

# CONGRESS SPEEDS MAJOR SHIP BILLS

## Seeks To Adjourn This Month

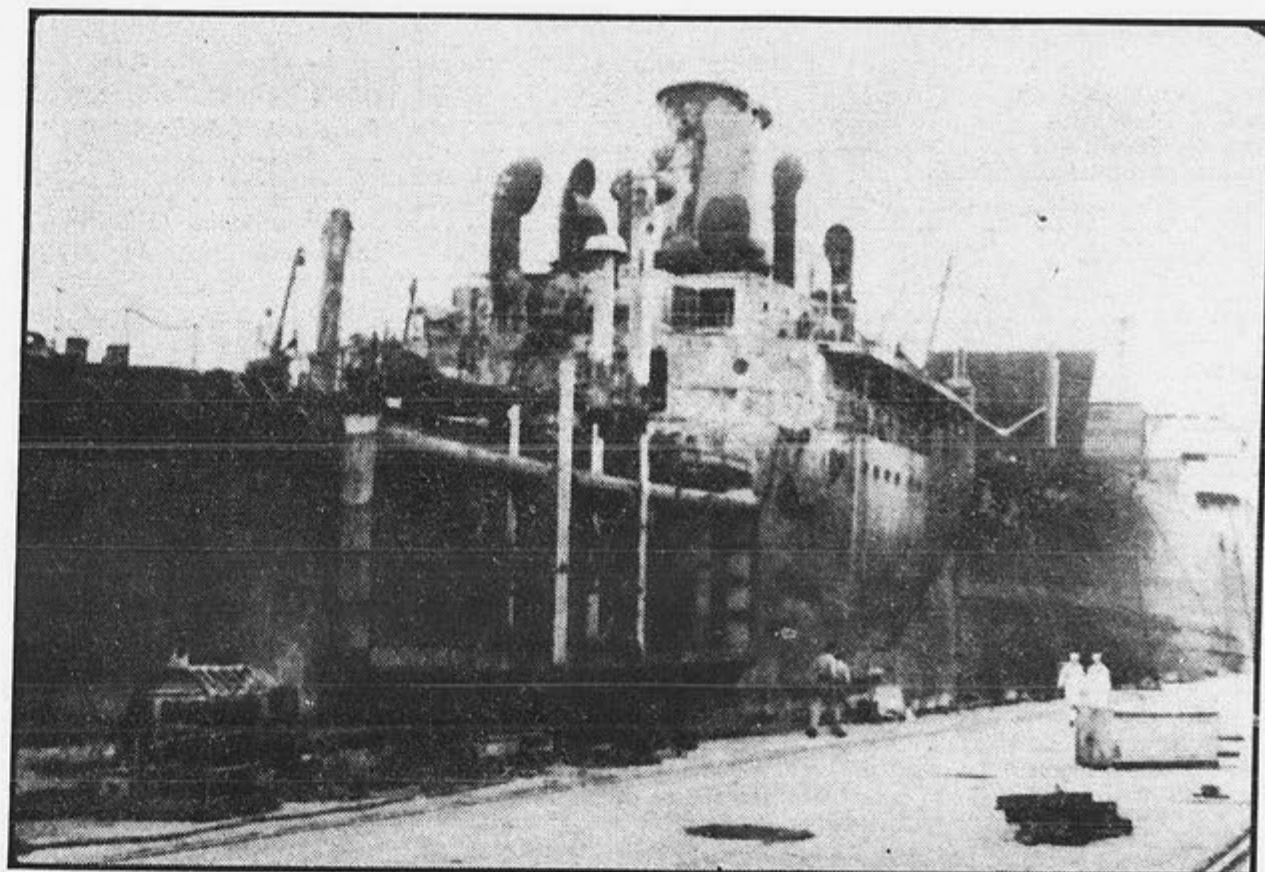
Story On Page 3

**Test Run.** Standing by for boat drill on the Sea-train New York, Seafarers (l to r) Van Holden, QM; Peacock, steward; King, oiler; Meyer, electrician, are glad it's not the real thing. Test drills are good insurance, comments J. Meyer, ship's reporter, who sent in photo. ➔



**SIU Scholar.** One of two Seafarers who won an international trade union scholarship for study in England in competition with trade unionists all over the US is Gene Sinclair, AB, who displays letter notifying him of award. It was first time two American seamen have won the award in same year. (Story on Page 3.)

**Grim Reminder.** Makeshift steel framework holds together burned-out hull of former Cities Service tanker Salem Maritime at Baltimore shipyard, where repair work is being done. ➔ Thirteen SIU men and eight others were lost in explosion and fire last January.



# Members Approve Resolution On SIU Voting Changes

NEW YORK—Seafarers in membership meetings in all ports have accepted and turned over to a membership constitutional committee for study a resolution which would amend the SIU constitution's voting procedures.

The proposed amendments are in the hands of a rank and file committee elected from the floor of the June 27 headquarters meeting.

The full resolution adopted by the membership and now before a constitutional committee appears in this issue's centerfold. Also in this issue is a complete copy of the SIU constitution as it now stands.

The proposed amendments are of a mechanical nature and stem primarily from recommendations made by various rank and file polls committees in elections since the SIU constitution went into effect on October 15, 1952.

Commenting on the resolution,

## WC Union Merges With Canada SIU

VANCOUVER, BC — Another 1,000 seamen and tugboatmen have been added to the SIU of NA's ranks as a result of the merger of the West Coast Seamen's Union into the ranks of the SIU Canadian District. The merger step adds 160 tugboats, four deep sea ships and a small number of harbor ferries to the vessels now manned by Canadian Seafarers.

Completion of the merger eliminates the last feeble remnants of the once mighty Canadian Seamen's Union from Canada's waterfront. Back in 1949, the SIU A&G District assisted the Canadian SIU in driving the Communists out of Canada's maritime and, in the process, broke the grip of the Communist-dominated CSU on the East Coast and the Lakes. At the time, the West Coast section of the CSU broke with its Communist-dominated leadership and set up its own independent organization.

### Weak As Independent

Up until recently, the WCSU went its separate way, but with the merger of the Canadian Confederation of Labor and the Canadian Trades and Labor Congress, the independent outfit felt the weakness of its position outside labor's ranks. Accordingly exploratory talks were undertaken between WCSU and the Canadian District to see if a merger was feasible. Rapid progress in the talks quickly converted them into serious merger efforts until all obstacles were removed and a firm commitment to merge was made by both sides.

Under the terms of the agreement, all regular members of the WCSU will receive membership in the Canadian District. The Canadian Seafarers believe the merger will immensely strengthen their hand in dealings with West Coast shipowners.

SIU secretary-treasurer Paul Hall stated, "The SIU constitution has been recognized over the years as an outstanding example of trade union democracy. The proposed changes will strengthen this document's guarantees to the men of the SIU and therefore deserve the study and support of all Seafarers."

The points covered by the resolution provide for greater safeguards to the voting rights of the SIU membership and will further help to safeguard the secrecy of the ballot.

The proposed amendments to the constitution are as follows:

1. Provides for a bank vault to which the ballots shall be mailed daily and held by the bank until a membership-elected tallying committee calls for them.

2. The four months seetime that is required to run for an office in the SIU must be on an SIU-contracted ship.

3. Changes the time of election of a credential committee from the first meeting after September 12th of the election year to the first meeting in September.

4. Changes the procedure on voting rosters from maintaining triplicate copies to duplicate copies.

5. Changes the period of voting from November 15th through January 15th to the period of November 1 through December 31.

6. Polls committees may now be elected between 8 AM and 9 AM instead of only after 9 AM.

7. Provides for the port polls committees to mail the ballots to the central bank depository daily.

8. Provides for a tallying committee of 14 men instead of six men. Six of the committee will be elected in New York and two each in San Francisco, New Orleans, Mobile and Baltimore.

9. Changes the period of the newly-elected officials taking office from midnight of March 31 to midnight of the night of the acceptance of the tallying committee report.

Following study of the resolution by the committee, a report will be made to the membership at the July 11 meeting. If the committee approves of the resolution a 28-day secret referendum will be on July 12 and end August 8.



Guests and executive board members of the AFL-CIO Maritime Trades Department attending last week's meeting in Chicago included (l to r): Anthony Matz, President, Firemen and Oilers; SIU 1st v-p Paul Hall, SIU-A&G; SIUNA v-p Hal Banks, SIU Canadian District; Pres. Arnold Zander, State, County and Municipal Employees; Sec'y-Treas. E. L. Slaughter, Int'l Bro. of Longshoremen; Pres. Harold Schneider, Grain Millers; newly-elected MTD exec. sec'y-treas. Harry O'Reilly; MTD pres. Harry Lundeberg, SIUNA president; SIUNA v-p Morris Weisberger, SUP; Capt. C. T. Atkins, MM&P pres.; Exec v-p Einar Mohn, Teamsters; Steve Leslie, v-p Operating Engineers; Pres. Larry Long, Int'l Bro. of Longshoremen.

## Harry O'Reilly Named MTD Sec'y-Treasurer

Harry O'Reilly, former chief of the AFL's Organizing Department in Washington has been named by the Executive Board of the Maritime Trades Department as its new secretary-treasurer. The action took place last week at the board's meeting in Chicago, which

was attended by SIU-A&G Secretary - Treasurer Paul Hall.

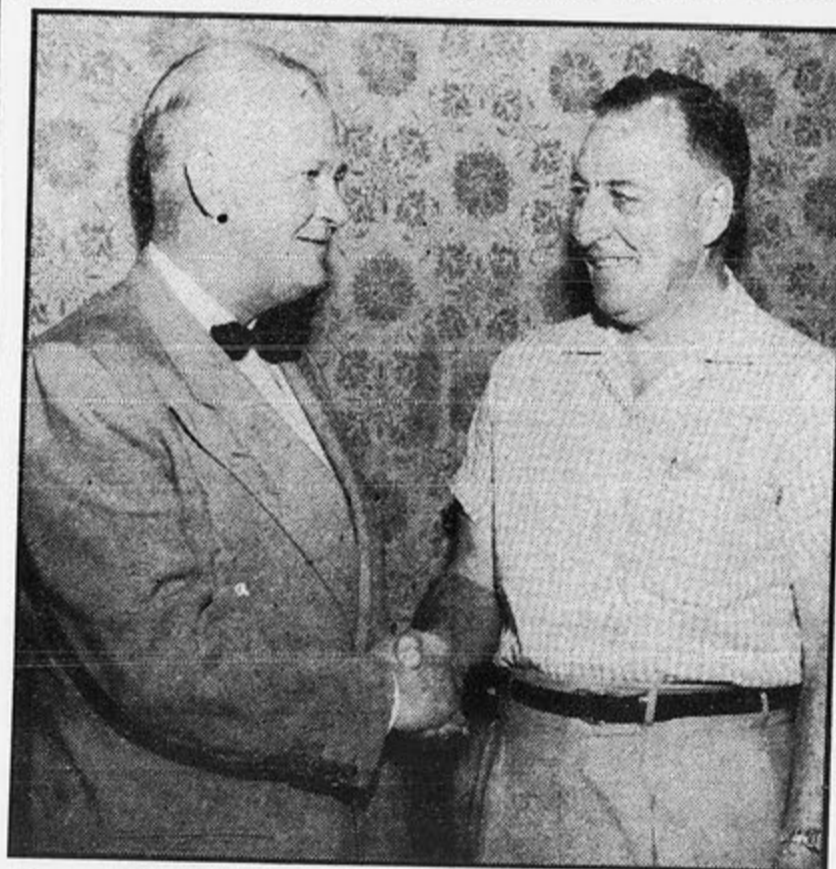
The naming of O'Reilly was the principal purpose of the meeting. Prior to his appointment as the chief administrative officer of the Maritime Trades Department O'Reilly has been serving as assistant director of organizing in the merged AFL-CIO.

At the MTD executive board meeting MTD president Harry Lundeberg gave a full report on issues involving the marine unions which have not yet affiliated with the Maritime Trades Department. He pointed out that some of these unions had attempted to infer that they had been denied admission to the department. The MTD president then cited the steps and actions he had taken to correct these false reports. The executive board adopted his report and concurred unanimously in the action he had taken.

### Board Votes Thanks

Following the installation of O'Reilly to his new office the board voted thanks to Morris Weisberger of the Sailors Union of the Pacific, for the excellent job he had done in handling administrative duties of the MTD on a pro-tem basis. He was asked to continue to assist O'Reilly during the transitional period. Thanks were also voted E. L. Slaughter, secretary-treasurer of the Int'l Brotherhood of Longshoremen, who had been elected secretary-treasurer of the MTD at the November convention to serve until a full-time administrator could be named.

In a final wind-up report, board members were told that the offices of the MTD, in conformance with provisions of the federation's constitution, are now located in the national headquarters of the AFL-CIO in Washington. There the department has fully equipped new offices, ready to go into action to carry out the department's duties.



Former AFL Organizing Director Harry O'Reilly (left) is congratulated on election to new post as MTD executive sec'y-treas. by E. L. Slaughter, sec'y-treas., Int'l Brotherhood of Longshoremen. O'Reilly was named at last week's executive board meeting of the MTD in Chicago.

## Sword Line Bought By McLean

MOBILE—Controlling interest in the Sword Line has been purchased by Malcolm P. McLean, president of McLean Industries, parent company of the SIU-contracted Waterman and Pan-Atlantic shipping operations.

The Sword Line is a 20-year-old American-flag shipping company operating in coastal service. Stock in the company is expected to be transferred to McLean Industries at the original purchase price.

### Gain Operating Rights

The new acquisition would probably be used to provide additional operating rights for Pan-Atlantic in coastal ports it is seeking to

service with its "piggyback" tanker-truck trailer ships.

Pan-Atlantic already operates two T-2 tankers fitted with special platform decks for carrying truck trailers only in weekly service between New York and Houston southbound, and both oil and trailers northbound. A third converted T-2, the Maxton, is due to be added to the run this month.

The company has been seeking additional operating rights in vir-

tually all deepwater ports along the coast from Maine to Texas. A bill approving Government charters on 20 more T-2 tankers from the reserve fleet is due for action in the House today. It has already been cleared by the House Merchant Marine Committee.

Details of the Sword Line transaction were not revealed. The company operates a few freighters and one tanker in coastwise service at the present time.



John Sweeney

## 2 Seafarers Win Grants To England

Competing with union members from all over the United States, Seafarers have won two of the three scholarship awards offered by the Institute of International Education. Seafarer Gene Sinclair was awarded a one-year scholarship at Ruskin College, Oxford, and Seafarer John Sweeney won a year's study award at Coleg Harlech, Wales.

This is the first time on record that any US union has had more than one winner at a time in its ranks. In previous years, two other Seafarers won these awards. They are Irwin Sull, who is now employed by the organizing department of the International Ladies Garment Workers Union and Ed Larkin, who subsequently won an SIU scholarship award and got a degree from Cornell University.

### Pay Room And Tuition

Of the three scholarships financed by the Transatlantic Foundation two are for Ruskin College and one for Coleg Harlech. The Ruskin awards provide 325 pounds (\$910 at the official rate of exchange), which provides for room, board and tuition and leaves about \$350 for personal expenses. The third award at Coleg Harlech covers room, board and tuition, with the student having to carry his own personal expenses.

Sinclair, the Ruskin winner, is currently shipping out of the New York hall while Sweeney is aboard the Sandcaptain, Construction Aggregates dredge, in Venezuela. Both men are ABs.

## SEAFARERS LOG

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

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# Congress Speeds Major Ship Bills As Deadline Nears

With Congress aiming at adjourning this month, a mountain of legislation still awaits its action, including many key bills affecting Seafarers and the US merchant marine.

Despite the heavy load before Congress, prospects for several new US ship ventures brightened this week as the House passed a bill guaranteeing 100 percent Government mortgage insurance on all types of new construction. SIU Secretary-treasurer Pall Hall has twice testified in support of the measure.

If cleared by the Senate and the President this year, it would assure a start on the long-postponed plans of the Arnold Bernstein Line for the first new US passenger ship operation in recent years. The service, which proposes to use up to three converted Mariner-type ships for low-cost tourist travel to Europe, would mean an estimated 1,000 new jobs for American seamen.

The bill is now before a Senate Commerce subcommittee. Senate and House lawmakers began moving this week to wrap up action on a number of other key maritime bills. The haste for adjournment is linked to the political party nominating conventions next month.

### Piggyback Vote Due

Action on another bill of vital concern to Seafarers was also expected today in the House, when a bill approving Pan-Atlantic Steamship's bid for charters on 20 Government-owned tankers was again due to come up for a vote. A test vote on the measure earlier in the week failed by a tiny margin.

At Senate Commerce Committee hearings on the mortgage bill this week, SIU Secretary-Treasurer Paul Hall again appeared to back the measure as the only means of encouraging financing of new shipping ventures by private investors. Hall testified in support of the bill before the House Merchant Marine Committee two weeks ago. The House unit passed the measure a day later.

Originally designed to assist new passenger ship construction only, the bill was broadened in committee to take in all types of new vessels. It increases Government mortgage insurance guarantees from 90 to 100 percent. Previously, this was available on only special types of vessels.

### Call-Selector Bill

Other measures up for action include a bill already passed by the House requiring operators of cargo ships to install a new type of automatic radio call selector to alert the ship to a variety of messages from shore when the lone radio operator aboard is off duty.

It met sharp opposition in the House following testimony that it had been faulty in commercial testing. All ships already carry a device to receive emergency messages at all times, whether the operator is on duty or not. Maritime unions led by the SIU and the Radio Officers Union, whose members would be directly affected, are opposed to the new gadget. Chance of its passage by the Senate are considered slim. It is now before a Senate commerce subcommittee.

Another maritime measure due for Senate subcommittee action would bar owners of ships rebuilt

in foreign shipyards from using them in domestic US service.

### Quarantine Bill

Late introduction of a shipowner-backed bill authorizing uniform overtime rate payments for Federal inspectors who serve the maritime industry may doom this proposal for another year.

The present bill would equalize the rates for Customs, Immigration, Quarantine, Coast Guard and Federal Communications Commission inspectors to provide for inspections at all hours. Lack of a system to permit after-hours quarantine inspections is said to cost the industry up to \$15 million annually because of delays in loading and discharging cargoes.

## No Danger Seen On '57 Marine Hospital Funds

WASHINGTON—Survival of the USPHS hospitals for another year seems assured as a result of Congress' approval this week of funds for the coming year.

This week's fund appropriation of \$35.7 million is approximately the same as that voted last year after a stormy fight through both houses of Congress. The fight was touched off by recommendations of the Hoover Commission that all USPHS hospitals be closed and care to merchant seamen discontinued.

The USPHS hospital program for merchant seamen has been un-

der heavy fire during recent years, especially during the period Mrs. Ovita Culp Hobby served as Secretary of Health, Education and Welfare.

The ease with which this year's funds were voted was attributed to an election year reluctance to arouse the ire of American merchant seamen and those persons who depend upon the hospitals for a livelihood.

# \$900G SIU Benefits Paid In '55; Plan 6 Yrs. Old

Firmly established as the pace-setter in the maritime industry, the SIU Welfare Plan marked its sixth birthday last Sunday.

It has paid out \$3.4 million in benefits to thousands of Seafarers and their families during that period, and is backed

up by another \$3.6 million in cash, bonds and other assets.

Approximately \$900,000 of the total cash benefits paid out so far were received by Seafarers and SIU families in the past 12 months. The Plan began active operations on July 1, 1950.

Moreover, the figures on cash benefits paid do not include all of the Plan's no-cost services to Seafarers. Additional benefits have gone to Seafarers in the form of recreation and dormitory facilities, the meal book plan, training school facilities in Mobile and other items.

### New Movie Benefit

An additional special benefit was added in May, 1956, under which the SIU Welfare Plan is to provide first-run movies twice monthly for showings to Seafarers and other seamen in the marine wards of the Philadelphia and Tampa city hospitals and at 10 US Public Health Service hospitals on all coasts.

All told, the SIU Welfare Plan now includes a program of 14 separate no-cost benefits ranging from maternity benefits to scholarships, plus assistance on a variety of personal and legal problems through a special SIU Welfare Service Department with Union representatives in major SIU port cities.

### Unique Benefits Program

Launched on a modest scale in 1950 with limited benefits and an eye to future growth, the Seafarers Plan has paced the industry in experimenting with new types of

benefits unique in the shipping industry and in union welfare services generally. It has built up large surplus and operating funds through careful Union-management administration while sacrificing nothing in benefits to SIU men and their families.

One of the first union plans to operate on a self-insured basis, it has eliminated high premiums to private insurance companies and cut away the red tape usually encountered in such operations.

Total payments of the Plan to date in major cash benefits include the following:

\*Hospital benefits: \$910,000 since July 1, 1950 (rate of benefit originally \$7 weekly, now \$21).

\*Death benefits: \$1,575,000 since July 1, 1950 (originally \$500, now \$3,500).

\*Disability benefits: \$214,000 since May 1, 1952 (originally \$20 weekly, now \$35).

\*Maternity benefits: \$490,000 since April 1, 1952 (\$200 for each birth; Union has also furnished a \$25 US bond for each child, total \$46,000).

\*Scholarship benefits: \$108,000 since September, 1953 (originally four, now five awards annually worth \$6,000 each).

\*Family hospital and surgical benefits: \$92,000 since June 1, 1953 (payments for hospital room & board, surgical costs, doctors' hospital visits, hospital extras).

### SEAFARERS WELFARE PLAN 11 BROADWAY NEW YORK CITY

Please check my enrollment and beneficiary cards to see if they are properly filled out. Send the answer to the following address:

Name .....  
Address ..... Soc. Sec. No. ....  
City ..... State .....

Use the above form if you have already filled out enrollment and beneficiary cards and want to make sure they are correct. If you have not filled out these cards, or want to make changes, you can get new cards from any SIU port office.

## SCHEDULE OF SIU MEETINGS

SIU membership meetings are held regularly every two weeks on Wednesday nights at 7 PM in all SIU ports. All Seafarers are expected to attend; those who wish to be excused should request permission by telegram (be sure to include registration number). The next SIU meetings will be:

July 11  
July 25  
August 8  
August 22  
September 5

# SIU Wins Shuttle Run Beefs; Co's To Limit Hiring Non-US Seamen

Securing proper replacements for men who leave their ships in ports along the Persian Gulf-Japan shuttle has become a major headache to crews who stick with their ships.

SIU crews have found that often the companies are hiring as replacements men who have little knowledge of the English language and even less knowledge of the job required. As a result, the crewmembers who remain with their ships must shoulder an extra burden along with the shuttle's usual disadvantage of monotonous months without any recreation.

### Don't Stick To Ship

In discussions of the problem with the SIU tanker companies now operating ships in the service, SIU headquarters officials found that the companies prefer to hire American seamen as replacements but have found that many of the men available are only interested in making a short trip and then piling off on the beach again, usually in Japan. The companies promised the SIU that where American seamen who intend to stick with the ship are available in foreign ports they will hire them in preference to others.

The meetings with the companies

also disposed of several other beefs from crews on the run. Among the promises made by the companies are: installation of awnings on their ships, prompt cleaning of tanks, chlorinating of water, installation of windscoops and screens and improved mail service.

## 12th LOG Sea Library Now Ready

The 12th set of SEAFARERS LOG libraries will start going aboard all SIU ships beginning next week. The SIU Sea Chest will handle the distribution of the 50-book sets, one of four library packages put aboard the ships every year.

Each of the 50-book packages consists of paperback volumes incorporating a variety of reading matter. The assortments include a number of novels, mystery stories, westerns, sport books, books of humor and other popular reading material.

The shipboard library assortments were first put aboard by the SEAFARERS LOG in September, 1953. They have since proven popular with ship's crews for helping to provide fresh reading matter for crewmembers' leisure hours. The appetite of seamen for reading materials is a huge one, and any books and magazines are quickly used up.

### Solved Problem

Before the LOG program got underway, seamen had to depend almost entirely on books and magazines supplied by voluntary agencies. In almost all instances these were odd-lot used books of little interest to the men. Otherwise, seamen had to buy books themselves.

With the coming distribution, each SIU ship will have received 600 different titles since the LOG library program began. The books are in addition to regular airmailings of the LOG every two weeks to the next port of call of each SIU ship.

## Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of July 5, 1956, and are subject to change without notice.

England, New Zealand, South Africa: \$2.80 per pound sterling.  
Australia: \$2.24 per pound sterling.  
Belgium: 50 francs to the dollar.  
Denmark: 14.45 cents per krone.  
France: 350 francs to the dollar.  
Germany: 4.2 marks to the dollar.  
Holland: 3.7-3.8 guilders to the dollar.  
Italy: 624.8 lire to the dollar.  
Norway: 14 cents per krone.  
Portugal: 28.75 escudos to the dollar.  
Sweden: 19.33 cents per krona.  
India: 21 cents per rupee.  
Pakistan: 21 cents per rupee.  
Argentina: 18 pesos to the dollar.  
Brazil: 5.4 cents per cruzeiro.  
Uruguay: 52.63 cents per peso.  
Venezuela: 29.85 cents per bolivar.

# Shipping Round-Up & Forecast

June 13 Through June 26

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	11	2	9	5	7	3	27	10	37
New York	96	24	81	28	69	14	246	66	312
Philadelphia	17	5	19	7	14	8	50	20	70
Baltimore	61	25	54	32	37	26	152	83	235
Norfolk	10	7	9	8	2	6	21	21	42
Savannah	12	3	6	6	4	5	22	14	36
Tampa	9	2	7	1	6	1	22	4	26
Mobile	45	15	31	12	23	12	99	39	138
New Orleans	57	12	30	12	57	15	144	39	183
Lake Charles	16	12	9	13	6	4	31	29	60
Houston	17	17	20	10	6	5	43	32	75
Wilmington	8	4	9	6	2	5	19	15	34
San Francisco	12	15	22	14	15	12	49	41	90
Seattle	15	7	4	13	2	15	21	35	56
<b>Total</b>	<b>386</b>	<b>150</b>	<b>310</b>	<b>167</b>	<b>250</b>	<b>131</b>	<b>946</b>	<b>448</b>	<b>1394</b>

Port	Shipped						Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C				
Boston	10	0	0	2	3	1	15	8	2	25
New York	61	24	37	64	22	23	67	14	25	192
Philadelphia	22	4	0	19	12	4	14	5	2	55
Baltimore	30	18	18	19	23	24	23	18	17	72
Norfolk	5	10	4	6	3	5	4	7	4	15
Savannah	9	8	5	8	6	4	2	5	9	19
Tampa	8	3	0	2	3	1	5	1	0	15
Mobile	34	14	11	21	10	22	17	6	23	72
New Orleans	64	12	32	33	16	29	46	11	31	143
Lake Charles	14	13	3	10	13	7	7	8	3	31
Houston	13	12	5	19	13	0	6	10	7	38
Wilmington	6	3	3	3	8	2	2	3	3	11
San Francisco	23	9	0	10	6	2	7	1	1	40
Seattle	6	4	0	2	4	1	5	5	0	13
<b>Total</b>	<b>305</b>	<b>134</b>	<b>118</b>	<b>218</b>	<b>142</b>	<b>125</b>	<b>208</b>	<b>99</b>	<b>126</b>	<b>731</b>

Shipping in A&G District ports shot up again during the last period, toppling a few records in the process.

Job activity, with 1,475 men dispatched, hit a nine-month high. Registration was heavy also, at 1,394.

New York, Baltimore and New Orleans, and Mobile more recently, have been booming and more than held their own. Baltimore slipped under the 200-job mark for the period, but the other three increased sufficiently to make up for the lapse. They were helped along by an unexpected boom for Savannah, and a sort of "boomlet" for Lake Charles and Houston also.

At the same time, Philadelphia, Norfolk, Tampa, Wilmington and San Francisco held to the same pace as the previous two weeks which, except in the case of the West Coast ports, was well above

average for them. Only Baltimore and Seattle declined. While the East Coast is in the midst of a boom, the West Coast has fallen off for a time.

A glance at the shipping figures shows class B and class C shipping running neck and neck and, taken together, they overran class A during the period. However, class A registration was high and this will probably be reflected in the shipping totals next period.

For the current period, the total shipping broke down to 50 percent for class A, and 25 percent each for B and C. The percentages were new lows for class A and class B and a new high for class C men, who have no seniority in the SIU. The total number of C men dispatched was also a record for the A&G District and New Orleans' own total of 92 C men shipped was a new high for any one port. Previously the largest number of C men shipped in one two-week period was 246.

### Class A Has Pick

The overall picture is expected to remain the same as long as shipping remains good throughout the District generally, and class A men, who have top seniority rights for claiming jobs, can pick their spots any way they wish. All US shipping is busy right now, due to a tight ship and cargo market, plus above-normal job turnover due to the summer vacation season.

The following is the forecast port by port:

**BOSTON:** Fair . . . **NEW YORK:** Very good . . . **PHILADELPHIA:** Good . . . **BALTIMORE:** Still very good . . . **NORFOLK:** Good; getting better . . . **SAVANNAH:** Fair . . . **TAMPA:** Fair . . . **MOBILE:** Good . . . **NEW ORLEANS:** Very good . . . **LAKE CHARLES:** Busy . . . **HOUSTON:** Good . . . **WILMINGTON:** Fair . . . **SAN FRANCISCO:** Fair . . . **SEATTLE:** Slow.

## Seafarers In Action

"Register and vote" is always a timely message, particularly in a presidential election year. And where seamen are involved, plenty of time is needed in advance. Guy Walter, secretary-reporter on the Arlyn, made the pitch to crewmembers so that they can help themselves at the polls, as he put it.



Walter

The department of culinary arts has a few citations to put out this week. Aboard the Edith baker Henry Milton drew a commendation for his "excellent bread and pastries." Chief cook George Hair and baker William Langford also rated an "excellent" for their chow with the crew noting regretfully that both of them were getting off at the end of the trip. On the Hilton, Seafarer J. M. Landy stepped in and pinch hit for the chief steward when the latter was injured and did a good job all around. The chief cook aboard the Jose Marti also was top-rated for his output.

Showing consideration for a hospitalized shipmate won thanks for Seafarer Charles Wysocki of the Robin Mowbray who was thanked by the man for visiting him while hospitalized in Africa. The Steel Seafarer crew showed consideration for a workaway aboard by supplying him with

smokes and other needed articles to make his passage home all the more pleasant. L. Karalunas was the ship's delegate on this vessel.

## Little Man On Big Ship



Magical appeal of big ships to small boys scores again as Seafarer Joseph Shaw, ship's delegate on the Suzanne, explains operation of compass to youngster who toured the ship with a group of NY Cub Scouts. The Scouts also visited nearby SIU headquarters before touring Bull Line docks.

# Baltimore PHS Cure Is 'Susie Q'

The best get-well-quick medicine at the Baltimore USPHS hospital these days isn't any miracle drug. No, sir! It's a pert 6-year old blonde miss who has captured the hearts and raised the spirits of the 35 seamen-patients in Ward 5, North.



A top morale booster at the Baltimore USPHS hospital for Seafarers and other seamen-patients, six-year-old Susan "Susie Q." Taylor spends her days making life pleasant for everyone else while she recovers from a leg infection. She's shown with Seafarer Victor Cooper, holding on to the walking doll SIU men in Ward 5, North, at the hospital presented her. Susie is the daughter of a Coastguardsman.

The daughter of a Coastguardsman, she's Susan "Susie Q" Taylor, a longterm patient in the hospital as a result of a leg infection. To the patients, though, she's the official morale booster and happiness-spreader.

According to the Seafarers in her ward she makes the days seem worth living when she "hot-roads" it into the ward in her wheelchair and gives all the fellows a big smile and a "Hi, how are you feeling this morning?" She then begins her busy day of visiting the beds and "helping" the nurses. She knows the names of almost every man in the ward, his rating, his union affiliation and anything else there is to know about him.

After a busy day with her charges Susie ends her day with a prayer for the doctors, nurses, the men in Ward 5 (all of whom she mentions by name) as well as a "don't forget the rest of the patients in the hospital, too." And no check-out is official without saying goodbye to Susie. She sends them all on their way with a hug, a kiss and a parting "stay well, you hear!"

According to the Seafarers in her ward, Susie's only competition for popularity is the Seafarers Welfare Service representative on the days he brings the weekly hospital payments.

But even here Susie has scored. On his latest visit, the Seafarers Welfare Services representative presented her with a walking doll as a gift from the SIU and the Seafarers of Ward 5 for making their stay a rich and rewarding experience.

# Ship Breakouts Hit Snag; Gov't May Wait Awhile

WASHINGTON—The US shipping industry was treated to a game of "buck-passing" this week when the Federal Maritime Board okayed one private operator's bid for charters on 15 Libertys from the reserve fleet and then left the final decision up to the Maritime Administrator.

The impression gained was that the Government shipping agencies planned to "sit" on the application of the Isbrandtsen Company and a dozen other private operators for ship breakouts for a while. The Maritime Administrator, Clarence G. Morse, is also chairman of the FMB.

### High Cargo Rates

Sharply rising cargo rates and a tight ship market this spring prompted a number of private companies and the International Cooperation Administration, which handles movements of US aid cargoes, to request up to 81 ships from the lay-up fleet. Thirty-five more have already been taken out or earmarked for the use of the Navy's Military Sea Transportation Service for the "Operation Blue Jay" supply run to US military bases in the Arctic.

However, cargo rates have been slipping down slightly since the beginning of June, as more ships become available and the mountain of cargo waiting to be shipped began to diminish. The feeling now is that since the Government has taken so long in acting on the breakout requests, nothing can be

lost by waiting a while longer and seeing how the picture develops.

Isbrandtsen wants the Libertys for up to a year to carry coal to France. Other operators from all coasts have chimed in with requests for ships to meet other commitments or prospective freight-hauling contracts.

In theory, the FMB approved Isbrandtsen's request and passed it on to the Secretary of Commerce who, in the course of things, must okay any breakout of ships. But it also left it up to the Maritime Administrator to keep a check on shipping conditions to make sure they require additional ships.

The maneuver has the net effect of barring immediate action on the application, in the expectation that as more and more ships become available, cargo rates will drop and normal conditions will return. This would cancel out most of the charter applications.



# Onassis Will Construct 5 Superships, Transfer 13

WASHINGTON—Seafarers may crew the world's largest ship sometime late in 1958 under a deal worked out "in principle" between the Maritime Administration and US interests of shipping tycoon Aristotle Socrates Onassis.

Conditional approval has already been given by the US for the foreign-flag transfer of 13 American-flag ships in exchange for construction of one super-giant 100,500-deadweight-ton tanker, another of 46,000 tons and three of 32,650 tons each for US construction and operation. All 13 ships are now manned by Seafarers.

The ships expected to be transferred are operated by four of Onassis' American companies, Trafalgar Steamship Corp., Victory Carriers, Inc., US Petroleum Carriers Inc., and Western Tankers. Eleven T-2 tankers, the 18,000-tonner Olympic Games and one Liberty are to go under either Panamanian, Honduran or Liberian registry, where they could theoretically be reclaimed for US use in an emergency.

Vessels involved are expected to be the tankers Republic, Federal, Arickaree, Battle Rock, Camp Namanu, Fort Bridger, Lake George, Stony Point, McKettrick Hills, Montebello Hills, William A. Burden and Olympic Games and either the Lewis Emery, Jr., or the Heywood Broun, both Libertys.

### Build Within Two Years

The new ships must be built within two years after contracts are signed. Agreements for the construction of the five new ships, including the 100,500-tonner, must be completed by the end of September, 1956, or the Onassis group will be liable to certain specified damages. The company has 30 days from the end of June to produce specifications of the ships they wish to build.

Loss of the 13 ships to the SIU would mean a cutback of 400 contracted jobs, a little less than half of which would be regained when the new ships are completed. It is understood they could be transferred any time after contracts are signed. The three smallest ships of 32,650 tons would probably be manned on the same scale as the three new supertankers being built for Cities Service, one of which is due to be crewed this month. They are to carry 33 unlicensed personnel. The other two Onassis ships would probably carry slightly larger crews.

## Keep Draft Board Posted

SIU headquarters urges all draft-eligible seamen to be sure they keep their local Selective Service boards posted on all changes of address through the use of the post cards furnished at all SIU halls and aboard ships.

## HOW AMERICAN UNIONS SERVE EVERY AMERICAN



Federal Income Tax was originally established to tax only the wealthy. Now the tax has become a heavy burden to all workers. But those persons who can afford to pay heavy taxes make use of loopholes in the tax laws to write off their entertaining, vacationing, cars, etc., as business expenses. Stocks and "deferred pay" schemes also help cut their tax on income.

American unions are fighting for a fairer Income Tax Law so as to lighten the load on those who can least afford it: the wage earners, the elderly, the disabled and the widows. Despite powerful opposition from all business groups, recent changes have been won in the law. One such change gives relief to working members who must pay for child care.

## INQUIRING SEAFARER

Question: Pan Atlantic is encouraging stock purchases by its employees, including seamen. Do you think a Seafarer should buy stock in a steamship company?

Frank Gustav, oiler: I don't think so because you might become too close to the company and fall away from your Union brothers. You might get interested in the company's welfare above all. It would be okay though, to buy stock in outfits outside the Union.



Pat Viera, stwd dep't: I wouldn't want to buy any myself because I don't think I have any business buying stock where I'm going to be working. When I do that then I can't be independent of the company any more because some of my money is tied up in it.



John Liston, AB: It might be all right if a seaman bought stock in a company provided he didn't become a company regular and ride one company's ships all the time. Otherwise, it is just like any other saving. There is nothing wrong with investing a few bucks.



Leon Ryzop, cook: If you start buying stock in a steamship company the next thing you know you start worrying about how the company is making out. Before long you can change into a company man. I don't think that is a very good idea for the seamen.

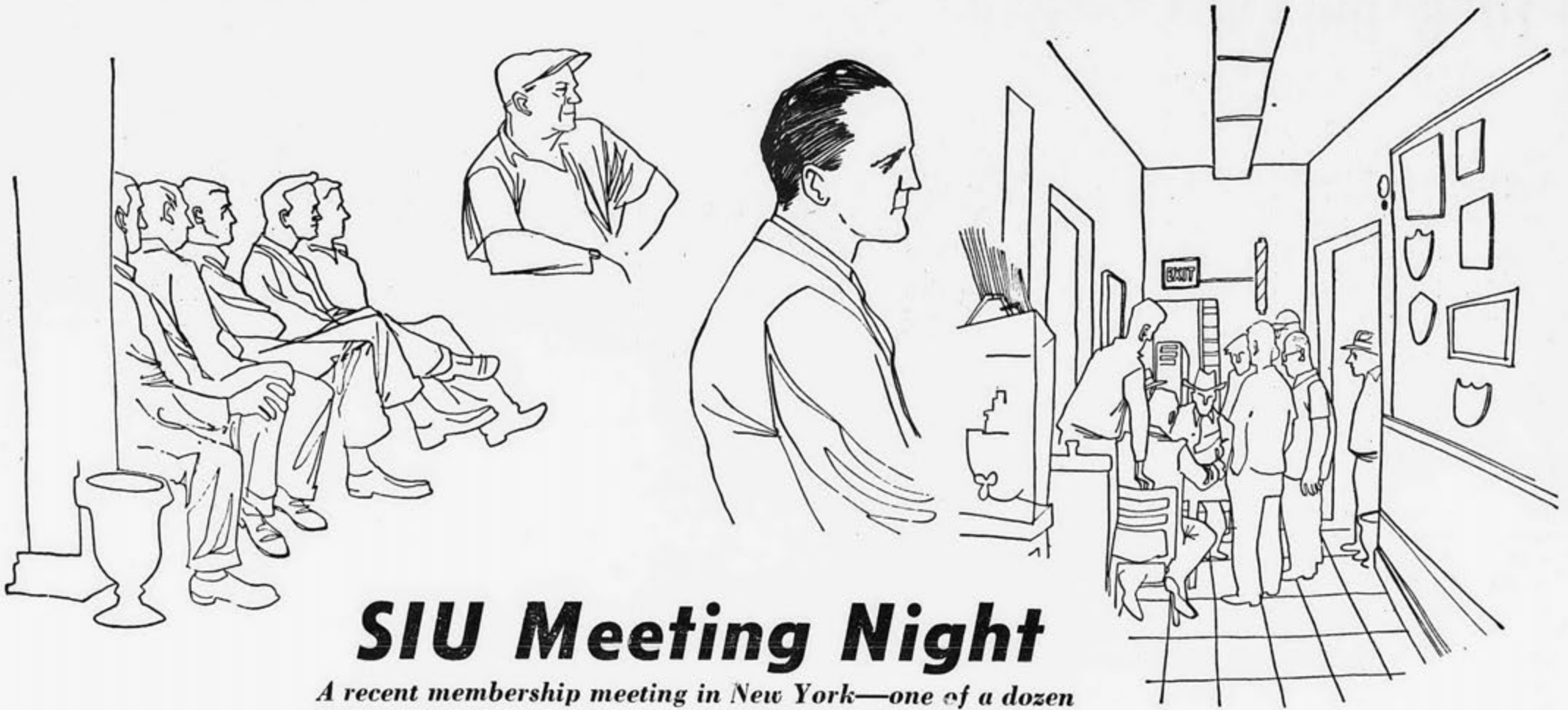


Ralph Ballard, cook: I can't see it, not in a Union-contracted company anyway. The men should stay away from companies the Union does business with because it is a stockholder's interest to protect the company's end at the expense of the men who work for it.



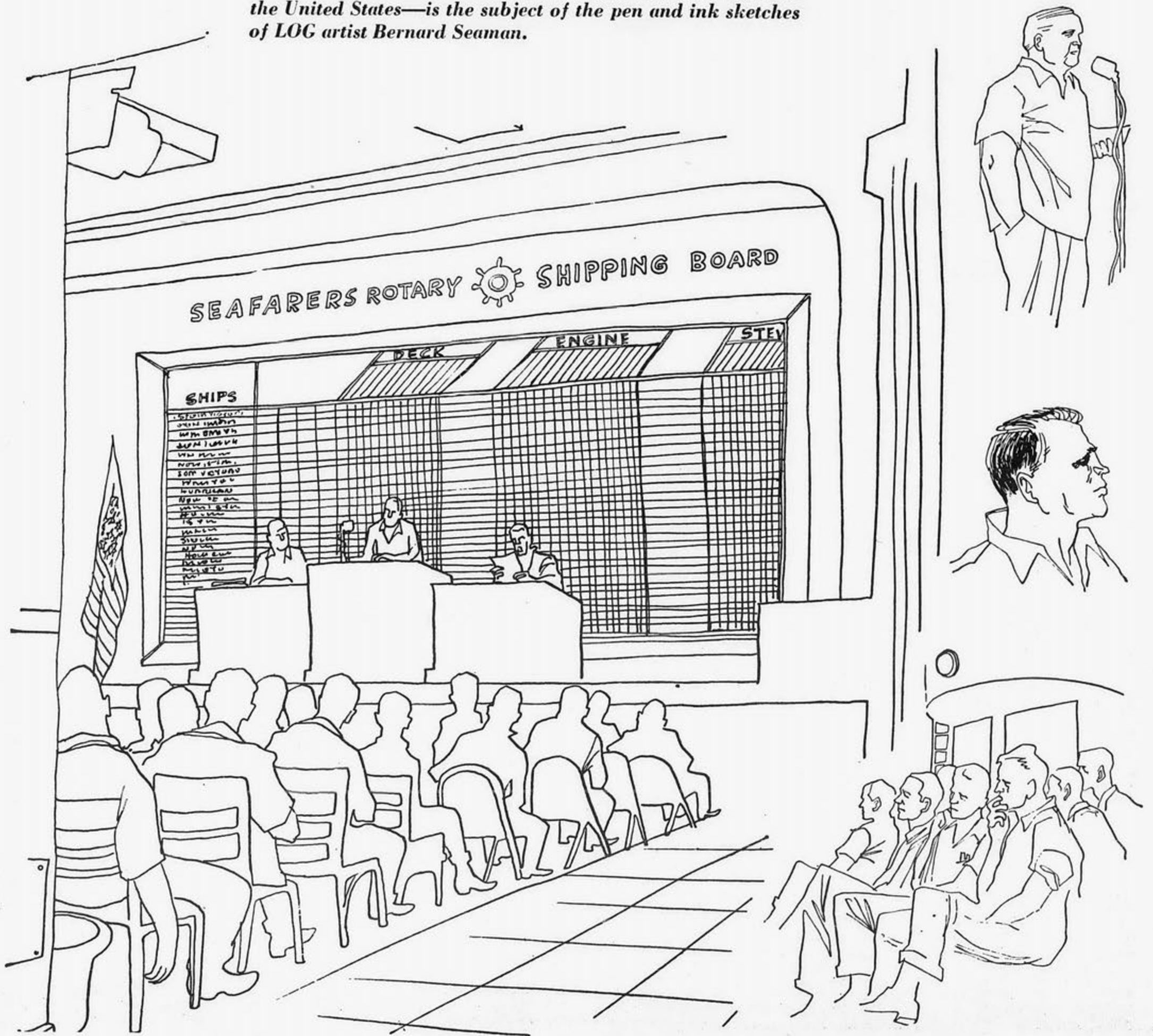
Joe Bracht, bosun: Definitely, if it's a good steamship company. A man's got everything to gain that way. A good Union man isn't going to change just because he buys stocks. If I can make extra dough for my wife and kids that way, I would be all for it.





## SIU Meeting Night

A recent membership meeting in New York—one of a dozen being held the same evening in SIU port cities throughout the United States—is the subject of the pen and ink sketches of LOG artist Bernard Seaman.



# YOUR DOLLAR'S WORTH

## Seafarer's Guide To Better Buying

By Sidney Margolius

### Appliances Slashed; Meat Costs Rise

Sharp price cutting of household appliances, air conditioners and television sets by many manufacturers and retailers offers moderate-income families a chance to pick up good comparative values in major home needs this month. Even some manufacturers like RCA, who never dumped TV sets, have been unloading them this summer at cut rates. But while prices of appliances are being slashed, the cost of living itself is reaching for an all-time high this summer. Chief reason is the climbing price of meat, especially pork. Watch your meat buying this summer. If you follow last winter's pattern, you may find yourself with soaring food bills and a shattered budget.

July is a good month for buying clothes as well as appliances. The July clearances offer sharp reductions on dresses, men's lightweight suits and sportswear and nylon hosiery. But the most valuable July buying opportunities are the annual shoe sales. Take advantage of these, for shoes will cost more this fall. After raising prices this spring, manufacturers have announced another price hike for fall. Some brands will cost as much as eight percent more, and the average increase is estimated at about five percent. This second increase really hurts, since shoes are the biggest item in a wage-earning family's clothing bill. A family of four spends about \$75 a year for shoes, or about 16 percent of its entire wardrobe cost.

The widespread legend that such recent price increases are required

by wage increases, as manufacturers invariably announce, and as working people themselves, sometimes get to believe, is exploded by a recent study made by the research division of the Boot and Shoe Workers Union. The fact is, the actual direct labor cost per pair of shoes was five percent lower in 1955 than in '54, and eight percent lower than in '53. The reduction in actual labor cost was due to an increase of 5.5 percent in productivity.

Here are tips on July buying opportunities:

**AIR CONDITIONERS:** Now that price tags on air conditioners have been brought down to more reasonable levels, moderate-income families are showing more interest, as indicated by this department's mail. This summer, air conditioners are widely available



for \$200-\$250. If you want installation and a year's service contract, the stores often make you pay \$35 additional. Expert installation is desirable but the service contract may not be necessary if you can buy just an installation job, as the machine is warranted by the manufacturer anyway for the first year.

One reason for the lower prices have been the introduction of 7½-ampere air conditioners. These are often available for as low as \$180-\$200. Unlike the full-power 11-15 amp models, the low-amp air conditioners need no special wiring, will plug into any AC outlet and use up to 40 percent less current, which is a valuable saving in operating cost (often about \$10 a month in high-rate territories).

However, 7½-amp coolers deliver only about 85 percent as much cooling power as the high-amp models. The low-amp type may be satisfactory enough where the cooling demand is not severe. But be warned that demand generally is severe in a room that is not well insulated, or that has east or west exposure, especially with a large window expanse.

Besides the differences in amperage, there are also differences in size. Room conditioners come in half and three-quarter ton size. Generally the half-ton size is used for small rooms, and the three-quarters for larger rooms or very warm areas.

In buying an air conditioner, invest in basic efficiency, cooling capacity and service convenience rather than gadgets such as extra dials, although a thermostat is a desirable feature that pays for itself in reduced operating costs. Compare the operating quietness of different models, the rate of air flow and air exhaust (to keep the air fresh), and note the ease of removing filters for cleaning, oiling the fan and cleaning the condenser, all of which must be done periodically for best performance.

**FOOD:** Meat's rising prices call for careful buying this month and the greater use of alternative protein foods such as eggs and cheese. To avoid overspending, try to keep your meat bills down to 25 percent or less of your entire food bill. Chief problem is the higher price of pork, with hog prices up about 20 percent as the result of reduced marketings, and such retail cuts as loins and chops up 8 to 12 cents a pound in just the past month. Pork shoulder is still comparatively reasonable. Beef prices have been going up too, with steaks again reaching for that discouraging \$1-a-pound level. Chuck is still a comparatively good buy. Poultry prices have been cheaper this year, and eggs are still reasonable, but will be going up soon.

# La. Win Stirs 'Work Law' Foes

LAKE CHARLES—Still flushed with their success in winning repeal of Louisiana's two-year-old "right to work" law, trade unionists here called on fellow unionists in other states dominated by anti-labor legislation to follow their example.

Gov. Earl Long signed the "right to work" repeal bill into law two weeks ago after labor-backed majorities in the State Senate and House voted to kill the law. Seventeen other states still have similar laws on the books and strong efforts are being made in others to have new restrictive laws passed.

News of the success of the repeal fight, in which Seafarers and the SIU here and in New Orleans took a major role, overshadowed a decided shipping upswing after several weeks of relative quiet.

### Couldn't Help Out

The job activity was such, SIU Port Agent Leroy Clarke said, that he was unable to furnish men to other Gulf ports which requested them.

A total of 78 men were shipped during the period, including a sizable number of class C men, most of them in the blackgang. Clarke noted that although there were enough B men registered to handle all the jobs, many were not ready to ship out and let the jobs pass by.

Nine Cities Service tankers, plus the Val Chem (Valentine) in Port Neches, Texas, the Westport (New England) in Port Arthur, and two SUP tankers here accounted for the prosperity. The SUP ships were the Schuylkill and Cowan-sque and, with the regular SIU ships, each took a few men.

# See Clear Sailing Ahead For '50-50'

The last remaining threat to the "50-50" law in the current session of Congress appears to be doomed to a quiet death.

A report this week by the Senate Interstate and Foreign

Commerce Committee disclosed that the exclusion of surplus agriculture cargoes from the "50-50" law would not be in the nation's best interest, thus sealing the fate of the Case-Anderson Bill.

It was the parent to the Case-Anderson bill—the Farm Bill—which earlier this year threatened to undermine the nation's 10-year-old policy of requiring that at least half of all government-financed aid cargoes go in American ships. In hearings on the Case-Anderson Bill lobbyists for foreign shippers joined forces with farm bloc representatives to seek exemption from the "50-50" law for shipments of farm surplus. Their argument was that unless the law was bypassed any disposal of surplus goods would be severely restricted.

When the Farm Bill went to the floor of the Senate it was Senator Warren Magnuson (Dem., Wash.), who succeeded in having the references to "50-50" dropped from the bill. The Case-Anderson bill was

then introduced and sent to his committee for study.

In his committee's report Senator Magnuson noted that the "50-50" requirement has had little effect on disposing of surplus farm goods and that as of May 31, 1956, "the disposal program was within three percent of total completion." Because the program has been so successful legislation has been introduced in both Houses to increase the program from \$1.5 billion to \$3 billion.

### Serious Affect On MM

Magnuson also noted that "the loss of the preference cargoes would have had a disastrous effect upon the American merchant marine."

The British, long critics of the rule, apparently have come around to agree with American supporters of the law, as being a necessary support to a US merchant marine, according to the committee's report.

The committee concluded that there was no desire to injure agriculture but there are other aids to surplus disposal that can be applied by the Department of Agriculture.

Throughout the fight against "50-50" the State Department has allied itself with the Department of Agriculture and foreign shipping lobbyists to wreck the law and thereby boom business for foreign fleets.

### Stay Put For Idle Pay

Seafarers who are collecting state unemployment benefits while on the beach waiting to ship are urged to stay put and avoid changing their mailing addresses if they want to continue receiving their checks regularly. Several Seafarers have already experienced interruptions of from three to five weeks in getting their next check after they notified the state unemployment offices that they had moved and changed their mailing address.

An average delay of a month is reported in most cases, causing considerable hardship to the men involved.

# ...Now It's Tattoos And Tobacco

"Relaxed masculinity" ain't nothing new to Seafarers, but it's just been discovered by the cigarette advertisers—at least that's what the men behind Marlboro cigarettes call it.

All over America a rugged looking he-man with an anchor tattoo on his hand is appearing in magazines, billboards

and newspapers, extolling the virtues of Marlboro cigarettes. As a result, tattoos are enjoying a sudden revival in the nation's interest.

So, Seafarers who carry on them the artistry of the tattooer are right in fashion.

How did this all happen?

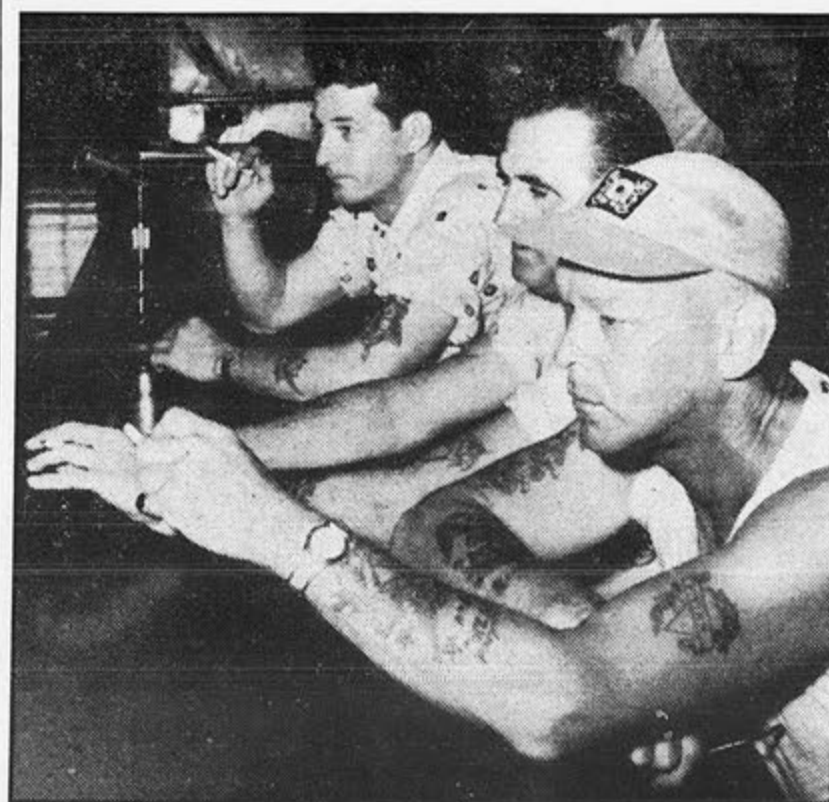
It seems that the man with the tattoo idea came after a survey made by Philip Morris Tobacco Company, the parent of Marlboro. The survey showed that men smoke most of the cigarettes in this country, so any advertising pitch should be concentrated on them. They found that red was the most attractive color to men, so red (plus white for cleanliness) was chosen for the package.

### Appeal To Manhood

Then they decided that they should appeal to the masculinity in men and thus each man who, of course, considers himself masculine would identify himself with the product. To show a man in a tuxedo with a cigarette doesn't mean anything to the millions of men who will never wear one, so they put a cigarette in the he-man's hand in a locale where he is thoroughly enjoying himself—and is relaxed. That's when a cigarette tastes best, they figure. So, he's fishing, skin diving, hunting—just

like us folks—and to show he's no parlor athlete but rugged they gave him a tattoo.

The result, the biggest overnight sensation in cigarette sales since Sir Walter Raleigh.



The "Marlboro man" has nothing on these Seafarers, who are decorated with enough tattoos for a year's supply of those ads. They're displaying their artwork on the counter of the hiring hall at SIU headquarters just to show that tattoos and nicotine burns really do mix. None of 'em smoked the brand in question. But relaxed? You bet!

# RESOLUTION

## Proposing Amendments To SIU-A&G Constitution

WHEREAS, The present Constitution contains a long and detailed election procedure looking to the preservation of the voting rights of the membership, and

WHEREAS, it is to the interest of the voting rights of the membership that the election procedure be reviewed from time to time for the purpose of amending such procedure, and

WHEREAS, the proposed amendments, herewith, annexed hereto, be made a part hereof, and labeled Exhibit "A", tighten up the procedure generally, and specifically eliminate the "lame duck" period, provide for the depositing of voted ballots each night in a bank, or bonded warehouse, or with a regular bank official, or bonded warehouse official, or similar depository, instead of keeping them in the Union Halls during the entire voting period, and provide for an enlarged balloting committee which, instead of being restricted to Headquarters, would include representatives of the out-ports, in particular, the ports of Mobile, New Orleans, Baltimore, and San Francisco,

NOW, THEREFORE, BE IT RESOLVED, THAT, in accordance with the Constitution, the resolution on the amendments set forth on Exhibit "A" be approved by the membership and that the proposed amendments go through the constitutional process in sufficient time to apply to the forthcoming general election and, to accomplish this result,

BE IT FURTHER RESOLVED, that, Headquarters Port elect a provisional Constitutional Committee at the meeting of June 27, 1956, which, if the proposed amendments, as attached hereto, are approved by a majority vote of the membership, will then automatically become official, with the said committee to begin functioning immediately, in accordance with the provisions of Article XXVII, Section 2, of the Constitution.

DATED: Brooklyn, NY, June 25, 1956.

J. ALGINA, A-1            CLAUDE SIMMONS, S-1

PAUL HALL, H-1        AL KERR, K-7

## Exhibit "A"

1. Article X, Sec. 1(d), is amended by changing the next to the last paragraph thereof to read, as follows:

"At the first regular meeting in August of every election year, the Secretary-Treasurer shall submit to the membership a pre-balloting report. This report shall recommend the number and location of Ports, the number of Assistant Secretary-Treasurers and Agents, and the number of Port Patrolmen which are to be elected for each Port. It shall also recommend a bank, a bonded warehouse, a regular officer thereof, or any other similar depository, to which the ballots are to be mailed or delivered at the close of each day's voting, except that the Secretary-Treasurer may, in his discretion, postpone the recommendation as to the depository until no later than the first regular meeting in October."

2. Article XI, Sec. 1, is amended to read, as follows:

"Section 1. The following elected officers and jobs shall be held for a term of two years:

Secretary-Treasurer  
Assistant Secretary-Treasurer  
Port Agent  
Patrolman

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

3. Article XII, Sec. 1(b), is amended to read, as follows:

"(b) He has at least four (4) months of sea time aboard

an American flag merchant vessel or vessels, covered by contract with this Union, or four (4) months of employment with, or in any office or job of, the Union, its subsidiaries, or affiliates, or at the Union's direction, or a combination of these, between January 1st and the time of nomination, and"

4. Article XIII, Sec. 2(a), is amended by changing the first sentence thereof to read, as follows:

"A Credentials Committee shall be elected at the first regular meeting in September of the election year, at the Port where Headquarters is located."

5. Article XIII, Sec. 3(d), is amended to read, as follows:

"(d) No member may vote without displaying his Union Book, in which there shall be placed an appropriate notation of the date and of the fact of voting, both prior to being handed a ballot. A ballot shall then be handed to the member who shall thereupon sign his name on a roster sheet (which shall be kept in duplicate), together with his book number, and ballot number. The portion of the ballot on which the ballot number is printed shall then be removed, placed near the roster sheet, and the member shall proceed to the voting site."

6. Article XIII, Sec. 3(g), is amended to read, as follows:

"(g) Voting shall commence on November 1st of the election year and shall continue through December 31st, exclusive of Sundays and (for each individual Port) holidays legally recognized in the city in which the Port affected is located. If November 1st or December 31st falls on a Sunday or on a holiday legally recognized in a Port in the city in which that Port is located, the balloting period in such Port shall commence or terminate, as the case may be, on the next succeeding business day. Subject to the foregoing, voting in all Ports shall commence at 9:00 AM, and continue until 5:00 PM, except that, on Saturdays, voting shall commence at 9:00 AM and continue until 12 Noon, and, on regular meeting days, voting shall commence at 9:00 AM and continue until 7:30 PM."

7. Article XIII, Sec. 4(a), is amended to read, as follows:

"(a) Each Port shall elect, prior to the beginning of the voting on each voting day, a Polls Committee, consisting of three members. For the purpose of holding a meeting for the election of a Polls Committee only, and notwithstanding the provisions of Article XXIV, Section 2, or any other provision of this Constitution, five (5) members shall constitute a quorum for each Port, with the said meeting to be held between 8:00 AM and 9:00 AM, with no notice thereof required. It shall be the obligation of each member wishing to serve on a Polls Committee, or to observe the election thereof, to be present during this time period. It shall be the responsibility of the Port Agent to see that the meeting for the purpose of electing the said Polls Committee is called, and that the minutes of the said meeting are sent daily to Headquarters. In no case shall voting take place unless a duly elected Polls Committee is functioning."

8. Article XII, Sec. 4(b), is amended to read, as follows:

"(b) The duly elected Polls Committee shall collect all unused ballots, the voting rosters, the numbered stubs of those ballots already used, the ballot box or boxes, and the ballot records and files kept by the Port Agent. It shall then proceed to compare the serial numbers and amounts of stubs with the number of names and corresponding serial numbers on the roster, and then compare the serial number and the amounts of ballots used with the verification list, as corrected, and ascertain whether the unused ballots, both by serial numbers and amount, represent the difference between what appears on the verification list, as corrected, and the ballots used. If any discrepancies are found, a detailed report thereon shall be drawn by the Polls Committee finding such dis-

crepancies, which report shall be in duplicate, and signed by all the members of such Polls Committee. Each member of the Committee may make what separate comments thereon he desires, provided they are signed and dated by him. A copy of this report shall be given the Port Agent, to be presented at the next regular meeting. A copy shall also be simultaneously sent to the Secretary-Treasurer, who shall cause an investigation to be made forthwith. The results of such investigation shall be reported to the membership as soon as completed, with recommendations by the Secretary-Treasurer. A majority vote of the membership shall determine what action, if any, shall be taken thereon, with the same effect as indicated in Article I."

9. Article XIII, Sec. 4(e), is amended to read, as follows:

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

At the end of each day's voting, the Polls Committee, in the presence of any member desiring to attend, provided he observes proper decorum, shall open the ballot box or boxes, and place all of that day's ballots therein in an envelope, or envelopes, as required, which shall then be sealed. The members of the Polls Committee shall thereupon sign their names across the flap of the said envelope or envelopes, with their book numbers next to their signatures. The Committee shall also place the date and name of the Port on the said envelope or envelopes, and shall certify, on the envelope or envelopes, that the ballot box or boxes were opened publicly, that all ballots for that day only were removed, and that all of those ballots are enclosed in the envelope or envelopes dated for that day and voted in that Port. The Polls Committee shall check the rosters, and any other records they deem appropriate, to insure the foregoing. At the discretion of Headquarters, official envelopes may be prepared for the purpose of enclosing the ballots and the making of the aforesaid certification, with wording embodying the foregoing inscribed thereon, in which event, these envelopes shall be used by the Polls Committee for the aforesaid purpose. Nothing contained herein shall prevent any member of a Polls Committee from adding such comments to the certificate as are appropriate, provided the comments are signed and dated by the member making them. The envelope or envelopes shall then be placed in a wrapper or envelope, which, at the discretion of Headquarters, may be furnished for that purpose. The wrapper or envelope shall then be securely sealed and either delivered, or sent by certified or registered mail, by the said Polls Committee, to the depository named in the pre-election report adopted by the membership. The Polls Committee shall not be discharged from its duties until this mailing is accomplished and evidence of mailing or delivery is furnished the Port Agent, which evidence shall be noted and kept in the Port Agent's election records or files.

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

10. Article XIII, Sec. 5(a), is amended to read, as follows:

"(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.

**11. Article XIII, Sec. 5(b), is amended to read, as follows:**

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

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

**12. Article XIII, Sec. 5(c), is amended to read, as follows:**

"(c) The Union Tallying Committee shall consist of 14 members. Six shall be elected from Headquarters Port, and two shall be elected from each of the four ports of Baltimore, Mobile, New Orleans, and San Francisco. The six to be elected from Headquarters Port shall consist of two from each of the three departments of the Union. The others shall be elected without regard to department. The election shall be held at the last regular meeting in December of the election year. No Officer, Port Agent, Patrolman, or candidate for office, or the job of Port Agent or Patrolman, shall be eligible for election to this Committee. In addition to its duties hereinbefore set forth, the Union Tallying Committee shall be charged with the tally of all the ballots and the preparation of a closing report setting forth in complete detail, the results of the election, including a complete accounting of all ballots and stubs, and reconciliation of the same with the rosters, verification lists, and receipts of the Port Agents, all with detailed reference to serial numbers and amounts, and with each total broken down into Port totals. The Tallying Committee shall be permitted access to the election records and files of all Ports, which they may require to be forwarded for inspection at its discretion. The report shall clearly detail all discrepancies discovered, and shall contain recommendations for the treatment of these discrepancies. All members of the Committee shall sign the report, without prejudice, however, to the right of any member thereof to submit a dissenting report as to the accuracy of the count and the validity of the ballots, with pertinent details.

"The Tallying Committee is also charged with the receipt and evaluation of written protests by any member who claims an illegal denial of the right to vote. If it finds the protest invalid, it shall dismiss the protest and so inform the protesting member, by wire, on the day of dismissal. If it finds the protest valid, the Committee shall order a special vote, to be had no later than within the period of its proceedings, on such terms as are practical, effective, and just, but which terms, in any event, shall include the provisions of Section 3(c) of this Article and the designation of the voting site of the Port most convenient to the protesting member. Where a special vote is ordered in accordance with this Section 5(c), these terms shall apply, notwithstanding any provisions to the contrary contained in this Article. Protests may be made only in writing and must be received by the Union Tallying Committee during the period of its proceedings. The reports of this Committee shall include a brief summary of each protest received, the name and book number of the protesting member, and a summary of the disposition of the said protest. The Committee shall take all reasonable measures to adjust the course of its proceedings so as to enable the special vote set forth in this Section 5(c) to be completed within the time herein specified. No closing report shall be made by it unless and until the special votes referred to in this Section 5(c) shall have been duly completed and tallied."

**13. Article XIII, Sec. 5(d), is amended to read, as follows:**

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

"The Union Tallying Committee shall elect a chairman from among themselves and, subject to the express terms of this Constitution, adopt its own procedures. Decisions as to special votes, protests, and the contents of the final report shall be valid if made by a majority vote, provided there be a quorum in attendance, which quorum is hereby fixed at nine (9). The Union Tallying Committee, but not less than a quorum thereof, shall have the sole right and duty to obtain the ballots from the depository immediately after the termination of balloting and to insure their safe custody during the course of the Committee's proceedings. The proceedings of this Committee, except for the actual preparation of the closing report and dissents therefrom, if any, shall be open to any member, provided he observes decorum. In no event shall the issuance of the hereinbefore referred to closing report of the Tallying Committee be delayed beyond the January 15th immediately subsequent to the close of voting."

**14. Article XIII, Sec. 5(f), is amended to read, as follows:**

"(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."

**15. Article XIII, Sec. 5(g), is amended to read, as follows:**

"(g) A special vote ordered pursuant to Sec. 5(f) must take place and be completed within seven (7) days after the Election Report meeting, at each Port where the discrepancies so acted upon took place. Subject to the foregoing, and to the limits of the vote set by the membership, as aforesaid, the Port agents in each Port shall have the functions of the Tallying Committee as set forth in Section 5(c), insofar as that section deals with the terms of such special vote. The Secretary-Treasurer shall make a sufficient amount of the usual balloting material immediately available to Port Agents, for the purpose of such special vote. Immediately after the close thereof, the Port Agent shall summarize the results and communicate them to the Secretary-Treasurer. The ballots, stubs, roster sheets, and unused ballots pertaining to the special vote shall be forwarded to Headquarters, all in the same package, but bound separately, by the most rapid means practicable, but, in any case, so as to reach Headquarters in time to enable the Secretary-Treasurer to prepare his report as required by this Section 5(g). An accounting and certification, made by the Port Agent, similar to those required

of Polls Committees, shall be enclosed therewith. The Secretary-Treasurer shall then prepare a report containing a combined summary of the results, together with a schedule indicating in detail how they affect the Union Tallying Committee's results, as set forth in its closing report. The form of the latter's report shall be followed as closely as possible. Two (2) copies shall be sent to each Port, one copy of which shall be posted. The other copy shall be presented at the next regular meeting after the Election Report meeting. If a majority vote of the membership decides to accept the Secretary-Treasurer's report, the numerical results set forth in the pertinent segments of the Tallying Committee's closing report shall be deemed modified accordingly, and, as modified, accepted and final. If the report is not accepted, the numerical results in the pertinent segments of the Tallying Committee's closing report shall be deemed accepted and final without modification.

If ordered, 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."

**16. Article XIII, Sec. 6(a), is amended to read, as follows:**

"(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 results deemed final and accepted as provided in this Article. It shall be the duty of the Secretary-Treasurer to notify each individual elected."

**17. Article XIII, Sec. 6(c), is amended to read, as follows:**

"(c) The duly elected Secretary-Treasurer, Assistant Secretary-Treasurers, Port Agents, and Port Patrolmen shall take over their respective offices and jobs, and assume the duties thereof, at midnight of the night of the Election Report meeting, or the next regular meeting, depending upon at which meeting the results as to each of the foregoing are deemed final and accepted, as provided in this Article. The term of their predecessors shall continue up to, and expire at, that time, notwithstanding anything to the contrary contained in Article XI, Sec. 1. This shall not apply where the successful candidate cannot assume his office because he is at sea.

In such event, a majority vote of the membership may grant additional time for the assumption of the office or job. In the event of the failure of the newly-elected Secretary-Treasurer to assume office, the provisions of Article X, Section 2(a), as to succession shall apply until such office is assumed. If he does not assume office within 90 days, the line of succession shall apply until the expiration of the term. All other cases of failure to assume office shall be dealt with as decided by a majority vote of the membership."

**18. Article XXVII, Sec. 2, is amended to read as follows:**

"Section 2. When a proposed amendment is accepted by a majority vote of the membership, it shall be referred to a Constitutional Committee in the Port where Headquarters is located. This Committee shall be composed of six members, two from each Department and shall be elected in accordance with such rules as are established by a majority vote of that Port. The Committee will act on all proposed amendments referred to it. The Committee may receive whatever advice and assistance, legal or otherwise, it deems necessary. It shall prepare a report on the amendment together with any proposed changes or substitutions or recommendations, and the reasons for such recommendations. The latter shall then be submitted to the membership by the Secretary-Treasurer. If a majority vote of the membership approves the amendment as recommended, it shall then be voted upon, in a yes or no vote by the membership of the Union by secret ballot in accordance with the procedure outlined in Article XIII, Section 3(b) through Section 5, except that, unless otherwise required by a majority vote of the membership at the time it gives the approval necessary to put the referendum to a vote, the Union Tallying Committee shall consist of six (6) members, two from each of the three (3) departments of the Union, elected from Headquarters Port. The amendment shall either be printed on the ballot, or if too lengthy, shall be referred to on the ballot. Copies of the amendment shall be posted on the bulletin boards of all Ports and made available at the voting site in all Ports."



# Clean Ships Spotlight Top Crews

NEW YORK—Good working relations and cooperation between crews and officers on SIU ships in the midst of a steady shipping boom were spotlighted last week in a report by SIU Assistant Secretary-Treasurer Claude Simmons.

Simmons said the lack of beefs, in the face of heavy ship traffic, was assurance that SIU crews and delegates "were really on the ball doing their jobs." Routine beefs encountered during the past two weeks were easily settled aboard the ships.

The continuing job boom practically stripped the beach clean of all ratings, resulting in unprecedented activity for class C men. The number of class C men shipped during the period, 85, was a record for the port and the District as well. Almost half of them were in the deck department, due to the shortage of class A and class B deck ratings.

### Welcome Mat Out

Meanwhile, headquarters officials again put out the welcome mat for men in other ports who are eager to ship out right away. They forecast more good shipping in the future, with a number of ships due in for payoff from long runs.

The total number of regular jobs shipped, 337, was also a record for the year so far. In addition, 16 standby jobs were shipped last period, the bulk of them also in the deck department.

Other developments in the port included the temporary lay-up of one ship, the Carolyn (Bull), which is due to crew up again in a few days. Nineteen other ships were paid off, four signed on foreign articles and fourteen were serviced in transit.

## Among Our Affiliates

A one-year rule for steward department members on West Coast ships went into effect Friday, June 22, after the membership of the Marine Cooks and Stewards voted 94 percent in favor in a referendum. At the same time, the stewards union members approved a draft of new shipping rules. All of the West Coast unions now have rules of this kind.

Oil bargemen in Los Angeles harbor have come up with a new three-year agreement providing wage increases of 26 to 29 cents an hour as negotiated by the Inland Boatmen's Union. The agreement provides true overtime of time and a half. Base wages are \$2.11 an hour and up.

Seafarers on the Lakes started manning the largest fresh-water passenger liner when the 10,000-ton SS Aquarama went into service. Her regular run will begin in 1957 between Detroit and Cleveland. The former C-4 was converted to accommodate 2,500 passengers and 165 automobiles on Lakes cruises.

A company medical form asking crewmembers to sign off ships when injured or ill stating that they are going to get treatment for a specific ailment has been denounced by the Sailors Union of the Pacific. The SUP pointed out that the crewmembers could hardly be expected to diagnose their own ailments. The kicker in the form is the line which says "I hereby declare that I am suffering from no other illness or injury than as above specified" which would damage a man's chances for maintenance if his diagnosis was wrong.

# SF Shipping Hangs On, Waiting For Real Boom

SAN FRANCISCO—Registration has finally caught up with shipping here, although job activity is running a little slow right now.

With no payoffs in sight, Port Agent Leon Johnson indicated shipping would probably be a bit quieter than usual for a while. In-transit ships are still coming in to take their quota of men, however.

The upward surge of registration is always welcome, since excess manpower never lasts too long in this area when any sort of a boom develops.

Lone payoff and sign-on for the period was the Jean LaFitte (Waterman), coupled with five other Waterman and one Calmar in-transit. Calmar was represented by the Seamar; the Waterman contingent included the Young America, Kyska, Yaka, Madaket and Warrior. They were all in pretty fair shape.

# Seattle Slows, Awaits Payoff

SEATTLE—On the opposite end of the scale now with the East Coast in the midst of a shipping boom for a change, this port city in the far Northwest has simmered down temporarily, pending new developments.

Only one of two anticipated payoffs showed up during the past period, and the in-transit traffic was light also. The coming two weeks should produce the "late-running" Longview Victory for payoff and at least a trio of in-transit ships, according to Jeff Gillette, SIU port agent.

## MEET YOUR DELEGATES

The backbone of every SIU ship is its delegates. These Seafarers, elected by the crew, are volunteers who represent the crew to the officers, defend the union agreement and shoulder the responsibility of keeping a crew happy and beefs to a minimum during a voyage.

John J. Lawton, cook

Experience in more than one shipboard department is really useful to a ship's delegate, Seafarer John J. Lawton finds. The fact that he has worked both on deck and in the galley helps explain why Lawton has been elected numerous times as ship's departmental delegate.

Lawton also has one other valuable qualification—a lot of seafaring time on SIU ships. Sailing steadily since 1943, he has "been around" the SIU fleet and is familiar with the variety of problems Seafarers come up against on different ships and runs.

Up until 1946, Lawton sailed as ordinary on deck, but he switched over to the steward department then and worked all the ratings the department offers. So he can bring to the delegate's job considerable knowledge about a good number of shipboard jobs.

### Rules of Procedure

In the process of serving as delegate, Lawton has worked out some rough and ready rules of procedure which he finds valuable. To begin with, he says, the Union oldtimer has the advantage of being thoroughly familiar with the Union's policies and should know the contract inside out. A good part of any delegate's job, he finds is clarifying matters for crewmembers, especially new men, and settling beefs among the unlicensed crew as well as between crew and topside.

"I always find things go more smoothly," he said, "if you take the time to explain Union policy and contract items to the men in the department. If there's a beef within a department, it usually helps to call a departmental meeting to thrash it out." Then the

delegate can take a course of action knowing the department is with him, and what's more, knowing that all of the men have the pitch on exactly what the beef is about.

Teamwork between the four delegates is another asset to any smooth-running ship. That takes some of the load of heavy responsibility off the back of the ship's delegate on matters affecting the whole crew. Lawton is also firmly convinced that delegates should do business directly with the skipper where possible. "Mates and engineers may promise you action," he says, "but the old man is the one who decides, so you might as well see him about it in the first place."

### Keep A Record

Of course there are beefs which just can't be settled on the spot. Then it is up to the delegate to keep a good record and see to it that the matter is entered in the minutes which are forwarded to headquarters. Very often the Union can take action on the beef shore-side even before the ship pays off.

"Mainly it's the delegates' jobs to dispose of as much business as they can so that the patrolman can deal with disputed overtime and other matters without getting hung up by a lot of petty complaints."

Lawton's seafaring career got its first start back in 1919 but ended abruptly two years later when the old International Seamen's Union folded. In the years between 1919 and 1942 he drove taxis and ambulances in New York until he was drafted into the Army. He was discharged a year later as over-age and it was then that he renewed his seamen's papers and started sailing with the SIU.



**CHELSEA (N. A. Marine), April 23**—Chairman, R. Kiedinger; Secretary, C. Southwick. It was assumed that ship's linen was being given to native boatmen acting as launchmen provided by company's agents in Quilon. Issue of face and laundry soap brought up. Stores requisitioned for four months' trip but were already running short.

**DEL ALBA (Miss.), May 30**—Chairman, J. Vorel; Secretary, W. Geis. Repair list completed. Ship's fund \$13.62. Headquarters reports read and accepted. Delegate to contact agent in NO pertaining to signing on at beginning of coast trip instead of end of trip as customary. Ship to be fumigated. Delegate to contact patrolman in NO to see if ice capacity can't be increased. Steward to contact captain for fresh stores and

indications read and accepted. Requested hot water at all times. TV to be taken to Union hall if ship ties up. Members to be properly dressed when using messroom.

**ARLYN (Bull), June 12**—Chairman, T. Ballard; Secretary, G. Walter. Three men paid off in Islands, one man replaced from the hall. Sick man's property inventories. Cups to be returned to pantry after use. Washing machine to be cleaned after using. Cards for absentee voting to be obtained from delegate. Men should register to vote in their home state. Ship's fund \$3.09. Delayed sailing from Guánica. Dispute as to division of wages on men paid off in Islands. New delegate elected.

**OCEAN STAR (Dolphin), April 15**—Chairman, C. White; Secretary, J. Poluchovich. Mattresses to be put in board. Repair list to be made up. Screen doors to be built.

**MARIE HAMILL (Bloomfield), May 27**—Chairman, S. Young; Secretary, H. Pierce. Ship's fund \$4.0. Two hours delayed sailing in LaPallice, France.

**JOHN B. WATERMAN (Waterman), June 2**—Chairman, J. Picou; Secretary, J. Chelton. Ship's fund \$20.52. Repair list turned in.

**OCEAN STAR (Dolphin), June 9**—Chairman, None; Secretary, J. Poluchovich. One man hospitalized in Alexandria, Egypt. Need new washing machine. Captain to carry enough American money to foreign ports. Need new mattresses. Discussion on repair list and future stores.

**SANTORE (Ore Navigation), June 17**—Chairman, Henry Schwartz; Secretary, R. Mason. One member hospitalized in Callao, Peru. Beef about food. Need more food and better preparation of same.

**MAIDEN CREEK (Waterman), May 30**—Chairman, G. Lawson; Secretary, C. West. Fans to be installed where needed. Discussion on repairs. All hot air vents to be repaired.

**IDEAL X (Pan Atlantic), June 16**—Chairman, G. Grahne; Secretary, V. Skymanski. Delayed sailing from Houston was disputed. Ship's fund \$22.14. Fifty-cents to be donated by each new crewmember to ship's fund. Dispute about clothing allowance.

**ROYAL OAK (Cities Service), June 16**—Chairman, G. Gillispie; Secretary, D. Beard. Washing machine to be repaired. Iron purchased \$19.35. Ship's fund \$15.36. Reports read and accepted. New mattresses needed. Milk should be served twice a day. General discussion on repairs.

**CHIWAWA (Cities Service), June 17**—Chairman, W. Tatum; Secretary, F. Reid. Old refrigerator placed in messroom and new one placed in officers' lounge. Messroom and galley to be sprayed. Cots and linen to be returned after use. Agents praised for dispatching news of death in family to crewmember at sea. One member left ship at Port Everglades due to injury sustained while moving refrigerator. Reports read and accepted. Objection about receiving used equipment from officers' quarters, such as fans, refrigerators.

**W. H. CARRUTH (Transfuel), June 10**—Chairman, W. Dolins; Secretary, J. Labenz. Repair list to be turned in. Some disputed overtime.

**EVELYN (Bull), June 17**—Chairman, W. Barth; Secretary, J. Schaller. Pantry to be painted. Ship's fund \$13.00. One man missed ship in Port Sulphur. Discussion on TV set.

**W. H. CARRUTH (Transfuel), April 28**—Chairman, A. Pedrosa; Secretary, M. Kramer. Bunks to be repaired. Draw will be given in travelers' checks before getting to port. Ship delegate elected. Crew asked to take better care of cots.

**GULFWATER (Metro), June 10**—Chairman, J. Williams; Secretary, C. Field. Some disputed overtime.

**AUBURN (Alba), June 3**—Chairman, R. High; Secretary, G. Hoga. Reports read and accepted. Ship delegate, treasurer and reporter elected. Faucets not working properly. All doors, except gangway door, to be kept closed in port. Departments to rotate cleaning laundry, recreation room, etc.

**LEWIS EMERY JR. (Victory Carriers), May 27**—Chairman, N. Abernathy; Secretary, W. Schafer. All major beefs squared away in New Orleans. Chief steward hospitalized in New Orleans.

**ALCOA PEGASUS (Alcoa), June 17**—Chairman, W. Whitney; Secretary, L. Phillips. Ship's fund \$60.00. Delegate and reporter elected. Discussion on present welfare set-up on family benefits and hospitalization as compared to various hospital insurance and benefits.

**GULFWATER (Metro), May 6**—Chairman, J. Williams; Secretary, N. Gillespie. American currency to be issued. Linen improved. New delegate elected. Deck bathrooms to be painted. More variety needed in night lunches.

**DEL SUD (Miss.), June 10**—Chairman, J. Noonan; Secretary, W. Perkins. New ship's delegate elected. Ship's fund \$167.12 at end of voyage No. 63. Bought uniforms, new books, movie projector. Balance on hand \$40.27. Picnic fund \$72.20. Linen to be kept in good condition and return complete change to prevent restriction on issuance. Crew asked to donate to picnic fund for orange. Steps to be taken to prevent recurrence of foul-up in company doctor's office previous to sailing.

## Digest Of SIU Ship Meetings

wire for same if possible at St. Thomas.

**WIDEAWAKE (Maritime Overseas), May 23**—Chairman, A. A. Kessen; Secretary, J. Arellanes. Communications read and posted. New washing machine to be bought. Suggestion made steward to prepare memo for men to use in keeping laundry and recreation rooms clean.

**JEAN (Bull), June 17**—Chairman, D. Pontes; Secretary, E. Johnston. One man missed ship in San Juan. New washer received broken. New delegate elected. Porthole screened. Discussed numerous general welfare shipboard conditions.

**MARYMAR (Calmar), May 30**—Chairman, J. Riseman; Secretary, M. Herring. Messrooms and fo'c'sles to be painted. Ship's fund \$16.05. Need more stores. Discussion on steward buying stores out of his own money. Tea bags not to be given to individuals. Crew to be quiet while men are sleeping.

**STEEL SEAFARER (Isthmian), June 9**—Chairman, J. Jordan; Secretary, L. Karalunas. Discussed method of handling a beef. Also discussed steward department working rules and guide to improve the department. Ship's fund \$16.00. Suggestion that funds be used to supply SIU workaway with cigarettes and other articles he may need before arriving home.

**STEEL DIRECTOR (Isthmian), March 26**—Chairman, J. Rose; Secretary, J. Levin. Ship's fund \$10.00. All communications from headquarters read. **May 21**—Chairman, J. Easterling; Secretary, J. Morgan. Disputed overtime and general beefs with topside to be taken up with patrolman at payoff. Crewmember sent letter to LOC concerning beef. Ship's fund \$10.00. 100 hours disputed overtime. Company agent to be personally responsible for cashing travelers checks, insuring legal exchange and prompt cashing of checks for members. Pantryman to perform duties properly. **June 17**—Chairman, J. Buzalski; Secretary, J. Rose. Repair list turned in. Many beefs as result of no cooperation from topside. Ship's fund \$10.00. Communication from headquarters concerning use of shore gang labor. Suggestion to have proceedings of meeting recorded. Messhall not kept clean. Fight between two members. A list of contraband articles to be published in future issues of the LOG.

**ALCOA ROAMER (Alcoa), June 10**—Chairman, P. Calebaugh; Secretary, R. Kienast. No bottles to be taken ashore in the States. Ship's fund \$14.00. Messhall and pantry to be kept cleaner.

**SEATRAN GEORGIA (Seatrains), June 17**—Chairman, R. Sullivan; Secretary, A. Lambert. Water situation cleared up. No fans as yet. Ship's fund \$9.77. One man missed ship in Texas City. Pantryman missed ship in New York. Need new cots, more fresh fruit and pepper sauce.

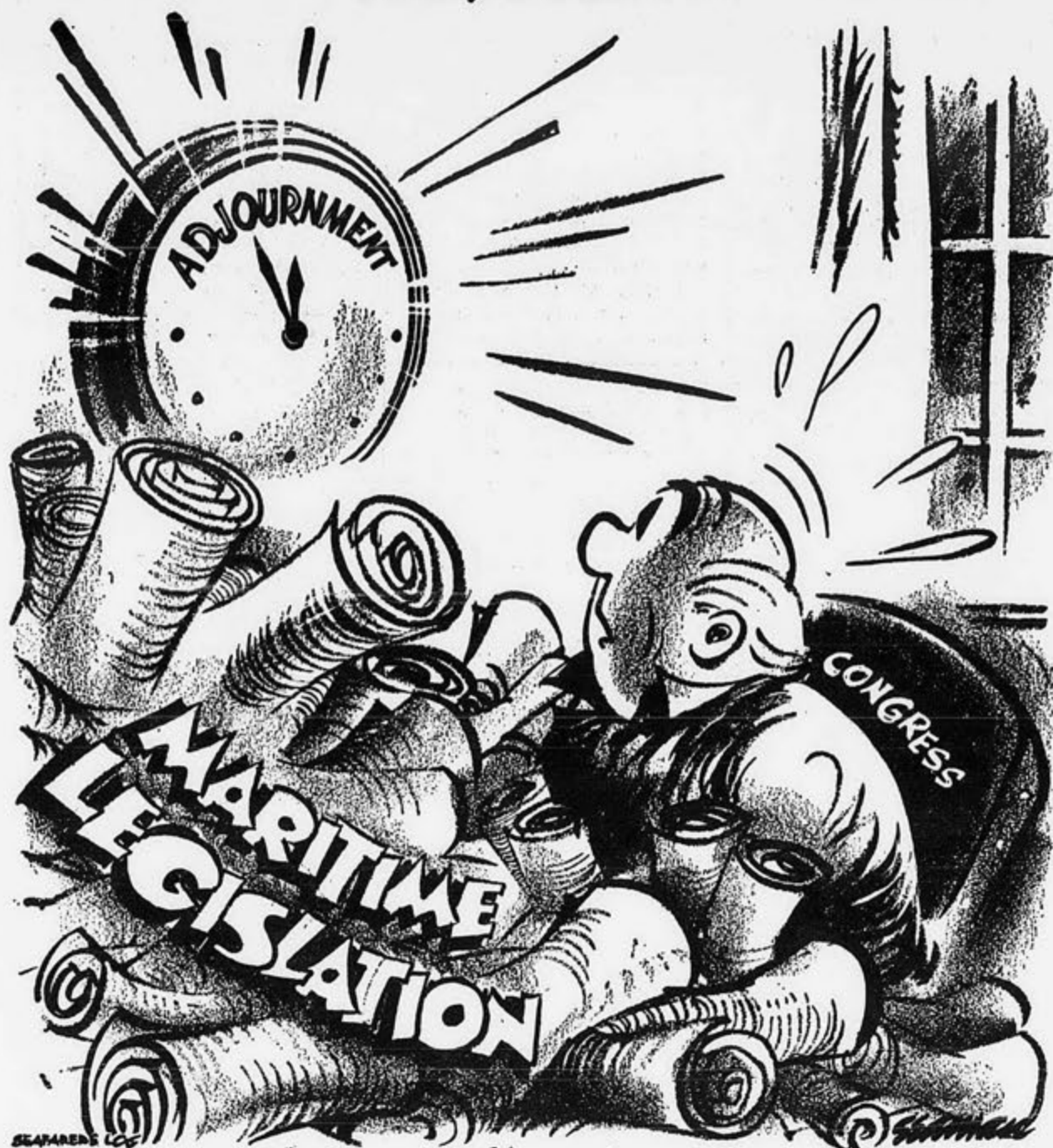
**KATHRYN (Bull), June 13**—Chairman, W. Ekins; Secretary, E. Bonfont. Shortage of cool water in Port of Fajardo, P.R. Ship's fund \$5.15. Delegate to be changed at every payoff. Headquarters reports read and accepted. More fresh fruit and fresh milk requested.

**GENEVIEVE PETERKIN (Bloomfield), June 17**—Chairman, D. C. Jones; Secretary, M. Sullivan. Ship's fund \$42.00. Few hours disputed overtime. Need new electric coffee urn. Galley smoke stack to be cleaned. Books to be turned over to patrolman at payoff by delegate.

**ALCOA PIONEER (Alcoa), June 2**—Chairman, J. Dial; Secretary, J. Pursell. Library to be obtained. Everyone cautioned to break seal on liquor. Discussion on food and wiper being fixed.

**HILTON (Bull), June 13**—Chairman, F. McErlane; Secretary, E. Rosa. Captain Nilsen hospitalized in San Juan for appendectomy; replaced by chief mate. Steward under observation in hospital. Ship's fund \$25.00. Commu-

'Tick, Tock ...'



The heat of the summer is here and with it the dying days of another Congress. Facing our legislators is a mountain of legislation that must be disposed of, for there will be no more action until January.

A sizeable number of excellent bills affecting seamen were introduced into this session of Congress. If favorable action is taken on all of them this meeting of Congress could be one of the most productive in the past decade. We'll know the full story before the month is out.

'How About Us?'

A new supporter to the runaway shipowners whose only flag is that of the dollar sign is the Saturday Evening Post. In a recent issue—called to our attention by several crews—the national magazine shed copious tears for the Republic of Liberia's failure to make greater use of its sudden rise to fourth place in ship tonnage.

Without a word of solace for the thousands of Americans who lost jobs when hundreds of US-flag merchant ships were transferred—though still owned by Americans—the magazine suggests that we give Liberia a couple more ships. These would be used to train Liberian crews to man the ships now under Liberian flag.

The magazine article overlooks the fact that none of the Liberian-flag ships ever see Liberia and should that nation make any demand to crew the ships flying its flag the owners of the vessels would merely transfer their ships to a country that doesn't ask such questions.

In the maritime industry it is common knowledge that the only reason Panama, Honduras and Liberia collect registration fees from runaway operators is because their fees are the lowest, their taxes the lowest and their safety requirements the lowest. And no questions are asked. The whole operation takes place in a New York office and requires all of half an hour.

Of course, the magazine has the real culprit in hand. He's the American seaman for, according to the magazine, "a dishwasher on an American ship draws more pay than the captain on some foreign ships."

An American seaman could also tell the Satevepost that a copyboy on an American magazine makes more than the editor-in-chief of some foreign magazines, but what does that prove?

Balto Has Breather —Ships 'Only 190'

BALTIMORE—SIU shipping here fell off slightly during the past two weeks, just missing the 200-job mark. But the traffic was still heavy, especially for B and C men.

Activity in these two seniority groups ran well ahead of class A shipping, with relatively few class A men apparently anxious to move out at this time. Registration gained somewhat during the period in readiness for another boom period.

Urges Taking Jobs Now

Analysing the situation, SIU Port Agent Earl Sheppard called on Seafarers to grab the jobs as they come while they continue to be available. "This boom can't last forever," he commented, "and those who sit back and wait may find themselves still on the beach when things slow up."

Affairs of the port remain in good shape, he added, with all facilities of the branch building getting a full play from the membership. He again thanked Seafarers and others using the building for their cooperation in keeping things on an even keel.

The SIU hall is regional headquarters for the AFL-CIO and the Baltimore Federation of Labor, as

well as for several sister unions in the SIU of North America and the Maritime Trades Department.

During the past period 12 ships paid off, six signed on and 20 were serviced in transit. Beefs were at a minimum on most of them.

New Agency Stirs Biz For Boston

BOSTON—One of the primary projects to be undertaken by the new Massachusetts Port Authority is expected to be a second tunnel or a high-level bridge linking the city proper with East Boston. One tunnel is already in operation.

Seven members of the new state agency appointed by Gov. Herter still have to be approved by the Executive Council, which hasn't met yet to confirm them.

The authority, whose members serve without pay, will act as a private agency in operating Logan and Hanscom Airports, the Mystic River Bridge, Summer Tunnel and the city's sprawling port facilities.

Will Issue Bonds

The state will loan it \$750,000 to begin operations, and the authority will then float a multi-million-dollar bond issue to finance purchase of existing facilities and construction of new projects under its supervision. It is expected to be a key factor in reviving local waterfront and shipping activity.

Meanwhile, SIU branch affairs in the port are running smoothly, according to Port Agent James Sheehan, and both registration and shipping have perked up somewhat. The outlook for the future also looks fair.

Both the William H. Carruth (Transfuel) and the Cantigny (Cities Service) paid off and signed on during the past period, while the Robin Mowbray (Seas Shipping) called in transit. The payoffs were all clean, Sheehan commented.

Tampa Greet's Shipping Rise

TAMPA—Shipping isn't quite matching the heat here, but is running at a better than usual pace to the satisfaction of all hands.

Torrid weather has had everybody scurrying for shelter in the past few weeks, SIU Port Agent Tom Banning commented.

Although there were two ship payoffs, there were no sign-ons during the period, and the in-transit vessels had to carry the ball to clear some replacements off the beach. The Gulfwater (Metro) and the Arizpa (Waterman) were the ships which paid off.

On the in-transit side, seven ships paid visits over the last two weeks. These were the Alcoa Pointer (Alcoa); Del Campo (Mississippi); Chickasaw, Iberville, Fairisle (Pan Atlantic), and John B. Waterman and LaSalle (Waterman). All of the ships were in good shape.

Affairs of the port are also running smooth, Banning added.

Union Has Cable Address

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

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

Savannah Booms; Hassle Over Tanker Won By SIU

SAVANNAH—Getting an SIU crew aboard the newly-acquired tanker Kern Hills proved to be a kinky problem for almost 36 hours here, until the former crew finally signed off under protest.

The departing crew, members of the National Maritime Union, at first refused to leave because they had signed on foreign articles for the ship's previous owners but failed to make a foreign voyage. In the interim, the Kern Hills was sold to an SIU-contracted company, the Long Island Tankers Division of Western Navigation.

The parent company operates one Liberty dry cargo ship, the Western Trader.

Error By Ex-Owners

Eventually, after much haggling, the NMU crew left the ship hoping to collect the month's wages due them by law for the error by the former owners. The Kern Hill, a T-2, is due to make two voyages to Venezuela to load oil for the East Coast. Plans for her beyond that are not known.

In other developments here, besides booming shipping, was the news of efforts by SIU headquarters officials to arrange decent transportation for crews on the increasing number of ships loading military cargo at the new Army ammunition depot in Sunny Point, NC. The depot is "out in the middle of nowhere," according to all accounts. Many Seafarers have beefed about having to dig down in their pockets for the one-way taxi fare of about \$10 between Sunny Point and Wilmington, NC, about 30 miles away.

Some simplified arrangements were made here for the crew of

the Heywood Broun (Victory Carriers), "with an able assist from headquarters," said Port Agent E. B. McAuley. Now efforts are underway to get approval of all the operators for use of a chartered bus to provide one round trip daily between Sunny Point and Wilmington at company expense.

Good Job By Delegate

McAuley also commented, in passing, that ship's delegate Frank "Duke" Livingston on the Broun "did an above-average job in handling his duties on this vessel and brought in a very clean vessel which was a pleasure to pay off."

He reported one beef on the ship involving a Seafarer who worked as wiper on the way over to France and was promoted to FWT on the way back. Since clocks on the ship were advanced about five hours on the way over, due to time zone differences, the promoted wiper worked an extra 20 minutes each time the clocks were turned back during the return trip. This item was squared away by having the company pay the man five hours' overtime under the terms of the contract.

The unusual shipping activity for the past period came in the wake of a continuing low port registration, McAuley added, with the result that he had to call on ports as far away as Lake Charles and New York for men. Baltimore, Norfolk and Mobile also gained from the prosperity here.

# Calmar Anglers Losing 'Big Ones'

Seafarers on Calmar ships usually make the most of the ample fishing opportunities all along the coast. The only trouble is, the fish are now jumping clear of the ships instead of staying put.

SIU anglers on at least three Calmar vessels report a common complaint: they either wind up hauling in the jaw only or the "really big ones" get away altogether. Since fresh fish make a favorite meal on these ships, the situation is causing a lot of grief.

On the Massmar, where steward James Eichenberg and the chief engineer usually team up to land an occasional fish dinner for the gang, Eichenberg now appears completely stymied. It seems he just can't land anything now without the help of the chief engineer, while the latter is on vacation.

Witnesses attest he caught five fish on one occasion, but only man-

nabbed by Brother Larry. "But to the dismay of all, the big one took his line away," comments V. E. Monte, ship's reporter.

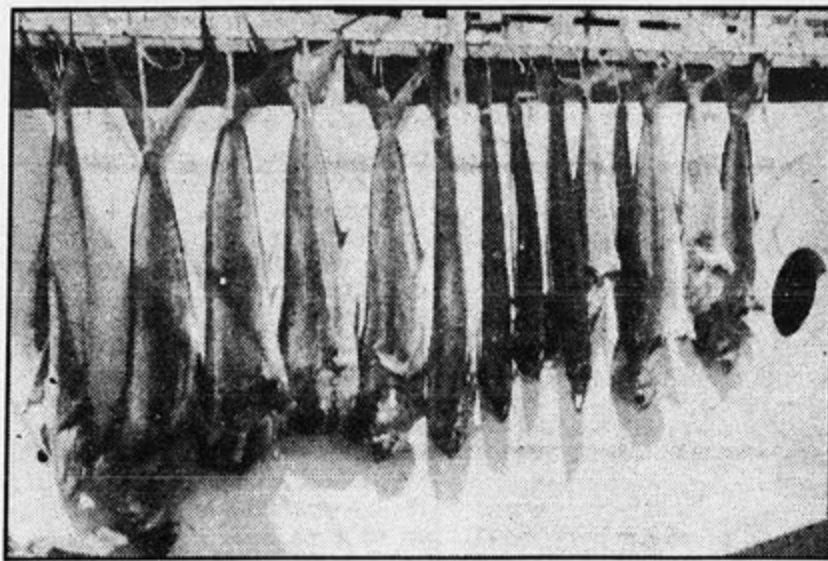
Fish jaws hardly make a complete meal but the gang on the Portmar has had to be content with them. "They catch them but don't boat them," laments reporter Cecil

Kane. "They generally haul in the jaw only."

On the other hand, he expressed the thanks of the crew to Dean, 4-8 oiler, and Jimmy, wiper, for several meals of fresh fish caught on the westbound voyage. This duo landed over 200 pounds of brainfood on one occasion.



Eichenberg



When things run right for Massmar anglers, fish always come out second best in the competition. The array here includes ten dolphin ranging from 15 to 30 pounds, plus four king mackerel of 18 to 24 pounds. This catch was handiwork of several SIU crewmembers on the ship.

## Fishing's Good In Iceland, Too

SIU crews on ships bound for Iceland are urged to stock up on fish-hooks and fishing lines by Wesley Young, steward on the Marie Hamil. "There's plenty of good fishing there, and we do mean seafood only—the kind that comes out of the water." Young's advance to the anglers (all kinds) was noted in the ship's minutes for the information of all hands.

aged to get two of them aboard. This doesn't square at all with previous performances and has the steward muttering under his breath.

The steward on the Pennmar is having a little better luck lately. He caught six dolphins in one day. A few days earlier, two others, including a one 37-pounder, were

## LOG-A-RHYTHM:

### Change

By I. C. Weisbrot

(These lines were written 14 years ago, but Seafarer Weisbrot believes—and others will agree—they are still appropriate "today, and always."—Ed.)

You who fear change  
Are like  
The sheep who drink  
Only from familiar waters.  
Dust and drought destroy  
Waters unfed  
By living streams;  
Time fouls still waters.  
Blind are the shepherds  
Who lead  
Their sheep back  
To these still stagnant waters.

## SEAFARERS IN THE HOSPITALS

- USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY**
  - Edmund Abualy
  - Manuel Antonana
  - Eladio Aris
  - Fortunato Bacomo
  - Frank W. Bemrick
  - Robert L. Booker
  - Frank T. Campbell
  - Wm. J. Connors
  - E. T. Cunningham
  - Walter L. Davis
  - Emilio Delgado
  - Robert M. Douglas
  - John J. Driscoll
  - Robert E. Gilbert
  - William Guenther
  - Bart E. Guranick
  - E. F. Halslett
  - Talb Hassen
  - Joseph Ifsits
  - Thomas Isaksen
  - Ludwig Kristiansen
  - Frank J. Kubek
  - Frederick Landry
  - James J. Lawlor
  - Kaarel Leetmaa
  - Leonard Leidig
  - Anthony D. Leva
  - Mike Lubas
  - Joseph D. McGraw
  - Archibald McGuigan
  - David McLreath
  - H. F. MacDonald
  - Michael Machusky
  - A. Martinelli
  - Vic Milazzo
  - Joseph B. Murphy
  - Ralph J. Palmer
  - George G. Phifer
  - James M. Quinn
  - George E. Renale
  - D. F. Ruggiano
  - G. E. Shumaker
  - G. Sivertsen
  - Henry E. Smith
  - Karl Treimann
  - Harry S. Tuttle
  - Fred West
  - Norman West
  - John T. Westfall
  - Virgil E. Wilmoth
  - Pon P. Wing
  - Chee K. Zal
- USPHS HOSPITAL STATEN ISLAND, NY**
  - Adrian Aarons
  - Oscar E. Blain
  - Fructuoso Camacho
  - George Carlson
  - Antonio DeSouza
  - John Dovak
  - R. E. Dunsmoore
  - Philip Frank
  - Estell Godfrey
  - James Higgins
  - Bernard Hunter
  - Konstant Kain
  - Donald McShane
  - John McWilliams
  - V. M. Mackelis
  - Thomas Moncho
  - Alonso W. Morris
  - Peter Notias
  - Telesforo Olivares
  - Charles W. Palmer
  - Aniceto Pedro
  - B. Porcello
  - Jose Quimera
  - H. W. Reisaner
  - G. H. Robinson
  - Jose Rodriguez
  - John Szeppanski
  - Pete Triantafillos
- USPHS HOSPITAL NORFOLK, VA.**
  - A. L. Atkinson
  - Francis J. Boner
- USPHS HOSPITAL BALTIMORE, MD.**
  - Terrell Adams
  - Blair Allison
  - George E. Anderson
  - Kenneth Bewig
  - Edward Blevins
  - Elmer L. Brown
  - George H. Bryan
  - Francisco Bueno
  - Victor B. Cooper
  - D. P. Eldemire
- USPHS HOSPITAL SAVANNAH, GA.**
  - Maximino Bernes
  - Jose Blanco
  - L. A. Holbrook
  - R. L. Johnson Jr.
  - Jimmie Littleton
- USPHS HOSPITAL SEATTLE, WASH.**
  - L. Bosley
  - G. F. Cobbler
  - Arthur A. Furst
- VA HOSPITAL ALBERQUERQUE, NM**
  - Charles Burton
- VA HOSPITAL KERRVILLE, TEXAS**
  - Billy R. Hill
- VA HOSPITAL DURHAM, NC**
  - Oscar Pearson
- USPHS HOSPITAL LEXINGTON, KY.**
  - S. J. Pierson
- VA HOSPITAL CORAL GABLES, FLA.**
  - Ernest H. Webb
- USPHS HOSPITAL FORT WORTH, TEXAS**
  - Frank E. Anderson
  - John C. Palmer
  - B. F. Deibler
  - Rosendo Serrano
- USPHS HOSPITAL BOSTON, MASS.**
  - Joseph Badyk
  - James A. Patrice
- USPHS HOSPITAL GALVESTON, TEXAS**
  - Alfred A. Hancock
  - Robert Kehry
  - R. L. Littleton
  - John E. Markopolo
  - Concepcion Mejia
  - Ricardo Tarraalba
- USPHS HOSPITAL NEW ORLEANS, LA.**
  - Frank N. Bachot
  - Benjamin Baugh
  - Claude F. Blanks
  - Lawrence A. Bosco
  - Robert Brown
  - S. Carregal
  - Cloise Coats
  - Albert T. Cooper
  - Floyd Cummings
  - Earl J. DeAngelo
  - Chas. F. Dorrrough
  - William Driscoll
  - Jaime Fernandez
  - Clarence Graham
  - Walter Harris
  - William Havelin
  - Charles Jeffers
  - Gustaf W. Johnson
  - George Jasprzyk
  - Martin Kelly
  - Frankie Kitchner
  - Edward G. Knapp
  - Thomas Landa
  - Leo H. Lang
  - William Lawless
  - Lewis Ledingham
  - Cosby Linson
  - Mal McAlister
  - A. McCloskey
  - Alex Martin
  - James M. Mason
  - William Mims
  - Jules Mones
  - Bernard Moya
  - C. Nickerson
  - William Paris
  - Edward Poe
  - Winford Powell
  - Joseph A. Proulx
  - Anastacio Quinones
  - Randolph Ratcliff
  - Emigdio Reyes
  - Edward Samrock
  - John Sercu
  - Wade Sexton
  - Toefl Smigielski
  - Harry Smith
  - West A. Spencer
  - Lannie R. Tickie
  - Luciano Toribio
  - James E. Ward
  - Charles E. Wells
  - David A. Wright
- 6TH DIST. TB HOSPITAL MOBILE, ALA.**
  - David M. Baria
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
  - Marcelo B. Belen
  - W. C. Besselleve
  - Charles Dwyer
  - M. M. Hammond
  - Chas. E. Johnson
  - Luther R. Milton
  - H. M. Proios
  - Milton Reeves
  - A. Stankiewicz
- USPHS HOSPITAL LINCOLN, NE.**
  - Thomas C. Finnerty
  - Donald Forrest
  - Thomas D. Foster
  - Dolan D. Gaskill
  - Joseph Gill
  - Gorman T. Glaze
  - Leo C. Hannon
  - Edward Huizenga
  - Ira H. Kilgore
  - Lindmore Kubecka
  - Manuel Lourido
  - Ira McCormack
  - E. T. McElhenny
  - Phillip Navitsky
  - Markos Pomiro
  - Gerardo Riviera
  - Florentino Teigelro
  - Harold Westphall

## Offers Thanks For Union Aid

To the Editor:

I would like to thank Brother Cal Tanner, our Mobile port agent, and Brother Leroy Clarke, our agent in Lake Charles, for their prompt and accurate service in delivering a message about the death of my wife's grandmother, who was so dear to her.

I was at the sea on the Chiwawa and received the message before my wife knew about

Union headquarters telling them about me.

When I got back to New York, I found that the crew of the Andrew Jackson never notified the Union, and the company didn't either. The ship paid off in the States and none of the crewmembers reported what had happened to me.

I can't say too much for the Surveyor gang. Quite a few of the men visited me regularly, including Delegate Fancher, Bosun Johnny Swiderski, and the electrician. They brought me fruit and other things to help make it more pleasant for me.

Once the Surveyor notified the Union, I started getting letters from SIU Welfare Services. When the doctors said it was okay for me to go home, Welfare Services got the company to arrange to repatriate me on the Steel Executive.

I also learned that the allotments I had been sending home had been stopped. Maybe if the Union had been notified in time they could have gotten the allotments continued and saved a lot of hardship.

I would like all of the brothers to consider what happened to me and to see to it that when a shipmate is hurt that he is not forgotten.

H. G. Sanford

Harold Laumann

## Letters To The Editor

All letters to the editor for publication in the SEAFARERS LOG must be signed by the writer. Names will be withheld upon request.

it. She had just arrived in Lake Charles and her people did not know any other way to contact her but through the SIU hall.

Again thanks to both of these brothers.

## More Safety On Ships Needed

To the Editor:

I would like to express my opinion regarding the current "safety program" going on aboard our ships.

I was hurt a few times, due to negligence aboard ship. Perhaps I could have been more careful, but the fact still remains that there was cause for these accidents.

The people whom we turn to for advice were notified of these hazardous conditions, but to no avail. Hence, I'm a "three-time loser."

I was hurt this last trip and, while I'm returning to the States as a passenger from Bombay, I've got a cast about my midsection from a back injury caused by said negligence.

I hope no one in the future will have to go through the pain and misery that I am undergoing at the present. Here's for a better "Safety First" in the future and to all member brothers, good luck and Godspeed.

E. W. "Bouncy" Carter

## Hurt Overseas, Charges Neglect

To the Editor:

Last March 12, I got a broken hip aboard the Andrew Jackson in Calcutta. The accident happened when I was hit by a cargo load and knocked to the deck, and then the load was picked up and dropped on me again. From the looks of things, I won't be able to work for some time.

I was taken ashore to some kind of a clinic which was the dirtiest excuse for a hospital I ever saw. I was there for three days and the company agent didn't show up to see me until I got the nurse in charge to call him down. Then I was transferred to another hospital which was a much better place.

For the next month I didn't hear from anybody or see anybody except that the company agent came around once in a while. Finally the Steel Surveyor came into port and the delegate on board there, Earl Fancher, sent a radiogram to

## Give Advance Notice On Beefs

To the Editor:

Most of our beefs on the McKetrick Hills have been satisfactorily cleared up, thanks to the attention from SIU headquarters. We got our awning for the afterdeck and our new stove.

As far as the stove is concerned, I understand that the company agent in Savannah shelled out the cash for it. I hope he gets the medal he deserves instead of what I think he is going to get from the company.

## Rotten Stores

We pulled into LA about three weeks ago with Argentine stores, consisting chiefly of putrid meat. Of course, since the stay of a tanker in port is so short, effective action is always difficult. Besides, the stores had to be sealed before the ship could be cleared. Then it was impossible over a weekend to plow through the red tape to get the seal broken in order to have the meat inspected.

So let this be a warning to others. Here we have one good reason why a ship's fund should be maintained. On something this serious it might well be worth it to wire the information ahead to the Union agent, and give him a chance to get together with the health inspector and a Customs official before the time runs out.

These people will all work together if given a chance. This kind of red tape must be cut before arrival, especially on a tanker.

## Need Head Start

Everybody has rules to obey and a set procedure to follow, but where the situation is critical and time a vital factor, a head start is just playing it safe.

Of course, once the Union got wind of this beef, the action was fast. A lot of garbage was condemned posthaste in the next port and a lot of good stores came aboard.

Daniel D. Backrak  
Ship's reporter

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

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

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**ALICE BROWN** (Bloomfield), May 27—Chairman, Walsh; Secretary, N. Matgimisios. Repairs to be taken care of. New icebox for crew mess needed. Present one too small. Clothes to be removed from line when dry. Clarification on transportation requested; ask if men can payoff on West Coast. Radio operator gave good service on news.

**ROBIN MOWBRAY** (Robin), June 2—Chairman, T. Berry; Secretary, A. Goncalves. Ship's fund \$41.82. Additional money to be collected from members at payoff. All communications posted on board. Support SIU's stance on bill presented to Congress by Rep. Pelly of Washington. Poor delivery service of personal and Union mail in SA. Slop sink to be cleaned after use. Butter and other night lunch items to be put in icebox

about travelers checks. Some disputed overtime. New ship's delegate elected. Laundry to be kept clear from 9-10 AM for cleaning.

**SEATRAN NEW JERSEY** (Seatrains), June 16—Chairman, A. Menendez; Secretary, G. Nielsen. Ship's fund \$4.83. New ship delegate and reporter elected.

**EDITH** (Bull), May 27—Chairman, A. Smith; Secretary, McPherson. Ship delegate elected. Ordered more silver and glasses. Ship to be fumigated for cockroaches.

**ARTHUR M. HUDELL** (Bull), May 27—Chairman, E. Bryant; Secretary, T. Thompson. Some disputed overtime. Headquarters reports read and accepted. Books to be kept locked up.

**MARORE** (Ore Nav.), May 31—Chairman, E. McNab; Secretary, S. Wolfson. Ship sailed short one fireman. Ship's fund \$52.16. Washing machine to be repaired.

**WACOSTA** (Waterman), May 28—Chairman, C. Quinn; Secretary, John S. Hauser. Ship's fund \$10.00. Bad water in tanks.

**TRANSATLANTIC** (Pacific Waterways), June 3—Chairman, F. Calnan; Secretary, C. Jensen. Repair list turned in. Wiper hospitalized at Bremerhaven. New man on board. All matters to be handled by department delegate. No crewmember to approach patrolman personally with beefs. New library requested.

**CHELSEA** (N. A. Marine), May 13—Chairman, R. Kiedinger; Secretary, C. Southwick. Cigarettes put out twice a month during stay at Quilon. Launch service inadequate and dangerous. Dugouts capsized on several occasions. Few hours disputed overtime. Insufficient fans. Ship to be fumigated. Pick up stores at Aden.

**VAL CHEM** (Valentine Tankers), June 12—Chairman, L. Sacco; Secretary, L. Hagmann. Ship sailed short one man. One man failed to stand last two hours of watch. Several hours disputed overtime. Clarified reason why no hospital slip was issued on coastwise run. Ship's fund \$4.92. New iron purchased \$15.00. Delegate cautioned crew to be able to turn to when returning to ship. New delegate elected. Request LOG to print clarification on hospital slips when captain is required to issue one.

**PORTMAR** (Calmar), June 10—Chairman, J. Nicholson; Secretary, L. Dwyer. Beneficiary cards to be made out. Repair list to be drawn up. Ship's fund \$25.00.

**SEA COMET II** (Seatraders Inc.), June 3—Chairman, G. Ruf; Secretary, R. Masters. Repairs taken care of. Gift purchased for former skipper. Ship's fund \$50.00. New delegate and secretary-reporter elected. Windscoops and screens to be replaced if necessary. Windscoop to be removed before arrival if it interferes with gangway. Had beer party on beach at Corpus Christi.

**INES** (Bull), June 13—Chairman, J. Schwabland; Secretary, J. Kouvardas. Repair list turned in. Ship's fund \$15.50. No LOGs received.

**COUNCIL GROVE** (Cities Service), June 16—Chairman, P. Miranda; Secretary, H. Berner. Ship's fund \$14.45. Delegate to see captain about rusty water. Cots to be put away when not in use. Fans to be placed in better position in fireman's fo'c'sle.

**INES** (Bull), June 2—Chairman, J. Slaven; Secretary, Williams. Discussion in regard to fresh fruit and vegetables purchased in Iskenderun. Delegate purchased everything at reasonable price.

**TRANSATLANTIC** (Pacific Waterways), May 8—Chairman, Parnel; Secretary, Calnan. Captain to pick up two men. No communications or LOGs received from headquarters. Discussion of table greens, keeping showers clean, cigarette issue and care of washing machine.

**WM. A. M. BURDEN** (Western Tankers), May 26—Chairman, C. Saranthus; Secretary, A. Alcevedo. Short five men. Two men missed ship in Subic Bay. Delegate requested baker to accept steward's job to prevent more non-Americans from joining ship. Reading material needed, will be obtained in Japan. One extra man in deck department. To be settled in Ras Tanura as one day man to be repatriated to the States for hospitalization. Chief cook to be flown from States to join ship in Ras Tanura and 3rd cook to be promoted to baker. Travelers' checks to be obtained in Japan per Union agreement. Excellent meals were served in spite of serious shortage of help.

**RION** (Actium), June 3—Chairman, R. Coe; Secretary, B. Porter. No Union mail received. Ship sailed short three men. Two men joined ship in Greece. Contact hall for library. Clarification from patrolman on steward department work rules. Foe'sles to be sougeed and engineer's quarters to be painted.

**TRANSATLANTIC** (Pacific Waterways), March 21—Chairman, Parnel; Secretary, Calnan. Report on American money or travelers' checks. To accept local currency in all ports. Discussion on misuse of washing machine. Messhall to be used for meals and not bull sessions during meal hour. Discussion on linen shortage, men to put in for subsistence. Delegate to resign. Discussion on moving clock back in port during steward department working hours. Crew not to come in mess or recreation room in underwear.

## Digest Of SIU Ship Meetings

after use. Members to be properly dressed before entering mess rooms. Crew expressed sympathy to Radio Officer's Union in recent loss of their president.

**RAPHAEL SEMMES** (Waterman), June 3—Chairman, R. Barbot; Secretary, R. Sessions. Discussion on money clearance. Launch service bad in Hirohata. No shore leave and no water taken in LA. Ship's fund \$10.05. Poor mail delivery. No hooks on door in meat box as per safety recommendations. Discussion on water rationing despite fact that water could have been obtained in San Pedro.

**ARICKAREE** (US Petroleum), June 3—Chairman, D. Van Alstine; Secretary, P. St. Marie. Letter from SIU headquarters concerning conditions aboard vessel, such as fans, water condition and other repairs. Some disputed overtime. Shipboard safety suggestions attended to. New treasurer elected. Discussion on beef between two brothers aboard vessel. Discussion on merits of getting draws in yens or dollars. Asia won.

**CHICKASAW** (Pan Atlantic), June 10—Chairman, J. Farrand; Secretary, J. Perera. Matters pertaining to food and repairs taken up in New Orleans—squared away. Headquarters report read and accepted. Crew not to throw cigarette butts and papers in water fountain. Keep stevedores away from ship's bathrooms and crew quarters.

**BRADFORD ISLAND** (Cities Service), June 10—Chairman, J. Tanner; Secretary, H. Wirtz. Union to see company about launch service in Lake Charles. Discussion on food service and night lunch; also guard in Lake Charles.

**AMES VICTORY** (Victory Carriers), May 2—Chairman, H. DeClerx; Secretary, F. Corio. Washing machine to be kept clean.

**JOSE MARTI** (New England Industries), May 27—Chairman, L. Iovino; Secretary, D. Pashkoff. Headquarters notified about captain's attitude, security watches and general condition of ship. Ship's fund \$47.00. Treasurer elected. Need more juices for breakfast and more variety of food. Recreation hall and messhall to be kept clean. Put out more than one carton of cigarettes a week.

**ROBIN KETTERING** (Seas Shipping), May 18—Chairman, Les Ames; Secretary, R. Whitley. Letter regarding passenger utility written to headquarters. Ship's fund \$25.90. Man taken off work in saloon because of fighting. New delegate elected. Discussion on painting of mess halls and galley. Screen doors on main deck to be repaired. Suggestion to buy iron from ship's fund.

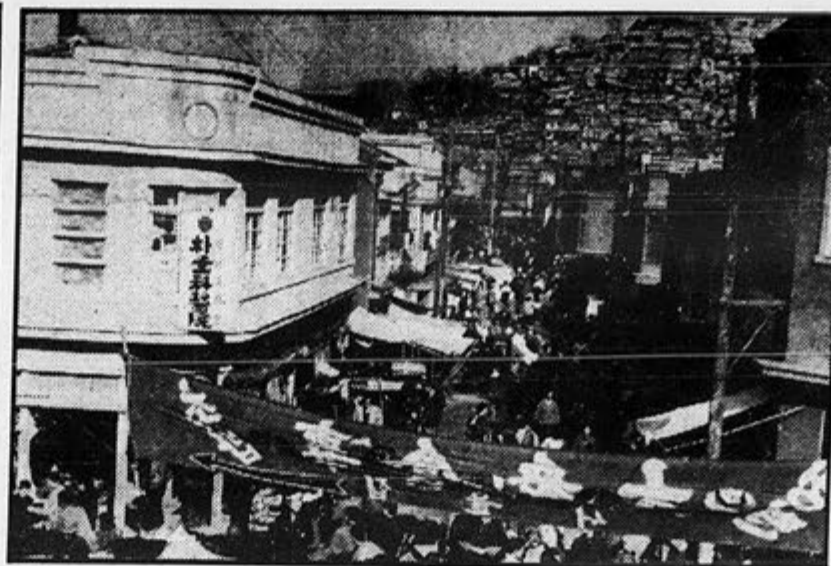
**ARAPAHOE** (Marine Trans.), May 20—Chairman, P. Smyth; Secretary, D. Garrigues. Ship's fund \$7.00. Stores not being put on table. Night lunch should be increased. Refrain from unnecessary noises at night.

**STEEL FLYER** (Isthmian), June 10—Chairman, E. Parr; Secretary, E. Saul. Delegate elected. Treasurer elected. Ship's fund \$142.00. Deck department should not refuse overtime in Hawaii preparing holds for sugar as it was agreed in New Orleans all hands would be used.

**ROBIN KETTERING** (Seas Shipping), June 3—Chairman, William Brightwell; Secretary, R. Whitley. One man paid off in Genoa. New man signed on in Genoa. Second electrician had trouble with mate. Ship's fund \$25.90. Delegate to see patrolman about supply of cigarettes. Donation asked to pay for iron.

**CATHERINE** (Dry Trans), June 3—Chairman, H. Carney; Secretary, Clude Sturgis. Ship's fund \$20.73. New secretary-reporter elected. One crewmember hospitalized in Hamburg, Germany. Two promotions in deck department.

**LAKE GEORGE** (USPC), June 10—Chairman, Frank Gaspari; Secretary, R. Lipari. Delegate to see patrolman



Teeming Pusan, Korea, presents many pitfalls for the unwary traveler. Roving bands of thieves, young and old, latch onto visitors as they come off the dock, long before merchants in the marketplace get a chance, says Seafarer William Calefato. He advises leaving valuables aboard ship.

## 'Slickie Boys' Menace Travelers To Pusan

Every country has its share of conniving young bloods who make a living preying on tourists, GIs and visiting seamen. In Korea, it's the "slickie boys."

Ashore in Pusan during a trip on the Citrus Packer not long ago, Seafarer William Calefato described some of the hazards that can befall a seaman.

### Walk In Groups

"The squalid, dingy, unpainted wooden buildings and rutty roads are regarded with some uneasiness by anyone going ashore. You learn to walk in groups to discourage attack, because experience has shown it is a mistake to underestimate the slickie boys . . . I took along a very plain box camera so they would not mob us as if I had taken the 35 mm or the 2 1/4x2 1/4."

"Oldtimers say Pusan would be a nice port if the Army or local police would keep them from molesting everyone coming ashore. But it is likely they would find other ways to steal for their daily needs. There doesn't seem to be any law against it in Pusan . . . Most of us have learned to leave all valuables on the ship. They will take anything that can bring a price on the black market. Five valuable wristwatches were ripped off wrists early the first night the Citrus Packer docked. The thieves' operations were made somewhat easy by the fact that the seaman's hunger for entertainment and relaxation after many weeks at sea tends to lessen his wariness."

"The slickie boys are usually in groups, or a scout will leave his band in the darkness along the road and approach alone. He will look like all the other beggars and will be friendly while holding your arm to shake your hand in welcome. Next, he slides a deft finger under the band, tears off the watch and runs off. If the victim can hurdle muddy ditches, railroad tracks and other obstacles, he might catch the fugitive. If he does, and engages in violence, the others might attack with stones or weapons."

### Goods All Classified

"Swede Larson, a very able AB, was deeply insulted when one slickie boy taunted him for putting his SIU white Stetson in a pocket after he passed the MP gate on his way to town. Swede was told that the cap was 'number ten,' not worth stealing. If it was 'number one,' Swede would have been bareheaded already."



Calefato

## Shuttle Runs Monotonous? Not In June!

June is traditionally the time for nuptial affairs, possibly because the heart starts beating in proportion to the rises in the temperature.

Whatever the cause, two Seafarers on the Arickaree took the occasion last month to tie the knot in Yokohama, when the ship arrived at the Japanese end of their shuttle run. (Who said those shuttle runs were monotonous?)

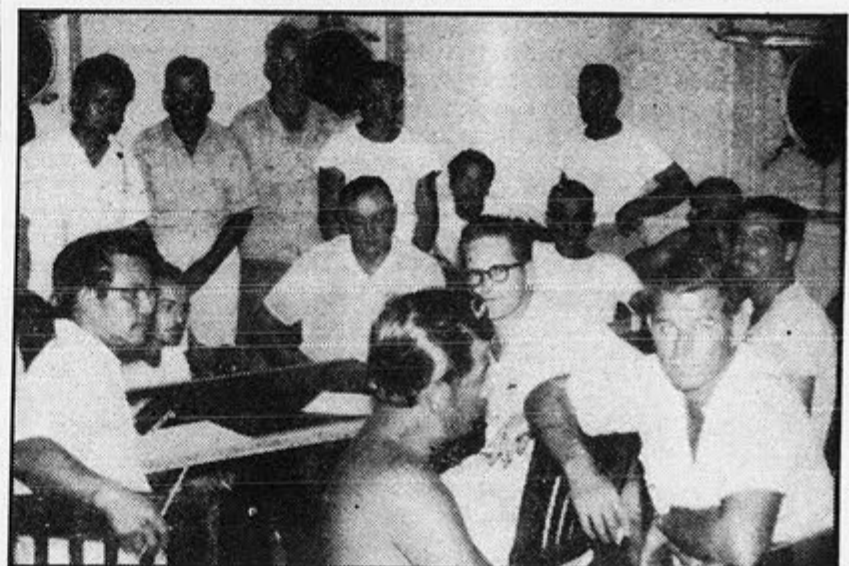
Of the two bridegrooms, crew messman Wong Chin Hsi probably stirred things up most, because Wong's nuptials, though celebrated in Japan, were held in the traditional Chinese fashion. Veteran Seafarer Ben LeBlanc was the other aisle-walker this trip. He sails in the deck department. Details on both affairs were scant in the report by P. J. St. Marie, ship's reporter, but it was noted that Wong, besides being messman, was the barber for everyone on the ship. Where his tonsorial talents fit into the picture is not quite clear.



Leblanc

In any event, St. Marie, delegates J. Robinson, C. W. Shaw and N. LaFortezzi and all their shipmates wish the best to both newlywed couples.

## Union Business On The Traveler



Regular SIU ship's meeting on the Steel Traveler in Far East draws all crewmembers off watch for discussion of ship affairs and Union business. Chairman Matt Bruno (center, at table, facing camera) presides at session. Photo by reporter Bill "Sonny" Armstrong.

## OT'S A LITTLE SLOW TOO AS SEA COMET PLODS ON

Overtime is treated a little like "plague" on the Sea Comet II. The mates seem reluctant to hand it out for fear it will spread and catch on, says ship's reporter Robert Ingram.

A recent incident during the global meanderings of the ship bears out this point. As it happened, the mate approached George Ruf, bosun, to tell him he wanted to check the overtime.

"Hey, boats," he chortled, "how about telling the deck delegate to bring the overtime sheets up to my

room? It'll give me something to do over the weekend."

"Hell, mate, don't even bother. You could check them on your coffee time," replied the bosun, "and have time for a second cup left over!"



Ingram

## Shorthanded?

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

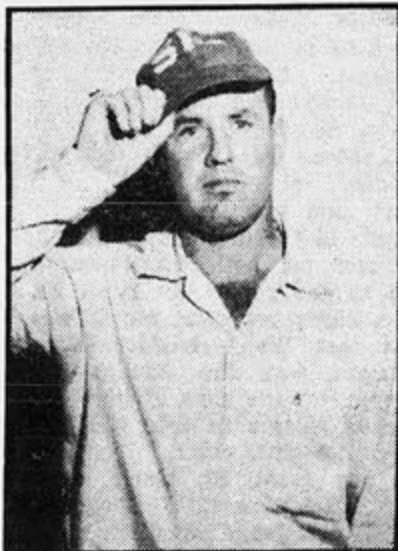
It can thus be deduced that there isn't much overtime in the deck department, Ingram adds. "Tex" Blanchard, DM, is high man of the daymen with 18 1/2 hours in a month, and that includes taking soundings on weekends."

# Fairisle Nine Ready To Meet All Comers

Give him a month to get his squad into shape, and Seafarer Maurice "Duke" Duet will match his new Fairisle baseball combine against all challengers, he boasts.

Duet threw out the challenge in New York recently, after winding up a season as manager of the Del Sud "Rebels" on the South American cruise run. The "Rebels" walked all over the competition to win the coveted "Friendship Trophy" in Buenos Aires, by whipping the Gymnasia y Esgrima nine in three straight contests.

It was the second trophy for the Del Sud, which also won it in 1952. The inter-hemispheric rival-



Fingering cap, "Duke" Duet treats prospective competition to one of his coaching signals.

ry began a few years ago with all three Delta Line passenger ships participating in games with members of the world-famed Argentine sports club.

On the coastwise run with the

Fairisle now, Duet, a dayman, admits it's a bit harder to field a "championship-type" team from a pick of less than three dozen men in a freightship crew, than it is from a choice of almost 100 crewmen on the Delta ships. But he points out that he did it on the Iberville a couple of seasons back and is willing to try again.

Once he gets the Fairisle nine into shape, "we'll play anywhere we're challenged—vacant lots included. Night games are best though, because the hot sun is a little tough on part-timers like us." As an added inducement for would-be challengers, a crab boil is standard treat after the games.

### Wants To Meet 'Stars'

"Duke's" big aim, if he gets the chance, is to beat the Del Norte "Stars." He claims the "Stars" wouldn't play his Del Sud team while both ships were in Santos last spring.

He expressed thanks to his former shipmates on the Del Sud "for their great sportsmanship and for their help in enabling me to win the 'manager of the year' award in BA." The SIU teams were "ambassadors of good will to South America for the US," he added.

In addition to the team trophy won by the Del Sud, each member of the squad received an individual medal and Manager Duet got a special award of his own.

Prospective challengers can contact him through Seafarer Vic Miorana, at the New Orleans SIU hall.

Games can be held in almost any port on the coastwise run.

## Navy Gets Into The Act



Moving through the Panama Canal on the supertanker Orion Star, this trio of Seafarers shares limelight with Navy carrier as a backdrop. Pictured (l to r) are Johnny Asavicuis, wiper; Chuck Barone, baker, and Don Bartlett, bosun. The carrier is the USS Hancock (CVA 19).

## Officers Step Out—Too Far

To the Editor:

Here we are at the end of three weeks Vizagapatam, India. Since we have about another month to stay here on a miserable ship, the prospects are not so good.

Here are a few of the things that make this trip on the Ocean Nimet so miserable: Since we left the States we have had the use of the refrigerator in the crew's mess for about

## Letters To The Editor

All letters to the editor for publication in the SEAFARERS LOG must be signed by the writer. Names will be withheld upon request.

three weeks at the most. It broke down right after leaving the States. It wasn't long afterwards that the one in the officers mess broke down also. In Karachi both units were put in working order. When we got here the crew's refrigerator was already long gone and still is. The galley stove, likewise, has been troublesome, as have the fans.

### Water Follies

This evening we were all treated to a fine show by some of the officers. We are tied up to buoys and I was standing by the gangway talking to the gangway watch when four top-siders decide to go ashore. One look at the condition at the four-some and the gangway watch immediately went to stand by a lifering.

The first to hit the water was the captain. The chief mate was next. We guided the lower end of the pilot ladder down the gangway and lowered it down to the water. We finally got them both into the boat after a lot of scuffling during which the mate from the SS Charles Dunnaif hit the drink. Once again down went the pilot ladder and we got him out.

The dampness didn't discourage them. They all went ashore anyway. The problem now is what will happen when they try to come back up the gangway.

Vincent Walrath

## Laud Union Help On Movie Shows

To the Editor:

We, the undersigned, want to to acknowledge and voice our appreciation to the SIU for the recent gift of the fine movie machine which has been installed at the marine hospital in New Orleans.

We know that our secretary-treasurer, Paul Hall, and Lind-

sey Williams, New Orleans Port Agent, are always doing their best to help the patients here who do not have the opportunity to go elsewhere for recreational activities.

This is also only one of the many things which our Union is doing on behalf of the hospitalized seaman.

The first-run movies shown bi-monthly to all the patients, regardless of their affiliations, the hospital staff and others, are highly appreciated.

We wish also to thank Brother Vic Miorana for his efforts in getting an employee of the hospital to operate our movie projector and all the New Orleans SIU staff which helped to make this recreational facility of reality.

Andrew McCloskey, Jerry Pontiff, Jim "Chips" Lyles, Bob Brown

## Catherine Urges Speedy Recovery

To the Editor:

On May 8, 1956, as we were preparing to leave Hamburg, Germany, our bosun, Brother Alfred R. Sawyer, was taken sick. The captain called the doctor, who diagnosed the trouble as "acute lumbago." At least that is what the symptoms indicated.

He advised hospitalization of Brother Sawyer, which was done. We on the Catherine, in turn, wired the SIU welfare department at once so it could lend whatever assistance it could to him.

### Hope He's Home Now

Since we have not been able to learn anything about Sawyer since then, we want to wish him a speedy recovery and hope he is back with his family by this time.

Due to his hospitalization, there have been two promotions in the deck department, which have proved to be very satisfactory. Everything else is running along nicely.

We wish to inform the crew of the Frederic C. Collin that they are in for a very pleasant surprise. Their gain is our loss, as our captain is being replaced and is joining that ship. We hope they will get along with him as well as we have on here.

### New Coal Run

We are also experiencing something on here that no one in this crew has ever heard of before. We left Hamburg for Conakry, French West Africa, to load bauxite and, after leaving there for Port Alfred, Quebec, we have received orders to proceed from Port Alfred to Sidney, Nova Scotia, to load coal for Europe. We never knew we hauled coal from Canada before, but most of us are glad to get a longer trip out of it while we can.

H. A. Wiltshire  
Ship's reporter

## Non-Skid Paints Urged For Ships

To the Editor:

We have just about completed another voyage on the Lewis Emery, Jr., and up to this date it has been a good trip, with a good bunch of guys. We sailed from New Orleans with grain and Army cargo for Bremerhaven.

A few hours before sailing, our chief steward, Ander Johansson, had to be hospitalized for an injury which occurred while he was performing his duties. We on the Emery hope Brother Johansson has a speedy recovery.

While we were in New Orleans there were a few major items that were needed which weren't put aboard with the rest of the stores. But I contacted the hall and patrolman Ray Vaughan was sent down. Thanks to efficient representation we got the items we needed, to everyone's satisfaction.

### Could Cut Accidents

I have one suggestion that would benefit our brothers as well as the companies, which concerns preventing accidents that have been common in the past. Besides Johansson, we also had one AB who fell and was hurt on the ship.

My idea is that all the companies should really start carrying these non-skid paints. I sincerely think there would be fewer accidents as a result. These steel decks and ladders don't have to be wet for you to fall and hurt yourself.

Our next voyage will be to new horizons, to that fair land of Japan. Quite a few guys are leaving the ship, but the anxious ones are staying, including myself.

Dave Rivers  
Ship's delegate

## Award By LOG Pleases Him

To the Editor:

I hear from the SIU agent in Savannah that I received a SEAFARERS LOG Award for 1955 for my poem "A Dreamer."

It made me feel kind of pleased and I wish to thank you for considering my articles and poems in the past and publishing many of them. I hope I will see some of them in print in the future also.

I would appreciate it if you would forward my award to Leroy Clarke, SIU port agent in Lake Charles, as I am afraid I may not have the pleasure of making a trip to the New York hall anytime in the near future. I am on the tanker Royal Oak right now.

I will, with your kind permission, continue to send my literary efforts in for your approval whenever I believe I have anything worth your consideration.

J. F. Wunderlich, Jr.

## Burly



## A Sporting Offer

By Bernard Seaman

# RECENT ARRIVALS

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

Stephen Lee Reinchuck, born March 6, 1956, to Seafarer and Mrs. Laurence Reinchuck, New Orleans, La.

Patrick Donald Young, born December 26, 1955, to Seafarer and Mrs. Jonathan N. Young, Long Beach, Calif.

Gloria Faye Barbour, born April 12, 1956, to Seafarer and Mrs. Norwood A. Barbour, Washington, NC.

Rodney James Pence, born April 18, 1956, to Seafarer and Mrs. Pence, Houston, Tex.

Marilyn Kay Booth, born May 13, 1956, to Seafarer and Mrs. Alton R. Booth, Hammond, La.

Joseph Charles Berger, born May 22, 1956, to Seafarer and Mrs. Sidney Z. Berger, Baltimore, Md.

Jaime De Jesus, born May 14, 1956, to Seafarer and Mrs. Antonio De Jesus, Bronx, NY.

Terrence Kenny, Jr., born March 27, 1956, to Seafarer and Mrs. Terrence Kenny, Bronx, NY.

Terry Joseph Okray, born May 8, 1956, to Seafarer and Mrs. Norman Okray, Baltimore, Md.

Nelson Aaron Wells, born April 7, 1956, to Seafarer and Mrs. Edward L. Wells, New Orleans, La.

Louis Constantino, born March 21, 1956, to Seafarer and Mrs. Enrique N. Constantino, New Orleans, La.

Raul Rodriguez, born May 21, 1956, to Seafarer and Mrs. Juan Rodriguez, Galveston, Tex.

Phyllis Jean Woodhill, born March 9, 1956, to Seafarer and Mrs. Warren H. Woodhill, South Gate, Calif.

Shirley Bonita Reeve, born May 25, 1956, to Seafarer and Mrs. Herbert Reeve, Philadelphia, Pa.

Steven Perez, born May 7, 1956, to Seafarer and Mrs. Pedro Perez, Bronx, NY.

Richard Ramirez, born May 22, 1956, to Seafarer and Mrs. Thomas Ramirez, Brooklyn, NY.

Elaine Kay Proctor, born May 17, 1956, to Seafarer and Mrs. Johnnie M. Proctor, Walterboro, SC.

Arlene Renee Bentley, born March 29, 1956, to Seafarer and Mrs. Bervin A. Bentley, Bayou La Batre, Ala.

Lorraine Jean Lynstad, born May 5, 1956, to Seafarer and Mrs. Kjell O. Lynstad, Mobile, Ala.

Sharon Theresa Fillingim, born May 25, 1956, to Seafarer and Mrs. Daniel P. Fillingim, Chickasaw, Ala.

Wendy Shyanne Lewis, born May 7, 1956, to Seafarer and Mrs. Kennedy Lewis, Mobile, Ala.

Robert Valle Vega, born January 15, 1956, to Seafarer and Mrs. Oliver V. Ortiz, Mayaguez, PR.

April Lynn Hammond, born December 20, 1955, to Seafarer and Mrs. Robert M. Hammond, Cincinnati, Ohio.

Jodene Loree Goude, born May 21, 1956, to Seafarer and Mrs. Joseph F. Goude, Oakland, Calif.

Audrey Louise Mesford, born May 25, 1956, to Seafarer and Mrs. Harvey Mesford, Angeles, Wash.

George Robert Mosher, born May 20, 1956, to Seafarer and Mrs. Albert Mosher, Sr., Baltimore, Md.

David Rosales, born May 16, 1956, to Seafarer and Mrs. Orlando Rosales, San Francisco, Calif.

Joseph James Hubner, born May 27, 1956, to Seafarer and Mrs. George T. Hubner, Portland, Me.

Karen J. Westerfield, born May 26, 1956, to Seafarer and Mrs. Robert H. Westerfield, Long Beach, Calif.

Dixie Jeane Tanner, born May 30, 1956, to Seafarer and Mrs. James E. Tanner, Orange, Tex.

Sandra Jean Trawick, born March 31, 1956, to Seafarer and Mrs. Oliver W. Trawick, Hamilton, Ala.

Estella Ann Muentes, born April 28, 1956, to Seafarer and Mrs. Asterio D. Muentes, New Orleans, La.

Deborah Claire Yarbrough, born March 31, 1956, to Seafarer and Mrs. Wilson B. Yarbrough, Selma, Ala.

Catherine Elizabeth Sumpter, born June 1, 1956, to Seafarer and Mrs. James Sumpter, New Orleans, La.

Jeffrey Dale Jackson, born May 13, 1956, to Seafarer and Mrs. Carl N. Jackson, Bessemer City, NC.

Carla Lynn Mouton, born May 9, 1956, to Seafarer and Mrs. Joseph N. Mouton, Galveston, Tex.

Miguel Enrique Aponte, born March 26, 1956, to Seafarer and Mrs. Felicito Aponte, Baltimore, Md.

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**EVERY MONDAY, 0315 GMT**  
(10:15 PM EST Sunday)  
Australia  
WMM 25-15607 Kcs  
Northwest Pacific  
WMM 81-11037.5

## Personals

**James Purcell**  
Your wife has moved to 355 East 142d St., Bronx 54, NY.

**William G. Gale**  
Contact your sister at 108 South 28th St., Tampa, Fla.

**Bobby Byrd**  
Get in touch with Whitey Petersen, Tamarack Road, Andover, NJ.

**Octave Quetil**  
Contact M. Zucela, 3-1 Christina Place, Paterson, NJ.

**Charles W. Halla, Jr.**  
Get in touch at once with your father in Westfield, Mass. Also call Mrs. Barbara Lee at GL 6-7341 in Mobile, Ala., regarding Danny. There has been a death in your family.

**Richard Brown**  
Contact your wife at 716 Hilltop Road, Baltimore 26, Md., as soon as possible. Severe illness in family.

**Tony Cornman**  
A letter from your family in Los Angeles is being held for you in the SEAFARERS LOG office at SIU headquarters.

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## FOUR OF THE 1956 WINNERS OF SIU SCHOLARSHIP AWARDS

ON this page are biographical sketches of four of the winners of this year's SIU scholarship awards worth \$6,000 each for four years' college study. A sketch of the fifth winner this year, Jeremiah O'Neil, appeared in the last issue of the SEAFARERS LOG.

### Seafarer Earl Laws Electrical Engineering



The Milwaukee School of Engineering will probably be the next stop for Seafarer Earl Laws, chief electrician. Now 30, Laws was an alternate choice in last year's awards. Going to college, he says, "is what I have been waiting for since getting out of high school in World War II."

Laws, who comes from Emporia, Kansas, has been shipping with the SIU in the engine department since his high school days. After getting all the ratings, he attended Coyne Electrical School in Chicago in 1949 and since then has been sailing as chief electrician. He gives much credit for his success to the fact that as a Seafarer he had the leisure time to keep up on his reading and outside interests.

Laws hopes to complete college in three years by going to school summers. Then he will specialize in some phase of electrical engineering or electronics. His last ship was the Steel Recorder.

### Miss Anne Virgin School Teaching



Daughter of Seafarer Claude A. Virgin, Jr., of Atlanta, Georgia, Anne Virgin was obviously scholarship material with a sparkling record both in high school and at the University of Georgia. She graduated from high school first in a class of 165 seniors with a straight "A" average in all of her academic subjects. Now 19, she has completed two years at the University of Georgia where she has compiled an equally-impressive record consisting mostly of "A" grades. In addition to her studies and after-school work, Miss Virgin participates in numerous extra-curricular activities. She edited her high school annual, was a member of the National Honor Society and serves as officer and member of a number of school clubs including the Newman club and glee club and the Future Teachers of America. She intends to make a career of teaching English in the grade schools after completing her studies.

### Seafarer George Butenkoff Marine Electronics



An interest he developed while seafaring will become a career for Seafarer George Butenkoff. Now 24, Butenkoff started sailing at 17 immediately after getting out of high school and served as an organizer in the Cities Service drive. Subsequently in 1953 he got a 3rd mate's license and attended Loran and Radar school to brush up on navigation aids. There he discovered that his interests were in the field of marine electronics.

He was drafted into the Army that same year and in his two years' service was an instructor on harbor craft, which furthered his interests. After his discharge he entered Newark College of Engineering. He is married and the father of one child. He intends to go on in the engineering field in research and development of marine electronics. At present he is AB on the Seatrain Savannah.

### Seafarer Herman Sperling Economics and Law



Traveling around as a Seafarer, Herman Sperling wrote, "I became aware of the importance of economics . . . I also came to a more complete realization of the handicap of ignorance . . . After putting the two together I knew that I wanted and needed . . . an education." He enrolled at Long Beach, Calif., City College and started studying economics, supporting himself by part time work and vacation-time sailing. Now he will go on to the University of California at Los Angeles and get a law degree.

The 31-year-old Seafarer is one of a family of seven children. He became an SIU member in 1947, sailing in the deck department.

He is compiling a fine "A-minus" record in his studies thus far and has been described as "determined to improve himself and, in the process, improve the world a little."



# CONSTITUTION

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

## EVERY SEAFARER IS GUARANTEED

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

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

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

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

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

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

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

with respect to providing for a trial committee ..."

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

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



# CONSTITUTION

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

## PREAMBLE

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

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

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

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

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

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

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

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

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

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

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

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

To assist other bona fide labor organizations whenever possible in the attainment of their just demands.

To regulate our conduct as a Union and as individuals so as to make seamanship what it rightly is—an honorable and useful calling. And bearing in mind that we are migratory, that our work takes us away in different directions from any place, where the majority might otherwise meet to act, that meetings can be attended by only a

fraction of the membership, that the absent members, who cannot be present, must have their interests guarded from what might be the results of excitement and passions aroused by persons or conditions, and that those who are present may act for and in the interest of all, we have adopted this constitution.

## STATEMENT OF PRINCIPLES AND DECLARATION OF RIGHTS

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

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

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

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

### I

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

### II

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

### III

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

### IV

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

### V

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

### VI

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

### VII

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

### VIII

The powers not delegated to the officials and job holders by the Constitution of the Union shall be reserved to the members.

## CONSTITUTION

### ARTICLE I

#### NAME AND GENERAL POWERS

This Union shall be known as the Seafarers International Union of North America, Atlantic and Gulf District. Its powers shall be legislative, judicial, and executive, and shall include the formation of, and/or issuance of charters to, subordinate bodies, corporate or otherwise, the formation of funds and participation in funds, the establishment of enterprises for the benefit of the Union, and similar ventures. A majority vote of the membership shall be authorization for any Union action, unless otherwise specified in this Constitution. This Union shall, at all times, protect and maintain its jurisdiction over all work which belongs to the seaman and all such work as seamen now perform.

### ARTICLE II

#### AFFILIATION

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

### ARTICLE III

#### MEMBERSHIP

Section 1. Candidates for membership shall be admitted to membership in accordance with such rules as are adopted, from time to time, by a majority vote of the membership.

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

#### OBLIGATION

"I pledge my honor as a man, that I will be faithful to

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

Section 3. Members more than one quarter in arrears in dues, or more than three months in arrears in assessments or unpaid fines, shall be automatically suspended, and shall forfeit all benefits and all other rights and privileges in the Union. They shall be automatically dismissed if they are more than two quarters in arrears in dues or more than six months in arrears in assessments or unpaid fines.

This time shall not run:

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

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

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

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

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

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

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

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

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

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

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

#### ARTICLE IV REINSTATEMENT

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

#### ARTICLE V DUES AND INITIATION FEE

Section 1. All members shall pay dues quarterly, on a calendar year basis, on the first business day of each quarter, except as herein otherwise provided. The dues shall be those payable as of the date of adoption of this Constitution and may be changed only by Constitutional amendment.

Section 2. No candidate for membership shall be admitted into membership without having paid an initiation fee of one hundred (\$100.00) dollars.

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

#### ARTICLE VI RETIREMENT FROM MEMBERSHIP

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

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

Section 3. Any person in retirement for a period of six months or more shall be restored to membership, except as herein indicated, by paying dues for the current quarter, as well as all assessments accruing and newly levied during the period of retirement. If the period of retirement is less than six (6) months, the required payments shall consist of all dues accruing during the said period of retirement, including those for the current quarter, and all assessments accrued and newly levied during that period. Upon such payment, the person in retirement shall be restored to membership, and his membership book, appropriately stamped, shall be given to him.

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

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

#### ARTICLE VII SYSTEM OF ORGANIZATION

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

(a) The Constitution

(b) Majority vote of the membership

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

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

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

Section 5. Every member of the Union shall be registered in one of three departments; namely, deck, engine, or stewards department. The definition of these departments shall be in accordance with custom and usage. This definition may be modified by a majority vote of the membership. No member may transfer from one department to another except by express approval as evidenced by a majority vote of the membership.

#### ARTICLE VIII ATLANTIC AND GULF DISTRICT OFFICERS, PORT AGENTS, AND PATROLMEN

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

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

#### ARTICLE IX OTHER ELECTIVE JOBS

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

(A) Meeting Chairman

(B) Delegates

(C) Committee Members of:

(a) Auditing Committee

(b) Trial Committee

(c) Quarterly Financial Committee

(d) Appeals Committee

(e) Negotiating and Strike Committee.

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

#### ARTICLE X DUTIES OF OFFICERS, PORT AGENTS, AND OTHER ELECTED JOB HOLDERS

Section 1. The Secretary-Treasurer

(a) The Secretary-Treasurer shall be the Executive Officer of the Union and shall represent, and act for and in behalf of, the Union in all matters except as otherwise specifically provided for in the Constitution.

(b) He shall be a member ex-officio of all committees, port or otherwise.

(c) He shall be responsible for the organization and maintenance of the correspondence, files, and records of the Union; setting up, and maintenance of, sound accounting and bookkeeping systems; the setting up, and maintenance of, proper office and other administrative Union procedures; the proper collection, safeguarding, and expenditure of all Union funds, Port or otherwise. He shall be in charge of, and responsible for, all Union property, and shall be in charge of Headquarters and Port Offices. He shall issue a weekly comprehensive report covering the financial operations of the Union for the previous week. Wherever there are time restrictions or other considerations affecting Union action, the Secretary-Treasurer shall take appropriate action to insure observance thereof.

(d) Subject to approval by a majority vote of the membership, the Secretary-Treasurer shall designate the number and location of Ports, the jurisdiction, status, and activities thereof, and may close or open such ports, and may re-assign Port Agents and Patrolmen of closed ports to other duties, without change in wages. The Ports of New York, New Orleans, Mobile, and Baltimore may not be closed except by Constitutional amendment.

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

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

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

At the first regular meeting in August of every election year, the Secretary-Treasurer shall submit to the membership a pre-balloting report. This report shall recommend the number and location of Ports, the number of Assistant Secretary-Treasurers and Agents, and the number of Port Patrolmen which are to be elected for each Port.

This recommendation may also specify, whether any Patrolmen and/or Assistant Secretary-Treasurers, shall be designated as departmental or otherwise. The report shall be subject to approval or modification by a majority vote of the membership.

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

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

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

(h) The foregoing duties shall be in addition to those other duties elsewhere described in this Constitution, as well as those other duties lawfully imposed upon him.

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

(j) Immediately after assuming office, the Secretary-Treasurer shall designate one of the Assistant Secretary-Treasurers to assume his duties in case of his temporary incapacity. This designation may be changed from time to time. These designations shall be entered in the minutes of the Port where Headquarters is located. The provisions of Section 2-A of this Article shall apply in the case of a vacancy in the office of Secretary-Treasurer, as set forth in that section.

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

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

Section 2. Assistant Secretary-Treasurer

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

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

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

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

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

Section 3. Port Agents

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

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

(c) He shall be prepared to account, financially or otherwise, for the activities of his Port, whenever demanded by the Secretary-Treasurer.

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

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

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

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

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

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

Section 4. Port Patrolmen

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

Section 5. Meeting Chairmen

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

such rules as are adopted, from time to time, by a majority vote of the membership in each Port.

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

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

#### Section 6. Delegates

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

(b) Each delegate shall attend the Convention and fully participate therein.

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

#### Section 7. Committees

##### (a) Auditing Committee

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

##### (b) Trial Committee

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

##### (c) Quarterly Financial Committee

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

2. The report and recommendations of this Committee shall be completed within a reasonable time after the election of the members thereof, and shall be submitted to the Secretary-Treasurer who shall cause the same to be read in all Ports, at the first or second regular meeting subsequent to the submission of the said report and recommendations.

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

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

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

##### (d) Appeals Committee

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

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

##### (e) Negotiating and Strike Committee

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

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

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

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

5. A Negotiating and Strike Committee may decide the time of entry into a strike, provided prior authority, as evidenced by a majority vote of the membership, is

granted therefor. In all other cases, a majority vote of the membership shall decide when a strike shall begin.

6. This Committee shall be charged with the preparation and execution of a strike plan which shall be binding on all members and other persons affiliated with this Union. However, a majority vote of the membership may repeal, or otherwise treat or dispose of any part or all of a strike plan.

#### ARTICLE XI

##### WAGES AND TERMS OF OFFICE OF OFFICERS AND OTHER ELECTIVE JOB HOLDERS, UNION EMPLOYEES, AND OTHERS

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

Secretary-Treasurer  
Assistant Secretary-Treasurer  
Port Agent  
Patrolman

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

Section 3. The compensation to be paid the holder of any office or other elective job shall be determined from time to time by a majority vote of the membership.

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

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

Section 6. The foregoing provisions of this Article do not apply to any corporation, business, or other venture in which this Union participates, or which it organizes or creates. In such situations, instructions conveyed by a majority vote of the membership shall be followed.

#### ARTICLE XII

##### QUALIFICATIONS FOR OFFICERS, PORT AGENTS, PATROLMEN, AND OTHER ELECTIVE JOBS

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

(a) He has at least three (3) years of sea time aboard an American flag merchant vessel or vessels; if he is seeking the job of Patrolman or Assistant Secretary-Treasurer in a specified department, this sea time must be in that department, and

(b) He has at least four (4) months of sea time aboard an American flag merchant vessel or vessels, or four (4) months of employment with, or in any office or job of, the Union, its subsidiaries, or affiliates, or at the Union's direction, or a combination of these, between January 1st and the time of nomination, and

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

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

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

Section 3. All candidates for and holders of elective offices and jobs, whether elected or appointed in accordance with this Constitution, shall maintain membership in good standing. Failure to do so shall result in ineligibility to hold such office or job and shall constitute an incapacity with regard to such office or job.

#### ARTICLE XIII

##### ELECTIONS FOR OFFICERS, PORT AGENTS AND PATROLMEN

##### Section 1. Nominations

Any member may submit his name for nomination for any office, or the job of Port Agent or Port Patrolman, by delivering or sending a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer, at the address of Headquarters. The Secretary-Treasurer is charged with the safekeeping of these letters and shall turn them over to the Credentials Committee upon the latter's request. This letter shall be dated and shall contain the following:

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

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

(e) Proof of citizenship

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

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

##### Section 2. Credentials Committee

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

(b) After its election, the Committee shall immediately

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

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

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

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

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

##### Section 3. Balloting Procedure.

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

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

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

(d) No member may vote, without displaying his Union Book, in which there shall be placed an appropriate notation of the date and of the fact of voting, both prior to being handed a ballot. A ballot shall then be handed to the member who shall thereupon sign his name on a separate roster, together with his book number, and ballot number. The portion of the ballot on which the ballot number is printed shall then be removed, placed near the roster and the member shall proceed to the voting site.

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

lishment of a booth or other voting site where each member may vote in privacy.

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

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

#### Section 4. Polls Committees

(a) Each Port shall elect, prior to the beginning of the voting on each voting day, a Polls Committee, consisting of three members. For the purpose of holding a meeting for election of a Polls Committee only, five (5) members shall constitute a quorum for each Port. It shall be the responsibility of the Port Agent to call the meeting for the purpose of electing the said Polls Committee. In no case shall voting take place unless a duly elected Polls Committee is functioning.

(b) The duly elected Polls Committee shall collect all unused ballots, the voting rosters, the numbered stubs of those ballots already used, the ballot box or boxes, and the ballot records and files kept by the Port Agent. It shall then proceed to compare the serial numbers and amounts of stubs with the number of names and corresponding serial numbers on the roster, and then compare the serial number and the amounts of ballots used with the verification list, as corrected, and ascertain whether the unused ballots, both by serial numbers and amount, represent the difference between what appears on the verification list, as corrected, and the ballots used. A report shall then be drawn, indicating the results of the foregoing comparisons and noting any discrepancies. A copy of this report shall be given the Port Agent, to be presented to the next subsequent regular meeting. A copy shall also be simultaneously sent to the Secretary-Treasurer, who shall cause an investigation to be made forthwith, in the event of discrepancies. The results of such investigation shall be reported to the membership as soon as completed, with recommendations by the Secretary-Treasurer. A majority vote of the membership shall determine what action, if any, shall be taken thereon, with the same effect as indicated in Article I.

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

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

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

At the end of each day's voting the Polls Committee, in the presence of any member desiring to attend, provided he observes proper decorum, shall open the ballot box or boxes, and place all of that day's ballots therein in an envelope together with a copy of the roster of that day's voting. The envelope shall then be sealed. Each member of the Polls Committee shall sign his name across the flap of the said envelope with his book number next to his signature. The Committee shall also place the date on said envelope, as well as a certificate that the said box or boxes were opened publicly, that all ballots for that day only were removed, and that all of those ballots are enclosed in the envelope dated for that day. This envelope shall then be replaced in the ballot box. The ballot box shall then again be locked and sealed and the key shall be placed in an envelope. This envelope shall then be sealed, and the members of the Committee shall sign their names across the flap of this envelope and place their book numbers thereon, together with the date. It shall be the responsibility of the Port Agent to see that this envelope with the key is properly safeguarded until turned over to the Polls Committee the following morning. In addition, the Polls Committee shall deliver to the Port Agent duplicate copies of the roster, the unused ballots and reports as set forth in this section, any files that may have been given, the ballot box or boxes, and all the stubs collected both for the day and those turned over to it. The Port Agent shall keep the rosters, unused ballots, ballot box or boxes, and stubs, under lock and key until duly called for as herein set forth. The Port Agent shall insure that no person illegally tampers with the ballots, stubs, rosters, or ballot boxes while they are under his custody. A third copy of the rosters for that day shall be mailed by the Polls Committee, or the Port Agent, to Headquarters.

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

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

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

(b) The Port Tallying Committee which is elected at the Port where Headquarters is located shall also act as the Headquarters Tallying Committee. The Headquarters Committee is charged with the tally of all the ballots and the preparation of a report setting forth in complete detail, the results of the election, including a complete accounting of all ballots and stubs, and reconciliation of the same with the rosters, verification lists, and receipts of the Port Agents, all with detailed reference to serial numbers and amounts, and with each total broken down into Port totals. The report shall clearly detail all discrepancies discovered, and shall contain recommendations for the treatment of these discrepancies. All members of the Committee shall sign the report, without prejudice, however, to the right of any member thereof to submit a dissenting report as to the accuracy of the count and the validity of the ballots, with pertinent details.

(c) The Tallying Committee is also charged with the receipt and evaluation of written protests by any member who claims an illegal denial of the right to vote. If it finds the protest invalid, it shall dismiss the protest and so inform the protesting member, by wire, on the day of dismissal. If it finds the protest valid, the Committee shall order a special vote, on such terms as are practical, effective, and just, but which terms, in any event, shall include the provisions of Section 3-C of this Article and the designation as to the voting site of the Port most convenient to the protesting member. Where a special vote is ordered in accordance with this Paragraph C, these terms shall apply, notwithstanding any provisions to the contrary contained in this Article. Protests may be made only in writing and must be received by the Headquarters Tallying Committee during the period of its proceedings. The reports of this Committee shall include a brief summary of each protest received, the name and book number of the protesting member, and a summary of the disposition of the said protest.

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

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

(f) At the Election Report meeting, there shall be taken up the discrepancies, if any, referred to in Section 5-B of this Article, and the recommendations of the Tallying Committee submitted therewith. A majority vote of the membership shall decide what action shall be taken thereon, if any, which action, however, shall not be beyond ordering a special vote to the extent reasonably indicated by the reported discrepancies. The same procedure shall apply to all members appealing from denials of their protests by the Headquarters Tallying Committee, which ap-

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

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

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

(g) A special vote must be taken within ten (10) days after the Election Report meeting. The Secretary-Treasurer shall make a sufficient amount of the usual balloting material available to Port Agents for the purpose of such special votes. Immediately after the close of such special voting, the Port Agent shall summarize the results and communicate those results to the Secretary-Treasurer. The ballots, stubs, rosters, and unused ballots pertaining to the special vote shall be mailed to Headquarters, all in the same package, but bound separately. An accounting and certification by the Port Agent similar to those indicated in Section 5-A of this Article shall be enclosed. The Secretary-Treasurer shall then prepare a report containing a combined summary of the results, together with a schedule indicating in detail how they affect the Headquarters Tallying Committee's results. The form of the report of the Headquarters Tallying Committee shall be followed as closely as possible. Two copies shall be sent to each Port, one copy of which shall be posted. The other copy shall be presented at the next regular meeting after the Election Report meeting.

#### Section 6. Installation into Office and the Job of Port Agent or Patrolman.

(a) The person elected shall be that person having the largest number of votes cast for the particular office or job involved. Where more than one person is to be elected for a particular office or job, the proper number of candidates receiving the successively highest number of votes shall be declared elected. It shall be the duty of the Secretary-Treasurer to notify each individual elected.

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

(c) The duly elected Secretary-Treasurer, Assistant Secretary-Treasurers, Port Agents, and Port Patrolmen shall take over their respective offices and jobs, and assume the duties thereof, at midnight, March 31st. At that time, the terms of their predecessors shall expire. This shall not apply where the successful candidate cannot assume his office because he is at sea. In such event, a majority vote of the membership may grant additional time for the assumption of the office or job. In the event of the failure of the newly-elected Secretary-Treasurer to assume office, the provisions of Article X, Section 2-A, as to succession shall apply until such office is assumed. If he does not assume office within 90 days, the line of succession shall apply until the expiration of the term. All other cases of failure to assume office shall be dealt with as decided by a majority vote of the membership.

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

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

#### ARTICLE XIV OTHER ELECTIONS

##### Section 1. Auditing Committee.

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

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

##### Section 2. Quarterly Financial Committee.

The Quarterly Financial Committee shall be elected at the Port where Headquarters is located, at the first or second regular meeting held after the close of the calendar quarter for which the Committee is to make the required audit. It shall be the duty of the Secretary-Treasurer to decide at which of these meetings the election shall take place. The Committee shall consist of six members, with two members from each of the Deck, Engine and Stewards Departments. No officer, Port Agent, Patrolman or em-

ployee shall be eligible to serve on this Committee. The members shall be elected by a majority vote of the members present at the meeting provided that any member eligible to serve may nominate himself.

### Section 3. Trial Committee.

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

### Section 4. Appeals Committee.

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

### Section 5. Negotiating and Strike Committee.

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

### Section 6. Meeting Chairman.

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

### Section 7. Delegates.

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

## ARTICLE XV TRIALS AND APPEALS

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

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

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

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

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

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

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

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

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

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

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

- 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. The Secretary-Treasurer shall cause notice of the results thereof to be sent to each accused and accuser.

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

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

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

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

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

- No finding of guilt shall be reversed if there is substantial evidence to support such a finding and, in such case, the Appeals Committee shall not make its own findings as to the weight of evidence.
- In no event shall increased punishment be recommended.
- A new trial shall be recommended if the Appeals Committee finds—(a) that any member of the Trial Committee should have been disqualified, or (b) that the accused was not adequately informed of the details of the charged offense, which resulted in his not having been

given a fair trial, or (c) that for any other reason, the accused was not given a fair trial.

(d) If there is no substantial evidence to support a finding of guilt, the Appeals Committee shall recommend that the charge on which the finding was based be dismissed.

(e) The Appeals Committee may recommend lesser punishment.

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

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

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

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

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

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

**Section 19.** Any accused may waive any or all rights and privileges granted to him by this Article. If an accused has been properly notified of his trial and fails to attend without properly requesting a postponement, the Trial Committee may hold its trial without his presence.

## ARTICLE XVI OFFENSES AND PENALTIES

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

- 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 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:

- Wilfully 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;
- Wilful misuse of any office or job, elective or not, within the Union for the purpose of personal gain, financial or otherwise, or the wilful refusal or failure to execute the duties or functions of the said office or job, or gross neglect or abuse in executing such duties or functions;
- 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, with knowledge of the falsity thereof, or unauthorizedly altering 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;
- Wilful refusal to submit evidence of affiliation for the purpose of avoiding or delaying money payments to the Union, or unauthorizedly transferring or receiving evidence of Union affiliation, with intent to deceive;
- Wilful failure or refusal to carry out the orders of those duly authorized to make such orders during time of strike.

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

- Wilfully 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;

(d) Refusal or negligent failure to carry out orders of those duly authorized to make such orders at any time.

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

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

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

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

**Section 7.** This Union, and its members, shall not be deemed to waive any claim, or personal or property rights to which it or its members are entitled, by bringing the member to trial or enforcing a penalty as provided in this Constitution.

**Section 8.** Any member under suspension for an offense under this Article shall continue to pay all dues and assessments and must observe his duties to the Union, members, officials and job holders.

#### ARTICLE XVII PUBLICATIONS

This Union may publish such pamphlets, journals, newspapers, magazines, periodicals, and general literature, in such manner as may be determined, from time to time, by a majority vote of the membership.

#### ARTICLE XVIII BONDS

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

#### ARTICLE XIX EXPENDITURES

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

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

**Section 3.** The provisions of this Article shall supersede, to the extent applicable, the provisions of Articles X and XI.

#### ARTICLE XX INCOME

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

**Section 2.** No member shall be required to pay or deliver any sum of money to any Union representative without obtaining an official Union receipt, signed and dated. It shall be the duty of the member to demand such receipt.

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

- (a) The ballot must be secret.
- (b) The assessment must be approved by a 2/3 majority of the valid ballots cast.

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

#### ARTICLE XXI

##### PERMITS AND OTHER TYPES OF UNION AFFILIATION

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

#### ARTICLE XXII

##### FORMULATION OF SHIPPING RULES

**Section 1.** The formulation of shipping rules shall not be deemed part of any routine administrative task. Shipping rules governing the details of the assignments of

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

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

#### ARTICLE XXIII QUORUMS

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

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

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

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

**Section 5.** Unless otherwise specifically set forth herein, the decisions, reports, recommendations, or other functions of any segment of the Union requiring a quorum to act officially, shall be that of the majority of the quorum, and shall not be official or effective unless the quorum requirements are met.

#### ARTICLE XXIV MEETINGS

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

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

#### ARTICLE XXV AGENTS' CONFERENCE

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

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

#### ARTICLE XXVI DEFINITIONS AND MISCELLANEOUS PROVISIONS RELATING THERETO

**Section 1.** Incapacity. Unless otherwise set forth or dealt with herein, the term "incapacity," shall mean any illness or condition preventing the affected person from carrying out his duties for more than 30 days; or absence from the United States; or suspension from office or membership as provided for in this Constitution; or the due replacement of one under an incapacity as indicated. However, nothing contained in this Article shall be deemed to prohibit the execution of the functions of more than one job and/or office, in which event no incapacity shall be deemed to exist with regard to the regular job or office of the one taking over the duties and functions of the one incapacitated. The period of incapacity shall be the time during which the circumstances exist.

**Section 2.** Unless otherwise set forth or dealt with herein, the term "vacancy," and the term "vacancy not caused by an incapacity," shall be deemed to be the same, and shall include failure to perform the functions of any office or job by reason of death, or resignation, or expulsion from the Union with no further right to appeal in accordance with the provisions of this Constitution.

**Section 3.** When applicable to the Union as a whole, the term, "majority vote of the membership," shall mean the majority of all the valid votes cast by members at an official meeting of those Ports holding a meeting. This definition shall prevail notwithstanding that one or more Ports cannot hold meetings because of no quorum. For that purpose of this section, the term "regularly scheduled meeting night at which the pertinent vote may take place" shall refer to a meeting or meetings during the time period within which a vote must be taken in accordance with:

- (a) The Constitution
  - (b) Union policy, and
  - (c) Custom and usage of the Union
- in the indicated priority.

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

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

**Section 6.** Where the title of any office or job, or the

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

**Section 7.** The term "Election Year" shall be deemed to mean that calendar year prior to the calendar year in which elected officials and other elected job-holders are required to assume office. The first election year shall be deemed to be 1954.

**Section 8.** The terms, "this Constitution," and "this amended Constitution," shall be deemed to have the same meaning and shall refer to the Constitution which takes the place of the one adopted by the Union in 1939, as amended up through August 1951.

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

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

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

#### ARTICLE XXVII AMENDMENTS

This Constitution shall be amended in the following manner:

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

**Section 2.** When a proposed amendment is accepted by a majority vote of the membership, it shall be referred to a Constitutional Committee in the Port where Headquarters is located. This Committee shall be composed of six members, two from each Department and shall be elected in accordance with such rules as are established by a majority vote of that Port. The Committee will act on all proposed amendments referred to it. The Committee may receive whatever advice and assistance, legal or otherwise, it deems necessary. It shall prepare a report on the amendment together with any proposed changes or substitutions or recommendations, and the reasons for such recommendations. The latter shall then be submitted to the membership by the Secretary-Treasurer. If a majority vote of the membership approves the amendment as recommended, it shall then be voted upon, in a yes or no vote by the membership of the Union by secret ballot in accordance with the procedure outlined in Article XIII, Section 3-B through Section 5. The amendment shall either be printed on the ballot, or if too lengthy, shall be referred to on the ballot. Copies of the amendment shall be posted on the bulletin boards of all Ports and made available at the voting site in all Ports.

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

#### ARTICLE XXVIII TRANSITION CLAUSE

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

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

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

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

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

# SUMMARY of SIU CONSTITUTION



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

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

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

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

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

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

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

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

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

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

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

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

**ARTICLE XIII—Elections:** Describes procedure for nomination to office—Provides for election of a six-member Credentials Committee to inspect the candidates' eligibility according to rules of Constitution—Establishes safeguards for the right of a member to nominate himself to office—Retains the Union's existing balloting procedure—Describes balloting procedures in detail—Provides for election of five-member Polls Committees and six-member Tallying Committees to conduct elections and tabulate results—Sets forth the manner for installation of officers.

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

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

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

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

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

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

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

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

**ARTICLE XXI—Permits:** Retains the existing requirement that rules for issuance of permits must be determined by the members.

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

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

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

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

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

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

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