

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

SIU PREPARED IN MANPOWER CRISIS

Story On Page 3

In This Issue...

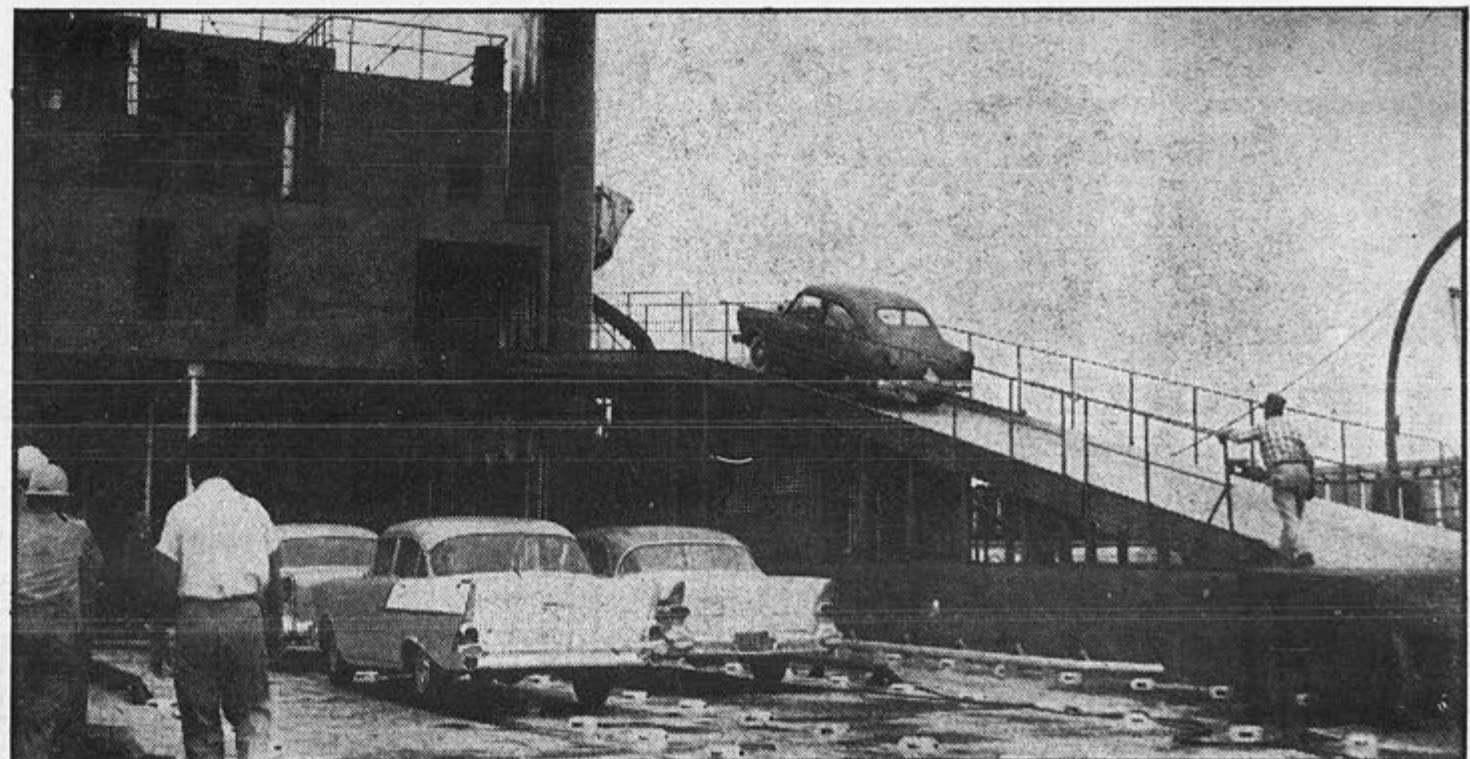
SIU Constitution
REPRINTED TWICE YEARLY TO REACQUAINT ALL SEAFARERS WITH THEIR RIGHTS IN THE SIU

SIX MONTH REPORT ON
TRIALS and APPEALS
• HELD UNDER PROVISIONS OF SIU CONSTITUTION

SIU REVIEW of 1956

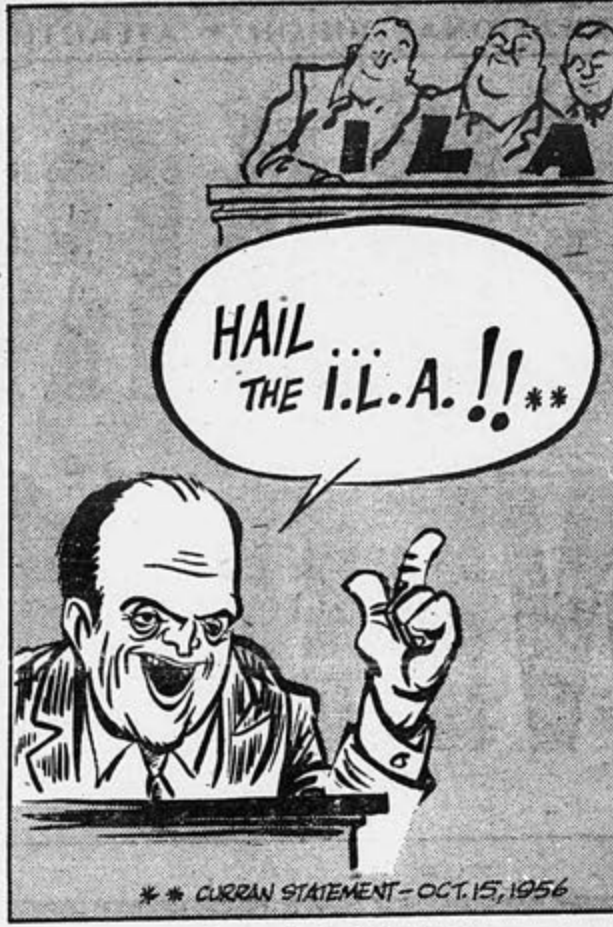
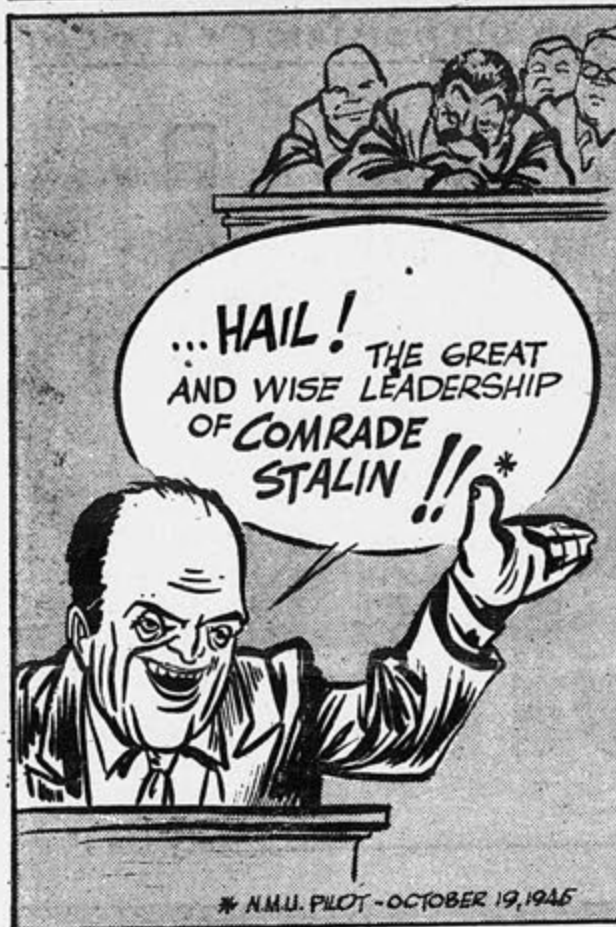


Christmas Cheer. Hospitalized New Orleans Seafarers, like men in other ports, got Christmas boost in form of \$25 bonus from SIU Welfare Plan. Welfare representative Vic Miorana (seated, left) delivers cash to (l to r) Martin Kelly, Seno Desoso, Charles Dorrough, Clovis Coates, Michael Muzio, Demetrio Zerrido. Seated is Mike Liuzza, a visitor.



Rolling On. Automobiles roll right aboard lower deck and up ramp at right as SIU-manned Carib Queen, first true "roll-on" ship, goes into service in Jacksonville on her maiden voyage. Ship, owned by TMT Trailer Ferry, will make transatlantic crossing for the Military Sea Transportation Service. (Story on Page 2.)

JOE CURRAN... PASSING THE WORD!



Erratic could be another name for NMU President Joseph Curran.

His inability to control explosive emotional outbursts, resulting from real or fancied grievances, only serves to add to a record of inconsistency and unreliability probably unparalleled in the labor movement. Even though he may try to recoup the damage by assuming a statesmanlike pose afterwards, when all is said and done the outbursts show his true concern for his status and desire for approval in the labor movement.

This situation is not new, but dates back to Curran's earliest days as a protegee of the waterfront section of the Communist Party. The scream of indignation and the honeyed tones of flattery are the two principle weapons in the Curran armory; and the two principle tactics to which he is susceptible.

Back in 1945, for example, when he was still the Party's fair-haired boy, Curran made a trip to Russia. He appeared in Moscow's Hall of Columns before the Soviet brass and to the enthusiasm of the assemblage declared: "We heartily hail . . . the entire Soviet nation for all they've achieved under the great and wise leadership of Comrade Stalin." That is the way he was quoted in the NMU "Pilot" of Oct. 19, 1945. Note he said, "Comrade" not Premier Stalin or Generalissimo Stalin.

By not-so-strange coincidence, the NMU immediately launched a "bring the GI's home" campaign and threatened not to man ships unless they carried US soldiers home.

US policy-makers agree that the "bring the boys home" furore by the Communists stripped US armed strength in Europe and permitted the Stalinists to come within an ace of seizing power in Italy, Greece and even France.

Now Curran, who said "we will always work hand in hand with Soviet trade unions" sings another tune. But that is just part of the pattern.

Today Curran lauds the ILA in much the same manner as he then lauded "Comrade Stalin" and attacks the IBL and the SIU with the same fervor with which he attacked anti-Communists a decade ago.

In the latest issue of the "Pilot" Curran resumes his onslaught against the SIU for acting against his unique notions of trade union behavior. In the course of that attack, he tipped his mitt as to his real concern by sneering "egg crate ship" at plans to build a low-cost passenger liner for American working people who want to visit Europe.

This "egg-crate" ship, of course, would be built to Navy and Coast Guard specifications; the same specifications, incidentally, as the SS United States.

Oddly enough, Curran sits at the same table with John Franklin, US Lines president, on the so-called "Labor-Management Committee." Oddly enough, too, he permits US Lines to run a blacklist of NMU men who do not suit the company's specifications.

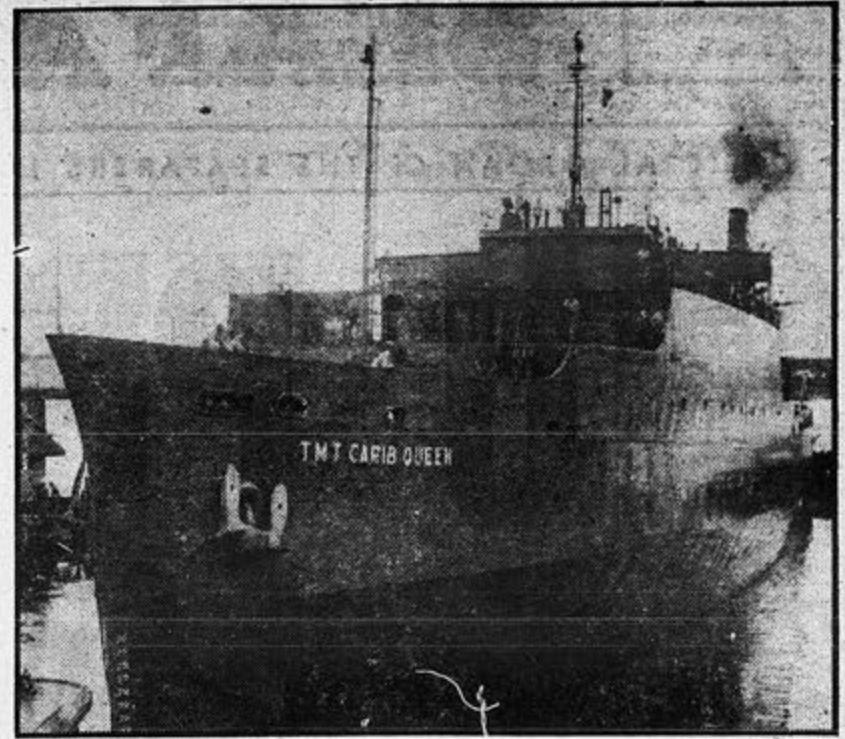
Isn't it strange that Curran hollers "egg crate" because somebody might go into competition with his favorite fat-cat? And isn't his committee's sole function to keep a monopoly for his fat-cat in the North Atlantic trades and to serve it the tidbits and concessions that other shipowners don't get? Is that a consistent role for a maritime labor leader?

Crewmembers of the United States are as dubious of this role as the SIU is, judging from their reactions to some of Curran's maneuvers on behalf of the company.

Curran's treatment of his supporters in the industry is equally erratic. The Marine Engineers Beneficial Association was with him for 20 years. He spoke of "supporting" MEBA in the American Coal beef, but "support" was just a headline word which meant "no picket lines, no economic action."

Isn't Curran's "support" of MEBA in this issue on a par with his "support" of the engineers in the 1946 American Export beef and other occasions when NMU men were ordered through MEBA picket lines? Curran knows the occasions well. Yet when the engineers finally bridled at this kind of treatment and demand evidence of friendship professed by Curran, they are assailed as stupid and gutless.

This is just a piece of the record of inconsistency. Perhaps it is now in order then, that Curran has mighty few friends left in the labor movement. It is he alone who has cut them adrift.



Shown here at Jacksonville, Fla., where she was crewed by Seafarers, Carib Queen is kicking off first true US "roll on-roll off service." Converted LSD, which normally will carry loaded truck trailers to Caribbean ports, will see first service under MSTS charter, transporting Army supplies to Germany.

Carib Queen Begins MSTS Trial Voyage

JACKSONVILLE—With appropriate fanfare and dedication ceremonies the SIU-manned Carib Queen has embarked on her maiden voyage as the first true full-sized trailership.

After touching at San Juan and Miami, the vessel has come to the Brooklyn Army Base where further ceremonies are scheduled for tomorrow morning. She will then sail to Europe under charter to the Military Sea Transportation Service.

The actual sailing of the ship was delayed two days. First heavy fog prevented the ship from leaving the dock. Then at the dedication ceremonies themselves the ship was hung up when about 50 men, including ship yard workers and guests, who were to participate in the shakedown cruise were felled by mass food poisoning after a catered buffet had been served.

Converted LSD

The new ship, forerunner of a projected fleet of similar vessels for TMT Trailer Ferry, is a converted Landing Ship Dock. She is 475 feet long and has a wide beam, 72 feet, and a 16 knot cruising speed. She can carry 87 32-foot trailers and five 30-footers, plus 97 automobiles and an additional 500 tons of bulk cargo.

Trailers roll aboard under their own power onto two trailer decks. Ramps are provided at the stern and amidships for the vehicles to enter and leave.

Company officials have declared that the entire vessel can be loaded and unloaded in four hours.

The Defense Department is intensely interested in the operation as offering possibilities of rapid hauling of tracked and wheeled military vehicles. If the ship performs as advertised, she would be able to carry as much as 2½ times the capacity of a standard C-2 in

one year, because of her fast turnaround.

A second LSD is now being converted into a sister ship. Incidentally, the 12 passenger berths on the ship have been offered by the company for free transportation of Hungarian refugees to the US.

The SIU's Harbor and Inland Waterways Division is already manning two deep-sea tugs for the company as well as providing shore gangs in Puerto Rico and Jacksonville.

Start Drive For 24-Hr. Quarantine

WASHINGTON — Proposals for a 24-hour quarantine service in major US ports are coming up early this year. Defeated two years' running, once by Presidential veto and once by the lateness of the session, the 24-hour quarantine has become particularly pressing in the light of the current shortage of ships.

Rep. Herbert Bonner, chairman of the House Merchant Marine Committee, has written President Eisenhower urging administration support for the 24-hour quarantine proposal. He pointed out that ships now arriving after 6 PM have to drop the hook and wait until the next working day before they can get quarantine inspection.

All Others Have It

"I understand," Bonner wrote, "24-hour quarantine service is available for every other form of transportation. Moreover, every major maritime nation provides this service to shipping using their ports."

The faster turnaround provided by round-the-clock quarantine, he said, would save an estimated \$10 million a year and squeeze out more cargo-carrying ability from the existing number of vessels.

Last year, a \$150,000 appropriation to provide for overtime pay and additional inspectors failed of passage in the adjournment rush.

Ex-'Fink' School To Be Park

Announcement by the city of New York that it plans to develop a new public park in Lower New York Bay, right at the entrance to New York harbor, should evoke not-so-fond memories for Seafarers who can remember the days when the US Maritime Commission was training a uniformed force to man ships in competition with union hiring halls.

The city's plans call for linking up Hoffman Island, about a mile off South Beach, SI, with Swinburne Island, more than a mile southeast of Hoffman.

Hoffman Island, pre-war Seafarers will recall, was the site of the peacetime training program set up in 1938 to train unlicensed seamen for the US merchant marine.

Seafarers and other maritime union members regarded trainees as the nucleus of a potential strike-

breaking force. The SIU pitched into a fight against this pool of non-union seamen, which posed a threat to the Union's existence.

Closed In 1947

During the early days of World War II, the Government transferred most of the training program to Sheepshead Bay, and in 1947 it closed the Hoffman Island site completely.

Now, with a gift from philanthropist Bernard Baruch, New York is buying the two islands from the Federal Government, and is

planning a four-year development program to provide the city with another recreation area.

Hoffman Island is about 11½ acres. However, when the two islands are linked up with Sanitation Department fill, they will make an area of about 250 acres, or about one-quarter the size of Central Park.

Ultimately a ferry service is planned, but at the beginning visitors to the park will have to rely on private craft. Docking space for small boats will be provided.

SEAFARERS LOG

Jan. 4, 1957 Vol. XIX No. 1



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

Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District, AFL-CIO, 675 Fourth Avenue, Brooklyn 32, NY. Tel. HYacinth 7-6600. Entered as second class matter at the Post Office in Brooklyn, NY, under the Act of Aug. 24, 1912.



Dredge Ends 2-Yr. Trip To Nowhere

TAMPA—An epic 749-day "trip" on a ship that never really went any place all that time came to an end here last month.

The occasion was the final payoff of the dredge Sandcaptain (Construction Aggregates) following the completion of her channel-digging job in Maracaibo, Venezuela. A payroll of well over \$100,000 brightened the scene. "Not a dime of it was in dispute," Port Agent Tom Banning added.

A handful of Seafarers who originally sailed with the ship from New York early in December, 1954, were still aboard to gather in a hefty share of the loot in regular wages and bonuses. The ship was on 18-month articles and had been covered by a special SIU agreement during her stay in the tropics.

The 18-month period eventually lengthened into over 24. Those who stayed 18 months or more enjoyed the added boon of exemption from all US income taxes, under Federal tax laws.

Channel Completed

The completed task of the Sandcaptain produced a sea-going channel into Lake Maracaibo for the first time. Tankers can now come right in and load, instead of waiting for oil cargoes that first had to be transhipped on barges into deep-water areas.

During part of its stay, the Sandcaptain also had the company of another SIU-manned dredge, the Chester Harding, which was chartered from the Army for the occasion. Sand-sucking ships and smaller craft of several other flags also took part in the massive dig-out. The Sandcaptain is now here for six weeks of repairs and then may sail for a new dredging job somewhere in Brazil.

The specially-equipped vessel

sucked up sand from the lake bottom through special hoppers, then dumped it out at sea and then returned to complete the process over and over again. She made a once-a-week junket to an island anchorage for small repairs and replacement stores, but otherwise had steam up all the time and went nowhere.



Activities like these on Andrew Furuseth Training ship in Mobile are among factors responsible for SIU's ability to meet manpower demands on United States flag-shiping. Photo shows one of many groups which were upgraded as a result of SIU training and upgrading program.

Manpower Crisis Finds SIU Ready; 'Reserves' On Call

Although complaints are arising from several maritime sources about the shortage of manpower for US ships, the SIU's long-range reserve program finds the Union fully prepared for prompt manning and sailing of further additions to its contracted fleet.

Among the several moves

made by the SIU some time

ago in anticipation of emergency shipping needs was the building of a "ready reserve" of Seafarers who are currently working ashore. Based on its experiences in the Korean war crisis, the Union, over several years, has developed a detailed and accurate listing of thousands of men who are emergency period seamen. These are the men who went to sea and got their experience and training during the Korean emergency and returned shoreside leaving the field to the professional sailors when the Far East hostilities ended the need for peak shipping. The professionals, of

course, have the top seniority ratings in SIU shipping.

In developing the "ready reserve" of trained emergency-period seamen, SIU headquarters has maintained touch with this group throughout the nation, keeping informed as to their whereabouts and their availability for seagoing duty. This "ready reserve" of manpower has been established on an area, and then on a port basis, with arrangements having been made for the available men to report to the port with priority manpower rating. Thus the Union is in a position to supply the needed ratings—deck, engine and steward—that would have to turn to—within practically hours' notice.

Training School

Complementing the "ready reserve" program is the SIU's Andrew Furuseth Training School's upgrading program which has been the scene of intensive activity in the Gulf ports, along with the parallel activities in Baltimore and New York.

Since the US government is now in the process of breaking out an estimated 110 ships for coal and grain runs, the SIU will put the "ready reserve" into play within the period directly ahead.

MSTS Feels Pinch

By contrast, other sources are reporting difficulty scouring up men who can do the job. The Military Sea Transportation Service, for one, has already felt the pinch and is sending out recruiting agents in an effort to drum up some help.

The American Tramp Shipowners Association has also complained to the Federal Maritime Board of a growing shortage of qualified seamen because of the breakouts.

The SIU "ready reserve" was established as part of the Union's program of maintaining a healthy job ratio during the ups and downs of the shipping industry. Its ability to meet the peak needs was first tested in the Korean war crisis, when the now fully-developed program demonstrated its practicability.

Boom Seen Even After Suez Opens

After weeks of delay and seemingly endless negotiation, the Egyptian government has cleared the way for salvage crews to begin the three to six month job of reopening the Suez Canal. But there is every indication that Western Europe will need heavy oil and coal shipments throughout 1957 and possibly beyond that. Originally it was thought that shipping would be "back to normal" by the middle of the year.

Here is the way the experts look at the shipping picture for the long haul:

- Even if work now proceeds rapidly on Suez, many weeks of dredging will be required to restore the channel to its previous depth because the Egyptian sand storm season is now beginning. Besides, the canal was badly in need of a major dredging operation before the seizure because of the increasing use of large size tankers.

Pipeline Repair Deadlocked

- There has been no progress on reopening of the pipe-lines running through Syria. The Syrians have said they will not work on repairing blown-up pumping stations until Israel gets out of the Gaza strip. There is no sign that the Israelis intend doing that until the United Nations takes the responsibility for administering the area.

- Should the US be able to move 500,000 barrels a day to Europe as it plans, all reserve stocks of oil in Western Europe will still be exhausted by the time the canal reopens. That means many months of restocking after the canal is cleared.

- Coal shipping needs may be even more than the most optimistic estimates because of severe coal shortages in Poland, Hungary and within the Soviet Union itself. That has put an end to Polish coal shipments to Western Europe and causes those nations to fall back on US supplies.

All told, the Middle East used (Continued on page 4)

Ins. Co's Eye Welfare \$

The powerful national insurance lobby is now planning a full-scale assault on union-industry plans which are currently on a self-insured basis. The Life Insurance Association of America and the Institute of Life Insurance have both indicated that they will prepare a court challenge to overturn a ruling by New York State Attorney General Javits to the effect that self-insured plans are exempt from licensing as insurance companies.

The ruling permits the SIU plan to continue without payment of approximately \$110,000 a year in premium rakeoffs to an insurance company. It could encourage many other union-industry plans to bypass insurance companies and insurance brokers' commissions, passing the savings on to workers involved through payment of more and higher benefits.

Confirms SIU View

The insurance industry's reaction to the ruling confirms the view expressed by SIU general counsel Seymour W. Miller during the hearing before the attorney general when he remarked that the insurance companies "see several hundred million dollars lying around and they want to get hold of it."

Industry spokesmen have disclaimed any intent of assuming that the funds should be insured exclusively by them. They claim that the funds should be made to comply with the state insurance law.

However, the practical effect of such compliance would be to compel union-industry funds to turn to the established insurance companies or else form a life insurance company of their own to do business.

Co's Duck US Regulation of Ads

WASHINGTON—Although pushing for regulation of union-industry plans, the national insurance lobby is itself attempting to avoid government control of its operations. The same two organizations who are seeking a court test of the New York attorney general's ruling are fighting efforts of the Federal Trade Commission to regulate insurance advertising.

The FTC has ruled that it has the authority to control advertising by health and accident insurance companies. It is that ruling which the insurance lobby is appealing. A brief has been filed with the US Court of Appeals in New Orleans by the American Life Convention and the Life Insurance Association of America.

FTC action against the insurance companies has resulted from many complaints about false and misleading advertisements of health benefits purportedly offered by the companies. The FTC has brought charges against more than 40 such companies in recent years.

The insurance ads usually proclaim in glowing terms about the benefits paid by the companies but fail to report the many exceptions and limits on qualifying. Some companies have also followed a practice of cancelling insurance if they had to pay a claim to a policyholder.

As reported in the last issue of the SEAFARERS LOG, the Seafarers Welfare Plan was the only union-industry fund to be represented at the Javits hearing and to file a brief for the trade union viewpoint.

NMU Drops The Ball

Oddly enough, it was not the insurance industry which stirred up a fight against union-industry funds. The issue arose out of the action of the fund operated by the National Maritime Union in asking the State Insurance Department for a ruling on whether they could transfer to a self-insured plan.

Such plans had been in existence

for many years under the SIU and other unions.

When the superintendent refused to issue a ruling the NMU fund went to the courts, where its petition was dismissed on technical grounds. The NMU did not appeal the case further and dropped out of the picture.

The issue having been raised, the Seafarers Welfare Plan then picked up the ball and appeared before the Attorney General to whom the issue had been passed by the Superintendent of Insurance. Representatives of the NMU plan did not participate in the Attorney General's hearings.

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:

January 9
January 23
February 6
February 20
March 6



Joe Arras, backed up by other steward department members, steps forward during December 26 headquarters meeting when voting took place for 14-man tallying committee. Group will tabulate votes of SIU biennial elections which ended December 31.

NY, Outports Elect 14-Man Tally Body

NEW YORK—A six-man membership tallying committee was elected here last week in the advance of the close of balloting New Year's Eve in the SIU's biennial election of officers.

Similar two-man committees were elected in Baltimore, Mobile, New Orleans and San Francisco to make up the 14-man rank-and-file committee required under the 1956 amendments to the electoral procedure in the SIU constitution.

All 14 will handle the vote count, checking of roster sheets and daily polls' committee reports submitted from all SIU branches during the two months of balloting since November 1. Under the procedure amended last summer,

each day's ballots in each port were sent by certified mail to a central bank vault of the Commercial State Bank & Trust Co. here to be accumulated until the end of the voting period.

Ballots Withdrawn

On Wednesday, the rank and file committee withdrew the sealed packages of ballots to prepare the actual count. 71 Seafarers completed for the 39 elective posts on the ballot.

Members of the committee elected at headquarters were Luigi Iovino, Manuel E. Sanchez, deck department; Clifford W. Emanuel, Walter J. Slade, engine, and Stanley U. Johnson and Clement P. DeHospedales, steward department.

Outport Committees

Seafarers at the last Baltimore meeting named Salvatore Biondo and Thaddeus Laboda; in Mobile, William Nordland and Frank Drazak; Robert Johnson and Louis O'Leary in New Orleans, and Donald Mease and E. "Red" Starnes, San Francisco.

The committee's report and the voting results will appear in the next issue of the LOG.

End Salvage Of Fairisle

A massive salvage job on the former SIU-contracted freighter Fairisle has been completed off the Brooklyn shore. Beached on its side since July 24, the Fairisle was righted this week after a hole in its side was mended and the ship's flooded holds were pumped out.

The Fairisle, formerly owned by Pan Atlantic, was in a collision with a Panamanian tanker, the San Jose II, off Ambrose Light and subsequently had to be beached when she listed sharply while under tow to a dock.

To Transfer Foreign

Salvage operations got underway in September after Pan Atlantic sold the vessel to Seatraders. The ship is scheduled for transfer to a runaway flag.

The stricken ship, lying on its side on the mud flats a few hundred feet off the Brooklyn shore, was easily visible to sightseers and motorists on the Belt Parkway.

2nd 'Largest Ship' Sought By SIU Co.

WASHINGTON—No sooner had the "world's largest ship," a 100,000-ton tanker, been announced by the SIU-contracted Victory Carriers Company, than Transoceanic Marine, another SIU operator, received approval from the Maritime Administration for construction of a similar vessel. The approval permits transfer of two "smaller" tankers of 65,000 and 32,000 tons previously planned by the company.

Elsewhere in the tanker construction field, the Military Sea Transportation Service reports it had received offers from 14 shipping companies to charter to it 26 large tankers for three to five year periods. Most of the ships would be brand new tonnage in the 32,000-ton class. The proposed bids will be decided on by January 15.

Steel Priority Denied

However, much of the grandiose tanker construction program may evaporate as a result of a decision by the Office of Defense Mobilization denying steel priorities to shipbuilders. That means that shipyards will have to get into the market and compete for relatively scarce steel plate with other industries such as railroad car builders.

The same Government office has refused to give steel plants fast write-offs for plant expansion programs.

Shipping Round-Up & Forecast

December 12 Through December 25

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	13	3	4	6	3	2	20	11	31
New York	109	16	81	18	78	9	268	43	311
Philadelphia	20	10	13	7	19	6	52	23	75
Baltimore	47	24	30	19	14	12	91	55	146
Norfolk	18	15	10	4	10	15	38	34	72
Savannah	14	2	10	0	11	2	35	4	39
Tampa	14	3	12	2	16	4	42	9	51
Mobile	21	5	24	4	13	6	58	15	73
New Orleans	42	6	45	17	47	7	134	30	164
Lake Charles	15	11	10	8	4	6	29	25	54
Houston	35	7	24	16	9	17	68	40	108
Wilmington	4	3	2	7	2	3	8	13	21
San Francisco	19	6	17	10	13	3	49	19	68
Seattle	12	8	10	11	6	2	28	21	49
Total	383	119	292	129	245	94	920	342	1262

Port	Shipped						Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C				
Boston	4	2	2	3	2	0	8	5	3	16
New York	70	23	27	47	13	34	164	43	89	296
Philadelphia	19	8	4	12	8	15	45	20	25	90
Baltimore	43	18	37	30	25	20	102	54	76	232
Norfolk	7	8	15	9	8	7	19	23	32	74
Savannah	12	1	6	14	2	5	31	5	14	50
Tampa	7	3	4	3	3	2	15	8	10	33
Mobile	16	3	7	13	4	4	35	13	14	62
New Orleans	32	13	7	33	18	9	101	36	30	167
Lake Charles	13	8	6	11	9	5	29	21	20	70
Houston	22	6	7	12	7	8	45	18	25	88
Wilmington	6	6	3	1	6	2	10	16	10	36
San Francisco	17	3	14	14	6	15	42	13	34	89
Seattle	8	6	25	3	15	5	25	24	48	97
Total	276	108	164	205	126	135	671	299	430	1400

SIU job activity subsided somewhat during the past period after the record-breaking shipping two weeks ago. The lull was unexpected, but not likely to last.

A comfortable total of 1,400 jobs was shipped, while 1,262 men registered for jobs. Although the anticipated holiday job turnover was evident,

a large proportion of the replacement spots were taken over by class C men when A and B men held back. At the same time, various shipping records were broken by all seniority groups.

Ship Idled

Idling of a number of ships for the holidays and repairs was credited for part of the slowdown. In addition, several vessels due to be reactivated during the period failed to materialize on schedule. Coming weeks should see a renewed burst of shipping in all ports similar to that experienced during the Korean War.

Five SIU ports, Norfolk, Savannah, Tampa, San Francisco and Seattle, still managed to show increased activity during the period, and one, Boston, remained the same. All the others declined in varying degrees.

The seniority totals showed the combined B and C shipping greater than activity in class A. Class C also outpaced class B in the process. The spread between registration and shipping in all departments was virtually the same, but class A shipping fell far short of the A registration.

Class A 48%

Overall, class A accounted for 48 percent of the total shipping, class B for 21 percent, and class C for the remainder. This evidenced record lows for classes A and B, and a new high for class C. No one port set a record for Class C shipping, although New York, with 89 C jobs, was close to it. Except for Boston, all ports shipped ten or more C men during the period.

The following is the forecast port by port:

Boston: Fair . . . New York: Good . . . Philadelphia: Good . . . Baltimore: Good . . . Norfolk: Good . . . Savannah: Fair . . . Tampa: Fair . . . Mobile: Good . . . New Orleans: Good . . . Lake Charles: Good . . . Houston: Good . . . Wilmington: Fair . . . San Francisco: Good . . . Seattle: Good.

Boom To Continue Throughout 1957

(Continued from page 3) to move about 2,775,000 barrels of oil a day, and most of that went to Western Europe. The Syrian pipeline alone carried 540,000 barrels, which is more than the total of oil the US is shipping to Europe. Another pipeline carrying 200,000 barrels from Saudi Arabia to Bahrain is also closed indefinitely.

Consequently, clearing Suez by no means restores the normal flow of oil.

The excitement over Suez and oil has clouded the fact that coal shipping should continue to boom after the oil shortage has been licked. Western European countries used to buy considerable amounts of coal from Poland. But lately reports from that country speak of a coal shortage and of appeals by the Government to coal miners to dig more coal. Part of the shortage is due to draining of Polish coal by the Russians for their own needs.

Red Coal Miners Slow Down

Even more significant is a big fall-off in Soviet coal production, far behind schedule. A British Labor party representative from the British miner's union recently toured Russian pits. He reports that the Russians require 2 million workers, including women and Army men, to produce 430 million

tons of coal a year. In the US, 500 million tons a year are turned out by only 400,000 coal miners.

The fall-off in production, he reports, is the result of the miners' dissatisfaction with wages, housing and working conditions.

Hungarian coal production, of course, has been crippled by the revolt of miners and other workers against their Communist government.

Shipping-wise it means that US coal will now have to fill part of the oil gap, replace many millions of tons of British coal and supply the fuel for normally-expected economic growth in Europe.

All in all, it appears that 1957 will make 1956 look like a slack shipping year.

Final Dispatch

Blicker L. Robbins, 53: Brother Robbins died from coronary throm-

bosis in Port Elizabeth, South Africa on September 16, 1956. He joined the Union March 8, 1948, and was sailing in the steward department. Brother Robbins is survived by his wife, Irene H. Robbins, Charleston Heights, SC.



James R. Decker, 47: On June 12, 1956, Brother Decker died from a heart condition in Jefferson County, Ky. He was a resident of Chicago, Ill.

'Can-Shakers' Have No OK

The membership is again cautioned to beware of persons soliciting funds on ships in behalf of memorials or any other so-called "worthy causes."

No "can-shakers" or solicitors have received authorization from SIU headquarters to collect funds.

INQUIRING SEAFARER

Question: SIU ships have been issuing travelers' checks to Seafarers for draws for some time now. How do you feel the system has been working out?

Joseph Delise, ch. cook: The checks are convenient and in the majority of ports they work out all right. There's always a place you can find to cash them although you do run into a problem now and then in some ports. In any case, they are better than the local currency.



John Hunt, AB: I'm usually on coastwise ships so it doesn't concern me too much, but as far as I can see they work out fine. Even in US ports it's an advantage to carry them around with you instead of cash. Many men on coastwise ships get checks from the skipper for that reason.



Frank Rossi, chief cook: I've been on European and Mediterranean runs most of the time and I have never had any trouble cashing travelers' checks wherever I've been. The same is true in Japan. As far as I'm concerned the travelers' check system is operating smoothly.



Joseph Hunt, AB: In my opinion, American money should be put out first until it is exhausted, then the travelers checks should be issued. I was on the Ames Victory the last trip and hit many small ports all over the Far East. The only place we had trouble was in Surabaya.



Peter Van Wiggerden, MM: I would be better off with American dollars because you can exchange them anywhere. On the round-the-world runs there is always a problem in some ports. Either you have to go to a bank or there is no bank available. The checks are better than local money though.



Sel Resquitis, steward: I've been all over the last few years—Far East, West Indies, Europe—and had no trouble cashing checks. Wherever you go now, the local people seem to know that the checks equal American money so they are willing to exchange them for you.



Pan Atlantic Seeks Bids For C-2 'Lift-On' Ships

MOBILE—Taking the first step in its plan to convert Pan Atlantic and Waterman cargo vessels into a new fleet of "lift-on" ships, the Pan Atlantic Steamship Company has called for bids for the conversion of one to four C-2s. They will be in service with the four piggyback tankers Pan Atlantic already operates in the coastwise trade except, of course, that these will be dry cargo vessels exclusively. The bids are returnable January 23.

The conversion plans, first announced by the company in November, call for cutting apart the C-2s and adding new sections to

make each ship 60 feet longer. The conventional deck booms would be replaced by movable cranes, while cargo holds and between-deck spaces would be modified so that trailer bodies could be lowered through oversized hatches and then locked into place as is now done on the decks of the converted tankers. In this way each ship would be able to carry 240 35-foot trailer bodies.

Long-Range Program

Although Pan Atlantic is now calling for bids for work on one to four C-2s, the plans announced in November call for rebuilding at least eight C-2s under a long-range program. The company also left open the possibilities of adapting other C-2 vessels for this service.

Last year, after inception of its currently successful trailer-tanker operation, Waterman made a bid for charters on 20 reserve fleet tankers for use in the same trade. However, a bill to that effect failed to pass the last Congress. Subsequently the tankers were assigned for use in regular tankship service as a result of the Suez crisis.

Plans Set Aside

Waterman has put aside for the time being its originally-announced plans to build "roll-on"-ships for this same service.

In the offshore trades, the company has announced that it will apply for operating subsidies in the very near future.

Soc. Security Tax Bite Goes Up

Starting January 1 Uncle Sam will dip more deeply into Seafarers' payoffs because of the higher Social Security taxes voted by the last Congress.

Some Seafarers will benefit, however, because the higher "take" will enable the Government to kick off its new disability insurance program next July.

Under this program, totally disabled Seafarers can start collecting Social Security benefits at the age of 50, instead of waiting until 65.

The higher Social Security deductions mean a Seafarer could get a maximum of \$94.50 a year knocked off his earnings, instead of the present maximum of \$84.

Repair 2 Crippled SIU Ships

As a result of the separate crashes in which they were involved last month, both the Alcoa Pilgrim (Alcoa) and the Elizabeth (Bull) are still out of action, but will be back in service shortly. No Seafarers were injured in either collision.

The Pilgrim, a C-1, suffered a crushed bow in a collision with the Farrell Lines' freighter African Star the night of December 18. She is currently at Bethlehem Steel's 56th Street yard in Brooklyn and is expected to be laid up there until January 17.

The Elizabeth, which suffered above-the-waterline damage in a collision with the Chinese tanker Hai Kwang off the Scotland Lightship, is undergoing repairs at the Brewer Dry Dock Company on Staten Island. The repairs, which are estimated in the neighborhood of \$85,000, are expected to be completed by next Thursday, January 10, and the ship is slated to leave for Puerto Rico and the Dominican Republic the following day.



Jensen

Skipper Testifies

Meanwhile, a Coast Guard board inquiring into the Pilgrim-African Star crash, heard the Pilgrim's skipper, Captain Kenneth C. Borden, defend the maneuvers of the Moran Towing Company pilot who was navigating the ship when she collided with the Star in Upper New York Bay just off Ellis Island.

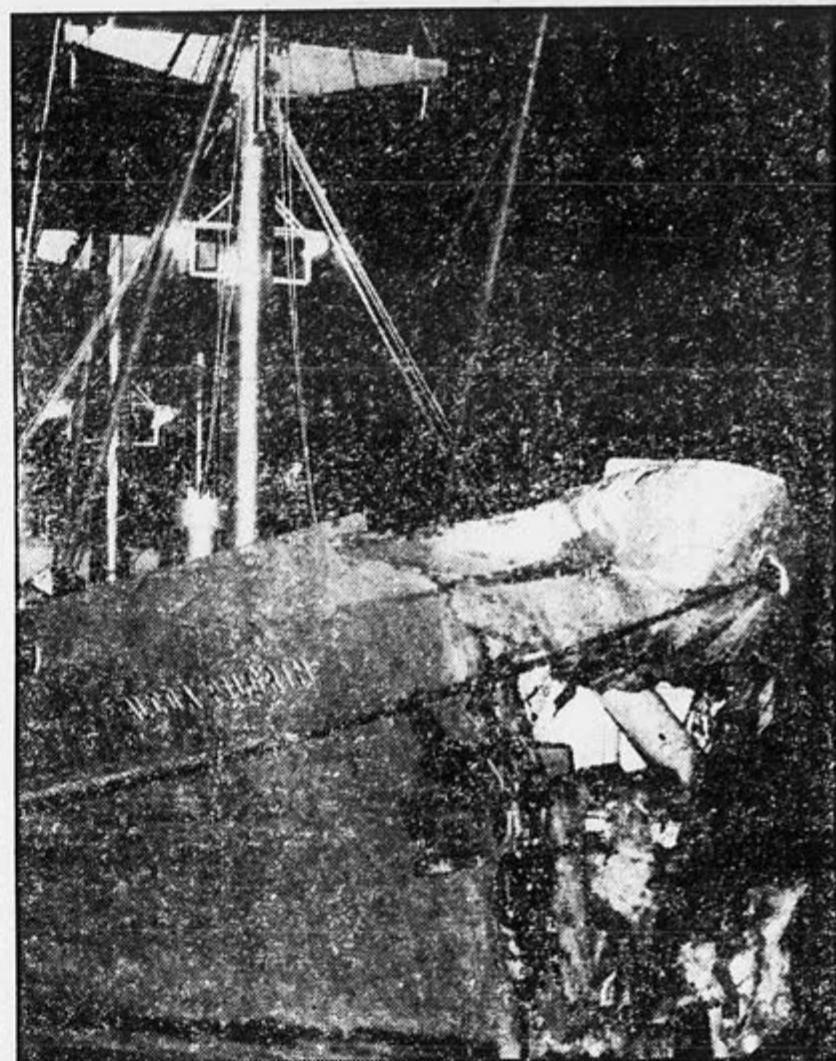
Captain Borden conceded that the Star had been approaching the Pilgrim from a right angle and normally would have had the right of way. But, he said, he expected the Star to turn southward into the channel as she came out of the East River.

The pilot, Captain John Sahlberg, testified that he sounded warning whistles before the crash but received no answer. His testimony was supported by William P. Wimberly, Jr., the Pilgrim's chief officer. African Star witnesses have insisted that signals were sounded.

Seafarer David Ketchum, who was the bow lookout at the time, told the board that he saw the Star but did not report it to the captain because he was certain the officers on the bridge had seen the other ship.

Engines Astern

The Pilgrim's helmsman, August Jensen, testified that the Pilgrim's engines were going astern and that she was "pretty much dead in the



Shown here right after her collision with African Star on December 18, Alcoa Pilgrim is now in Bethlehem Steel yard in Brooklyn for repairs. Ship will be laid up until January 17.

water" before colliding with the Star.

Both the Star and the Pilgrim were laden with ore when the crash occurred during a period of good visibility. The Star, inbound from Boston to Staten Island, had a 25-foot hole punched amidships in her port side and had to be beached on the mud flats near the Statue of Liberty. The Pilgrim, shifting from her Brooklyn pier to

Weehawken, NJ, was able to proceed to Weehawken, where she discharged her cargo of 8,700 tons of bauxite.

In the Elizabeth-Hai Kwang collision, which occurred just one week before the Pilgrim-Star crash, the force of the initial impact drove the Elizabeth's port anchor well into her forepeak, tore up her bow on both sides and buckled some deck plating.

MEET THE DELEGATE

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. The success of a voyage often hinges on these efforts.

John J. Cook, oiler

Although only 26 years of age, Seafarer John J. Cook has been around longer than you would expect. He began sailing back in 1947 as an Isthmian organizer and



Cook

has been riding SIU ships steadily for the past nine years. Every second or third trip, he figures, he gets the delegate's assignment. "You never know from one time to another what the job is going to be like," he admits. "On a good ship, you can settle all the beefs while you are out at sea." The last time he was delegate, he recalled, the ship went through two voyages without a single hour of disputed overtime. Unfortunately, that isn't always the case.

Some of the difficulty will arise, he explained, because you run into a chief engineer who just knows all the answers—he thinks. He won't talk to anybody and won't discuss anything. On the other hand, the chief engineer might be cooperative and live according to

the agreement, but difficulties might arise for the delegate from the crew itself.

"You might tell the gang to have their OT sheets ready for a certain time so that the chief can okay them. But in the end you have to go chasing around to round up the OT sheets yourself. The same goes for repair lists." Experiences like these tend to discourage a conscientious delegate.

Cook believes the delegate would get an assist if there were more clarifications of black gang working rules. Sometimes he reports, there are honest differences of opinion on whether or not an item is overtime.

Fundamentally, he agrees, the delegate's assignment can't be a happy one because no mediator is in a happy spot. Since the delegate is in the middle between officers and crew, at one time or another he is bound to have somebody on his neck.

The main asset of any delegate, he concludes, is this ability to negotiate between two opposing parties. Being a good diplomat also involves knowing what you are talking about and being able to convince others of that fact.



You're part of it!

The joint Union-shipowner safety program now being introduced aboard SIU ships provides for direct Seafarer-participation at every turn. Seafarers play a bigger role in this new set-up than in any company-sponsored program that has existed up until now.

Key figures in this program are the Seafarer safety representatives elected from each department by their shipmates. They participate directly in the program at all levels, linking crew and officers in the common objective.

Here's how it works: The Seafarer-representatives sit on the senior safety committee along with the skipper and officers. They also preside over the safety meetings of their respective departments. Finally, the three Seafarers are members of the key five-man ship inspection committee which inspects the entire vessel once a month from bow to stern.

And, of course, every Seafarer, in his department's safety meetings, will be consulted for his views on eliminating hazards and accidents.

An SIU ship

is a safe ship

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

'57 Living-Cost Outlook, January Buys

Moderate-income families are in for another year of rising prices in 1957. Indications are that the latest round of inflation is going to push living costs beyond even the present record level. We're really in the middle of the third major inflationary upsurge since the end of World War II.

Last January this department estimated living costs in 1956 would rise between two and three per cent. The actual increase turned out to be 2.7 per cent. In 1957, after a temporary leveling off in mid-winter, because of seasonally lower food prices, living costs will resume their upward movement and reach a new high in the late summer or early fall.

Wholesale prices already are 3.5 per cent higher than at this time a year ago. While retail prices always lag behind, and do not rise or fall as sharply as wholesale commodity prices, a series of boosts will start appearing in the stores late this winter. The total effect may be to push up your living costs another 2-2½ per cent by next fall.

The fact is, the Administration's tight-money and high-interest policy

Many Sales In January

January is always a good buying month, but this January especially there are many sales and clearances of overstocks. Here are important January sales and clearances: men's, children's and women's coats; men's and boys' suits; women's dresses; infants' wear; semi-annual shoe sales; white sales of sheets, cases, towels; clearances of refrigerators and freezers; sales of small appliances as toasters, mixers, irons.

so far has proved futile in checking the present inflation, and itself has pushed up prices by increasing credit costs to both businessmen and wage-earners. For example, one reason auto dealers are giving smaller discounts on cars this year is because their credit costs for maintaining inventory have been increased, and in some cases their reserve or rebate on the finance charge has been shortened. Similarly, prices of new homes have jumped nine per cent this year despite the increasingly higher interest rates required for mortgages since 1953. And home owners are paying more in property taxes because of the jump in interest rates on school bonds, and loans to build roads and other improvements. Real beneficiaries of the tight-money high-interest policy have been insurance companies, banks and other lenders, and large investors.

Sharpest living-cost boosts this year have been in transportation expenses, notably because of the five per cent boost in the cost of owning a car. Other hot spots are medical expenses (up 4.2 per cent); personal care (up 3.2 per cent); food (up 2.1 per cent).

Most noticeable increases you have to anticipate this coming year will be higher food costs; increased costs of fuel oil and coal, higher clothing prices, especially for wool garments; higher tags on some household furnishings, including rugs, some appliances and hardware, and bigger monthly payments on homes.

As much as possible, it will pay you to try to minimize the effects of the price increases in 1957 by:

- 1—Anticipating your needs at sales. January, particularly, is a good buying month because of the many sales and clearances (see list of sales with this report).
- 2—Planning meals around foods that will be comparatively plentiful and therefore not as subject to increases (see below).
- 3—Practicing conservative use of commodities like fuel that have risen drastically and may rise further.
- 4—Buying on a cash basis as much as possible this year to avoid the increased finance charges.

Here is information you can use in planning buying during the next six months to minimize inflation's impact on your living standards:

HOUSING: While prices of new homes jumped 9 per cent this year as the number built dropped 17 per cent, prices of older houses rose only 3 to 5 per cent. Pre-1953 houses with 4 per cent VA mortgages, and older FHA mortgages of 5 per cent or less, are especially attractive buys if the value is otherwise reasonable. This year more than ever, it will pay homeowners to get along with as small a mortgage as they can manage. The increase in the FHA rate to 5½ per cent means an increase of about \$3.50 in the monthly payment on a \$12,000 mortgage.

Prices of new homes will average \$15,200 in 1957, compared to \$14,700 in 1956, the National Association of Home Builders estimates. This amounts to an increase of 3.4 per cent. Only major price drop has been on lumber, now relatively reasonable for home-expansion projects. Douglas fir prices at this writing are the lowest in 2½ years, with 2 x 4's, for example, about 11 per cent below last year's price.

CARS: Not only are many 1957 models \$100 to \$200 higher, but dealers are not chopping list prices as much this year. For one thing, Detroit reports indicate, manufacturers are planning to gear production closely to sales to avoid the abundant stocks which lead to retail price cutting. Tires and gasoline also are expected to cost more in '57.

CLOTHING: Moderate-income families will feel most keenly boosts on wool clothing. Prices of raw wool already have soared almost 50 per cent in the past year. The result has been three increases in the past three months on worsted fabrics, used especially in men's and boys' suits. These and other woolen garments will cost more this spring. Our advice is to anticipate needs at the January and February clearances of men's and women's coats and suits.

FOOD: Meat prices are relatively reasonable in winter, but not as cheap this year as last, and will rise sharply by summer. Meat will not be as abundant in '57 as in '56. Pork especially will be very expensive. Ham and shoulder currently are relatively reasonable, but pork roasts expensive. Lamb, too, will cost more in '57. Plan on using more poultry and eggs to replace red meat this year; poultry has been cheap and will continue reasonable in '57. Eggs are in good supply, too; winter's the time to buy the large eggs. Frozen fish fillets also will be a comparatively good buy.

Retired, He's Off To Europe

The object of every retired man is to take a trip—either to Florida or Europe—and get to do the things that always eluded him while he was working. That's exactly what Seafarer Edward Jacobsen has in mind. The 68-year-old carpenter, a veteran of 35 years at sea, has quit for good on his SIU disability benefit. He plans to take a trip to Norway in the spring, see his children and his old friends "and maybe stay about a year" before coming back to the States.

Even for an old-timer in the shipping business, Jacobsen has led a more adventurous life than most. He started out tamely enough as a house carpenter and building contractor in his native Norway. Before he was finished, he had sailed on ships of at least six nations including whalers and was the victim of a mine explosion in World War II. He was chief carpenter on the last American whaler, the Ulysses, and spent six to seven years all told chasing whales in Antarctic waters.

Crew Of 10 Carpenters

He describes the whaling life as "hard work," an understatement in light of the tough job faced by a maintenance man on a ship that almost never gets to port, and has to battle Antarctic gales day after day. On the Ulysses he had a crew of ten carpenters working with him keeping the mother ship and the catcher vessels in repair. At that though, he was better off than other crewmembers because when the whaling season ended and the ship laid up he and his gang were kept aboard putting her back in shape again.

Jacobsen started sailing first on Norwegian vessels, and then was on Swedish, Danish, British, New Zealand and finally American ships. He has 20 years' time on US flag vessels, much of it in more recent years with Isthmian ships.



Calling it quits to his seagoing career, disabled Seafarer Ed Jacobsen takes goodbye look at shipping board at headquarters.

land and finally American ships. He has 20 years' time on US flag vessels, much of it in more recent years with Isthmian ships.

'Nothing Without Union'

His union history is almost equally varied. "I've been a member of several different unions for about 40 years," he observed, "and one thing my experience proved

was that you can't get anything without a union. It also showed me that the SIU was the best of any union I've ever been in contact with."

Still hearty for all of his 68 years, Jacobsen was forced to retire by his bad underpinning. Both of his legs have been severely fractured at one time or another. One was broken in a shipyard accident and the other in 1942 when his ship was blown up by a mine. The result is that "I can't run up and down the ladders like I used to."

Settle Texas City Claims

Recollections of the Texas City disaster nearly 10 years ago were revived last week when a US District Court ordered insurance companies to pay a Texas City railway \$3¼ million for damages sustained in the explosion and fire which took the lives of more than 500 persons.

No Seafarers were involved in the debacle at the Texas oil port on April 16 and 17, 1947. SIU members of the Galveston branch pitched in with the relief work, however, and crews on SIU ships in the area took up collections which were turned over to the relief fund.

REVIEW of TRIALS and APPEALS

June 15, 1956 — December 15, 1956



During the past six months, membership-elected trial committees in SIU ports throughout the Atlantic and Gulf District handled seven trials of Seafarers accused of violating provisions of the Union constitution. There were no appeals, although the right of appeal is available to any Seafarer found guilty by a trial committee.

All the trial proceedings were in conformity with the SIU constitution and are summarized below in accordance with the Union's policy of keeping the membership fully informed. The current six-months summary is the eighth that the LOG has printed.

SIU trial procedure as specified in the constitution hews closely to the traditional pattern followed in courtrooms. Trial committees are composed exclusively of rank-and-file Seafarers. Union officials are barred from serving.

The accuser must be present to confront the accused. The accused has the right to cross-examine witnesses and to call witnesses in his own behalf. He can also call on other Union members to assist him, if they so desire, in preparing his defense.

Before the trial can begin, the accused must be properly notified of the charges against him. The charges must be read at membership meetings to determine if they are brought properly under the constitution, and the meetings also act on the findings of the trial and appeal committees.

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

The appeals procedure which is open to each accused member is also to a rank-and-file committee elected by the membership. Appeals can also be made to the international conventions.

In the following summary of the

trial cases, the names of the accused and accusers are omitted for purposes of publication.

Trials

June 28, 1956
Accused: S-1003; Accuser: H-272
Charges: 1—Drunk aboard ship and not able to stand his watch; while in the port of Buenos Aires, missed watches on account of being drunk. 2—Made derogatory remarks about Union officials and representatives.

Trial Committee: Ernest Such, S-975; Van N. Dalhouse, D-430; Nick Gaylord, G-511; Leonard S. Bugajewski, B-231; Alex Anagnoston, A-106.
Findings: Guilty of first and second subdivisions of first charge. Not guilty on second charge. Committee recommended that accused be suspended from membership for six months, three months on each section of charge on which found guilty. Also recommended fines of \$25 on each offense.

June 28, 1956
Accused: C-518; Accuser: H-272
Charges: 1—Drunk and interfering with patrolman while trying to settle crew's beefs. 2—Drunk and fired for not being able to perform duties as chief cook. 3—Drunk and causing ill feelings among the whole crew at the payoff.

Trial Committee: Ernest Such, S-975; Van N. Dalhouse, D-430; Leonard S. Bugajewski, B-231; Nick Gaylord, G-511; Alex Anagnoston, A-106.
Findings: Guilty of disorderly conduct at the payoff. Committee recommended a \$50 fine.

August 23, 1956
Accused: B-881; Accuser: A-2
Charges: 1—Accused stated in the presence of others that he paid monies to an SIU official without receiving a receipt, but was unable or unwilling to name the official. 2—Accused vilified a Union official in the presence of members and Union employees. 3—Accused, because of conduct and temper, brought the Union into disrepute. 4—Accused was disorderly, abusive and unrestrainable in the Union hall.

Trial Committee: Carl E. Gibbs, G-60; Charles W. Hemmis, H-148; Fred Israel, I-6; Elmar C. Barnhill, B-623; Tim McCarthy, M-652.
Findings: Guilty on first, second, and third violations, with fines of \$30 on each. Charge dismissed on fourth violation.

September 6, 1956
Accused: F-324; Accusers: M-617, M-491

Charges: 1—Refusing to cooperate with delegates. 2—Lying to crew. 3—Not checking stores. 4—Drunk and not turning to. 5—Fighting in messhall at mealtime. 6—Inability to take inventory. 7—Haphazard requisitions filled out during entire trip.

Trial Committee: C. Foster, F-200; W. L. Holland, H-635; J. Z. Markham, M-116; C. Carlson, C-461; R. A. Triche, T-354.
Findings: Committee recommended that accused be fined \$50 and not be permitted to sail as a steward in the future. Motion by J. Algina, A-1, seconded by C. Simmons, S-1, to non-concur with that part of findings dealing with "not permitted to sail as steward in the future," because this is unconstitutional, was carried.

November 1, 1956
Accused: H-42; Accuser: B-7
Charges: 1—After signing articles on SS Barbara Fritchie, accused failed to perform his duties aboard ship for seven consecutive days, due to being drunk. 2—Accused failed to perform his duties aboard ship while watches were being broken in Rouen, France, due to being drunk. He also failed to perform his duties aboard ship after sea watches were set, due to being drunk.

Trial Committee: T. Hill, H-149; R. W. Simpkins, S-375; V. Porter, P-6; D. L. J. Jones, J-250; M. F. Kramer, K-398.
Findings: Guilty on first violation and fined \$50. Guilty on second violation. Fined \$50 and suspended from Union for six months.

November 15, 1956
Accused: M-909; Accusers: M-7, H-272
Charges: 1—Received pay and then deliberately walked off Steel Admiral so as not to stand engine watches. 2—Refused to cooperate with Union representatives in discharging their duties.

Trial Committee: T. F. Greaney, G-507; H. J. Parnell, P-217; J. F. Adams, A-373; J. B. Swiderski, S-258; C. Martin, M-1094.
Findings: Guilty. The committee recommended a \$50 fine on each charge, the total of \$100 to be paid after the next trip.

November 15, 1956
Accused: M-909; Accusers: G-2, S-1
Charges: Disorderly conduct in Union hall. Refused to listen to charges and violations against him. Used abusive and profane language.

SIU Freight Wage

DECK DEPARTMENT	1944	1945	1946	1946	1947	1947	19
Bosun (Mariner).....	\$-----	\$-----	\$-----	\$-----	\$-----	\$-----	\$-----
Bosun.....	112.50	157.50	175.00	205.00	217.30	228.17	260.
Bosun's Mate-Day.....	-----	155.00	172.50	192.50	204.05	214.25	-----
Bosun's Mate-Watch.....	-----	155.00	172.50	180.00	190/80	200.34	-----
Carpenter (Mariner).....	-----	-----	-----	-----	-----	-----	-----
Carpenter.....	112.50	157.50	172.50	205.00	217.30	228.17	242.
Storekeeper.....	-----	150.00	167.50	197.50	209.35	219.82	-----
AB Maintenance.....	-----	145.00	162.50	187.50	198.75	208.69	221.
Quartermaster.....	105.00	150.00	167.50	172.50	182.85	191.99	210.
Able Seaman.....	100.00	145.00	162.50	172.50	182.85	191.99	210.
Ordinary Seaman.....	82.50	127.50	145.00	150.00	159.00	166.95	177.
Watchman.....	100.00	145.00	162.50	172.50	182.85	191.99	-----

ENGINE DEPARTMENT	1944	1945	1946	1946	1947	1947	19
Chief Elect. (Mariner).....	-----	-----	-----	-----	-----	-----	-----
Chief Electrician.....	185.25	252.00	269.50	294.50	312.17	327.78	348.
Assistant Electrician.....	137.50	182.50	200.00	227.50	241.15	253.21	269.
2nd Electrician.....	-----	-----	-----	-----	-----	-----	-----
Unlicensed Jr. Eng.-Day.....	-----	187.50	205.00	230.00	243.80	255.99	272.
Unlicensed Jr. Eng. Watch.....	-----	187.50	205.00	205.00	217.30	228.17	242.
Plumber Machinist.....	-----	194.50	212.00	237.00	251.22	263.78	280.
Deck Engineer.....	117.50	162.50	180.00	205.00	217.30	228.17	242.
Deck Eng.-Eastern SS Co.....	-----	172.50	190.00	-----	-----	-----	-----
Storekeeper.....	-----	-----	-----	197.50	209.35	219.82	-----
Engine Utility.....	-----	-----	-----	205.00	217.30	228.17	242.
Evaporator Maintenance.....	127.50	172.50	190.00	190.00	201.40	211.47	224.
Oiler.....	110.00	155.00	172.50	177.50	188.15	197.56	210.
Oiler-Diesel.....	-----	155.00	172.50	195.25	206.97	217.32	231.
Watertender.....	110.00	155.00	172.50	177.50	188.15	197.56	210.
Fireman/Watertender.....	110.00	155.00	172.50	177.50	188.15	197.56	210.
Fireman.....	100.00	145.00	162.50	167.50	177.55	186.43	198.
Wiper.....	92.50	132.50	150.00	160.00	185.50	194.78	207.
Wiper (10/23/46-12/31/46).....	-----	-----	-----	175.00	-----	-----	-----
Reefer Eng. (only 1 carried).....	-----	252.00	269.50	269.50	285.67	299.95	318.
Reefer Eng. (when 3 carried)							
Chief.....	-----	252.00	269.50	269.50	285.67	299.95	318.
1st Assistant.....	-----	220.00	237.50	237.50	251.75	264.34	280.
2nd Assistant.....	-----	201.00	218.50	218.50	231.61	243.19	258.

STEWARD DEPARTMENT	1944	1945	1946	1946	1947	1947	19
Chief Steward (Mariner).....	-----	-----	-----	-----	-----	-----	-----
Chief Steward.....	157.50	202.50	220.00	220.00	233.20	244.86	265.
Chief Cook.....	137.50	182.50	200.00	205.00	217.30	228.17	242.
Night Cook & Baker.....	122.50	182.50	200.00	205.00	217.30	228.17	242.
Second Cook.....	-----	167.50	185.00	185.00	196.10	205.91	218.
Assistant Cook.....	-----	157.50	175.00	175.00	185.50	194.78	207.
Messman.....	87.50	132.50	150.00	150.00	159.00	166.95	177.
Utilityman.....	87.50	132.50	150.00	150.00	159.00	166.95	177.

1946	1.00	for base pay less than 200.00
1946	1.25	for base pay of 200.00 or more
1947	1.06	for base pay less than 200.00
1947	1.32 1/2	for base pay more than 199.99
1948	1.12 1/2	for base pay less than 235.73
1948	1.41	for base pay more than 235.72
1948	1.15	for base pay less than 239.23
1948	1.45	for base pay more than 239.22
1950	1.22	for base pay less than 262.47
1950	1.54	for base pay more than 262.46
1951	1.29	for base pay less than 277.30
1951	1.63	for base pay more than 277.29
1952	1.48	for base pay less than 298.49
1952	1.87	for base pay more than 298.48
1953	1.51	for base pay of 304.45 or less
1953	1.94	for base pay of 310.43 to 354.35
1953	1.98	for base pay of 361.17 or more
1956	1.60	for base pay of 322.72 or less
1956	2.06	for base pay of 329.06 to 375.61
1956	2.10	for base pay of 382.84 or more



Scale Since 1944

	1948	1948	1949	1950	1951	1952	1952	1953	1955	1956
48	\$-----	\$-----	\$-----	\$-----	\$-----	\$-----	\$-----	\$447.00	\$-----	\$478.74
44	285.44	288.94	296.44	315.35	333.73	363.73	378.00	400.68	-----	429.13
54	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
54	255.04	258.54	266.04	283.01	299.50	329.50	353.85	386.00	-----	413.41
84	234.34	237.84	245.34	260.99	276.20	306.20	330.75	343.98	-----	368.40
01	222.51	226.01	233.51	248.41	262.89	262.89	302.32	314.41	-----	336.73
01	222.51	226.01	233.51	248.41	262.89	262.89	302.32	314.41	-----	336.73
47	189.97	193.47	200.97	213.79	226.25	226.25	239.40	244.19	-----	261.53
3	-----	-----	-----	-----	-----	-----	-----	518.09	-----	554.87
6	360.93	364.43	371.93	395.66	418.72	448.72	470.99	499.25	-----	534.70
2	321.22	324.72	332.22	353.42	374.02	404.02	438.76	465.09	-----	498.11
4	284.62	288.12	295.62	314.48	332.81	362.81	380.97	403.83	-----	432.50
0	255.04	258.54	266.04	283.01	299.50	299.50	340.74	361.18	-----	386.82
4	292.90	296.40	303.90	323.29	342.13	372.13	390.96	414.42	-----	443.84
4	255.04	258.54	266.04	283.01	299.50	329.50	359.32	380.88	-----	407.92
4	255.04	258.54	266.04	283.01	299.50	329.50	359.32	366.72	-----	392.76
9	237.29	240.79	248.29	264.13	279.52	309.52	321.46	334.32	-----	358.06
01	222.51	226.01	233.51	248.41	262.89	262.89	302.32	314.41	-----	336.73
01	243.51	247.01	254.51	270.75	286.53	286.53	327.13	340.22	-----	364.38
01	222.51	226.01	233.51	248.41	262.89	262.89	302.32	314.41	-----	336.73
01	222.51	226.01	233.51	248.41	262.89	262.89	302.32	314.41	-----	336.73
8	210.68	214.18	221.68	235.82	249.56	249.56	286.99	314.41	-----	336.73
05	219.55	223.05	230.55	245.26	259.55	274.55	288.53	294.30	-----	315.20
5	331.35	334.85	342.35	364.19	385.42	415.42	438.76	465.09	-----	498.11
5	331.35	334.85	342.35	364.19	385.42	385.42	404.69	428.97	-----	459.43
99	293.49	296.99	304.49	323.92	342.80	342.80	359.94	381.54	-----	408.63
51	271.01	274.51	282.01	300.00	317.48	317.48	333.37	346.70	-----	371.32
5	278.25	281.75	289.25	307.70	325.63	325.63	368.16	390.25	447.00	478.74
4	255.04	258.54	266.04	283.01	299.50	299.50	340.74	361.18	400.68	429.13
4	255.04	258.54	266.04	283.01	299.50	299.50	340.74	361.18	366.18	392.18
8	231.38	234.88	242.38	257.84	272.87	272.87	312.76	325.27	-----	348.36
05	219.55	223.05	230.55	245.26	259.55	259.55	298.49	310.48	-----	332.47
7	189.97	193.47	200.97	213.79	226.25	226.25	237.57	242.32	-----	259.52
7	189.97	193.47	200.97	213.79	226.25	226.25	237.57	242.32	-----	259.52



Freighter Makes Icy Voyage



Winter's here again, as this photo shows. This is the Norwegian freighter Luksefjell getting ready to move through an ice-choked lock in the Lachine canal enroute from the Great Lakes to Montreal harbor.

N' Orleans Xmas

Dinner At 'Seafarers'

Youngsters stole the show at the annual Christmas dinner in New Orleans for more than 300 guests. Pictured here (l to r) are Michael Lae and June Lae (holding baby sister Debora Ann), all children of Seafarer Louis Lae, and Mark and Shelley Seaver, children of Joseph H. Seaver. Below, left, Seafarers C. D. Shiveley, C. E. Bil'o and Charles C. Branch relax for an after-dinner smoke after a hearty meal. At right are some of the volunteer pantrymen who kept the plates piled high with turkey and all the fixings. Reading from left to right, they're Milton Mouton, Stafford Hembree and Joe Stocker.



See Md. Key Arena In 'Right' Law Test

Undismayed by their defeats in Louisiana, Montana, Kansas and Washington, backers of "right to work" legislation have announced a new push in several states when legislatures reconvene this month.

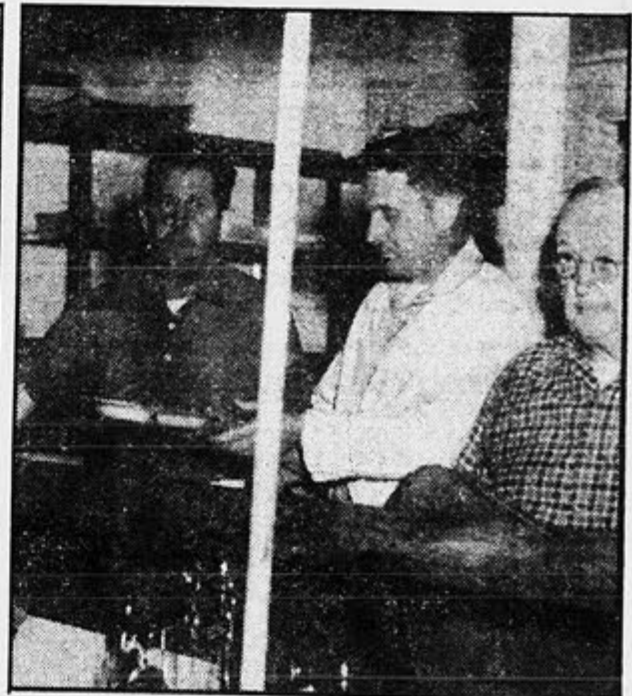
At the same time, labor groups are preparing to lock horns by seeking repeal of such laws where they now exist.

A key battle in the "right to work" fight will be on a proposed law in the State of Maryland. Up until now, "right to work" backers have not been successful in ex-

tending their program north and east into the country's heavily-industrialized areas where trade unions are strongest.

The proposed Maryland "right to work" law, like those existing in 17 other states, would prohibit all forms of union security including the union shop and maintenance of membership clauses in union contracts. At the same time, the laws require unions to give representation on wages, grievances and other issues to non-members of the union who are in the bargaining unit.

In last November's elections, a "right to work" referendum was roundly defeated in Washington state, but a repeal move failed in Nevada. In Kansas, voters routed a "right to work" candidate for Governor and in Montana, "wreck" law backers failed to get the issue on the referendum ballot.



Atom Ships Get Cheaper—Navy

The cost of living may be going up, but the cost of atom ships is coming down.

So says the Navy, anyway, but it'll be some time before boat lovers can dump their outboard motors in favor of reactors.

The Navy says that the new atom submarines it is now building will "generally" cost less than \$60 million, as compared with \$63-\$67 million for building the first atom sub, the Nautilus. Conventionally-powered subs cost about \$14½ million.

The Navy attributes the drop in costs to greater building know-how.

Balto Feasts In Job Surge

BALTIMORE—The SIU branch here is continuing to churn out jobs at the rate of 100-plus per week, but registration is lagging way behind. Class C men are taking up the slack while A and B shipping and registration run neck and neck.

A total of 232 jobs were dispatched during the last two-week period, Port Agent Earl Sheppard reported.

The SIU Christmas dinner here, as in all other ports, proved to be a big success, with a large contingent of SIU members and their families on hand. The festivities were to be duplicated at a slightly subdued pace on New Year's Day as well.

A total of 15 ships paid off, nine signed on and nine more arrived in transit. No out-of-the-ordinary beefs developed to mar the smooth handling of these vessels.



Yule dinner brought Seafarer and Mrs. John Doyle (above) and children Beverly, John, Herbert and little Kathleen to SIU hall for the festivities. They were glad dad could be home. At left, a happy holiday was shared by Seafarer Henry H. Schultz (left) and Mrs. Schultz. Mrs. Schultz' parents, Mr. and Mrs. Paul Steinhoff, who were visiting from Germany, were their guests. In foreground is the Schultz' young son Ulrich.

Moving? Notify SIU, Welfare

Seafarers and SIU families who apply for maternity, hospital or surgical benefits from the Welfare Plan are urged to keep the Union or the Welfare Plan advised of any changes of address while their applications are being processed. Although payments are often made by return mail, changes of address (or illegible return addresses) delay them when checks or "baby bonds" are returned. Those who are moving or plan to move are advised to immediately notify SIU headquarters or the Welfare Plan, at 11 Broadway, New York, NY.

'No More Of That For Now!'



Seafarers In Action

In and around the Thanksgiving-Christmas-New Year's period, most of the news you get from ships concerns good eating. This year is no exception. Leading off the parade is the Steel Seafarer which put an extra strain on its steward department because it's making the long haul all around the Cape up to the Persian Gulf. The crew recorded an "enthusiastic vote of thanks" to Red Grant, the chief steward, Vernon Douglas, crew mess, and Fortunato Delluna, pantryman, for their "superior service during a long and difficult trip."



Douglas

Aboard the Hastings, there was a vote of thanks for the steward department, it being noted that "all brothers praised the department. The chairman thanked the cooks and steward on a fine Thanksgiving dinner and doubts if the steward department could put out a more superior dinner for Christmas." Sounds like he was challenging them to break all previous records.

Getting away from thoughts of food for the moment, a fellow who has been mentioned before in this corner is Seafarer Norman Kirk. He rang the bell again on the Louisiana, getting a vote of confidence and a "big thank you" for a job well done.

For some reason, not a whisper has been heard out of the State Department recently on why the US doesn't need much of a merchant marine. We wonder why.

It would be too much to hope that the built-in anti-merchant-marine complex of the Department has been dissolved. The current world need for US shipping to shore up our allies and maintain our foreign policy has made it inexpedient for State to speak up on the subject. When things return to normal will the Department again unlimber its heavy artillery against American ships and American seamen? Or will this lesson finally penetrate when the lessons of World War I, World War II and Korea failed to make a dent?

The British long ago learned that in a nation with worldwide commitments the merchant marine is more than the third line of defense, it is the national lifeline. Today, Uncle Sam is the one who has the world wide commitments, making the merchant marine this country's lifeline.

If past State Department policy had prevailed, US operators would have sold, scrapped or put into barnacles hundreds of freighters and tankers. There would not be enough experienced operators or trained seamen immediately available to shore up South Asia, Japan, Western and Southern Europe, the Middle East and Latin America until the reserve ships and men could be brought out. Such a situation would be an immense victory for the Communist empire.

When and if the State Department learns this lesson, and puts it into action, the US will be far better equipped to meet its world responsibilities and preserve its own world position.

'Roll On' Or 'Lift On?'

"Roll-on" or "lift on"? Right now this seems to be one of the major questions facing operators seeking new sources of revenue. But the next few months should bring a partial answer. Seafarers will have the unique opportunity of personally observing both modes of operation.

TMT Trailer Ferry, Inc., has already kicked off the first true "roll-on roll-off" service with the Carib Queen, and plans to add a sister ship. Waterman-Pan Atlantic, having been successful with its four piggyback tankers, is now planning the conversion of C-2s into true lift-ons. But so far the efficiency of one method over the other has not been definitely established.

Waterman had planned to build seven new roll-ons, but set this idea aside, for the time being anyway, to concentrate on converting the C-2s to lift-ons. With Waterman, however, the decision may have been influenced in part by cost considerations. With the prices of steel what they are, one new roll-on would have cost the company as much as converting seven C-2s to lift-ons.

Metro Gets One T-2 Of Six Sold By US

The SIU-contracted Metro Petroleum Corporation, which now operates the T-2 tanker Sweetwater, has purchased the T-2 tanker Mermaid.

The Mermaid is one of six T-2s forfeited to the Government by the Stavros Niarchos interests and put up for sale by the Maritime Administration.

Built during World War II, the Mermaid was sold under the Ship Sales Act of 1946 for \$1,694,216. Metro, one of 40 companies who put in bids, offered \$2,053,000.

Under terms of the purchase, Metro must keep the ship under the American flag, although it can run in either foreign or domestic trade.

The high bid of \$2,456,525, for the tanker Monitor, came from the American Trading and Production Corporation, which was awarded the Monitor and one other tanker. Other one-tanker awards went to the Rotary Tankers Corporation, Pan Cargo Shipping Corporation and Commerce Tankers Corporation.

4 Payoffs Perk Up SF Jobs

SAN FRANCISCO — Shipping here was a shade better than anticipated during the last two weeks. Four ships showed up for payoff instead of the lone caller originally expected.

The future looks good also, according to Port Agent Leon Johnson, so no one need worry about shipping out.

Of the four ships that did pay off, only the Seagarden (Pacific Nav) immediately signed on again. The others were the Morning Light and Wacosta (Waterman) and the Robin Hood (Seas Shipping), all of which should be moving out again soon.

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:

- Michael Keith Applewhite, born September 27, 1956, to Seafarer and Mrs. Thomas N. Applewhite, Washington, DC.
- Kevin Koval, born December 5, 1956, to Seafarer and Mrs. John T. Koval, Brooklyn, NY.
- Laria Victoria Long, born November 20, 1956, to Seafarer and Mrs. Charles E. Long, Prichard, Ala.
- Michael Otha Bryars, born October 2, 1956, to Seafarer and Mrs. Otha Bryars, Rabun, Ala.
- David Reagan Manen, born November 26, 1956, to Seafarer and Mrs. John Manen, Stilwell, Okla.
- Luther Gene Sanders, born August 28, 1956, to Seafarer and Mrs. Richard S. Sanders, Kitty Hawk, NC.
- George Games Grimes, born November 22, 1956, to Seafarer and Mrs. Gordon K. Grimes, Baltimore, Md.
- Luis Rodriguez, born November 20, 1956, to Seafarer and Mrs. Juan R. Rodriguez, NY, NY.
- William Ayala Diaz, born October 26, 1956, to Seafarer and Mrs. Jesus Ayala, Santurce, PR.
- Lyndia Geneva Small, born November 27, 1956, to Seafarer and Mrs. William E. Small, Baltimore, Md.
- Barbara Lynn Sanchez, born December 5, 1956, to Seafarer and Mrs. Thomas H. Sanchez, Chickasaw, Ala.
- Kenneth Donald Smith, born November 25, 1956, to Seafarer and Mrs. Leonard E. Smith, Los Angeles, Calif.
- Mary Lou Marie Auger, born November 27, 1956, to Seafarer and Mrs. Jean J. Auger, Philadelphia, Pa.
- Vernon Joseph Hall, born September 20, 1956, to Seafarer and Mrs. Vernon Hall, Mobile, Ala.
- Luz Amalia Gonzalez Sisco, born November 19, 1956, to Seafarer and Mrs. Isidro Gonzales, Plana-Ponce, PR.
- Larry Gaines, born August 17, 1956, to Seafarer and Mrs. Ellis B. Gaines, Mobile, Ala.
- Charlotte Marie Brooks, born December 1, 1956, to Seafarer and Mrs. James K. Brooks, Richlands, NC.
- David Bruce Packert, born October 31, 1956, to Seafarer and Mrs. Albert Packert, San Francisco, Calif.
- Martha Ashe Dew, born October 25, 1956, to Seafarer and Mrs. Paul H. Dew, White Oak, NC.
- Ruby Molis, born November 18, 1956, to Seafarer and Mrs. Antonio Molis Jr., Galveston, Texas.
- Robert Lewis Warden, born November 26, 1956, to Seafarer and Mrs. Robert L. Warden, Portland, Me.
- San Christopher Negron, born November 8, 1956, to Seafarer and Mrs. Cruz Negron, Bronx, NY.
- Guadalupe Lopez, born November 2, 1956, to Seafarer and Mrs. Reinaldo Lopez Montes, Brooklyn, NY.
- Tracey Logan Williams, born October 22, 1956, to Seafarer and Mrs. Dale E. Williams, Nederland, Texas.
- Patricia Ann Willis, born November 27, 1956, to Seafarer and Mrs. Perley D. Willis, Norfolk, Va.
- Nancy Ramona Fillingim, born November 17, 1956, to Seafarer and Mrs. Ollice Fillingim, Chickasaw, Ala.
- Alda Marie Ticer, born September 28, 1956, to Seafarer and Mrs. Daniel Ticer, Oakland, Calif.
- Helen Regina Saide, born November 11, 1956, to Seafarer and Mrs. Joseph P. Saide Jr., Nederland, Texas.

Even Stowaways Grin On Catherine



This is the season of good feelings, and the Catherine has gone all-out to account for her share of it.

Ship's reporter Roland E. Lomax notes that the crew went to bat for a young boy stowaway from Takoradi, on the Gold Coast of West Africa, to give him a new lease on life when he was put off.

"All the crew called him 'Smile' because he was always grinning... a real nice fellow. Since his bid to get away from it all was nipped in the bud, we took up a collection of money and clothing for him so he could go back home in style, anyway."

In other shipboard activities, a hearty vote of thanks was given to the cooks and the baker "for their preparation of food and ability to meet the crisis of a bum stove."

Beefs were also at a minimum, according to ship's delegate Vance A. Reid. Rounding out the happy picture was the fact that the captain, no less, played the role of ship's photographer to take the photo shown above. Catherine's a smooth-running lady, it seems.

Lined up for fire and boat drill, SIU crewmen on the Catherine pose for a picture taken by the skipper and sent in by ship's delegate Vance A. Reid.

SEAFARERS IN THE HOSPITALS

- | | | | | |
|--|---|---|--|---|
| USPHS HOSPITAL
MANHATTAN BEACH
BROOKLYN, NY | Manuel Antonana
Eladio Aris
Fortunato Bacomo
William C. Baldwin
Frank T. Campbell
Walter L. Davis
Robert M. Douglas
John J. Driscoll
Robert E. Gilbert
William Guenther
Bart E. Guranick
Howard Hailey
Taib Hassen
Billy R. Hill
Thomas Isaksen
Ira Kilgore
Ludwig Kristiansen
Frank J. Kubek
Frederick Landry
Karrel Leetmaa
Leonard Leidig
Anthony D. Leva | Mike Lubas
Joseph D. McGraw
Archibald McGuigan
H. F. MacDonald
Michael Machusky
Benjamin J. Martin
Albert Martinelli
Vic Milazzo
Joseph B. Murphy
W. P. O'Dea
George G. Phifer
James M. Quinn
George E. Renale
G. E. Shumaker
Henry E. Smith
Michael Toth
Karl Treimann
Harry S. Tuttle
Fred West
Norman West
Virgil W. Wilmoth
Pon P. Wing | Veikko Pollanen
Winford Powell
Lynn G. Powers
John Psilos
Rajolph Ratcliff
F. Regalado
Anthony Rodriguez
Edward Samrock
Wade H. Sexton
Tcefil Smigielski | Jack Sprada
Edward J. Stevens
Nick Tala
Lennie R. Tickle
Luciano Toribio
Dirk Visser
James Waldrop
James E. Ward
John Williamson
D. G. Zerrudo |
| USPHS HOSPITAL
BOSTON, MASS. | Peter O. Chopinski
Charles Dwyer | Robert N. Young | | |
| USPHS HOSPITAL
NORFOLK, VA. | James E. Baker
Francis J. Boner
Rufino Comantigue
William C. Dowdy | Robert T. McNeil
Concepcion Mejia
Alfonso Olaguibel
Lee Parker
W. W. Smith
Edward Taylor
James L. Ward | | |
| MT. SINAI HOSPITAL
PHILADELPHIA, PA. | Dan Gentry | | | |
| USPHS HOSPITAL
SAN FRANCISCO, CALIF. | Orville E. Abrams
Marcelo B. Belen
Raymond V. Boston
M. M. Hammond | James T. Moore
John A. Morris
Francis O'Laughlin
Gerald E. Pettipas
Joseph A. Prabech
Allan Reese
William E. Roberts
George Schmidt
Alonzo D. Sistrunk
Kevin B. Skelly
Stanley F. Sneed
Vicco W. Sorenson
Robert W. Stanford
Robert Stokes
Juan P. Taboada
Cecil Utley
James H. Walker
Stanley Wallock
Ernest H. Webb
Vrll Williams
Albert Willis
George Wilson
Edward L. Woods | | |
| USPHS HOSPITAL
SAVANNAH, GA. | Dalton M. Barnes
Maximino Barnes
Albert Birt | Max Acosta
Willie Albert
Frank J. Albou
Felicito Aponte
Chester Anti
Talmadge Barbour
Roy W. Bell
Kenneth Bewig
Leslie Brihart
Joseph E. Burns
Antonio Colon
Manuel Fernandez
Gorman T. Glaze
Torleif Hansen
Walter Hartman
Clarence R. Haun
Fred Holmes
Edward Huizenga
William H. Johnson
Herman Kemp
Elmer King
Edward McMaster
Francisco Mayo
William Mellon | | |
| USPHS HOSPITAL
SEATTLE, WASH. | L. Bosley
Donald K. Campbell | Francisco Bueno | | |
| VA HOSPITAL
NEW ORLEANS, LA. | John Abadie | CHRONIC DISEASES HOSPITAL
BALTIMORE, MD. | Francisco Bueno | |
| USPHS HOSPITAL
NEW ORLEANS, LA. | Paul Baggett
Henry Buhot
Gaetano Busciglio
Cloise Coats
Jacob Cuecia
Serio M. DeSosa
C. A. Dorrrough
William Driscoll
Atomane Elchuk
Lucien Elie
Alfred B. Fahm
Charles Fetter
Leon Gordon
Clarence Graham
Horace Gray
Clarence Hafner
James Hand
William Haveln | USPHS HOSPITAL
STATEN ISLAND, NY | Fortunato Alfonso
Henry A. Anderson
Julian Blomgren
Alfred Casey
Clarence Collins
Eugenio Colon
Artemio Fernandez
Ramon Galarza
Bryan Gibson
John Givens
Estell Godfrey
Joseph Felton
J. Huisman
Alfred Kaju
Johannes Karl
Florian Kazukewicz
Demetrios Kekis
Joseph Koenig
Allen L. Lake
William Luhrsner
Marcos E. Medina
Francisze Mietki
Reinaldo Montes | |

Laundry Takes 'Em To Cleaners

Experience proves that guys who take pains to let you know how "sober, industrious and reliable" they are, really turn out to be lazy, no-good drunks. The same goes for outfits that stick a "reliable" in their name to give you the notion they're trustworthy. It ain't necessarily so, as most of us learn the hard way. The "Economical Laundry" in Rotterdam, Holland, seems to be of the same stripe, according to SIU crewmembers on the Margaret Brown. "Extreme high prices" appear to be the rule with this outfit, notwithstanding its monicker. The crew, led by delegates Pete Scroggins, Jerry Wages, W. P. Rinehart and Henry P. Lopez, urges all Seafarers to avoid using it.

PR Restaurant Is Recommended

To the Editor:
I'd like to inform the membership about a good spot in Puerto Rico run by an ex-sailor who enjoys having Seafarers' trade and can be counted on for good service.

The place is Don's Restaurant in Caparra Heights. His address is PO Box 10481 and the telephone, 8-0072. This spot can be used as a mailing address

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.

ship's library and several editions of the LOG for us, and also took care of our mail since we arrived and departed on a Sunday.

This crew is really ready for shore leave. Our ship's barber, Brother William J. "Mad Dog" Shafer, has been very busy lately sprucing the gang up for Seattle. Our theme song has been "Love Is a Many-Splendored Thing" for some time, especially since our steward, Fred R. Hicks, bought seven different renditions of it.

Our deepest sympathy at this time to Brother George Register, whose wife passed away during our Far East trip.

Tony Gallagher
Ship's reporter

Happy Yorkmar Is Frisco-Bound

To the Editor:
Here we are on the good Calmar Line ship Yorkmar, going through the Panama Canal bound for San Francisco.

We have a fine crew on here and everything is running smoothly, thanks to our steward, James Archie, who is doing everything to please the crew.

Right now, it looks like we will have Christmas at sea, so am taking this opportunity to wish all our members and SIU officials the best wishes on this holiday, and also a prosperous New Year.

We hope to be in San Francisco by New Year's Eve, so we can have a good time there and make up for Christmas spent at sea.

Eddie Eriksen
Steward delegate

and, in an emergency, you can call home from there, too.

It carries all the New York papers and serves good stateside hamburgers for a quarter, plus beer and drinks. It also has a jukebox and arrangements have been made to have copies of the LOG available for SIU men.

Allen Friend

Oldtimer Gives Thanks To All

To the Editor:
Just a few lines to the best organization in the world, and also the best brotherhood.

I wish to thank each and every brother for all they have done for me in my hour of need. Many thanks especially to Louis Susbavitz, who came to my house and handed me money which I know he needs himself, as he and I were hospital patients at the same time in New Orleans.

Thanks and greetings also to all SIU men, especially the Mississippi SS men.

Charles "Pop" Sweeney

Emery Dead-Set On Shore Leave

To the Editor:
We have just arrived from the Far East after a few months of shuttling between Japan and Korea, where everyone had a ball.

It was really a pleasant voyage going over and returning on the Lewis Emery Jr. While in the Far East, we made such ports as Kamaishi, Otaru, Miike and Karatsu, all in Japan, and, of course, Pusan, Korea (Little Baltimore Street).

Enroute to Japan, we stopped at Long Beach, Calif., where it was a pleasure to have Brother Reed Humphries on board as he was more than helpful. He obtained motion picture films, a

Hospital Cash Aids Youngster

To the Editor:
I'm pleased to extend my deepest thanks to the SIU and its welfare plan for helping with the hospital expenses while our little boy, Samuel Boyd Tate, was in the hospital.

We know his dad, Samuel A. Tate, will be proud to know that Boyd went back to school this week, although he is still a little weak. We hope he will soon be strong again. Thanks again to the Union.

Mrs. Samuel A. Tate

Appreciates Aid Of Dinny Crew

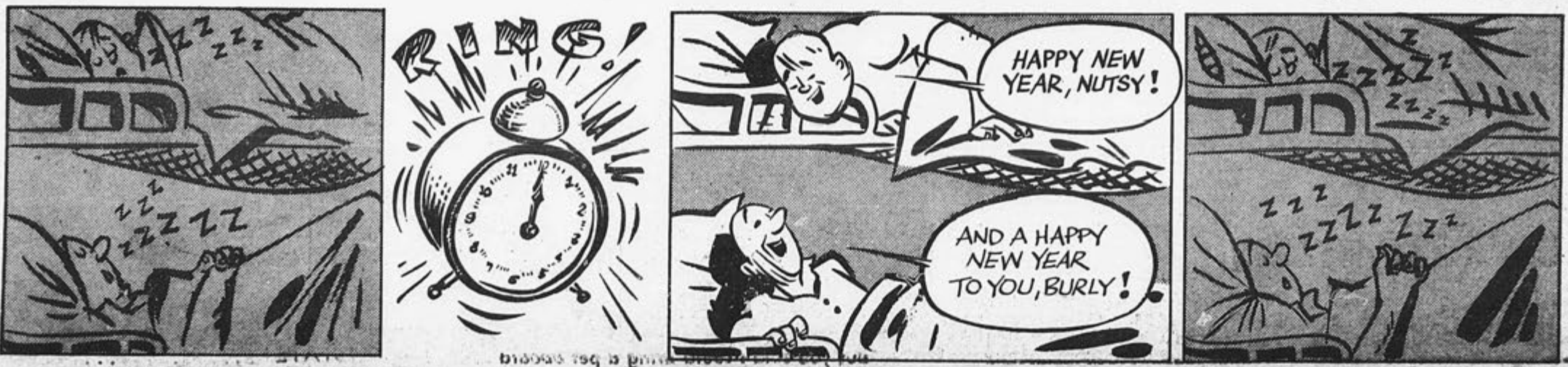
To the Editor:
My daughter Katzue and I would like to express our thanks to my brothers on the SS Ocean Dinny for their kindness when my wife died in Yokohama on November 23.

The generosity and sympathy of the entire crew and officers was very helpful during that unhappy time. Thanks again to all of them.

Gervacio "Jerry" Vinluan

Burly

By Bernard Seaman



SEAMAR (Calmar), Nov. 28—Chairman, A. Daniluk; Secretary, F. Miller. Water pump to be fixed. Need new washing machine. Ship's fund \$8.40. Reports accepted. No hot water aboard. Discussion on milk—30 quarts per day insufficient. To be taken up with patrolman.

LEWIS EMERY JR. (Victory Carrier), Nov. 24—Chairman, P. Parker; Secretary, J. Davies. Minor repairs completed, major one to be done in N.Y. Cups to be returned to pantry. Maintain quiet at night. Ship needs fumigating. Discussion on washing machine. Vote of thanks for fine Thanksgiving dinner.

MARGARET BROWN (Bloomfield), Dec. 1—Chairman, R. Clark; Secretary, L. Dooley. Repair lists turned in. Laundry and cleaning service in Rotterdam written for approval. Ship's fund \$20.12. Record player

tary shot method used on ship; one needle used for all. Some shortage of food; vegetables soggy. Ship should be fumigated for roaches. Soiled linen to be placed in dirty linen locker. Suggest serving fresh tomatoes before they spoil.

STEEL NAVIGATOR (Isthmian), Oct. 4—Chairman, J. Garrison; Secretary, A. Hitas. Few hours disputed overtime. Three men logged. One man hospitalized in Singapore. Fresh milk to be secured in Durban. Messhall and passageway to be sougeed and painted. Outsiders to be kept out of passageways and housing.

Nov. 7—Chairman, L. Peed; Secretary, C. Martin. One man missed ship. Member failed to secure for sea and contract violations. Story sent to LOG. Beefs to be taken up with headquarters in N.Y. Discussion on ice-box taste of bread; pilfering of crew's quarters. Laundry loss in Beirut reported to LOG. Outsiders to be kept out of messhall and pantry and refrain taking ship's stores except at meal time.

STEEL SEAFARER (Isthmian), Nov. 18—Chairman, M. Carlini; Secretary, E. Kresz. One man hospitalized in Rotterdam; replaced. Ship's funds \$10.50. To donate \$5 to library. One man had pay stopped due to illness; patrolman to be notified. Communication concerning extension of books read. Reports accepted. Vote of thanks to steward department for excellent service during long and difficult trip. Complaint about poor quality of baking and desserts; noise in messroom and passageways.

STEEL WORKER (Isthmian), Sept. 8—Chairman, E. Anderson; Secretary, F. Howe. Ship's fund \$62.65. Report accepted. Suggestion to have some cans of fruits and fish for night lunch. Fans to be turned off when not in use.

Nov. 2—Chairman, C. Burns; Secretary, H. Kilmon. Food stores picked up in Durban. Repair lists submitted. Ship's fund \$32.07. Punching bag and gloves purchased. Many hours disputed overtime. Rooms are being sougeed. Report accepted. Some repairs being made. Contributions to be made to fund at payoff. Need new washing machine. Will purchase timer for machine out of fund. Shortage of certain foods. Request some canned fruits for dessert for night lunch. To order sufficient stores to last entire voyage. Vote of thanks to steward department for fine Thanksgiving dinner.

DEL AIRES (Miss.), Oct. 29—Chairman, J. Wolff; Secretary, R. Stough. \$58 contributed by crew to member. Water fountain to be repaired. Captain refused to buy milk in Puerto Rico. Mattresses and springs repaired. Fans to be turned off when not in use.

SUZANNE (BULL), Nov. 10—Chairman, F. Haigney; Secretary, G. Profs. Clothing of hospitalized turned over to company agent. Union book and personal papers retained by patrolman. New delegate, treasurer and reporter elected. Vote of thanks to Union officials for gains in wages and benefits. Repairs to be done before returning to States.

YAKA (Waterman), Dec. 8—Chairman, J. Dunn; Secretary, L. Wings. Ship's fund \$14.55. New agitator for washing machine purchased. Few hours disputed overtime. No launch service available in early morning for men to return to ship—had to pay for own launch service. Discussion on noise in fo'c'sle area; cleanliness of bathrooms and outside passageways.

PAN-OCEANIC TRANSPORTER (Pan Oceanic), Nov. 13—Chairman, G. Garber; Secretary, W. Walsh. No sloop chest other than few cases of cigarettes. Need warm gear, blankets, etc. Skipper to make arrangements to secure sloop chest. Nine replacements. Black gang washing machine and chairs in mess room need repairing.

STEEL KING (Isthmian), Oct. 28—Chairman, D. Clausen; Secretary, P. Harayo. Repair list submitted. Need new agitator for washing machine; to be purchased in port of arrival. Ship's fund \$36.29. Delegate to handle ship's business with patrolman or agent only. Delegate to see patrolman about meat supply with stamp marked "for ship only."

STEEL CHEMIST (Isthmian), Nov. 10—Chairman, T. Scanlon; Secretary, P. Daigle. Letter written about sloop chest prices and 12% interest on loans in Port Said. Repairs made. Windchutes, porthole screens and mattresses ordered. Ship's fund \$5.20. 40 hours disputed. Report accepted. Patrolman to investigate whether food is inferior or not prepared properly.

CANTIGNY (Cities Service), Nov. 22—Chairman, W. Phurrough; Secretary, R. Hamlett. One man hospitalized in Venezuela. Received launch service in Venezuela. Ship's fund \$9.50. Some disputed overtime. Letter from secretary-treasurer regarding agents' conference read.

OCEAN STAR (Triton), Nov. 11—Chairman, S. Holden; Secretary, C. Lanier. Some disputed overtime. Beefs to be taken up with patrolman. Need new refrigerator and containers for bulk milk. Repair lists to be made up. Need new valve in deck department bathroom. Food situation discussed. Launch service to be looked into.

DEL MAR (Miss.), Oct. 14—Chairman, J. Ahern; Secretary, M. Phelps. Ship's fund \$159.78. Movies and magazines purchased. Report accepted. New delegate elected. All communications to be posted. All cups to be returned to pantry.

Digest Of SIU Ship Meetings

broken during heavy seas. Few hours disputed overtime. Letter regarding laundry and cleaning service read and approved by crew.

CUBORE (Ore), Nov. 18—Chairman, C. White; Secretary, T. Drzewiski. Three men late; replacements sent. Messhalls to be painted. Food not prepared right. Washing machine and pantry to be kept clean. Books and permits to be handed in at payoff.

OREMAR (Ore Nav.), Nov. 21—Chairman, C. Gibbs; Secretary, E. Fenis. One man missed ship in Baltimore. Ship's fund \$26.01. Washing machine to be kept clean. Repair list to be made up. Overhaul crew bunks. Need more preserves in pantry. Return dirty cups to pantry.

DEL MAR (Miss.), Dec. 2—Chairman, R. Stough Jr.; Secretary, C. Dowling. \$278 collected for man in trouble. Movies rented. One man to be hospitalized in St. Thomas. Ship's fund \$162.77. Report accepted. To donate \$50 to brother who is being hospitalized. New delegate elected.

DEL NORTE (Miss.), (no date)—Chairman, E. Leonard; Secretary, G. McFall. All souvenirs to be declared on customs sheet. Cooperation urged in adhering to ship's safety program. Request der. Washing machine was overhauled; water tanks cleaned. To donate \$150 from fund to help member with attorney's fees, etc. \$183 donation for Christmas dinner for New Orleans hall. One man missed ship in Houston, squared away to satisfaction of patrolman. One member getting off in St. Thomas due to heart condition. Ship's fund \$24.28. New delegate elected. New checkers and cards purchased. Baseball equipment purchased. Report accepted. Brother getting off in St. Thomas to be given \$50 from fund.

ORION STAR (Orion), Nov. 7—Chairman, J. Bissonet; Secretary, A. Blikmas. Several bottles of liquor confiscated while shaking down after fight. Some disputed overtime. Report accepted. Drain in laundry room to be repaired. Men not to be logged if they have substitute for job. Complaint on launch service in Japan. No restriction in Bahrain. Water fountain in messroom to be repaired. Discussion on medicine chest.

SEAGARDEN (Peninsular), Oct. 28—Chairman, D. Mease; Secretary, E. Starns. New delegate elected. Report accepted. New lockers to be installed. Beef on cleanliness to be reported to captain. Jury bathroom to be rigged for longshoremen.

WESTERN TRADER (North Atlantic), Nov. 18—Chairman, F. White; Secretary, J. Powers. Ship's fund \$15. Bossun to get clarification on cleaning holds. Showers and bathrooms painted. Vote of thanks to steward department for fine service.

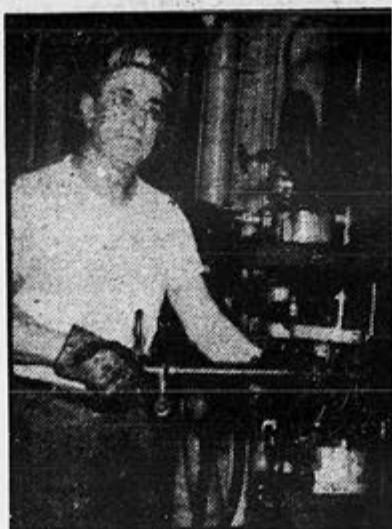
WILLIAM A. M. BURDEN (Western Tankers), Nov. 22—Chairman, J. Smith; Secretary, C. Foster. Threr men hospitalized. Few hours disputed overtime. Communications read and accepted. Captain to get replacements for missing men. Discussion on poor condition of safety gear. Vote of thanks to chief cook and baker for good food.

OCEAN EVELYN (Maritime Overseas), Nov. 18—Chairman, J. Simison; Secretary, L. Guellnitz. Ship's fund \$10.52. New delegate elected. Light bulbs to be given to members upon request. Need better launch service.

STEEL NAVIGATOR (Isthmian), Aug. 18—Chairman, L. Harvey; Secretary, A. Hitas. Bathrooms and showers painted. New delegate elected. Proper disposal of garbage discussed. Investigate if crew can go ashore in Beirut without surrendering seaman's papers.

STEEL FLYER (Isthmian), Oct. 27—Chairman, E. Parr; Secretary, E. Saul. Need new coffee urn. Ship's fund \$85.01. \$25 donated to member sick in Panama. Mate will not tolerate drunkenness. Reports accepted. Headquarters to be notified of unsan-

Hot Spot



Caught in the act, Wade Smith, FWT, is snapped changing burners in the fireroom of the Ocean Joyce on her last trip to the Mediterranean. Tom Willis, OS, took the picture, which was turned in by Thurston Lewis.

Finds India Matches All The Story Books

One of the charms of Asia "is the sense of being an intimate part of the everyday life of the people, for they live in the streets," writes James "Pat" Conley on the Natalie.

Fresh from the latest conquest of Japan, Conley arrived in Bombay, India, on Thanksgiving Day, with plenty of time to see the sights... "A thin, hawk-nosed man sitting by the side of the road while a barber shaved his head with a wickedly thin razor... Little groups of swarthy, turbaned men squatting nearby, surrounded by disturbing bags... "They are ever ready with their bulb-shaped, oboe-toned pipes to charm their swaying cobras or set up a battle between a snake and a red-eyed mongoose, several of which cling about them like cats... "A shaven-headed man in a maroon and silver wrapping caught my eye as he sat on his haunches

in a small court. Three birds on little leashes, canary-like but somewhat bigger, with yellow ocher throats and topknots, fluffed and preened on perches by his side. He tossed a ring into the air when he noticed us standing and watching, and one of the birds flew up and caught the ring in its beak before it struck the ground.

Tossed Out Coins

"In the natural sequence of events, we then tossed coins, each of which was caught in the air and returned to him. One bird held a needle and thread in its claw and strung tiny beads on it... I saw those birds pick out numbered cards as I called out the numbers and bring back leaves from the top of the tree my buddy picked out...

"Earlier we checked into the Taj Mahal Hotel across the street from the dock. We learned that the barefooted man dressed in white and squatting outside our room door is the room bearer. He pads silently into your room in the morning to awaken you with tea and the morning paper, and functions the rest of the day and night as combination maid, bellhop and valet, knocking and entering as he wishes.

"Then there is the dining room bearer (waiter), the bar bearer (bartender), the luggage bearer (bellhop), and still others. When check-out time comes, they flank your line of departure like at a West Point wedding, with outstretched palms replacing the crossed sabers. Then they wish you a safe journey..."

These Warriors Were Too Fast On The Draw

What can you do in Japan when your're already way overdrawn on allotments, draws, slops and everything else?

"For the first time in my sea-going career, I've got first-class passage over here but I had to turn to every night. Well, you live and learn," says C. I. "Ike" Copper on the Warrior.

Confronted with a skipper who had everybody's dough figured down to rock bottom, one of the oilers had a whopping \$8.13 coming, a couple managed to squeeze out \$20 and the rest were told they owed him money.

"When I stepped up to the door he looked up, saw me, and said,

"Copper, you don't even need to step in the door. You now owe me \$217." And I wasn't even the only one," Copper added.

"The high-flying we ordinarily are accustomed to as SIU seamen had to be changed to longer-lasting low-flying. The ones who were fortunate enough to rate a draw shared it with their buddies, in order to minimize the hardships, but this didn't help much."

On the other side of the coin, Copper said the ship had a swell crew and a pretty fair set of officers. He listed Charlie Mazur as bosun; Millard B. Elliot, steward; C. Weeks, chief cook, "Big Ski," Jim Thompson and H. Butts on deck, plus Cecil Lewis and Walter Beyer in the black gang, among others.

Giving credit where it's due, he still had a good word for the skipper. "He bothers no one... except in the pocketbook."



Mazur

Use Only One Mail Address

Seafarers with beefs regarding slow payment of monies due from various operators in back wages and disputed overtime should first check whether they have a proper mailing address on file with the company. SIU headquarters officials point out that reports received from several operators show checks have been mailed to one address while a beef on the same score is sent from another, thus creating much difficulty in keeping accounts straight.

'Sea-Spray' —by Seafarer Robert 'Red' Fink



"But you said I could bring a pet aboard..."

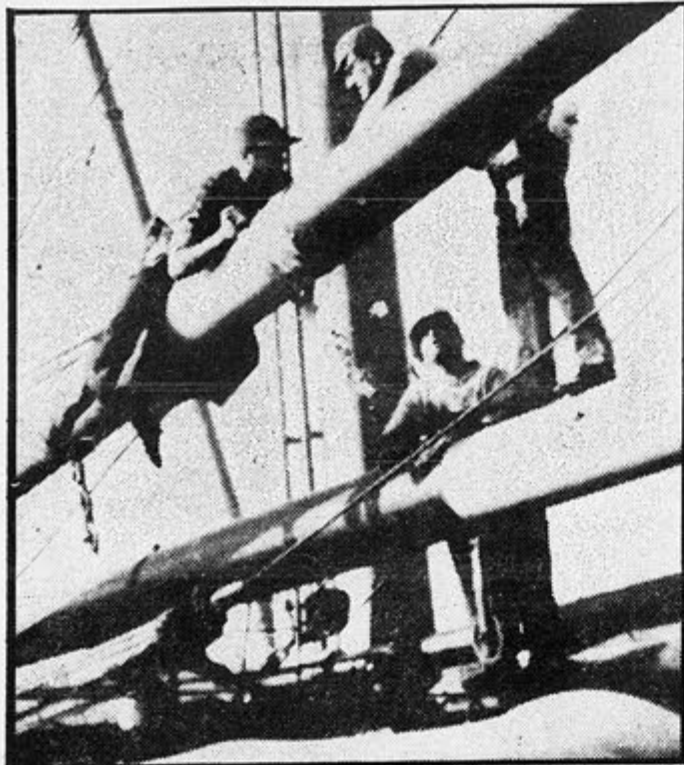


Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY

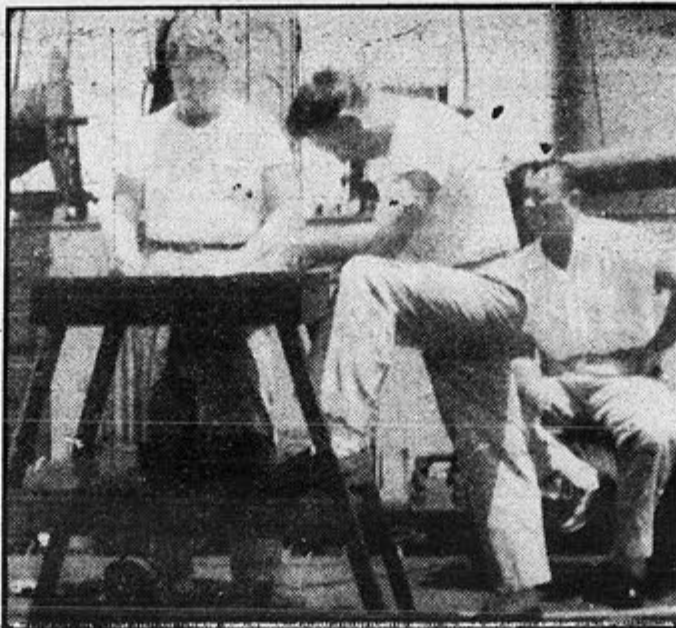
I would like to receive the SEAFARERS LOG — please put my name on your mailing list. (Print Information)

NAME
STREET ADDRESS
CITY ZONE....
STATE
TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:
ADDRESS
CITY ZONE....
STATE

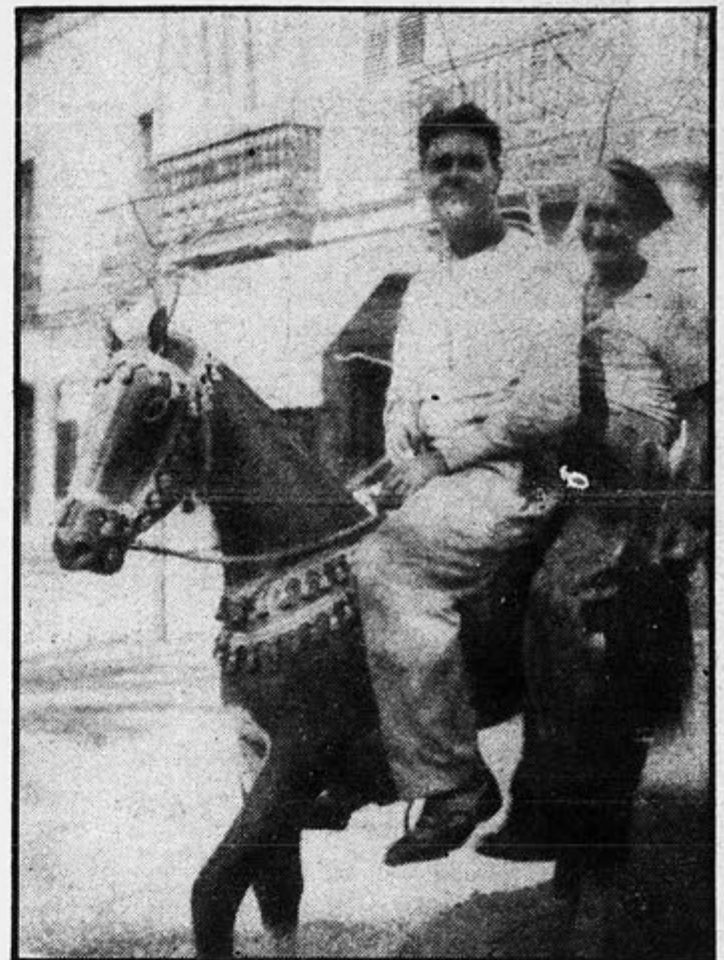
It's All In Day's Work, SIU Style



On the Citrus Packer (above), Ralph Fadden, ABDM (left), and Leo Lasaya, bosun, perform a little surgery on a boom as A. Ray, ABDM, looks on. Jose F. Santiago sent the photo in from Sfax, Tunisia. At right are Murray Hill crewmen and two Swiss missionaries they met in a Korean village. Standing (l to r), are Creed, AB; Flaherty, OS; Fish Rubery, bosun; Fr. Joseph; Blackmore, AB; kneeling, Fr. Max and Donovan, AB.



Outdoor ship's meeting (left) on the Lewis Emery Jr. was led (l to r) by Parker, MM, chairman; steward Hicks, recorder; Dave Rivers, OS, ship's delegate. Reporter Tony Gallagher turned in the photo. Below, 2nd electrician Stewart and Pop Orton from the Hurricane take a jaunt on a fierce-looking horse (all wood) in Cadiz, Spain. Considering the nag, they did fine, says Bill Adams.



Urges Posting Of Hosp. List

To the Editor:
I have just been reading the letter that my good friend Dave Barry had in the LOG (Nov. 23) about the guys who talk about going to visit their friends in the local hospitals while they're in port but who never get around to it.

It was a very good letter, and I know Dave meant right, but it is not always the boys' fault. I have been in here [San Francisco USPHS Hospital—Ed.] five weeks now and my name has not been in the LOG yet. So very few of my friends who hit port even know I'm here.

Therefore I was wondering if it would be possible to have a board posted in each of our halls listing the names of the men in the local hospital after the first week so we would know who is in. I am sure then there would be a lot more visitors. We don't forget friends easily in our Union, and I have plenty of proof of that.

Provided TV Set

A buddy I only made one trip with, night cook and baker Dave Blumbo, brought a TV set out to me to keep as long as I am here. Believe me, it not only helps me pass the time, but also my ten room-mates in this ward with me.

Last week another buddy, Schmidt from the Fairport, sent me some money, and George the cab driver paid a couple of visits, so you see, they don't forget. I also want to say how much the money from Blondie Johnson helps out, and how proud it makes you feel to be a member of the SIU. I thank one and all for their kindness.

Frank B. McCollian

(Ed. note: Brother McCollian was listed among the Seafarers at the San Francisco USPHS hospital in the Dec. 7 issue of the LOG, published a few days

before his letter was written. There normally is a two-week lag between a man's entry in the hospital and the report to the Welfare Plan in New York, which then prepares the list for the LOG. A list posted on the spot in each port could fill the gap.)

Foreign Coins Breed Trouble

To the Editor:
I just wanted to warn the brothers to avoid the same problem I had a couple of weeks ago after the last SIU membership meeting in New York. It seems I accidentally pulled out some

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.

foreign coin I had in my pocket along with a couple of subway tokens and dropped the "foreigner" into the slot.

Needless to say, because of this I was pulled in by the police and had to go through a whole rigmarole until Irving Logue from the SIU General Counsel's office was able to straighten things out. Thanks to him for his trouble.

Since we often wind up with a pocket full of loose foreign coins by the time we return from a trip, an accident like this is not too unusual. But it just doesn't pay to take the chance. It makes sense to clean them out of your pockets before you try traveling on New York's subways.

Ernest Caligiura

Polio Coverage Worries Wife

To the Editor:
In the event a Seafarer's wife or other dependent should have the misfortune to contract polio or some other dread disease, just what coverage would be available under the Seafarers Welfare Plan? This is assuming the Seafarer has qualified by meeting the seafaring requirements and in any other way necessary.

Mrs. E. J. Thibodeaux, Jr.
(Ed. note: Eligible dependents under the SIU Welfare Plan are covered for polio the same as for any other illness for time spent in the hospital. Any need for specialized equipment would be decided by the plan trustees in each case, as necessary.)

On Sidelines, He Hails SIU Gains

To the Editor:
I am attending Coyne Electrical School in Chicago and it is hard for me to get out to the Union hall as it is on the opposite side of the city from here. I would appreciate it very much if you would send the LOG to me as I would like to keep up with our Union's achievements.

I read about the new raises and vacation benefits and I say hats off to the negotiating committee and our officials, in behalf of all hands. The SIU is always tops.

If any of my former shipmates read this, I hope they'll drop me a line at 1416 West Jackson Blvd., Chicago.

Wade B. Pritchett

Hails Delegate On 'Peace' Role

To the Editor:
I deem it a great honor and privilege to nominate as "Seafarer of the Month" for December, or some month in the near

future, Brother Al Perrini, who now makes New York his home and ships out of headquarters.

His handling of the deck delegate's job aboard the Sandcaptain was very neat and efficient. If you're ever elected to this position aboard a dredge, you'll know what I mean when I say it's complicated.

It's like a game of chess; one wrong move fouls everything up. From the time he took over, though, there were no beefs as far as the division of overtime was concerned and very few involving "personalities" also. Normally quite a few grievances resulted from the division of overtime and it can be a big bone of contention.

But not so on here, fortunately, with Al on the job. Well done, Al.

Clarence L. Cousins

At Ease, Men



Shipmate's camera focuses on bosun Vincent L. Stankiewicz (left) and carpenter George L. Hays Jr. catching a breather on the deck of the Seamar. The boys look like they've had it. Photo by H. G. Horowitz.

Avoids Atlantic, Takes Vacation

To the Editor:
Since I've been a victim of the North Atlantic damn near every winter, I finally decided to take a winter vacation. Believe me, it's nice and warm down here in Brownsville.

I arrived in town just in time to vote the wrong way—at least ten million more Americans seemed to think so. Oh well, maybe we'll all get a chance to play golf.

I also got a chance to see our Brownsville Eagles wind up the season deep in the cellar. It seems they adopted the Olympic motto. "Even if we don't win, we'll play," it says here. No wonder Bud Wilkinson never made the Olympic team.

Happy holiday to all my shipmates and friends at this time.

Ollie Olvera

Cheer-Up Visit Was Appreciated

To the Editor:
All hands at the New Orleans marine hospital were very pleasantly surprised recently when "Beverly" honored us with her presence.

If the name seems unfamiliar for the moment, the pretty lady is one of the very friendly and efficient barmaids at the "Punch and Judy" Bar at Dauphine and Conti, New Orleans. Her visit was in the capacity of personal representative of our good friend, Brother Savoy, who is the proprietor of the "Punch and Judy," one of our favorite refreshment establishments and well-known to all merchant seamen way down yonder in New Orleans.

Brother Savoy's and Beverly's efforts to cheer up the gang at the hospital with baskets of luscious fruit were deeply and sincerely appreciated and will not be forgotten.

Donald D. Dambrino

WITH SIU FAMILIES...



Laura, 3, and John Jr., 1 1/2, are a jolly twosome at their home in New York City. Dad is Seafarer John McHale.



Santa and Allen Friend's boys Sandy, 4, and Jay, 6, are pals.



Alexander G. Dumas' children are Malena, 7 mos.; Daniel, 7, and Roy, 9.



Dad Nemesio Quinones shared vacation last summer with Yvonne, 7; Guillermo, 3 1/2; Junior, 8, and Augie, 5, at Bronx, NY, home. They mix maracas with baseball mitts.



Charles R. Luckie hit the jackpot when sons William and John arrived Sept. 6. He got \$400 in baby benefits.



A happy hot-rodder is Ricardo Gonzales, 2, son of Seafarer Jesus Gonzales of Texas City, Texas. "Richy" is partial to fast cars.

WITH SIU OLD-TIMERS



Charles E. Spencer Drawing SIU disability benefits for the past two years, he's now in Birmingham, Ala.



William Johnson Retired now in New Orleans, "I pray for my brothers in the far corners of the world."



Roland Rae "Feeling better," he's in Miami, still under a doctor's care but "making improvement."



August Steinmann "Getting along fine," at home in Maspeth, LI, NY, "but not as spry as I used to be."



William Guilford Sidelined since 1954 in Prichard, Ala., "will be forever grateful to the SIU brothers."



Benito Candamio Sends greetings to all SIU brothers from Tampa. "No words can express my thanks to you."



Steady improvement in shipping, contract conditions and vacation and welfare benefits highlighted the SIU record in 1956. The strong comeback made by the maritime industry and prospects of continued upsurge present a cheerful outlook for Seafarers in the months to come.

All in all, 1956 was notable for the number and extent of new and improved benefits won by Seafarers. To begin with, the SIU negotiated a 7.1 percent increase for all hands in its new agreement. Then it won the first logging limitation ever to exist in a maritime union contract, putting an end to loggings except for actual time missed from work.

Vacation Now \$260

Vacation pay was increased to an annual rate of \$260 a year and family hospital benefits extended to dependent parents of



Seafarers. In addition, the family benefits were extended past the 31 day limit and the death benefit was raised to \$4,000.

The health and safety program, first negotiated in 1955, will soon take effect. The first health center in New York will undergo a face-lifting within the next few weeks and will be ready to operate as soon as equipment is installed. Several companies have already undertaken the safety program on board their ships.

The shipping picture had been good all through the year, thanks in part to the successful campaign waged on behalf of the "50-50" law. But with the eruption of fighting in the Middle East and the closing off of the Suez Canal, the world again turned to the US merchant marine to bail it out of difficulty.

Many Lost In Ship Disasters

The marine industry had more than its share of disasters last year, with Seafarers suffering heavily as a result.

The most spectacular one was the collision off Nantucket last July 23 between the Italian liner Andrea Doria and the Swedish ship Stockholm. Fifty lives were lost and many more injured in the collision and the sinking of the Doria which followed. The collision turned the spotlight on the lack of international enforcement of ship tracking and rules of the road.

For Seafarers, the worst disaster was the explosion of the Salem Maritime on January 17 with a toll of 21 dead, 13 of them SIU men. An engineer was killed and 11 Seafarers injured when the Alcoa Corsair caught fire October 6, and the same month saw five Seafarers injured in an explosion aboard the Government Camp.

Less costly in human loss, but equally serious otherwise were the loss of the Fairisle in July after a harbor collision and the sinking of the Washington Mail, manned by SIU of NA West Coast affiliates. That ship went down in the Gulf of Alaska last March, with all 60 aboard being rescued.

Two other SIU ships, the Alcoa Pilgrim and the Elizabeth, suffered damage in New York harbor collisions in December.

Finally, there was the startling explosion of the Luckenbach pier in Brooklyn which shook Brooklyn and New York for miles around and took the lives of ten people.

'50-50' Victory DC Highlight

Washington was the site of a major maritime victory last spring when the Senate voted 57 to 23 in favor of keeping a "50-50" provision in the agricultural surplus disposal program. The vote crushed the strongest effort made by a combination of foreign lobbies, the State Department and some domestic farm interests to destroy "50-50."

Another capital city, Baton Rouge, La., saw Seafarers play a leading role in a successful bid to repeal Louisiana's "right to work" law.

The SIU initiated and won two test cases on unemployment insurance in the past year, one in Delaware, the other in Alabama. In both instances the Union won decisions that the application of the 60-day contract provision to class B and C seniority holders did not deprive them of their right to unemployment benefits.

Members Act On Union Affairs

Action was taken on several matters of concern to the membership last year, including amendments to the SIU constitution.

The constitution was modified to spell out more specifically the qualifications for office and to revise the balloting and tallying procedures. The amendments were approved by a 97 percent margin in a referendum vote.

Members of SIU steward departments participated in a major overhaul of steward department working rules which redefined the duties of each rating and revamped departmental procedure.

Earlier in the year, the Union conducted a shipboard safety quiz, sending questionnaires to crewmembers to get their suggestions for shipboard safety. The ma-

terial derived from them has been of considerable usefulness in setting up the shipboard safety program, now getting underway.

Of great importance to the membership were the modifications of the seniority hiring rules which opened the way for some Class B members to obtain class A seniority at an earlier date. The new rules, negotiated with the shipowners, reflected the steady growth of shipping opportunities for Seafarers.

MEBA Severs Ties With NMU

A successful industry-wide strike by the SIU Canadian District and the regrouping of forces by the marine engineers were the highlights of the maritime labor picture during 1956.

As the result of an eight-day tie-up of Great Lakes shipping last May, the Canadian District won a major contract victory and picked up 16-19 percent wage hikes, plus other gains, for 5,000 unlicensed seamen and officers of affiliated unions.

The marine engineers' realignment came last month when the Marine Engineers Beneficial Association severed a 20-year tie with the National Maritime Union and pulled out of the AFL-CIO Maritime Committee.

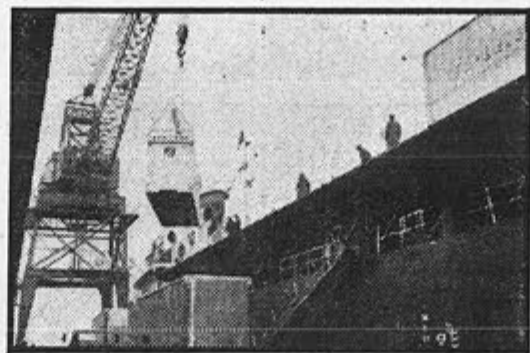
The MEBA, together with the Masters, Mates and Pilots, are united in protesting American Coal Shipping's refusal to sign with the officers' unions. It was NMU's refusal to back up MEBA on this beef which led to MEBA's withdrawal from the maritime committee.

Revolution In Shipping

The last 12 months has seen the maritime industry break out of its conventional patterns of operation and go steaming off in half-a-dozen new directions.

Most significant for the industry's future was the go-ahead given on US plans for construction of a nuclear-powered passenger-cargo ship. But that wasn't all.

The closing of the Suez Canal vastly



speeded-up plans for transformation of the oil hauling industry, with numerous companies planning supertankers up to 100,000 tons capacity.

Also significant were developments in the "roll-on" and "lift-on" field with the Carib Queen, first true "roll-on" ship now going into service, and Pan-Atlantic pioneering in the "lift-on" service with four combination tanker-trailer carriers hauling both oil and dry cargo.

Two major SIU operators, Isthmian Lines and Bull Lines, were sold to new owners in the past year. Both of them are retaining their identity and their existing operations.

Seafarers Prove Top Scholars

Seafarers walked off with four of the five Seafarers Scholarships awarded during 1956. They also won two of the



three scholarships, for study abroad, offered by the Institute of International Education. This was the first time that any US labor union had more than one winner at a time in this competition.

The four Seafarers winning the scholarships awarded by the Seafarers Welfare Plan were George Butenkoff, AB, Jeremiah O'Neil, AB, Herman Sperling, AB, and Earl Laws, chief electrician. Anne Virgin, daughter of Seafarer Claude A. Virgin, Jr., won the fifth scholarship.

Seafarers Gene Sinclair and John Sweeney won the international scholarships for study at Ruskin College, Oxford, and Coleg Harlech, Wales.

Aiding Other Trade Unions

During 1956 the SIU continued, as in previous years, to back up the beefs of other labor unions. The International Union of Electrical Workers, the International Brotherhood of Longshoremen, and smaller unions in the various SIU ports received SIU help both on the picket lines and elsewhere.

In Baltimore, the SIU was particularly active in aiding IUE members striking Westinghouse. The 156-day tie-up, the longest major strike battle in the last 20 years, ended with a new contract in which the key issues were in IUE's favor.

The SIU also continued to give its full support to the IBL in its campaign to oust the discredited International Longshoremen's Association from the port of New York and bring genuine trade unionism, under the AFL-CIO banner, to New York's longshore workers.

Suez, Seaway Tops In News

The international waterways were prominent in the news—one because it was closed and the other because it is heading for opening.

The Suez Canal attracted the most attention when it was shut following an invasion of Egypt by Israeli, British and French troops. The British-French action in October followed seizure of the canal by Egypt. The canal is now blocked by scuttled ships which are now being cleared.

The St. Lawrence Seaway is the waterway heading toward an opening and a new deep-sea transatlantic route. Indications are that the Seaway will be ready for the 1958 spring shipping season.

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 Henry M. Jackson, Wash.:
 "... I have looked over the constitution and offhand 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 . . ."

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 Negotiating and Strike Committee obligate this Union or any Port thereof, in any manner, without the approval of the membership of the Union as evidenced by a majority vote of the membership.

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

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

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

ARTICLE XI

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

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

Secretary-Treasurer
Assistant Secretary-Treasurer
Port Agent
Patrolman

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

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

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

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

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

ARTICLE XII

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

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

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

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

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

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

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

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

ARTICLE XIII

ELECTIONS FOR OFFICERS, PORT AGENTS AND PATROLMEN

Section 1. Nominations

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

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

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:

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

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

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

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

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

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

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

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

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

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

(c) A new trial shall be recommended if the Appeals Committee finds—(a) that any member of the Trial Committee should have been disqualified, or (b) that the accused was not adequately informed of the details of the charged offense, which resulted in his not having been

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

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

(e) The Appeals Committee may recommend lesser punishment.

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

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

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

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

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

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

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

ARTICLE XVI OFFENSES AND PENALTIES

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

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

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

- (a) Wilfully misappropriating or misusing Union property of the value in excess of \$50.00;
- (b) Unauthorized use of Union property, records, stamps, seals, etc., for the purpose of personal gain;
- (c) Wilful misuse of any office or job, elective or not, within the Union for the purpose of personal gain, financial or otherwise, or the wilful refusal or failure to execute the duties or functions of the said office or job, or gross neglect or abuse in executing such duties or functions;
- (d) Unauthorized voting, or unauthorized handling of ballots, stubs, rosters, verification lists, ballot boxes, or election files, or election material of any sort;
- (e) Preferring charges with knowledge that such charges are false;
- (f) Making or transmitting, with intent to deceive, false reports or communications, with knowledge of the falsity thereof, or unauthorizedly altering reports or communications which fall within the scope of Union business;
- (g) Deliberate failure or refusal to join one's ship, or misconduct or neglect of duty aboard ship, to the detriment of the Union or its agreements;
- (h) Deliberate and unauthorized interference, or deliberate and malicious vilification, with regard to the execution of the duties of any office or job;
- (i) Paying for, or receiving money for, employment aboard a vessel;
- (j) Wilful refusal to submit evidence of affiliation for the purpose of avoiding or delaying money payments to the Union, or unauthorizedly transferring or receiving evidence of Union affiliation, with intent to deceive;
- (k) Wilful failure or refusal to carry out the orders of those duly authorized to make such orders during time of strike.

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

- (a) Wilfully misappropriating or misusing Union property of the value under \$50.00;
- (b) Assuming any office or job, whether elective or not, with knowledge of the lack of possession of the qualifications required therefor;
- (c) Misconduct during any meeting or other official Union proceeding, or bringing the Union into disrepute by conduct not provided for elsewhere in this Article;

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

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

(a) Refusal or wilful failure to be present at sign-ons or pay-offs;

(b) Wilful failure to submit book to Union representatives at pay-off;

(c) Disorderly conduct at pay-off or sign on;

(d) Refusal to cooperate with Union representatives in discharging their duties;

(e) Disorderly conduct in the Union Hall;

(f) Gambling in the Union Hall;

(g) Negligent failure to join ship.

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

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

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

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

ARTICLE XVII PUBLICATIONS

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

ARTICLE XVIII BONDS

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

ARTICLE XIX EXPENDITURES

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

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

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

ARTICLE XX INCOME

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

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

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

(a) The ballot must be secret.

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

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

ARTICLE XXI

PERMITS AND OTHER TYPES OF UNION AFFILIATION

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

ARTICLE XXII

FORMULATION OF SHIPPING RULES

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

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

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

ARTICLE XXIII QUORUMS

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

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

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

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

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

ARTICLE XXIV MEETINGS

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

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

ARTICLE XXV AGENTS' CONFERENCE

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

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

ARTICLE XXVI DEFINITIONS AND MISCELLANEOUS PROVISIONS RELATING THERETO

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

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

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

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

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

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

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

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

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

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

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

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

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

ARTICLE XXVII AMENDMENTS

This Constitution shall be amended in the following manner:

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

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

Section 3. If approved by a 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: Cites 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 employes 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. Describes the Union's balloting procedure in detail—Provides for election of Polls Committees to conduct elections and of a district-wide Tallying Committee, including members from New York, Baltimore, Mobile, New Orleans and San Francisco to tabulate results—Sets forth 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—Degrees of Membership: Provides that rules for affiliation of individuals other than full members must be determined by the Union's membership.

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.