

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



Dry Run. Eager to come under full union protection assured by SIU contract, crewmen of Liberian-flag liner Florida go over suggestions for pact covering P&O operation with SIU Rep. Al Lopez (seated, left). Bosun Joaquin Blanco (right) offers ideas for deck gang. P&O came under SIU banner again last month after 4-1 SIU vote victory. (Story on Page 2.)



First For Mobile. Dr. R. M. Shackelford checks eyes of Seafarer Hezzie Pittman at SIU optical center in Mobile, where Pittman was first SIU man to use benefit. Only six weeks old, the program has provided free glasses for well over 624 Seafarers so far, 94 of them in Mobile center. Other centers are in NY, New Orleans and Baltimore. (Story on Page 3.)

TOP LAKES PACT ENDS SIU STRIKE

—Story On Page 3

624 Seafarers Get Eyeglasses Under SIU Plan

—Story On Page 3

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SIU CONSTITUTION

PUBLISHED TWICE YEARLY BY THE SEAFARERS LOG

'Rally Round The Flag, Boys...'

NMU President Joseph Curran's latest effort in behalf of US Lines—the setting up of an officers' union to wreck the MEBA in the middle of its contract talks—now lies smoldering in ruins. The entire maritime industry—including Curran—knows how the US Lines-NMU union-busting project went up in smoke, and how MEBA won a top contract. As is his custom, Curran refuses to give the facts straight to the NMU membership and apparently finds it's easier to rewrite the events. Curran's latest version of how everybody but Curran is out of step is reported on page 2.



Ex-Rion Sails Again Under SIU Banner

The former SS Maurice George, laid up in the shipyard since an unsuccessful National Maritime Union raid last Spring, sailed again last week as the SS Pacific Carrier, with a full SIU crew aboard.

Seafarers have been manning the vessel, originally under the name Liberty Flag and then as the Rion, since February, 1951. Following the practice in the industry, each new owner who purchased the vessel permitted the crew to remain aboard to protect their jobs.

However, when the vessel was sold by the SIU-contracted Actium Steamship Corporation early this year to Mack Klosty Inc., a newly-formed shipping firm, the crew was ordered off the ship.

Ordinarily it would be expected that a new company making its first venture in the maritime field with a single ship would retain the crew employed at that time if the crewmembers expressed a desire to remain aboard. This was the case with the SIU crewmembers involved here, but Klosty would have none of it. Klosty, whose agent was the NMU-contracted Arrow Steamship Corp., instead notified SIU representatives he intended to sign a contract with the NMU.

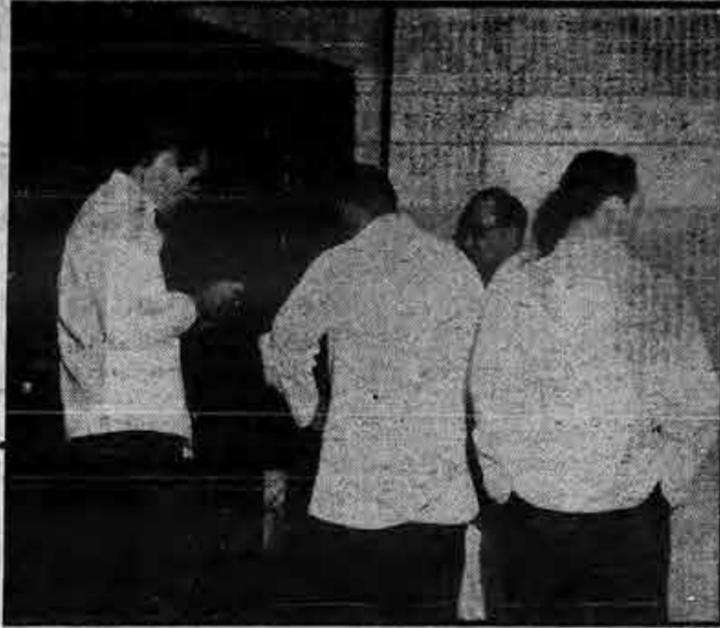
As a result, the SIU filed discrimination charges against the company, while SIU pickets protested the manning of the ship.

Meanwhile, in an effort to "legalize" the hiring, Klosty placed a two-line ad in the classified section of "The New York Times," on Saturday, April 5, calling for a crew. Strangely enough, the vessel was found to have a full crew of 27 men by Monday morning. Not so strange, however, was the fact that 22 of the 27 men hired were members of the NMU. None of the original crew was rehired, even though all of them had applied for jobs.

Exposing its eagerness to raid

SIU jobs, the NMU even offered to supply strikebreaking mates and engineers to move the ship out, as it did recently for the liner America. As reported in a "Times" story on May 11, "An NMU spokesman said his union could get the vessel completely manned with licensed personnel, but fearing further trouble, the company declined the offer."

The Maurice George remained idle in a Hoboken shipyard until a few weeks ago, when she was sold to World Carriers, an SIU-contracted company, which bareboat her to Compass Steamship, another SIU operator. The ship was renamed the Pacific Carrier and left last week with an SIU crew and a cargo of grain for Europe.



Back in New York on Monday after completing second round trip to Europe on American Banner Lines' SS Atlantic, SIU crewmembers rushed to phones in terminal to contact their families. On waiting line (l to r) are Seafarers George Hair, unidentified steward department crewman (back to camera), Irving "Flash" Gordon and Chen Kung Zai. The ship went out again Wednesday.

Atlantic In, Out Again

Settling down to a routine operation, the American Banner Line's tourist ship SS Atlantic left New York as scheduled Wednesday on her third voyage to Europe. SIU men in the crew reported everything running smoothly when the ship came in Monday.

SIU headquarters has still not received any word from the National Labor Relations Board on the disposition of a variety of charges filed against the Union and the company by the National Maritime Union. In a typical harassment action, the NMU filed charges of discrimination even before the first crewmembers had been hired for the vessel.

Prior to her maiden sailing June 11, the NMU abruptly pulled off NMU men in the crew and staged a half-hearted picketing demonstration. This held up the ship's departure for barely an hour, after which she left unaltered by tugs. New York harbor tugboatmen are members of the NMU's tugboat affiliate.

There were no incidents on her second sailing, and this week's departure also was routine.

The Banner Line vessel, with accommodations for 900 passengers, operates on a seven-day transatlantic schedule, with little more than a day in port at both ends of the run.

Finns Vote Runaway Boycott

MIAMI—On the heels of the SIU's victory over P&O's Liberian-flag passenger operation here, the Finnish Seamen's Union and other ITF affiliates this week voted a full-scale boycott on runaway ships. Both developments beef up the world-wide union drive on substandard shipping.

Under the Finnish boycott, union members will refuse to tow, pilot, load or discharge runaway ships in protest against the substandard wages and working conditions aboard the vessels. Other affiliates of the International Transportworkers Federation are taking a similar stand.

Would Bar Transfers

Meanwhile, in Washington, a bill has been introduced in the House by Rep. Thomas Pelly (R-Wash.) making it unlawful to transfer an American ship foreign during any period when the Department of

Labor certifies that unemployment among American seamen is high. The bill is one of several measures before the Congress designed to stabilize the job security of American seamen confronted by mounting runaway competition.

Entering Talks

In this city, SIU representatives, armed by National Labor Relations Board certification of SIU bargaining rights on the Florida and her sister ship, the Southern Cross, are entering negotiations with P&O to secure an SIU contract for crews of the Liberian-flag vessels. The

vote on the Florida in favor of SIU representation was 87 to 21, representing a 4-1 endorsement of SIU and American union conditions.

Special significance is attached to the developments on P&O and the Florida, since this is the first case in which the NLRB has asserted US jurisdiction over runaway vessels. In upholding the SIU election petition, the board stated that the Liberian registry and corporate set-up rigged by P&O were simply camouflage to obscure the real American owners of vessels in what was essentially domestic US trade.

All Foreign Ships

The SIU's Florida victory is naturally of major interest here, since none of the cruise ships operating from this area to the West Indies and Cuba are American-flag vessels, though all of them were at one time. Most of them are former SIU-A&G or SIU Pacific District ships that operated in other trades. They are still predominantly American-owned. The Florida was under SIU contract until 1955, when she abandoned US registry.

The Southern Cross, now in lay-up, was formerly the Cuba and, before that, the Denali in Alaskan trade.

IBL Raps NMU Raid On Tugs; Curran Rewrites Strike News

The raiding and scab-herding tactics of the National Maritime Union has prompted the filing of still another charge with the AFL-CIO over NMU strikebreaking — the third is as many weeks by different AFL-CIO unions.

The latest beef came from the International Brotherhood of Longshoremen, and charged that NMU's strikebreaking and supplying of crews for non-union tugs behind an IBL picketline at Ogdensburg, NY, was part of a continuing effort "to destroy our organization."

Last month, in the course of its strike against East and Gulf Coast operators, the Marine Engineers Beneficial Association was compelled to file similar charges with the AFL-CIO, particularly over steps taken by the NMU to set up a dual union for ship's officers. MEBA also cited NMU support for the United Mine Workers' District 50 against AFL-CIO officers' unions in the American Coal Shipping beef.

The Masters, Mates and Pilots have likewise condemned NMU's actions and support for dual unionism. Its convention in San Francisco this week was expected to authorize a formal protest to the Federation on the same grounds.

In filing its charges with AFL-CIO President George Meany, the IBL reaffirmed the position of its

Members of the National Maritime Union who rely on the NMU "Pilot" for maritime news got a deliberately twisted version of the facts on last month's Marine Engineers' strike in the July 3rd issue of the NMU paper.

Obviously distressed by his failure to break the MEBA strike in concert with US Lines, NMU President Joseph Curran offered his membership wild distortions to justify his anti-union activity and loss of "face." The NMU president has since taken off for Europe—on a US Lines' flagship, naturally.

Fooled No One

The strike version in the "Pilot," which fooled no one, made it appear that MEBA had done nothing

but issue blasts on the NMU while picking up gains trail-blazed by ARA, although the radio union was clearly the tall to the kite in this instance as in many others.

The facts on the Engineers' beef are simple:

Last June 12, MEBA engineers refused to sign on the superliner United States due to a long-standing list of beefs the company had been shuffling aside, and held up the vessel (for eight hours) until the beefs were settled. (The "Pilot" called this a "haywire" job action, apparently because the engineers had the "effrontery" to delay the sailing of Curran's "Big U" over an issue like union beefs.)

In this connection, union observers recall the following statement in the "Pilot" last February 27: "In testifying for HR 9342, Major General John M. Franklin, president of the US Lines, reviewed the record of the SS United States. He said: 'Since her first voyage, the ship has carried 382,552 passengers and has not been tied up one single day by labor trouble. I want to give credit . . . particularly to Mr. Curran, president of the NMU, who realizes the importance of keeping the big ship on schedule . . .'"

Concerned over the delayed sail- (Continued on page 6)

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SCHEDULE OF SIU MEETINGS

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

- July 23
- August 6
- August 20
- September 3

\$19 Million Grossed In Ship Deal

WASHINGTON — An official of Victory Carriers has confirmed that the Onassis interests have been pulling in steady profits of \$1 million a month on 14 ex-SIU ships now operating under Liberian registry.

The treasurer of the SIU-contracted company, which is the US operating concern for Onassis, told a House Merchant Marine subcommittee that the dollars rolled in at the million-a-month rate from September 1956, to March 1958, the period covered by his testimony. He admitted further that the profits had been siphoned off primarily to pay old debts to the Government.

This has left only \$750,000 for the new ship construction pledged by Onassis when the transfer deal was okayed by the Maritime Administration.

The subcommittee began probing the complex transaction after the Justice Department filed suit June 12 charging Onassis with reneging on his agreement to build three two 46,000-ton tankers and one 105,000-tonner for American operation. The action followed a Victory Carriers announcement that it could not build the ships. The House group has called for testimony July 22 from Herbert Brownell, former US attorney general, who approved the original 1956 settlement.

The Justice Department is suing for the return to the US flag of the 14 ships, all of them formerly manned by Seafarers, plus profits estimated at \$20 million. This amount has now been confirmed.

A denial that the company has defaulted on Government payments and that the construction contracts had been cancelled was entered by the company official. He said a payment of \$2.5 million would be made in October to Bethlehem Steel against the \$51 million shipbuilding contract.



Seafarer Hezzio Pittman watches as Mobile Patrolman Hal Fischer checks application for free eyeglasses under the SIU's welfare program. Pittman paid off the Alcoa Pennant the day the program started and was the first Seafarer to be processed through the Mobile optical center.

Lakes SIU Strike Wins Top Contract

RIVER ROUGE, Mich.—Hammering home its demands for top SIU wages and benefits, the SIU Great Lakes District called off its five-week tie-up of the Tomlinson fleet last week after the signing of a pace-setting SIU contract establishing union conditions on the company's vessels for the first time.

The signing ended an SIU strike that had completely shut down Tomlinson's bulk carrier operations and kept its ships hung up in Duluth and Buffalo for over a month. The one-year contract package provides a substantial wage increase for the company's seamen, plus job security protection and a liberal program of company-paid vacations.

A smashing 3-1 Lakes SIU victory over the United Steel Workers Local 5000 in a representation

election conducted by the National Labor Relations Board early this year set the stage for the successful strike action. Some 250 seamen are employed in the former non-union fleet.

Under the new wage scale set by the first-time agreement, able bodied seamen will be paid approximately \$650 per month, plus a ten-percent seasonal bonus on wages and room and board. Overtime rates are payable for all hours worked in excess of eight hours daily. Work on Saturdays, Sundays and holidays, as in all SIU agreements, calls for overtime pay.

Key provisions of the historic contract establish the following:

- Recognition of the SIU hiring hall.
- Full job security protection.
- A vacation schedule based on four days' paid vacation after 120 days of service, plus an extra day for each additional month. Extra days of vacation are provided for men with more than a year's continuous service.
- A reopener anytime during the life of the contract on health and welfare benefits.

The contract victory also assures the men in the fleet the full benefits of SIU on-the-job representation on all beefs, guaranteeing them greater security than they have ever had before. The agreement will expire next June 15.

Special importance was attached to the success of the Great Lakes District in the Tomlinson beef, since it represents a major breakthrough in a fertile area for union organization. The drive was coordinated through the AFL-CIO Maritime Trades Department, which established special machinery to assist the organizing efforts of member unions in the Lakes-

Seaway area at a regional conference last February.

The Lakes-Seaway area has been targeted for major campaigns by various unions affiliated with the Federation's maritime department, particularly with the formal opening of the St. Lawrence Seaway scheduled next summer. An influx of large numbers of workers in various marine crafts, including seamen, is expected when the operations get fully underway.

On the Canadian side of the border, the SIU Canadian District has already had substantial success in organizing in this area. It has organized a variety of non-union barge, towboat and similar marine operations brought in for the Seaway construction.

Prior to the Lakes strike, Tomlinson operated eight bulk carriers and one self-unloader. One additional bulk carrier, the *Sylvania*, was being converted to a self-unloader. The other ships in the fleet are the *Cuyler Adams*, *Ball Brothers*, *James E. Davison*, *Charles Dunlap*, *Merton E. Farr*, *Rufus R. Ramsey* and the *Sumatra*.

SIU EYEGLASS PLAN SCORES

Established only six weeks ago, the SIU Welfare Plan's new eyeglass program has provided free glasses for more than 600 Seafarers so far. The program operates through six union optical centers in the ports of Baltimore, Mobile, New Orleans and New York.

Under the terms of the eyeglass benefit, the Plan provides free glasses once every two years to Seafarers who need them, and covers the basic shell frame and whatever type of lens is needed, including bifocals. The additional cost of trifocals or fancy frames is not covered and sunglasses are not covered at all.

All six SIU optical centers, three of them in New York, have been in full operation since the first week in June. A breakdown of the total figure shows that 99 pairs of glasses were issued in Baltimore, 94 in Mobile, 153 in New Orleans and 278 in New York.

In order to obtain glasses, all a Seafarer has to do is to get an eyeglass certificate at any SIU hall to establish his eligibility. He then has the option of getting an eye exam through the USPHS, by his own doctor or at one of the optical centers provided by the Plan. Exams are given at no charge at these centers. Eligibility is the same as the basic requirement for all SIU welfare benefits.

Although a Seafarer may obtain an eyeglass certificate in any SIU hall to establish his eligibility, it is advisable to get one in a port where one of the optical centers is located as the certificates are good for only ten days.

The locations of the centers where eyeglasses may be obtained under the SIU program are:

- Baltimore—Universal Optical Company, 201 West Fayette Street.
- Mobile—Dr. R. M. Shackelford, 20 South Conception Street.
- New Orleans—Dr. Fred Ketchum, 154 Baronne Street.
- New York—Union Optical Plan, 152 Fourth Avenue, or 39

West 32nd Street, both in Manhattan, or at 46 Station Plaza, Hempstead, LI.
Applications for "unusual" lenses

resulting from special eye conditions are handled separately through the SIU Welfare Plan, 11 Broadway, New York.

US May Stall Superliner Program Until Next Year

WASHINGTON—President Eisenhower this week signed the bill authorizing construction of two superliners for United States Lines and American President Lines, but urged Congress to hold up funds at least until mid-1959.

The President said he would ask Congress not to appropriate construction subsidy funds if private financing "on reasonable terms" is available. The bill provides for the Government to pick up a record tab of 55 percent of the cost on a sister ship for the luxury liner *United States* and a new trans-Pacific liner for APL.

Basic Plans Approved
Earlier, the Federal Maritime Board approved the basic plans for the new three-class APL liner. APL must sign a construction contract by December 1, 1958, or lose its operating subsidy on the President Hoover next April.

Another West Coast Company, Pacific Far East Line, has applied for a new 20-year operating subsidy on its nine-ship fleet, and for construction subsidies covering replacement of the first two of its vessels. Both APL and PFE ships are manned by SIU Pacific District unions.

Meanwhile, the House Merchant Marine Committee has wound up

hearings on proposals to build two 90,000-ton low-fare tourliners for a company headed by New York hotelman H. B. Cantor. Countering AFL-CIO Maritime Trades Department support, Maritime Administrator Clarence Morse says their financing by the Government and sale to Cantor for up to half the estimated cost was out of line.

Nominations In SIU Start On August 12

Nominations for SIU office in the coming biennial election will open August 12. The nominations period will follow presentation of the secretary-treasurer's pre-balloting report

to the August 6 membership meetings in all ports, as announced at the last membership meeting.

Under the SIU election procedure detailed in the Union's constitution, the secretary-treasurer must submit a pre-balloting report for membership approval recommending the number and type of elective positions to be filled in the various ports and at headquarters. In the last election in 1956, 72 Seafarers competed for the 39 union posts to be filled.

A bank, bonded warehouse or similar depository, to which the ballots will be mailed or delivered at the close of each day's voting, also has to be selected. A midtown branch of a major New York bank was used for this purpose in 1956.

Nominations will remain open for one month from August 12 to September 12. Any Seafarer who meets the constitutional requirements may nominate himself for any post by submitting his creden-

tials and record of seetime to the credentials committee in care of the secretary-treasurer.

A six-man rank-and-file credentials committee, consisting of two men from each shipboard department, will be elected at the September 3 membership meeting in New York to check all applications.

Requirements for office under the SIU constitution are: US citizenship, continuous good standing in the Union for at least two years immediately prior to nomination, and three years actual unlicensed seetime on American-flag vessels, four months of which must be on US-flag vessels under SIU contract during the period between January 1, 1958 and the time of nomination. Those throwing in for departmental posts, such as engine patrolman, must show three years' seetime in that department.

Voting will begin in all ports on November 1 and continue through December 31.

SIU Man, 2 Others Lost On Trawler

BOSTON—One SIU fisherman was killed and two officers presumed lost when their fishing trawler sank 50 miles from Block Island after colliding with a British freighter in a heavy fog bank.

The freighter, the *City of Karachi*, recovered the body of John Paulson, a member of the SIU-affiliated New Bedford Fishermen's Association, but reported the captain and engineer of the trawler R. W. Griffon still missing. Three other SIU fishermen, George Wisell, Tore Rubin and Grandison Taber, were rescued from the sunken craft.

The *Griffon* was headed for Portland, Me., with a load of lobsters when the vessels collided early in the morning. Although the trawler sank immediately, the freighter suffered only slight damage.

The Coast Guard reported that, at the time of the collision, weather conditions were "foggy with visibility ranging from zero to half a mile at most."

The collision occurred not far from the site of the fatal *Andrea Doria-Stockholm* collision in 1956.

Be Sure To Get Dues Receipts

Headquarters again wishes to remind all Seafarers that payments of funds, for whatever Union purpose, be made only to authorized A&G representatives and that an official Union receipt be gotten at that time. If no receipt is offered, be sure to protect yourself by immediately bringing the matter to the attention of the secretary-treasurer's office.

Ease Seetime Rule For SIU Benefits

Seafarers inquiring about the basic eligibility rule for SIU welfare benefits are advised again that the seetime requirements has been cut, effective June 1, 1958, to one day's seetime in the last six months. This is broader than the old rule of one day in the last 90 days, and is in addition to the other basic requirement of 90 days' seetime in the previous calendar year, which remains unchanged.

The revision was voted by the joint SIU-shipowner board of trustees for the Welfare Plan, as reported previously, to allow for cases where a Seafarer might be on the beach due to personal business, vacation or other reasons and does not ship within 90 days from the date of his discharge. The one day in six months, it was felt, should be more than ample to allow for such circumstances and to assure uninterrupted welfare coverage for Seafarers and their families.

Baltimore Boys



Roger Zurn, 3, took the lime-light between job calls at the Baltimore hall recently, when dad, Harold Zurn, bosun, came in to check on shipping. Roger seemed to like the idea.

La. Downs New 'Work' Law Effort

LAKE CHARLES—The recent failure of the anti-laborites to jam a "wreck" bill through the legislature still hasn't sidetracked the "right-to-work" drive in this state. It now seems likely to become a key issue in the next race for governor.

However, union members, who had a taste of a "work" law not too long ago, are prepared to fight it again. Labor won repeal of a state "work" law in 1956, when the SIU also played a major role in the fight.

Meanwhile, there are a couple of labor beefs going on in this port. The Electrical Union has a walkout on its hands at one of the construction jobs, and the Plumbers and Pipe Fitters Union shut down three other jobs by taking a "no-contract, no work" stand.

Although shipping picked up somewhat over the past two weeks, there are still enough men on the beach waiting for berths. Calling into this area during the period were the Chiwawa, Government Camp, Bradford Island, Benis Fort, Winter Hill, CS Baltimore, Royal Oak, Fort Hoskins (Cities Service), and the Cabins (Texas City).

Pace Holds In Seattle; Beach Low

SEATTLE—It's been a fairly active period on the shipping side, Jeff Gillette, port agent, reported, with the men on the beach enjoying a steady job turnover.

There were 35 men shipped to permanent berths during the last couple of weeks as compared to 21 for the prior period. This leaves only 39 Class A men and 12 B men registered on the beach here, barely 50 men all told.

Although there was only one vessel, the SS Producer (Marine Carriers), paying off and signing on during the period, there were a number of vessels in port for servicing. These were the Alamar, Calmar, Portmar, Kenmar (Calmar); the Choctaw (Waterman); Northwestern Victory (Victory Carriers) and the Seafair (Orion).



SEAFARERS ROTARY SHIPPING BOARD



From June 25 To July 8, 1958

(Editor's note: Under the new reporting system for SIU shipping, the summaries below give the complete picture in each department by seniority class, job group and port, including the number of men remaining on the beach. Seafarers coming into port to register can pick their spots by checking the "registered on the beach" totals alongside the shipping totals for their department.)

SIU shipping last period topped everything for the past 12 months to reach a high of 1,149 jobs. The rise was across the board for all seniority groups. At the same time, the registration total for the period dropped back to a "normal" level of 1,095. The total number of men registered on the beach at the end of the period likewise declined.

The overall effect was to produce a job ratio of one man shipped for every two top seniority men on the beach and virtually the same ratio for class B activity by itself. These statistics continue to reflect a high level of job opportunities available to Seafarers at all times. Sixty-nine percent of the total jobs shipped went to class A men, 24 percent to class B and the rest to class C. The class A proportion showed the only rise.

Nine ports reported increased shipping to make the record total for the past year, including Boston, New York, Philadelphia, Baltimore, Mobile, Lake Charles and the three West Coast dispatch centers. The rise this period was especially significant since it came at a time when the key ports of New Orleans and Houston fell way off. However, Baltimore enjoyed record activity, Mobile was busy and the West Coast perked up again. On the other hand, Norfolk, Savannah and Tampa shipped less than 25 jobs between them.

By the end of the period, a breakdown of the number of men registered on the beach showed fully a third of the District-wide total registered in New York, while five ports (Boston, Savannah, Tampa, Lake Charles and Seattle) had less than 100 men on hand. Boston, in fact, was high in this group, with 76. In addition, Philadelphia had 109, Norfolk 113 and Wilmington 103. These figures should be watched by Seafarers, as they offer the key to potential shipping in any port.

The following is the forecast port by port: Boston: Fair . . . New York: Good . . . Philadelphia: Should hold steady . . . Baltimore: Busy . . . Norfolk: Fair . . . Savannah: Quiet . . . Tampa: Slow . . . Mobile: Good . . . New Orleans: Good . . . Lake Charles: Fair . . . Houston: Good . . . Wilmington: Fair . . . San Francisco: Good . . . Seattle: Steady.

DECK DEPARTMENT

Port	Registered CLASS A			Registered CLASS B			Shipped CLASS A			Shipped CLASS B			Shipped CLASS C			TOTAL SHIPPED				Registered On The Beach CLASS A			CLASS B		
	GROUP			GROUP			GROUP			GROUP			GROUP			CLASS				GROUP			GROUP		
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	A	B	C	All	1	2	3	1	2	3
Boston	1	8	1	1	2	2	—	4	2	—	—	1	—	—	—	6	1	—	7	5	26	3	2	4	2
New York	26	55	16	—	4	5	19	45	16	1	3	5	—	—	8	80	9	8	97	95	183	55	3	23	23
Philadelphia	6	6	3	—	1	1	8	9	3	—	3	1	—	1	—	20	4	1	25	13	15	12	—	1	2
Baltimore	10	32	8	6	11	15	14	50	9	8	9	20	4	—	9	73	37	13	123	36	83	11	8	9	27
Norfolk	—	4	1	—	1	1	1	3	—	—	—	2	—	—	—	4	2	—	6	7	12	3	3	9	13
Savannah	4	2	2	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	7	6	6	—	—	1
Tampa	—	—	3	—	1	—	1	—	—	1	—	—	—	—	—	1	1	—	2	1	7	4	—	2	1
Mobile	6	12	3	1	1	2	18	18	6	1	1	1	—	—	—	42	3	—	45	28	38	11	—	3	5
New Orleans	7	27	5	—	4	5	5	7	5	—	1	7	—	—	—	17	8	—	25	51	78	9	—	5	13
Lake Charles	3	2	2	1	—	3	3	6	1	1	1	6	—	—	—	10	8	—	18	1	5	1	2	—	5
Houston	9	31	6	1	8	6	5	15	1	—	1	4	—	—	—	21	5	—	26	25	45	7	—	5	13
Wilmington	1	7	1	—	—	1	3	5	—	1	1	1	—	—	—	8	3	—	11	7	19	5	—	5	3
San Francisco	1	3	3	1	3	—	4	2	5	4	3	2	—	—	—	11	9	—	20	11	13	2	1	—	3
Seattle	1	6	2	—	2	1	4	4	4	—	3	3	—	1	—	12	6	1	19	7	5	2	—	2	1

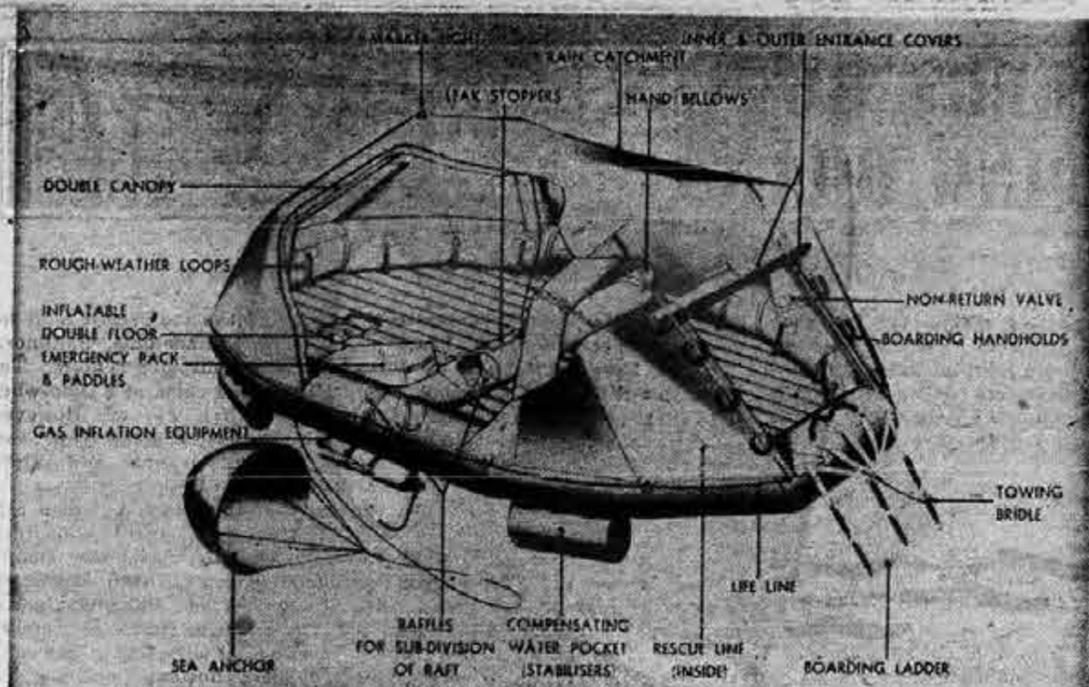
ENGINE DEPARTMENT

Port	Registered CLASS A			Registered CLASS B			Shipped CLASS A			Shipped CLASS B			Shipped CLASS C			TOTAL SHIPPED				Registered On The Beach CLASS A			CLASS B		
	GROUP			GROUP			GROUP			GROUP			GROUP			CLASS				GROUP			GROUP		
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	A	B	C	All	1	2	3	1	2	3
Boston	—	8	—	—	1	1	—	2	2	—	3	1	—	—	—	4	4	—	8	1	10	1	2	3	1
New York	16	57	4	2	22	12	11	47	8	1	12	6	—	2	6	66	19	8	83	42	152	25	4	35	30
Philadelphia	1	11	2	—	—	—	2	11	3	1	2	4	1	—	—	18	7	1	24	2	27	4	—	3	2
Baltimore	4	21	—	1	19	12	4	47	4	1	23	16	4	8	4	55	40	16	111	12	59	6	—	23	11
Norfolk	—	7	1	—	4	1	—	3	—	—	3	1	—	—	—	1	3	—	4	1	17	—	—	7	8
Savannah	—	8	—	—	2	2	—	1	—	—	—	1	—	—	—	3	1	—	4	—	15	2	—	3	1
Tampa	—	3	1	—	—	—	—	1	—	—	—	—	—	—	—	1	—	—	1	—	7	—	—	3	2
Mobile	5	18	1	—	2	4	4	17	3	—	2	8	—	1	1	24	10	1	35	15	41	2	1	3	7
New Orleans	8	23	1	—	4	—	6	9	1	—	3	5	—	—	—	16	8	—	24	25	71	12	2	14	3
Lake Charles	3	3	—	1	3	3	2	3	2	—	—	2	—	—	3	7	2	3	12	6	7	—	1	3	5
Houston	6	19	6	—	4	5	6	14	3	1	5	3	—	1	—	23	9	1	33	6	23	3	—	10	7
Wilmington	2	5	1	—	3	2	1	4	—	—	4	2	—	—	—	5	6	—	11	4	10	1	1	8	5
San Francisco	1	4	1	1	—	—	5	6	1	3	4	—	—	—	—	12	7	—	19	4	18	—	1	29	3
Seattle	—	6	—	1	2	—	—	7	—	1	—	2	—	—	—	7	3	—	10	—	6	1	1	1	1

STEWARD DEPARTMENT

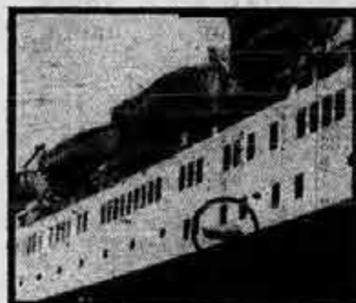
Port	Registered CLASS A			Registered CLASS B			Shipped CLASS A			Shipped CLASS B			Shipped CLASS C			TOTAL SHIPPED				Registered On The Beach CLASS A			CLASS B		
	GROUP			GROUP			GROUP			GROUP			GROUP			CLASS				GROUP			GROUP		
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	A	B	C	All	1	2	3	1	2	3
Boston	4	—	4	—	—	1	2	—	1	—	—	—	—	—	1	3	—	1	4	5	—	5	1	—	5
New York	19	14	36	—	1	13	14	6	28	—	—	6	1	1	10	48	6	12	66	88	26	119	2	2	28
Philadelphia	2	—	4	—	—	1	7	1	4	—	—	3	—	—	—	12	3	4	19	7	5	10	—	—	6
Baltimore	18	5	12	1	6	12	25	8	23	3	2	19	—	1	9	56	24	10	90	39	9	25	1	4	23
Norfolk	1	3	1	1	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	12	7	2	4	3	5
Savannah	1	1	—	—	—	1	1	—	—	—	—	—	—	—	—	1	—	—	1	2	2	—	1	—	1
Tampa	4	—	8	—	—	—	1	—	1	—	—	1	—	—	1	2	1	1	4	12	—	9	—	1	2
Mobile	10	—	13	—	—	7	16	5	47	—	—	2	—	—	—	68	2	—	70	29	10	24	—	—	17
New Orleans	12	5	14	—	—	8	8	2	16	—	—	1	—	—	1	26	6	2	34	32	14	73	—	2	30
Lake Charles	2	—	—	—	—	4	1	1	—	—	—	4	—	—	—	2	4	—	6	6	—	1	—	—	7
Houston	6	2	8	—	—	11	3	—	2	—	1	8	—	—	2	8	9	2	16	12	5	10	—	—	6
Wilmington	1	3	5	—	—	3	1	—	4	—	—	1	—	—	—	5	1	—	6	11	7	8	1	—	8
San Francisco	4	1	3	—	—	2	5	1	4	1	—	3	—	—	—	10	4	—	14	14	7	17	4	—	5
Seattle	4	1	3	—	—	1	1	—	2	—	—	3	—	—	—	3	3	—	6	10	3	5	1	1	4

TOTALS	Registered CLASS A			Registered CLASS B			Shipped CLASS A			Shipped CLASS B			Shipped CLASS C			TOTAL SHIPPED				Registered On The Beach CLASS A			CLASS B		
	GROUP			GROUP			GROUP			GROUP			GROUP			CLASS				GROUP			GROUP		
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	A	B	C	All	1	2	3	1	2	3
DECK	75	195	56	11	36	43	85	168	52	17	26	53	4	2	17	305	96	23	424	294	535	191	19	68	122
ENGINE	46	193	18	6	66	42	41	172	27	7	60	51	8	11	14	240	119	30	389	118	463	57	13	145	86
STEWARD	89	35	111	2	7	65	85	24	132	4	3	57	2	2	28	241	63	32	336	279	105	308	15	13	147
GRAND TOTAL	209	423	185	19	109	150	211	364	211	28	89	161	11	15	59	786	278	85	1149	691	1163	496	47	226	355
	817			278												1149				2290			628		



Sequence photos show 32-second time interval from instant the self-inflating life raft is tossed over the side to full inflation in the water. Above is a cut-away diagram of a 20-man raft. These rafts are of English manufacture by a subsidiary of the Dunlop Rubber Company.

British Gov't Proposes Rubber Rafts' Use On Deep Sea Ships



The use of inflatable liferafts aboard ships has been carried one step further with the British Ministry of Transport recommending their use aboard all dry cargo ships engaged in long international voyages. The ministry's recommendation follows extensive testing of the rafts on small British coasting and fishing vessels involving a number of successful rescues.

The British Ministry's action came shortly after the crew of the President Adams, members of the SIU Pacific District, stressed the need for liferafts on US ships as an invaluable aid in rescue operations. The Adams crew recently was involved in an attempted rescue of the crew of the Italian-flag ship Bonitas. Members of this crew were on the verge of being brought aboard the Adams when their lifeboat was smashed. Twenty-two men were lost.

The Adams deck gang wrote the Sailors Union of the Pacific saying that some of the 22 men might have been saved if liferafts were available to throw over the side.

The inflatable liferafts utilized on the British ships differ considerably from the type of liferaft that was carried on US merchant ships during World War II. Unlike the rigid structure of the old shipboard rafts, the inflatable type comes packed in a valise. The smaller rafts can be handled by one man, the bigger by two. Each raft contains a cylinder of compressed gas for inflation.

All that has to be done when the raft is put in use is to pull the release and toss the raft over the side. The British manufacturer, Dunlop Rubber Company, claims it takes just 32 seconds for the raft to inflate fully once the releasing gear is tripped. The raft also has a hand pump for keeping up inflation in the event of air leaks and plugs for repairing leaks and tears.

The ease of handling and rapidity of launching of the rafts offers advantages over conventional lifeboats in that there is no problem in launching on ships with a severe list and no concern about possible jammed gear or damage to the raft from bumping the side of the ship. In addition, the rubber boat offers shelter, a tremendous advantage to survivors if they have to wait any length of time for a rescue.

In one instance reported from a British fishing vessel in 1957, crewmembers inflated the raft on deck, loaded it up with supplies, pushed it over the side and stepped into it

from their sinking boat. They were adrift for 58 hours without suffering any discomfort.

Of course, one of the main disadvantages of a rubber raft as compared to a lifeboat, is that the raft is normally boarded by first going into the water and then climbing aboard, a severe handicap, especially in cold weather, in that it means a soaking for every survivor.

Plastic Boats, Too?

WASHINGTON—The Maritime Administration has ordered four experimental plastic lifeboats from Lane Lifeboat and Davit Corp. of Brooklyn. The resistance to corrosion and elasticity claimed for plastic boats is said to cut maintenance and placement costs. Price of a single boat, capable of carrying 40 passengers, is set at \$12,827. If tests are successful, they would be authorized as standard equipment.

Insurers Eye Union Benefit \$

A new effort to torpedo self-insured union welfare funds and bring them under insurance company domination—at added cost and with a possible loss in benefits—has been launched by the Institute of Life Insurance in New York.

The latest attack singles out 20 unions, including the SIU and three other marine unions, as prime targets for exploitation.

Tampa On Slow Bell

TAMPA—Shipping almost came to a standstill in this port during the past period and, from the schedule, the next period should be about the same, says Port Agent Tom Banning.

There were no vessels paying off or signing on during the past two weeks. Only three, the Del Alres (Delta), Raphael Semmes and the Gateway City (Pan-Atlantic), were in transit. There were no beefs. Banning added, however, that if there is some kind of a breakthrough in jobs, particularly in the deck and engine departments, the beach will be clean.

LOG Ship Mail Hitting Target

Despite complicated itinerary problems, the SEAFARERS LOG's direct-to-the-ship air-mail distribution system continues to function with a near-perfect record. A check of the LOGs airmailed during the past three months revealed that copies for only five vessels were returned as undeliverable.

The scattered instances when SIU-contracted vessels did not receive the copies forwarded to them resulted from the following situations:

- Where a ship was chartered out to another company (sometimes other than an SIU company) or chartered to Military Sea Transportation Service, and
- Where a ship was in a tramp trade and the operator maintained that he did not know far enough in advance where the vessel would be at a given time.

In instances such as these, it is often not possible to get an accurate mailing address for a vessel, and the LOGs have to be sent to company offices for forwarding. The problem is particularly difficult where MSTs runs are involved, since it is virtually impossible to get information on ships with military cargoes.

In the ten years the air-mail distribution plan has been in effect, the LOG has constantly ferreted out the causes of non-deliveries. Over the years, this has gradually resulted in the near-perfection of the delivery system enjoys today.

Since Union policy requires that maximum information be made available to SIU crewmembers at sea, every effort is made to maintain a corrected itinerary for all SIU ships. All contracted ship operators are called every two weeks for ship's locations and mailing addresses in their ports of call. LOG mailings are thus based on information which is carefully checked out.

A typical instance where the LOG was undeliverable to a contracted vessel involved the SS Suzanne some months ago, when Bull Line chartered the ship to MSTs for a round-the-world run. The company was unable to supply mailing addresses, and the LOGs could not be airmailed to the vessel.

Fortunately, the ship's delegate,

Seafarer Ken Collins, took the trouble to write the LOG about the absence of mailings. A bundle of LOGs was immediately airmailed to the ship at the address indicated, and other mailings followed the ship at ports and dates the delegate specified. Consequently, the Suzanne averted a complete blackout on Union news, although the ship did miss some issues.

The Suzanne case points up the fact that when a ship is not on a regular run, SIU crewmembers can help out by air-mailing the names of the agents and ports where they can be reached. The LOGs can then be forwarded just as if the ship was on a milk run.

SIU Co. In Line For 2 Big Tankers

An SIU company may wind up operating two 41,000-ton tankers now on order for foreign-flag operation. They are slated to be taken over and completed for American operation in order to qualify for Federal ship mortgage insurance.

The two vessels, now under construction in an American yard, are being built for the Kulukundis interests, which has several US companies under SIU contract at the present time. The companies to which the ships will be assigned have not yet been announced.

Estimated costs of construction for each ship is \$12 million. The construction loan would cover three-fourths of this under the ship mortgage act. The ships would have a speed of 17 knots.

Application for the mortgage insurance has already been filed with the Federal Maritime Board.

It confirms predictions in the SEAFARERS LOG, and by the SIU in a brochure sent out last year to all unions in the state, that the insurance companies were not giving up their attempt to outlaw self-insured funds so they could pick up the business for themselves.

In 1956, the legality of such funds was reaffirmed when the SIU won a ruling by NY Attorney General Jacob Javits that self-insured funds did not come under state licensing requirements.

At the hearings preceding the attorney general's ruling, SIU General Counsel Seymour W. Miller had noted pointedly that the only motivation of the insurance companies in attacking self-insured plans was that they "see several hundred million dollars lying around and want to get hold of it." Underscoring this fact, when the insurance lobby petitioned State Superintendent of Insurance Julius A. Wikler to overturn the 1956 ruling, it said the 20 funds cited

by it represented annual premium income to the companies of over \$33 million.

Self-insured since it was established in 1950, the Seafarers Welfare Plan has saved an estimated \$110,000 annually in premiums that would otherwise have gone to insurance companies and yielded no return. This has meant more and broader welfare benefits for Seafarers and SIU families, as well as less red tape and restrictions.

The fight to kill off self-insured funds stemmed from the 1955 action of the National Maritime Union in questioning the legality of hundreds of these plans in existence. Unable to get a ruling on the issue, the NMU self-insured anyway before the decision was handed down two years ago. Ironically, the NMU fund, as well as those of the Marine Engineers Beneficial Association and the Masters, Mates and Pilots, are among those now specifically under attack.

Curran Rewrites History, Distorts Engineers' Beef

(Continued from page 2)

ing of the US and his inability to repeat on past performances, Curran issued a statement that the NMU would not tolerate union beefs that interfered with the schedule of the big ship. A day later, due to a manning beef with Grace Line on the new Santa Rosa, MEBA refused to sail her from the shipyard to New York. She sailed late, with an NMU crew and non-union engineers aboard.

The NMU National Council thereupon authorized setting up an officers division for mates and engineers within the NMU. Curran was now formally established in the scab-herding business.

Contract Expiration Day

Sunday, June 15, was contract expiration day for all three unions, NMU, MEBA and ARA. NMU promptly settled and ARA followed suit a few hours later. MEBA held out for substantially more than the others, and activated a "no contract-no work" policy that tied up shipping in all Atlantic and Gulf Ports.

In the midst of the engineers' beef, the America arrived on June 18. With a delayed sailing a possibility, NMU went to work looking for engineers. Since Curran could no longer "deliver" the MEBA, he offered an alternative: scabs. At the same time, with US Lines calling the shots, the operators, via the American Merchant Marine Institute, tried to panic MEBA into a settlement on their terms.

They threatened a lockout with a "sign on and sail or get off the ships" ultimatum to the engineers, who responded by picketing the America. (The "Pilot" nowhere mentions "lockout" in its account, nor does it explain why the America's NMU crew worked behind the picketline.)

Scabs Aboard Ship

By Friday, the 20th, with the America due to sail that PM, NMU's scab engineers were aboard the America. Now, however, with the pressure on the operators due to a West Coast MEBA settlement the day before, the operators offered the West Coast pattern to the MEBA here. Firm in its demands, MEBA now called for the West Coast pattern, plus parity on manning and welfare benefits with the West Coast and concessions on key East Coast issues such as severance pay in the event vessels transferred foreign.

History will record that the engineers settled their beef on the basis of this package and that the America sailed three hours late since the scabs had to be sneaked off by a tug before MEBA men would go back.

It was at this point that the ARA came back although it had signed an agreement five days before on NMU's terms. ARA now hollered "me-too," claiming its earlier pact had not been ratified anyway.

A story in the "New York Herald Tribune" on June 24 pointedly noted this in the headline: "Radio Men To Get Facts Based On Engineers." The same day, "The New York Times" said, "Radio Operators Renegotiate Pact / Ship Union

That Disowned Contract It Had Signed Wins Added Benefits."

The "lead" on the "Pilot" story stated: "Following the customary pattern ARA and MEBA wound up their talks after conclusion of the NMU negotiations . . ." Particularly irksome to Curran, of course, is the fact that not only was the NMU pattern repudiated and then improved on by the engineers and later even by the ARA, but also that the "me-too" reopener in the NMU contract calls for a 60-day advance notice to the operators. Curran has thus been caught in his own mousetrap.

The record on NMU's published distortions should also note that the same tactic was used in NMU "news" on the Robin Line, Banner Line, Rion and American Coal beefs, to name a few. The distortion was so flagrant at one point in the American Coal beef—when Curran claimed that NMU had accepted and the SIU had rejected a specific proposal by AFL-CIO President George Meany to settle the coal beef early in 1957—that the Federation president called for a retraction in order to set the record straight. The opposite was true in that case, just as the LOG reported it.

IBL Raps NMU Raid

(Continued from page 2)

convention a year ago that NMU actions showed NMU President Joseph Curran to be "unfit" to serve on the Federation's Ethical Practices Committee and as an AFL-CIO vice-president.

The IBL's protest in 1957 was over Curran's "stab in the back" on the eve of the 1958 waterfront election in the port of New York, when Curran urged the dockers to back the AFL-ousted ILA against the IBL.

Spelling out the latest NMU offense, IBL Secretary-Treasurer E. L. Slaughter said the NMU's United Marine Division had responded to a call from a tugboat operator, the A. S. Wickstrom Company, in the midst of an IBL strike, and was furnishing scabs to man the company's boats. He noted that the company had previously recognized the IBL tugmen's union for several years. Recently, after a brief halt in its operations, it started using non-union crews.

At that point, Slaughter added, IBL contacted the crews and was "making good headway until the employer heard of it and immediately fired two of the employees. Of course this resulted in banners being placed on the employer's job site and if . . . (NMU had) . . . stayed out of the picture, the whole affair could have been settled without too much trouble."

Some of the NMU-UMD members even refused to cross the IBL picketlines, he said, but the NMU sent in a representative "to herd them through the picketline. At the present time the tugs are operating with strikebreakers under the name of NMU-AFL-CIO," with three-man instead of five-man crews and at wage scales and conditions "much lower than those of the IBL."

Twice last spring, the NMU tugboat affiliate was slapped down in similar raiding attempts against the SIU's Harbor and Inland Waterways Division and the Transport Workers Union.



Portholes Are for Air

The habit of dumping butts or trash out of portholes or over the side has two bad features. For one thing, it isn't what you would call good housekeeping. Aside from that, it is a definite safety hazard, particularly when ships are in port and somebody may be working over the side. If it's been a matter of habit to flip discs out of the porthole, then in a moment of forgetfulness, the same act performed while the ship is at the dock can have unpleasant consequences.

In this instance, as in many others, safety and good housekeeping go hand in hand. Use appropriate receptacles for butts and other trash and short out another safety hazard in the process.



Tell it to the Log!



An SIU Ship is a Safe Ship

SIU 60-Day Rule Eased

MOBILE—SIU shipping rules have been amended to allow seamen who have to leave a vessel under the 60-day rule in the contract to stay on the ship in some cases until it returns to the port or area of original engagement. The action was taken here by the Seafarers Appeals Board.

The Union-shipowner panel voted the change to avoid situations that might work a financial hardship on seamen affected by the 60-day rule. The rules provide that men with less than top class A seniority may ship on a vessel for one trip or 60 days, whichever is longer, but cannot collect transportation when they get off.

However, the amendment adds the provision that when a ship is on a coastwise voyage and is due to return to the area of original engagement, men leaving the ship under the 60-day rule can remain aboard until she returns to the original port or area. When men with less than class A seniority are on an intercoastal or foreign voyage and the vessel pays off at a continental US port other than the port of engagement, but is scheduled to return to that port within ten days after arrival, the men may remain aboard until it arrives back.

The revision is expected to ease transportation problems faced by men with class B or C seniority.

Barbados Union Leader Visits



Looking in on SIU operations during a visit to the US, Frank L. Walcott, general secretary of the Barbados Workers Union in Barbados, BWI, gets briefing on teletype system linking outports with headquarters. LOG Editor Herb Brand (left) explains use of teletype network for speedy union communications.

High-Cost Pitchmen Get 'Work' Bill On WC Ballot

SAN FRANCISCO—California labor unions have started a statewide door-to-door campaign to defeat a "right-to-work" proposal that will be on the ballot in November. The bill would outlaw the union shop and void over 90 percent

of the labor-management contracts in the state.

The "work" bill was gotten on the ballot by a well-financed petition campaign. One columnist reported that over a dollar a name had been offered to get the necessary 350,000 signatures on petitions.

Listed on the ballot as "Proposition 18" on "Employer-Employee Relations," the measure is designed to force a compulsory open shop on workers in California.

The powerful California State Federation of Labor is spearheading an all-out fight on the proposal.

Appeals are being directed both to union members and the public, pointing to the high standards and earnings enjoyed by California workers, which contribute to the state's overall prosperity. The average weekly earnings of an industrial worker in the Golden Gate State are \$93.50. This is compared to the \$54.40 average in Mississippi, \$55.75 in North Carolina and \$65.35 in Florida, all "right-to-work" states.

Meanwhile, "work" law advocates in five states are reviving petition drives to put their proposals on state ballots. In Washington, a group of industrial leaders have started a "minute man" campaign using industry representatives on a "voluntary" basis to go out and get ten signatures a day for ten days. Unions have filed unfair labor practice charges against several big employers for coercing workers into signing.

Anti-union groups in Ohio advertised in four college newspapers to get students to work as solicitors during the summer at average salaries of \$100 per week. Similar petition drives in Colorado and Kansas have produced enough signatures to get a bill on the ballot this fall, but the signatures are still being checked.

The united forces of the Montana Farmers Union and labor groups succeeded this year in sidetracking a petition drive by a narrow margin. The other bright spot in the picture is Louisiana, where the state senate killed an attempt to get another "work" law on the books. Efforts by the SIU and other AFL-CIO unions sparked the repeal of one such law in 1956.

Pursers Launch MM Severance Pay Plan

The first US maritime union with a severance pay program, the SIU-affiliated Staff Officers Association launched its pioneering benefit last week with a payment of \$1,075 to a veteran SOA purser.

Based on a lump sum payment equal to \$100 a year for pursers who leave the industry after a minimum ten years of service, the first check went to George Waldbusser. After ten and three-quarter years as a purser on US Lines and Mooremac ships, Waldbusser quit the industry last January 1.

Pays \$2,000 Maximum

Benefits are prorated for parts of every year after ten, up to a maximum of \$2,000 for 20 or more years of service. Under the plan, 250 days of employment equals a year of service. SOA represents pursers on East and Gulf Coast vessels.

Pursers who retire from the industry must be at least 40 years old at the time. A key stipulation of the plan is that a purser cannot draw the benefit until six months after applying, to assure that the decision is considered carefully.

The SOA severance pay plan was created in 1957, and is financed by the employers in the same manner as other maritime pension and welfare plans. Service time for benefits is counted from January 1, 1947.

Worked Since 1943

Waldbusser was a purser from 1943 to 1958. After quitting the sea, he worked for a short while in Waterman's Puerto Rico operations, and is now employed as a

private secretary for a New York business man with world-wide interests.

Waterman's Subsidy Bid Coming Up

WASHINGTON — Formal hearings on its subsidy applications moved a step nearer as the SIU-contracted Waterman Steamship Corp. met with Government officials Wednesday to discuss ground rules and fix a date and place for the hearings.

The company is seeking operating subsidies on runs between Gulf ports, California and the Far East westbound; the Gulf and the United Kingdom and Europe; the Pacific Coast and the Far East; and North Atlantic ports and Europe. It also has asked for authority to return eastbound from the Far East to Atlantic and Gulf ports.

Waterman has a fleet of 27 cargo ships and its Pan-Atlantic subsidiary operates ten more.

Earlier in the week, Waterman announced sale of the Citrus Packer, a C-2, to Gulf and South American Steamship of New Orleans.

SEAFARERS IN ACTION

Times are tough on the MV Del Rio, according to the latest ship's meeting report. Throughout the past trip, for instance, the report said there were "no logs, no library, no nothing." However it does mention that although there was nothing to report, "everything was fine" among the crewmembers aboard.



It's no longer a rumor; the combination of chow and a good run make life aboard the Jean LaFitte second to none. "There are a few boys aboard here who were on the dredges in Venezuela," reports Joseph Kearnes, steward department delegate, "and they had a lot to talk about, especially how they missed the food on there most of all." However with the good chow served on this ship added to the salt air and Japan, they all agree you can't beat this ship.



Welfare Services Department representatives at headquarters wish to express their thanks to Richard Darville, ship's delegate, and to the rest of the crew of the SS Jefferson City Victory for their fast action and fine cooperation in reporting accidents to three members of the crew.



Darville

The report was one of the most detailed and complete yet turned into headquarters. It is through such cooperation from the delegates and crews that the Union is able to assist the membership to the fullest degree.

Close cooperation from topside is helping to make it a pleasant trip on the Alcoa Pointer, writes P. J. Carpovich, meeting chairman. The captain and chief mate have been doing all they can with the suggestions made by the ship's safety meeting and are certainly helping to keep the ship as safe as possible.

PHS Gets New Boss

Senate OK's Health Sec'y

WASHINGTON—The Senate has unanimously confirmed the appointment of Arthur S. Flemming as the new Secretary of Health, Education and Welfare. In his new position, Flemming will be setting policy governing the US Public Health Service.

A veteran of Government service as far back as 1927, the new Cabinet secretary has been a member of the Civil Service Commission, the first Hoover Commission on Government Reorganization and was chairman of the Atomic Energy Commission on Personnel Management.

In 1951, he was named assistant to the Director of Defense Mobilization to handle manpower problems, and in 1953, was appointed director of ODM. He retained that position until February, 1957, when he returned to his duties as president of Ohio Wesleyan, a Methodist university. He will remain a member of its board of directors while in his Cabinet post.

Flemming's predecessor, Marion B. Folsom, had been Secretary of Health, Education and Welfare since 1955. He is returning to private business in Rochester, NY.



All smiles, purser George Waldbusser (left) accepts severance pay check for \$1,075 from Burt Lanpher, secretary-treasurer, Staff Officers Association. Check was first paid under SOA plan. Looking on is William G. Mullins, vice-president, American Merchant Marine Institute.

Getty Tells All... Almost

The trade union movement drew support from an unexpected source last month, from none other than J. Paul Getty, reputedly the richest man in the world.

A widely-reprinted excerpt from the June issue of "True Magazine" makes Getty look like a regular pal of the working man. Said Getty:

"I am a 'union man' myself. I don't carry a union card or pay dues to any local, but I do believe in unions and I believe that free, honest labor unions are our greatest guarantees of continuing prosperity and our strongest bulwark against social or economic totalitarianism.

"True, some unions and union officials abuse their power . . . On the other hand, some businessmen abuse their power, too. Some are unethical or even downright crooks. Simply because 'some' are this or that doesn't mean the entire system of private ownership should be condemned . . .

"Yet let a single union—or even a local—turn sour; and a loud alarm is raised castigating all organized labor. It doesn't make sense . . ."

You said it, pal. Now if you'll also tell the folks that one of the reasons for that bulging bank statement is the vast fleet of Getty-owned or operated runaway ships used to escape those American standards and union conditions you mention, then they'll know just how you stand.



Mate Elmor Johnson, visiting from another tug, tries out bridge deck of the tug A. G. Laun. Arundel fleet includes five boats all told.



Around Baltimore Harbor



In messhall on the A. G. Laun, cook H. Winslow (left) and deckhand Henry C. Mullins check Union books. Deckhand George Subrick looks on.

At any hour, seven days a week, there's an SIU-HIWD tug on the move somewhere in Greater Baltimore harbor from the variety of towboat operations under contract to the SIU's Harbor and Inland Waterways Division. This selection of photos shows some of the men and boats involved in moving the heavy flow of ships and cargo through the Maryland port city.



Herbert Dickman, deckhand, lights up a smoke during breather on tug A. J. Harper. Operated by Harper Towing, boat soon after went on job.



Capt. Early J. Enah, in wheelhouse of tug Atlantic, gives order to tie up and secure at Atlantic Transport dock.



Chief engineer Leon Schultz (left) heads home after a day's work on Harper tug Charles H. Harper. Still on job, Bill Bobac, chief on the Arundel, busily wipes up oil spill.



"Seabiscuit" and Capt. D. L. Rhodes on Harbor Towing's tug Sophia exchange fond looks. The Sophia was undergoing repairs at the time.



On tug Sophia (left), mate James Pritchard lays down canvas footing for boat deck railing. At right, mate Charles Daugherty on Baker & Whittely tug Scandinavia has coffee break.

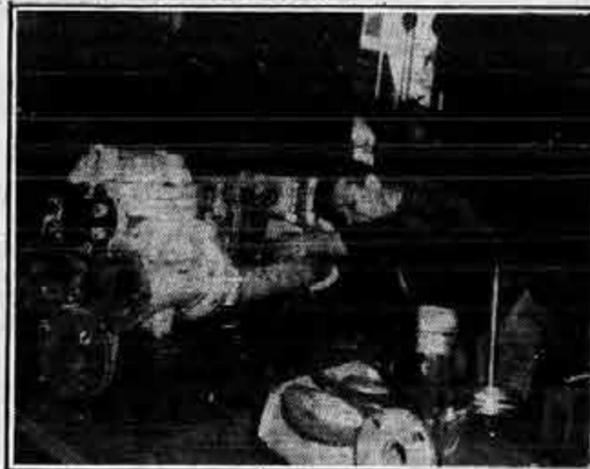
NOTICE



At Baker & Whiteley dock, crewmen of the tug Progress stand by for word from skipper. Pictured (l to r) are L. Mach, Ray Peale, Paul Pusloskie (in galley entranceway) and R. Machlinski. The Britannia (above, left) is also in B&W fleet.



Deckhand John Zeller (left) and Captain Joe Wojciechowski prepare to go off shift at Harper Towing dock after returning from run.



Tug maintenance for Curtis Bay Towing is handled in its own shop, also covered by SIU-HIWD pact. Here's mechanic Walter Elmain on the job.



Before and after views show progress of conversion job on Harbor Towing's newest acquisition. Due to be re-named the J. Edgar Steigenwald, the J. Edgar Steigenwald is pictured (above) with wooden pilothouse, deck and bumpers fore being changed over to steel ght). She was also converted from cam to Diesel power.



Deckhand Richard Potter (left) takes up slack in line on the tug Arundel, while Danis Higgins, deckhand, looks on.



Awaiting night call, mate Henry A. Lee, deckhand Karl Dlabich and engineer Dewey France take it easy on deck of Atlantic Transport's tug Atlantic.

Baltimore Jobs Set A Record

BALTIMORE — Shipping reached a record high here, with 324 men assigned to permanent berths during the period, according to Earl Sheppard, port agent. The closest total to that figure in the past 18 months was last November, when over 280 men shipped out.

While the spurt was only temporary, it helped thin out the registration list, and will make it easier for men with fairly young cards to move out soon.

There has been much greater rank-and-file participation at SIU meetings here for the past few periods, Sheppard noted. He also urged more members to take part by nominating themselves for the posts of chairman, recording secretary and reading clerk at these meetings.

Paying off in the port during the last period were the Alcoa Patriot (Alcoa); Dorothy, Edith, Mae, Carolyn (Bull); Charles Dunaff (Colonial); Baltore, Marore, Venore, Cubore, Santore (Marven); Robin Ktrk (Robin) and the Irenestar (Traders).

Thirteen vessels signed on during the last two weeks. They were the Feltore, Baltore, Marore, Venore, Santore, Cubore (Marven); Texmar, Pennmar, Marymar (Calmar); William Carruth (Penntrans); Irenestar (Traders) and the Alcoa Pennant (Alcoa). In-transit vessels included the Steel Artisan, Steel Flyer, Steel Surveyor (Isthmian); Robin Locksley (Mormac); CS Baltimore (Cities Service) and the De Soto (Waterman).

Shorthanded?

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

Showing Off New Board



New rotary shipping board at SUP Wilmington hall, part of SUP's coastwide modernization program, is put to work. Among first Seafarers to register were George Little and Alex Alexanderian (at left). Paper work behind the counter is handled by SUP Patrolman Ray Murphy and SIU Port Agent Reed Humphries (right).

LONG WAIT NEAR END, SEAFARER LSU-BOUND

When he was sixteen, Seafarer Frederick Carpenter went to sea, using his earnings to help put his two sisters through college. Now, as a result of ten years of seafaring—all of them with the SIU — Carpenter himself can begin the college career he sacrificed to the needs of his family.

Carpenter started to ship in 1945, after graduating from Fortier High School in New Orleans, La., and became a Union member in 1946. However, illness and a hitch in the Army kept him from working steadily until 1953, when he shipped in the deck department on the Del Mar (Mississippi).

Since then he has worked steadily, shipping on the Stony Creek, Steel Age and, more recently, the Coe Victory. He is now at sea aboard the SS Claiborne.



Carpenter

This is the fourth article of a series on the 1958 winners of the SIU's \$6,000 scholarship awards.

During his time as a Seafarer, Carpenter read widely, and this, combined with his experience as a Seafarer, helped him to decide on a goal: teaching and guidance counseling.

To this end, he plans to enroll in Louisiana State University this fall, taking a program that will lead to a degree in psychology. In addition, Carpenter is interested in writing, and hopes to use his vacation time to work on a novel, which is in the planning stages at the moment.

The 29-year-old Seafarer's mother, Mrs. Cornelia B. Carpenter, is a registered nurse living in Pensacola, Florida.

INQUIRING SEAFARER

QUESTION: What's your system for keeping cool in the summer?

Adolph Demango, deck: All ships should have air-conditioning but since they don't, I wear as few clothes as possible and take it easy. I take plenty of salt tablets and a few kinds of refreshment when its available.



Fasquale Demaroo, wiper: It gets plenty hot on the engine room so I try to spend as much free time on deck. Its pretty comfortable under the ventilators. Otherwise, I take it easy on my apt, listening to the radio.



Ialdro Aneclilla, steward: It gets very hot in the galley, so I try to find something to cool me off. In my free time I sweat it out under an awning on deck, fishing occasionally. Sometimes I get the urge to jump overboard for a refreshing swim. Otherwise, I just suffer.



Paul Torres, deck: You can't beat the heat but I get some relief from dunking my blanket in water and keeping it around me. I also try to get to the "reefer" as often as possible when I'm off watch because that Persian Gulf is worse than a sweat bath even when I'm stripped down to shorts.



John Rivera, engine: I've gotten used to the heat by now so I just sweat it out. I can get some relief by going swimming over the side if the ship is in port. Boy, those trailer ships sure are hot. The way the cargo is stored cuts any circulation through the ship. It needs air-conditioning.



WASHINGTON—The Government's massive breakout program, which saw 134 ships pulled out of the lay-up fleet, has come to an end. The Federal Maritime Board last week recalled the charter on the SIU-manned Wellesley Victory, operated on Isthmian's Persian Gulf run for a year.

The big breakout began late in 1955 following the closing of the Suez Canal. For a while shipping companies were falling over each other in the rush to get in line for Government charters. At one point, it got so intense that there were very few usable Victories left in the reserve fleet.

The rush continued even after the canal was opened, and ships were needed to move a heavy load of farm surplus. The bottom fell out of the market last August, and the ships started going back into the boneyard in droves. The Wellesley Victory was the last ship broken out before the market dropped. Many operators are vowing "never again" after having taken a licking on charter fees.

YOUR DOLLAR'S WORTH • Seafarer's Guide To Better Buying

By Sidney Margolius

TV Booms Sleep Pill Sales

Many TV commercials advertising medicines are "distortions," a Rutgers University pharmacology professor recently charged. But whether some of the claims are "outright lies" or not, as Dr. Morton J. Rodman of Rutgers publicly stated, there is no doubt they are getting people to buy a lot of the advertised products.

Harry Winocur, manager of the pharmacy owned and operated by New York warehouse workers belonging to RWDSU's District 65, reports there is a noticeable increase in self-medication, and in fact over-use, of three types of products heavily advertised on TV and radio. These are pain-relievers such as aspirin, Bufferin and Anacin; digestants, like milk of magnesia, Bromo Seltzer and Bisodol, and preparations that are supposed to help you get to sleep.

America has never been so "health-conscious," the president of one drug manufacturer, Carter Products, reports. Sales of tranquilizers are increasing, he boasted, and more people are buying vitamins too.

Well, health-conscious, TV-viewing America is paying the drug industry a big price for the hundreds of new products it develops each year, many of them slight variations of old products under new brand names. Most industries reported a drop in profits the fourth quarter of 1957 as the result of the recession. But the drug industry had a gain of 25 percent compared to a drop of 16 for all manufacturing industries.

Bayer is now even plugging aspirin as a sleep aid in its TV commercials. Now a new over-the-counter medicine called "Medache" is being offered. This little pill contains a form of aspirin, some phenacetin (another pain

reliever) and a form of tranquilizer, at a stiff price of \$2.59 a package. If this one doesn't solve your problems, it wouldn't cost much more to see a doctor.

This department previously has reported on the high prices charged for aspirin under different brand names. You can overpay as heavily for the sleep preparations now widely sold over the counter. Such preparations which you can buy without a prescription actually are antihistamines which make some people feel drowsy, Winocur points out. These include such TV-advertised brands as Somnex, Nytol, Dormin and Sleep-Eze. All sell for about 12 capsules for \$1.

Just to show you how high a price the public pays for such products, the union pharmacy carries a private-brand antihistamine sleeping capsule of the same strength which it sells for 63 cents for 30 capsules. These capsules actually cost one and one-quarter cents apiece at wholesale. Thus the public pays a markup of 680 percent for the advertised sleep products which retail at 12 1/2 cents apiece.

If you've been buying these expensive brands, Winocur suggests you can save money by asking your pharmacist what non-prescription sleep preparations he has similar to the overpriced advertised brands, but at a reasonable charge. He'll appreciate that you rely on his professional

judgment more than that of some advertising agency. But don't construe this as a recommendation to use these products. This is a discussion only of economic, not medical, values.

The digestants you see constantly advertised on TV have become big sellers too. Alka-Seltzer, one of the big sellers, is simply aspirin in an effervescent form. Now the manufacturers of Bayer aspirin are bringing out "Fizrin" to compete with Alka-Seltzer. The active ingredients in Fizrin are merely aspirin, sodium bicarbonate, sodium carbonate and citric acid. As your grandmother can tell you, carbonated water or bicarbonate of soda (baking soda) also relieve indigestion, although frequent use of baking soda may not be medically desirable.

In fact, Dr. Rodman considers that one of the greatest dangers of exaggerated TV advertising is that use of products claiming to relieve acid stomach or "tired blood" may "lull a seriously sick person into a false sense of security and delay going to a doctor. This may prevent early diagnosis of ulcers, cancer, tuberculosis or other ailments which, if treated properly, can be cured."

TV commercials also have boosted purchases of various types of antiseptics, Winocur reports. In mouthwashes, Lavaris is the big seller—at 89 cents a bottle. Here is another example of exaggerated markups for ordinary products. The basic ingredient of such antiseptic mouthwashes is zinc chloride. Wholesalers sell private brand mouthwashes of this type to retailers at \$2.50 a dozen, or 21 cents a bottle.

Iodine is another steeply-priced new antiseptic people are buying heavily. This is a form of iodine, but it doesn't sting because it doesn't contain as much alcohol. But for this small boon, the manufacturer charges 75 cents for a half ounce. Ordinary iodine costs 15 to 25 cents for a full ounce.



'The Eyes Have It'



NY Primary, Ten Others Coming Up

With primary elections being run off in eleven states during the next month, Seafarers who can cast absentee votes should check the voting procedures for merchant seamen. These vary from state to state.

New York, which holds its election on August 16, does not permit absentee voting at all in the primaries. Louisiana, going to the polls on July 29, doesn't allow absentee voting for seamen, but they can vote in person ten to two days before election day.

The following is a list of the nine other states holding primaries, the dates, and their registration requirements for absentee balloting: Arkansas (July 29), Missouri (August 12) and Texas (August 26) do not require mail registration prior to election day; Idaho (August 12), Michigan (August 5), Mississippi (August 26), Tennessee (August 7), West Virginia (August 5) and Wyoming (August 19) all require registration.

Some of these states consider registration automatic with the receipt of a ballot and others have no specific registration period.

Once again, the SIU has available a supply of free-postage "Federal Post Card Applications" to facilitate absentee voting. These cards can be obtained at Union headquarters or from US shipping commissioners, shipping companies, seamen's clubs and from other union sources in all port cities. Voting procedures should be checked as quickly as possible.

Seafarers at the rate of over 100 a week are taking advantage of the Union's newest welfare benefit — free eyeglasses for those who need them. In the six weeks since the Welfare Plan added the eyeglass benefit to its already-broad program, more than 600 Seafarers have gotten the eye care they need at no cost to themselves. The actual count was 624 early this week, and is probably over 700 by now.

As in the past, the Seafarers Welfare Plan recognized a problem and moved quickly toward a solution. The big response proves the move a good one.

Another Milestone

A few weeks ago, the SIU scored a major breakthrough against runaway-flag shipping, winning bargaining rights for crewmen on two Liberian-flag passenger ships operating out of Miami via a precedent-setting National Labor Relations Board election. Last week, the never-ending campaign by the SIU and its affiliates to provide union conditions and benefits for unorganized seamen produced still another important victory.

Winding-up its strike in the nine-ship, non-union Tomlinson fleet, the SIU Great Lakes District emerged with a first-time contract providing top-notch conditions. Wages were brought up to Lakes SIU standards, vacations were vastly improved, and a tight job security clause including recognition for the union hiring hall was hammered into the agreement.

The Lakes' organizing triumph sets the foundation for further concentrated efforts in this key maritime area, with its huge job potential when the St. Lawrence Seaway goes into full operation next year.

Bosses Take Cover

The cynical attitude of the nation's business groups on pending labor legislation proves again that the so-called enlightened business man is only a novelist's creation. Admittedly, the labor movement is not keen on these bills, which would impose added restrictions on all unions under the pretense of smoking out a few bad apples. Some provisions are worthwhile, however, even at that price.

Management can't see things that way. It calls the whole package "defective," the defects being those proposals to clamp down on anti-union activity by employers. The whole pitch boils down to this: When the boss says he's interested in a decent union movement, he really means he's for stripping unions of all their effectiveness. Anything short of that is "defective" in his view.

Robin Payoff Under SIU Nets Lone Disputed Hour

NEW YORK—A striking example of what the return of SIU representation on Robin Line ships has meant in money and port time for SIU crewmembers has been reported by Bill Hall, SIU assistant secretary-treasurer.

He noted how the Robin Locksley, making her first trip with SIU certification, paid off here last week with one lone hour of disputed overtime. Hall compared this with previous trips, when the Locksley was under NMU

contract, and came in with several hundred disputed hours.

Last March, while under the NMU contract, the crew of the Robin Kirk had to wait on board almost six hours while SIU representatives went to bat with company officials to collect 764 hours of disputed time. The ship's officers had disputed the overtime, since the same jobs would have been routine work under the NMU agreement which previously covered the ship. The long wait was worth it, of course, as it meant almost \$1,500 in earned money for the crew.

Similar tie-ups were reported from other Robin ships as they were certified by the labor board and brought back under the SIU banner. In some cases, the amount of normal overtime on these ships ran as high as 1,100 hours.

On the shipping side, meanwhile, activity has been very good. A number of jobs, especially in the steward department, were left on the board for several calls before finding takers. As it was, 28 class C men landed jobs during the period. There were 21 payoffs, four sign-ons and 17 in-transit vessels here in the last two weeks.

One of the sign-ons was the Pacific Carrier (ex-Rion), long familiar to Seafarers. She sailed for Europe last week. (See story on Page 2.)

LABOR ROUND-UP

Officials of the Airline Stewards and Stewardesses Association have charged Trans World Airlines and other companies with international runs with "runaway" tactics in refusing to recognize the Association as representatives of stewardesses hired in France. An Association spokesman said that the companies are hiring stewardesses in France at substandard wage scales but are denying the union recognition, holding that the matter would come under French jurisdiction. However the French Government has washed its hands of the matter, saying that TWA is an American company and American contracted.

Trucks drivers started delivering beer to thirsty New Yorks again recently as 6,000 brewery employees voted to accept a new two-year contract and end their 11-day walkout at five major breweries. The contract was signed just as many of the city's bars and distributors were reported running dry. The agreement provides wage increases of \$5 a week for inside workers for the first year, plus \$4.75 for the second year. Truck drivers will receive increases of \$4.05 and \$3.25 for the two years. The strike had shut down Schlitz, Liebmann, F & M Schaefer, Piel Brothers and Ruppert Breweries.

A new "magic 80" clause has been added to the contract recently negotiated by the Commercial Telegraphers for its 30,000 members employed by Western Union. Under this clause, a member can retire at full pension as soon as his age and his number of years of service total 80. Thus, a worker with 25 years of service with WU can retire at age 55.

Members of the American Newspaper Guild have voted to accept a new two-year contract ending their 38-day strike against "The Philadelphia Inquirer." The 710 employees will receive wage increases from \$3 to \$5 a week for the first year, and \$2 a week in the second year. The new minimum for writing reporters is \$144.50 while desk men will receive \$159 a week. The paper also agreed to increase payments to the pension fund by 1.1 percent of the total payroll.

Fire Wrecks Hawaii Hall

HONOLULU—A fire has destroyed the recently-acquired joint SUP-MCS hall here, forcing the two unions to temporarily switch operations to Pier 8.

The blaze completely engulfed the second story of the building at 51 South Nimitz Way, which housed the two SIU Pacific District unions. Although the ceiling and offices were burned out, James Dooley, SUP branch agent, said that all of the files and records, locked in steel cabinets and desks, were saved. No one was hurt.

According to the fire department, the fire was caused by a short circuit. The damage was covered by insurance.

Both unions were accommodated at the Marine Firemen's hall nearby for a few days, but the quarters became too cramped for all three organizations. As a result, the SUP and MCS moved into space rented from the Masters, Mates and Pilots at Pier 8, where APL's President Cleveland and President Wilson dock. The phone number remains the same, 502-777.

With repairs already started on the burned-out old quarters, the Sailors and Cooks expect they may be moving back in the near future.

Stay Put For Idle Pay

Seafarers who are collecting state unemployment benefits while on the beach waiting to ship are urged to stay put and avoid changing their mailing addresses if they want to continue receiving their checks regularly. Several Seafarers have already experienced interruptions of from three to five weeks in getting their next check after they notified the state unemployment offices that they had moved and changed their mailing address. An average delay of a month is reported in most cases, causing considerable hardship to the men involved.

SEAFARERS IN DRYDOCK



A routine checkup at the SIU clinic in Brooklyn after paying off the Massmar in Baltimore, proved to be a time and money saver for John Pasko. After the clinic's complete examination, Pasko discovered he had a hernia that needed treatment. Now, after a successful operation at the Staten Island hospital, he is recuperating without complications, and expects to be back on the job soon.

Also convalescing in the Staten Island drydock are Charles Rozea, ex-Robin Goodfellow, who fractured a couple of ribs in a ship-board accident; oldtimer Ivan Cummings, off the Seatrain Texas for a hernia operation, and Thomas Moller, ex-Suzanne, recuperating from a hemorrhoid operation.



Rozea Melanson

Up in Beantown, Lawrence Melanson, ex-Government Camp, and Roy Johnson, off the Seagarden, are improving satisfactorily after both were treated for eye trouble at the Brighton marine hospital.

Hospitalized off and on since August, 1957, "on the road to recovery" is the word on Joseph Roll, ex-Carib Queen cook, after a serious stomach operation at the Baltimore PHS. Roll would especially like to thank the SIU brothers who donated blood for him. Also due to get out soon is Nighbert Straton, off the SS Del Oro, after the removal of cataracts. Recently admitted to the Baltimore PHS with a back injury, Richard Sohl, ex-Steel Flyer, expresses his thanks to the ship's delegate and second mate for their assistance in getting him to the hospital.

As a result of a checkup at the Frisco PHS, Arthur W. Brown, ex-night cook and baker on the Citrus Packer, will probably undergo a varicose vein operation. In the same hospital, Anacleto Delgado, of the Steel Chemist, is being treated for yellow jaundice. George B. Little is in for a hernia operation.

As always, these and all hospitalized brothers welcome personal visits and mail from their friends and shipmates.

USPHS HOSPITAL BOSTON, MASS.
Joseph H. Bibeau
L. J. Campbell
Thomas J. Driscoll
Charles Dwyer
Gilbert G. Edwards
Roy K. Johnston

USPHS HOSPITAL GALVESTON, TEXAS
Troy A. Cousins
Donald C. Foster
Ludolph Galis

USPHS HOSPITAL NORFOLK, VA.
Francis Boser
William C. Dowdy
Jamie M. Hilda

USPHS HOSPITAL SAVANNAH, GA.
Elmer G. Brewer
Arthur Fricks

USPHS HOSPITAL SEATTLE, WASH.
Frank S. Taylor
David G. Taylor

USPHS HOSPITAL BALTIMORE, MD.
James M. Altman
Stokes Ayers
Ben Bone
Ernest K. Bryan
Arthur Cox
Stephen Dinkel
Wm. P. Driscoll
John Van Dyk
Oswald Eagle
Feder Espeseth
Clarence Gardner
Gorman Glase
R. P. Hannigan
John Hawkins
Wm. A. Hendershot
Bjorn Lerwick

JEFFERSON HOSPITAL PHILADELPHIA, PA.
Stanley Gelak
SAILOR SNUG HARBOR STATEN ISLAND, NY
Oscar J. Adams

USPHS HOSPITAL STATEN ISLAND, NY
J. Alvarez
Ricardo Barcelona

USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY
Julio Colon
Thomas Dalley
L. A. Dewitt
F. Escandell
Rufus Freeman
Frederick Fulford
Walter Hoepfner
E. Jones
F. Joneau
J. R. Miller
Harvey Morris
R. S. Nandkeshwar
Carl M. Olson

RANCHO LA FUERTA TECATE, CALIF.
C. J. Neumater

USPHS HOSPITAL NEW ORLEANS, LA.
Alton Bell
John Bigwood
Tim Brown
Vincente Cortes
Horace Curry
R. B. Dearman
George W. Flint
Henry Fay
Benjamin Foster
James Glisson
Wayne Harris
John Hrolsenok
James Hudson
Benjamin Huggins
Ramon Irizarry
Jasper U. Jones
Royal A. King
Edward G. Knapp
Antoine Landry
Leo Lang

VA HOSPITAL CORAL GABLES, FLA.
Berlin Saunders

VA HOSPITAL RUTLAND, MASS.
Daniel Fitzpatrick

USPHS HOSPITAL FT. WORTH, TEXAS
J. R. Alsbrook
Lawrence Anderson
Robert Ingram
H. Ledwell Jr.
John C. Palmer

VA HOSPITAL HOUSTON, TEXAS
R. J. Arsenault

USPHS HOSPITAL MEMPHIS, TENN.
Charles Burton

VA HOSPITAL KEOUGHAN, VA.
Joseph Gill

JOHN SEALY HOSPITAL GALVESTON, TEXAS
James R. Hodges

VA HOSPITAL BOSTON, MASS.
Thomas W. Killion

VA HOSPITAL BUTLER, PA.
James F. Markel

USPHS HOSPITAL WINDMILL POINT DETROIT, MICH.
Eugene Roerko

USPHS HOSPITAL SAN FRANCISCO, CALIF.
Joseph H. Berger
Arthur W. Brown
Jesse E. Collins
Anacleto Delgado
George B. Little
F. B. McCollian

USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY
Lewis R. Akins
Manuel Antonana
Eddie Aris
Fortunato Bacomo
Joseph Bass
Melvin W. Bass
Frank Bendick
J. V. Blasonet
James F. Clarke
Juan Denopra
John J. Driscoll
Michael Flood
Friedo O. Fondilla
Fabin Furmanek
Odin L. Gibbs
Joseph M. Gillard
Bart E. Guranick
Talib Hassen
Clarence Hawkins
Antonio Infante

USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY
Thomas Isaksen
Claude B. Jessup
Woodrow Johnson
Ludwig Kristiansen
Kenneth Lewis
Archibald McGuigan
Warren J. McInyre
H. C. McIsaac
Leo Mannaugh
Albert Martinelli
Joquin Minis
W. P. O'Dea
C. Osinski
George C. Phifer
Winston E. Benny
G. E. Shumaker
Henry E. Spilth
John Westfall
Pon P. Wing

USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY
N. R. Pettersen
M. Pottradis
S. Rivera
C. Song
G. Sivertsen
Olav Seim
P. St. Marie
W. Shlapin
Ray E. Schrum
B. Spiteri
S. Trzelski
Ramon Varela
Jose Rodriguez

Hit That Line Hard, Fellows

To the Editor:
The SS Iberville came out of lay-up May 19 and took nearly a full Tampa crew. There are a few outlanders from Baltimore, refugees from Ore and Calmar ships, among them Troy Thomas and Emil Gretsley.

The ship has a full load of super-phosphate bound for Korea, with stops for bunkers at the Panama Canal and Honolulu.

fare Department took care of everything for me.
The hospital we chose was also more than satisfied with the Plan and the handling of the benefits. Everyone at the SIU hall in Baltimore is wonderful to the seamen's wives. We all appreciate it.
Geraldine R. Matigonado

Backs Oiler OT In Port Watches

To the Editor:
We, the undersigned, agree with our Union brothers on the SS Suzanne concerning oilers standing sea watch in port without the payment of overtime (LOG July 4, 1958).

After all, the oilers on sea watches in port have to take care of the plant and auxiliaries and should get their overtime the same as FWTs, engineers, electricians and mates when cargo is being worked.

Furthermore, we do believe that it should be a must in our future contract negotiations. The two other oilers and three FWTs on board the Alcoa Roamer join me in signing this letter.

Justo R. Velasquez

Mate Must Be Stockholder, Too

To the Editor:
We read in a magazine how Cities Service made over a billion dollars. Now we know why our new chief mate is so helpful to the company.

Anytime you see the chief mate for medical treatment you not only get a growl but he tries to find some fault or chase you out of his room. If you go up to him and ask for an aspirin or band-aid he growls at you and says we're using too many of them anyway. That's part of life here on the Cities Service Miami.

The mate is also a very considerate fellow. He let one man who felt sick have a whole hour and a half off to rest, and then probably only because the captain was there. It seemed the man had sunstroke (the captain said so right away when he saw him), so at 10:30 AM the mate told bosun to let the man rest in his room until noon.

You can see he's very considerate. At the rate he's going he'll put the company in the \$2 billion class. Then maybe we'll all get a sweater with a big "C" on it.

John J. Lefeo
Ship's Delegate

Spreads Word On Union Bar

To the Editor:
I am writing this to pass along to fellow Seafarers the information that the Blue Room Tavern, at 4507 Harrisburg Boulevard, in Houston, is under new management, and is being operated as a 100% union bar.

The manager, "Chuck" Norris, is a swell guy, and is very cordial to seamen. It might be noted that he operates the only union bar within several blocks of the SIU hall and deserves the patronage of union members.

There are already several members of the SIU who frequent the place and we would appreciate copies of the LOG being sent there so that Seafarers who are ashore after hours can obtain them and catch up on the latest news.

Joseph M. Wersley
(Ed. note: LOGs will be forwarded there regularly in accord with your request.)

Letters To The Editor

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

Then we head back for the West Coast following a stop for bunkers at Moji, Japan.

Several of the Tampa men are anxiously awaiting the crossing of the dateline, as they have not been in the Pacific before. They are hoping it is in the daytime so they can get a good look at the wire fence across the line. I hope they are not too disappointed.

Tony S. Sosa is the steward, ably assisted by chief cook Dominic Ravosa and baker Charles Baronne. That's the news for now.

Paul E. Gladden, Sr.
Ship's reporter

Baltimore PHS Is Rated 'Tops'

To the Editor:
I have just spent the last nine weeks in the USPHS hospital at Baltimore and wish to express my thanks to our SIU welfare representative for the fine way I was treated while there.

He visited me and the other 29 members there twice a week and did everything possible to help us in every way. Some of the boys needed blood, but did not even have to ask for it. He personally took care of everything in fine SIU style.

I also wish to thank the doctors and nurses for the fine treatment at the Baltimore hospital, and I think I can speak for the other SIU men there, such as oldtimers Pat Driscoll, Clarence Gardner and all the others. I have heard that seamen were not treated so well in USPHS hospitals, but this certainly does not apply at Baltimore.

James A. Ray

Wife Halls SIU Benefits, Help

To the Editor:
I am writing this to thank the SIU Welfare Department for the benefits we got when our son Alexander was born, and also when I was in the hospital before that.

Many thanks also to SIU officials in the port of Philadelphia for the help and consideration they provided when my husband was at sea. My husband, Alex Benzuk, is aboard the Carolyn.

Mrs. Miriam Benzuk

Welfare Service A Real Comfort

To the Editor:
I have to write you and tell you that the SIU Welfare Plan is the best. My son had to have an operation and the SIU Wel-

'Sea-Spray'

-By Seafarer Robert 'Red' Fink



"I suppose now if supper is late you'll use this as an excuse."

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

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

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MONARCH OF THE SEAS (Waterman), June 23—Chairman, J. Bates; Secretary, L. Moore. Telegram sent to headquarters requesting MEBA strike info. Ship's fund \$23.26. To see about time off on coastwise ships 50/50 each port. Need new mattresses. Observe quiet in passages. Doors to be closed in port. Washing machine to be repaired.

BALTORE (Orel), June 24—Chairman, D. Cincora; Secy, J. Talbot. No cool water for showers. Ship's fund \$3.60. Keep washing machine clean; keep feet off chairs.

STEEL SURVEYOR (Isthmian), June 22—Chairman, J. Floyd; Secretary, F. Shale. No beefs. Ship's fund \$99.60. Some disputed of and delayed sailing. Members requested to write Senator Magnuson to protest against pass-

Washing machine to be inspected and added to repair list. Discussion safety conditions, improvements and maintaining of same.

CHARLES DUNAIF (Orion), June 15—Chairman, T. Smith; Secretary, J. Hartman. Disputed of to be turned in to patrolman upon arrival Balt. No launch service. Port time launch service, sougeeing room, recreation beefs. Delegates to discuss beefs with patrolman.

NEVA WEST (Bloomfield), June 5—Chairman, G. Coruso; Secretary, W. Geis. Captain to put out draws. Ship's fund \$26.98. Motion to authorize headquarters to purchase property for old seamen's home and also to be used as recreation center for seamen and families. New delegate elected. Motion to purchase camera for reporter from arrival pool. Vote of thanks to steward dept.

OCEAN EVELYN (Maritime Overseas), June 15—Chairman, J. O'Rourke; Secretary, R. Sully. Ship's fund \$12.40. Some disputed of. Few minor beefs. Oiler left in hospital in Norfolk. Motion to alternate meetings—one at night and one in afternoon. Beef about no hot water in urn for tea. Request more night lunch. Messroom to be kept clean.

ALCOA PEGASUS (Alcoa), June 15—Chairman, R. Swayne; Secretary, S. Evanchuck. Everything in good order—clean trip. Few hours disputed of. Motion that new of rates be established same basis as eng. agreement—i.e. two rates. Slop chest to be checked by patrolman and brought up to standard—supply all necessary gear for long voyages.

M/V DEL SOL (Mississippi), June 14—Chairman, D. Ramsey; Secretary, O. Hayne. Books purchased. Ship's fund \$15. Report accepted.

WINTER HILL (Cities Service), June 21—Chairman, C. Taylor; Secretary, J. Bidzilya. Ship to be sprayed for roaches. Beef about ch. mate—to be squared away at pay off. Some disputed of. Need exterminator for roaches.

STEEL SCIENTIST (Isthmian), June 8—Chairman, K. Thomas; Secretary, F. Omega. Good crew—good cooperation. Ship's fund \$68.74. Disputed of about restriction to ship in Surabaya. One member left in Saigon due to illness—rejoined at Singapore—flown to US from Penang. Motion to adopt resolution to relax one day stipulation welfare benefits. Negotiating committee be instructed re: oilers' work due to amount of difference of oil between fireman and oiler for weekend lost to oilers. Discussion about forthcoming contract and wages; permits and aliens. Vote of thanks to delegate for job well done. Motion that six hour day be put into effect for men doing extreme labor in tropical climate and engine room. Arrival pool for Boston.

CHOCOTAW (Waterman), June 15—Chairman, W. Lawton; Secretary, S. Zygarowski. One man ill. Ship's fund \$2.73. Some disputed of. One man joined ship in Yokohama. New library to be put aboard next trip. LOGs not being delivered in Pusan. See mate about different brand of cigarettes. New locks to be put on bathroom doors and new keys obtained.

M.V. DEL RIO (Delta), June 15—Chairman, K. Winsley; Secretary, L. Marselle. Ship's fund \$53. New delegate elected. No LOGs, no library books.

STEEL FLYER (Isthmian), June 15—Chairman, R. Adamson; Secretary, A. Maldonado. Ship's fund \$20.83—donations to be made at payoff. Reports accepted. Motion to have dept. heads and delegates only attend safety meetings—crew to be excused. Need spray guns and DDT or aerosol bombs for insects in foreign ports.

SEATRAN GEORGIA (Seatrains), June 26—Chairman, W. Thompson; Secretary, F. Flanagan. Crew to report to ship one hour before sailing time. Messman who left ship not paid off by captain but told to pick up money in company office. To be referred to patrolman. Telephone to be installed near guard house in Texas City. Ship's fund \$27.46. Motion to investigate resolution of crew of SS FAIRPORT. Need larger fans in fo'c'sles. Fruits are of inferior quality. Sandwiches should not constitute main course on menu. Lettuce not washed properly. Swab water not to be emptied in sink. Laundry room & fo'c'sles to be sougeed.

STEEL AGE (Isthmian), May 22—(meeting officers not listed). Outsiders not to touch food in messhall or pantry. Man will be reported if he fails to return to ship in Calcutta. Ship's fund \$15. Few hours disputed of. One man left in Madras for medical care. Request no second dishes be made. Meat to be left in thaw box; rice to be served twice daily.

STEEL ADMIRAL (Isthmian), June 5—(Meeting officers not listed). Bosun and chief cook taken off at Singapore because of illness. Cook to be flown to States and bosun to rejoin ship at Colombo. Some disputed of. Chief cook's work to be done by galley staff.

KYSKA (Waterman), June 15—Chairman, R. Master; Secretary, J. Singer. No allotments as yet. Port payoff requested if off articles for ten days or more. New delegate and reporter elected. Melous not received in States—out of season. New sanitary lines to be installed. Vote of thanks to delegates and former delegates.

Digest Of SIU Ship Meetings

ing of Sect. 5, Bill S-3778. Report accepted. Need new washing machine. Delegate to confer with mate about men inconvenienced while ship in Yokohama being strapped.

PRODUCER (Penn Shipping), June 22—Chairman, W. Smith; Secy, L. Brown. Some jobs—to be taken up with patrolman. New delegate elected. Need new mattresses. Night lunch not to be used as breakfast meat. Order fresh frozen fruits.

ALCOA PATRIOT (Alcoa), June 1—Chairman, W. Snell; Secretary, J. McLaughlin. New delegate elected.

ALCOA PENNANT (Alcoa), June 15—Chairman, W. Cameron; Secretary, M. Howell. Ship's fund \$43. Request different brand of coffee. Request not to chip inside midship housing after 6 pm.

MARORE (Marivan), June 24—Chairman, B. Firnoriz; Secretary, C. Parker. Few minor beefs. Few hours disputed of. Return cups to pantry. Pantry and recreation room to be kept cleaner.

DEL MAR (Miss.), June 1—Chairman, R. Stough, Jr.; Secretary, C. Dowling. Clean payoff. Drinking to try for lifeboat tickets. Drinking to be done in rooms not lounges. Reports accepted. New delegate elected. Cooperation urged in assisting safety delegates.

JEAN LAPITTE (Waterman), June 23—Chairman, A. Ellis; Secretary, S. Joseph. Excess cigarettes to be turned in before arrival in Japan. Ship is dirty, mate refuses to wash down. Thanks to AMML for supplying books and magazines. Ship's fund \$21. Baker missed ship—replacement obtained. Reports accepted. Shipmates of offender judge disposition of fines. Pick up repair list. All rooms need painting. Watches to make coffee, wash cups and keep pantry clean. Messmen to wear jackets when serving.

ALCOA PURITAN (Alcoa), June 14—Chairman, S. Telsch; Secretary, J. Brasfield. Poor launch service in Istanbul. Unable to get draw. Ship's fund \$1.75. Leave forward door open, starboard side to circulate air. Delegate only to open mail from headquarters to delegate.

ALCOA CLIPPER (Alcoa), June 22—Chairman, E. Moyd; Secretary, P. Blalack. Form letters sent to Sen. Magnuson protesting proposed Sec. 5 of Bill S-3778. Stay out of fo'c'sles while occupants are out. New men to clear immigration soon as possible in crew's mess. One man failed to join ship in NO. Check all room allowance. Air conditioning not functioning properly.

MASSMAR (Calmar), June 7—Chairman, F. Fox; Secretary, A. DeForest. Repair list requested. Wiper missed ship—luggage left off at Seattle. Some disputed of. Discussion about leaving logs in messroom for all to read rather than distribute to delegates. Decided to give delegates one copy each. Various repairs suggested. Vote of thanks to Sparks for daily news sheet. Difficulty in replacing electric bulbs—to be taken up with patrolman. Request more variety in salads.

GOVERNMENT CAMP (Cities Service), June 24—Chairman, C. Young; Secretary, J. Knight. Port time in Savannah collected, to be paid next payoff. One man missed ship. Report accepted. To protest action being taken against man who missed ship. See patrolman about wind chutes, screens and firing deck maint.

STEEL ARTISAN (Isthmian), June 23—Chairman, R. Brown; Secretary, J. Mordean. Discussion on delayed allotment checks—taken up with SIU welfare. Two men missed ship. Follow-up on repair list unsatisfactory to crew. Reading material purchased with ship's fund \$5. Ship's fund \$12. Vote of thanks to resigning delegate for job well done. New delegate elected. Cots to be turned in, inventoried and re-issued to crew.

Buenos Aires Dockers Fete SIU Crew



Playing host to their friends, the visiting 'Norteamericanos' on the Del Rio, stevedores in Buenos Aires (grouped above) staged a barbecue as a goodwill gesture in honor of the crew. Although the ship's cook was called in for an assist (top, left), the stevedores provided all the food and drink. One of the longshore bosses, Leon (top, right), served as "wine steward" while SIU crewmen, including Keith "Honolulu" Winslow, electrician (at right), joined in the fun. Ship's delegate Morrie King took the photos.

Beauregard Goes All-Out On Rail Bill

Sparing no effort in their fight against discriminatory practices provided for by the railroad relief bill still before Congress, crewmembers of the Beauregard accounted for some 300 letters of protest against the measure.

The task was simplified when the crew drafted a letter and had it printed for everyone's signature. Doing the job up right, the crew not only dispatched letters on its own behalf, but also about 250 others from stevedores, truck drivers, garage workers, office workers and others at Port Newark and Houston who would likewise be affected by any cutback in coastal shipping.

Protest Section 5

Their "vigorous protest" was noted to section 5 of the bill which "is shaped up to stifle fair competition with the railroads by such water-borne freight carriers as Pan-Atlantic Steamship Corporation and Seatrain Lines, Inc., the companies which afford to us and our families our livelihood.

"It tends to give outright to the railroads the undisputed power to reduce rates, with legal sanction, to prohibitively low figures, thereby enabling them (the railroads), with their far greater resources, to strangle the water-borne carriers on domestic trade routes."

Job Security Threat

The letter added: "Also very seriously to be considered would be the incalculable damage to the national defense should the railroads be given . . . (a) . . . free hand to slash rates at will and with shocking unfairness have in their hands this deadly instrument for putting our companies, our sole means of livelihood, out of business and off the sea."

Keeping in Touch

WITH SIU OLDTIMERS



One Seafarer who must be happy to know that the SS Florida is going to come under an SIU agreement once again after going "runaway" in 1955, is Seafarer Jose Garcia Rivero

of Key West, Florida. Rivero was a steady crewmember on the Florida from 1937 until his retirement on an SIU disability-pension in 1952. Except for the war years when she was used as a transport, the ship has plied the waters between Miami and Havana, taking passengers to the southern pleasure spots, since 1907. She is operated by the Peninsular and Occidental SS Co.

Rivero first started to sail in 1907 when he was 17 years old, first as a cook and later as a waiter. He joined the SIU at its founding in 1938, while on the Florida in Miami. From then on it was smooth and steady sailing.

On the beach for six years, Rivero lives with his wife at 707 Southard St. in Key West, where he first started shipping. He's not too active now but spends most of his time on the front porch, reading and listening to baseball games

which he enjoys very much.

Most of Rivero's old shipmates are gone now, but he does manage to keep in touch with the few still around who also live in Key West. He is the proud grandfather of two boys, the children of his only child.



Seafarer Jose Garcia Rivero and his wife relax on the front porch of their Key West home where Rivero is taking life easy on a \$150-a-month disability-pension.



List Details In Cables To Union

When notifying headquarters by cable or wireless that a Seafarer has paid off in a foreign port because of injury or illness, ships' delegates should include the following information:

The man's full name, his SIU book number, name of the ship, the port of payoff and the hospital where he is being treated.

The response of ships' crews to the Union's request for these notifications has been very good. Sometimes though, not all of the above information has been included. Be sure to list all of this data so that the SIU can act as promptly as possible.

Reunions Spark Wacosta Voyage

It was homecoming in reverse when the Wacosta got to Europe this trip. The occasion was an especially happy one for at least two SIU crewmembers, and their good fortune helped make the voyage a pleasant one all around.

First stop along the line was La Pallice, France, where crew messman Chris Kerageorgiou was able to get together with his mother for the first time in ten years. Mrs. Kerageorgiou came over from Marseilles to visit her son, and things were arranged so that they were able to be together for several days until the ship left.

Later, Ralph Deenayer, DM, was reunited with his young daughter in Bremen, Germany, while the Wacosta stopped off there. Deenayer's daughter lives in Germany and hadn't seen her dad for some time. The prospects and happy results of both reunions livened the trip for the rest of this crew, who are mostly Mobilian and family men themselves.

Rotterdam was also on the Wacosta itinerary and, with the various French and German ports visited, proved as popular as ever. Seafarer William Calefato reported.

An old hand at picture-taking for the LOG, Calefato noted that photo work aboard ship is always a little difficult due to the vibrations, etc., but he still managed to make the most of his chances.



Reunited after ten years, Seafarer Chris Kerageorgiou (left) and mother have supper together aboard the Wacosta in La Pallice, France. Mrs. Kerageorgiou made trip from Marseilles, where she lives, to visit with her son while the ship was in port. Shipmate Steve Potranes, saloon messman, looks on.

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- QUEBEC 44 Sault-au-Matelot Quebec Phone: 3-1569
- SAINT JOHN 177 Prince William St. NB. OX 2-5431

Offers Tribute To SIU Bosuns

To the Editor: Just a short letter to let you know that I enjoy reading and receiving the SEAFARERS LOG, which you've been sending to me at general delivery. I now have a permanent address since moving to Long Beach some four months ago.

I also enjoy reading of my former shipmates and true brothers of the sea, such as Bill

ous year he should qualify for welfare benefits. We understand there are smarter heads than ours in our Union who work on these things, but we do hope somebody will take notice of this letter and our ideas in planning benefits for the future."

(The letter was signed by 28 crewmembers.)

Joe Bourgeois
Ship's delegate

(Ed. note: Letters on this subject are still coming in from ships not aware that a change from one day in 90 to one day in six months went into effect June 1, 1958. A similar letter was sent in by Steel Scientist. See separate item on page 2.

Letters To The Editor

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

Planter Rated Good Union Ship

To the Editor: The Alcoa Planter, formerly on the Alcoa bauxite run, has been under charter to the Central Gulf Steamship Company since January 15, operating from New York to Karachi and several other ports in the Persian Gulf.

During the voyage, 15 pounds of shrimp were used as bait for fishing, but only a few small fish have been caught by Brothers J. Johnson, H. E. Mathes and Raymond Ulatowski. Brother Guy Nealis also caught several snakes without using bait.

Brother Isbell took sick before we reached Karachi, was hospitalized there for eight days and then rode back with us instead of going by plane. He eventually went into the marine hospital in Galveston.

Since leaving Galveston, we have made a 21-day trip to Buenaventura, Colombia, which is a small port. Things were cheap there, and beer cost only about 12 cents a bottle in US money. We all enjoyed a nice trip down and back, then came to Houston to load up for another voyage to Karachi.

This will be about a two and a half month trip, then we will probably be back on the bauxite run. The Planter is in good shape; a clean ship with a good Union crew.

Zee Young Ching
Ship's reporter

Frietchie Crew Earns Thank-You

To the Editor: I would greatly appreciate your printing in the SEAFARERS LOG our thanks to all the shipmates of William R. Parks, Jr., now aboard the SS Barbara Frietchie, for their kind expressions of sympathy on the death of our grandfather. He died June 26 in Springfield, Mass.

The family of George Rauh acknowledges with deep appreciation their kind thought of flowers on that occasion. Our sincere thanks to all for their sympathy.

Mrs. William Parks, Jr.

LOG-A-RHYTHM:

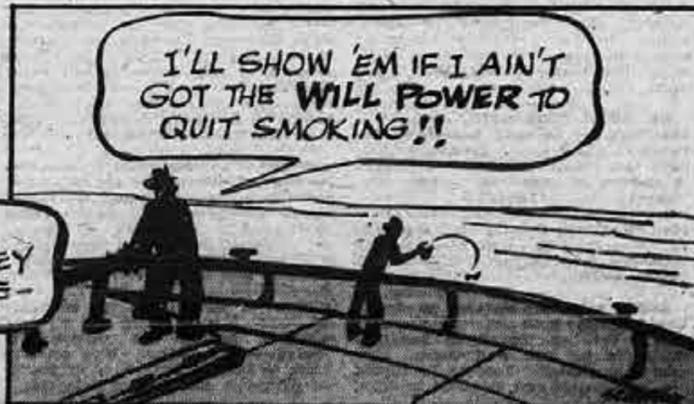
The Sailor

By CARL M. McDANIEL

A sailor stands watch on a storm-tossed sea
And marvels at nature's violent majesty;
His spirit uplifted by the winds high wall,
Seasoned by tempest, he does not quail.

White-capped waves crash over bow and stern,
Green seas boil and in frenzy churn
The sailor exults at nature's explosive display;
All of the majesty of the elements, his to survey.

With zig-zag streaks, the lightning flashes,
With an angry roar, the thunder crashes,
Nature's pyrotechnics, the skies rent and tear,
Safe in his haven, the sailor has no fear.



ALCOA PENNANT (Alcoa), June 13—Chairman, W. Cameron; Secretary, C. Martin. Ship's fund \$43. Request different brand of coffee. Bosun and deck maintenance not to ship inside midship housing after 8 PM.

FELTORE (Marvan), June 5—Chairman, A. Novak; Secretary, J. Abrams. Endeavor to clear up rusty drinking and washing water. To take vote on yearly shipping—one year long enough to remain on board ship. Endeavor to get \$50 fine lifted for lateness. New delegate elected. Try to ration out cuts of meat so that all get fair share.

MICHAEL (Carras), June 10—Chairman, A. Antonioni; Secretary, A. Nash. New delegate elected. Ship's fund \$12.47. Report accepted. Discussion on new mattresses, oldest one to be

Digest Of SIU Ship Meetings

replaced first. Safety notices to be read by all. Repair list to be made up by all depts. and submitted.

OCEANSTAR (Yriton), June 8—Chairman, S. Kolins; Secretary, R. Morrisette. Repairs not made. Ship's fund \$18.50. Deck & engine dept. to take care of laundry; steward dept. recreation room. To hold safety meeting re: working conditions aboard ship. Return cups and glasses to pantry. Milk, ice cream and meats delivered unrefrigerated—milk disposed of.

ALCOA POINTER (Alcoa), June 7—Chairman, P. Carpovich; Secretary, C. Wright. Screen doors to be repaired. Engine & steward dept. rooms to be painted. Ship's fund \$28.17. Few hours disputed of. Pantryman commended for fine job and cooperation. To notify headquarters of condition of use of suckers to remove grain cargo in Karachi; also water being cut off in laundry. Submit repair lists. Endeavor to obtain laundry room for linen. Capt. and chief mate very cooperative re: all suggestions made at safety meetings.

PACIFIC WAVE (World Tramping), June 8—Chairman, J. Bowman; Secretary, J. Picou. To make donation to family of brother who was killed on board ship. Repair list turned in. Ship's fund \$10. Disputed overtime. To see patrolman to have repairs made and more food put on board. Steward dept. bathroom near messhall to be closed and secured. Wind chutes to be taken care of. All hands to be sober at pay off. Need more sanitary gear. More supplies to be ordered. Screens to be repaired. See patrolman about dirty and rusty water.

BEATRICE (Bull), June 22—Chairman, T. Totti; Secretary, O. Bdyz. Reports accepted. Discussion on sanitary work—membership to cooperate. Request new brand of cigarettes.

CLAIBORNE (Waterman), June 15—Chairman, F. Carpenter; Secretary, C. Hopkins. Minor dispute settled. New delegate elected. Several men to see patrolman on arrival in port.

ANDREW JACKSON (Waterman), June 22—Chairman, T. Hill; Secretary, H. Starck. Repair list submitted. Ship's fund \$24.17. Report accepted. Motion not to put in for delayed sailing in Houston. See steward about poor quality of bacon and ham; slicing machine to be installed; steam table for galley; orange squeezer for pantry. Need new washing machine.

STEEL ADVOCATE (Isthmian), June 8—Chairman, J. Fitzpatrick; Secretary, I. Llena. Some repairs completed. Ship's fund \$19. New delegate elected. 4-8 watch to clean messroom before messman turns to work in morning. Keep all natives out in foreign ports.

STEEL DESIGNER (Isthmian), May 24—Chairman, J. King; Secretary, A. Ridings. Ship's fund \$75.25. Few hours disputed of. Discussion on how to keep checkers out of pantry and messroom at night and between meals.

FORT HOSKINS (Cities Service), June 18—Chairman, C. Rice; Secretary, E. Wright. Discussion on performing. Ship's fund \$12.27. Delayed sailing disputed. Reports accepted. Motion to clean tanks and have wash water cleared up. Proper attire to be worn during meal time.

DE SOTO (Waterman), June 14—Chairman, J. Cairoun; Secretary, D. Parkman. Motion re: members who have been aboard ship over one year to get off in order to provide job turnover for membership. Negotiating committee to work out retirement plan other than present one. Steward acting as delegate. Vote of thanks to members for keeping messhall and pantry clean.

STEEL MAKER (Isthmian), May 4—Chairman, None; Secretary, none. Repair lists—letter to be written to headquarters. Treasurer elected. Locate ship's fund \$7.69. Water rusty;

so washing facilities steward dept. no fumigation. Need 14 more chairs DDT bombs; cleaning gear. Ship not up to SIU standard.

June 1—Chairman, R. Simpkins; Secretary, D. Gardner. Reporter elected. Fund to be started. Delegate elected. Suggestion to keep outsiders from entering crew's quarters.

CS MIAMI (Cities Service), May 1—Chairman, A. Janes; Secretary, J. Lefco. Some disputed of. Request air-condition ship. Vote of thanks to brothers for job on coal beef. Try to correct gas & heat from steroom escaping through open door.

June 1—Chairman, J. Lefco; Secretary, A. Janes. Some disputed of. Two men missed ship in Singapore—replacements obtained. Ship's fund to be started. One man hospitalized in Bahrain. Vote of thanks to brothers for good job on coal beef. Take better care of cots. Vote of thanks to steward dept. for good job well done.

ELIZABETH (Bull), June 28—Chairman, J. O'Neill; Secretary, W. Janich. New delegate elected. Discussion regarding cigarettes and food. Food transferred from other ships to be checked by steward.

WANG ARCHER (Marine Bulk), June 27—Chairman, K. Shaughnessy; Secretary, J. Sumpter. One man hospitalized in Aden. Place fountain on deck for stevedores. Collect substance for linen. Eliminate heavy fuel oil on deck for safety or sprinkle sand on deck.

MAIDEN CREEK (Waterman), June 21—Chairman, R. Jones; Secretary, J. P. Ballday. Ship's fund \$11. New delegate and treasurer elected. Ship's delegate to take care of all beefs referred to master. Discussion on heater not working properly. Vote of thanks to steward.

PACIFIC STAR (Compass), June 22—Chairman, J. Glenn; Secretary, J. Thibodeaux. Steward to get fresh milk and vegetables in Yugoslavia and improve night lunch. Repair list to be made up. Make list of articles needed in sloop chest for next trip.

THE CABINS (Texas City), June 15—Chairman, Joe Atchinson; Secretary, B. Rice. Awaiting to be obtained. Report accepted. Treasurer elected. Need food mixer. Ship to be fumigated.

CAROLYN (Bull), May 1—Chairman, V. Dindia; Secretary, C. Dix. No beefs; everything running smoothly. Need new washing machine. Vote of thanks to stewards. Request chocolate ice cream next trip. Napkin holder to be ordered.

June 12—Chairman, F. Pasaluck; Secretary, K. P. Goldman. Few hours disputed of. Health center one year old. Report accepted. Less noise in passageways requested.

July 2—Chairman, F. Pasaluck; Secretary, C. Dix. New messman to be instructed on serving and taking orders from crew during meal hour. New delegate elected. Outsiders to be kept out of passageways when meals are served.

LONGVIEW VICTORY (Victory Carriers), June 23—Chairman, P. Bush; Secretary, T. Lewis. Some disputed of. Report accepted. New delegate elected. Need new mattresses; new toasters and also want shellfish. Suggestion to start ship's fund. Everything running smoothly. Stack repainted.

WILD KANGER (Waterman), June 8—Chairman, H. Starling; Secretary, A. F. Lesh. Ship's fund \$23. Vote of thanks to radio operator.

June 29—Chairman, H. Starling; Secretary, R. McCanna. Some disputed of. Discussion on ship's fund.

STEEL MAKER (Isthmian), July 2—Chairman, D. Gardner; Secretary, E. Pedersen. See captain about hot water in showers. Drinking fountain needs repairing. Fire and boat drill pictures taken. Ship's fund \$7.30. Take better care of washing machine. See about pulling ice twice a day. Outside passageways to be washed more often. Vote of thanks to steward department.

OCEAN DEBORAH (Maritime Overseas), June 15—Chairman, R. Queens; Secretary, L. B. Thomas. Water to be tested. Ship's fund \$33. Repair list to be made up and submitted. See about getting tarp put up for hot weather. Need screen door for messroom. Vote of thanks to stewards.

HURRICANE (Waterman), June 15—Chairman, C. Starling; Secretary, P. Cjiao. Insufficient coffee on board. New delegate elected. Discussion on coffee consumption and corrective measures to eliminate waste.

PETROCHEM (Valentine), May 25—Chairman, J. Hoggis; Secretary, W. Weise. Steward taken off in Jacksonville. One day lodging while in shipyard. Ship's fund \$10.08. Donations accepted. Headquarters reports posted. Vote of thanks to members who remained on Robin Line ships. Keep laundry and messrooms clean. Ship to be fumigated for roaches.

AFOUNDRIA (Waterman), June 7—Chairman, C. Hall; Secretary, W. Sink. Water fountain to be repaired. Wind scoops ordered. Safety meeting held. Ship's fund \$14. Complaint on service and preparation of food, no variety in menus; take up with patrolman. Vote of thanks to baker.

STEEL NAVIGATOR (Isthmian), June 22—Chairman, B. Browning; Secretary, F. Harayo. Ship's fund \$12.55. New delegate elected. See captain about roaches.

Family Outing At SIU Hall



Seafarer Arthur Harrington, his wife Mary and son Karl take it easy in the library at SIU headquarters. Harrington, who sails in the deck department, brought the family down from Boston to show them the town before he ships out.

FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and the SIU death benefit is being paid to their beneficiaries.

Edward A. Brock, 55: Brother Brock died in New Orleans, La., on December 21, 1957. Cause of death was a lung ailment. Brother Brock joined the Union in 1946, sailing continuously in the steward department. He is survived by his wife,

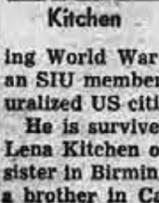
Catherine Brock, of Everett, Mass. He was buried in Everett.

Spurgeon L. Woodruff, 48: Succumbing to a heart ailment, Brother Woodruff died on September 5, 1957, in Guiria, Venezuela. Brother Woodruff joined the Union in 1943 and sailed in the engine department. He is survived by his wife, Yoshiko Sugiyama, of Tokyo, Japan. Place of burial is unknown.

Murrow R. Mundy, 49: A brain tumor was the cause of death for Brother Mundy on June 15, 1958, in Corpus Christi, Texas. He joined the Union in 1938 and sailed in deck ratings. Brother Mundy is survived by his wife, Violet Mundy, of New Orleans, La. His place of burial is not known.

Geo. Kitchen, 67, Succumbs

SIU headquarters has received word that former Seafarer George W. Kitchen, 67, died of a heart attack last month in New York. A veteran of the steward department, Kitchen had not been sailing for several years. Born in Stratford-on-Avan, England, he originally came to the US in 1911, but saw service in the British Navy during World War I. Kitchen became an SIU member in 1945 and a naturalized US citizen two years later. He is survived by his wife, Mrs. Lena Kitchen of New York City, a sister in Birmingham, England, and a brother in Canada.



Personals And Notices

Charles O. Lynsky
Contact the Welfare Department at SIU headquarters regarding papers being held for you.

Roland Paraday
Your mother, Mrs. Mary David, 115 Austin St., Worcester, Mass., asks you to get in touch with her.

Raymond C. Leonard
Contact your wife at 903 Pine St., Henderson, NC.

R. P. Bowman
Get in touch with your daughter at 8705 LaSalle St., Buena Park, California.

Johnny Campbell (Gamble)
Ted Byrne wants you to contact him at 54 West 40th St., NY, NY.

George Shearer
Contact attorney Kenneth Heller, 277 Broadway, New York 7, regarding your case.

Edwin Harris
Please contact your wife at PO Box 121, Westlake, La.

Albert Packert
Your family has moved to 601 Lefferts Ave., Brooklyn. The telephone number is PR 1-8854.

Ex-Barbara Friehtle
Men who paid off on 5/28/58 and are entitled to transportation to the West Coast can pick it up at Liberty Navigation, Inc., 19 Rector St., NY, NY.

Vernon L. Williamson
The LOG office is holding a letter for you from Nan Williamson of 508 Jackson St., Vidalia, Georgia.

Nicholas Baeboudakis
Contact Mrs. G. Umsted, 107 Albenmarle St., Apt. 10E, Baltimore 2, Md. about your daughter.

3-Year Limit Ordered On Injury Suits

WASHINGTON — The US Supreme Court has knocked out the short two-year statute of limitations on suits for injuries caused by the "unseaworthiness" of a vessel when the suit is combined with one for injuries under the Jones Act.

Where the two cases are joined, the court ruled, the longer three-year limit allowed for Jones Act cases will apply to both.

The decision involved a seaman injured aboard ship in October, 1950, when he slipped and fell down a wet stairway. Testimony showed that water had seeped through portholes which were not watertight and had caused the stairway to be slippery. The seaman was put under a doctor's care at the end of the voyage because of constant stiffness and pains in his back.

In March, 1953, when these same injuries prevented him from performing his duties aboard ship, the man entered a USPHS hospital for treatment. In August, 1953, he sued the company for damages under the Jones Act, for injuries because of unseaworthiness and for maintenance and cure.

The state court, while awarding him maintenance and cure and damages under the Jones Act, threw out his suit for unseaworthiness because it was not brought within the two-year statute of limitations.

However, the state court's findings were reversed by the US Supreme Court. The majority opinion held that since the seaman, in suing for both unseaworthiness and for Jones Act negligence, must do so in a single proceeding, the longer period of limitation should apply to both.

SIU BABY ARRIVALS



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

Linda Jo Ballance, born June 12, 1958, to Seafarer and Mrs. Suny B. Ballance, Norfolk, Va.

Alexander Charles Benzuk, born June 14, 1958, to Seafarer and Mrs. Alexander Benzuk, Camden, NJ.

John Rodney Canady, born May 23, 1958, to Seafarer and Mrs. Ronald Canady, Jacksonville, Fla.

Darlene Marguerite Dabney, born June 9, 1958, to Seafarer and Mrs. Edward Allen Dabney, Baltimore, Md.

Julie Ann Jordan, born April 15, 1958, to Seafarer and Mrs. Carl Jordan, New Orleans, La.

Benjamin Laureano, born June 21, 1958, to Seafarer and Mrs. Manuel Laureano, Brooklyn, N.Y.

Shawn Lovett, born May 27, 1958, to Seafarer and Mrs. William Lovett, New York, NY.

Petra Rosa Moreno, born April 22, 1958, to Seafarer and Mrs. Pedro Moreno, Galveston, Texas.

Emma Cheramie, born June 9, 1958, to Seafarer and Mrs. Jack B. Cheramie, Algiers, La.

Elva Vonette Gatewood, born June 14, 1958, to Seafarer and Mrs. William S. Gatewood, Lexington, NC.

Cheryl Ann Sierra, born March 27, 1958, to Seafarer and Mrs. Emilio Sierra, San Francisco, Calif.

Weisberger Named US Labor Spokesman On Int'l Sea Rules

SAN FRANCISCO—Morris Weisberger, secretary-treasurer of the Sailors Union and first vice-president of the SIU of North America, has been named by AFL-CIO President George Meany as US labor representative on the committee which will draft American recommendations to the International Conference on Safety of Life at Sea in 1960.

The international sea safety meeting, expected to bring together representatives from almost 50 nations, will draw up recommendations to modernize and standardize the rules for maritime safety.

Attempts at arranging a world convention to amend existing maritime safety codes gained impetus following the Andrea Doria-Stockholm collision in July, 1956, in which the Doria sank and 50 persons lost their lives. However, it is already two years since that mid-Atlantic disaster and the conference is still two more years away.



Weisberger

Weisberger will serve on the

Lifesaving Appliances Committee, which is being headed by Rear Admiral Henry T. Jewell, US Coast Guard. The committee will formulate the official US position to be presented at the conference.

The Doria-Stockholm collision was attributed to a variety of factors, largely the non-observance of "recognized" shipping lanes, excessive speeds, over-reliance on radar and poor ship-to-ship communications. These subjects and others will likely keynote the US position.

Meanwhile a Coast Guard board has commended the SIU Pacific District crew of the Mormacsurf for their rescue efforts following a fatal collision with the Argentine passenger steamer City of Buenos Aires last August. The board noted their success in saving 78 lives. The ship was manned by the SUP, Marine Cooks and Stewards and the Marine Firemen's Union.

The vessels had collided in the Rio de la Plata when the Argentine vessel, with an undetermined number of passengers aboard, tried to cross the course of the freighter. She was struck at almost a right angle and sank within 23 minutes with an estimated 75 to 80 persons aboard.

At the time of the accident, members of the Mormacsurf said that rescue operations had been greatly handicapped by a four-knot tide. As a result, the SUP has come out in favor of having motorized life boats aboard US ships as an aid in rescue operations.



Members of the Sailors Union deck gang on APL's President Harding take a break for a photo while restocking the vessel's lifeboats. The ship arrived in NY last week from the Mediterranean, and will soon be on her way to the Far East via the West Coast. Among the SUP men pictured are Jansen, Strummer, Schiller, Anderson, Magnus and Hogan.

Bosses Shy From Controls

Holler 'Foul' On Labor Bills

WASHINGTON—The nation's big business interests want to eat their cake and have it too. They are all for putting restrictions on labor unions but they're trying to duck their own responsibilities, so they'll have loopholes for anti-union activity.

The windup is that the US Chamber of Commerce has labelled the Kennedy-Ives labor bill "defective" for posing "serious dangers." As it happens, the "defects" objected to by the Chamber are provisions to limit or ban various management activities, especially through middle men, in the field of labor relations. These provisions are backed by labor unions.

At the same time, the business

strategy calls for bottling up the so-called labor reform measures now—in order to be able to pressure much harsher labor legislation next year. By then, they feel, they will be able to write their own

See separate story on "right-to-work" bills on page 7.

ticket and also kill off restrictions on business labor relations tactics. The bill passed the Senate almost unanimously in June and is awaiting action in the House.

Revisions in Federal labor law objected to by the Chamber include the following:

- Granting voting rights in labor board elections — which strikebreakers already have — to economic strikers;

- Changing the Taft-Hartley definition of supervisors to permit unionization of many employees

now in this category;

- Requiring employers to file non-Communist affidavits with the labor board (unions already do);

- Requiring employers to file detailed reports on expenditures of \$5,000 or more to influence employees against unions and collective bargaining (much stricter reporting requirements are imposed on unions).

Management is also worried about another bill—the Douglas-Kennedy-Ives Welfare and Pension Disclosure Act. The AFL-CIO (and the SIU) wants this bill passed, but big business opposes it because it would require the public disclosure of transactions by all benefit funds, whether administered by labor, by management, or jointly by both. Management is willing to go for disclosure on plans in which the unions participate, but doesn't want to open the books on plans run by the boss.

Mid-East On Fire Again

The oil-rich Middle East has become a major hot spot again, posing new problems for shipping. Iraqi army men sympathizing with Egypt's President Nasser have toppled the Iraq government, and Lebanese rebels, reportedly supplied by Nasser and Moscow, are attempting to overthrow the pro-Western government.

At the request of Lebanese authorities, 5,000 United States marines were landed in Lebanon Tuesday to seal off Lebanon's border with Syria.

Troop movements in the Middle East and tighter military security can be expected to restrict shipping and shoreside movements of Seafarers in the area.

The new flare-up can be traced to the Suez crisis, which broke in 1956. A money settlement last week covering the switch in canal ownership has cleared the way for Egypt to begin widening and deepening the canal.



World focus on Iraq (shaded) followed pro-Nasser coup.

Smoker's Cough No Joke, PHS Warns

The smouldering controversy over the relationship between cigarette smoking and lung cancer has been rekindled by the USPHS Public Health Service, following a study of almost 200,000 veterans.

Its findings showed that the death rate for smokers or former smokers is 30-32 percent higher than for non-smokers, and that lung cancer is ten times more prevalent among cigarette smokers than non-smokers. In addition, the report said that cigarette smokers face the added risk of death from heart disease, stomach ulcers, liver ailments and respiratory diseases.

Cigars, Pipes Less Harmful

Other statistics indicated that regular cigar and pipe smokers do not have a much higher death rate than non-smokers, unless they have been heavy users. The death rate among cigarette smokers is also closely related to the amount smoked. The two-pack-a-dayman, it noted, was particularly vulnerable.

Immediate objections to the PHS report were voiced by the Tobacco Industry Research Committee, which challenged the figures and called the figures "good scare headline material." It said "statistics" as such "cannot possibly

establish the cause of any diseases," when they do not consider other factors such as the individual's job, previous medical history.

The PHS figures, which supported earlier findings by the American Cancer Society, were gathered from questionnaires of 7,382 veterans who died since the study began two and a half years ago. Of these men, 6,203 were smokers and 1,179 were non-smokers. Six hundred of them died of lung cancer, and two-thirds of heart and respiratory diseases.

Although the last word on the subject has by no means been said, US Surgeon General Leroy E. Burney said the study "very definitely shows a relationship between excessive and long smoking and lung cancer."

LET 'EM KNOW!
Write TO THE LOG

Shipping's Up In Mobile; Eye Rise In Harbor Jobs

MOBILE—Members of the SIU's Marine Allied Workers and Harbor and Inland Waterways Divisions in this port are looking forward to an upturn in jobs at local yards where bids on several construction and repair jobs are being considered.

The awarding of some of these to yards in the area would result in a pickup in jobs for members of these SIU affiliates, Harold Fischer, acting SIU agent, reported.

The medical clinic here reports all of its doctors are being kept quite busy by the large number of dependents coming in for examinations. They now have set aside two days a week, Thursdays and Fridays, for the examination of Seafarers' wives, children and de-

pendents only.

Shipping for the past couple of weeks has good. Two vessels, the Margarette Brown (Bloomfield) and the Morning Light (Waterman) which came in from foreign runs and entered the yards for repairs, are expected to recrew within the next couple of weeks.

The Mobile membership wishes to extend its deepest sympathy to the family of Brother Carl David Jones, who died here last week. Brother Jones had shipped out of the gulf for many years.

CONSTITUTION

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

EVERY SEAFARER IS GUARANTEED

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

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

Senator Henry M. Jackson, Wash.: "... I have looked over the constitution and offhand it would appear to be eminently fair and just. I was particularly interested in the fact that it was adopted in such a democratic manner by the full membership of your organization."

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

in the spirit of democratic trade unionism."

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

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



CONSTITUTION

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

(As Amended, August, 1956)

PREAMBLE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

STATEMENT OF PRINCIPLES AND DECLARATION OF RIGHTS

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

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

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

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

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

the Union.

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

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

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

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

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

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

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

CONSTITUTION

ARTICLE I NAME AND GENERAL POWERS

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

ARTICLE II AFFILIATION

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

ARTICLE III MEMBERSHIP

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

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

OBLIGATION

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

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

This time shall not run:

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

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

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

(d) While a member is in the Armed Services of the

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

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

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

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

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

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

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

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

ARTICLE IV REINSTATEMENT

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

ARTICLE V DUES AND INITIATION FEE

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

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

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

ARTICLE VI RETIREMENT FROM MEMBERSHIP

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

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

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

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

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

ARTICLE VII SYSTEM OF ORGANIZATION

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

(a) The Constitution
(b) Majority vote of the membership

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

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

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

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

ARTICLE VIII

ATLANTIC AND GULF DISTRICT OFFICERS, PORT AGENTS, AND PATROLMEN

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

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

ARTICLE IX

OTHER ELECTIVE JOBS

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

- (A) Meeting Chairman
- (B) Delegates
- (C) Committee Members of:
 - (a) Auditing Committee
 - (b) Trial Committee
 - (c) Quarterly Financial Committee
 - (d) Appeals Committee
 - (e) Negotiating and Strike Committee.

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

ARTICLE X

DUTIES OF OFFICERS, PORT AGENTS, AND OTHER ELECTED JOB HOLDERS

Section 1. The Secretary-Treasurer

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

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

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

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

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

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

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

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

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

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

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

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

(i) The responsibility of the Secretary-Treasurer may

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

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

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

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

Section 2. Assistant Secretary-Treasurer

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

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

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

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

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

Section 3. Port Agents

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

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

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

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

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

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

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

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

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

Section 4. Port Patrolmen

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

Section 5. Meeting Chairmen

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

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

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

Section 6. Delegates

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

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

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

Section 7. Committees

(a) Auditing Committee

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

(b) Trial Committee

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

(c) Quarterly Financial Committee

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

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

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

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

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

(d) Appeals Committee

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

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

(e) Negotiating and Strike Committee

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

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

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

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

5. A Negotiating and Strike Committee may decide the time of entry into a strike, provided prior authority, as evidenced by a majority vote of the membership, is granted therefor. In all other cases, a majority vote of the membership shall decide when a strike shall begin.

6. This Committee shall be charged with the preparation and execution of a strike plan which shall be binding on all members and other persons affiliated with

this Union. However, a majority vote of the membership may repeal, or otherwise treat or dispose of any part or all of a strike plan.

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

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

- Secretary-Treasurer
- Assistant Secretary-Treasurer
- Port Agent
- Patrolman

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

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

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

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

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

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

**ARTICLE XII
QUALIFICATIONS FOR OFFICERS, PORT AGENTS,
PATROLMEN, AND OTHER ELECTIVE JOBS**

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

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

(b) He has at least four (4) months of seetime, 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, or affiliates, or at the Union's direction, or a combination of these, between January 1st and the time of nomination, and

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

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

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

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

**ARTICLE XIII
ELECTIONS FOR OFFICERS, PORT AGENTS
AND PATROLMEN**

Section 1. Nominations
Any member may submit his name for nomination for any office, or the job of Port Agent or Port Patrolman, by delivering or sending a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer, at the address of Headquarters. The Secretary-Treasurer is charged with the safekeeping of these letters and shall turn them over to the Credentials Committee upon the latter's request. This letter shall be dated and shall contain the following:

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

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

Section 2. Credentials Committee

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

a majority vote of the membership at a special meeting called for that purpose at Headquarters Port.

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

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

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

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

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

Section 3. Balloting Procedure.

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

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

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

(d) No member may vote without displaying his Union Book, in which there shall be placed an appropriate notation of the date and of the fact of voting, both prior to being handed a ballot. A ballot shall then be

handed to the member who shall thereupon sign his name on a roster sheet (which shall be kept in duplicate), together with his book number, and ballot number. The portion of the ballot on which the ballot number is printed shall then be removed, placed near the roster sheet, and the member shall proceed to the voting site.

(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 Sunday or on a holiday legally recognized in a Port in the city in which that Port is located, the balloting period in such Port shall commence or terminate, as the case may be, on the next succeeding business day. Subject to the foregoing, voting in all Ports shall commence at 9:00 AM, and continue until 5:00 PM, except that, on Saturdays, voting shall commence at 9:00 AM and continue until 12 Noon, and, on regular meeting days, voting shall commence at 9:00 AM and continue until 7:30 PM.

Section 4. Polls Committees

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

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

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

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

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

At the end of each day's voting, the Polls Committee, in the presence of any member desiring to attend, provided he observes proper decorum, shall open the ballot box or boxes, and place all of that day's ballots therein in an envelope, or envelopes, as required, which shall then be sealed. The members of the Polls Committee shall thereupon sign their names across the flap of the said envelope or envelopes, with their book numbers next to their signatures. The Committee shall also place the

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

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

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

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

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

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

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

(c) The Union Tallying Committee shall consist of 14 members. Six shall be elected from Headquarters Port, and two shall be elected from each of the four ports of Baltimore, Mobile, New Orleans, and San Francisco. The six to be elected from Headquarters Port shall consist of two from each of the three departments of the Union. The others shall be elected without regard to department. The election shall be held at the last regular meeting in December, of the election year. No Officer, Port Agent, Patrolman, or candidate for office, or the job of Port Agent or Patrolman, shall be eligible for election to this Committee. In addition to its duties hereinbefore set forth, the Union Tallying Committee shall be charged

with the tally of all the ballots and the preparation of a closing report setting forth in complete detail, the results of the election, including a complete accounting of all ballots and stubs, and reconciliation of the same with the rosters, verification lists, and receipts of the Port Agents, all with detailed reference to serial numbers and amounts, and with each total broken down into Port totals. The Tallying Committee shall be permitted access to the election records and files of all Ports, which they may require to be forwarded for inspection at its discretion. The report shall clearly detail all discrepancies discovered, and shall contain recommendations for the treatment of these discrepancies. All members of the Committee shall sign the report, without prejudice, however, to the right of any member thereof to submit a dissenting report as to the accuracy of the count and the validity of the ballots, with pertinent details.

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

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

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

(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 Sec. 5(f) must take place and be completed within seven (7) days after

the Election Report meeting, at each Port where the discrepancies so acted upon took place. Subject to the foregoing, and to the limits of the vote set by the membership, as aforesaid, the Port agents in each 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 and communicate them to the Secretary-Treasurer. The ballots, stubs, roster sheets, and unused ballots pertaining to the special vote shall be forwarded to Headquarters, all in the same package, but bound separately, by the most rapid means practicable, but, in any case, so as to reach Headquarters in time to enable the Secretary-Treasurer to prepare his report as required by this Section 5(g). An accounting and certification, made by the Port Agent, similar to those required of Polls Committees, shall be enclosed therewith. The Secretary-Treasurer shall then prepare a report containing a combined summary of the results, together with a schedule indicating in detail how they affect the Union Tallying Committee's results, as set forth in its closing report. The form of the latter's report shall be followed as closely as possible. Two (2) copies shall be sent to each Port, one copy of which shall be posted. The other copy shall be presented at the next regular meeting after the Election Report meeting. If a majority vote of the membership decides to accept the Secretary-Treasurer's report, the numerical results set forth in the pertinent segments of the Tallying Committee's closing report shall be deemed modified accordingly, and, as modified, accepted and final. If the report is not accepted, the numerical results in the pertinent segments of the Tallying Committee's closing report shall be deemed accepted and final without modification.

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

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

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

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

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

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

ARTICLE XIV

OTHER ELECTIONS

Section 1. Auditing Committee.

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

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

Section 2. Quarterly Financial Committee.

The Quarterly Financial Committee shall be elected at the Port where Headquarters is located, at the first or second regular meeting held after the close of the calendar quarter for which the Committee is to make the required audit. It shall be the duty of the Secretary-Treasurer to decide at which of these meetings the election shall take place. The Committee shall consist of six members, with two members from each of the Deck, Engine and Stewards Departments. No officer, Port Agent, Patrolman or employee shall be eligible to serve on this Committee. The members shall be elected by a majority vote of the members present at the meeting provided that any member eligible to serve may nominate himself.

Section 3. Trial Committee.

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

Section 4. Appeals Committee.

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

Section 5. Negotiating and Strike Committee.

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

Section 6. Meeting Chairman.

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

Section 7. Delegates.

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

**ARTICLE XV.
TRIALS AND APPEALS**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(e) The Appeals Committee may recommend lesser punishment.

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

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

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

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

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

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

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

**ARTICLE XVI
OFFENSES AND PENALTIES**

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

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

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

- (a) Wilfully misappropriating or misusing Union property of the value in excess of \$50.00;
- (b) Unauthorized use of Union property, records, stamps, seals, etc., for the purpose of personal gain;
- (c) Wilful misuse of any office or job, elective or not, within the Union for the purpose of personal gain, financial or otherwise, or the wilful refusal or failure to execute the duties or functions of the said office or job, or gross neglect or abuse in executing such duties or functions;
- (d) Unauthorized voting, or unauthorized handling of ballots, stubs, rosters, verification lists, ballot boxes, or election files, or election material of any sort;
- (e) Preferring charges with knowledge that such charges are false;

(f) Making or transmitting, with intent to deceive, false reports or communications, with knowledge of the falsity thereof, or unauthorizedly altering reports or communications which fall within the scope of Union business;

(g) Deliberate failure or refusal to join one's ship, or misconduct or neglect of duty aboard ship, to the detriment of the Union or its agreements;

(h) Deliberate and unauthorized interference, or deliberate and malicious vilification, with regard to the execution of the duties of any office or job;

(i) Paying for, or receiving money for, employment aboard a vessel;

(j) Wilful refusal to submit evidence of affiliation for the purpose of avoiding or delaying money payments to the Union, or unauthorizedly transferring or receiving evidence of Union affiliation, with intent to deceive;

(k) Wilful failure or refusal to carry out the orders of those duly authorized to make such orders during time of strike.

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

(a) Wilfully misappropriating or misusing Union property of the value under \$50.00;

(b) Assuming any office or job, whether elective or not, with knowledge of the lack of possession of the qualifications required therefor;

(c) Misconduct during any meeting or other official Union proceeding, or bringing the Union into disrepute by conduct not provided for elsewhere in this Article;

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

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

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

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

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

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

(e) Disorderly conduct in the Union Hall;

(f) Gambling in the Union Hall;

(g) Negligent failure to join ship.

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

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

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

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

ARTICLE XVII PUBLICATIONS

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

ARTICLE XVIII BONDS

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

ARTICLE XIX EXPENDITURES

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

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

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

ARTICLE XX INCOME

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

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

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

(a) The ballot must be secret.

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

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

ARTICLE XXI

PERMITS AND OTHER TYPES OF UNION AFFILIATION

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

ARTICLE XXII

FORMULATION OF SHIPPING RULES

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

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

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

ARTICLE XXIII QUORUMS

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

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

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

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

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

ARTICLE XXIV MEETINGS

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

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

ARTICLE XXV AGENTS' CONFERENCE

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

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

ARTICLE XXVI DEFINITIONS AND MISCELLANEOUS PROVISIONS RELATING THERETO

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

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

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

(a) The Constitution

(b) Union policy, and

(c) Custom and usage of the Union

in the indicated priority.

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

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

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

Section 7. The term "Election Year" shall be deemed

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

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

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

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

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

ARTICLE XXVII AMENDMENTS

This Constitution shall be amended in the following manner:

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

Section 2. When a proposed amendment is accepted by a majority vote of the membership, it shall be referred to a Constitutional Committee in the Port where Headquarters is located. This Committee shall be composed of six members, two from each Department and shall be elected in accordance with such rules as are established

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

Section 3. If approved by a 3/4 majority of the valid ballots cast, the amendment shall become effective immediately upon notification by the Headquarters Tallying Committee to the Secretary-Treasurer that the amendment has been so approved, unless otherwise specified in the amendment. The Secretary-Treasurer shall immediately notify all Ports of the results of the vote on the amendment.

ARTICLE XXVIII TRANSITION CLAUSE

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

Section 2. All routine administrative, accounting, and other similar procedures and processes of this Union, in effect immediately prior to the adoption of this amended Constitution, shall be deemed to be permitted hereunder and shall continue in effect, unless or until changed, in accordance with the provisions hereof.

Section 3. All methods and means of collecting and disbursing Union funds, all segregations of Union funds, the sequence of regular meeting nights, rules of order generally followed, bonding procedures, shipping rules, permit systems, reinstatement procedures, and any other practices or procedure, in effect immediately prior to the adoption of this amended Constitution, shall be deemed to be permitted hereunder, and shall continue in effect unless or until changed in accordance with the provisions hereof.

Section 4. All Union policies, customs, and usage, including those with regard to admission into membership, in effect immediately prior to the adoption of this amended Constitution, shall be deemed to be permitted hereunder and shall continue in effect unless or until changed in accordance with the provisions hereof.

Section 5. The Secretary-Treasurer, the Assistant Secretary-Treasurer, all Port Agents and Patrolmen, and all others elected as a result of the balloting held by this Union during November and December of 1952, shall be deemed to have been duly elected in conformity with the provisions of this Constitution. From the date of adoption of this Constitution, they shall execute the powers and functions, and assume the responsibilities, of the said offices and jobs, as set forth in this Constitution. They shall hold office, pursuant hereto, until the expiration date of the terms of office set forth herein. The terms of Article XIII, only insofar as they apply to election of Officials, Port Agents, and Patrolmen, shall take effect the first election year.

SUMMARY of SIU CONSTITUTION



ARTICLE I—Name and General Powers: Designates the name of the union and defines its general powers.

ARTICLE II—Affiliation: Provides for affiliation of the Atlantic and Gulf District with the Seafarers International Union of North America, the American Federation of Labor and other bodies as may be determined by a majority vote of the membership.

ARTICLE III—Membership: Sets forth that new members may be admitted under rules set by a majority vote of the membership—Defines certain eligibility requirements that must be met by candidates for new membership—Provides relief for members who may be unable to pay dues because of incapacity beyond their control—States the Union's oath of obligation—Outlines rules for suspension and dismissal for non-payment of dues and assessments—Rights of membership to expel those who might support dual and hostile groups.

ARTICLE IV—Reinstatement: Gives the membership the right to set rules for reinstatement of dismissed members.

ARTICLE V—Dues and Initiation Fee: Cites the existing dues schedule, initiation fee and method of payment—Provides dues may not be changed except by constitutional amendment—Permits the membership, by majority vote, to waive dues and initiation fees for organizational purposes only.

ARTICLE VI—Retirement from Membership: Defines the procedure by which a Seafarer may retire his book and outlines the method of reinstatement.

ARTICLE VII—System of Organization: Designates the departments of the Union and provides for administrative authority

ARTICLE VIII—Officers: Designates the following as elective officers: the Secretary-Treasurer, Assistant Secretary-Treasurers and Port Agents and Patrolmen.

ARTICLE IX—Other Elective Jobs: Provides that meeting chairmen, delegates and members of certain committees must be elected by the membership.

ARTICLE X—Duties of Elective Officers: Defines the duties of the Secretary-Treasurer, Assistant Secretary-Treasurers, Port Agents, Patrolmen, Meeting Chairmen, Delegates and members of the Auditing, Trial, Quarterly Financial, Appeals and Negotiating and Strike Committees—Provides procedure for filling vacancies in office—Requires all Port Agents to file weekly financial reports—Establishes membership control over actions and reports of officials and committees.

ARTICLE XI—Wages and Terms of Office: Provides that the Secretary-Treasurer, Assistant Secretary-Treasurers, Port Agents and Patrolmen shall serve for two-year terms and that their wages shall be set by a majority vote of the membership—Provides for hiring and dismissal of other employes and personnel, subject to a majority vote of the membership.

ARTICLE XII—Qualifications for Elective Office: Sets forth that any member has the right to nominate himself for any office—Lists eligibility requirements for the various offices.

ARTICLE XIII—Elections: Describes procedure for nomination to office—Provides for election of a six-member Credentials Committee to inspect the candidates' eligibility according to rules of Constitution—Establishes safeguards for the right of a member to nominate himself to office. Describes the Union's balloting procedure in detail—Provides for election of Polls Committees to conduct elections and of a district-wide Tallying Committee, including members from New York, Baltimore, Mobile, New Orleans and San Francisco to tabulate results—Sets forth manner for installation of officers.

ARTICLE XIV—Other Elections: Provides procedure for election of meeting chairmen, delegates and members of the following committees: Auditing, Quarterly Financial, Trial, Appeals, Negotiating and Strike—Defines qualifications for these positions.

ARTICLE XV—Trials and Appeals: Reaffirms the right of every member to a fair trial by an impartial committee of his Union brothers.

Lists in detail the procedure for bringing charges and for presenting charges to the membership—Provides for election of five-member trial committee and defines Committee's procedure and duties—Requires that accused must be confronted by the accuser—Gives accused right to representation by a brother member before the trial committee—Requires presentation of the Committee's findings to the membership for acceptance, rejection or modification by a majority vote of the members—Provides procedure for appeals.

ARTICLE XVI—Offenses and Penalties: Lists in detail the offenses for which a member may be brought to trial—Places limitations on penalties that may be imposed upon members found guilty of such offenses—Gives a member the right to waive trial and accept an automatic penalty for infractions not involving suspension or dismissal from the Union—Provides for trial by meeting acting as committee as a whole for offenses committed during course of meeting.

ARTICLE XVII—Publications: Gives the membership the right to authorize the publication of a newspaper and other literature.

ARTICLE XVIII—Bonds: Provides for bonding of officers and employes of the Union under such conditions as may be determined by the membership.

ARTICLE XIX—Expenditures: Provides that the membership shall determine policies or specific instructions with regard to expenditures.

ARTICLE XX—Income: Defines the Union's sources of income—Sets forth the duty of members to require Union representatives to give them a receipt for any payment of money to the Union—Provides that no assessment may be levied unless approved by a two-thirds majority of the valid ballots cast by the members in a secret election—Gives membership power to set up general rules for assessment balloting—Provides for the Union to derive income from dividends, interest and legitimate business operations.

ARTICLE XXI—Degrees of Membership: Provides that rules for affiliation of individuals other than full members must be determined by the Union's membership.

ARTICLE XXII—Formulation of Shipping Rules: Guarantees, as did the previous Constitution, that shipping rules may not be revised unless approved by membership.

ARTICLE XXIII—Quorums: Provides that the quorum for a special meeting of any port shall be six members and the quorum for a regular Port meeting shall be seven members.

ARTICLE XXIV—Meetings: Sets the time and date for regular meetings at 7 PM on every other Wednesday—Exceptions are noted for holidays and failure to obtain a quorum.

ARTICLE XXV—Agent's Conference: Provides for an annual conference of Port Agents to be called by the Secretary-Treasurer.

ARTICLE XXVI—Definitions: Defines various terms used frequently in the language of the Constitution.

ARTICLE XXVII—Amendments: Details procedure for amendment of the Constitution by the membership.

ARTICLE XXVIII—Transition Clause: Provides for transfer of Union practices and procedures to regulation by proposed Constitution.