

SIU Wins \$40 Hike For Rated Men; Pensions Go to \$250

Page 3

Bulk Cargo Fleet Subsidies Called Essential by Hall

Page 2

Congress Defense Bill Bars Building Navy Ships Abroad

Page 3

Meany Urges Tightening Of Social Security Bill

Page 8

In This Issue

Your Copy of the SIU CONSTITUTION
SPECIAL SUPPLEMENT • PAGES 9-16

ANNUAL REPORT

SIU United Industrial Workers Welfare Fund
Filed With N.Y. State Insurance Department
Page 18

Hall Urges Extension of Subsidies To Bulk Fleet, Raps Critics of Plan

WASHINGTON—SIU President Paul Hall last week scored the "great uproar" that always occurs when the question of increased maritime subsidies comes up before Congress, even though the merchant marine benefits from less than two percent of the \$8.5 billion spent by the government on direct subsidies each year.

Hall, who is also president of the six-million member AFL-CIO Maritime Trades Department, called for an extension of federal construction and operating subsidies to presently unsubsidized bulk carriers, tankers and tramp ship operators.

Speaking at a seminar, sponsored by the Council on Transportation and Communications Law of the Federal Bar Association in cooperation with American University, Hall said these "subsidies are vital to the industry as protection against foreign low-wage com-

petition and as encouragement for more private investment."

"The government today is in the business of subsidization of every phase of our economic and social life," he said, adding that this assistance is "proper" to create a "climate for economic growth."

However, the SIU president stressed, "with subsidies looming so large in the entire American economy, we can't expect the maritime industry to exist without them."

In addition to the \$8.5 billion spent annually on "direct, identi-

able subsidies," he pointed out, the government pours billions more into such "indirect subsidies" as oil depletion allowance, tariffs that "in effect subsidize the industries they protect," and tax write-offs for new plants and equipment. Why then, he asked, should there be such "a great uproar" whenever the problem of maritime subsidies is brought before Congress?

Attacking subsidized shipping lines for not backing a united industry drive for an independently administered new maritime program, Hall called them "the fat cats" of the industry who "are going into a new era" and "should get in step."

Declaring that the subsidy recipients bear a "responsibility to the total maritime industry" and not just to their own welfare, he noted that since 1936 these companies had added only about one million tons to their total cargo carriage capacity despite the construction and operating subsidies granted them. "That's not progress," Hall stated.

Progress Seen

Senator E. L. Bartlett (D-Alaska) told the day-long seminar that "notable progress" has been made in working out differences with the White House on a new maritime program and indicated that even the Treasury Department-opposed tax exempt construction reserve funds for all operators might be worked out. "I don't believe that opposition is unmovable," he said.

"While we think we've made considerable advances" and the new maritime program is expected soon, Bartlett, chairman of the Senate subcommittee on Merchant Marine and Fisheries, said, it is "more likely" that Congress will not have time to act finally on its terms until early next year.

MTD Urges U.S. Provide Safeguards Against Foreign Trade Competition

WASHINGTON—The AFL-CIO Maritime Trades Department today called for an overhaul of the nation's foreign-trade program to provide "adequate safeguards for American workers and the business firms which employ them."

Speaking at a conference attending by representatives of 32 AFL-CIO unions, MTD Executive Secretary-Treasurer Peter M. McGavin made it plain that that Department would "continue to support liberalized trade agreements," in line with federation policy.

But, he added, unless adequate safeguards are contained in any new foreign trade legislation, workers would be "asked to cut their own throats—to invite a flood of foreign goods that is going to throw them out of work."

McGavin said the 6-million-

member MTD would press for liberalized adjustment assistance provisions. He noted that, in recent testimony before the Joint Economic Committee, U.S. Ambassador William Roth had admitted that these provisions in the present law "have not had the expected beneficial effect."

Roth, who took part in the Kennedy-round negotiations at Geneva, was quoted as saying that present eligibility requirements were "too strict" and that, as a result, "in no case brought under the Act have any firms or workers been able to prove eligibility."

McGavin said labor would also press for international fair labor standards, declaring:

"Much of the problem about low-cost imports would be eliminated if foreign workers had a standard of living that was comparable to that enjoyed by the American worker."

SIU of Canada To Cast Vote On New Pact

MONTREAL — The 5,400 members of the SIU of Canada have returned to their ships pending formal ratification of an agreement reached last week between negotiators for the Union and 32 Canadian inland shipping companies. Voting on the full agreement will be held aboard all ships within the next two weeks, according to Leonard McLaughlin, SIU of Canada president.

Release of full details of the settlement must await formal membership ratification, McLaughlin said, but it involves an over-all 34 percent increase for Seafarers over three years and provides for a basic work week of 40 hours previously denied seamen in Canada.

The decision by the SIU members to return to work after an agreement was reached, ended a 37-day strike in which the key issues at dispute were a 40 hour week, ship manning, the 24-hour work span and paid leave.

Although a wage increase was sought by the Union, most of its demands centered in the area of fringe benefits.

Visits SIU Headquarters



SIU Representative Joe DiGiorgio explains the functions of the Shipping Board to visiting Professor Hiromasa Yamamoto, Associate Professor at the Kobe University Institute for Economics and Business Administration, Japan. Professor Yamamoto discussed his research project, the effects of automation on shipping, with various Union official during his tour of the Brooklyn Headquarters.

Report of International President



by Paul Hall

The fact that the Administration is apparently dropping its proposal to build American merchant vessels in foreign shipyards is an encouraging development and a decision for which we have fought for a long time. It must not, however, be mistaken as a complete victory or an indication that the matter is safely and permanently out of the way.

As is the case in any controversial issue, the setting aside of the build-abroad plan will not sit well in some quarters and those who favored it will be right alongside its architect, Transportation Secretary Alan S. Boyd, in attempts to revive it after a period of time has elapsed.

As has been pointed out many times before, substantial building in U.S. shipyards will not only bring about the much-needed revitalization of the American merchant marine but will contribute—directly or indirectly—to all other areas of the national economy as well. In addition to bringing a greater degree of prosperity to shipyard workers and Seafarers it will also provide more work for miners, lumberjacks, steelworkers, factory workers and most others in productive occupations. The paychecks these added jobs bring will spread new spending power throughout the country.

New domestically built ships—and the prospect of more to come—are also likely to encourage large corporations to further expand their operations and facilities along the nation's navigable inland waterways because they will be assured of enough vessels to carry their products to market. Here, too, more jobs will be created for citizens living in decentralized areas.

The federal government, provided it maintains and enforces laws designed for the protection of American shipping, is sure to benefit through a drop in the balance of payments deficit. Added tax revenues from both labor and management must also accrue.

The chief objective is to insure that such a program succeeds and is not undermined by those who would oppose it.

In order to do this, we in the industry, and the friends of maritime in the Congress, must carefully guard every step forward toward strengthening the U.S. merchant marine and see to it that provisions are implemented effectively. Bureaucratic laxity has taken a shocking toll from the industry and can never be allowed to go unchecked.

We also must seek more active, rather than passive, support for a strong merchant marine from all sources—particularly those in and around port city areas where the influence of port and harbor officials can stimulate much public interest.

We must be on our guard because there are still those in government whose memories are short on the fluctuation of international loyalties and who have the erroneous belief that a few dollars can be saved by entrusting the quality and function of the U.S. merchant fleet to the uncertain whims of foreign powers.

Lloyd's Report For 1966 Reveals U.S. World Leader In Ships Scrapped

WASHINGTON—The United States once again leads all world maritime nations in the number of ships scrapped, according to a 1966 report recently published by Lloyd's Register of shipping.

According to the report, the United States scrapped a total of 121 vessels representing 806,517 tons in 1966, Great Britain ran second to the United States by scrapping a total of 377,027 tons.

The Lloyd's report also provided figures detailing another aspect of world ship losses—the number of ships wrecked, sunk and lost through other disasters.

Merchant ships totally lost during 1966 reached an all-time peace-time high of 312 ships, totalling 822,538 gross tons. This was the highest total since 1891, when record keeping first started.

Broken down, the 1966 loss total was composed of 82 vessels floundered (168,964 tons), four vessels (1,202 tons) missing, 55 ships (256,547 tons) burnt, 42 ships (105,199 tons) lost by collision, 120 vessels (276,139 tons) wrecked, and nine ships (14,487 tons) lost through sinking.

3 Runaway Nations Lead

Nearly 40 percent of the total of ships lost during 1966 were registered under the Greek or the Liberian flag. These two regis-

tries have long been a haven for shipowners seeking to avoid U.S. manning and safety regulations.

Liberia lost 19 vessels (158,442 tons) in 1966. Liberian casualties were mainly through ships wrecked or destroyed by fire.

Greek losses during 1966 were 37 vessels (151,439), lost through a combination of floundering, wrecks and fires.

The major share of vessels lost were tankers, which make up the bulk of runaway-flag vessels that operate under Liberian and Greek registry.

The biggest individual loss was the Liberian vessel, Olympic Honour (20,611 tons), which caught fire after an engine room explosion. The biggest individual Greek loss was the 18,451-ton steam tanker World Liberty, which had to be scrapped after a collision at sea with a Norwegian oiler.

Ships lost during 1966 reduced world fleet tonnage by nearly one-half of one percent and in almost all cases the loss was due to some safety-connected factor.

Congress Approved Defense Bill Forbids Naval Shipbuilding Abroad

WASHINGTON—Congress has passed an amended version of the \$70 billion Defense Appropriations Bill which forbids the construction of U.S. naval vessels in foreign shipyards. The bill now awaits the approval of the President.

The bill, along with the amendment, was passed by the House by a vote of 233 to 144. The Senate then voted to pass the appropriations bill, but excluded the House amendment on the construction of naval vessels. The bill then went to conference and the Senate finally voted to accept the amendment by a vote of 49 to 29 and passed the entire bill by a vote of 73 to 4.

Proponents of the amendment, offered by Representative John Byrnes (R-Wis.), argued that foreign shipbuilding of American naval vessels would lead to a loss of shipbuilding jobs and skills here, as well as to a worsening of the balance of payments and to a weakening of our military security.

The major reason for the Executive agreement—negotiated by Defense Secretary Robert McNamara, was to help that country offset its heavy purchases—billion worth—of American built equipment, mostly F-111 long-range interceptor-bombers.

Hall Welcomes Action

Seafarers International Union President Paul Hall, who also leads the AFL-CIO's Maritime Trades Department, welcomed the Congressional action. As one of the bill's staunch supporters, he had earlier sent telegrams to all members of the House, stating the need for the "build-at-home" measure. The telegrams said, in part:

"Congress must make it clear to the Defense Department through this legislation, that it does not intend to have defense appropriations used for the exportation of American jobs or for any worsening of the balance of payments—

Shepard Speaks For U.S. Seamen At ILO Parley

GENEVA—SIU Vice-President Earl (Bull) Shepard is among the representatives of seamen and shipowners from throughout the world who have begun a series of discussions here on the merchant marine problems of technology and working conditions.

The sessions are being held under the auspices of the International Labor Organization.

Shepard is attending the parley as the representative of all seamen of the United States on the organization's 30-man Joint Maritime Commission. The U.S. shipowners are being represented by Ralph Casey, president of the American Merchant Marine Institute.

Talks will center on the effect of technological developments on working conditions in the world's merchant fleets.

During the two-week session, the commission will also review the special problems of Asian seamen and the health and welfare of all merchant seamen.

Shepard will report on the results of the ILO conference upon his return to the United States.

two things which would result immediately, if the Pentagon were to be permitted to go forward with its build-abroad scheme.

... foreign construction of vessels would siphon work and jobs away from U.S. shipyards; would hinder technological progress in American yards; and would endanger national security by exposing classified equipment and material to other nations."

House Debate

In discussion over the "build-at-home" measure, viewpoints varied considerably. Several Members of Congress were uneasy over the steps already taken by the Navy with Administration approval. The chairman of the House Merchant Marine and Fisheries Committee, Representative Edward Garmatz (D-Md.), warned that he considered the move only the beginning and that it could lead to a dangerous loss of shipyard skills.

The mood of the House may have been reflected by Representative rank Bow (R-Ohio), who said that Congress had not been sufficiently consulted on the matter. He emphasized that the Constitution gave Congress the authority to "raise and support armies" and "provide and maintain a Navy."

SIU Wins \$40 Wage Increases For Ratings; Pension Goes to \$250

NEW YORK—The Seafarers International Union, Atlantic and Gulf District, has negotiated a \$40 a month across the board increase and higher overtime rates for rated deep-sea Seafarers in all departments and a boost in the monthly pension payments to \$250.

The contract gains, which were ratified unanimously by the Union's deep-sea membership at membership meetings in all Atlantic and Gulf District ports, goes into effect on October 1, 1967.

Under terms of the pact's new provisions, all rated Seafarers will receive an increase of \$40 monthly in their basic pay rates. As a result, for example, the basic monthly wage of able-bodied seamen and firemen-watertenders will go to \$432.58 from the present \$392.58.

Overtime Pay Hike

In addition, the Union won an increase of 25 cents per hour in the base overtime rate for all rated personnel above the entry rating level. Thus, the overtime rate goes to \$2.67 for all deep-sea Seafarers whose base pay is from \$427.61 to \$490.94. For those whose base rate is \$490.95 or over, the overtime rate was set at \$2.72 per hour.

Also, as of October 1, 1967, the SIU's monthly pension payments will be increased by \$75 a

month—from the present \$175 to \$250.

The Union negotiating committee also announced that an actuarial study has been launched to consider possible changes in the pension formula that would be in the best interests of the Union's membership. The study will explore a wide range of possible changes from the standpoint of their practicable benefit to the membership.

The Headquarters negotiating committee pointed out that in view of the present circumstances it felt that in presenting its wage demands emphasis should be placed on the value of skills, with the desirability of presenting more incentive and compensation for skilled, rated men in all shipboard departments.

The overwhelming majority of the Union's deep-sea membership, the Headquarters negotiating committee has disclosed, possess ratings largely as a result of the Union's increased efforts and success in encouraging Seafarers to take advantage of the SIU's easily accessible upgrading training program.

As a result of the Union's intercession with the various government agencies involved, such as the Coast Guard, the qualifying time now required to be spent in entry ratings is at a virtual minimum. The increased demands for rated personnel, coupled with the Union's program of free training and assistance for Seafarers interested in obtaining their ratings, means that relatively little time must be spent in the entry ratings, the Headquarters negotiating committee stated.

Upgrading Available

Thus, it is most practicable and desirable, the committee pointed out, to obtain wage increases with benefits for the greatest possible majority of Seafarers immediately, and which would be available to the relatively small group of unrated Seafarers just as soon as they wish to take advantage of the upgrading opportunities once they had acquired the necessary qualifying time.

In pointing out these factors, the Headquarters negotiating committee urged all rated men to avail themselves of the Union's generous training programs which enables them to obtain higher ratings and higher pay rates.

The amended contract, covering deep-sea, freightship, tankers and passenger ships, was extended on the basis of the monetary gains negotiated to June, 1969, with the provision intact that the Union can call for talks on monetary matters upon notice to the contracted shipowners.

Magnuson Predicts Congress Action On Maritime Revitalization Program

SEATTLE—The Administration's long-promised new program for the American merchant marine is likely to be presented to the Congress "within a matter of weeks," Senator Warren G. Magnuson (D-Wash.) told a gathering of maritime officials here earlier this month.

Speaking before the Pacific Coast Association of Port Authorities, Magnuson, chairman of the Senate Commerce Committee, said "I flatly predict that we will have a meaningful revitalization program enacted into law by this 90th Congress."

The Washington Senator, one of the chief Congressional leaders in the fight to retain a United States merchant marine built, owned and manned by Americans, said he was not free to discuss all the details of the program but offered his best "guesses" on the subject.

Magnuson's remarks were the first publicly made on recent White House talks which reportedly broke the deadlock on maritime policy which has existed between Congress and the Administration.

General agreement now has been reached, Magnuson indicated, but certain points are still under consideration by the President and cannot yet be discussed.

Vital Areas

There were, however, six vital areas of the program on which his "guesses" could be advanced, the Senator said. They were:

Cargo preference—This provision would be retained. "I'm hopeful that we will be able to assure centralized administration of these laws by a single agency" concerned with promotional value and impact, rather than the use of U.S.-flag ships solely as a "requirement" to be charged off

against the budgets of various agencies.

Subsidized ship construction—This probably will be "greatly increased"—to nearly \$300 million a year—making possible the construction of between 35 and 40 ships annually, depending on the type of vessel involved. Also, there would be a "broadening of eligibility," possibly including tramp and bulk carriers as well as additional liner operators and domestic trade carriers to Alaska and Hawaii. All of this would be "under very careful procedures which would assure no anticompetitive impact."

Construction subsidy—Would be paid directly to the shipyards instead of going first to the operators and then to the yards; thus reducing "red tape" in this area.

Operating subsidy—Might be extended to nonsubsidized liner operators and possibly even to the tramp fleet.

Research and development—A "tremendous increase" is possible in this area—up to \$25 million, or four times what is now being spent.

Nuclear ships—"I am confident that this matter will be dealt with in a realistic and effective manner that will result in the construction of several nuclear vessels."

For months the formulation of a federal maritime program has been blocked by insistence on the part of Transportation Secretary Alan S. Boyd that part of the U.S.

merchant fleet be built in foreign shipyards and that the Maritime Administration be placed under the jurisdiction of his department. Congress and the vast majority of maritime labor and management have consistently opposed foreign building and advocated the establishment of MARAD as an independent agency.

In regard to the controversial problem of building abroad, at least, Magnuson said he did not believe it would continue as a matter of concern once the new program is introduced. The issue has been resolved, he said, in a manner that will allow the industry "to go forward and commit capital without fear of unfair competition from those with low cost foreign vessels."

Magnuson paid tribute to two of his congressional colleagues—Representative Edward A. Garmatz (D-Md.), Chairman of the House Committee on Merchant Marine and Fisheries, and the Chairman of the Senate Subcommittee on Merchant Marine and Fisheries, Senator E. L. (Bob) Bartlett (D-Alaska)—as being instrumental with himself in the "success" of talks with the Administration which have apparently defeated Boyd's plans to build abroad.

The Senator said the new program will be for a minimum of five years, as Boyd once suggested, and that a commitment of such duration will be made.

Labor Committee OK's Jobless Pay For Ohio Seamen

COLUMBUS, Ohio—Efforts by the SIU Great Lakes District to gain year-round unemployment benefits for seamen in Ohio resulted recently in approval by the state's Industry and Labor Committee of an unemployment bill to cover seafarers.

The next hurdle for the bill, which has gained widespread support in recent months, is the House Rules Committee which has the power to clear it for a full house vote.

Ohio is the only state which denies unemployment compensation to seamen during the winter months. Present law restricts their benefits to the 40 weeks following the fourth Sunday in March. All other workers in the state are protected throughout the year.

The majority of the seamen affected by the annual winter shipping layoff in the Lakes area work for 13 Cleveland-based companies. Passage of House Bill 427—introduced last March by Representative James Weldishofer (R-77th Dist.)—would give these men the same consideration during periods of unemployment as is enjoyed by Ohio's other employees and their families.

Shipbuilders Official Urges Caution On Proposed Govt. Maritime Policy

WASHINGTON—Speaking to the monthly seminar sponsored by the AFL-CIO Maritime Trades Department here, Andrew A. Pettis, vice-president of the Shipbuilders Union said that the administration attempts at a new policy for maritime ought to be written up in the newspapers "As the Great Washington Side Show."

In return for a three-year moratorium on foreign shipbuilding, the labor leader said, "we are supposed to just let the maritime administration go on into the Department of Transportation."

The national vice-president of IUMSWA said foreign shipbuilding was never really an issue but only a proposal, and once the White House became convinced that the industry and Congress were solidly opposed to the proposal, it was dropped. In view of the fact that there has not yet been a new maritime program even formally proposed, he added, the program being talked about by the Administration is not really a program at all.

Underscoring his doubts about "this new maritime program," Pettis pointed out that of the 26 new ships called for in the last two budget appropriations—and these just for the subsidized fleet—only 14 have been delivered. He asked where the "other two-thirds" of American operators "are going to get theirs?"

"How are we going to build 150 ships in five years under this new maritime program if we can't even build 26 ships in two years?" he wanted to know. "How do they think they are going to do this?"

Pettis referred to the fact that Transportation Secretary Alan S. Boyd appears to be the Administration's spokesman on maritime matters, even though he also appears to be "anti-labor and anti-merchant marine," and warned of other points understood to be part of the pending new program.

Must Be On Alert

"What are they going to do about the unsubsidized area, the vessel exchange Act, the cabotage laws and the like? We must be more alert now than ever before. I don't think, at this point, there is any reason to be optimistic,"

George T. Brown Dead at 60; Held Posts With AFL-CIO

George T. Brown, deputy director of the Bureau of Labor Standards and a former assistant to AFL-CIO President George Meany, died at his home in Garrett Park, Md. He was 60.

Brown had served in a number of trade union and government posts before joining the Bureau of Labor Standards in 1961 with major responsibilities for occupational safety and child labor programs and policies.

In a wire to his widow, Meany expressed the federation's shock and said he "was a warm and kindly man, a genuine trade unionist and an exemplary public servant."

Born in Baltimore, Brown attended Johns Hopkins University and received a doctor's degree in political economy in 1934. After a career as a professor at Seton Hall College and Catholic University he served in the office of the War Labor Board during World War II.

From 1946 to 1951 he was di-

Pettis said in conclusion. "In fact, I am very suspicious (about) all there is yet to be resolved."

The vice president of Victory Carriers, Inc., Captain Alfred H. Riggs, told the MTD seminar that "our future maritime policy should be administered by an agency with sufficient authority to hold its own when its interests are in conflict with the interests of other government agencies," and that the administrator of such an agency—"if our fleet is to do more than maintain station—must have more than an intuitive feeling that this nation needs a merchant marine."

Riggs said that a national policy on subsidies must be "based on the premise that it is in the national interest to provide aid to the American merchant marine—and this aid must not be considered as

a hand out, Riggs maintained. "Rather, it . . . must be considered as a necessary expenditure to provide us with sufficient capability to influence world shipping rates, and to have enough tonnage for defense purposes, together with sufficient trained manpower to man our own ships."

Citing as an inherent need in federal maritime policy an "ability to compete internationally," the shipping executive said it should "take full cognizance of the size of the Soviet fleet, and it should also take into consideration the size of the combined fleets of the European Common Market" in order "to re-establish matching shipping strength with these two more and more powerful economic competitors."

Bartlett Raps Administration Delay In Presenting Maritime Program

OAKLAND, Calif.—Laws are only as effective as their implementation and a lack of backing on the part of the Executive branch of government often waters down the effectiveness of measures passed by Congress, Senator E. L. Bartlett (D-Alaska) told representatives of various transport industries here recently.

Criticizing the Administration's long delay in offering a new maritime policy for the United States, Bartlett called upon everyone who agrees that the American merchant marine is "sinking"—both in Congress and out—to "put a substantive program ahead of policies, if and when a program is forthcoming, and to rescue it."

In an address during a day-long symposium on intermodal transportation, the chairman of the Senate Commerce Committee's

subcommittee on merchant marine and fisheries noted the speed with which Congress authorized creation of the new Department of Transportation last year and said this indicated that his fellow legislators felt strongly "the need to bring some order to our transportation system."

But, he said, this could only be accomplished if the department had backing from the Executive branch to "make changes in bureaucratically set agencies, to make decisions for the good of the entire system and not just for the benefit of a particular department." He added that it is still unclear whether the department and its secretary, Alan S. Boyd, has sufficient "muscle" from that source to "do the job that has to be done."

Costly Delay

Boyd was asked by President Johnson long ago to come up with national maritime policy to be presented to Congress. Although every segment of the maritime industry has offered a proposal for such a policy, Boyd has not yet been able to do so.

The SIU, the AFL-CIO Maritime Trades Department and most others in the industry and Congress have consistently maintained that the only way to revitalize and effectively administer a program for the American merchant marine is to establish an independent maritime agency.

"If, indeed, the Secretary of Transportation does not enjoy the standing within the Executive branch that many of us envisaged," Bartlett told his audience, "it won't be the first time the Executive department has ignored Congressional intent."

"As a matter of fact, if any of

SIU Deck Officers School Aids 3 More on Licenses

Three more Seafarers have received a Deck Officer's license after attending the Deck Officer's Training School which is jointly operated by the SIU and the American Maritime Officers Union. The Seafarers who passed Coast Guard examinations qualifying them for a license are Burton Rogers, Ed Johnson and Rune Gustaffson.

A total of 15 Seafarers have now obtained their deck officer's license after attending the jointly-operated school.

Burton Rogers joined the SIU in New York in 1966. He sailed as an AB before obtaining a third mate's license. Born in Orlando, Fla., he now resides in that city. Seafarer Rogers is 34 years old.

Ed Johnson was born in New York City. The 37-year old Seafarer lives in Glen Cove, L. I. He was an AB before obtaining the rating of third mate. He joined

the SIU in the port of New York in 1955.

A native of Sweden, Rune Gustaffson lives in New York City. The 43-year old Seafarer sailed as AB before obtaining a third mate's license. Gustaffson joined the Union in 1957 in the port of New York.

No Cost for Program

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



Gustaffson

Johnson

Applicants can begin receiving instruction at any time. The period of instruction will be determined by each member's individual ability and knowledge, and the instructors' satisfaction of his readiness to take the examinations. The training program was instituted in line with the SIU's objective of encouraging and assisting unlicensed personnel to upgrade themselves.

Seafarers can participate in the course of instruction at no cost to themselves. They will be provided with meals, hotel lodgings and subsistence payments of \$110 per week while in training.

This in-training assistance is the same as available to engine department Seafarers who are enrolled in the union training program to prepare engine department men for their licensed engineers examination.

In order to qualify for the training course, Seafarers must be 19 years of age or over, have 24 months watch standing time in the deck department and an AB endorsement on their seamen's papers.

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The Pacific Coast

by Frank Drozak, West Coast Representative



Governor Ronald Reagan has been attacked by former Governor Edmund Brown and Superior Judge Irving Perluss over Reagan's cuts in California's medical program.

Reagan's cuts are "in violation of the law," Brown charged, as laid down in a recent Sacramento Superior Court session now on appeal by the Reagan administration. Reagan has "not fulfilled his campaign commitments on no tax increases and has grossly exaggerated the medical deficit." He misrepresented the fiscal condition of the state when he took office, Brown said.

Judge Perluss ordered Reagan not to cut medical by \$210 million and criticized the Governor for making a political issue out of the program.

Commenting on an increased Reagan-for-President drive among conservatives, Brown thought the Governor has a good chance to win the Republican nomination.

But, he added, if Reagan is nominated, President Johnson will defeat him. "I would lie awake at night, if Reagan were elected President," Brown said.

Seattle

Karl Hellman had a long voyage as bosun on the *Cape Saunders*. He thought a little vacation would do him good when he got back.



Coker

Dragon (Jimmie) Coker is also enjoying a brief holiday and will be looking for a steward or chief cook's slot shortly. Jimmy last shipped on the *Rebecca*.

Shipping has been good for rated men in this port and the outlook for the next period is excellent.

SIU Company Plans to Build New Tanker

NEW YORK—The SIU-contracted Penn Tanker Company plans to build a 37,250-deadweight-ton tanker as soon as its application for government mortgage and construction loan insurance covering the venture is approved by the Maritime Administration.

A spokesman for the Bethlehem Steel Corporation, at whose Sparrows Point shipyard the 651-foot vessel will be built, said "negotiations are well advanced" for the ship's construction but conclusion of the contract will probably be delayed until the application is approved by MARAD.

The Penn Tanker announcement brings the total number of tankers which are either under contract or expected to be under contract at Sparrows Point to nine. The shipyard, nearly barren of new construction work a year ago, also has a contract to build two ammunition ships for the Navy.

The Maritime Administration estimated the construction cost of the Penn tanker at \$11,800,000 and said it will be used in worldwide as well as coastwise and intercoastal trade.

Wilmington

In the past two weeks we had the *Western Clipper*, *Steel Admiral*, *Seatrains Florida* pay off, and nine ships in transit. Shipping has been booming for all rated men. A Seafarer for 20 years, **Bennie Moradilla** is presently on the beach awaiting the arrival of a new addition to his family. One of his sons, Ben Jr., has already started shipping.

Bill Hart just paid off *Seatrains Florida* and was among the first crew to receive the attack bonus. He plans to stay on the beach awhile before shipping again.

Brother **George Quinones** recently paid off the *Long Beach* and is resting up on the beach while awaiting another crane maintenance job.

Another Commuter Headache —Undersea Traffic Tie-Ups

Traffic jams beneath the sea may soon add to the common headaches now suffered by citizens of a modern world in their rush to get from one place to another.

The United States Coast Guard notes increasing flurries of activity under the sea and mounting interest in the mysteries of the ocean floor by researchers and fun-seekers alike. As the agency responsible for establishing, maintaining and operating safety facilities at sea, the Coast Guard is watching the new trend closely to devise methods of coping with future underwater search and rescue problems which are also in its jurisdiction.

Not only are Jules Verne-type submersibles searching the ocean depths each day for ways to uncover the vast amounts of food, fuel and minerals to be found there, but undersea craft for purely recreational purposes is already in the design stage. The possibility of a world-wide underwater transportation system for both cargo and people is also being given serious attention.

The Coast Guard has already set up a voluntary system under which civilian operators of sub-

mersible craft are encouraged to keep it posted on their underwater activities so that help can be sent quickly in case of distress. Such information, the agency reports, is useful in heading off possible undersea traffic conflicts with surface craft engaged in underwater operations, other civilian submersibles, and navy submarines. Such prior notification of movements by civilians also helps avoid detection of their craft being mistaken as that of an unidentified foreign submarine, the Coast Guard points out.

At present, with its limited specialized submersible search and rescue equipment, the Coast Guard would request the assistance of the Navy in the event of a serious distress report. Although this system of co-operation is considered adequate right now, the Coast Guard is watching the growth of commercial and recreational submersibles closely and plans to expand its rescue capabilities in direct relation to this growth.

SIU WELFARE, VACATION PLANS

July 1 - July 31, 1967

	Number of Benefits	Amount Paid
Hospital Benefits	3,635	\$ 37,726.06
Death Benefits	29	57,964.55
Disability Benefits	1,036	181,200.00
Maternity Benefits	26	5,200.00
Dependent Benefits	455	91,989.51
Optical Benefits	520	8,049.06
Out-Patient Benefits	3,183	23,894.00
SUMMARY	8,884	406,023.18
Vacation Benefits	1,605	667,511.13
Total Welfare, Vacation Benefits Paid This Period	10,489	\$1,073,534.31

VANCOUVER, B.C.—United States port leaders were urged last week to join in the fight against any future proposals to build American ships in foreign yards and were reminded that the shipbuilding issue is of prime importance to ports as well as to the rest of the maritime industry.

Representative **Edward A. Garmatz**, Chairman of the House Merchant Marine and Fisheries Committee, spoke at a convention of the American Association of Port Authorities here and warned harbor officials that they can no longer remain neutral in the shipyard battle.

"You can no longer afford the luxury of playing the role of an interested but unconcerned bystander," the Maryland Democrat said. "Your own port's economy may be at stake."

Conceding that there are many federal issues on which ports should not become involved, Garmatz declared that domestic shipbuilding is no longer one of them. Shipyards have a tremendously beneficial impact upon very large surrounding areas and not only upon the port that hap-

pens to be in the immediate vicinity, he said.

"Satellite industries and businesses are created by a shipyard's proximity," the congressman said, "and all these facets tend to draw more commerce, more ships, and more money to such an area."

Pointing out that the recent decision by the White House to drop plans for building some U.S. merchant ships abroad is only temporary, Garmatz said they are likely to be revived in about three years and called on port officials to get into the battle.

Take Active Positions

He suggested that "now is the time for port authorities to take a deep, searching look at their own activities and to realize . . . they must participate more actively and take positions on national policies which would have a far-reaching and permanent impact upon their own areas."

The issue of American shipbuilding is a vital phase of overall port activity, Garmatz said, and must be considered as part of the "fierce competition" now underway between nation and nation, port and port, and state and state.

"I say to you today that you are not merely involved in a struggle with other ports and other nations," he declared. "You are now forced—if you are to survive—to wage the battle on the home front against indifference, ignorance and inertia."

Some 500 port delegates attended the four-day AAPA convention.

Addressing the Propeller Club of Portland, Oregon, later on in the week, Garmatz credited the

Vietnam conflict with having put the "glaring spotlight" of public attention on the importance of a strong U.S. maritime fleet.

Garmatz warned that "the threat of foreign building still hangs like an ominous cloud above the horizon. There is no guarantee that the mood or views of Congress will not change, especially since Congress itself changes every two years. And the Administration has only conceded to set aside the build-abroad plan for a three-year period. At that time, Congress will again be confronted with this problem."

"Certainly, no new maritime policy, no action of the Administration, no kind of Congressional initiative can save an industry bent upon self-destruction. . . . In the final analysis," the Congressman continued, "it is not Congress, but the will of the people, which can force implementation and maintenance of the programs needed to revitalize our ailing industry. Until such time as our problem is recognized by the public as a legitimate national crisis, there will be no guarantee of any permanent solution. But once an aroused American public speaks, Congress will hear and act."

Calls for Gov't Aid

Garmatz reiterated his calls for Federal aid to the maritime industry specifically in research and development programs, much as has been done in the aviation industry. He explained that tremendous benefit to the maritime industry, for instance, may result from the newly-created surface-effect vehicle, developed by the Government, which is expected to operate in six-foot waves at speeds of 80 to 100 knots.

John Lyons of Iron Workers Elected to AFL-CIO Council

NEW YORK—John H. Lyons, president of the Iron Workers, has been elected a vice-president of the AFL-CIO and a member of its Executive Council.

Lyons was elected to fill the vacancy caused by the resignation of Harry C. Bates, a member of the council since the formation of the AFL-CIO and a member of the former AFL Executive Council for 20 years.

Lyons, 48, has been president of the Iron Workers since 1961 and a member of the union for 30 years. He worked at the trade while attending the University of Missouri where he received a degree in mechanical engineering in 1942. After service in the Air Force he worked on construction jobs throughout the country until 1954 when he joined the union's staff. He was elected a vice president in 1958.

Bates Resigns

The council adopted a resolution accepting with deepest regret Bates' resignation and expressing its appreciation for the services he rendered. Bates served for many years as president of the

Bricklayers and is currently president emeritus of the union. He will be a vice president emeritus of the AFL-CIO.

The council noted that Bates had "devoted his entire life to the trade union movement, to the cause of achieving a better land for his fellow man," and he has been "a source of strength and wisdom to this executive council."

Lyons is a vice-president of the AFL-CIO Building & Construction Trades and Metal Trades Departments and serves as a member of the AFL-CIO Internal Disputes panel.

He has been active in public affairs, serving on government advisory councils and committees on equal employment opportunity, employment security and juvenile delinquency. He is a member of the National Commission on Codes, Zoning, Taxation & Development appointed by President Johnson early this year to make an in-depth study of major urban problems.

Legislation to Upgrade Fishing Fleet Proposed by Bay State Senators

WASHINGTON—Massachusetts Senators Edward M. Kennedy and Edward W. Brooke have introduced separate pieces of legislation designed to beef up America's flagging fishing industry.

Kennedy recommended a six-point, three-year, \$90 million program that calls for revamping fishing gear, setting up a fisheries extension service and a fishing vessel subsidy rate at a flat 50 percent.

Brooke asks for a \$1 million study to assess the damage to the fishing industry by mineral exploration and determine if the United States should set up marine sanctuaries.

Both Bay State lawmakers criticized the state of the U.S. fishing industry for its outmoded methods, dilapidated equipment and insufficient facilities to package and preserve fishing catches.

Such backwardness, they noted, has resulted in America slipping from second to fifth in total catch.

Russian Fleet Increases

"As our fisheries decline, the fisheries of other nations are making rapid advances," Kennedy observed. "The Russians have invested over \$4 billion in their fleet in the past 25 years and increased their catch from 1.4 million tons to 5.6 million tons.

"Unless the downward spiral is reversed, the American fleet will be forced from the seas by foreign competition and the nation will lose an important and historic industry."

Brooke noted that only 19 per-

cent of the fish consumed in the United States at the present time is harvested by American boats. He said that American fishermen are hampered by American industrial development.

"The seismic explosions used by the oil companies to locate likely deposits erupt upwards, killing all fish within a radius of several hundred yards," he said.

Proposed Subsidy

The Kennedy bill, which aims at restoring the U.S. industry to a position of world leadership, calls for:

- A program of technical grants to help purchase advanced equipment.

- A 50 percent subsidy rate to allow construction of modern fleets.

- A comprehensive study of federal, state and local fisheries regulations to reconcile "the present haphazard contradictory sets of regulations."

- Expanded research on fish protein concentrate to bring it into wider use.

- Formation of fisheries marketing agreements to encourage fisheries associations to undertake programs to overcome seasonal fluctuations in price, set quality standards and conduct research and promotion.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

From Sept. 8 to Sept. 21, 1967

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	1	2	0	0	22	4
New York	48	24	49	26	9	254	94
Philadelphia	5	3	6	10	7	8	8
Baltimore	20	18	10	9	0	110	61
Norfolk	3	16	5	14	11	25	11
Jacksonville	14	7	14	8	5	13	8
Tampa	4	4	3	1	0	14	13
Mobile	8	18	3	9	3	28	38
New Orleans	76	41	40	26	7	148	74
Houston	30	17	22	12	3	128	78
Wilmington	12	7	12	5	6	18	2
San Francisco	54	61	49	24	44	56	4
Seattle	33	14	20	8	19	63	7
Totals	310	201	235	152	114	887	402

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	7	2	3	1	5	5	0
New York	9	10	18	7	5	3	7
Philadelphia	61	32	40	31	14	180	91
Baltimore	25	10	7	11	8	68	63
Norfolk	10	9	6	3	14	24	10
Jacksonville	9	10	6	5	4	4	7
Tampa	4	5	1	2	0	5	5
Mobile	18	13	3	10	0	8	20
New Orleans	43	38	33	31	13	107	72
Houston	34	23	17	25	1	97	71
Wilmington	9	8	5	5	13	12	0
San Francisco	66	57	29	25	55	50	1
Seattle	12	15	9	11	29	22	5
Totals	307	222	167	167	161	585	352

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	1	2	2	0	0	8	4
New York	9	8	2	18	7	4	7
Philadelphia	34	13	33	12	7	163	36
Baltimore	15	4	7	2	2	84	48
Norfolk	6	3	6	6	17	13	12
Jacksonville	6	7	5	6	9	6	9
Tampa	4	2	0	0	1	12	5
Mobile	0	8	8	6	1	16	10
New Orleans	43	32	34	33	18	119	77
Houston	23	13	10	6	1	80	46
Wilmington	10	2	8	3	6	8	1
San Francisco	22	10	13	12	11	32	16
Seattle	42	43	35	29	41	53	1
Totals	218	157	173	119	121	582	276

THE INQUIRING SEAFARER

QUESTION: What country do you find has the most difficult or unusual monetary system?

Arie Lange: I would say Britain. I've been there many times but I still have trouble. They have a pence, half-pence, shilling and half-shilling, plus slang words like farthing. It's hard to figure out but I find the tradesmen always pick out the exact amount when I hold out some coins to pay. They are very honest people and one is rarely cheated.



Joe Bossio: Yugoslavia is quite hard to understand. It takes something like 1250 of their dollars to make one U.S. dollar. They call it a dinar and it's the same shape as ours but red in color. You have to use their money, as they don't want to take foreign currency.



Otis Pineo: I'd have to say Bahrain in the Persian Gulf is the most confusing of any country I've been to. The Arabic lettering makes it difficult. I imagine it's stable money, since it's a rich port. I wouldn't depend on the honesty of the merchants when you want change.



William Royes: I believe Indonesia has about the hardest to understand. You can't take much stock in the value of their money. Nobody over there seems to know how much it's worth. They have a lot of restrictions. You can't take much ashore with you and U.S. money or traveller's checks are not allowed. Maybe it's different now, with a new regime.



Alfredo H. Perez: I'd have to say the English have the most confusing. They have a system that is very hard for a foreigner. Most countries use the decimal system and I see where England has decided to change over themselves. You always seem to have a lot of change in your pockets over there.



Joseph Smith: I would say that the monetary systems in Vietnam and Singapore are as difficult as any I've encountered. It seems almost impossible to count their change correctly, plus the fact that the value seems to change all the time. Some of the other Oriental countries also have tough money systems to understand.



YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By Sidney Margolius

We've tried to warn working people, trying to improve their skills in certain areas, against signing contracts for expensive correspondence courses that may exaggerate what they do for you. You may find yourself paying a big bill, or being shoved into garnishment, with little to show for it.

Look what happened to this family: "There must be as many different types of gouges as there are poor gullible people who, through haste, are being taken," writes Mrs. B. R. "My husband enrolled in September, 1966 for a correspondence course in air conditioning, heating, etc. (with a "trades institute" in Chicago—ed.) He was sent a couple or three little booklets. The course and some parts and kits were to cost \$495. We paid the well-trained salesman \$25 and were to pay \$15 a month. Besides having so many other bills piling up, and not being able to pay the \$15, my husband found the course to be short of what the fast-talking salesman made it sound to be.

"Now this outfit has been sending threatening letters. They want \$193 within 10 days to cancel the enrollment. We have paid \$55. This would make a total of \$248 for nothing. It is so ridiculous my husband has told them to go ahead and turn it over to their collection agency. We are plugging away at our honest debts and really struggling, as are many people to pay for goods actually received.

"Most working people are not well informed on their rights. Nor do they know what to do when these pressure tactics and scare letters are used. A man's job is all he has to provide a little security for his family. My husband is almost 49. He is wondering if they will try to jeopardize his job.

"I think someone has to stand up to these easy money gougers and go into court to call attention to some of the conditions a working man has to contend with because he doesn't know his rights."

There are literally hundreds of thousands of families coerced into paying large sums for goods and services, even though they no longer have the

goods or use the services. Goods may have been repossessed or returned in the futile hope that this would clear up the debt. Courses, even dance lessons, "health spa" and "judo club" contracts may have been discontinued or the "club" even may have closed up. But people who signed contracts must continue to pay.

Mrs. B. R. says that most working people don't know their rights. What they really don't know, is that they have very few rights once they sign an installment contract. Under present credit laws in most states, the "rights" are stacked on the side of the sellers. They have the right to repossess, to garnishee, to get a deficiency judgment, and in general to financially crucify trusting people. In most states, employers have the right to fire a garnisheed employee. Exceptions are Hawaii, where the State Labor Federation recently battled through a no-firing law, and to a limited extent, New York.

Mrs. B. R. and her husband should not delay preparing their defenses. Collection agencies can move in fast with a judgment and garnishee before a family realizes what's happened. The family should tell the correspondence school that the salesman exaggerated the course and that the family is going to make a complaint to the Federal Trade Commission, the city attorney and state attorney general, and the Better Business Bureau.

The family should also contact the FTC and BBB and find out if there is a record of complaints against this school. It also should get a list of the many citations and complaints against various correspondence-school deceptions reported almost every week by the FTC and BBB, to show the pattern of exaggeration in this business.

The family also needs to get the advice of the local Legal Aid Society. Representation by a lawyer often results in fairer play for deceived consumers.

AFL-CIO Organizing Head Urges Union-Busting Curbs

WASHINGTON—The AFL-CIO's chief organizer called for stiff, new curbs to halt the rise of employer violations of the right to unionize.

"About the most that happens now is a slap on the wrist and some kind of promise" that it won't happen again, said William L. Kircher, director of the AFL-CIO Department of Organization.

"Employers feel that this is a pretty cheap premium to pay for insurance against unionization . . . and avoid the responsibility of sitting down at the table with a union and bargaining on wages, hours and conditions for all of the workers," Kircher said. He made the statements on Labor News Conference, a public affairs interview produced by the AFL-CIO and aired Tuesdays at 7:35 p.m., EDT, over the Mutual Broadcasting System.

Kircher said that while the present National Labor Relations Board is becoming more vigorous in enforcing the National Labor Relations Act, it needs "legislative encouragement."

"The law itself, and the whole history of jurisprudence that was written in those eight sad years between 1952 and 1960, when the board was dominated by the big business complexion of this nation . . . set traditions that are difficult for the board to move beyond, without some kind of legislative encouragement," he said. A special House labor subcommittee headed by Representative Frank Thompson, Jr. (D-N.J.), is conducting hearings on problems that have arisen in the enforcement of the Labor Act.

Kircher said the objections to the law and the NLRB raised by the National Association of Manufacturers and the Chamber of Commerce are "nothing more than a smokescreen" thrown up to gain a standoff in Congress. Management, he said, doesn't "want anything that is going to minimize the manner in which they are permitted to fight workers in their efforts to organize."

RICHMOND, Va.—A federal appellate court has ruled that a union organizer doesn't have to get himself arrested in order to challenge "patently unconstitutional" city ordinances designed to hamper union activity.

The Steelworkers had asked a U.S. District Court to forbid the city of Statesville, N.C., from enforcing local laws requiring a special license to solicit union membership and special permission from both the chief of police and the city council to pass out union handbills.

The injunction request was refused by the district court, on the ground that there would be no "irreparable" damage if the injunction were not issued because union organizers could test the constitutionality of the ordinances if and when they were arrested for violating them.

A unanimous three-judge panel of the 4th circuit U.S. Court of Appeals ordered the district judge to grant the injunction sought by the union. It said the union's organizers are entitled to protection "against the enforcement of these unconstitutional ordinances."

The appellate judges added that a 1965 U.S. Supreme Court decision makes it clear that the threat of enforcement of a clearly unconstitutional law is grounds for injunctive relief.

LABOR ROUND-UP

Delegates to the 21st convention of the Asbestos Workers Union have voted a 50-cent increase in monthly per capita membership payments, to be put into the union's general fund. The delegates also approved a one-time 25-cent per capita tax to institute a health hazard prevention program, and a 50-cent annual per capita tax to help finance the union's official publication, the Asbestos Worker.

The Chicago Joint Board of the Clothing Workers' Union, has announced that 100 annual college scholarships, of \$600 each, will be awarded this year. Established in 1966, the scholarships are open to the children of any ACWA member of 13 years' standing.

The towns of Cairo and Sparta, Illinois, will soon have community press councils to develop better understanding between newspapers and readers. The councils are being established through a fund administered by the Newspaper Guild, which has issued its latest grant to Southern Illinois University to set up the bodies.

A new contract, containing plans for a wage hike totalling 34 cents per hour by 1969, has been agreed upon by the Packinghouse Workers Union (UPWA) and

Swift & Company. The contract now goes to UPWA's 8,000 members at 18 plants for ratification.

Leonard Greco, a vice president of the Operative Potters and secretary-treasurer of the Beaver County Central Labor Council in New Brighton, Pennsylvania, has passed away at the age of 64. He had earlier served as President of the AFL-CIO Union Label & Service Trades Dept., and as president of his union local.

The California AFL-CIO has adopted a resolution calling for the impounding of railroad profits should compulsory arbitration be forced upon the rail shop-craft workers. The resolution said that "if a business is so vital to the public interest that it cannot be struck, then the public interest must extend equally to the profit side of the enterprise."

President Joseph V. Moreschi of the Laborers has charged the State of Virginia with using convict labor to break a strike of this city's garbage collectors, members of Laborers Local 1213. He strongly protested to Governor Mills E. Godwin against "the use of convict laborers in any situation where state prisoners are competing with free laborers for the right to earn a fair living."

"Hey Mac! Those Belong in Here"



The firm stand taken by Congress to insure that no money authorized for this country's defense appropriations budget will be used to build U.S. naval vessels in any foreign shipyard cannot be supported too strongly.

Construction of any ships abroad—even a few small naval minesweepers in the yards of our staunch ally, the United Kingdom—would set a precedent by which Washington bureaucrats would almost certainly attempt to open the door still wider for more extensive "deals" with foreign nations.

Administration attempts to farm out the construction of U.S. merchant vessels abroad—thus depriving our own citizens of jobs and pushing the balance of payments deficit ever higher—would have been a serious enough blow to our economy. But to put the national security in possible jeopardy by turning over to a foreign nation, no matter how friendly, the construction of vessels for the United States Navy is plain ridiculous when many shipyards in this country have been closed down due to insufficient work.

Despite the pleas of Administration spokesmen, the original language of the Defense Appropriations Bill has been preserved, complete with its House-approved amendment banning foreign construction of naval vessels. The record of recent Administrations makes it painfully apparent that such a specific prohibition in the bill is necessary to protect provisions of the Federal Constitution from undue manipulation.

It has been rightly recalled during the current debate that the Constitution of the United States gave Congress the power "to raise and support armies" and to "provide and maintain a Navy." The language of these stipulations is absolutely clear. Provisions for the U.S. Navy are the exclusive province of Congress.

Administration forces contend that a commitment has already been made to Britain to allow that country to bid on 16 wooden-hulled minesweepers for the U.S. Navy at an estimated cost of \$18 million—and must be honored. Why was it made?

Congress made no such commitment. Defense Secretary Robert S. McNamara made it in one of his typical exhibitions of snap judgement.

Once again the Defense Secretary has gone out on a limb in pursuit of a pet project of his own and expects White House pressure to get him off the hook. The McNamara "deal" with the United Kingdom was no doubt endorsed by the Administration but this does not alter the fact that, without prior Congressional authorization, it was made in violation of the Constitution.

Under the circumstances, it is quite obvious that the real question at issue was not one of "honoring a commitment" to a friendly nation but rather of correcting another of the Defense Secretary's lapses of good judgement and, in this case, his lack of familiarity with the document on which the nation he serves was founded.

There is no valid reason for the current debate. Congress has corrected McNamara's mistakes before and it was the clear-cut duty of Congress to do so again.

It would be a sad day indeed if the legislative branch of our government relinquished any part of its responsibility, for the provision and maintenance of a Navy, to a foreign power because of an arbitrary arrangement made by an administrative appointee of the Executive branch.

We trust that the recently passed Defense Appropriations Bill will outlaw, once and for all, the building of any American ship—be it for the Navy or the merchant marine—outside the United States.

Meany Urges Senate to Plug Gaps In Proposed Social Security Bill



Testifying at recent Senate Finance Committee hearings, AFL-CIO President George Meany said the House-passed Social Security Bill, with its restrictive provisions on medicaid, would turn medicaid into "just another charity program." The urgent need for higher social security benefits for retired Americans was also put forward by the labor leader, here flanked by AFL-CIO Legislative Director Andrew Biemiller, on the left, and Bert Seidman, of the AFL-CIO Social Security Dept., on the right.

WASHINGTON—AFL-CIO President George Meany called on the Senate to plug gaps in the House-passed social security bill and to rescind "drastic" cutbacks in medical aid and "harsh and punitive restrictions aimed at destitute mothers and children receiving public assistance."

Meany in testimony before the Senate Finance Committee, spoke of the retired workers living on social security checks that "have lagged far behind the rise in living costs, to say nothing of the better living standards most Americans enjoy."

Their contributions during their working lives, Meany said, entitle them to "decent payments" and "to escape from their dreary lives of want and deprivation."

The AFL-CIO was "shocked," Meany said, when the House turned down President Johnson's request to raise the minimum retirement benefit from a "pitiful" \$44 to \$70 and to give long-service workers with more than 25 years of coverage at least \$100 a month. The House bill would raise the minimum benefit only to \$50, with no higher floor for long-service workers.

"If a social security system does not help those at the bottom the most, it is not advancing what should be one of its major goals," he said.

Takes Issue With House

Meany took sharp issue with the House decision not to extend medicaid to disabled workers under 65, as recommended by President Johnson. "The House report on the bill argues that because the disabled are a high-cost group they shouldn't be covered. I think that is putting things upsidown. It is precisely because of the high costs the disabled have to bear to obtain needed medical care out of their very meager incomes that they should be covered under medicaid."

The needed improvements, Meany said, could be financed by raising the wage base for social security taxes paid by workers and their employers. The projected rise to a \$7,600 base in the House

bill, smaller than the gradual step-up to \$10,800 asked by the Administration, "puts a disproportionate burden on low-income workers" and at the same time "puts an unduly low ceiling on the benefits paid to moderate or high-wage workers, thus forcing them to suffer drastic reductions in their living standards when they retire."

Meany stressed, however, that future improvements in social security should come from general revenues and not from a further increase in the social security tax.

He sharply attacked the ceilings the House put on medicaid—the matching federal funds available to states to provide medical services to families which otherwise could not afford them.

If the House provision stays in, a number of states will have to deprive families in the lower middle income bracket of eligibility for medicaid benefits.

Medicaid Restrictions

"Medicaid was never thought to be confined to just the poorest families or families receiving public assistance," Meany said. "It was intended to meet the medical needs of . . . people who can afford to meet everyday living costs but not the added cost of proper medical care."

The House bill, he charged, "makes medicaid just another charity medical program."

Meany leveled his sharpest attack on the public assistance provisions of the bill—a part of the Social Security Act although the money does not come from the social security tax.

The President's proposals would have required states to set benefit levels not less than their own standards for minimum subsistence. It would also have offered child care and job training

through the Labor Department for mothers on welfare.

The House bill scrapped minimum benefit standards, put work training under the Department of Health, Education and Welfare and made it compulsory for mothers, while an accompanying committee report suggested that private employers could provide work training if they were allowed to pay subminimum wages. It also set a ceiling on the number of children eligible for assistance under the Aid to Dependent Children program.

SIU Vessels OK After Coast Mishaps

Two SIU-contracted vessels, the Seatrain Puerto Rico and Sea-Land's Fairland, recently were involved in collisions off the West Coast. No injuries were reported in either collision.

On September 20, the 7,865-ton Fairland collided with the 10,000-ton freighter Silver Shelton in heavy fog in Puget Sound, off Seattle, Wash. After being taken in tow by a tug, the Silver Shelton was beached 15 miles north of Seattle, while the 450-foot Fairland was able to pull into Pier 3 in Seattle under her own power. The Fairland, loaded with 41 van units of military cargo for Vietnam, had been heading for Oakland, Calif.

On September 12, the Seatrain Puerto Rico collided with a lumber barge being towed about 45 miles west of Los Angeles by the tug Gibraltar Straits. The 7,991-ton container carrier sustained only a damaged bow plate.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



Shipping has been very good in the port of New Orleans and especially for rated engine department men and AB's. At present, we have four ships laid up due to lack of cargo: the *Del Monte*, *Del Mundo*, *Loma Victory*, and *Oberlin Victory*. The New Orleans Port Director recently announced an 11% decrease in tonnage handled for the first seven months of the year, as compared to the first seven months of 1966. Decreases were chalked up in both the export and import fields.

An operation familiar to most SIU members is construction of "The Rivergate", in the area near the old Delta Line Poydras Street Wharf, at the foot of Canal Street. "The Rivergate", the port of New Orleans' \$11-million exhibition center, will be completed by April 24, 1968, according to the project's general contractor. It has been designed to seat as many as 17,500 persons, and will provide up to 132,000 square-feet of column-free, usable floor space for exhibits. Completely air-conditioned, it covers six city blocks.

The Bunge Corporation, whose Destrehan Grain Elevator has been the object of homeowners' complaints, is spending another \$143 thousand to curb air pollution. Bunge has spent several hundred thousand to curb dust fallout in the past. While the company is attempting to eliminate as much fallout as possible, it is a known fact that 100% protection against airborne grain or dust particles cannot be achieved. A considerable amount of SIU-manned grain ships load at the Bunge elevator in Destrehan.

Registration for voting will continue in New Orleans through October 4, 1967, between the hours of 9:00 A.M. and 8:00 P.M. All members who have not registered are urged to do so, in order that they may be able to vote for Labor-endorsed candidates in the coming election on November 4, 1967.

New Orleans

Leon Franklin, taking it easy with his family until a steward dept. slot opens up, last sailed on the *Del Monte* for 10 months as a night cook and baker. It's a good ship with a good crew, he says, and he got off only because it had to lay up. He's looking forward to another Delta Line ship on the regular South American run. Prior to shipping the *Del Monte*, he sailed on the *Alice Brown* on the Vietnam run.

Harold Karlsen, who has been sailing on the *Penn Sailor* on the India grain run for seven months, recently got off to spend some time around home in Slidell. He reports that fishing is very good right off the pier by his house. After having been on the beach for a spell, he made the *Del Valle*, but had to leave her after nine days due to a hand injury. Harold sails as steward, and is now ready to ship out as soon as any steward job is available.

Andreas E. Swenson was last on the *Del Sud* as quartermaster for two years, but had to get off when he became unfit for duty. Now FFD, he'll try to make the *Del Sud* when she returns. The ship is on the regular Delta Line South American run.

Edward Avrard, beached because of a foot injury, last was on the *Del Mar* for about a year as engine utility. If not for his injury, he reports, he would like to have stayed on the *Del Mar* as she had a good crew and a nice run. Brother Avrard is looking for an engine utility slot on a regular run so that he can homestead for a while.

Mobile

Registered in deck department Group 1, John W. Mullis last shipped out as deck maintenance on the *Council Grove*. He's been shipping out of Mobile, where he makes his home with his family, for the past 20 years.



Kerfoot



Avrard

Nicholas Mallette last sailed on the *Madaket* as AB. Brother Mallette has been shipping from the Gulf area since 1940. He makes his home with his wife and family in Bayou La Batre, Alabama.

Earl Fain, currently registered in Group 1, Engine Dept., most recently sailed on the *Cape Kil-dare* for some seven months as electrician. He has been sailing from the Gulf area mostly as electrician for the last 25 years. His home is in Louisville, Ala.

F. E. Kerfoot, who has been shipping from ports in the area for 20 years in all engine ratings, was last out on the *Lucille Bloomfield*. He served on her for four months as oiler. Brother Kerfoot lives in Mobile.

Brother William R. Stone has been shipping out of the area in various steward dept. ratings. His last voyage was for more than two years on the *Transter*, where he was chief cook. Married, he makes his home with his wife in Mobile.

Lawrence A. Banks, currently registered in the Steward Dept., last shipped out for over two years on the *Oceanic Spray*, as chief cook, shuttling through the Far East. Brother Banks an SIU veteran for 20 years, lives with his family in Mobile.

In general, shipping here has been good, with few men on the beach, and only one ship laid up. Prospects for the coming week are good.

Houston

When J. Thornton stopped by the hall, he ran into the man who saved his life in 1960, F. Schultz. Riding in a launch, Thornton fell over the side and Schultz caught him by the arm and pulled him back. Thornton suffered a dislocated shoulder in the mishap.



TEXT OF

SIU

CONSTITUTION

For SIU Atlantic, Gulf, Lakes And Inland Waters District

Supplement
SEAFARERS LOG
September 29, 1967

CONSTITUTION

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

Affiliated with American Federation of Labor — Congress of Industrial Organizations
(As Amended Feb. 3, 1967)

PREAMBLE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Statement of Principles and Declaration of Rights

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

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

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

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

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

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

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

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

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

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

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

CONSTITUTION

Article I

Name and General Powers

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

Article II

Affiliation

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

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

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

in addition to exercising any and all rights it may have pursuant to any applicable agreements or understandings.

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

Article III

Membership

Section 1. Candidates for membership shall be admitted to membership in accordance with such rules as are adopted from time to time, by a majority vote of the membership. Membership classifications shall correspond to and depend upon seniority classifications established in accordance with the standard collective bargaining agreement of this Union. In addition to meeting the other requirements duly promulgated pursuant hereto, no persons shall become a full book member unless and until he has attained the highest seniority rating set out in the said collective bargaining agreement. Only full book members shall be entitled to vote and to hold any office or elective job, except as otherwise specified herein. All members shall have a voice in Union proceedings and shall be entitled to vote on Union contracts.

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

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

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

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

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

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

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

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

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

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

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

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

Article IV

Reinstatement

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

Article V

Dues and Initiation Fee

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

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

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

Article VI

Retirement from Membership

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

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

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

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

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

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

Article VII

Systems of Organization

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

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

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

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

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

Article VIII

Officers, Headquarters Representatives, Port Agents and Patrolmen

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

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

Article IX

Other Elective Jobs

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

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

B. Committee members of:

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

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

Article X

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

Section 1. The President.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Section 2. Executive Vice-President.

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

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

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

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

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

Section 4. Secretary-Treasurer.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Section 8. Director of Organizing and Publications.

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

Section 9. Headquarters Representatives.

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

Section 10. Port Agents.

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

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

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

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

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

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

Section 11. Patrolmen.

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

Section 12. Executive Board.

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

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

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

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

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

Section 13. Delegates.

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

(b) Each delegate shall attend the convention for which elected and fully participate therein.

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

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

Section 14. Committees.

(a) Trial Committee.

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

(b) Appeals Committee.

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

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

(c) Quarterly Financial Committee.

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

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

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

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

5. The Quarterly Financial Committee shall consist of seven (7) members in good standing to be elected as follows: One member from each of the following ports: New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston and Detroit. No officer, Headquarters Representative, Port Agent or Patrolman, shall be eligible for election to this Committee. Committee members shall be elected at the regular meeting designated by the Secretary-Treasurer. In the event a regular meeting cannot be held in any port for lack of a quorum, the Agent shall call a special meeting as early as possible for the purpose of electing a member to serve on the Quarterly Financial Committee. Such committee members shall be furnished transportation to New York and back to their respective ports and they shall be furnished room and board during the period they are performing their duties in New York. Commencing on the day following their election and continuing until they have been returned to their respective ports each committee member shall be paid for hours worked at the standby rate of pay but in no event shall they be paid for less than eight (8) hours per day.

(d) Strike Committee.

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

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

Article XI

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

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

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

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

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

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

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

Article XII

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

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

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

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

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

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

(e) He is not disqualified by law.

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

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

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

Article XIII

Elections for Officers, Headquarters Representatives, Port Agents and Patrolmen

Section 1. Nominations.

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

- The name of the candidate.
- His home address and mailing address.
- His book number.
- The title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Agent or Patrolman.
- Proof of citizenship.
- Proof of seetime and/or employment as required for candidates.
- In the event the member is on a ship he shall notify the Credentials Committee what ship he is on. This shall be done also if he ships subsequent to forwarding his credentials.
- Annexing a certificate in the following form, signed and dated by the proposed nominee:

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

Dated

Signature of member

Book No.

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

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

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

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

Section 2. Credentials Committee.

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

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

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

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

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

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

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

Section 3. Balloting Procedures.

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

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

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

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

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

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

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

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

Section 4. Polls Committees.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Article XIV Other Elections

Section 1. Trial Committee.

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

Section 2. Appeals Committee.

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

Section 3. Delegates.

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

Article XV Trials and Appeals

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(d) If there is not substantial evidence to support a finding

of guilt, the Appeals Committee shall recommend that the charge on which the finding was based be dismissed.

(e) The Appeals Committee may recommend lesser punishment.

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

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

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

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

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

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

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

Article XVI Offenses and Penalties

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

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

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

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

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

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

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

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

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

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

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

Article XVII Publications

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

Article XVIII Bonds

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

Article XIX Expenditures

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

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

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

Article XX Income

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

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

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

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

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

Article XXI

Other Types of Union Affiliation

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

Article XXII

Quorums

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

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

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

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

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

Article XXIII Meetings

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

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

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

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

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

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

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

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

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

Article XXIV

Definitions and Miscellaneous Provisions Relating Thereto

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

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

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

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

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

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

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

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

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

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

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

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

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

Article XXV Amendments

This Constitution shall be amended in the following manner:

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

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

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

EXHIBIT A

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

I

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

II

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

III

This Union is chartered by (and/or affiliated with), the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, and this Constitution and any amendments thereto, shall not take effect unless and until approved as set forth in the Constitution of that Union.

IV

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

V

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

VI

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

VII

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

VIII

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

tic, Gulf, Lakes and Inland Water District, unless approved by that Union through its Executive Board.

IX

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

X

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

XI

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

XII

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

XIII

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

EVERY SEAFARER IS GUARANTEED

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

MALDEN Victory Pays Off!



The Malden Victory lies in drydock while the crewmen get paid. After some repairs, the ship will make return trip to Vietnam.

The Malden Victory (Alcoa) called at Brewer's Shipyard in Staten Island for a payoff recently after returning from Vietnam. At the same time, a number of Seafarers were signing on for the return voyage to the war zone.



Steward M. J. Maultsby presents his book to patrolmen Mike Sacco (left) and E. B. McAuley. The steward department supplied lots of good food during long trip.



R. Lara signed-on to make return trip to Vietnam. He sails as BR.



The Malden Victory's fine baker was veteran Seafarer Bill Higgs.



John Thomas of the steward dept. catches up on the shipping news.



G. Vargas joined the crew in New York for job in deck department.



Third cook K. Bailey on left, says goodbye to W. High of deck dept. before they leave the vessel.

Medical Advisor for Senior Citizens Raps Doctors' High Medicare Fees

WASHINGTON—A practicing Alabama physician recently scored "excessive and unreasonable fees" charged by some of his colleagues for Medicare and Medicaid treatment and called for Congressional controls over rising health costs.

Dr. Carl Robinson, medical consultant to the National Council of Senior Citizens, testified on the Council's behalf before a Senate Finance Committee hearing into the new Social Security bill already passed by the House.

Challenging earlier testimony in which Dr. Milford O. Rouse, president of the American Medical Association, called Medicare and Medicaid open-ended programs with uncontrollable costs, Robinson said he didn't consider the costs uncontrollable "if doctors remain honest."

"I would not want to see the medical profession blamed if rising costs force an increase in the \$3.00 monthly premium for Part B optional medical insurance under Medicare," Robinson said. "That is one reason I urge Congressional controls over rising health costs."

John W. Edelman, president of the seniors' group, and its executive director, William R. Hutton, had told the senators they fear escalating doctor fees may force

an increase of up to a dollar a month in the present cost of doctor insurance under Medicare.

Robinson declared that most doctors he knows "work under fee schedules set by doctor-controlled Blue Shield insurance programs and I can't see why any physician who does this should object to similar fee controls under Medicare and Medicaid."

"I don't want some doctors charging exorbitant fees," he said. "I believe there can be a happy medium under which the doctor has a fair return for his services . . . and the taxpayer is protected against waste, inefficiency and greed on the part of suppliers of medical care."

The Bessemer, Alabama, doctor also called for removal of Medicare deductibles under which the patient must pay \$40 for hospital care, the first \$50 of doctor bills and one-fifth of the remaining doctor bills.

Pointing out that the best

health care is preventive care, he said "it just doesn't make sense to me to discourage frequent visits to the doctor by insisting on cash payments as the Medicare law does. Keeping people healthy is a lot cheaper than caring for them after they get sick."

He said that for the four out of five old people who have chronic ailments — like arthritis, diabetes, heart and circulatory diseases or controllable cancer—frequent visits to the doctor are essential if they are to enjoy their remaining years and "mandatory where a delay in diagnosis can mean the difference between prolonged life and early death."

Robinson also asked Congress to shift the cost of all medication to Medicare so that the elderly will be under no pressure to skip taking needed medicine "because they cannot afford to have their prescriptions filled." At present, only medication ordered in a hospital or nursing home is covered.

Former FMC Head Warns Of Soviet Threat

In a letter to President Johnson, former United States Maritime Commission chairman Emory S. Land urged Presidential action to avert the threat of a growing Soviet maritime fleet.

The retired Navy vice-admiral included as evidence of the danger an article, "Soviet Maritime Threat" by U.S. Army Major Verner R. Carlson, published in a recent issue of the United States Naval Institute Proceedings.

The article explains that the Soviet maritime fleet is being enlarged at the rate of a million deadweight-tons of shipping per year, has doubled in size since 1960, and will double again by 1970. It further noted that the Soviet fleet will surpass that of the U.S., in terms of deadweight tonnage, by 1972 unless, Land added, the President spurs action to meet this "vigorous, increasing challenge to the best interests of our nation."

Repeated Warnings

Major Carlson's article presents a warning which has been voiced by many other experts during the current maritime policy debates: the Soviet merchant fleet, which is expanding far out of proportion to the U.S.S.R.'s immediate shipping needs, may become a powerful economic weapon against the West; it will grow to the point at which it controls a large portion of world shipping, and then will be able to choke a nation's trade unless certain demands are met. The Soviet fleet already contains more vessels than does that of the United States.

"The economic and military implications are self-evident," Land wrote; ". . . I think my alarm is justified."

The Atlantic Coast



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

Seafarers who ship out of the port of New York may have noticed that the striking teachers here have on occasion been using our facilities to hold strike meetings. A logical question might be "what do Seafarers have to do with teachers?" The answer to this question has to do with the entire purpose of the trade union movement. Whether a person is a Seafarer, a teacher or a sheet metal worker is not important. The important thing is that they are all labor and are entitled to a fair wage for their labors in addition to good working conditions. In addition, I think that I should point out that all of us with families have an important stake in the best possible education for our children.

In order to obtain this kind of education they must have ideal classroom conditions and also must have teachers of a high professional calibre. The establishment of a decent wage for teachers is important if the profession is going to attract the kind of people who are qualified to give the best possible education to a student.

Baltimore

Nick Kondylasis is taking a well-earned vacation after doing a fine job as steward on the Pennmar. He'll be ready to ship out in about two weeks.

Charles J. Clark's last job was as bosun on the Steel King. He is registered and looking for another ship.

J. R. Gnagey, a 22-year SIU man, had to leave the Marore due to medical reasons. As soon as he can, he'd like a cook's job on a Europe-bound vessel.

Boston

Paul Magro is looking for the first coast higger to hit the board. Paul spent some time with his family after sailing on the Seatrail Georgia as third cook.

James Francisco is out of drydock and ready to go. His last ship was the *Thetis*, sailing as BR. Jimmy is a 25-year man.

Charles Connell spent some time working on the summer boats for a change of pace. He said he'd take the first job to hit the board. His last job was AB aboard the *Commander*.

Puerto Rico

Dario Rios is NFFD after sailing as cook and baker aboard the *Floridian*. We hope to see him back in the steward department shortly.

Trinidad Navarro, Rafael Torres and Joe Rodriguez joined bosun Julio Delgado to provide a top-flight deck gang aboard the *Arizpa*.

Philadelphia

John Smith is registered and will take the first available wiper's job. His last ship was the *Globe Carrier*.

Thomas Martinez is waiting for a good spot in the black gang. He last shipped on the *Potomac*.

Joe Brill enjoyed his summer vacation and will ship in the steward department as soon as a good job hits the board.

Norfolk

J. R. Wilson would like to sail on the Vietnam run after his trip to India on the *Missouri*. He ships as bosun.

C. M. King, Jr. just returned from the war zone aboard the *Transnorthern*. An oiler, C. M. is going to take his vacation.

ANNUAL REPORT

For the fiscal year ended April 30, 1967
 UNITED INDUSTRIAL WORKERS OF
 NORTH AMERICA WELFARE FUND
 275 20th Street, Brooklyn, New York 11215

to the
 SUPERINTENDENT OF INSURANCE
 of the
 STATE OF NEW YORK

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

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

Item			
1. Contributions:			
(a) Employer	.....	\$700,696.85	
(b) Employee	.....	
(c) Other (Specify)	.....	—
(d) Total Contributions	.....		700,696.85
2. Dividends and Experience Ratings Refunds from Insurance Companies	.....		—
3. Investment Income:			
(a) Interest	.....	4,733.81	
(b) Dividends	.....	
(c) Rents	.....	—
(d) Other (Specify) Profit on sale of securities	.....	336.87	
(e) Total Income from Investments	.....		5,070.68
4. Profit on disposal of investments	.....		—
5. Increase by adjustment in asset values of investments	.....		—
6. Other Additions: (Itemize)			
(a)	.....	—
(b)	.....	—
(c) Total Other Additions	.....		—
7. Total Additions	.....		<u>705,767.53</u>

DEDUCTIONS FROM FUND BALANCE

8. Insurance and Annuity Premiums to Insurance Carriers and to Service Organizations (Including Prepaid Medical Plans)	.....		—
9. Benefits Provided Directly by the Trust or Separately Maintained Fund	.....		393,940.96
10. Payments to an Organization Maintained by the Plan for the Purpose of Providing Benefits to Participants	.....		—
11. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, Hospitals, Doctors, etc.)	.....		22,707.96
12. Administrative Expenses:			
(a) Salaries	.....	59,607.98	
(b) Allowances, Expenses, etc.	.....	4,055.49	
(c) Taxes	.....	2,679.78	
(d) Fees and Commissions	.....	10,243.41	
(e) Rent	.....	11,333.29	
(f) Insurance Premiums	.....	1,110.62	
(g) Fidelity Bond Premiums	.....	21.00	
(h) Other Administrative Expenses (Specify) Schedule attached	.....	31,397.63	
(i) Total Administrative Expenses	.....		120,449.20
13. Loss on disposal of investments	.....		—
14. Decrease by adjustment in asset values of investments	.....		—
15. Other Deductions: (Itemize)			
(a)	.....	—
(b)	.....	—
(c) Total Other Deductions	.....		—
16. Total Deductions	.....		<u>537,098.12</u>

RECONCILEMENT OF FUND BALANCE

17. Fund Balance (Reserve for Future Benefits) at Beginning of Year	.....		182,412.51
18. Total Additions During Year (Item 7)	.....	705,767.53	
19. Total Deductions During Year (Item 16)	.....	537,098.12	
20. Total Net Increase (Decrease)	.....		168,669.41
21. Fund Balance (Reserve for Future Benefits) at end of Year (Item 14, Statement of Assets and Liabilities)	.....		<u>351,081.92</u>

STATEMENT OF ASSETS AND LIABILITIES ASSETS

Item		
1. Cash	.....	135,864.21
2. Receivables:		
(a) Contributions:		
(1) Employer	.....	—
(2) Other (Specify)	.....	—
(b) Dividends or Experience Rating Refunds	.....	—
(c) Other (Specify)	.....	—
3. Investments: (Other than Real Estate)		
(a) Banks Deposits At Interest and Deposits or Shares in Savings and Loan Associations	.....	170,000.00
(b) Stocks:		

(1) Preferred	.....	—
(2) Common	.....	—
(c) Bonds and Debentures:		
(1) Government Obligations		
(a) Federal	.....	46,458.47
(b) State and Municipal	.....	—
(2) Foreign Government Obligations	.....	—
(3) Non-Government Obligations	.....	—
(d) Common Trusts:		
(1) (Identify)	.....	—
(2) (Identify)	.....	—
(e) Subsidiary Organizations		
(Identify and Indicate Percentage of Ownership by this plan in the subsidiary)	.....	—
(1)	.....	—
(2)	.....	—
4. Real Estate Loans and Mortgages	.....	—
5. Loans and Notes Receivable: (Other than Real Estate)		
(a) Secured	.....	—
(b) Unsecured	.....	—
6. Real Estate:		
(a) Operated	.....	—
(b) Other Real Estate	.....	—
7. Other Assets:		
(a) Accrued Income	.....	—
(b) Prepaid Expenses	.....	—
(c) Other (Specify) Furniture (Cost \$555.70 less 100% reserve)	.....	—
8. Total Assets	.....	<u>352,322.68</u>

LIABILITIES

9. Insurance and Annuity Premiums Payable	.....	—
10. Unpaid Claims (Not Covered by Insurance)	.....	—
11. Accounts Payable	.....	—
12. Accrued Expenses	.....	—
13. Other Liabilities (Specify) Exchanges	.....	1,240.76
14. Reserve for Future Benefits (Fund Balance)	.....	351,081.92
15. Total Liabilities and Reserves	.....	<u>352,322.68</u>

UNITED INDUSTRIAL WORKERS OF NORTH AMERICA WELFARE FUND ATTACHMENT TO THE ANNUAL REPORT OF THE SUPERINTENDENT OF INSURANCE OF THE STATE OF NEW YORK

For the Year Ended April 30, 1967

Deductions from Fund Balance Page 2

Item 12(h) — Other Administrative Expenses	
Electricity, light and power	\$ 72.93
Postage, express and freight	48.26
Telephone and telegraph	1,442.21
Equipment rental	4,544.20
Miscellaneous	1,578.40
Repairs and maintenance	374.70
Dues and subscriptions	272.67
Stationery, printing and supplies	10,210.87
Employee benefits	3,906.25
Tabulating service	8,732.11
Microfilm	175.71
Outside temporary office help	39.32
	<u>\$31,397.63</u>

ANNUAL REPORT OF THE

United Industrial Workers of North America Welfare Fund
 New York
 STATE OF
 Kings } ss.
 COUNTY OF
 Frederik B. Paulsen and Al Kerr

Trustees of the Fund and affirm, under the penalties of perjury that the contents of this Annual Report are true and hereby subscribe thereto.

Employer trustee:
Frederik B. Paulsen

Employee trustee:
[Signature]

Others (Indicate titles):

The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



Great Lakes Seafarers aboard the *Chief Wawatam* will vote shortly on a wage and contract reopener with the Mackinac Transit Company. The SIU crewmembers on the ship will receive full welfare and pension coverage as of October 1, 1969. The *Chief Wawatam* will leave St. Ignace for some servicing in the shipyard at Mantiwoc.

The decline of traffic through the Soo Locks has been felt by Great Lakes shipping. Traffic is down from 60 vessels a day to half that number. Tonnage is some eight million tons behind last year with estimates that the drop will reach 25 million tons, the lowest since 1959.

Many of our vessels have been laid up due to the lack of iron ore.

Chicago

We have been working very closely with Cab Drivers Local DUOC 777. The internal election is over and officers have been elected for a three-year term.

DUOC 777 is now operating completely from the new SIU Great Lakes District headquarters in Chicago. In the very near future, an opening date will be announced for the clinic. The final additions to the staff have been made.

Shipping for the period has been quite good, especially for rated men.

Duluth

The flow of grain through the twin ports picked up with the end of the 25-day grain strike. Shipping has also improved since the fitting out of the *Lackawanna* and *Chicago Trader*. We hope David

Operating Subsidy Requested Again By Waterman Co.

WASHINGTON—After a ten-year wait for the Government to act on its application for an operating subsidy, the SIU-contracted Waterman Steamship Corporation has brought its request "up to date."

The Corporation's revision reflects only recent corporate alterations. Operating plans are expected to remain the same.

Waterman is requesting Government assistance for between 101 and 156 sailings, annually, as follows: 30-42 sailings between the U.S. Gulf, the United Kingdom, and Europe; 18-30 sailings between the Gulf and California ports westbound to the Far East, and back by way of U.S. Atlantic and Gulf ports; 30-42 sailings between the Pacific Coast and the Far East; 18-30 sailings between the North Atlantic and the European continent; and 7-12 sailings between the Great Lakes and Western Europe.

Waterman is one of four companies with subsidy applications still pending. The others are States Marine Line, Isthmian, and Central Gulf.

The primary reason why the subsidy has not been granted is that succeeding administrations have failed to ask Congress to appropriate additional funds. Most of the required administrative and procedural work has long been done on all of the applications.

Brander, recently hospitalized, will be back shortly and available for a deck slot.

Buffalo

With the **Frank E. Taplin** fitting out, shipping is picking up in this port.

The Buffalo Port Council has been pressing for an Office of Transportation so the city can retain a competitive position in this field. The Buffalo Port Council has



Brandt

asked each of the candidates for County Executive to express their views and position on this question.

We are sad to learn of the death of **William Ryan**, a real oldtimer. Bill shipped in the steward department and had been ill about a year.

Alpena

Shipping is quite heavy here and rated jobs are hard to fill. Rumor has it that the **J. B. Ford** of the Huron Portland Cement Co., will be sailing shortly.

Wayne Brandt is on the beach and waiting for a porter's job. **Leo Nowaczewski** dropped by for a new copy of the LOG and to visit old friends.

Cleveland

Shipping here is heavy, with rated men being snapped up almost as fast as jobs hit the board.

Seafarers in this port can ship out in most classifications soon after they register.

AFL-CIO Council Meeting Focuses On Problems of U.S. Urban Areas

NEW YORK—The AFL-CIO Executive Council in its fall meeting here, laid forth a comprehensive program geared to provide jobs, housing and education for the nation's underdeveloped urban areas.

The problems of the cities and of striking Auto Workers, Teachers, copper and Brick & Clay Workers dominated the fall meeting here of the federation's Executive Council. But it dealt with proposed changes to strengthen organized labor's structure, to be briefed on foreign affairs developments and to prepare for the 1968 elections.

The council's major policy statement on a 10-point program for dealing with the urban crisis, with emphasis on one million public service jobs and massive housing programs, was keyed directly to the role of the government as the employer and landlord of last resort.

Ask Congress to Act

Tied in were statements calling for congressional action on anti-poverty and social security legislation designed to deal with the problems of the cities and of all Americans who are in need, aged, disabled or ill.

Internally, the council interpreted the application of the federation's Internal Disputes plan to unions representing workers in the federal government, elected **John H. Lyons** to the council to replace **Harry C. Bates**, who retired; and reviewed a report showing an average paid per capita membership of 14,284,183 for the first six months of 1967.

Commenting at a press conference on strikes and disputes involving public employees, AFL-CIO President **George Meany** declared they would not be a major problem if public officials would drop their opposition to genuine collective bargaining and stop pressing for punitive legislation and injunctions.

AFL-CIO Membership Shows Sharp Increase

NEW YORK—The paid per capita membership of the AFL-CIO climbed to 14,284,183 for the six-month period ending June 30, 1967, Federation President **George Meany** reported.

The rising membership trend that started in 1963-64. **Meany** told reporters, has produced an increase of 1,549,000 members in a three-year period.

The 14,284,183 figure for the first six months of this year was almost 900,000 higher than for the same period a year ago, according to the report of Secretary-Treasurer **William F. Schnitzler** to the Executive Council.

The membership figures are based on actual per capita payments to the AFL-CIO by its affiliates and averaged over a six or 12-month period.

Meany commented that the growth resulted from union organizing campaigns and with some exceptions has been pretty much across the board. Besides the actual growth in numbers, he said, unions were making more progress than ever in winning for their members benefits and conditions unheard of 20 years ago, while playing a tremendous role in the life of the nation and its communities.

In reply to a reporter's query he said the growth figures contain an answer for some of labor's critics, declaring "I don't think we are moribund; I don't think we are going out of business; I don't think we are wedded to the status quo; I don't think we are old, grumbly or grouchy or what have you."

The figures showed a per capita membership of 12,735,000 in the 1963-64 year ending June 30, climbing to 12,981,000 in 1964-65, to 13,385,000 in 1965-66 and to 13,957,000 in 1966-67.

Meany hailed the membership growth of the federation and the successful organizing campaigns that were in part responsible, adding that "right now we are making more progress than ever."

In the strike area the council took these actions:

- Pledged full support to the UAW in its strike against Ford Motor Co., declaring that the success of the strike "is a matter of concern to the entire trade union movement." The council charged that the Big Three of the auto industry "have forced this strike by their adamant refusal to give UAW members their proper share" of the gains of advancing technology.

- Supported the members of the Teachers union in disputes in New York, Michigan and Illinois and called on all AFL-CIO unions to rally to their aid. In the three states now involved "and in future battles that are certain to come, the AFL-CIO solidly supports" the AFT, the council declared.

- Reaffirmed full support for the 19 unions involved in the two-months strike in the nonferrous metal industry pledging "any and all support necessary to assure the workers involved the victory to which they are entitled."

- Called for a consumer boycott of the products of the Boren Clay Products Co. which has forced the Brick & Clay workers into a six-months strike in North Carolina by using tactics similar to those of J. P. Stevens & Co., previously denounced by the council.

In the legislative and domestic area, the council:

- Called on the Senate to make vitally needed changes in the House-passed social security bill, which it said falls short of needs and is "drastic and punitive" in the public welfare area.

- Urged the Senate to adopt without amendment the anti-poverty legislation reported out by the Senate Labor Committee.

- Supported the demands by federal employee unions for salaries comparable to remuneration in private employment with special attention to the inequities in postal pay scales.

- Approved subscription television, subject to appropriate restrictions and safeguards, as recommended by a committee of the Federal Communications Commission.

- Called for in-depth government investigation of the American Farm Bureau Federation and its operations.

- Heard a report on the current operations of the Labor Department from Assistant Labor Secretary **Thomas Donahue**.

In the area of foreign affairs, the council:

- Said government restrictions on the outflow of private capital are necessary to "protect the national interest."

- Called for repeal of a section of the tariff code that permits runaway American plants to locate in the Mexican border area and exploit low wages for greater profits.

- Demanded that the U.S. Attorney General take all necessary steps to stop the use of alien labor for strikebreaking purposes.

- Voted \$50,000 for the "impact projects" program of the American Institute for Free Labor Development, a program it said is having a significant and important effect in Latin America.

- Heard a detailed report from AFL-CIO Vice President **David Sullivan** on his recent trip to Vietnam as part of the team of observers at the election there.

- Invited the International Confederation of Free Trade Unions to hold its 1968 congress in New York City.

- Received a detailed briefing on problems facing the upcoming session of the United Nations General Assembly from U.S. Ambassador to the UN **Arthur Goldberg**.

On federation matters, the Council:

- Voted to propose to the 1967 AFL-CIO convention in December changes in the federation's constitution to eliminate the Executive Committee and to drop the requirement that meetings of the General Board be held every year, suggesting instead that they be held at the call of the president or the council.

- Accepted with regret the resignation of Vice President **Harry C. Bates**, president emeritus of the Bricklayers, and elected **John H. Lyons**, president of the Iron Workers, to replace him.

- Ruled that a union that has not secured exclusive recognition with a federal government agency or unit should not be allowed to preclude other unions from attempting to win recognition for its members—an interpretation of Article XXI as it applies to this area.

- Received a report showing that the Internal Disputes plan was continuing to operate effectively with over 60 percent of cases filed settled at the mediation level.

- Discussed the need for a national labor college to provide training for union staff members and instructed the Committee on Education to come in with a report on the matter.

The COPE Administrative Committee, which includes all council members, voted to set up a series of meetings around the nation in the early spring of 1968 involving union staffs and officers and local labor officials in preparation for the 1968 elections.

The council also voted contributions to the Leadership Conference on Civil Rights, Group Health Association, National Advisory Committee on Farm Labor, League for Industrial Democracy, Jewish Labor Committee and the International Federation of Petroleum & Chemical Workers. No action was taken for the time being on a request from the Urban Coalition for financial support on grounds that the specifics of how it will function were not available.

Seafarer Duo Still at Fighting Weight After Holding Cuban Title in 30's

During his boxing career, Seafarer Remberto Duo fought more than 200 opponents, including two world welterweight champions, wore the welterweight crown of Cuba from 1930-36, and always left the ring the way he entered it—on his own two feet.

Today, more than 30 years after his last professional fight, Remberto is no more than a few pounds over his best fighting weight and, although a grandfather, is in better physical condition than many men 15 years younger than he is.

"I began fighting at the age of 14, in the town of Camaquey, Cuba, where I was born. My father was a building contractor and according to the tradition of the times, I was to follow in his footsteps," Seafarer Remberto recalled.



Duo

But for as far back as he could remember, Remberto wanted to be a prizefighter.

Although he was outweighed many times, he would get into every local exhibition match and club fight in the area.

In those days, much more boxing was done in the club and amateur boxing circuits than today. It was there that up and coming contenders sought to make the reputations that would carry them up to the professional arenas.

First U.S. Match

By the time he decided to come to New York from Cuba, to fight welterweight contender Al Connally in Brooklyn's Fort Hamilton Arena, Remberto had already established himself as one of Cuba's best welterweights and had taken on the fight-name of Relampago Saguero.

"Connally was a tough contender and the local favorite, but I won," Remberto said.

During 1928-29, Remberto fought as often as he could with an eye toward making it to the top. In 1928, the year Remberto arrived in New York, Joe Dundee was the welterweight champion of the world.

Remberto made the rounds of all New York's major boxing arenas. He fought many times at the world famous St. Nicholas Arena during its golden years, and also at the then well-known Olympia Arena on New York's 135th St.

In 1929, Joe Dundee lost the world welterweight title to Jackie Fields. Having fought well during his first two years in the United States, Remberto was in line for a crack at the champ.

Duo Vs. Fields

Remberto got his chance to meet the hard-punching Fields in

Chicago. As the two men battled it out, the crowd was impressed with the spirit and style of the young welterweight from Cuba. However, when the final bell sounded, the bout went to Fields by a decision.

During his absence from Cuba, a number of new contenders had arrived on the scene, and Remberto set about taking on each and every one.

In 1930, he took the Cuban welterweight crown and he held on to it for six years.

In 1931, Tommy Freeman, who had just taken the world welterweight crown from Jackie Fields, met Remberto in Puerto Rico for a non-title match. Freeman, like Fields, was a fierce puncher and took the match from Remberto by a decision.

Remberto hung up his gloves in 1936, with a record of having lost only 32 out of more than 200 bouts, and never having been knocked out.



Seafarer Remberto Duo is shown at the height of his boxing career, as the welterweight champ of Cuba. He held crown 6 years.

SIU ARRIVALS

Kristina Palacios, born July 20, 1967, to the Raymond Palacios, Houston, Texas.

Venetta Grove, born July 16, 1967, to the Leonard C. Groves, Shamokin, Pa.

Mark Pace, born March 15, 1967, to the Anthony Paces, Algonac, Mich.

Porter Causey, born August 6, 1967, to the Leon N. Causeys, Lucedale, Mississippi.

John Edward Beasley, born July 6, 1967, to the Will D. Beasleys, Virginia Beach, Virginia.

Marc Powe, born August 18, 1967, to the James A. Powes, Mobile, Alabama.

John Patrick Cannon, born August 7, 1967, to the Earl H. Cannons, Jacksonville, Florida.

Thomas Smith, born August 18, 1967, to the Thomas B. Smiths, Port Arthur, Texas.

Rodney Valentine, born June 17, 1967, to the Thomas Valentines, Bowling Green, Ohio.

Bernard Sequeira, born June 27, 1967, to the Arthur Sequeiras, Brooklyn, New York.

Heath Lovett, born August 25, 1967, to the William Lovetts, New York, New York.

John Joseph Logan, born August 18, 1967, to the James Logans, Bellmore, L.I., N.Y.

Patrick Francis Fay, born July 26, 1967, to the John Fays, Sumnerdale, N.J.

Melinda Karn, born July 30, 1967, to the William Karns, Jr., Honor, Michigan.

Penelope Allers, born August 19, 1967, to the Paul L. Allers, St. Ignace, Michigan.

Lucy Garcia, born September 6, 1967, to the Angel R. Garcias, San Jose, Puerto Rico.

Denise Lynn Werda, born July 3, 1967, to the Myron Werdas, Alpena, Michigan.

Coming Right Up!



Serving up some chow to hungry passengers aboard the SIU-contracted Del Norte is Ernie Grant.

LETTERS To The Editor

Widow Expresses Thanks To SIU

To The Editor:

I received a death benefit check today in the amount of \$4,000. I would like to thank you and everyone concerned for your prompt service in sending it to me.

I would like to say thanks for the sick benefits that my husband received when he was in the hospital. This was a great help since I could stay in Baltimore to be near him. Thank you for everything you did for my husband. This check will help me in so many ways, since I can't draw social security until I am 60.

The SIU has been wonderful to me. Thanks again for everything.

Sincerely,
Mrs. James Davis
Reedville, Va.

Urges More Ocean Research

To The Editor:

The SIU is to be commended for its efforts to bolster the American merchant marine fleet, and to thereby build a more self-sufficient country both economically and militarily. On the economic side, the more ships that are constructed in the U.S., the more there will be an abundance of jobs and the pumping of energy into related American industries. On the military side, the more completely American-made our maritime fleet is, the less tenuous is our seagoing military capabilities. A third important basis for a large American-owned maritime fleet is its potential ability to be a strong tool of foreign policy, much as the Soviet fleet appears to be.

But a fourth factor, of tremendous potential importance in a way that the Soviet Union has recognized years ago, is being largely neglected: oceanographic research. This area of science can lead to immediate and vital technological advances. Government investment on a wide scope in this area could lead to practical, urgently-needed methods of desalinating water for drought areas to efficient ways of mining the seas for their metallic elements, to developing a huge source of protein for a world that is two-thirds starving, to instituting the efficient use of the chemical composition and/or the relentless physical movement of the seas to produce electricity.

These suggestions, all of which are being worked on under limited conditions, are only a bare few of the infinitesimal possibilities which oceanographic research may yield. Commander Scott Carpenter, one of America's original astronauts, has been an "Aquanaut" with the U.S. Navy and has been involved in original research with its underwater "Sealab." Recently, in a press conference, he remarked that the underwater world ("inner space") could open up tremen-

dous new benefits in the near future, if only more attention would be given to it.

For those who see oceanographic research as a bit far-fetched, not too exciting or not too vital just yet, let them then consider the military importance of this "inner space." We all know about submarine warfare and its effects in recent wars. How many people know that numerous German U-boats were sunk off the Eastern coast of this country, from New Jersey to Florida, in the last world war? How many people know that secret radio "homing" devices bearing Russian markings, intended to guide hostile submarines to our shores and to help aim destructive underwater missiles at our "pressure points," were found hidden off the U.S. coasts within the last few years?

There is also the huge economic thrust to be gained from researching "inner space." Just as Outer Space research has led to new advances in medicine, metallurgy, electronics, environmental knowledge, and a host of other items, thereby opening new fields as well as expanding existing ones, so, too, would "inner space" research do the same. Technology would progress at a faster rate, and research/technological industries would gain a new impetus; the economy would be bolstered another big notch.

Obviously, the Government cannot become the researcher, developer, etc., in place of all others. Private industry—the seafaring industry—should lead in this area. While the Soviet Government has built new, specially-designed vessels to uncover the oceans' secrets, the U.S. has a mere few re-fitted old ships afloat doing this research. The Sealab projects, the ill-fated submarine Thresher, and some other recent maritime research developments, are admirable but far too few.

In a world where survival depends greatly on knowledge, and is a direct result of technological advance, and where untold developments may be accrued by researching the untouched three-fifths of this planet, we cannot afford to neglect "inner space." The "liquid world" must be our new frontier.

Larry Devine

Health Benefits 'Ace in the Hole'

To The Editor:

I just wanted to make public how much I appreciate our welfare plan. I have been disabled since July 17 and it will be another two weeks or more before I can sail.

I filed for S and A benefits and the checks have been coming in regularly. I have never collected before and now that I do need them, they are certainly an ace in the hole. I want to thank everyone connected with this and our Union for having thought of our other needs in addition to salary and working conditions.

Sincerely,
Alvin Carpenter
Cumberland, R. I.

FOREIGN PAYOFF? LEAVE CLEAN SHIP

Seafarers are reminded that when they leave a ship after articles expire in a foreign port, the obligation to leave a clean ship for the next crew is the same as in any Stateside port. Attention to details of house-keeping and efforts to leave quarters, messrooms and other working spaces clean will be appreciated by the new crew when it comes aboard.

From the Ships at Sea

Movie director Jack Kennedy told the crew aboard the *Del Norte* (Delta) that the new movie screen which cost \$119.91 had to be returned in New Orleans because "it is too large to be used in any of our lounges." Jean Latapie was elected ship's delegate. The steward department got a vote of thanks from the crew and they are beaming over the 16 hours overtime they got. Nick Pizzuto offered a vote of thanks to the electrician and plumber for repairing the movie projector, meeting secretary Bill Kaiser reported. Reuben Bellety, meeting chairman, reported that barrels have been placed on the aft deck for garbage.



Kennedy

Seafarers must be aboard the *Del Norte* (Delta) one hour before sailing at each port, ship's delegate Roland Hebert informed his shipmates. The voyage was "quiet" and Hebert said the men hope it will be more of the same. A \$1 donation was set for the ship fund and \$4 for the movie fund. Victor Costeletos was hospitalized in San Juan.

disputed overtime marred the voyage. Phillip McBride, engine delegate, reported that one man left the ship in Japan due to illness. The crew did a fine job in cooperating with one another, it was reported.

Henry Miller, new ship's delegate on the *Penn Explorer* (Penn Shipping) requested any Seafarer with a beef to go to his department delegate first, Meeting Secretary Z. A. Markris reported. According to C. E. Owens, meeting chairman, all the Seafarers aboard have pitched in and made it a smooth running ship. The food and service by the



Markris

steward department has been up to SIU standards and delegates report no disputes.

E. A. LaRoda, meeting chairman on the *Seafarer* (Marine Carriers) writes that Wilber Newson has been elected ship's delegate. Werner Pedersen, meeting secretary, said that the old timers on board are aiding the newcomers and showing them the ropes. Seafarers were reminded to keep the ship clean and take good care of the linen. The vessel is headed for India and a request was made for some LOGS and overtime sheets. Department delegates report no beefs or disputed overtime.



Pedersen

Meeting Secretary J. W. Sumpster reported that the Captain complimented the entire crew of the *Penn Victory* (Waterman) and "wished they would remain for the next voyage." Also coming in for praise was ship's delegate H. W. Abel, who was thanked by the men for his fine job. Abel in turn thanked the men for "their co-operation in making the voyage a pleasant one." Meeting Chairman G. Mulholland wrote that the TV antenna would be secured for protection against high winds. All the men agreed that the food was up to high SIU standards.



Abel

Paul Whitlow, who is now bosun aboard the *Transyork* (Commodity Chartering), had to give up his ship's delegate's job to devote full time to his important new post. He was replaced by J. Robinson. Meeting Secretary R. Reyna reported that two men were hospitalized during the trip. H. Parrish, ship's treasurer, requested all hands to donate \$1 towards the ship's fund. A suggestion was made to install a permanent awning, since canvas awnings are blown away in bad weather.



Robinson

A coffee can will be placed on the messhall table at payoff time, so that Meridan Victory (Waterman) Seafarers can dispose of any loose change for the benefit of the ship's fund, treasurer Luke Ciamboli reported. The fund is now down to \$7.60. Loren Rand, meeting secretary, reported that no beefs or



Ciamboli

Seafarers on the Great Lakes vessel *Raymond Reiss* pose for photographer while the ship lies at anchor in Duluth. From left to right: Burt Knutson, oiler, Carl Shircel, wheelsman, Morley Scott, OS, and Gary Loomis, watch. The men reported smooth sailing.

PERSONALS

Income tax refund checks are being held for the following SIU members by Jack Lynch, Room 201, SUP Building, 450 Harrison St., San Francisco, Calif. 94105: Margarito Borja, Winfred S. Daniel, Peter C. Onsrud, and Thomas E. Tucker.

Wayne E. Carpenter
Your father, Edwin Carpenter, would like you to write to him as soon as you can at 714 Sixth Ave., N., Lake Worth, Fla., 33460.

Sveere (Jim) Pederssen
Please contact Mary Mackey, 140-17 84th Drive, Briarwood, Texas, as soon as you can in regard to a very urgent matter.

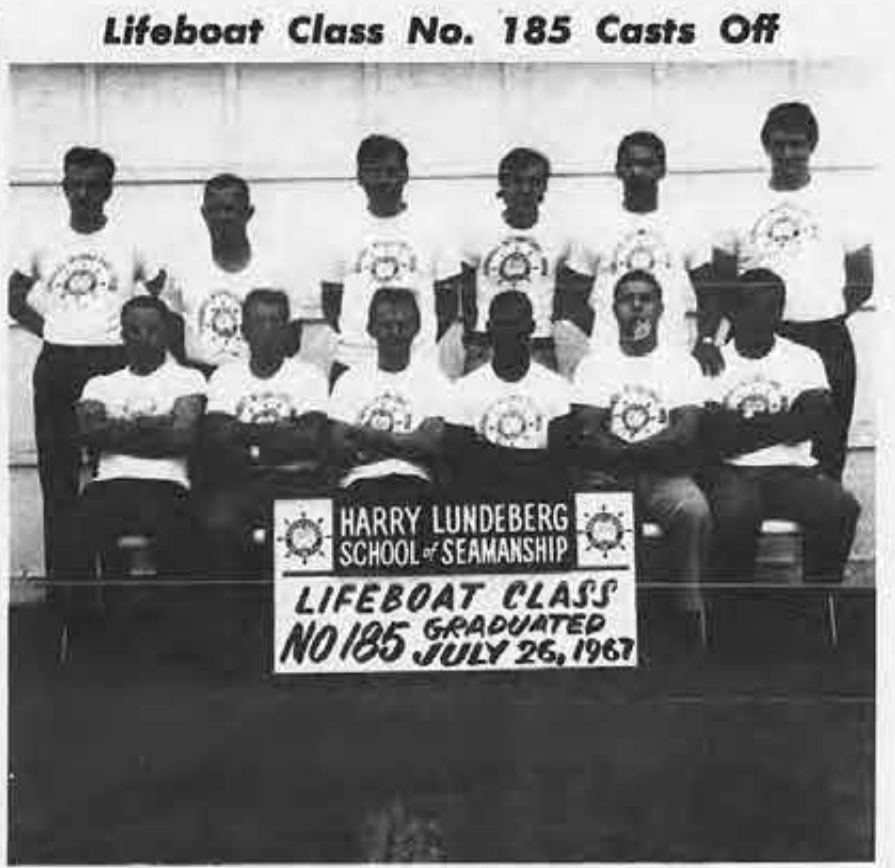
Lionel Dunkins
Please contact William J. Hentges, C/O Francis E. Sturm Law Office, 512 South Main Street, Akron, Ohio 44311, in regard to a very important personal matter.

Gerald Schartel
Please contact your brother, Leo, at the A. P. Green Fire Brick Company, Hedley Street, Delaware River, Philadelphia, Pa. 19137, as soon as possible.

Luis Olivera
Your mother Mrs. Eufemia Oliver of J-12 Coral Street, Lomas Verdes, Bayamon, Puerto Rico, would like to hear from you as soon as possible.



Seafarers on the Great Lakes vessel *Raymond Reiss* pose for photographer while the ship lies at anchor in Duluth. From left to right: Burt Knutson, oiler, Carl Shircel, wheelsman, Morley Scott, OS, and Gary Loomis, watch. The men reported smooth sailing.



HARRY LUNDEBERG SCHOOL OF SEAMANSHIP
LIFEBOAT CLASS NO 185 GRADUATED JULY 26, 1967

Members of SIU Lifeboat School Class No. 185, graduated after successfully completing their lifeboat training and now hold Coast Guard lifeboat endorsements. Pictured (left to right, standing) are instructor Paul McGaharn, lifeboat graduates Maurice Sherrill, Bob Connors, John Ronbyne, Codie Williams and instructor Arni Bjornsson. Seated (left to right) are Stylianos Saliaris, Erik Heimila, Richard Pickett, Robert Hester, Richard Yelez and Raymond Colon, Jr.

Five More SIU Men Added To Seafarers Pension List



Another five Seafarers have been added to the SIU pension roster which insures them of financial security throughout their retirement years. The latest additions to the pension list include Edmond Cain, Theo Griffith, Ward Johnson, Steven Boides and Omar Ames.

Edmond Cain joined the SIU in Norfolk and sailed for over 20 years. He was born in York, Pa., and lives in Baltimore with his wife, Ruth. A member of the deck department, his last ship was the *Ponce*.

Theo Griffith sailed as AB since joining the Union in Mobile. He sailed for over 25 years. Born in Alabama, Griffith resides in Lockhart, Ala. The last vessel Seafar-



Cain

er Griffith shipped on was the *Topa Topa*.

A wheelsman on Great Lakes ships, Ward Johnson joined the SIU in the port of Detroit. Born in Arcadia, Mich., he lives in Frankfort, Mich., with his wife, Irma.

A FOWT, Steven Boides joined the Union in New York. A 20-year SIU member, he last sailed on the *Iberville*. Born in Greece, Boides is a resident of San Francisco with his wife, Areti.

Omar Ames lives in Missouri, where he was born. A cook and baker, Ames joined the union in the port of New York. His last vessel was the *Kyska*.

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

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Retired Seafarer's Model Ships Include Brig He Once Sailed On

Great works of art command a stiff purchase price and usually are coveted by museums which exist by the grace of wealthy benefactors, or by millionaire hobbyists who collect art treasures as a fisherman collects lures. A model of the brigantine Aloha, which was carved by retired Seafarer Carl Martenson, resides in the home of millionaire Curtiss James, and unlike a Rembrandt, it is unpurchasable.

The 81-year-old seafarer's skills range from the knitting of a canvas ditty bag or sail makers tool bag, to the creation of oil paintings, to the carving of model ships and wooden cabinets.

Martenson's skill is entirely self-taught. A shipyard owned by his father and six uncles in Goteborg, Sweden, was the center of his childhood environment. "I learned sail making and cabinet making there," Martenson explained, "and with all the ships around it wasn't too long before I started to carve ship's models out of wood."

One of the retired seafarer's prized possessions is the hand-knitted ditty bag which contains oil paintings of the America Cup Yacht race contestants, the Intrepid and the Dame Pattie.

His Best Work

Perhaps his best work concerns the Aloha, owned by Arthur Curtiss James, a millionaire who made his money in the copper mines of Chile. "I made a model of the Aloha out of wood," Martenson said. "The sails were also made out of wood and I sanded them into a full position to simulate a wind-blown effect. It took 22 months to make."

The most unique part of the model was the electric lights on the ship, used to highlight the inside features, such as skylights, cabin, crew's quarters, port holes and the saloon. All who have seen the model agreed it was one of the best of its kind they had ever seen. Martenson was an AB on Brigantine Aloha. The ship was scrapped prior to World War II, he said.

Brother Martenson got his job on the brig through a crimp outfit called Apple's, located in New York City. They supplied uniforms, crews and supplies for various kinds of vessels and James wanted an experienced crew on his ship.

Work Goes On

The Aloha was the basis for another fine piece of work. In addition to the ship model, Martenson used putty and plaster to simulate water, and had a painted background of sky, and three ships. He made a show case for the model with a mermaid at the top, hand-carved with a pen-knife. The three ships are a clipper ship,



Retired Seafarer Carl Martenson shows ditty bag he made to fellow Seafarers at the New York hall. The bag is hand-made out of canvas and oil painted. It shows the yachts Intrepid and Dame Pattie, along with the trophy Cup that they competed for. This is one of many models and paintings he's made during a period of some 60 years.

and two former competitors for the America's Cup. Brother Martenson worked for a few years on this model and was 74 when it was completed.

Always interested in yachting, he did some racing years ago in the New England area. "I was sailing master on some six meter yachts and two-masted schooners." The yachts had from five to nine crewmen, and I won my share of races."

A number of individuals have purchased his work, but he is most fond of a framed shadow

box he made that was bought by a Masonic Lodge in Illinois.

Martenson's own sailing career included trips on ships for the old Morgan Line in New York. He sailed on steamers with such names as Antilus, Excelsior, Creole, Mormus and Coomus. He was a frequent traveller on the New Orleans to Havana run. He also worked as a pilot on tug boats in New York harbor.

Brother Martenson plans to go on carving ship models. "It's getting a little difficult now," he said with a smile.

Entry Rating Class No. 12



With a background of part of the facilities of SIU Lifeboat School at Mill Basin as a backdrop, the members of the Trainee Class 12 proudly pose. They are (seated, left to right) M. Slater, R. Goodman, D. Westfall, L. Powell, B. Moradlia, D. Corp. Center row, l. to r., Instructor Paul McGaharn, D. Allen, C. Jackson, J. McGuire, C. Parker, D. Campbell, instructor Arni Bjornsson. Rear row, l. to r., H. Martin, J. McQuade, D. Beard, A. Vlanovsky, J. Nicholson, and S. Stephens.

Please Include Idents on Pictures to LOG

Seafarers who send in pictures to the LOG are urged to please include identifications of Seafarers and any other individuals included in the picture. In the past few weeks, the LOG has received many fine pictures of SIU crews which unfortunately did not include identifications. The LOG would like to run as many pictures of SIU crews as they receive and identifications are necessary.

FINAL DEPARTURES

Vernon McLean, 65: Death claimed Brother McLean on June 15, at Riverside Hospital, Toledo, Ohio. A Great Lakes District Seafarer, Brother McLean joined the Union in Detroit. He sailed as a wheelsman and was employed by the American Steamship Company. A native of Michigan, McLean lived in Oregon, Ohio. He is survived by his wife, Mary. Burial was in the Sunset Memorial Park Cemetery, North Olmstead, Ohio.



James Davis, 63: Seafarer Davis died on August 4, at the USPHS Hospital, Baltimore, Md. He was born in Lillian, Va., and was a resident of Reedville, Va. Davis joined the union in Baltimore and sailed with the SIU for over 25 years. He was an FWT and last sailed on the Pennmar. Surviving is his wife, Clara. Burial was in Roseland Cemetery, Reedville, Va.



Richard Toler, 43: Seafarer Toler passed away on August 21, in Honolulu, Hawaii, while sailing as an oiler on the Ocean Pioneer. The vessel was docked in Honolulu at the time of death. Toler was born in Paragould, Arkansas, and lived in Vineland, N.J. He joined the union in Seattle. Surviving is his wife, Alice.



Algot Fredrickson, 63: A coronary occlusion claimed the life of Brother Fredrickson on August 4, in Superior, Wisc. A native of Sweden, he was a resident of Superior. Brother Fredrickson joined the SIU in the port of Milwaukee and sailed for over 20 years. He was an oiler and last shipped on the Buckeye. The burial was in Greenwood Cemetery, Superior.



Coner Haynes, 44: A heart attack claimed the life of Brother Haynes, May 28, while his ship, the Globe Traveler, was at sea. A member of the engine department, he sailed as FOWT. Born in Virginia, Brother Haynes lived in Baxter, Kentucky. He joined the Union in the port of New Orleans, and had served in the Army from 1941 to 1944. Surviving is a niece, Mrs. Nolan Howard, of Baxter, Kentucky. Burial was at sea.



Joseph Ifsits, 54: Heart disease claimed the life of Seafarer Ifsits on August 22, in Northampton, Penn. A native of Pennsylvania, he made his home in Hudson, N. J. Brother Ifsits sailed in the steward department as second cook. He joined the SIU in New York City. Seafarer Ifsits last ship was the Fort Aleza. Surviving is a sister, Mrs. Theresa Knotz of West New York, N. J. Burial was in Northampton.



Neils Hansen, 66: Heart disease claimed the life of Brother Hansen on August 13, at his home in New Orleans. Born in Denmark, he resided in New Orleans, where he joined the SIU in 1944. Hansen sailed as AB and his last vessel was the Del Norte. At the time of death, Brother Hansen was on an SIU pension. Burial was in St. Bernard Memorial Gardens, Chalmette, La.



John Shaski, 47: Brother Shaski died on August 10 at the Cleveland Clinic Hospital, Cleveland, Ohio. He was employed by the Great Lakes Dredge and Dock Co. A native of Sault Ste. Marie, Mich., Shaski lived in that town. He joined the union in Sault Ste. Marie. Surviving is his wife, Anne. Burial was in the Riverside Cemetery, Sault Ste. Marie.



Calvin Wilson, 40: A lung ailment caused the death of Brother Wilson in Sasebo, Japan, April 14. He was a crewmember on the Kenmar at the time of death. Born in Dalles, Oregon, Brother Wilson sailed as AB and boson. He joined the Union in Mobile and made his home in San Carlos, Calif. He sailed on SIU ships for over 20 years. His body was returned to the United States for burial.



Omer Prescott, 54: Brother Prescott passed away on August 28, at the Doctor's Hospital, Mobile, Ala. Seafarer Prescott was born in Coffeeville, Ala., and lived in Mobile. He joined the Union in the port of Mobile. A member of the deck department, he had sailed in the engine and steward departments. His last ship was the Bradford Isle. Brother Prescott is survived by his wife, Bessie. The burial was in Mobile Memorial Gardens.



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

1967 SIU SCHOLARSHIP WINNERS

WINNERS of the annual SIU Scholarship awards over the last 14 years have consistently displayed a well-rounded combination of high academic achievement during their secondary and high school careers as well as outstanding records in community and church affairs.

Since the inception of the Seafarers scholarship program it has attracted students of high intellect, character and ability. All recipients of the \$6,000 grants for college-level education have continued to display these standards not only during their college years but in later professional, family and civic life as well.

Five SIU scholarships are awarded each year and may be used for studies at any university or college in the United States, or its possessions, in any chosen academic field. Generally recognized as one of the most liberal, no-strings-attached programs in the country, the Union's scholarship plan has made it possible for former winners to pursue successful careers in law, teaching, medicine and engineering—to mention just a few.

All Seafarers, with a minimum of three years sea-time on SIU-contracted ships, are eligible to compete for the scholarships as well as all academically qualified sons and daughters of eligible SIU members. To date, 24 awards have gone to Seafarers and 49 to their youngsters.

This year's winners—whose names were announced last May—are all children of Seafarers. As it happens the two girls and three boys all aspire to professions in the sciences.

Planning a career as a teacher of mathematics is 16-year-old Lisa Cresci of Jamaica, New York. Lisa, the granddaughter and legal dependent of Seafarer Peter Gonzales, spent the first eight years of her school life at the Immaculate Conception School in Jamaica and graduated in 1963 with medals in General Excellence and Music.

From there she entered high school at the Mary Louis Academy from which she was graduated last June with what is considered the highest diploma granted in the state—a New York State Regents diploma with "Special Endorsement in Scientific Subjects, with Honor."

While at Mary Louis Academy, Lisa was an enthusiastic participant in such activities as the French Club, varsity basketball, the Athletic Association, Red Cross work, the Student Service League and the National Honor Society. But her most unique activity—and the one of which she is perhaps the most proud—has been the raising of Hereford steers as a member of the 4-H Club.

"While my school activities were very important," Lisa says, "I think I can safely say that 4-H work has been my greatest achievement. For a city girl 4-H, and particularly the raising of beef cattle, can be—and was for a long time—considered a strange activity."

However, Lisa was soon able to dispel any doubts shared by her family, teachers and other 4-H mem-



Scholarship winner Lisa Cresci poses with fine specimen of prize livestock. An outstanding 4-H member, she has raised several Championship Hereford Steers since 1962.

bers. She joined 4-H in the Fall of 1961 and by August of 1962 she gained the admiration of all by winning the coveted prize of Champion Hereford Steer at a state livestock show—a prize she has gone on to win every year for five straight years.

Once started, Lisa's honors in 4-H continued to mount. As New York State representative at the Eastern States Exposition in Springfield, Massachusetts, she has won first prize in showmanship four times, in haltermaking three times, for Champion Hereford Steer twice and once each in herdsman-ship, judging and essay writing. President of the state 4-H club for the past two years, Lisa was also named New York State Beef Queen at the International Livestock Show in Chicago last year, and has an overall record unequalled by any other 4-H member to date.

Lisa says she would like to "thank each and every member of the SIU" for her scholarship which makes "college possible and will help my dreams to become a reality."

Realization of those dreams begins this Fall at Adelphi University in Garden City, New York, where Lisa will major in mathematics and minor in education and physics. She hopes one day to teach high school math and possibly go on to earn her Masters degree.



Baseball enthusiast George Thurmer gives pointers to brother, Steve, on the art of pitching a knuckleball. George thinks he may like to be sports broadcaster some day.

George S. Thurmer, 18, of Oliver Springs, Tennessee, will be a new freshman at the University of Tennessee this year with the help of his SIU scholarship. The son of Seafarer George B. Thurmer, he will build his college program around studies in higher mathematics and science with an eye toward a scientific career, possibly in the communications field.

Sports have always played a major part in George's life and he excelled at football, through elementary school and part of high school, until a knee injury put an end to his active participation. His interest in the game continues, however, and he is also a keen student of baseball. He says he might like to try his hand at baseball broadcasting for one of the networks some day.

George has been a serious student in the classroom as well. He graduated from the Oliver Springs Elementary School as valedictorian, and last June was salutatorian of the class graduating from Oliver Springs High School where he was active in many of the school's clubs and associations.

Although he has always lived in the same town, George likes to travel and has visited Canada and most of the Eastern United States. An ardent camera bug, he finds these trips both educational and enjoyable, and hopes to travel much more widely in the future.

George is very grateful for the SIU scholarship and says it "has certainly relieved the pressure of financing my college education."

Bronwyn Adams, 18, will use her \$6,000 SIU scholarship to take a pre-medical course at the University of Southwestern Louisiana. The daughter of Seafarer Edgar Adams, Jr., of Patterson, Louisiana, then plans to go on to the Louisiana State University School of Medicine where she hopes to specialize in gynecology and obstetrics.

Another scholarship winner is Anthony J. Calister of Brooklyn, 17-year-old son of Seafarer Raymond Calister. He graduated with honors from Brooklyn's Canarsie High School last June and will attend Brooklyn College in preparation for a career as a research scientist or surgeon.



Anthony J. Calister

Active in numerous school activities throughout his academic life, Anthony was perhaps most outstanding as a member of Canarsie High's track team. Typical of his participation in this sport was his performance as runner of the anchor quarter-mile leg of an Open-Mile Relay during the Cardinal Hayes Track Meet in the Bronx last year. He was largely responsible for his team winning a second-place silver medal in competition with the highly-rated Cardinal Hayes High School group.

Bronwyn said that she is glad for the opportunity to attend the college of her choice "without placing a hardship on (her) parents" and added that she now will be able to devote full time to her studies without having to take a part time job. "I am very deeply honored because I was selected to receive one of (the) scholarships."



Bronwyn Adams

Born in Morgan City, Louisiana, Bronwyn attended school in Berwick for nine years before entering Patterson High as a sophomore. A member of the Junior Honor Society, she was also assistant editor of the high school newspaper and was active in the chorus, band, Science Club, National Beta Club and her church choir.

Bronwyn is a member of the International Order of the Rainbow—a society of girls who have held various offices in school affairs—and was one of six seniors honored by her teachers for inclusion in the high school Who's Who.

Among her other interests are water skiing, tennis and travel. She has made many trips with her family to New Orleans and San Antonio, Texas, but considers the Houston Astrodome "by far the most spectacular sight" she's seen.

The fifth winner of the SIU scholarships for 1967 is Philip Shrimpton, 17-year-old son of Seafarer Jack (Aussie) Shrimpton. A member of the National Honor Society and the National Beta Club, he graduated last Spring from Lafayette High School in Lexington, Kentucky, and will study veterinary medicine at Michigan State.



Philip Shrimpton

While at college he will join the school's R.O.T.C. program. He hopes to graduate with an army commission and specialize later in the field of animal research under army auspices. Phil says he has been interested in animal medicine since early boyhood and feels that it has much to offer in modern scientific research into the causes of human disease.

More widely traveled than most adults, Philip had been around most of the world with his father at the tender age of six or seven years. He enjoys all travel but was most impressed by a trip to Africa during which he visited the national game preserves of Kenya and stood within ten feet of a pride of lions to take pictures.

Philip is a crack rifleman and won the 1955 Watson Trophy for excellence in marksmanship.