients find it out."

"Is there really a professional reason for opposing a system of prepayment by which the consumer pays the doctor so much money per month to keep him well in lieu of a fee-for-service payment when he becomes sick?" he asked.

The challenge facing organized labor in future bargaining on health benefits, Seidman said, is "to broaden our concern so that we have assurance that we are getting the right medical care and the best possible medical care and are receiving it as efficiently as feasible."

"For this security, we look to the medical profession," he said. "That is why I think you will find that more and more of our unions will be asking you for assurance that you have adopted procedures to enforce your own professional standards."

"We know that when you as physicians can do the best you are capable of and we as consumers are able to pay for it, the American people will at last be assured of the high medical care they need and deserve."

## Only 1 in 145 Able to Work if Retrained

# U.S. Gov't Study Explodes Myth That Welfare Rolls Harbor Fakery

WASHINGTON—A recent government study has exploded the myth that large numbers of able-bodied men and women are on the welfare rolls enjoying a free ride at the taxpayers' expense when they could be working.

The study completely destroys the charges which American right-wing conservative groups have been making for years in their repeated attacks on U.S. social welfare programs and the nation's poor, whom these programs are designed to aid.

The study shows these often-repeated right wing charges to be what they really are—a total disregard for the needs of the poor, the sick, the helpless—and vicious attacks on the poor simply because they are poor.

The fact is that only 50,000 of the 7.3 million persons receiving federal welfare benefits—about one out of 145—are able to work or capable of being trained for work.

The big majority are the elderly, disabled and children.

Joseph A. Califano, Jr., a special assistant to President Johnson, disclosed these findings in a speech to a journalism honor fraternity.

The purpose of the study, he said, was "to answer a very simple question: How many persons capable of working are on welfare?"

Some, he noted, have claimed "many millions." But the analysis actually showed that of the 7.3 million welfare beneficiaries:

- "2.1 million, mostly women, are 65 or over, with a median age of 72.

- "700,000 are either blind or so severely handicapped that their work potential, if any, is extremely limited.

- "3.5 million are children whose parents cannot support them.

- "The remaining 1 million are the parents of those children: about 900,000 mothers and 150,000 fathers.

"Two-thirds of the 150,000 fathers on welfare are incapacitated. Only some 50,000 are capable of being given job skills and training that will make them self-sufficient."

### First Step

Califano cited the analysis as the first step in a four-stage procedure in identifying problems and developing solutions.

The study, he said, raises the problem of how to reach and motivate this small group of 50,000 employable fathers to make them self-sufficient. It also raises the question of whether special child-care centers and training programs would help mothers move off the welfare rolls, along

with the issue of whether it is desirable to take mothers away from small children.

"Perhaps most important," he said, "we must determine whether past mistakes put almost 1 million mothers and 3.5 million children on welfare—and correct these mistakes."

With the problems defined, Califano added, alternative means of overcoming them must be developed and evaluated so that the President can choose the solution which will bring the greatest benefits in relation to costs.

In developing a "total approach" to the nation's problems, Califano said, "we cannot content ourselves with putting new legislation on the books. We must constantly ask what we are trying to do and whether we are doing it well enough."

The test of government, Califano suggested, "is its capacity to respond to the needs of the people it serves."

## Seatrains Uses Sound Waves To Inspect Keels

The SIU-contracted Seatrain Line is now employing a new scientific method of detecting ship deterioration by use of an ultrasonic keel inspecting system.

Ultrasonics involves the use of very high frequency sound waves, and the equipment being used was developed by the H. M. Tiederman Co. of New Orleans.

Through the use of diving engineers who are experts in the use of this unique testing equipment, the Tiederman Co. measures the thickness of the flat keel of a ship to see if any deterioration has occurred and thus determines if repairs are needed.

One of the first ships to undergo the new ultrasonic keel testing was the *Seatrains New York*, while she was docked at *Seatrains' Isla Grande* pier in Puerto Rico.

"It's like a doctor using a stethoscope on a patient," said Henry Tiederman, of the sounding device. "We make underwater observations by means of charts to see what damage, if any, has been done to the ship's keel."

The H. M. Tiederman Co. first used their ultrasonic equipment in 1963 to check deterioration of offshore towers located near Argus Island in the Bahamas.

While working on the towers they were asked to check the hull of a ship that was believed to be damaged. Their equipment worked so well in examining the ship that it was decided to offer such a testing service to other shipowners.

Explaining further how his company's equipment works, Tiederman said: "A lot of rust and scale builds up under the keel of these ships and our equipment emits a signal that enables us to determine the exact spot in need of repairs and even the extent of the damage."

## Florida is Site For New Ocean Study Center

Florida has won out over rival states in New England as the site for a proposed multi-million dollar oceanographic laboratory to be built by the Environmental Sciences and Services Administration on Virginia Key in the Miami area.

The ESSA has selected an eight-acre tract on the key after studying 115 sites along the Atlantic coast. The laboratory will have about 500 employees and an expected \$3-million annual payroll.

The announcement was a disappointment to New Englanders who had hoped the lab would be built somewhere in the Maine, Rhode Island, Massachusetts area.

Estimates of the cost of the new lab, which will match the West Coast's oceanographic lab at Seattle, have been as high as \$20-million.

Among the reasons cited for picking the Miami site were: a favorable climate in the area, good communications and transportation facilities.

The lab will conduct research in geophysics, oceanographics, and sea-air interaction.



**Engineer Killed in Margaret Brown Explosion**

**Quick Work by Seafarer Dave Tuck Saves Ship from 'Blowing Sky-High'**

SAIGON—Credited with saving not only one ship but perhaps other nearby vessels and a Viet Nam pier loaded with vital military supplies as well, Seafarer Dave Tuck and three other seamen rushed into the steaming engine room of the Margaret Brown recently to prevent further damage following the explosion of one of the freighter's boilers.

Dave Tuck, the Fireman, was in the mess hall when the blast rocked the vessel and was right on the heels of Chief Engineer Ambrose White as the two scrambled through an escape hatch into the smoke and fumes to shut off the fuel pump and turbine generator before a second boiler could blow.

As swift as their action was, the men were too late to save First Engineer Charles Sandino who was killed instantly by the impact. However, SIU member Ed Dunsmoor, 68, the oiler on watch at the time of the explosion, was carried to safety stunned and in a state of shock.

Tuck and White were joined almost immediately in the feverish task of securing the engine room

by Roy Boyett and E. Neelson, Chief and First Engineers of the Hoosier State which was moored alongside the Margaret Brown at the Qui Nhon pier 100 miles north of Saigon.

The potential danger to the nearby ships and the U.S. military supplies they were unloading was evident in a statement made by the Margaret Brown's skipper, Harold Small. "There was enough steam down there to blow up the whole engine room if the oil had kept pumping," Small said. "Another five minutes and the whole ship would have blown."

Commander Frank Oliver, U.S. Coast Guard marine inspection head of the area, had high praise for the prompt and selfless action by the four men, saying: "The instant response and bravery of the men from another ship as well as the valor of the crew of the Margaret Brown should not be passed unnoticed."

"It made a sound like throwing bricks on a tin roof, with marbles following," is the way Tuck, a 39-year-old native of Baltimore, described the sound of the explosion which moved him to risk his life.

"Sandino and I had been comparing valentines from home that morning," Tuck said. "And now he was dead. I don't think he knew what hit him."

**SIU Gt. Lakes Organizing Campaign Underway at Pickands-Mather Co.**

The SIU's Great Lakes District is launching a full-scale campaign to organize unlicensed seamen of the Pickands Mather and Company steamship fleet during the 1967 shipping season.

The Company is the only completely non-union American steamship operation on the Great Lakes. Pickands Mather employs approximately 350 seamen on its 15 American vessels, which includes 14 bulk freighters and one self-unloader. It also

operates four additional vessels through a Canadian subsidiary, the Labrador Steamship Company, Ltd., which is under contract to the SIU of Canada.

Fred Farnen, secretary-treasurer of the SIU Great Lakes District and a vice president of the SIU, said discussions already are underway with the SIU of Canada regarding the situation involving Pickands Mather steamship operations on the American side of the Lakes.

Farnen said that a canvass of P-M's American vessels, which began sailing this season between April 8 and April 15, reveals strong support for the Union among unlicensed crewmembers. The Union expects to petition the National Labor Relations Board for an election on vessels of the company in the near future.

The American fleet of Pickands Mather had been operated until 1966 as the Interlake Steamship Company, which the partners of P-M were instrumental in organizing and which had been managed by P-M throughout its existence.

Last year, Interlake was consolidated into P-M and, in its 1966 Annual Report to Employees, P-M reported that 1966 was "the best year for the consolidated companies since 1960."

**Lloyd's Registry Has America's Fleet Still In Lowly Ninth Spot**

LONDON—The United States still ranks only ninth among the nations of the world in the construction of merchant vessels, says Lloyd's Register of Shipping in its latest report.

Figures for the quarter ended March 31 show a mere 490,946 gross tons being built in the U.S. While this is some 72,000 tons more than in the previous quarter, it is dwarfed by the leading Japanese total of 3,811,046 tons and second-place Britain's 1,496,801 tons.

The over-all total reported by Lloyd's for the first quarter of 1967 set a new record with 1,922 ships of 12,608,129 gross tons building. That is 744,428 tons over the previous three months.



Erik R. Johansen (left) looks over a bound volume of the old Coast Seaman's Journal from SIU library while at headquarters renewing old acquaintances. With him is SIU Representative Johnny Yarmola.

**Johansen, Retired SUP Veteran Greets Old Friends At SIU Hall**

Erik R. Johansen, 72, one of the men who was instrumental in the founding of the SIU, retired last March after a lifetime of service to the American labor movement. At the time of his retirement he was the SUP Port Agent in Honolulu.

Johansen was one of the SUP group that founded the SIU, and was the SIU's first agent in Philadelphia. That was in 1938, the year the SIU was founded.

Johansen stopped by at the SIU's New York headquarters recently to chat with President Paul Hall and renew other old acquaintances.

Johansen, who worked together with pioneer maritime organizers Andrew Furuseth and Harry Lundeberg, was on his way from his West Coast home to Norway turn to his native Norway, for that is where he first went to sea. The

year was 1911 when Johansen first sailed with the Norwegian merchant fleet.

Though his first years at sea were spent before the mast on sailing ships, Johansen began and ended his seagoing career as a deckhand. He served as Bosun during his last trip, aboard the Matson Line's Mariposa.

He joined the old International Seamen's Union in 1915, in Philadelphia. He was an early active member of the SUP and served that union in every West Coast Port.

**Wild Northeaster Hits SIU-Manned Fishing Boats—All Return Safely**

BOSTON—Two fishing vessels manned by SIU fishermen barely escaped sinking as their crews struggled desperately with the churning seas and violent winds of a wild Northeast storm in the Atlantic last month.

Listed as missing and just about given up for lost by the Coast Guard after an intensive two-day search, the 94-foot trawler Deep Water was finally spotted by a search plane 190 miles east of the entrance to Delaware Bay. Reached by the Coast Guard cutter Tamaroa, the crew of five and Capt. George Edwards were found exhausted by their ordeal but in good condition. The search for the Deep Water, under contract to the SIU-affiliated New Bedford Fishermen's Union, was started when the vessel radioed she was taking on water and "in immediate danger." The message said the wheelhouse had also been smashed and the engines were malfunctioning.

Edwards' father, John, was in command of the Elizabeth N. another trawler caught at sea when the storm hit, but the crew was able to make port without damage or serious incident.

The elder Edwards described the storm as being "as bad as any hurricane I've been through but it lasted a lot longer than a hurricane blow. I've never seen the wind and sea so bad for such a long time." The storm produced 40-mile winds and seas 10 to 15 feet high.

Also safely back in port with

severe damage but all hands in good shape, was the SIU-Atlantic Fishermen's Union contracted Plymouth out of Gloucester, Mass.

The 102-foot trawler had run into trouble 80 miles off Nantucket Island. Although he reported she was taking on water and the situation was "very serious," Capt. William Hallan said it was not critical. The balance of the Plymouth's five-man crew was made up of Engineer William Schramm and Seafarers Richard Silva, William Orion and Lavern Sherman.

A spokesman for the Plymouth's owner said the vessel lost power due to winds of up to 105 knots which continued almost uninterrupted for 49 hours. He said the intake pipe was broken, oil tanks filled with salt water and the pump was out of commission. Because of this and additional damage to the pilot house and electronic equipment, the spokesman estimated that it will be many months before the Plymouth is again seaworthy.

He had high praise for the crew who "did a terrific job in saving the vessel and their own lives" and added that the men will be shipping out on other boats until the Plymouth is repaired.

**SIU Scholarships To Be Awarded**

The SIU Scholarship College Advisory Committee will meet on May 17 to select the winners of the five annual \$6,000 scholarships for 1967. Winners will be announced in the LOG.

The SIU Scholarship plan has been operated on an annual basis for the past thirteen years and 68 awards have been given out since the program began in 1953. Of these, 44 have gone to the children of SIU members and Seafarers have received 24 of the college scholarships.

Winners of the SIU Scholarships are chosen by a group of leading university educators and administrators on the basis of high school records and College Entrance Examination Board tests. Members of the SIU Scholarship College Advisory Committee include: Edna M. Newby, Assistant Dean, Douglas College for Women of Rutgers University; Elwood C. Kastner, Dean of Registration, New York University; Bernard Ireland, College Entrance Examination Board; Charles E. O'Connell, director of Admissions, University of Chicago; Richard Keefe, Director of Admissions, St. Louis University, and Dr. Charles Lyons, Dean of Admissions, Howard University, who replaced Dr. F. D. Wilkinson of Howard, who passed away last year.



Crewmen of the lobster dragger Deep Water, members of the SIU-affiliated New Bedford Fishermen's Union, were haggard and exhausted but still able to smile after arriving in port under tow following severe pounding by high seas and wind during northeast storm. Shown above are (l-r): Adolph Silins, owner, with crewman Alan Cournoyer; mate Lew Lowther; and Capt. George Edwards. Word HELP was painted by crew to attract attention during blow.



## Viet Nam Trip Made by Seafarer Armed With Camera and a Smile

Although Viet Nam is a war-torn land, Seafarer Edmund Garbin went ashore the same way he has gone ashore in ports throughout the world—with a camera and a smile.

Brother Garbin, who is 25 and has been sailing with the SIU for two years, has two consuming passions in life—marine engineering and photography. He pursues both his vocation and his avocation with relentless vigor.

Ed's first impression of Viet Nam was a noisy one. He happened to arrive in Qui Nhon during the Chinese New Year celebration, and long strings of firecrackers were being set off. Next he noticed how small the people were.



Garbin

Ed has a great fondness for children and, as this article's accompanying pictures show, he relates to them quite well.

Brother Garbin makes friends with adults as well as children. During his second trip to Viet Nam he met a professional photographer named Kwon, when he took some film he had shot to Kwon's studio in Qui Nhon to be processed. Quon was fascinated with Ed's equipment, which is quite elaborate and of the best quality, and they soon were comparing notes. "He does great work," Ed says of Kwon's professional ability. Two years older than Ed, Quon supports a wife and two children on about 30 dollars a month. The two men found they had a lot in common, and still correspond.

Many of the kids in Viet Nam will steal the shirt off your back if given the chance," he says candidly. It's not that they're trained thieves," he reiterated, "but that there is a constant need for food; there's so little food, so little money."

"Ten per cent of the kids are trained hoodlums and will give you trouble," he said about the children of Viet Nam. "The stealing and rolling are much worse than anything in New York." He related that many are expert watch snatchers. Their usual technique is to dart out of a hiding place, rip a man's watch from his wrist, and disappear.

### Game Of Chance

The Vietnamese children have devised many ingenious ways to somehow make ends meet. Ed ran across one boy who had become a professional gambler, running a Vietnamese game of chance played with three dice faced with pictures and a board displaying matching symbols. Not many people were playing, and the boy was buying soda and cigarettes—which are often purchased one at a time by the impoverished Vietnamese—for those that were. Ed felt sorry for him, so he joined in the game. Trying to lose deliberately, he won five dollars. He managed to lose it back, however, and then some.

Making friends and taking pictures pre-occupy Ed wherever he goes—and he has been in Okinawa, Korea, Formosa, Iran, Aden, Spanish Morocco, East Pakistan, and India, among other places.

Last year, in Madras, India, Ed became an unwitting participant in a battle between Western technology and Oriental mysticism. "On this particular day," he related, "I came across a man who looked so bad off—he was just skin and bones—that I offered to buy him a meal." He continued: "I used the universal sign language. After we finished eating, he thanked me in perfect English. He was obviously an educated man, and I felt like a fool. He told me he was a member of one of the oldest religious sects in southern India, dating back to the Pallavan Dynasty. I asked if I could take some pictures of him. He said I could take all the pic-

tures I wanted, but that nothing would come out." Ed shot off an entire roll. When the film was developed, every frame was completely blank!

Before he began sailing with the SIU two years ago, Brother Garbin was in the Navy. He joined the Naval Reserve in order to launch his seagoing career. More than anything, he wanted to learn the marine electrician's trade. He found he couldn't get an Electrician's rating in the reserves, so after eight months he joined the regular navy, serving for four years. He came out of the Navy with three engine room ratings: Electrician, Boiler Tender, and Machinist's Mate.



The essence of today's Viet Nam was captured in this photo by Brother Garbin of Qui Nhon's main street. Army trucks are rumbling by on the right, carrying American soldiers to fight the Viet Cong in their mountain strongholds, plainly visible in the background. Yet, life goes on, even in Qui Nhon. Coming toward the camera is a bicycle rickshaw; Brother Garbin rode in one. The buildings in the left foreground are a Catholic convent and religious school.



Children in the picture above play in front of the largest church in Qui Nhon. On the main street, near the waterfront, the landmark serves as a bearing marker for seamen. Looming over the tranquil church are the Viet Cong infested mountains. From here one can see and hear fighter-bombers pounding away at the enemy. The girl in the picture on the right is My. Sixteen, and very shy, she wouldn't speak to Ed for a long time. He finally broke the ice by giving her a silver fish, a traditional Vietnamese good luck charm, after which they had many conversations.



## A Vote of Thanks To the SIU

To The Editor:

Being a seaman most of my life, plus having a seaman for a father, I've seen the progress the Union has made in upgrading the life of the Seafarer and his family.

When I started going to sea I was a fireman and oiler for \$65, and then \$72.50 a month. You were given one blue bed sheet per trip and a lumpy mattress. If you got to the night lunch before the roaches you were lucky. A 16-hour working day was a short day, and there was no overtime.

Being ill now I have time to backtrack on life and realize just what the Union and Union officials have done for seamen. We all should remember where it all came from—and support it as it does us.

Being ill, it is easier knowing we are under our fine welfare plan. A vote of thanks to our great SIU.

Theodore "Mush" Marullo

## Daughter Thanks SIU For Help to Father

To The Editor:

I want to thank the SIU for everything it had done for my father during his final illness.

All benefits were received promptly. The prompt attention in these matters is greatly appreciated.

Thanking you, I remain

Mrs. Muriel Chiaravalle

## L.I. Town Pioneers Ocean Conservation

To The Editor:

Three years ago the Town of Hempstead, on Long Island, near New York City, became the first municipality in the nation to establish its own Department of Conservation and Waterways.

The unique action taken by the citizens of Hempstead, which is the largest township in the world, should be of interest to everyone who has grown to love the sea.

To the local residents of the Atlantic coast town, their local government's action meant that their 10,000 acres of wetlands—meadows, marshes, islands and waterways—would continue in marine-related use.

Town residents knew that creation of the department would guarantee the continued protection of their priceless natural resource.

Among the department's responsibilities are the encouragement of the natural growth of native marine and wild life, the maintenance and management of the waterways and wetlands for safe boating and other recreation, protection against pollution and utilization of research consistent with sound conservation practices.

The department is also responsible for establishing local regulations governing structures in public waterways; dredging, swimming, shellfishing, beach erosion controls and bulkheading; placement of channel markers, buoys and other navigational aids, bay constable law enforcement and assistance to boatmen.

Legislation providing for federal involvement in the protection and development of the wetlands has been under discussion in Washington for over a year. As originally proposed, the bills would have been injurious to the best interests of local boaters, fishermen and all residents who have any interest in this resource.

For this reason, Hempstead Town Presiding Supervisor Ralph G. Caso appeared in Washington last summer before the House Subcommittee on Fish and Wildlife Conservation with a lengthy statement that included the following: "We are pioneers in the voluntary dedication of land, worth millions, to conservation. We are midway in a conservation program that no municipality across the country can match."

Caso went on to review the conservation program and the projects planned or completed: Establishment of a 760-acre wildlife refuge; a nearly completed 52-acre marine study area; a continuing channel re-

## LETTERS To The Editor

construction program; construction of a marine basin to harbor a fleet of eight town boats for policing, rescue and research purposes; and a new administration and laboratory building, fully equipped and professionally staffed to conduct water testing programs and biological studies. In addition, a comprehensive shellfish cultivation program and a law regulating the taking of shellfish have been put into operation. Plans for establishment of Long Island's first oceanography center for scientific research and public edification were recently announced.

After the strong Caso statement in Congress, the proposed bills were revised.

Some people might shrug their shoulders at the town's pioneering efforts. But Hempstead residents recognize the program's lasting benefit and they support it.

Wayne R. Horton

## Forced Arbitration Is No Solution

To The Editor:

The nation's labor experts have been predicting for months that the greatest threat of new anti-strike legislation in 1967 would accompany the contract negotiations between the railroads and six shop craft unions. The prediction is coming true, and it is the duty of every member of an AFL-CIO affiliated union to get behind the fight against a federal compulsory arbitration law.

President Johnson, after getting Congress to delay a railroad strike deadline twice, has sent to Capitol Hill his proposals for settling the dispute. His bill calls for 90 days more of mediation, with a special board imposing binding settlement terms on any issues that remain unresolved at the end of that time.

Union men must be on guard against any infringement of their right to bargain collectively.

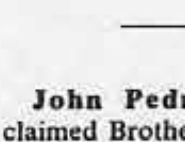
George Latta



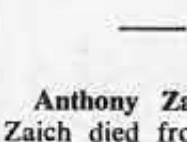
# FINAL DEPARTURES

# Seafarer Sees His Marine Cousin After Four Tries On Viet Nam Run

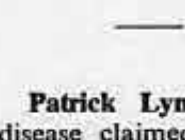
**Norman Ayslen, 48:** A coronary condition caused the death of Seafarer Ayslen, Jan. 29, at the New Orleans USPHS Hospital. A native of Louisiana, he was a resident of La Porte, Texas. Ayslen joined the SIU in the port of New Orleans, and sailed with Coyle Lines. He is survived by his wife, Hester. Burial was in Grandview Memorial Park, La Porte, Texas.



**E. W. Henderson, 42:** Brother Henderson died in Duval Medical Center, Jacksonville, Fla., Nov. 12, 1966. A native of St. Thomas, Virgin Islands, Henderson was a resident of Baltimore and joined the SIU in that port. He sailed as a cook and baker. His last ship was the St. Christopher, on which he was a crew member at the time of death. Burial was in National Cemetery, Baltimore.



**John Pedrosa, 70:** Death claimed Brother Pedrosa, January 26, in Union Memorial Hospital, Baltimore. A member of the engine department, he joined the union in the port of Baltimore in 1939. A native of Portugal, Seafarer Pedrosa lived in Baltimore. His last vessel was the Massmar. He is survived by his sister, Maria Carlota Lima Pedrosa of Lisbon, Portugal. Burial was in Pikesville, Md.



**Anthony Zaich, 62:** Brother Zaich died from a coronary on October 4, 1966 in New Orleans. He was stricken on the deck of the Del Monte, on which he sailed as a member of the deck department. Zaich was certified to ship as a bosun. He joined the SIU in New Orleans. Surviving is his brother, Chester, of Pittsburgh. Brother Zaich was buried in St. Stanislaus Cemetery, Millvale, Pa.



**Patrick Lynch 74:** A heart disease claimed the life of Seafarer Lynch in Baltimore on March 13. A native of Ireland, Lynch resided in Baltimore. He sailed in the Engine department as FOWT. He is survived by his sister, Nellie McClay of Glasgow, Scotland. His last ship was the Texmar. Brother Lynch was on SIU pension at the time of death. Burial was in Sacred Heart Cemetery, Baltimore.



**August Steinmann, 84:** Brother Steinmann died in St. Joseph's Hospital, Tampa, Florida, on March 24. Born in Germany, he joined the SIU in New York and was a resident of Tampa. He sailed as a machinist in the engine department. At the time of death, he was on an SIU pension. He last shipped on the Nicholas. The body was cremated at the West Coast Crematory, St. Petersburg, Florida.



"Things are real bad over here." This is what Corporal Edward Juan of the First Marine Division told his cousin, Seafarer Freddie Di Joles when the two were reunited recently in Saigon.

Two of Corporal Juan's buddies were killed only a week before, when his squad was on night patrol. He said he was determined to fight on as long as necessary, however. He felt America's presence in Viet Nam was vital, and that our marines and soldiers were doing a superb job. Brother Freddie Di Joles is closer to the war in Viet Nam than most Seafarers. He chose Viet Nam as the destination of his first four trips with the SIU because he wanted to see his cousin "Eddie," with whom he is very close. Corporal Juan is only 18, but he is a seasoned combat veteran. He saw three weeks of action in Santo Domingo in the Dominican Republic, and has been fighting in Viet Nam for eight months.

Di Joles tried to see Eddie during his three previous trips to Viet Nam, but they couldn't seem to get together. This time, as soon as Brother Di Joles found out when his ship would proceed to Saigon, he sent a post card from Okinawa. Corporal Juan requested and got a special leave. He left the border country in Northern South Viet Nam where he had been in combat for months, and went to Saigon, where the two cousins spent a day together.

Except for the day he spent with his cousin, Brother Di Joles had mixed feelings about his trips to Viet Nam. "Saigon is a dangerous place to be," he told the LOG, "especially at night." One

crew member was mugged at night in Saigon and lost his seaman's papers, money and most of his clothes. Another shipmate was beaten and robbed in Okinawa. "I don't think anyone should go ashore in any Southeast Asian port, especially Saigon," say Di Joles. He recommended that all SIU men ashore in Asian ports make it a rule to travel in groups, especially at night.

**Con Men Abound**  
Another gripe Brother Di Joles has about Viet Nam is that "once they know you're an American, they want to take you for your money." Many Vietnamese, he says, will cheat Americans at every opportunity. "First-timers don't know this," he says, and consequently are easy marks for the unscrupulous merchant and con man. The best way to avoid getting cheated, Brother Di Joles advises, is to stick to the regulation that requires seamen to use Vietnamese currency, not American money. "You give them a five dollar bill," he says, "and you'll never get your change back."

Brother Di Joles' voyages to Viet Nam were the culmination of a life-long dream. "All my life I wanted to be a sailor," he told the LOG. "Even when I was a kid, I wanted to go to sea and see the world." Prior to joining the SIU, Brother Di Joles was in the Army. "The farthest I got," says Di Joles, who is a resident of New York City's borough of Brooklyn, "was Fort Dix." Fort Dix is an Army Base only a short

drive from New York City.

Brother Di Joles, 28, sails in the Steward Department as a Messman. Originally from Ponce, Puerto Rico, he came to the mainland when he was 14. He is married and has a son.

Di Joles says he would like to return to Puerto Rico and sail from there with the SIU. He says conditions have improved tremendously on the island in recent years. He credits the improvement to the vision and dynamic leadership of the Commonwealth's former long-time governor, Munoz Marin. Brother Di Joles' wife, however, does not want to return to her native island. "She was only seven when she came here," he explains, and adds that she remembers nothing of her homeland. The language barrier is another difficulty. Mrs. Di Joles speaks very little Spanish.

**COLUMBIA VICTORY (Waterman),** March 26—Chairman, Edward Mooney; Secretary, Edward McElroy. \$30.00 in ship's fund. Motion was made to request that OS daymen be replaced by an AB dayman. Motion made to send letter to the Union regarding beef with 1st Assistant and Chief Engineer. It was suggested that crew hold safety meetings. It was requested that an inspection be made for the purpose of replacing all defective deck lights and ladders especially focale head ladders. It was suggested that a request be made for a TV in the crew recreation room and that old cigarettes in aloft chest be replaced with new ones.

**DIGEST of SIU SHIP MEETINGS**

**WHITEHALL (Whitehall Navigation),** March 15—Chairman, David Sikes; Secretary, Sam V. Lund. No beefs and no disputed OT was reported.

**DEL AIRES (Delta),** March 25—Chairman, Nils Eric Gronberg; Secretary, A. Tolentino. Everything running smoothly in each department. One man short in engine and steward departments. Patrolman will see to it that the Company will put a good grade of beef aboard on this ship. Vote of thanks to the ship's delegate for a job well done.

## PERSONALS

**Rafael Reyes Maldonado**  
Please contact your relative, Mrs. Jane LeBourneau, 23123 Marigold Ave., Torrance, Calif. 90502.

**Y. R. Tallberg**  
Contact your wife at once informing her of your present whereabouts. She is ill and may have to enter the hospital.

**John Thorlief Olafsen**  
Contact your mother at your very earliest opportunity. She is very ill and is quite anxious to hear from you.

**Barry Mahoney**  
Contact your father at your earliest opportunity.

**Conway Beard**  
Please contact your mother, Mrs. Jeannette Boyer at 216 Somerset St., Ocean City, Md. 21842, as soon as possible in regard to an important matter.

**Clayton E. Sarns**  
Please contact your mother, Mrs. Ruth E. Sarns, 808 Duarte Road, Monrovia, Calif., as soon as possible, in regard to an important matter.

**Mark T. Kinto**  
Please contact Mary Jones, 420 1/2 Orange Ave., Port Arthur, Texas 77640.

### Viet Nam Rendezvous



Seafarer Ted Densmore (left), who sails as a Bosun and has been an SIU man for 12 years, was recently reunited with his twin brother in Saigon. His brother, Sgt. Fred Densmore, has been in the Army 19 years. The pair hail from Birmingham, Ala. Their Viet Nam rendezvous was the first time they saw each other in three years.

### Lifeboat Class No. 176 Casts Anchor



These young graduates of the SIU's one-week lifeboat course look all business as they prepare to take their Coast Guard tests. In the front row (l-r) are: Walter Mosley, Douglas Johnson, Paul Handlen and Jack Faribee. Standing in the top row are: Instructor K. C. McGregor, Mike Madden, Jan Hitchcock and Instructor Arni Bjornsson.



# From the Ships at Sea

The flag of the *Vantage Progress* (Pioneer Maritime) was flown at half mast recently out of "respect for a union brother," Herbert Kennedy, Chief Steward on the *City of Alma* (Waterman), drowned in Yokahoma, Japan when he fell while climbing from the motor launch to the pilot ladder of his ship. His body was shipped back to the United States aboard the *Vantage Progress*. The flag was flown half mast in tribute to Kennedy during the ship's coastwise run off California.



Werns

Rupert Mathews, Chief Mate aboard the ship passed away, Meeting Secretary H. G. Werns reported. A plaque will be placed aboard the ship in his memory and Seafarers donated \$65 toward the memorial. Mathews died while the ship was in Viet Nam. Seafarer J. P. Conley proposed a vote of thanks to the Deck Department for the great job they did. Messman J. W. Martin also accepted congratulations for his work in keeping the messroom looking shipshape. The ship's treasury contains \$29.50 after donations.

Selma Victory (South Atlantic Caribbean) Ship's Delegate Elmer Schroeder reports that "all beefs are squared away." In his report, given during a shipboard meeting presided over by meeting Chairman Allen Bell, Brother Schroeder announced that the Captain will give draws every five days. He also said that he would see the Chief Mate about getting the Steward Department's rooms painted. Meeting Secretary Anthony Notturmo reports that during the good and welfare portion of the meeting a suggestion was made to get a timer for the washing machine. The crew was asked not to slam doors in order to preserve the nerves of those who must sleep during the day. The Chief Steward requested that all beefs concerning food or service be brought directly to him. Apparently there weren't too



Schroeder

many complaints, because immediately after the Steward's announcement the crew gave his department a vote of thanks "for the all-around good job done."

R. Sheppard, Meeting Chairman on the *R. V. Sea Scope* (Alpine) reports that everything is running smoothly. A few hours of disputed overtime were reported in the deck department. Meeting Secretary Joseph Dier writes that the ship has very good officers aboard. The Steward department has been doing a fine job, and mail has been arriving regularly.

M. E. Sanchez, Meeting Secretary on the *Los Angeles* (Sea-Land), reports that it was moved and seconded by the crew that "a special vote of thanks should go to Seafarer Del Craig for the responsible and dependable job" he performed as ships delegate. John O'Hannasian, meeting chairman, reported that the ship's fund totals \$12.70. The payoff is in San Francisco.

John Fedesovich, treasurer on the *Del Oro* (Delta) reported that the ship's fund has \$68.78. Meeting Secretary W. H. Simmons reports no beefs with everything going smoothly. Meeting Chairman Stan Grice writes that Ralph Taylor, Third Cook, was elected Ship's Delegate. The job is held on a rotating basis, with the Steward Department due

for the post this trip. The Steward asked all crew members to return coffee mugs to the crew pantry after use and thanked the men for their cooperation.

John R. Johnson, new ship's delegate on the *Elizabethport* (Sea-Land), should have an easy job, with no beefs, disputed overtime, or other serious problems, according to Meeting Chairman James L. Siniard. Siniard reported the department heads drew up a repair list. A new antenna has been ordered for the *TV. R. Mills*, treasurer, said that the ship's fund totals \$72.05. The payoff will be in Oakland.

The Steward Department of the *Brigham Victory* (Isthmian) got a heartfelt vote of thanks from a grateful crew for carrying on after the galley blower broke down. Meeting Secretary W. T. Langford reported that the temperature in the galley was upwards of 130 degrees while the blower was out of commission. During the good and welfare portion of a meeting presided over by Meeting Chairman W. R. Layton, the Baker was asked to put out hot bread or rolls, doughnuts and pastries every day while the ship is at sea for coffee time.

## MONEY DUE

Seafarers whose names are listed below have checks being held for them at headquarters. These checks are refunds for loggings which were deducted in error at the Norberto Capay payoff. If your name appears, contact the SIU at 675 Fourth Ave., Brooklyn, N.Y. 11232.

Name	Amount
James Eugene Callan	\$54.34
Donald F. O'Leary	40.56
John B. Gardner, Jr.	13.09
Onofre Felix Rando	52.34
Kenneth Edward Stevens	61.25

## Looking to the Future



Brother Jeff Davis (right) glows with satisfaction as he collects his first pension check from New York Port Agent Leon Hall. Davis, 60, retired on an SIU disability pension. Sailing since 1935, he has been a seafarer for 23 years. He shipped as an FWT.

## SIU ARRIVALS

Shirley Ann Poe, born August 2, 1965, to the Earl H. Poes, San Pablo, California.

Gerald Louttit, born November 27, 1966, to the Charles B. Louttits, Monroe, Michigan.

Donna Marie Nolles, born February 22, 1967, to the Kenneth Noiles, Alpena, Michigan.

John Chambers, born February 19, 1967, to the William J. Chambers, Lakewood, Ohio.

Joseph Doyle, born March 8, 1967, to the Joseph DoYLES, Philadelphia, Pa.

Roger Hull, born February 13, 1967, to the Daniel R. Hulls, Alpena, Michigan.

Stacy Lynn Libby, born March 12, 1967, to the Herbert L. Libbys, Lincolnville, Maine.

Tina Renee Simonds, born March 19, 1967, to the Paul Simonds, Orlando, Florida.

Janis Renee Blair, born February 20, 1967, to the Robert C. Blairs, Houston, Texas.

Cheryl Deneen Gibbons, born November 24, 1965, to the John Gibbons, Brooklyn, N.Y.

Allen Douglas Graham, born March 1, 1967, to the Richard A. Grahams, Reading, Mass.

Jerry Michael Kircharr, born January 24, 1967, to the Jerry Kircharrs, Atmore, Ala.

Rhonda Burns, born March 7, 1967, to the Robert William Burns, New Orleans, La.

Patricia Noel, born February 14, 1967, to the Leonce M. Noels, Orange, Texas.

Karla Ann Humstad, born February 27, 1967, to the Karl J. Humstads, Beulah, Michigan.

Mark Edward Jasinski, born April 1, 1967, to the Edward Jasinskis, Carbondale, Ill.

Alfredy Day, born February 21, 1967, to the Alfredy Days, Mobile, Alabama.

Rafael Santana, born March 10, 1967, to the Angel A. Santanas, Brooklyn, New York.

Mark Hawkins, born November 2, 1966, to the Stanley E. Hawkins, Kentwood, Louisiana.

James Samuel Cooper, born February 28, 1967, to the Fred C. Coopers, Mobile, Ala.

Anna Poulsen, born February 26, 1967, to the Verner Poulsens, Seattle, Washington.

Kevin Engleman, born February 23, 1967, to the John R. Englemans, Detroit, Mich.

Shineda Ussin, born January 4, 1967, to the Charles Ussins, Sr., New Orleans, La.

Melina Benoit, born March 10, 1967, to the Louis Benois, Lake Arthur, Louisiana.

Diane Taylor, born March 9, 1967, to the William Taylors, Alpena, Michigan.

Charles Joseph Brennick, born November 14, 1966, to the Charles J. Brennick, Lowell, Mass.

Wayne Nicholas, born September 1, 1966, to the Wayne D. Nicholas, Mobile, Alabama.

## Lifeboat Class No. 175 Sets Sail



This recent crop of graduates of the union's Lifeboat School pose proudly for their class picture. They have just completed the week-long course that enabled them to qualify for lifeboat tickets. Seated (l-r) are: Bruce Daly, Roger Swanson, James W. Arnett and David LaFrance. Standing in the back row (l-r) are: Instructor K. C. McGregor, Ewald Fachle, Christopher Kear and Instructor Arni Bjornsson.

Editor,  
SEAFARERS LOG,  
675 Fourth Ave.,  
Brooklyn, N. Y. 11232

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UNFAIR TO LABOR DO NOT BUY

Seafarers and their families are urged to support a consumer boycott by trade unionists against various companies whose products are produced under non-union conditions...

- Sears, Roebuck Company Retail stores & products (Retail Clerks)
Stitzel-Weller Distilleries "Old Fitzgerald," "Old Elk" "Cabin Still," W. L. Weller Bourbon whiskeys (Distillery Workers)
Kingsport Press "World Book," "Childcraft" (Printing Pressmen)
Jamestown Sterling Corp. (United Furniture Workers)
White Furniture Co. (United Furniture Workers of America)
Genesco Shoe Mfg. Co. Work Shoes... Sentry, Cedar Chest, Stetler Men's Shoes... Jarman, Johnson & Murphy, Crestworth (Boot and Shoe Workers' Union)
"His" brand men's clothes Kaynee Boysewear, Judy Bond blouses, Hanes Knitwear, Randa Ties, Boss Gloves, Richman Brothers and Sewell Suits, Wing Shirts (Amalgamated Clothing Workers of America)
R. J. Reynolds Tobacco Co. Camels, Winston, Tempo, Brandon, Cavalier and Salem cigarettes (Tobacco Workers International Union)
Peavy Paper Mill Products (United Papermakers and Paperworkers Union)
Comet Rice Mills Co. products (International Union of United Brewery, Flour, Cereal, Soft Drinks and Distillery Workers)
Antonio Perelli Minetti & Sons Ambassador, Eleven Cellars Red Rooster, Greystone, Guasti, Calwa, F. L., Tribuno Vermont, Aristocrat, Victor Hugo, A. R. Morrow Wines and Brandies. (National Farm Workers Association)

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances...

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements...

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners...

Earl Shepard, Chairman, Seafarers Appeals Board 17 Battery Place, Suite 1980, New York 4, N. Y.

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship...

EDITORIAL POLICY—SEAFARERS LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member...

Schedule of Membership Meetings

- SIU-AGLIWD Meetings
New Orleans June 13—2:30 p.m.
Mobile June 14—2:30 p.m.
Wilmington June 19—2:00 p.m.
San Francisco June 21—2:00 p.m.
Seattle June 23—2:00 p.m.
New York June 5—2:30 p.m.
Philadelphia June 6—2:30 p.m.
Baltimore June 7—2:30 p.m.
Detroit June 9—2:30 p.m.
Houston June 19—2:30 p.m.
Great Lakes SIU Meetings
Detroit June 5—2:00 p.m.
Alpena June 5—7:00 p.m.
Buffalo June 5—7:00 p.m.
Chicago June 5—7:00 p.m.
Cleveland June 5—7:00 p.m.
Duluth June 5—7:00 p.m.
Frankfort June 5—7:00 p.m.
Great Lakes Tug and Dredge Region
Chicago June 13—7:30 p.m.
Sault Ste. Marie June 15—7:30 p.m.
Buffalo June 14—7:30 p.m.
Duluth June 16—7:30 p.m.
Cleveland June 16—7:30 p.m.
Detroit June 12—7:30 p.m.
Milwaukee June 12—7:30 p.m.
SIU Inland Boatmen's Union
New Orleans June 13—5:00 p.m.
Mobile June 14—5:00 p.m.
Philadelphia June 6—5:00 p.m.
Baltimore (licensed and unlicensed) June 7—5:00 p.m.
Norfolk June 8—5:00 p.m.
Houston June 19—5:00 p.m.
Railway Marine Region
Philadelphia June 13—10 a.m. & 8 p.m.
Baltimore June 14—10 a.m. & 8 p.m.
Norfolk June 15—10 a.m. & 8 p.m.
Jersey City June 12—10 a.m. & 8 p.m.
United Industrial Workers
New Orleans June 13—7:00 p.m.
UTIW
Mobile June 14—7:00 p.m.
New York June 5—7:00 p.m.
Philadelphia June 6—7:00 p.m.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same...

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. The SIU publishes every six months in the SEAFARERS LOG a verbatim copy of its constitution...

RETIRED SEAFARERS. Old-time SIU members drawing disability-pension benefits have always been encouraged to continue their union activities...

EQUAL RIGHTS. All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution...

SEAFARERS POLITICAL ACTIVITY DONATIONS. One of the basic rights of Seafarers is the right to pursue legislative and political objectives...

If at any time a Seafarer feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records...

WACOSTA (Sea-Land) March 20—Chairman, John Nash; Secretary, James Galloway. One man missed ship in Puerto Rico...

LYNN VICTORY (Victory Carriers), March 5—Chairman, Matthew D. Guldors; Secretary, Harold Straum. Two men were repatriated from Okinawa for medical reasons...

HERMINA (Hudson Marine), March 11—Chairman, J. Kennedy; Secretary, J. Marshall. Ship is in bad shape, with no porthole screens...

PENN CARRIER (Penn Shipping), February 26—Chairman, F. Fernandes; Secretary, Judson P. Lamb. \$3.50 in ship's fund. Everything is running smoothly with no beefs.

ANDREW JACKSON (Waterman), March 16—Chairman, W. C. Sellers; Secretary, H. G. Ridgeway. \$12.00 in ship's fund. Most of the repairs have been completed...

TUSCON VICTORY (Hudson Waterways), March 5—Chairman, Charles T. Scott; Secretary, Charles T. Scott. No beefs were reported by department delegates...

FANWOOD (Waterman), March 25—Chairman, Robert Kyle; Secretary, John R. Tilley. Ship's Delegate H. Smith reported that there were no beefs and no disputed OT in the departments...

MANKATO VICTORY (Victory Carriers), March 25—Chairman, D. Kasnikewicz; Secretary, R. V. Melihoro. \$10.25 in ship's fund. No beefs reported by department delegates...

SANTA EMILIA (Liberty Navigation), March 19—Chairman, None; Secretary, None. No beefs were reported by department delegates. One man missed ship in Chicago.

DEL ORO (Delta), March 19—Chairman, Stanlon L. Grice; Secretary, W. E. Simmons. \$47.75 in ship's fund. Everything is going along smoothly with no beefs...

ALCOA MASTER (Alcoa), March 19—Chairman, R. Hodges; Secretary, Vincent J. Fitzgerald. Everything is running smoothly with no beefs.

BOWLING GREEN (Pan-American Tankers), March 19—Chairman, Mike O'Leary; Secretary, Bob Berger. One man missed ship in Honolulu. OT beef concerning the second electrician. New washing machine needed...

MANHATTAN (Hudson Waterways), February 19—Chairman, William Padgett; Secretary, Clyde Kent. Ship's delegate reported that there was some disputed OT concerning restriction to the ship...

JEFFERSON CITY VICTORY (Victory Carriers), February 25—Chairman, Edward Morris; Secretary, G. D. Kelli. \$5.00 in ship's fund. Motion was made to bring the SIU retirement plan up to par with that of other maritime unions.

OCEANIC TIDE (Trans-World Marine), March 3—Chairman, Wilburn Dodd; Secretary, Elmer E. Gress. Ship was fumigated in Japan. Disputed OT in deck department to be taken up with patrolman...

ELIZABETHPORT (Sea-Land), March 4—Chairman, James L. Stuard; Secretary, John E. Johnson. \$72.05 in ship's fund. No beefs reported by department delegates...

DIGEST of SIU SHIP MEETINGS

OCEAN PIONEER (Pioneer Tankers), March 26—Chairman, Ted Jones; Secretary, Robert Goldy. One man was hospitalized in Panama. No beefs and no disputed OT reported...

STEEL VENDOR (Isthmian), March 19—Chairman, Fred Shala; Secretary, Elliott Gorum. Ship's delegate reported that everything has been running smoothly. \$30.55 in ship's fund...

DEL MAR (Delta), March 19—Chairman, Joseph McLaren; Secretary, A. Alford. \$478.80 in movie fund. Few hours disputed OT in deck and engine departments...

MT. WASHINGTON (Victory Carriers), March 19—Chairman, Garreth A. Wile; Secretary, Alonso Bryant. Some disputed OT in deck and engine department. Discussion held about air-conditioning and having movie on TV aboard ship...

DUKE VICTORY (Victory Carriers), March 27—Chairman, Frank Wrantik; Secretary, Harold DuCloux. Ship's delegate reported that all repairs from the previous voyage were taken care of...

LOS ANGELES (Sea-Land), March 25—Chairman, John Olanowicz; Secretary, M. E. Sanchez. \$15.70 in ship's fund. One man missed ship in Okinawa. Special vote of thanks was extended to Brother Del Craig, ship's delegate...

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## SIU Welfare, Vacation Benefits Hit \$80 Million



**T**HE SIU'S continually expanding program to provide health and welfare protection for Seafarers and their families has now paid out over \$80 million since the inception of the Welfare and Vacation plans. The total as of March 31 was \$80,749,922.98.

With the rising costs of hospital and medical care already clearly apparent, and the realization that the future trend would surely be higher, the SIU Welfare plan was organized in 1950. Since that time, more than \$33.1 million has been paid out for hospital, death, disability, maternity, dependent, optical and out-patient benefits.

The SIU Vacation Plan, which went into operation in February of 1952, has provided Seafarers with more than \$47.5 million in vacation benefits in the past 15 years.

Since the Union Welfare Plan was organized, a total of \$5.7 million has been paid out to SIU members and their dependents for hospital expenses, and \$1.4 million for maternity costs.

The welfare plan has also paid out more than \$2.6 million in out-patient benefits and \$7.5 million in disability benefits.

In addition, over \$7.4 million in dependents benefits has been paid out since the Welfare Plan was established.

Death benefits to the survivors of departed Seafarers have amounted to more than \$7.7 million.

Among the typical medical services covered by the Welfare Plan are hospital expenses—including room, board and extras—blood transfusions, surgical and maternity benefits.

The almost \$81 million paid out in benefits under Welfare and Vacation Plans since 1950 does not represent the total assistance which Seafarers and their families have received from these plans. The total value of Welfare benefits is considerably higher, since the cost of scholarship payments, meals, books, training facilities and medical examinations for SIU members and their dependents have not been included in the figure.

The Seafarers Welfare Plan is maintained entirely by employer contributions, based on man-days worked.

The Plan is administered by a Board of Trustees consisting of an equal number of Union and employer representatives.