



Seafarer Honored

The Seamar, fourth of six troopships being converted for SIU-contracted Calmar Steamship Company at Baltimore, was launched last week by Mrs. J. Schenk, wife of Seafarer Joseph Schenk (right above). Mrs. Schenk was named sponsor of the new vessel in honor of Seafarer Schenk's long-term (20-year) service with Calmar. Seamar captain W. S. Musi is at right. Already in service are the reconverted Marymar, Calmar and Pennmar. For complete story see page 7.



SIU Calls For Tax On Runaways To Assist U.S. Fleet

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Floundering Niagara Saved By SIU Crew

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SIU Protests Move To Let Foreign-Flags In U.S.-P.R. Trade

Story On Page 3

Complete
Text Of
Constitution

Seafarers
International
Union

Atlantic, Gulf
Lakes & Inland
Waters District

(See Supplement)



Union Protest. More than 400 pickets turned out in San Juan to protest a proposal to open the Puerto Rico-US trade to foreign flag shipping. The demonstration outside the El San Juan hotel was called by the Puerto Rico SIU and the NMU to coincide with a Chamber of Commerce meeting inside the hotel being addressed by Federal Maritime Commission chairman John Harlee. Complete story is on page 3.

Quick Action By SIU Crew Saves Floundering Niagara

Running before a storm 600 miles off the Azores, her aft plates buckled and ripped away by the mounting seas, the SIU-contracted Niagara (Sea Transport) survived her trial by ocean thanks only to the quick-thinking of her bosun and the skillful, untiring seamanship of her crewmembers.

The almost tragic story began two days after the Niagara left the port of Rotterdam, Holland, bound for Houston. The converted T-2 tanker, built in 1945 and displacing 11,564 gross tons, had been tramping various world ports since September, 1964. She had left an ore cargo in Holland and was headed unloaded back to the Gulf.

The heavy seas and continuing rain squalls in the Atlantic were taken in stride by the crew until the morning of January 26. ABs Elmer DeQuartel and Ernest E. Puras said they awakened at 7 A.M. to the sound of breaking up noises from the aft section. DeQuartel, who turned in after coming off watch at 4 A.M., piled topside with Puras and other crewmen to see what was happening.

Plates Cracking

They found that the steel plates on the port side, just aft of the midships house, were cracking away from the ship's side with the pounding of the heavy swells. Bosun Leroy Jones, a native of Mobile, alerted the Captain. Jones suggested that steel cables be run around the damaged section of the ship to hold the weakening plates in place.

The captain held off an immediate decision on Jones' suggestion, but ordered the Niagara to lay to and ride out the storm. A radio call was sent out to the SIU-contracted Columbia, a sister ship of the Niagara running on a parallel course. After an anxious day of waiting, the Columbia finally appeared at 10 P.M. that night.

But the stormy seas had taken a toll of the Niagara during the day she drifted about with her power shut down. A huge portion on the port side, measuring 60-by-25 feet, had been torn away, including an eight-foot section below the water line. The number nine and ten port wing tanks were filled with water. Crewmen were thankful that the ship was empty of cargo.

The crew felt more secure, however, with the Columbia nearby and ready to render assistance if the decision was made to abandon ship. Later, the men of the Niagara voted the officers and crew of the Columbia a hearty measure of thanks.

Rolling Continued

Though efforts had been made to stabilize the ship by flooding various tanks on the undamaged side, the rolling continued and the damage on the port side grew worse. In addition, the fury of the storm continued to build during the long night.

At 6 A.M. the next morning, at the height of

the storm, the captain ordered the bosun's suggestion to wire the weakened parts of the ship put into effect. Jones set to work on the tricky rigging job, his efforts hampered continually by the rough seas.

The bosun fixed two cables to the aft winches and ran them around the stern. Then each cable was run into a pipe at the stern so that they would not damage the rudder or screw. The cables were weighted so that they would drop quickly. By 10 A.M., both cables had been sufficiently tightened so that the ship could get under way again. Speed was naturally reduced, so that the 600 miles to the Azores port of San Miguel would take at least five days.

Later that afternoon, the ship laid to again and another cable was wrapped around the damaged section of the vessel. Jones later told the LOG that he had learned the trick of cabling up loose plates from stories told to him by two now departed old timers. One of the oldtimers, Connie Knowles, told Jones he had once wired a ship from bow to stern to keep her from sinking.

Pump Room Flooded

The feeling was that if the cabling job had not been done, the plates would have torn loose clear to engine room so that the ship would have had to be abandoned. As it was, damage was considerable. During the slow five-day trip to the Azores, the pump room became flooded when a line into the room washed away. The Columbia hovered close by during the trip, keeping a protective watch on the Niagara.

All crewmembers served around the clock during the hazardous trip to the Azores. Jones said the deck gang was tough and experienced. He said it was one of the best crews he worked with in his 18 years at sea. "I worked them so hard that I was almost ashamed of myself," the bosun added. But crewmen didn't mind the round-the-clock work. Their only thought at the time, according to Puras and DeQuartel, was to save their ship.

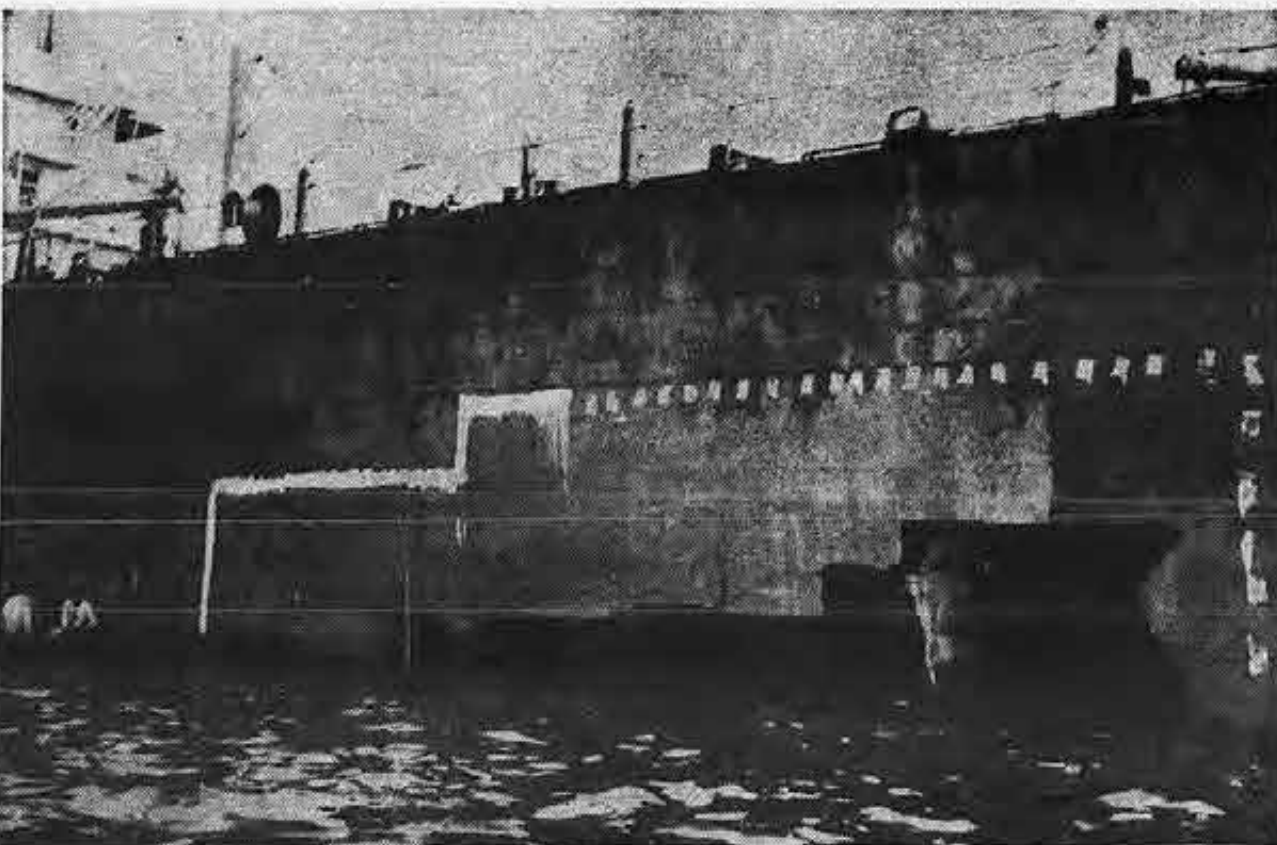
The Storm Breaks

With the help of all hands and a little luck, they pulled her through. As the ship approached the Azores, the storm broke and seas calmed for the first time in many days. When the Niagara reached port, the Columbia turned off and continued on her run. The Niagara was laid up in San Miguel where patching repairs were begun to put the ship into a seaworthy enough condition to be towed to Houston.

Second Officer Fonce Kellams was so impressed by the skillful seamanship displayed by bosun Leroy Jones that he recommended him for officer's training.



Jones



Cracked plates along the side of the SIU-contracted Niagara (Sea Transport) are clearly visible in this photograph taken when the ship reached the Azores and was submitted to the LOG by bosun Leroy Jones. Faint vertical line at right-center of photo is one of cables wrapped around ship by the crew which kept plates from peeling away and saved the vessel. Hole is 60 by 25 feet.

International President's REPORT



By Paul Hall

A proposal to make big U.S. oil companies and other American shipping interests who maintain large runaway-flag fleets pay their fair share of taxes on the huge profits they make, was presented last week by the SIUNA to the fourth meeting of the Maritime Advisory Committee. Many of you may remember that the late President Kennedy made this same recommendation in his tax message of April 20, 1961. Not only do we think that U.S. corporations who operate foreign affiliates should be taxed, but the proceeds from such a tax could be used to rebuild the declining bulk-carrier fleet.

The U.S. shipping operators who register their vessels under Panamanian, Liberian and Honduran flags have been enjoying the best of all tax worlds for too many years, as the SIU has pointed out time and again. By running up the Pan-Lib-Hon flag, the runaway operator can exploit low-paid foreign seamen to reap fantastic profits. An even more important advantage that the runaway operator has is that he doesn't have to worry about paying taxes on these excessive profits either to the U.S. or the country where the ship is actually registered.

A quick look at some of this country's major runaway-flag tanker operators illustrates the magnitude of the profits involved. Giant oil companies, such as Standard Oil of New Jersey, Texaco, Gulf, Standard Oil of California and Socony Mobil wracked up total earnings in the first six months of 1964 of over \$1.3 billion for themselves and their foreign affiliates. These five oil giants, incidentally, operate more than half of the 264 tankers in the Pan-Lib-Hon fleet.

U.S. Treasury Would Benefit

If these foreign tax havens were barred to runaway U.S. corporations who operate overseas subsidiaries, and the 52 percent corporate tax was to be imposed on their profits, it is estimated that over \$25 million in revenue would flow into the U.S. Treasury. It is these funds that could be used as a starter to begin the urgently needed rebuilding of our country's bulk freighters and tankers, which are now nearing total obsolescence. If this proposal were followed, the rejuvenation of the U.S. dry and liquid bulk fleet could be accomplished at little or no cost to the American taxpayer, a fact that should please a great many of our Congressmen.

The need for a modern bulk cargo fleet is obvious to anyone who wants to see this country assume its rightful place as a maritime power of the first magnitude. At the present time bulk cargoes account for about 85 percent of our foreign trade. The U.S. has become almost completely dependent on runaway-flag vessels for its strategic imports, such as oil, manganese, copper, aluminum, iron ore and tin.

A strong U.S.-flag bulk fleet, built in part with revenues from taxes on American corporation runaways, would mean that this country would have an adequate fleet to carry its strategic supplies, and not be forced to rely on the discredited myth called "effective control."

Exchange Of Views

One of the most important accomplishments of last week's Maritime Advisory Committee meeting was the full, frank exchange of views on what role the group would have in making a decision on a new program for the nation's merchant marine. Although Maritime Administrator Nicholas Johnson has been engaged in considerable public discussion about the future direction of the U.S. Maritime policy, Secretary of Commerce John T. Connor, chairman of the committee, told members that the Johnson Administration was not committed to any new, specific course of action regarding the merchant marine.

Since the Advisory Committee is composed of members representing labor and management from every sector of the shipping industry, Chairman Connor decided to set up a special subcommittee that will define the committee's role in the creation of any new maritime policy established by the Administration.

The SIUNA once again has been forced to send a stiff protest to Maritime Administrator Johnson following announcement of his proposal to grant Public Resolution 17 waivers on export-import bank cargoes to Spanish ships. We had formerly protested the granting of these waivers at the last meeting of the Maritime Grievance Committee in November, when we pointed out that Spain, in complete disregard of U.S. State Department requests, consistently traded with Castro's Cuba.

We again reminded the Maritime Administrator that the SIU has gone on record continuously in opposition to granting these waivers under any circumstance since the MA has no legal power to do so unless U.S. ships are clearly unavailable.

Issue Unresolved

The SIU letter pointed out that the basic issue of the MA's authority to grant general PR 17 waivers is still unresolved despite the fact that it claims that information it has received about these Spanish ships resolves the specific issue we placed before the Grievance Committee. We told Johnson, as we told the first meeting of the Maritime Advisory Committee last August 10, that the issues which we placed before the Grievance Committee were not being resolved, but were simply being disposed of.

This latest action by the Maritime Administration is just another in a long series of decisions injurious to the health of the American merchant marine. While the Grievance Committee was set up to handle our protests on unauthorized waivers such as these, the lack of results that maritime labor has experienced indicates that the Government still fails to understand the needs of the American merchant fleet.

Another instance where a policy turn-about by Washington threatens the jobs of American seamen are recent attempts by the Government to open the Puerto Rican intercoastal trade to foreign-flag shipping. In the light of the Administration's performance in ignoring the 50-50 cargo preference statutes, this news isn't too surprising. However, the SIU has no intention of letting this long-established ship-American policy go by the boards. Last week, Seafarers, in a joint effort with the NMU in Puerto Rico participated in mass picket line demonstrations against revising this law, which has been in effect since 1936.

Shipping Resumes



As striking longshoremen returned to work this week in most East and Gulf Coast ports, shipping returned to normal at SIU hiring halls, such as New York (above). Longshoremen returned to work at all struck ports with the exception of Texas and the South Atlantic port area where negotiations are continuing.

Tax Runaways To Finance New U.S. Ships, SIU Urges

WASHINGTON—The SIU has urged the Administration to subject the earnings of American-owned runaway-flag ships to U.S. taxes, and to use the proceeds of the levy to rebuild the bulk-carrying segment of the American merchant marine.

The SIU proposal was set forth in a presentation by international president Paul Hall to the Maritime Advisory Committee, which held its fourth meeting here recently. The question of whether the Administration would establish a new maritime policy

was also discussed by committee members.

The Maritime Advisory Committee was created by executive order of President Johnson in June 1964 to consider the problems of American shipping. It consists of the Secretary of Commerce, Secretary of Labor and 15 non-Government members representing the maritime industry, maritime labor and the general public. In addition to President Hall, maritime labor was also represented by NMU President Joseph Curran.

The meeting marked the first time that newly appointed Secretary of Commerce John T. Connor sat as chairman of the Committee.

Cause of Decline

The SIU asserted in its presentation that the rapid growth of the American-owned runaway-flag fleet, in the year since World War II, has been a fundamental cause of the decline of the American-flag fleet during this same period. The runaway fleet consists of vessels flying the flags of Panama, Liberia and Honduras.

The American-owned Pan-Lib-Hon fleet now numbers over 400 vessels, which makes it nearly half the size of the present American-flag deep sea fleet. The SIU further noted that some 264 of the American-owned Pan-Lib-Hon ships are tankers, and that more than half of these are owned by five American oil companies—Standard Oil of New Jersey, Tex-

aco, Gulf, Standard Oil of California, and Socony Mobil. These five oil companies and their foreign affiliates between them had recovered earnings of over \$1.3 billion during the first six months of 1964 alone.

The Union presentation pointed out that these huge earnings, under present law, are not subject to U.S. taxation and that the closing of this loophole had been recommended by the late President Kennedy in his tax message of April 20, 1961.

\$25 Million Tax Yield

The SIU estimated that application of the 52 percent U.S. corporate tax, to the earnings of the runaways, could produce revenues of over \$25 million annually.

The statement noted that, under the onslaught of the runaways, the American-flag bulk carrying fleet of uncompetitive war-built freighters and tankers had been pushed to the brink of obsolescence and bankruptcy, although bulk cargoes—dry and liquid—now make up about 85 percent of our total foreign trade.

The Federal Government, the SIU further noted, has been spending about \$100 million annually on construction subsidies for liner-type vessels, while at the same time it has allowed the vital bulk-carrying fleet to be virtually driven off the seas and has made this country almost entirely de-

(Continued on page 14)

SIU Pushes Fight To Save PHS Hospitals For Seamen

The SIU, pushing its fight for the maintenance of Public Health Service facilities for seamen, has asked for a meeting with Secretary of Health, Education and Welfare Anthony Celebrezze to discuss the proposed closing of seven USPHS Hospitals and other changes in the system which insures adequate medical care for American sailing men.

The request for a meeting followed the dispatch of a wire by SIU president Paul Hall to President Johnson, Secretary Celebrezze and other Administration and Congressional leaders protesting the proposed changes in the USPHS hospital system, including the closing of seven hospitals.

Hall's wire was answered by the White House, which said that "the planned closing of seven small PHS Hospitals over the next three or four years will not cur-

tail medical services to merchant seamen."

The White House maintained that the closings are part of a "plan to improve the quality of care for seamen patients and make hospital care more readily accessible to them." In a similar letter to Hall, Secretary Celebrezze said medical care for seamen in the areas affected by the hospital closings would be provided by Veterans' Administration hospitals.

The SIU, along with the rest of maritime labor, has consistently opposed any changes which would alter or weaken the Public Health

Service program begun in 1798.

In his communication to Secretary Celebrezze, Hall said that "it is essential that American seamen do not suffer any loss or reduction in the quality and availability of medical service and hospitalization under the USPHS Hospital system."

Seafarers and families are urged to write to their Congressmen and Senators asking for their support in the preservation and maintenance of USPHS facilities for seamen and others.

SIU Protests Opening P.R. Trade To Foreign Flags

SAN JUAN—At a joint demonstration here, the SIU and the NMU strongly protested attempts by the government and certain industry leaders on the island to allow foreign-flag shipping to enter the Puerto Rico trade.

Keith Terpe, president of the SIU of Puerto Rico and head of the Puerto Rico Central Labor Council, warned that the introduction of foreign-flag shipping into the island's trade could result in the unemployment of 20,000 seamen.

Terpe was joined in the warning by Thomas Martinez, head of the Puerto Rican branch of the NMU. Foreign-flag shipping in Puerto Rico would mean the loss in wages alone of \$100 million annually the union spokesmen said.

In response to the demonstration by the two sea-going unions, Admiral John Harlee, chairman of the Federal Maritime Commission, promised a "confident, determined and aggressive effort" to aid in the solving of the Puerto Rico freight rates controversy. He said that such a solution should be found without having to resort to the use of foreign-flag vessels in Puerto Rican trade.

Unionists Hear Harlee

Addressing the union pickets in San Juan, Harlee said: "We cannot afford solutions which might aid Puerto Rico but hurt the shipping companies." Before the meeting Harlee spoke before a large group of SIU and NMU pickets protesting foreign-flag shipping.

Part of that protest was aimed at recent statements accredited to Harlee about the possibility of allowing non-American-flag shipping in the Puerto Rican trade. The Admiral assured the pickets that he will back the exclusion of foreign ships at any meeting on the subject at the Maritime Commission. "I believe," he said, "that we can find a just and clear solution to this problem."

The maritime trade meeting was sponsored by the Puerto Rico Chamber of Commerce and included representatives from Alaska and Hawaii, the two non-mainland states of the U.S. also affected by shipping rate controversies. Members of the 12-member panel of industry men offered often conflicting solutions to the freight rates problem.

Subsidies Asked

The head of the Chamber, Justo Pastor Rivera, and Senator-at-large Antonio Fernos Isern both called for subsidies for American-flag shipping in the Puerto Rico trade. Robert Mackey, president of the Propeller Club and a participant at the meeting, also spoke against foreign shipping in Puerto Rico.

At the joint SIU-NMU demon-

stration held at the hotel where the Chamber of Commerce meeting was taking place, Keith Terpe also noted that the Federal Government now subsidizes American-flag shipping companies involved in direct competition with foreign-flag vessels on overseas routes. Under present regulations, no foreign-flag vessels are allowed to participate in America's domestic oceanborne trade.

Some segments of the Puerto Rican business and industrial community have been complaining of high freight rates by American-flag shipping companies. Others maintain that the rates are at a fair and reasonable level. Governor Sanchez is believed to favor the introduction of foreign-flag ships into the island's trade.

The attempt by certain Puerto Rican industrial and government interests, backed by segments of the Federal Government, to bring foreign shipping into a domestic route is reminiscent of the pressure by Pacific Northwest lumber interests a few years ago to allow foreign-flag ships into their domestic trade. The lumbermen managed to get Congress to pass a bill to that effect, but the bill was not re-enacted and died after one year.



Some of the more than 400 pickets who turned out to protest a proposal to allow foreign flag ships to enter the U.S.-Puerto Rico trade hear Federal Maritime Commission Chairman John Harlee assure them that he would recommend only U.S.-flag vessels for such service. The demonstration was a joint effort of the Puerto Rico SIU and the NMU and had the support of other Puerto Rico labor unions.

Latin Labor Group Tours Headquarters



Twenty-five labor leaders from 13 Latin American countries visited SIU headquarters last week as part of a field trip in which they saw American labor in action. The tour was sponsored by the American Institute of Free Labor Development of Washington, D.C. The group's SIU tour included visits to the shipping hall, clinic, LOG offices and the Research Department where this picture was taken.

Story Of The Last Ten Years

U.S. Ocean Trade Doubled, U.S. Flag Share Down 2/3

WASHINGTON—Despite the spectacular doubling of America's oceanborne foreign trade in the decade since 1955, the U.S.-flag merchant fleet has continued on a headlong decline, according to the latest figures released by the U.S. Maritime Administration.

While our nation's trade was reaching new heights, the percentage of that trade carried in American bottoms dropped from a low 27.9 percent to a drastic 8.5 percent. The figures mean simply that \$1.5 percent of U.S. commerce is now moved in foreign-flag ships.

The share for liner-type ships dropped from 38 to 29 percent of American liner-carried cargoes. The share of U.S. trade carried by U.S. tramp ships fell from 18 to five percent. American-flag tankers, which carried 30 percent of

our tanker cargoes in 1954, carried only four percent in 1963.

During this period, the Maritime Administration report shows, U.S. exports rose by 123 percent and U.S. imports increased by 88 percent. The sharp upward trend of our nation's trade is expected to continue well into the future, according to most observers.

The sharp decline in the share of commerce carried by U.S.-flag ships was in contrast to the greater role being played by U.S.-owned ships flying the runaway

flags of Panama, Liberia and Honduras. While U.S. ships carried 8.5 percent of U.S. trade, runaway flag ships carried 19.4 percent.

The Maritime Administration considers 12.6 million tons of Pan-Lib-Hon shipping under so-called "effective control" of the United States. Of that total, only 70 percent is engaged in U.S. trade. And even the runaway ships have been carrying a steadily declining portion of our commerce.

When the Pan-Lib-Hon total is added to the U.S.-flag total, America-owned shipping accounted for only 28 percent of our trade, a decrease of 5.8 percent in the years between 1960 and 1963. Many of the runaway ships are owned by independent operators who charter them to oil, iron, steel and aluminum importers.

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The Atlantic Coast



By Earl (Bull) Shepard, Vice-President, Atlantic Seafarers On The Job Again

SIU men stuck high and dry on the beach here in New York and other East Coast ports while Longshoremen negotiated for a new contract, heaved a sigh of relief and braced themselves for the big rush to the shipping counters when ILA leaders ordered their men back to the piers. On the first regular day of business after the walk-out ended, three times the normal number of Seafarers shipped out of Brooklyn headquarters.

Not all ports were included in the shipping boom created by the dockers' back to work movement. ILA negotiators were at a stalemate over new contract terms in Hampton Roads, Va., and ports from Wilmington, N.C. south to Tampa, Fla., as well as all Texas ports along the Gulf. Negotiations in these ports are continuing.

The Calmar Steamship Corp. made the launching of one of its new C-4's, the Seamar, the occasion to honor Joseph Schenk, an SIU member who is the company's oldest employee. Mrs. Joseph Schenk, wife of the SIU veteran, did the honors at the christening ceremonies held at Bethlehem Steel Corporation's Key Highway in Baltimore. Schenk, who is a machinist, first went to work for Calmar in 1925, and is the company's oldest sea-going employee. His SIU brothers add their heartiest congratulations along with their wishes for continued smooth sailing.

New York

A lot of old faces turned up in the New York hall to wait for the end of the ILA walkout. We heard Luis Figueroa announce that he's ready for a bosun's job as soon as one comes across the board. Figueroa has been an SIU member for 24 years now, and recently spent 22 months on the Los Angeles. W. Lovett's friends were all glad to see him on his feet with a fit-for-duty slip after being taken sick on the Columbia. Lovett says he is ready and willing to sign-up for the first Group 1 steward department job he sees. Rick (Windy) Adamson is keeping his eye peeled for an electrician's job on the Fairland, while J. Gauthier is hiding his time as he waits for a third cook or salon messman's call.

Boston

Shipping was down to a slow crawl in Beantown as everybody was marking time waiting for the Longshoremen to return to work. With the dockers now back on the job, the Steel Navigator and the New Yorker are expected to clear quite a few jobs off the board.

Boston Seafarers were all glad to hear that John Kulas' son was recovering from a recent illness. Kulas, who was an oiler on the Mount Vernon Victory, had to pay off the ship and rush home when his boy was hospitalized. Bob Eaton has been seen around the hall, ready to grab the first available AB job he sees. Bob was flat on his back in a Puerto Rican hospital for a while, but is now fully recovered.

The ILA walkout gave George Stanley a chance to get up to Maine and see his family, but he's ready to ship on the first carpenter or bosun job he finds. Charles Krause, who sails in the steward department, says he will take the first job that comes along. Krause was glad to get home after shipping on the Puerto Rico on the sunshine run.

Philadelphia

Shipping has been slow in Philadelphia because of the longshoremen's strike, but a few jobs have been moving to ease the situation a bit. With the dockers returning to work, the job picture is expected to get considerably brighter.

The walkout didn't bother Yaswant Soman, who said he enjoyed a good visit on the beach after shipping as bosun on the Steel Seafarer. Harry Celko is recuperating after spending five months laid up in the hospital. He says he's looking forward to shipping out after his time in drydock. Ed-

ward Gallen, who was last on the Overseas Eva, is one of the boys who is chomping at the bit to put his sea legs in action again.

Baltimore

With the longshoremen back on the piers cleaning up the huge backlog of cargo, the shipping situation looks very good in Baltimore for the next few weeks. SIU ships waiting to sign on crews include the Bethlor, Bethtex, Kenmar, Afoundria and Azalea City.

Charles Hemmish has been telling his friends in the Baltimore hall how much progress the Union has made in the 20 years he has been sailing. Hemmish, who recently piled off the Robin Locksley where he was chief electrician, says he was happy to take advantage of the unexpected vacation he got because of the dock walkout. Seafarers around the hall are hoping Alexander Potorski gets out of the hospital with a fit-for-duty slip soon. Potorski recently paid off the Globe Progress where he sailed in the deck department. Eugene Graves is another brother who took advantage of the ILA strike to get some medical attention. Graves, who paid off the Yorkmar, says he wants a Far East run since he's had enough of intercoastal trips for a while.

Norfolk

Shipping has been fair in Norfolk, even though a few local issues still remain to be settled before the ILA dockers go back to work. Once the current dead-lock breaks, job calls should really begin rolling across the rotary board.

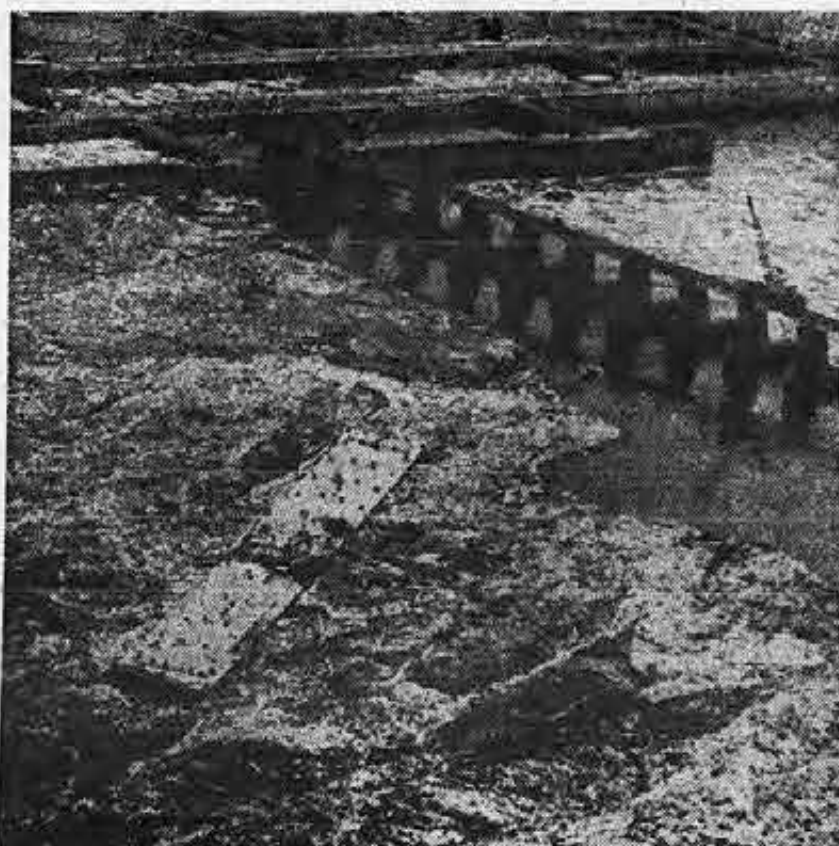
Julian Wilson, an AB, hopes to get back on the New Yorker as soon as he gets a fit-for-duty slip. Douglas Wilson piled off the Rebecca in Galveston since he had some business to take care of back home. He'll be looking for an AB job when things start moving again. Roy Cuthrell left his oiler's job on the Henry after spending seven months relaxing on his farm.

Puerto Rico

We went down to San Juan recently to represent the SIU at ceremonies when the Central Labor Council was officially presented its charter from the AFL-CIO.

Charlie Slateff rushed down here to the "sun and sand" after paying off the Puerto Rico in cold, windy New York. Juan Hernandez said he hated to leave the Alcoa Trader, but hopes to get another good ship when things start moving again. Oliver Ortiz waved goodbye to his friends in the hall and took off for New York where he intends to ship out on the Gateway City.

Mississippi Ice-Jam



The Mississippi River has had its problems with ice this year, as the picture above amply demonstrates. On one day recently, ice floes tore a total of 13 barges from their moorings. The Alton, Illinois dam is at top right in picture.

Your Union Benefits

By Al Kerr, Secretary-Treasurer



What About Emergency Care?

We have received many inquiries from various members regarding emergency treatment in hospitals other than Public Health Service installations.

The Public Health Service will assume the cost of emergency medical care obtained from other sources only under the following circumstances:

1. When a seaman is too ill or badly injured to travel to a USPHS facility, the seaman or someone acting in his behalf must request authorization from the Medical Officer in Charge of the nearest PHS hospital, out-patient clinic or out-patient office. When the Medical Officer in Charge is satisfied that the seaman is eligible and his condition is a true emergency he will grant authority for the requested care.

2. Request for authorization must be made immediately when the seaman seeks treatment. THIS IS IMPORTANT. Use of telephone or telegraph facilities provides early consideration of the request. NO CONSIDERATION WILL BE GIVEN TO REQUESTS RECEIVED AFTER DISCHARGE FROM THE HOSPITAL.

It should be understood that any authorization given will be conditional upon the seaman's eligibility being established. If a seaman does not show evidence of eligibility, the PHS will not assume the responsibility for the cost of the care. This means the member will have to pay the doctor's bill himself.

The out-patient hospital benefit under the Union's Sickness and Accident Program is available to members while confined to private hospitals if they meet the eligibility requirements, and the Union is notified that the member is in the hospital.

In-patient benefits are available to Seafarers who meet eligibility requirements at the rate of \$56 per week. These benefits are payable at the rate of \$8 per day to a member who is an in-patient in any USPHS hospital, or a private hospital that has received official approval, in the United States, Puerto Rico, the Virgin Islands or Canada. The S&A in-patient benefit can be paid for a period of 39 weeks, and begins on the first day a member is hospitalized.

Members receiving out-patient benefits also are paid \$56 per week at the rate of \$8 per day. To be eligible, a seaman must be disabled and receiving treatment within the United States, Puerto Rico, the Virgin Islands or Canada. Should an eligible seaman elect to receive medical care from a private physician, the welfare plan trustees reserve the right to evaluate the medical proof submitted to determine the eligibility of the claim.

If a member has become disabled as a result of his own willful misconduct, he will not be eligible to receive the S&A out-patient benefit. A member will also be ineligible for this benefit if he is getting out-patient treatment outside the U.S., Puerto Rico, the Virgin Islands or Canada.

A waiting period of seven days, starting with the first calendar day a member is declared not fit for

duty, is required for eligibility to receive the benefit. If the disability continues after the seven-day waiting period, payments can begin, retroactive to the fifth day from the initial date he was declared not fit for duty.

Filing Requirement. Claims for the S&A benefit must be filed within 60 days after discharge from a hospital or the beginning of the disability period, if no hospitalization is required. Each claimant is required to submit medical proof of his disability. This proof will be evaluated by the trustees of the welfare plan to determine eligibility for payments. The trustees can also require further examination of the applicant by a doctor selected by the welfare plan, or they may ask for a more complete certification.

Once an initial claim has been filed for a disability, it will not be necessary to file additional claims for weekly payments for the same disability period. It should be noted that a member is required to submit medical proof of his continued disability, stating its cause, before any subsequent payments can be made.

Duration of Benefit. An eligible is entitled to a maximum of 39 weeks of payments during any one period of disability, including in-hospital and out-patient time. Where there has been a waiting period, the 39-week period starts when benefits are payable. However, an eligible shall not receive total benefit payments in excess of 39 weeks in any 12-month period, and the 12-month period for the determination of the 39-week maximum payment begins on the first day an employee is eligible for payment.

If an eligible is receiving or is entitled to receive maintenance and cure payments, the Plan shall

(Continued on page 10)

Three More SIU Oldtimers Added To Pensioner Ranks

NEW YORK—Three more Seafarers have joined the growing ranks of SIU members receiving \$150 per month pensions that enable them to spend their retirement without financial hardship after a lifetime of sailing. Trustees of the Seafarers Welfare plan approved pensions for the three SIU veterans, all members of the Atlantic and Gulf District.

The new pensioners are Hemsley Guinier, 57; Antonio J. Corral, 69; and Lawrence Proper, 84.

Guinier joined the Union in the port of Baltimore. A steward department veteran when he became a member, he sailed as chief steward. He last sailed aboard the Westfield (Sea-Land). Guinier, a native of the British West Indies, now makes his home in



Guinier

Brooklyn, N.Y.

Corral took out his first SIU



Corral



Proper

card in New York. Joining as a member of the steward department, he sailed as chief cook and baker. A native of the Philippine Islands, he now lives in Brooklyn, N.Y. His last trip was aboard the Kyska (Waterman).

An experienced member of the deck department, Proper joined the SIU in Baltimore. He last sailed aboard the Venore (Venore Transportation). He intends to live in comfort on his SIU pension in Baltimore.

SIU Alaska Salmon Fishermen Urge U.S. Catch Protection

WASHINGTON—The SIUNA affiliated Alaska Fishermen's Union has urged government officials and lawmakers to take a firm stand upholding the rights of American fishermen in negotiations with Japan on the protection of Bristol Bay red salmon.

The urging came at a meeting between the AFU, the Association of Pacific Fisheries and administration officials and legislators concerned with the fisheries problem. Representing the AFU at the meeting was its president George Johansen. The meeting was called by Senator Warren G. Magnuson (D-Wash.), chairman of the Senate Commerce Committee.

The meeting revolved around the International North Pacific Fisheries Convention, ratified by Japan, Canada and the U. S. in 1953. Under the Convention, the Japanese have not fished for salmon on the high seas east of 175 degrees west longitude. The implication at several subsequent Convention meetings was that Japan would like to abandon the abstention principle.

The representatives of the AFU and the Fisheries Assn. have held that the abstention line should be moved 10 degrees farther west, a proposal which, they contend, would "substantially protect Alaska salmon from Japanese high seas fishing."

In a brief presented at the meeting, the AFU and the Assn. said that during the last nine years the Japanese have harvested 27.2 million red salmon of Bristol Bay origin in their high seas fishing west of the provisional abstention line. During the same period, the brief said, the U. S. fisheries harvested only 60.7 million red

salmon, after providing, by regulation, 71.6 million escapement to perpetuate the runs.

Thus, the brief contends, the Japanese have harvested 31 percent of the total catch of Bristol Bay red salmon. In most years, this has placed U. S. fisheries in an unfavorable position. The AFU and the Association maintain that this is a clear violation of the intent of the treaty. Bristol Bay, whose residents depend entirely on the salmon run for their livelihoods, has been declared a disaster area by the White House on three occasions.

Attending the meeting called by Magnuson were Senator Bartlett and Representatives Rivers of Alaska, Secretary of the Interior Udall, Under Secretary of State W. Averill Harriman and other government officials.

Tug & Dredge Elections To Start March 8

DETROIT—The Great Lakes Tug and Dredge Region of the SIU Inland Boatmen's Union will hold elections for Regional Officers and Port Presidents during March and April, in accordance with the Union constitution.

Candidates for the various offices were selected during the December, 1964 nominations period. The balloting for Regional Officers will begin on March 8, 1965, and continue through March 20, 1965. The election of Port Presidents will be conducted at the regular April membership meeting of the Great Lakes Tug and Dredge Region IBU-SIU.

All members have been mailed a special election supplement containing the Regional Director's reports on Election Ballot and instructions for voting, nominations for Port Presidents, nominations for Officials, and instructions for election of Port Presidents. The supplement also includes a selected voting guide for polls committees and a letter concerning procedures for mail ballots.

Elections will be conducted in the ports of Ashtabula, Ohio; Buffalo, New York; Chicago, Illinois; Cleveland, Ohio; Detroit, Michigan; Duluth, Minnesota; Lorain, Ohio; Milwaukee, Wisconsin; Sault Ste. Marie, Michigan and Toledo, Ohio.

New Services Added To SIU Coast Clinics

Seafarer members of the A&G District are now able to receive diagnostic services at the SIU Pacific District Clinic in San Francisco and Pacific District members are eligible for similar health services at SIU East and Gulf Coast Clinics under an agreement aimed at bettering health protection for members of the SIUNA.

Since all Pacific District members on the East coast are currently dispatched from the ports of New York and New Orleans, the Clinics in those ports will handle the yearly and sign-on medical examinations for west coast members. Atlantic and Gulf District Seafarers will be able to take their yearly exams in San Francisco. West coast Clinics will also be established soon in the ports of Wilmington, Portland and Seattle.

Records of the examinations will be kept in the effected Clinics and at periodic intervals they will be balanced against each other so that any differences in cost can be charged to either the SIU Welfare Plan or the Pacific District Welfare Plan.

The agreement will facilitate the program of medical examinations for members of the A&G and the Pacific District so that all members will be able to obtain a complete annual examination. In addition, Pacific Coast members will be able to obtain the sign-on examination required in their contract.

The SIU system of east and gulf coast clinics was begun in 1957 with the opening of the first facility in New York. Today, every east and gulf coast port, with the exception of Norfolk, has such a facility. A Norfolk Clinic will be opened in the immediate future.

Artist Goes Underwater To Paint

A New York artist has taken to painting seascapes from the inside out. When Shaney Frey, the artist, feels the urge to create coming on strong, she dons a bathing suit and scuba gear and carries her easel down to the ocean floor.

Shaney got the idea from her husband, Hank, who is an underwater photographer. From there it was easy. The only problem Shaney finds is keeping her brushes from getting soggy. So she uses palette knives.

Water colors are out of place in the water, so she uses oil paints. Her easel is held fast by a lead-weighted diving belt. She concentrates mainly on capturing the beautiful, color-filled and sometimes strange undersea landscapes.

SIU Welfare, Vacation Plans

Cash Benefits Paid — January, 1965

	CLAIMS	AMOUNT PAID
Hospital Benefits	7,884	\$ 59,056.40
Death Benefits	33	100,773.34
Pension-Disability Benefits	678	101,700.00
Maternity Benefits	53	10,600.00
Dependent Benefits	724	82,985.20
Optical Benefits	586	7,262.29
Out-Patient Benefits	5,238	27,024.00
Summary	15,196	389,401.23
Vacation Benefits	1,647	548,301.98

TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD 16,843 \$937,703.21

MFOW Elects Officers

SAN FRANCISCO—The SIU-affiliated Marine, Firemen, Oilers and Watertenders union has accepted the report of its Balloting Committee on its annual election of officers. MFOW members elected Union officers for one year terms in balloting which ran from November 2, 1964 to January 29, 1965.

Re-elected to MFOW offices were William "Bill" Jordan, president, and Alex Jarrett, vice-president. President Jordan, who was unopposed for reelection, is also a vice-president of SIUNA. C. A. Peterson was elected to the post of treasurer.

Others Elected

Other officers elected were Richard C. Holloway, San Francisco Business Agent No. 1; Jack Hatton, San Francisco Business Agent No. 2; H. "Whitey" Disley, San Francisco Business Agent-Clerk, and Elmo H. Shaw, San Francisco Dispatcher.

Harry Jorgensen, Seattle Port Agent; Bernard J. Carpenter, Seattle Business Agent; R. N. Sweeney, Portland Port Agent; Hugh Jones, Portland Business Agent; Bob Sherrill, San Pedro Port Agent; John Fick, San Pedro Business Agent; E. G. "Red" Ramsay, New York Port Agent; J. "Slim" Von Hess, New York Business Agent, and James Murphy, Honolulu Port Agent.

Elected to the Board of Trustees were Harry Jorgensen, E. G. "Red" Ramsay, Bob Sherrill and R. N. Sweeney. The same four candidates were also elected delegates to the SIUNA Convention.

A proposition on the ballot that would change the election of MFOW officers to an every two-year basis instead of the every three basis now in effect was defeated by the membership.

Icebergs Now Come In Six Lovely Colors

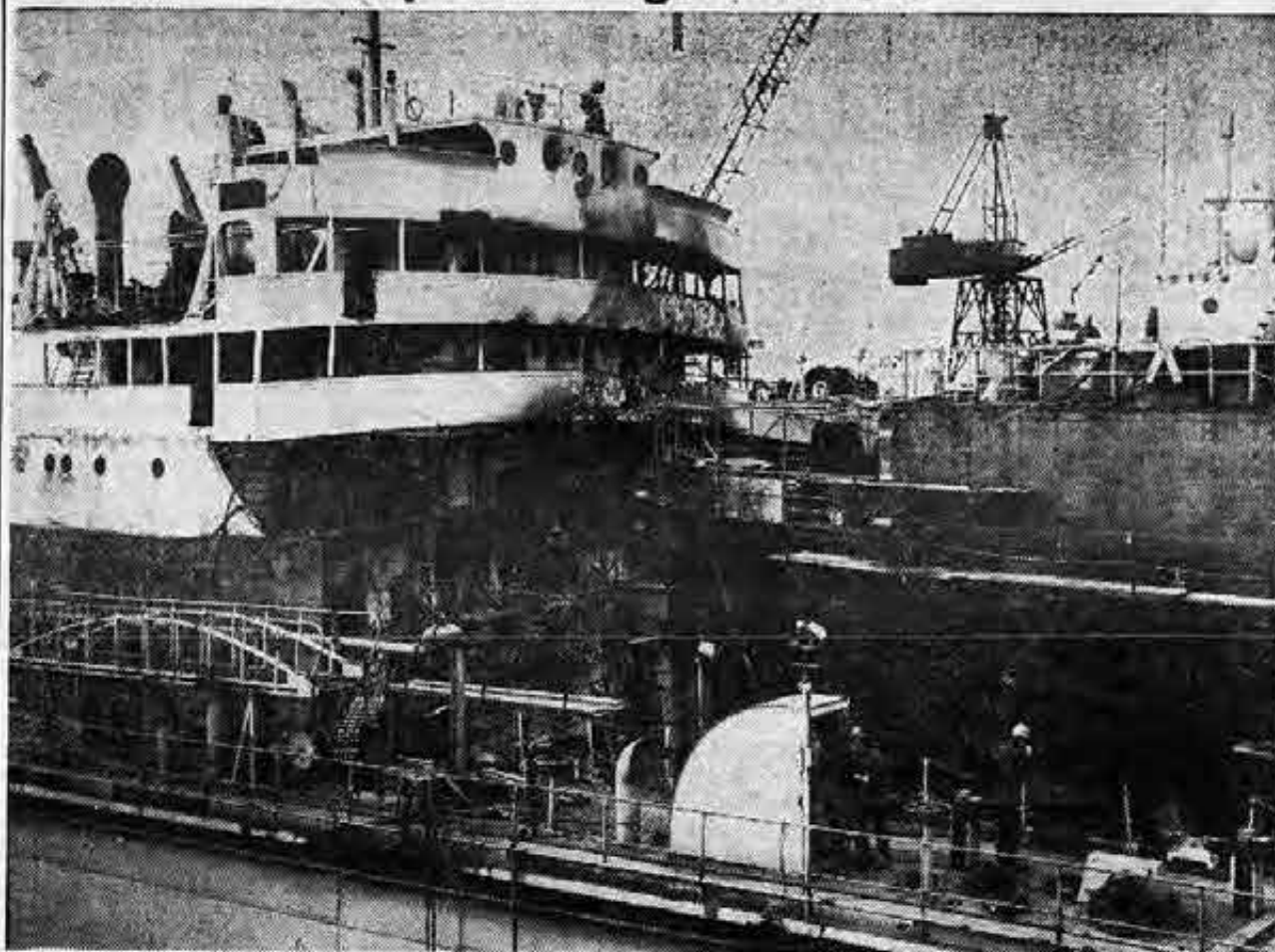
Seafarers sailing the frigid waters of the north Atlantic are liable to cruise past an ice blue iceberg in the near future. The floating frosty mountains will soon be appearing in six attractive colors, in fact.

The crewmen of the Coast Guard oceanographic research ship Evergreen have been firing paint-tipped arrows at icebergs as part of a new study aimed at finding out more about the movement of the bergs. The paints come in four shades of blue, green and red.

The Guardsmen have been keeping a weather eye on the drift and deterioration patterns of icebergs for years in an effort to lessen the continuing navigation hazards presented by them. The berg-tinting operation is a new feature of the 1965 International Ice Patrol, set to begin in a few weeks.

Planes and ships of the Coast Guard will track the distinctive bergs, keeping chart of their meanderings and the way in which they break up upon reaching warmer climes and waters. Later this year, the CG will be doing research in Greenland, where icebergs are "calved" or born, to find out more about the glaciers which create the bergs.

Operation Big Switcheroo



Pictured above is a sight you don't often see—two stern sections back to back (or face to face if you prefer). The strange positioning took place during the reconstruction of the fire-damaged *Globe Explorer* (Sea Liberties) when the Explorer's damaged stern was cut away and replaced by the stern section of another bulk carrier, the *Appomattox*. The Explorer's stern is at left. For a full description of the operation, see story in the February 5 issue of the LOG.

Seamar Back In Service Following Collision Mishap

PORTLAND, Ore.—The SIU-contracted Seamar (Calmar) went back into service February 9 after completing repairs on hull damage suffered when she struck a bridge on the fog-shrouded Columbia River near Astoria, Oregon. No crewmen were injured in the mishap.

The crew remained in Portland during the three weeks the Seamar underwent repairs and was ready to take her out with a cargo of lumber loaded at Coos Bay and bound for the east coast. Repair work was done by the Albina Machine and Engine Works here.

The mishap buckled plates and caused flooding in the engine room. The crew was removed from the damaged vessel by a Coast Guard cutter when she began to ship water. In addition to repair of hull plating, extensive reworking had to be done on the ship's boilers and the engine room had to be cleaned up.

The Seamar, a Liberty-type, has an uncertain future because a new Seamar, a converted C-4, has gone into service for Calmar as part of the company's ship replacement program.

The new Seamar was christened at the Key Highway Shipyard in Baltimore. She can carry 15,000 tons of cargo at a speed of 17 knots. That speed allows her to cut a week off the previous sailing schedule between east and west coast ports.

The vessel is the fourth of six new Calmar C-4 troopships reconverted into bulk carriers. The six C-4s will replace ten older, slower Liberties.

The new Seamar was also involved in an unfortunate incident recently. While undergoing remodeling at the Key Highway Shipyard in Baltimore, she began to sink alongside her pier when a

seacock was left open. However, shipyard workers spotted the flooding and were able to act before serious damage occurred.

Navy Machine Chain Smokes For Science

WASHINGTON — Among the many delicate machines and precision instruments at the Navy's Marine Engineering Laboratory here, is a mechanized chain smoker that consumes over four pounds of tobacco a day. The machine's purpose is to do its best to foul up the delicate air purification systems used on submarines.

Having gotten the air purifier as befouled as possible, the Navy then sets to work finding the best possible way to get it clean again—and round and round we go.

The heart of the submarine's air purification system is an "electrostatic precipitator," which removes impurities from the air. On vessels which can stay completely submerged for months at a time, keeping this precipitator clean is a serious business, and that's where the Navy's mechanized chain smoker comes in.

By continuously pumping clouds of tobacco smoke into the precipitator, engineers can test new methods of cleaning and insulating this vital piece of machinery. So far the engineers have decided that a good hot bath with plenty of soapy water is the best way to keep this precipitator clean.

Congress Gets Fisheries Loan Extension Bill

WASHINGTON—A bill to extend the Federal fisheries loan program for another 10 years has been introduced in the Congress by Senator Warren G. Magnuson (D-Wash.).

The Senator, chairman of the Senate's Commerce Committee, said he submitted the bill on the request of the commercial fisheries bureau of the Department of Interior.

Fleet Up-Keep

The revolving \$13 million loan fund has provided the means over the years to replace, convert and repair many hundreds of craft in the nation's fishing fleet. The program was created because long-term credit was not readily available to fishing-vessel operators because of the hazards of their work.

In placing the extension to 1975 before the Senate, Magnuson said: "Increasing competition on the high seas from the massive fishing fleets of foreign nations makes the continuance of this program mandatory."



By Fred Stewart & Ed Mooney
Headquarters Representatives

Emergency Procedures — Part II

This is the second of two articles dealing with the subject of emergency signals and procedures aboard ship.

Man Overboard. If somebody falls over the side there is a certain procedure followed. If you see a man go overboard it is your duty to "hail and pass the word to the Bridge." This means you holler like the devil and let the mate on watch know what happened. Also, if the ship is under way, tell him over which side the man went so the man at the wheel can turn the ship in the same direction. In that way the stern swings away from the man and he will not be sucked into the propellers. It goes without saying that you throw him life-rings or anything else that floats.

Depending on the time of day and the weather, the mate on watch or the captain if he is on the bridge, will take the ship into a "Williamson turn" which is designed to bring it back on the same track going into the opposite direction. Lookouts are sent aloft, to keep the man in visual range or search for him if he was lost out of sight. While all this is happening, a boat is being cleared for launching. On some ships a "man overboard" signal is used. This signal is five short blasts on waterbound and effects the rescue. In a man overboard and other ships; and on ships where passengers are carried so that they will not be troubled by the abandon ship stations signal. This signal means that the designated emergency boat-crew musters by their emergency boat and gets it ready for launching and on further orders gets it waterbound and effect the rescue. In a man overboard and other rescue situations the Boat Recall signal is sometimes used. The signal is code for the letter "R", namely a short, long, and a short blast on the whistle. This means that the master on board ship, using his good judgement, wants the boats back to the ship.

Fire Signal. The signal for fire aboard ship is a rapid ringing of the ship's bell and continuous ringing of the general alarm system for not less than ten seconds, meaning they are both ten second signals. Again notice the two sources of power, manual and electrical. The Ship's bell is the big one up on the fore'sle head, a hangover from the time the crew really sailed in the fore'sle, which indeed they still do on older ships under different flags.

On hearing this signal, it is very important that you report to your station. Of course you must be fully clothed and wearing a life preserver. The reason you should go to your own station, even if the fire is elsewhere, is to avoid confusion, or even panic. The emergency squad, and the men already stationed in the vicinity of the fire are enough to get the firefighting started. After they are organized you may be called on to provide your length of hose, nozzle, spanner and other gear. On some ships additional signals are used to let you know where the fire is. This is at the captain's discretion. The most common extra signals are one blast for forward, two for midships, and three for aft.

Actual methods for fighting fire, different fire extinguishers and types of fires will be dealt with in a later article, but obviously, first one must know the signals that alert you to the danger, and which signal means what.

State Labor Board Nixes Lie Detectors

CHICAGO—Lie detector tests are an infringement of civil rights, unreliable and "inherently prejudicial," the board of review of the Illinois State Labor Department has ruled.

The three-member board reversed a referee's decision in one case and upheld the appeals of workers in two other cases, ruling that all three were entitled to unemployment benefits. Employers had opposed the claim in each case.

The key case involved a clerk fired February 7, 1963, after more than six years of work for a retail chain store. She had been asked to take a polygraph test and refused. The store said she rang up \$1 less than the price of a lighter she sold but the clerk said the other salesmen used the same cash drawer and, if the mistake was hers, it was accidental and not intentional dishonesty.

Referee Reversed

A department referee agreed with the employer that she was fired for misconduct connected with her work. The review board did not question the store's right to discharge the employe but held there was no proof of "any willful wrongdoing" on her part.

Chairman Marvin W. Mindes and Members A. M. Quarles and Irving M. Friedman also held that lie detector tests are "an infringement of civil rights, a violation of privacy and an example of the devices" which must be banned "if freedom is to be preserved in our increasingly crowded and interdependent world."

The board held that the inquiry to the legitimate rights of the employe resulting from the use of lie tests "far outweighs the unsure benefit" to the employer. Therefore an employe's refusal to submit to such a test is not in itself misconduct, it ruled.

The ruling in the other two cases covered compensation despite the fact the employes "flunked" the so-called lie detector tests when accused of misconduct and fired.

New Terminal Planned For Port Arthur

PORT ARTHUR, Texas—A new ocean ship terminal only 19 miles from deep water will be built here as soon as local voters approve a bond issue to finance the project, officials of the newly created Port Navigation District report.

When the project is completed, Port Arthur will become the nearest Gulf port to open water, with the exception of Galveston. The complex of cargo handling facilities will be planned to meet the needs of the port for a long time into the future.

The terminal will be constructed on a 95-acre site, with other lands available nearby for the development of industry. Part of the site is city-owned and another large portion of it is owned currently by the SIU-contracted Sabine Towing and Transportation Company.

'Light Beam Machine' To Aid In More Accurate Mapmaking

WASHINGTON—A successfully completed experiment, where a beam of high-intensity light was photographed as it bounced off an artificial satellite, is the first step to the production of maps of high accuracy for the use of merchant marine navigators.

By photographing the light bouncing off the satellite from two locations on earth, the precise distance between the two points can be pinpointed. The information gained by this method will prove invaluable in making accurate maps of the oceans of the world, as well as land areas. While ship's navigators can find their way from one port to another with presently existing maps, highly accurate sea charts, made as a result of this type of geodetic research, will make ocean voyages shorter, safer and more economical.

The high powered burst of light

used in the experiment is known as a laser beam. Scientists use the laser system to produce light beams of high intensity which have been used for purposes ranging from delicate eye surgery, space communications, industrial cutting processes and advanced weapons for the military establishment. Laser, the word for this process, stands for "light amplification by stimulated emission of radiation."

The light bouncing experiment utilizing the laser beam, was conducted by the Air Force Cambridge Research Center facility at Hanscom Field, Bedford, Mass. The light was bounced off an Explorer 22 satellite, which carried several panels full of quartz prisms for use in reflecting the beam.

The experiment marked the first time a laser beam was developed that was powerful enough to be photographed after it hit the satellite. When the beam left earth, it was between a quarter to a half inch in diameter, but spread to four miles wide on reaching the satellite 950 miles high. The satellite reflectors sent the light's reflection back to earth in a beam that spread to a 100-yard diameter when it was photographed by Air Force cameras. The entire process, from start to finish, took only one hundredth of a second.

Earlier attempts to photograph a light flash from a satellite failed because of poor reflectors or weak beams of light. Another system involved having the satellite produce the light flash. This failed to work because of the heavy equipment involved.

Congress Urged To Protect Senior Citizens From Fraud

"Quacks and pitchmen" are cutting into the modest funds of elderly Americans at a rapidly increasing rate, a Senate subcommittee declared in a report urging broad regulatory efforts and education to combat the unscrupulous.

Some 18 million consumers 65 or older have \$37 billion a year in buying power, the subcommittee chairman, Senator Harrison A. Williams (D-N.J.), said in a foreword, but most individual incomes are "pitifully inadequate."

"This very inadequacy," he said, "makes the yearning for security all the more desperate, and the elderly attempt to make slim resources cover all retirement contingencies, including adequate shelter, care of multiplying ailments and some semblance of protection against financial crisis."

1,128 Pages of Testimony

"Anxiety is thus a weapon for those who cheat the elderly, and so is the very complexity of the

marketplace."

The report was filed by the Subcommittee on Frauds & Misrepresentations Affecting the Elderly, a unit of the Senate Special Committee on Aging. The subcommittee held a series of hearings in Washington at which 1,128 pages of testimony were taken.

Pilot Program Sought

It proposed establishment of a federal anti-quackery bureau to "supplement and accelerate present activities, rather than replace them" and pre-market federal testing of therapeutic, diagnostic and prosthetic devices which can now be sold until the government is able to prove in court that they are unsafe or do not live up to claims.

A pilot program also would seek to demonstrate effective information efforts; undertake broad research into consumer attitudes; implement use of appropriate agricultural extension services and college extension programs; increase consumer education, especially in U.S.-aided housing programs for the elderly, and make an "evaluation" of government publications warning against quackery.

U.S. Going Ahead On Canal Treaties

WASHINGTON—The U.S. expects to have two or three treaties regulating the building and operation of a new sea-level canal across Central America by the end of the year.

The signing of these treaties would allow the detailed studies necessary before construction work starts on the proposed replacement for the Panama Canal. There are three possible sites projected for the new Atlantic-Pacific link — the first through Colombia, another through Nicaragua and Costa Rica.

The U.S. has stayed clear of the sensitive issue of national sovereignty in talks toward a treaty for the new canal. The Johnson Administration has said, however, that it would consider an "internationalization" of the canal project. Such a plan would mean that a group of countries would take charge of financing and operating the canal.

The treaty talks were said to have met the greatest resistance in Panama, site of the present canal. Many Panamians fear that a new canal would encroach on their sovereignty and cause the same political turmoil the present canal has created through its 50-year history.

Economic Gains

The host country would gain some economic improvement from the canal, Washington maintains,

because a modern port would be built on either end of the canal and local workers would be hired for canal jobs.

A story published in Scripps-Howard newspapers suggested Mexico as a likely route for a new canal. Such a canal, the story said, would benefit U.S. and Mexican Gulf Coast ports. The Mexican government, the story continued, has "shown no outward interest in the canal and some Mexican leaders have spoken against the canal being on Mexican soil."

"This," the story concluded, "apparently has led President Johnson to drop consideration of the Mexican route."

Sign Name On LOG Letters

For obvious reasons the LOG cannot print any letters or other communications sent in by Seafarers unless the author signs his name. Unsigned anonymous letters will only wind up in the waste-basket. If circumstances justify, the LOG will withhold a signature on request.

Frisco Bay Is Shrinking

SAN FRANCISCO — The great San Francisco Bay, which has provided an anchorage and haven for thousands of the world's ships in its colorful history, is getting smaller and dirtier each year, its wildlife and natural beauty endangered by reckless development.

Scientists, civic leaders and conservationists, alarmed by the deteriorating situation, are joining forces in an effort to restore and preserve San Francisco Bay as a port area and a place of recreation for the people in this part of California.

The problems they face are common to other ports in the U.S. Unplanned land filling projects have shrunk the Bay from 568 square miles to less than 325 square miles in the last 100 years. The trend will continue as long as a rational plan for the development of the Bay is not worked out, the studies show. Along with the land fills and the hectic rise of plants and other facilities, pollution, in the air and water, has increased.

"Within a generation and without strict controls," Prof. Wallace Stegner of Stanford University warned, "it (the Bay) could be a fuming flat with a sewage canal down its center, a region of pollution, crowding and ugliness, instead of the place of beauty and health and joy that this incomparable valley could be made into."

The study commission examining the problems of the Bay said that continued piecemeal filling could place "serious restrictions on navigation" and kill off the many types of fish who make their home in the Bay. They lay much of the blame on the fact that jurisdiction over Bayfront areas is divided among many municipalities.

The study urged prompt recognition and action on the problem by the California legislature.



**A GIFT FROM POPE PAUL VI
TO THE PEOPLE OF INDIA**

पोप पॉल VI की तरफ से
भारत के लोगों को भेंट

**VIA THE
STEEL VOYAGER**

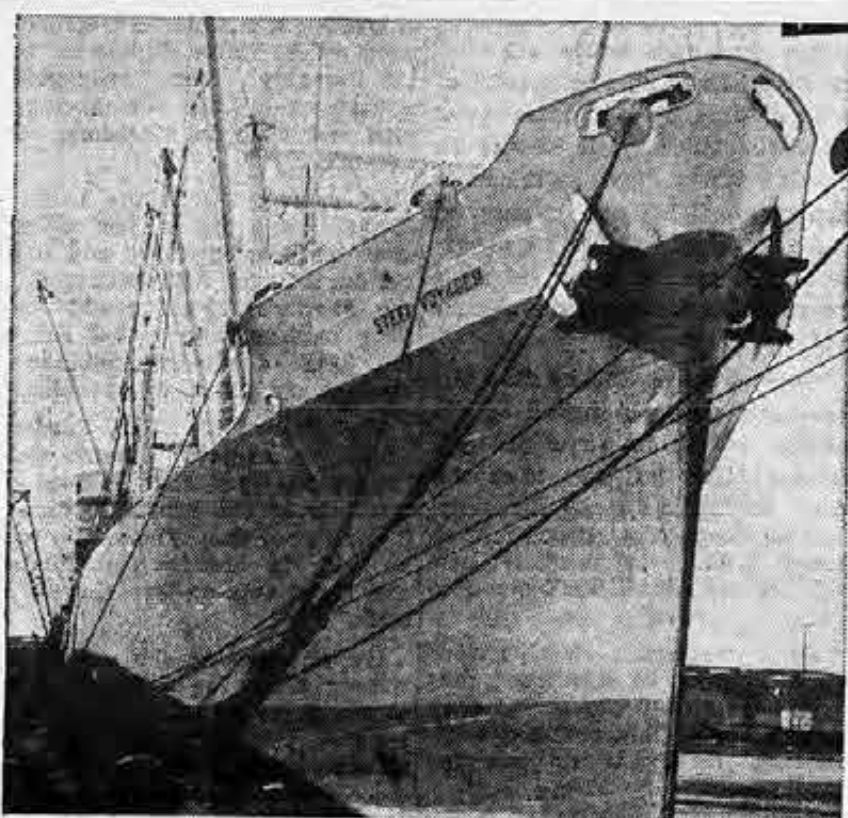
The SIU contracted *Steel Voyager* (Isthmian) marked another round-the-world trip in her log on February 10, when she paid off in New York.

When she left New Orleans October 22, her holds contained 2,000 tons of bagged grain. The grain was a gift from Pope Paul VI to the people of India—a Pontiff's thank you for the warm welcome he received there during his 1964 trip.

The SIU crew was happy to be a part of this humanitarian mission, and some of those who took part were on hand when the LOG photographer came aboard at payoff time.



AB Joe Dunn slushes a runner topside.



SIU-manned *Steel Voyager* tied up at a Brooklyn pier after her mercy mission to India with Pope's grain gift. The *Voyager* also touched other ports in globe-girdling cruise.



N.Y. Patrolman Luigi Iovino (back to camera) at payoff with (l.-r.) ship's delegate Rocky Adams, Weldon Casey and Price Willoughby.



Patrolman Joe DiGeorgio talks it up with night cook Sanford Kemp and bosun Dolph Holm during payoff at Erie Basin pier on February 10.



Wiper Mike Kennedy at work in engine room.



Steward department stalwarts are (l.-r.) Sanford Kemp, Tom Thacker and Clifford Nickerson.



AB Jimmy Maloney on the job, wearing beret.



AB Mario Ruiz relaxes in foc'sle.



Chief cook James Barclay scans the LOG.



Stewards enjoying deck air are (l.-r.) Tom Thacker, Larry Currier and Joseph Horahan.



OS John Japper is caught by the camera.



Night cook Sanford Kemp takes a break.



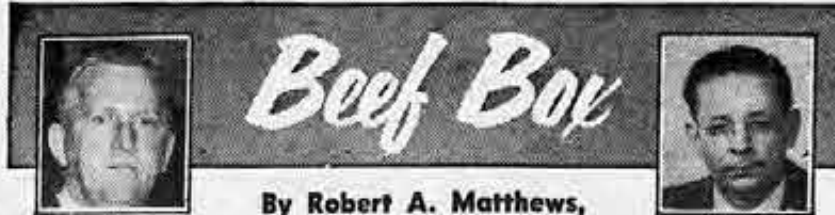
Taking a break below decks are (l.-r.) oilers William Krause, A. Gonzales and F. Y. Hambouz.



3rd cook Paul Howe is pipe toting chef.



AB D. Mastrantonis slushing runners on deck.



Beef Box

By Robert A. Matthews,
Vice-President, Contracts, & Bill Hall, Headquarters Rep.

Again this week we are presenting beefs which were settled by the Joint Clarifications Committee. Your committee, which is composed of representatives of the Contracts Department and representatives of the company involved, settles questions not covered by contracts and clarifies portions of the contracts in question.

One such question that was put before the committee regarded compensation for cleaning tanks.

Problem: Deck Department members were required to chip and remove pitchomastic from the bulk-heads of a cofferdam which had never carried water, oil, or any other product. The contract did not contain a provision covering this specific matter and the Company paid straight overtime to the Deck Department members who performed the work off-watch and did not compensate those who performed the work while on watch.

Answer: The Committee agreed that for any work performed in a cofferdam or void tank which had not contained water, oil, creasotes, etc., the men required to perform the work will be compensated at straight overtime for the watch on deck and at overtime and one-half for the watch below.

One question submitted to the Committee for consideration regarding wages in reference to coastwise voyages, nearby foreign voyages, domestic articles and harbor payrolls.

QUESTIONS: Are crewmembers to be paid dry for day regardless of length of voyage or payroll period when on coastwise voyages, nearby foreign voyages, on domestic articles, or on harbor payrolls.

ANSWER: Despite past practices and a clarification regarding coastwise articles of six-month's duration having been enacted at the May 29, 1962 meeting of the Joint Clarifications Committee, the above question had arisen. In consideration of the foregoing, the Joint Clarifications Committee unanimously agreed that seamen will be paid dry for day on all ships on coastwise voyages, nearby foreign voyage, domestic articles, or on harbor payrolls regardless of the length of articles or payroll period and whether or not the afore-mentioned periods occur between termination of one set of foreign articles and the signing of the next foreign articles.

The Clarifications Committee also made this ruling on companies that are bidding for Penalty Cargoes.

In order to maintain a competitive position for the companies, it is unanimously agreed that in each case where a company is bidding for Penalty Cargoes, the company shall notify the American Maritime Association and request a waiver of Section 30 (c) of the Freightship Agreement. The Association shall then so notify the Seafarers' International Union

Easthampton Sold To SIU Company

BOMBAY — The bulk carrier Easthampton, formerly part of the American-flag fleet of Manuel E. Kulukundis, has been sold at auction here to SIU - contracted Merrimac Transport, a subsidiary of Oriental Exporters, for \$2,615,000.

The Easthampton has been laid up by court order in Bombay since February, 1963 because of the collapse of the Kulukundis American-flag shipping operation.

Three former Kulukundis American-flag ships still remain to be sold. They are the 10,500-ton freighter Ponderosa, tied up in Bombay harbor; the bulk carrier Bridgehampton, tied up in Port Said, and the C-2 freighter Suzanne, also in Port Said.

which will give earnest consideration to the company's request. Upon agreeing to such waiver, the union shall advise the crew members of the specific vessel that the provisions of Section 30 (c) are waived for that lading and substituted in its place is the following:

"When sulphur in the amount of 25% or more of the dead-weight carrying capacity is carried on a vessel, each member of the unlicensed personnel shall be paid extra compensation of \$10.00 per voyage."

Money Due

The Contracts and Constitution Department is holding checks for the Seafarers listed below. These men are urged to contact the department and pick up the checks or to notify headquarters where the checks should be sent.

In the settlement of disputed overtime aboard the Transorleans, checks are being held for James Mahoney, Francis Paine, Seymour Sikes, and Charles Tedora.

From the Ames Victory, checks are being held covering travel, wages, subsistence and transportation for Wallace P. Anderson, Morris Berlowitz, Ralph L. Jones, and Lee W. Morin.

In the settlement of disputed overtime for tank cleaning aboard the Manhattan, checks are being held for F. Carpenter, B. Dunn, L. Harvey, H. Coppersmith, S. Puntillo, L. Taylor and H. Tredin.

A check is being held for Vance A. Reid for an allotment differential aboard the Anji.

Checks for the settlement of disputed overtime aboard the Penn Carrier are being held for Earl H. Beamer, Jose M. Dacosta, Michael C. Miller, and Walter Smith.

Checks for John Wynne, Richard Heckman and Francis M. Greenwall are being held by the Contract Department for the settlement of disputed overtime aboard the Niagara.

A transportation differential check from the Elimir for James H. Smith is being held by this department.

In the settlement of disputed overtime for oilers aboard the Seatrain New Jersey, checks are being held for Julio Gordien, Benjamin Freeman and George Doest.

The department is presently holding checks covering subsistence for the following ex-crewmembers of the St. Lawrence: George S. Lane, Jr., Nicholas Sakellarides, and Bill Mpontsikaris.

Reader's Digest Still On Anti-Labor Binge

WASHINGTON—Reader's Digest, the unofficial house organ of the anti-labor rightwing, has been lacing its "factual" format with fiction again. Its target this time is unemployment insurance.

In recent issues, the Digest has also attacked the U.S. Employment Service. With the current campaign against unemployment compensation, they have shown, to themselves at least, that

it is possible to be against both working and jobless citizens.

The article attacking jobless pay in the January, 1965 issue of the Digest pictures the recipient of unemployment insurance as a fellow having a "happy time" spending the state's money. The case in point is Wyoming, where the average unemployment payment amounts to \$35 weekly.

As the Digest sees it, Wyoming's application of the jobless pay law has thousands of ne'er-do-wells flocking into the state with hopes of striking it rich at the unemployment office. Those eligible for the \$35 weekly then presumably squander this huge sum having a high old time in Cheyenne and Laramie.

Of course, \$35 is the average figure. Some get a few dollars more while unemployed and some get as little as \$10 weekly. Still, the Reader's Digest would have their readers believe that this is the kind of money unemployed workers can afford to squander.

The fiction in the Reader's Digest so angered Senator Gale McGee (D-Wyo.) that he rose on the floor of the Senate to dissect it and demolish it. The article was, he said, "a broadly embroidered one, based only on bare threads of truth."

He placed into the record an answer from the Wyoming Employment Security Division that completely put the lie to the assertions of the Reader's Digest.

Union Benefits

(Continued from page 5)

pay only an amount which together with such payments shall equal \$56 per week, but the eligible shall be entitled if such payments terminate before a period of 39 weeks to receive a total of \$56 per week up to a maximum of 39 weeks. However, if he may be entitled to receive maintenance and cure and has not yet received same, he shall execute an assignment of maintenance and cure payments to the Seafarers Welfare Plan.

General Rules. (a) Any disability occurring during a period of disability, and before an eligible obtains a fit-for-duty slip, is considered to be the same disability. The maximum of payments in such a case is 39 weeks, no matter how distinct the disabilities happen to be.

(b) A recurrence of a previous disability shall be considered part of the same disability period even though the eligible obtained a fit-for-duty certificate or accepted employment.

(c) Disability for unrelated causes shall be considered a new period of disability provided the eligible has been pronounced fit-for-duty from his original disability or has accepted employment.

(d) An eligible cannot accept employment and be disabled simultaneously. Any applicant for S&A benefits who accepts employment at any time during the period for which he claims such benefits, shall be declared fit for duty with respect to that disability and shall be disqualified from receiving benefits for the cause of alleged disability. Any claimant who received benefit payments after accepting employment shall be required to reimburse the fund for all such benefits received after the first day of employment during such period of alleged disability.

(e) **Hospital Expense Benefit**—An eligible who is not entitled to treatment at a USPHS facility and who is hospitalized during any period for which he is entitled to receive the S&A benefit, shall also be entitled to receive hospital benefits according to the Schedule for Dependents' Benefits.

(f) **In-Hospital Benefit**—If an eligible is entitled to receive the in-hospital benefit, the Plan shall pay only an amount which together with such payments shall equal \$8 per day. If an eligible is still confined after having received the S&A benefit payment for a maximum of 39 weeks, he is still entitled to receive the in-hospital benefit.

(g) Failure of an eligible employee to place himself under treatment promptly or to comply with medical care or instructions will be deemed cause for disqualification from benefits.

The INQUIRING SEAFARER

QUESTION: The SIU is presently fighting a move by the Federal Government to cut back the services of the USPHS Marine Hospitals. What is your opinion of the hospitals and this proposed move?

Jose R. Vetez: The Marine hospital is very important to the American seaman. If they close the hospitals it will be a great blow to the seaman. There are many other services which the government could curtail, that do not give so many Americans as many benefits as do the Marine hospitals.



Angelo C. Pacheco: I think the hospitals are doing a wonderful service for the Seafarer. They are especially useful to the younger man in the Merchant Marine. To close any of these hospitals would be a great shame. The USPHS hospital in San Francisco is one of the best hospitals in the world.



Ernest Lichenstein: The marine hospitals are part of the tradition of the American seaman. Thousands of Seafarers have benefited from these hospitals services. I don't believe their would be any sound reason for closing them, not even the old saw of economy. Those hospitals serve more than the loss would be worth.



Richard Delany: The Marine Hospitals are very good for the Seafarer. We all get the best of care from efficient, friendly doctors and nurses. If the government plans to close some of these vital hospitals, every Seafarer should raise his voice in protest. This is the only way we can protect ourselves.



Robert Benjamin: I was really astonished at the fine treatment I got at the Marine Hospitals. The doctors were very careful and thoughtful, I can not say that I would be very happy to see any cutback in these services. There are so many other areas where spending is going on needlessly and foolishly, without benefiting anyone.



Two RMR Pensioners Join Ranks

Two members of the SIU Railway Marine Region have been added to the list of Seafarers entitled to pensions from the Seafarers Welfare Plan. The Board of Trustees of the plan approved



Steng



Maddaluna

the members at their regular meeting in February.

The newly retired members are William R. Steng, 65, and Peter Maddaluna, 65.

Steng began sailing on tugs of the New York Central Railroad in 1918. Still employed by the New York Central at his retirement, he sailed as 1st deckhand. A native of New York City, N.Y., he has retired to his home in Dumont, N.J.

Maddaluna began sailing in New York harbor aboard tugs of the Erie Lackawanna Railroad Co. in 1920. Still working for the Erie Lackawanna at his retirement, he sailed as deckhand and steam-lighter. A native of Casagiove, Italy, he presently makes his home in Bernardsville, N.J.

SPAD

**Seafarers
Political Activity
Report**



CONGRESSIONAL PACE STEPS UP—The Senate, keeping pace with a stepped-up timetable announced by Democratic leaders, passed the Administration's water pollution control bill and moved towards a vote on the billion dollar Appalachia redevelopment program.

Both bills had passed the Senate in the 88th Congress and died in the House. The Administration is anxious to push them through early in this session and Senate Majority Leader Mike Mansfield (Mont.) took the unusual step of recessing the Senate for 45 minutes so the Public Works Committee could complete action on the two bills.

The Senate quickly approved the pollution bill, introduced by Senator Edmund S. Muskie and 32 co-sponsors, by a 68-8 vote.

It had been endorsed by the AFL-CIO as a "vitally needed step."

The bill gives the Secretary of Health, Education & Welfare power to set standards of water quality for interstate streams and sets up a new Federal Water Pollution Control Administration.

It also raises the ceiling on federal grants to help cities build new sewage treatment plants and authorizes a \$20-million-a-year research and development program on pollution caused by runoffs from combined storm and sanitary sewage systems.

The Appalachia program has been described by the AFL-CIO as "a challenging and imaginative approach" to the needs of a "too long neglected region."

It would pump \$840 million into a road-building program in the 11-state region, designed to link isolated communities to the mainstream of commerce and communications. More than \$240 million in additional funds would be spent in a two-year period for programs ranging from reclamation of land denuded by strip mining, to flood control, vocational training, construction of health facilities and improvement of pasture and timber resources.

Portions of Pennsylvania, West Virginia, Maryland, Virginia, Ohio, Kentucky, Tennessee, North Carolina, South Carolina, Georgia and Alabama would benefit.



COPE LEADERSHIP CLINICS SET—COPE, the political arm of the AFL-CIO, has scheduled a series of western leadership clinics to perfect techniques and mechanics of COPE operations, Director Al Barkan announced. The day-and-one-half clinics will take the place of the annual COPE area conferences sponsored in previous years. The area conference pattern will be resumed in 1966. Top leaders of state and local central labor bodies will take part in the clinics. The clinics, it is hoped, will lead to practical workshops within each state. The goal of the clinics is to ready state, local and Congressional district COPEs for the 1966 campaign, and to offset the drop in registration and voting during non-presidential election years. The clinics will take place in San Francisco on April 8, in Portland on April 10, and in Denver on April 12.

LABOR ROUND-UP

The Theatrical Stage Employees and seven basic craft unions have won wage increases totalling 46 cents an hour and significant improvements in pension and welfare benefits from the Association of Motion Picture and Television Producers. The four-year pact, which covers 25,000 film studio workers, insures that every employee will have vested pension rights after 20 years or 20,000 hours service. The new contract raises pension benefits from \$120 to \$200 per month, and this increase also applies to 2,800 union members who have already retired.



Local 1012 of the Flint Glass workers in Bluffton, Ind. reached a union shop agreement with the Corning Glass Works quick on the heels of the state's so called "right-to-work" law. The repeal bill was signed on Thursday, Jan. 28th, and the union shop agreement was negotiated for workers at the new Corning plant on Monday, Feb. 1st.



A proposal to include well-organized courses in labor relations in the curriculum at U.S. military academies has been made by John F. Griner, president of the Government Employees Union. In a message to Defense Secretary Robert S. McNamara, Griner declared

that military officers need training in labor-management relations since they both supervise civilian federal employees and often negotiate contracts with unions of federal workers.



A lower court decision dismissing a damage suit against the Flight Engineers by Eastern Air Lines was upheld recently by the 5th U.S. Circuit Court of Appeals. The air line brought the suit as a result of a 1961 strike involving a dispute over job assignments. The appeals court decision held that federal courts had no jurisdiction in the case, and that the air line had no right to ask for a federal injunction against the walkout.



The Philadelphia Teachers' Union won the right to represent 10,500 public school teachers after defeating the Philadelphia Education Association, an affiliate of the non-union National Education Association, in a bargaining election supervised by the American Arbitration Association. A hard-hitting organizing drive was conducted prior to the election by staff members of the AFL-CIO. Bargaining on the union's first contract is expected to begin shortly under terms announced by the city's Board of Education before the election.

"Going My Way?"



The framework on which President Johnson's promised "Great Society" is to be built is being put together bit by bit. The Aid to Appalachia Bill, a major part of the administration antipoverty program, won overwhelming approval in the Senate and quick passage is expected in the House. A long needed Federal Aid to Education Bill is being studied by a House committee. Passage of health care for the aged through Social Security (Medicare) is expected by mid-year.

But what about maritime? Where does maritime figure in this Great Society of the future?

Although the President has called for a "new policy for maritime" no new policy has been demonstrated. The new Federal budget is almost indistinguishable from past budgets as far as maritime is concerned. Appropriation requests for maritime are still inadequate, unrealistic and self-defeating. No new policy has been demonstrated by the Interstate Commerce Commission, which is still favoring railroads over shipping lines at every opportunity. New construction is still inadequate to keep the U.S. merchant fleet from being overcome by mass obsolescence in the near future. Government-financed cargoes which should properly travel in U.S.-flag bottoms are still being diverted to foreign-flag vessels. While U.S. ocean trade has doubled during the past decade, the percentage carried in American-flag ships has dropped by more than two-thirds.

If Appalachia can be called a depressed area worthy of legislative aid, U.S. maritime can

be considered a depressed industry also worthy of a legislative boost. Our maritime industry is certainly in need of assistance from the government. And yet, nothing is done.

The Great Society can never become a reality in the United States so long as such a vital arm of our economy as maritime remains sick and depressed. The United States must have an adequate fleet, the responsibility for which clearly rests with Government.

Support Medicare

The AMA, which many Americans refer to as the "Anti-Medicare Association" instead of the American Medical Association, is making a last ditch battle against Social Security-backed health care for the elderly.

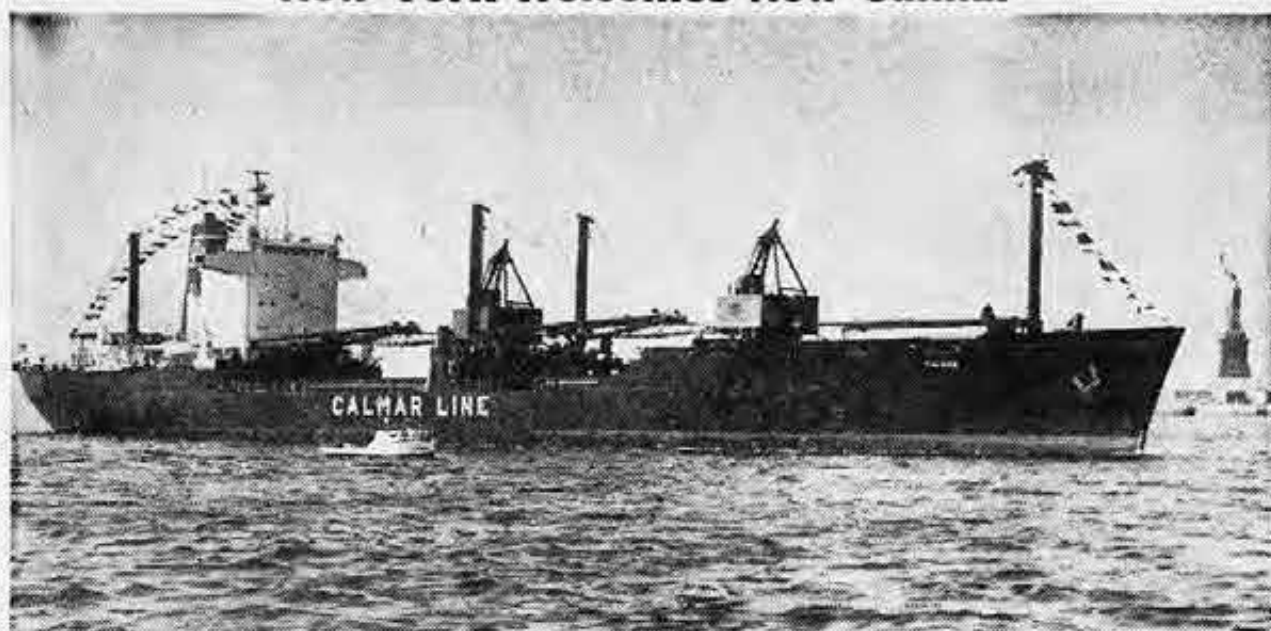
They have put forth a smelly fish called Eldercare and say it, and not Medicare, will solve the problem. On examination, however, Eldercare shapes up as nothing more than a dressed-up version of the totally inadequate Kerr-Mills Law now in effect.

A main feature of Eldercare is the degrading "pauper's oath" now included in Kerr-Mills. It doesn't take much to see why the AMA fostered Eldercare and who it would benefit.

The only way the transparent issues and diversions raised by the AMA can be fought is by the action of YOU, the citizen. All Seafarers and their families are urged to write their Congressmen in support of Medicare.

SEAFARERS LOG

New York Welcomes New Calmar



The SIU-contracted Calmar received the traditional new ship welcome when she sailed into New York Harbor on her maiden voyage recently. The 523-foot, 15,000-deadweight ton vessel, converted from the C-4 troop transport Gen. O. H. Ernst at a cost of about \$4,500,000, carried more than five-and-a-half million board feet of lumber from the Pacific Northwest to the East Coast.

AFL-CIO Urges Congress Approve Aid To Schools

WASHINGTON—Urging swift approval of the Administration's \$1.25 billion school aid bill, AFL-CIO Legislative Director Andrew J. Biemiller told a Senate education subcommittee that there is "nothing radical or revolutionary in the limited federal funds proposed to improve the education of pupils of non-public schools.

On the contrary, the AFL-CIO "would be prepared to go further" than provided in the Administration bill to improve the quality of education in non-public as well as public schools, he said.

The bill, sponsored in the Senate by Senator Wayne Morse (D-Ore), embodies "a major effort to break what has until now been an unending cycle of poverty and inadequate education," Biemiller pointed out.

Equal Education

Stressing labor's historic interest in free, universal public education, he told the subcommittee, "We are still in favor of a system" uniting under the same roof the children of the poor man and the children of the rich, "and we know that the 'roof' must be federally-assisted equal opportunity in education."

The bill "would open vast new opportunities for children who are economically deprived," Biemiller continued.

The Administration program is aimed specifically at increasing the funds for educating children in the city slums, in the rural areas of poverty and deprivation, he said. "The money we save today on education we will pay out many times over tomorrow for welfare, unemployment and crime."

Imaginative Effort

Taking note that the bill allows funds for educational centers, library and other instructional materials to be used by the pupils of public and non-public schools alike, Biemiller called the approach embodied in the bill an "imaginative" effort to resolve the church-state issue.

"We of the AFL-CIO welcome this approach and would in fact

be prepared to go much further," he said. The federation's 1963 convention had urged the broadening of categories under which both public and private schools receive federal aid through the National Defense Education Act, he advised the subcommittee, and the Executive Council in 1964 said that "grants for classroom construction could be added to the equipping of teaching facilities.

Two More Tugmen Pensioned

The Board of Trustees of the Seafarers Welfare have approved two more members of the SIU Inland Boatmen's Union for lifetime pensions of \$150 a month, allowing them to retire in security and dignity.

The two pensioners, who have joined the growing ranks of SIU-IBU members now on pension, are Egbert E. Nichols, 70, and Peter Pedersen, 73.

Nichols joined the IBU in Norfolk, Va., where he sailed aboard the barges of the Sheridan Transportation Co. For the last ten



Pedersen



Nichols

years he was captain aboard the barge Margaret Sheridan. A native of the British West Indies, he has now retired to his home in Fort Lauderdale, Fla.

Pedersen joined the SIU-IBU in Philadelphia, Pa. An employee of the P. F. Martin Co. when he retired, he worked aboard tugs in the Philadelphia harbor as a deck hand since 1936. A native of Norway, he has retired to his home in Philadelphia, Pa.

Labor Dept. Hikes Farm Wage Floor

WASHINGTON—The Labor Department has set a \$1.50 hourly wage rate for farm laborers harvesting the California date crop as the opening move of its policy to raise standards and provide work for American farm labor.

The \$1.50 rate will be in force for 30 days, after which the Labor Department will study its effects. The action is being fought by the growers, who are making a determined bid to reinstitute the government's "bracero" program. That program, abandoned at the beginning of this year, allowed growers to import labor for the harvests.

Low Wages

The "bracero" plan was vigorously opposed by American labor because it lowered wage standards and froze unemployed American workers out of farm jobs. Growers hired the mainly Mexican and West Indian laborers at wage rates ranging from 75 cents to \$1 an hour. The growers justified their actions by claiming that Americans would not do farm

labor.

The labor movement noted, however, that Americans are not doing such work because of the low standards of wages. In late 1964, the government decided to abandon the "bracero" program and to create jobs for Americans by raising wage rates.

American laborers are now being recruited by the Labor Department and by state employment services. The \$1.50 wage rate set for the date pickers is the highest ever established in California for farm laborers.

Wage scales for other crops hover around the \$1 mark. They are scheduled to rise to \$1.40 on April 1. In Florida, where 20,000 British West Indians are still gathering crops under contracts set before the "bracero" plan was killed, the present wage scale of 95 cents will rise to \$1.15.



By Frank Drozak, West Coast Representative

Coast Union Membership Increases

California organized labor is celebrating the strong rise in trade union membership in the state during 1964. More than 48,000 new members were added to the union rolls during the year, the largest increase in the last eight years. The figures were reported by the state's Department of Industrial Relations. According to the figures, the state's 3,789 union locals increased their membership to 1,824,100. Of the gains, most came from new members in non-manufacturing or service industries. The biggest increases were made in construction, wholesale and retail trade and government.

San Francisco

Bay Area shipping has been fair during the last period. The Morning Light was in to payoff, and the Yorkmar, Steel Traveler, Marine, Robin Kirk, Los Angeles, Flomar and Ocean Dinny were serviced in transit. Expected in the coming period is the Longview Victory, which will payoff, and the Montpelier Victory, Antinous and Robin Hood are due in transit.

Joseph M. Carroll, ship's delegate aboard the Morning Light, paid off with an arm injury and will spend a little time on the beach. He said the 87-day trip was among the best he's made in 15 years. In particular, he missed the land of the geisha girls, Japan. He said the Morning Light was a clean ship, with repairs all completed and no beefs. Joe liked the food, and joined the crew in a vote of thanks to the steward department. Carlos Mendoza, first engineer, came in for praise from crewmen in reference to repairs made aboard the Morning Light.

J. L. Nicholson, who sailed for many years as a bosun or carpenter, figured he had been on the beach long enough and went up to Seattle, where he caught the Mount Vernon Victory. The ship was bound for India with a load of grain, and J. L. signed on as an AB.

Bing Miller, an SIU oldtimer, gave up on trying to catch a Persia-Far East shuttle run and is now watching the board for the first Orient trip.

A. Beck, another oldtimer who likes to sail Sealand ships, piled off the Los Angeles and plans to rest up on the beach awhile before trying to catch the San Francisco.

Wilmington

Ship activity has been slow in Wilmington and is expected to remain that way into the next period. During the last period the Los Angeles, St. Lawrence, Marine, Morning Light, Yorkmar, Monticello Victory and Montpelier Victory were serviced in the port while in transit.

Jim Foti is just back from a quickie trip on the Mount Vernon Victory. He shipped along with eight other daymen from Wilmington as part of a mucking gang. He says he's happy to be back and cannot wait to get a more permanent berth on a ship.

Charles Kath, who last shipped as an oiler on the ML Washington, is getting tired of the soft life on the beach and has been watching the board for the first oiler's job.

Jimmy Ward, who last sailed as 3rd cook on the San Francisco, had to get off the ship because of his mother's illness.

Seattle

Shipping was good in Seattle during the last period, with the Anchorage, Robin Kirk, Delaware and Antinous paying off. The outlook for the next period looks good, with the Robin Hood, Santa Emilia, Steel Rover, Wild Ranger and Northwestern Victory due to payoff. Ships in transit during the last period were the Yorkmar, Mount Vernon Victory, Seattle and Flomar.

Fred England, an oldtimer, is on the beach right now waiting to ship in the first black gang job to hit the board. R. Simpson is registered in the Hall and looking for a steward's job.

Liberty Ship Shoppers Pay High Price For Wyatt Earp

What's in a name? A name like Wyatt Earp, Thorstein Veblen or John B. Hood? According to the Maritime Administration, there's anywhere from \$175,000 to \$280,000 in a name if it belongs to an old Liberty ship up for scrap.

Those figures represent the current going price for Liberty ships. Since 1957, the MA has offered up 662 of the World War II vessels to breakers. The only part of them that survives dismantling are the nameplates placed by the builder in the deckhouse and engine room.

Because the 2,500 Liberties built during World War II were named after the nation's heroes in many fields, the nameplates have historical or sentimental value to many individuals, groups and communities. The MA has sought, wherever possible, to give the nameplates to those seeking them.

Posthumous Honor

The MA's wartime policy was to name ships after only dead American heroes (like those above:

Earp, the western lawman; Veblen, a California social critic and author, and Hood, a Confederate general). Only in one instance did their deceased-only policy fail.

A veteran listed as killed in action by the war records walked into the MA's New York office one day and asked to see the Liberty ship named after him. He was told that such ships were only named after dead heroes. He persisted, however, proved his story and got to see his namesake ship just before she was broken up.

Industry groups have presented more than 50 Liberty ship nameplates to people and places as part of a memorial campaign for the slow but sturdy old vessels. The campaign was begun to give Americans "an appreciation of the national security and economic strength" that the Liberties contributed to the nation.



By Cal Tanner, Executive Vice-President

Sound Off To Your Congressmen

The continuing subject of this column has been jobs for Seafarers. With it, we have made an effort to keep you informed of the policies and actions of government and the maritime industry as they affect the jobs of Seafarers, and we have tried to keep you alert to changes and trends in the U.S. merchant marine that might affect the jobs of Seafarers. This is an important job, and to do it your Union maintains a research department to keep tabs on maritime news and to prepare reports on industry advances, legislation and the like so that the Union can be that much better armed when it goes into a beef or presses for necessary laws in Washington.

The days are long since gone when the SIU could confine its objectives to the negotiating table. Since World War II, the Federal Government has played an increasingly larger role in the merchant marine. Since the ships manned by Seafarers play a vital part in the nation's defense efforts, this trend of greater government involvement has been, if not altogether good, an expected thing. In few industries are workers more directly involved by government policies at home and abroad than in the merchant marine. Actions taken by the Departments of State, Commerce, Agriculture, Defense, by Congress and by the various regulating agencies, mean more or less cargoes and more or less jobs for Seafarers.

Seafarers have learned through hard experience that no one can fight their battles for them. In order to build the SIU the members had to fight, and win, their own battle. The same is true in the battleground in Washington. Only by action, in the form of letters, wires and other communication, can we let the Administration and the lawmakers know how we feel on the issues that affect our very livelihoods.

The last issue of the LOG (Feb. 5) published a list of members of the various Congressional committees whose actions directly affect the merchant marine and Seafarers. All members are urged to

study this list, to learn the names of the various key committee members so that they will be able to communicate with them when an important issue arises. Furthermore, each Seafarer is urged to learn the names of the men in Congress from his own home district.

Legislators heed the advice they receive from the voters—they have to in order to be reelected. The trouble is that too few voters bother to express their opinions. Seafarers owe it to themselves and the merchant marine that gives them a livelihood to sound off to their Congressmen as they would in a Union meeting.

Nothing New For Maritime In Latest Budget Requests

WASHINGTON—The new budget submitted to Congress last month by President Johnson contains nothing new as far as appropriations pertaining to the maritime industry budget request for the coming fiscal year differs little from the present budget and sheds no light on any "new policy" toward U.S. maritime.

The fiscal 1966 budget requests \$124.8 million for the construction of 16 new cargo ships. This is almost the same as the present budget allocation of \$124.9 million. The SIU and others interested in the condition of U.S. maritime have pointed out that this 16 ship per year building program which the Government has been adhering to is totally inadequate and is leading to the mass obsolescence of the U.S. merchant fleet.

The request for operating subsidies for fiscal 1966 totals \$190 million. This amount, added to an estimated \$8 million carryover of unused funds from this year, will be sufficient for 1,845 subsidized voyages by 314 vessels. The allocation for this purpose in the last budget was \$196 million.

The fiscal 1966 budget, like the last three budgets submitted to Congress, contains a proposal for placing a two-cents-per-gallon "user" tax on fuel used by harbor, canal and river craft. In the past the SIU has supported the inland water carriers in protesting the imposition of such a tax and Congress has dropped the proposal on each occasion.

The budget also includes a request for \$7.5 million for the Inter-oceanic Canal Commission, which was created by legislation

last fall to undertake a four year study on the feasibility of a sea level canal connecting the Atlantic and Pacific Oceans.

Also requested is a sizable increase in funds for the Federal

Maritime Commission to permit it to make a "more intensive effort" in its regulatory activities. A total of \$3.39 million was asked, an increase of about \$440,000 over the present allocation.



By Al Tanner, Vice President

and Fred Farnen, Secretary-Treasurer, Great Lakes

The long and complicated battle over union representation at Detroit Checker Cab Company took a turn for the better last week when the Teamsters Local 902 was dropped from the race.

On Monday, February 8, the last two ballots from last Fall's election were tallied by the National Labor Relations Board, one going to the SIU, the other vote going to the Teamsters. A runoff election will now be held to determine whether 1,800 Checker Cab drivers will be represented by Local 10 SIU, or by No Union. We expect the final election to be held sometime in March and we are predicting a win.

This Union's efforts to organize Checker Cab began in the Spring of 1962 and stalling tactics by the Teamsters and Company kept the issue in the courts and before the NLRB much of the time. That's all behind us now and we have one more battle to win. Our job is only beginning and we expect to organize other non-union cab fleets which are seeking AFL-CIO union representation.

SIU crewmembers aboard the Ann Arbor Carferries operating out of Frankfort, Michigan, ratified their new contract last week. In addition to a substantial hourly increase, these men are now covered under the SIU Pension Plan and receive full benefits under the Seafarers Welfare Plan. The contract was ratified by an overwhelming majority.

Frankfort Port Agent Floyd

Hanmer reports that the Ann Arbor-DTI Railroad is now carrying Taconite pellets from Manistique, which is in the Upper Peninsula of Michigan, to Frankfort and then shipped by rail to Detroit. According to Hanmer, this new method of transporting Taconite ore during the Winter months is on a trial basis and if proved successful, there is the possibility of the Company acquiring another boat which would mean additional jobs for SIU members.

Over in Chicago, we have three Great Lakes District vessels working. The Tanker Detroit recently underwent a 10-day inspection at the Manitowoc shipyard and all

The SIU Great Lakes District Halls in Duluth, Cleveland and Alpena will reopen on March 1 for the 1965 season. Regular membership meetings are scheduled in those halls on March 1 and March 15 at the usual time, 7 p.m.

of the crew have been recalled to return to work. The Highway 16 is still operating between Milwaukee and Muskegon and the only replacement on her has been a relief wheelsman, Perry Spilde. The Steamer Schemm is at the American shipyard undergoing conversion which is not expected to be completed until very close to the 1965 fit-out. Half the crew working aboard this vessel are from Chicago, the remainder are from the Alpena area.

There are 13 SIU members in the Chicago marine hospital and some 35 members receiving outpatient treatment.

Relative to the Chicago Marine Hospital, the Secretary for Health, Education and Welfare, Mr. Celebrezze, is making all attempts to close this great service.

On the block to be closed are seven such hospitals, with Chicago being the first to go. The SIU has been busy sending out letters of protest to all concerned, including President Johnson. We urge all members to mail letters of protest to their various State representatives in order to keep these hospitals open for use by sailors, dredgemen and tugmen.

The Chicago Port Council, MTD, has again been working on resolutions, etc. regarding the Burns ditch operation and the Port of Indiana project. Because of its assistance, the Organized Labor Committee for Indiana Port Development have requested membership into the Council and have been guests at a recent meeting. The Pile Drivers, Local 578 have also shown great interest and have been contacted. It is expected they also will become part of the Port Council. We look forward to the day when the various Locals and Internationals of the Indiana Building Trades will become part of the Council.

The Canadian government recently suspended the Federal Shipbuilding Subsidies Act that became law in Canada back in May, 1961. Many observers believe this move was an attempt to prevent the granting of operating subsidies to US-flag vessels by the United States Congress.

Efforts in recent years by this Union and several of its contracted operators to win operating subsidies have made steady progress in Washington and we have always pointed out the advantage that Canadian vessels have because of the subsidy they receive from their government. Prior to the beginning of the subsidy, Canadian vessels accounted for 27 percent of the total international tonnage carried on the Great Lakes. The Canadian share of the tonnage today is approximately 41 percent of the total volume of cargo.

New Terminal Complex Is First Step

Philly Plans Port Face-Lifting

PHILADELPHIA—A mile-long section of the Delaware River-front will get a sparkling new face between now and 1976 as part of this port's massive program to regain its major position among East Coast ports.

The proposed showpiece terminal, Penn's Landing, is this city's biggest and most costly port project since the 1860s. It will be built on a 75-acre site, stretching along the waterfront from the Ben Franklin Bridge to Katherine Street.

Penn's Landing will provide embarcadero-type docking for big cruise liners, bulk and general cargo ships. A 30-story port tower will act as nerve center for all port operations. The twin-decked main structures at pierfront will allow for faster loading.

The site will also house a science museum, a marine park and a basin for historic ships. Admiral Dewey's flagship Olympia will be moored alongside reproductions of William Penn's ship Welcome, and the Revolutionary War gunboat Philadelphia. A working model of John Fitch's first steamboat will ferry tourists through the port.

Tourist Rides

Tourists will also be able to take hydrofoil and helicopter rides from Penn's Landing. A boat fair will have pleasure boats and other marine equipment on display and for sale. The opening of the combination work-and-pleasure port project is scheduled to coincide with the Philadelphia World's Fair in 1976, celebrating the 200th anniversary of the signing of the Declaration of Independence.

Along with the Penn's Landing

project, the city plans to build 15 to 21 new cargo berths at a cost of \$3.75 million each. The city has been a leader on the East Coast in the handling of bulk cargoes, but has been steadily falling from its advanced position. New York, Boston, Baltimore and Hampton Roads have been Philadelphia's main challengers.

The city fathers reckon that each ton of cargo brings \$15 in wages and other income into Philadelphia, so that the failure of the city to keep pace with other ports is regarded with seriousness by the community. The \$100 million-plus, 12-year port building project is expected to rebuild Philadelphia's port status.

SIU-IBU Hospital Benefit



Mrs. Grace Baker (right) wife of SIU tugman Homer Baker, receives hospital benefit check for \$1,443 from St. Louis IBU office staffer Laverne Hoehle. The check covered the cost of Mrs. Baker's recent hospitalization for treatment of a back injury. Her husband is employed by Inland Tugs as an engineer.

Latest Grads Of Lifeboat Class



The newest group of Seafarers to receive their lifeboat tickets line up for the LOG photographer after successfully passing the Coast Guard examination. The latest graduates from lifeboat class No. 127, are (l-r, front) **George W. Goodrich, Christos Stravakos, Santiago Nieves, Eddie Cain** (middle) **Joseph Sacco, Johnny Mack, Mike Sacco, Tim Bielatin,** (rear) **Dan Butts, instructor, Carl Wilkerson, Thomas R. Chittenden and Eric Chittenden.** **Juan J. Reinosa** was not present for the picture. This class boasted two sets of brother attending the class at the same time, a lifeboat school first. They are **Joe and Mike Sacco** (middle) and **Tom and Eric Chittenden** (rear).

Double Time Amendment To Wage-Hour Act Urged

WASHINGTON—Labor Secretary W. Willard Wirtz has urged Congress to amend the federal wage-hour law "to provide for premium pay of double time for long work weeks" instead of the present requirement of time and one-half pay for work beyond 8 hours a day or 40 hours a week.

Wirtz made the recommendation in his annual report to Congress on the operation of the Fair Labor Standards Act. He also stressed that the act should be extended to cover 2 million more workers, principally in the hotel and restaurant fields, in accordance with President Johnson's recommendation in his State of the Union message.

In proposing an increase in the overtime premium, Wirtz noted that "a basic aim" of the FLSA when it was enacted in 1938 "was to discourage excessive overtime work." He noted, too, that President Roosevelt, in proposing the legislation to Congress had expressed the belief that a federal ceiling on working hours would help cut into unemployment.

The whole purpose of the overtime premium, the secretary said, is to provide the "substantial financial deterrent" needed to discourage excessive overtime and encourage hiring.

"Such a deterrent was provided by the time and a half penalty rate" when the FLSA came into being, he said. "Such a deterrent would be provided by double time now."

Overtime Takes Jobs

He said the Labor Dept. had found that 62.5 million hours of overtime were worked in a single week of March 1964 by employees covered by the act. This, the secretary pointed out, is the equivalent of 1.5 million jobs.

Wirtz said he was making no claim that the double time pre-

mium on overtime would by itself solve the nation's unemployment problem, which finds 4 million job seekers unable to find work. "The claim is made," he added, "that some jobs will be created at the same time that the socially desirable 40-hour week is restored."

Wirtz noted that the chief argument against extension of the federal minimum wage and maximum hours requirements to additional low-wage industries has been that job opportunities would decline in these employment areas. But this hasn't been the case in the past, the secretary observed. The economy "adjusted easily," he said,

"to the 1961 FLSA amendments raising the pay floor to \$1.15 and later to \$1.25 an hour.

"Even in the lowest wage non-metropolitan areas of the South," he said, "the increase for workers at the low end of the wage scale was accompanied by a net increase in employment."

The 1961 amendments gave FLSA protection to 3.6 million workers not previously covered—the biggest segment of them in retail trade. Wirtz pointed out, however, that only 29 million of some 52 million private wage and salary workers in the country are currently protected by the FLSA.

Runaway Tax Urged

(Continued from page 3)

pendent on the runaways for the importation of such strategic raw materials as oil, iron ore, aluminum ore, tin, manganese and copper.

More than \$25 million in revenue which could be derived from taxation of the runaways could increase Federal funds for ship construction by one-quarter, at no additional expense to the American taxpayer, according to the Union presentation.

Thus, with no increase in the present maritime budget, the SIU asserted, the U.S. would be enabled to make a firm start on building the modern American-flag bulk fleet which this nation must have if it is to regain its position as a world maritime power.

In response to questions regarding any new maritime programs by the Administration, Chairman Connor told committee members that the Administration is not committed to any specific policies. The Union representatives also received a similar response from Secretary of Labor W. Willard Wirtz at another meeting held the week before the MAC session.

Chairman Connor decided to organize a subcommittee to define the role that the MAC will play in determining any new policy affecting the future of the U.S. merchant marine. Members composing this subcommittee will be announced shortly. Chairman Connor also told MAC members that no announcement of a new maritime policy would be made before the subcommittee wrote its report.

The Gulf Coast



By Lindsey Williams, Vice-President, Gulf Area

Gulf Ports Humming Again

The New Orleans-Baton Rouge area looked like a huge water-bound parking lot during the final days of the ILA strike. When the settlement came, 181 ships were tied up in the area, along with 1500 barges. Many of the barges were loaded with grain, and at least 46 ships waited out the strike in the port to take on grain cargoes.

Commerce through the Port of New Orleans hit the \$2 billion mark for the first time last year. All the figures aren't in yet, but the U.S. Department of Commerce estimates the value of cargo handled through the port in 1964 at a record-breaking \$2.79 billion. The total for 1963 was \$1.8 billion.

A lot of this cargo was grain, a big item insofar as SIU ships are concerned. During 1964, New Orleans area elevators exported 455 million bushels of grain mostly wheat, corn and soybeans. This also was a new record.

As impressive as these statistics are, the attitude locally to the recitation of such figures generally is "ho, hum." It seems that many people just did not comprehend the importance of this trade to the total economy of the community.

This attitude has changed dramatically in the last few days, however. General awareness that nearly everyone benefits economically to some degree from the activities of the

port and the purchasing power generated by the union wages of seamen and longshoremen was brought home to New Orleanians in a most unpleasant way by the longshoremen's strike.

As ILA members started returning to work on the riverfront on the 33rd day of the strike, the State Division of Employment Security reported, for example there was a 40 percent increase in total unemployment insurance claims the first week of the strike and that claims increased an additional 25 percent in each succeeding week. Since ILA men on strike were ineligible for unemployment compensation, these claims represented those filed by seamen, truck drivers, grain elevator workers, some employees of steamship companies and many others who were laid off as a result of inactivity in the port.

The wheels started turning again last weekend. A quick return to normal was in prospect, but New Orleanians and residents of other port cities in the Gulf would not soon forget how high a stake they have in a prosperous waterfront.

Houston

Roscoe "Wimpy" Hampton is looking for a pumpman's job going anywhere after completing a trip on the Niagara that had some interesting sidelights, to say the least. The Niagara, a T-2 converted to a bulk carrier in the shipyard in Galveston, was laid up for repairs for 27 days in a French shipyard and later was declared seaworthy in Holland. This rating did not hold up long at sea, however, and the ship limped into the Azores, leaking badly. The ship is still there, but the crew was repatriated by air and paid off in full. (The whole story can be found on page 2 of this LOG.) An oldtimer who still has young ideas is Frank "Snake" Rowell, who has been sailing in the SIU for 22 years. He says he's looking for an electrician's job on any Delta Line ship on the South American romance run.

S. M. "Catfish" McGowan has caught up on his fishing and the hunting season is over so he is looking for a coastwise run. A 21-year SIU veteran, his last job was on the Cities Service Norfolk. Leo Seleskle is fit for duty after a short illness and is ready to throw in on the first oiler's job to go up on the board. His last was on the Ridgefield Victory, but had to get off and go into the USPHS hospital in Galveston. David C. Archia is ready to go to work and

is looking for a chief cook or steward's job. He is an original member of the SIU and came into the Union while sailing with the Eastern Steamship Co. His last job was chief cook on the Del Aires on the West African run. Tom Ballard, a Seafarer for more than 20 years, was taking it easy in Houston, but when the longshoremen went back to work he headed for Philadelphia to reclaim his job as deck engineer on the Sacramento, a bulk carrier.

Mobile

James C. Dunlop is registered in Group 1 of the Deck Department and ready to go again after being ashore since the death of his wife last year. Dunlop has been working on the beach as an ironworker while getting his affairs in order. Joe Barone was all set to reclaim his job on the Claiborne on the Puerto Rican run. C. E. Mainers, who has been on the Monarch of the Seas for about two years, planned to go back to his oiler's job when the crew was recalled. Hubert O'Brien registered for his Group 3 Steward Department job back on the Alcoa Ranger. A. W. Morris is fit for duty after being laid up for awhile with a leg injury. His last ship was the Ocean Ulla. He is looking for any chief cook or baker's job.

New Orleans

Warren Conner is vacationing after getting off the Santore in Baltimore. He was deck maintenance on the ship's last grain haul to Yugoslavia. Some of the guys all set to go back on the Del Norte when the strike ended included Maurice "Duke" Duet, AB maintenance; and Bob Callahan, AB. Joe Mendoza, who had been officers BR on the Norte since October 1963, was hospitalized with an attack of asthma. Walter H. Harris, whose last job was night cook and baker on the Alice Brown, and Nils Eric Gronberg, who was second electrician on the Monarch of the Seas, were both laid up in the USPHS hospital last week. They expect to be up and around soon, however.

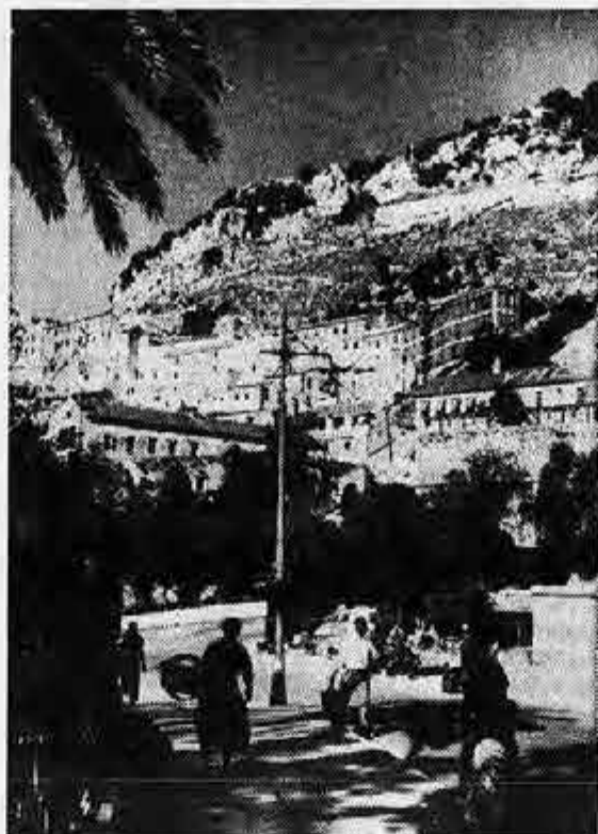
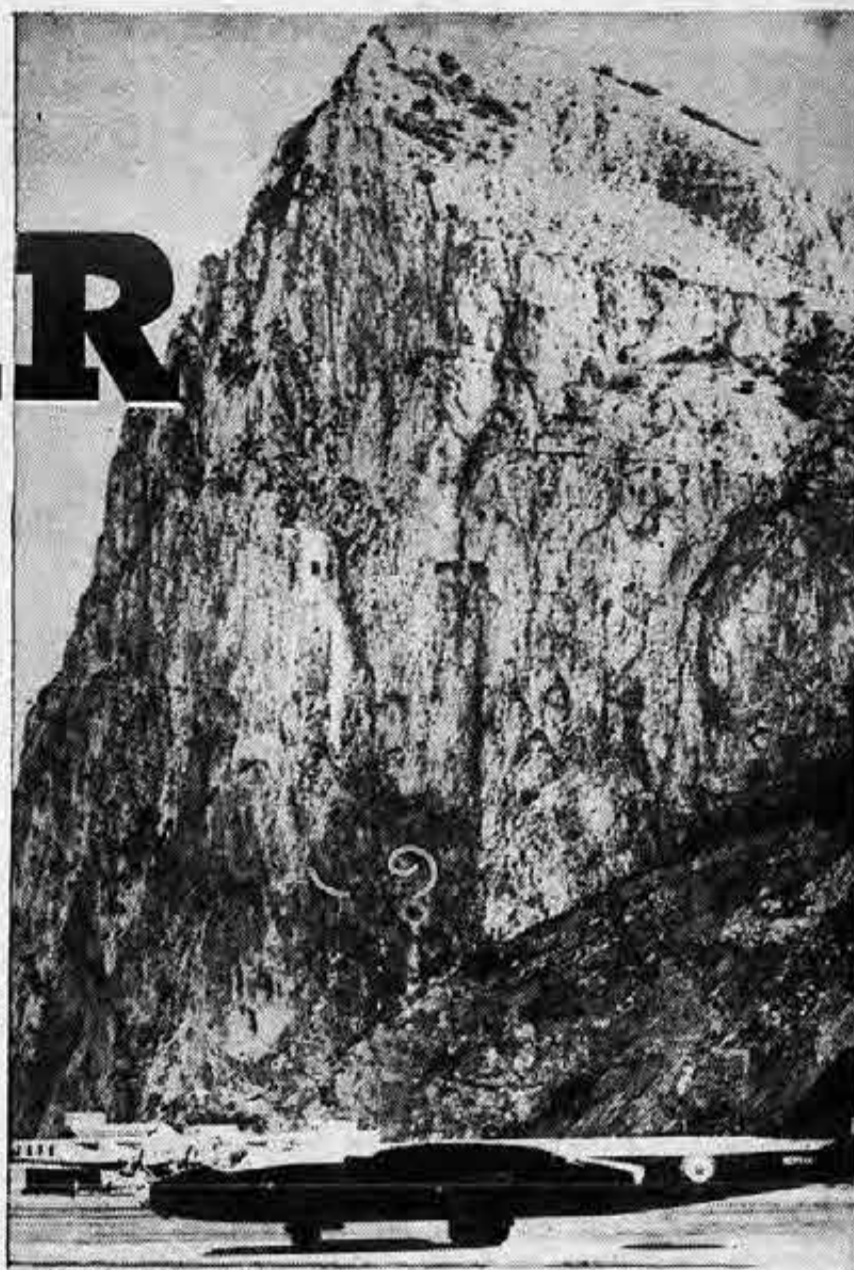
Frank Russo registered for an AB's job after getting off the Express Baltimore in Baton Rouge. The ship's last trip was to Brazil with grain. Frank plans to stay around for awhile and hopes the supply of "long green" will last until after Mardi Gras. W. D. Purdy checked in from the West Coast after getting off the Delaware. He was night cook and baker on this ship for nearly a year.

SEAFARERS PORTS OF THE WORLD

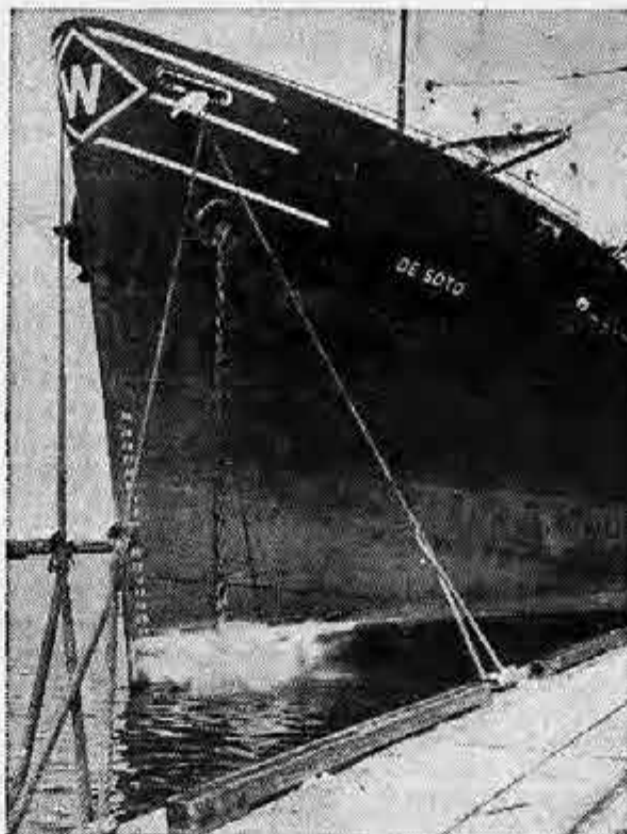
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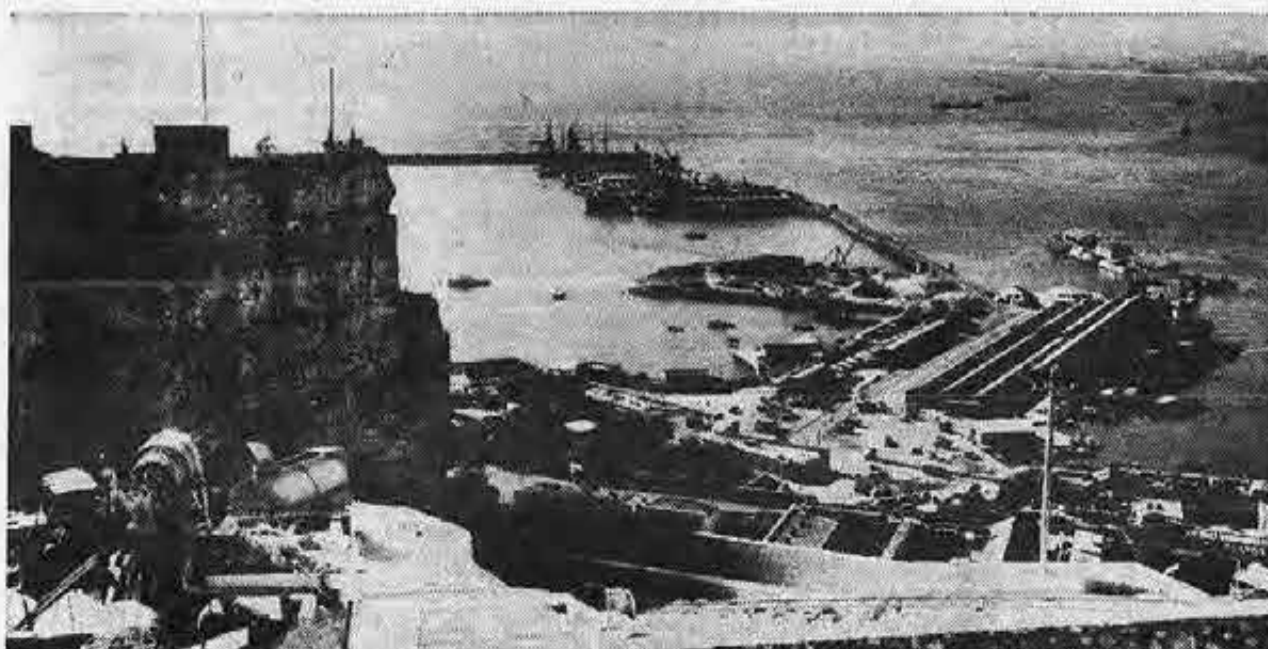
A British jet bomber (right), a modern symbol of strength, still appears small next to the timeless Rock, an ancient symbol of ruggedness. The winding business streets of Gibraltar (above) offer a variety of bargains.



Gibraltar town winds up the Rock in a maze of meandering, narrow streets.



The SIU-contracted-De Soto (Waterman) is a recent and regular visitor to the Rock.



The old Moorish castle on the left, recently repaired, overlooks the north arm of Gibraltar's docks. The port is mainly used for ship bunkering and military purposes, but many tourists have stopped there while on Mediterranean cruises.

In the days of the Greek empire, Gibraltar was considered one of the Pillars of Hercules and it marked the westernmost limit of the known world. Today, Seafarers and others know it simply as the "Rock," and it is almost as familiar to them as their home port.

SIU-contracted ships on Mediterranean and Near Eastern runs sail under the Rock's shadow on a regular basis. Among those which stop at Gibraltar are the ships of the Waterman Lines. The Rock produces few products of its own, and exists mainly as a British naval base and a center of ship bunkering and tourist activity.

Since 1704, the Rock has been a British Colony. Spain, to which Gibraltar is connected by land, has been campaigning recently for a return of the Rock to the Spanish flag. It has always been considered one of the most strategic bits of real estate in the world because whoever controls it, controls sea traffic into the Mediterranean.

Seafarers visiting Gibraltar find it a friendly port. English is the most common language, though Italian and Spanish are also widely spoken. The local population (about 25,000) is accustomed to entertaining seamen—it's probably one of their major industries. Shopping in the city is excellent, with handcraft goods from nearby North Africa and Spain vying for attention with modern consumer items in the attractive shops along Main Street.

Another feature of Main Street is the row of sherry bars. Many of these offer entertainment. There is a Mariner's Club on High Street with a nice bar. The Club holds regular dances and other programs for visiting seamen. The city has six movie houses, offering American and British films, of which the Strand DeLuxe is air-conditioned.

The favorite eating places in town are the Palm Court on High Street and the Rendezvous on Robb Street. At the top of Robb Street, where it crosses King Street, is the Chinese Curio Store. Further along King Street is St. George's Cathedral, the largest wooden building in the world.

The leading tourist attraction in Gibraltar is, of course, the Rock itself. The awesome mass of stone rises to 1,400 feet and is honey-combed with natural and manmade caves and galleries. During World War II, the galleries housed shore defense guns, ammunition stores and headquarters offices for the British. St. Michael's cave is probably the most interesting.

Travel from Gibraltar to Spain, once very easy, has been made a bit more difficult now by a special tax imposed by the Spanish government because of the political troubles. Still, if a Seafarer has the time and the few extra dollars required for the tax, a trip into the beautiful Spanish countryside is well worth it.

U.S. Drops To Ninth Place In Shipbuilding

LONDON—The United States slipped from seventh to ninth place in new ship construction during the last quarter of 1964 according to Lloyd's Register of Shipping.

On October 1, 1964, U.S. yards were working on 55 ships aggregating 471,207 tons as compared to the beginning of 1965 when U.S. yards were working on 58 ships totaling only 363,506 gross tons.

Lloyd's noted that the tonnage of merchant ships started in U.S. yards during the last quarter of 1964 was exceptionally small. Keels for 23 vessels, totaling 34,276 tons, were laid during the three-month period.

The volume of merchant shipping under construction throughout the world decreased slightly during the last quarter of '64 from the record peacetime level set at the end of last September. Ships under construction as of January 1 consisted of 1,555 vessels aggregating 10,215,486 gross tons, a drop of 425,275 tons from the October 1, 1964 figure. At that time there were 1,563 ships under construction.

Net Decline

The rate of new shipbuilding orders lagged somewhat behind the rates at which new tonnage was completed during the quarter, leading to the slight decline suffered by the major shipbuilding countries such as Japan, Britain, Sweden, West Germany, France and Italy.

However several of the smaller shipbuilding countries were able to increase the work volume of their shipyards, such as Spain, which increased its tonnage under construction and took over eighth place in shipbuilding, ahead of the U.S.

Other gainers were Norway, up 75,285 tons; Yugoslavia, up 61,316 tons; Canada, 32,809 tons; Finland, 23,733 tons; Belgium, 20,415 tons and Brazil, 9,100 tons.

One Man Sub Called Bargain At \$3,975

NEW YORK—Seafarers, who spend their working lives sailing the surface of the world's oceans can now, for the piddling price of a new car, see what's going on beneath the waves—from their own submarine.

For a mere \$3,975, any Seafarer can be captain and crew of the Porpoise, a one-man fiberglass submarine on display at the National Motor Boat Show here. See the wonders of the deep—down to 164 feet deep at any rate! Spend endless hours—four at a time at any rate—breathing pure bottled air while surveying the view through a plexiglass dome!

Tow the 1,389-pound, 10' 2" by 5' 3" mini-sub around behind your car and watch pedestrians fall off the sidewalk in amazement! Make sure your life insurance is paid up!

Commanding your own little sub is fun. Ask the man who owns one.

Baltimore AFL-CIO Buys 'Iron Hearts' For City



The council of AFL-CIO unions in Baltimore recently bought twelve "Iron Hearts" for reviving patients whose hearts stop beating and presented them to the city fire department for use in each of the city's ambulances. Examining the workings of the apparatus above are (l-r) SIU Baltimore Rep. Warren Leader, Port Agent Rex Dickey and Baltimore AFL-CIO Council President Nick Fornaro.

World's No. 2 Shipping Power Owns One Ship

Liberia, which became the world's number two maritime power without owning a ship of its own, has embarked on a building program. It now has over 1,200 runaway merchant ships registered under its flag and one of its own, a new 32,000 ton bulk carrier.

Soon, it plans to double its home-grown fleet by adding another bulk carrier, a sistership of the first.

Named for the country's president, the William V. Tubman sailed recently to Liberia to load rubber and iron ore for Baltimore, to be followed by a grain run from the U.S. East Coast to Europe. Carrying a crew of 58, the Tubman was built in Holland.

All other Liberian flag vessels, some 14.5 million gross tons-worth, are owned by non-citizens of Liberia, most of them runaway American or Greek shipping interests. For the most part, the Liberian-flag merchant fleet has grown in inverse ratio to the decline of the U.S.-flag fleet.

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By SIDNEY MARGOLIUS

Cost Of Utilities Going Up

For families worried about their utility bills, Marvin Zeldin, director of Electric Consumers Information Committee, relayed these suggestions from a power industry expert, at a recent meeting of the National Rural Electric Cooperative Association:

- Don't keep the furnace thermostat too high. Keep moving and keep warm nature's way.
- Cook everything rare. A little step each day and you can soon eat it raw.
- Marry girls off young. Let some other dope heat their irons.
- Go to bed earlier.
- Don't bathe your kids too often. If they smell horsey, send them out to play.
- Go to church frequently. While there, your TV, radio and other equipment will not be in use.
- Visit friends and relatives as often as possible. Accept their invitation to stay for meals—even for baths if invitations can be wangled.

This, of course, is Zeldin's tongue-in-cheek way of dramatizing what has become a noticeable expense problem. Household operating costs, of which utility bills are a large part, are one of the fastest-growing items in your cost of living.

Throughout the 1950's the U.S. Bureau of Labor Statistics estimated that utility and heating costs took about 3.3 per cent of a typical wage-earner budget. Then the bureau recently made another survey and confirmed what many families had suspected—the share of family money taken by these expenses has jumped significantly. The bureau raised its estimate to 5.3 per cent, which puts utility and heating costs on a par with the average family's medical expenses. In a number of cities, typical utility bills now run \$18-\$25 a month without counting heating bills.

One reason for this growing expense is the greater use of power in your home because of the additional labor-saving and electronic entertainment equipment you now own. Another is the higher charges. While you may see some utility companies stating that their rates have gone down or stayed level, that may depend on the year they choose for comparison, or on the particular locality.

The fact is, on a nationwide basis, the BLS price index shows that utility charges have risen over 8 per cent since the 1957-59 period. This is actually more than most other goods and services you buy, including even food.

Zeldin doesn't think going to bed early is the proper approach to restraining your household expenses. He believes consumers need to: (1) make sure state utility commissions regulate rates closely; (2) support the recently-invigorated efforts of the Federal Power Commission to restrain utility costs; (3) understand the usefulness to all families of the electric co-ops, operating mostly in rural and some suburban areas, which serve as a "yardstick" of private-company rates.

The problem of the state commissions is that they often do not have the staff to check utility books properly.

The Federal Power Commission also needs support for its present efforts. It has made a survey indicating that electric consumers can save 27 per cent of costs (11 billion dollars a year) in the next 15 years, if the 3600 separate power systems participate in broad regional networks. Al Barkan, director of the AFL-CIO Committee on Political Education, pointed this out, observing that unions have helped support the Electric Consumers Information Committee and rural electric and Federal programs. They also seek better understanding from electric co-ops of labor's goals.

Your own family has the immediate problem of controlling household operating costs while supporting these efforts to reduce rates. This really requires a two-point personal program involving:

- (1) Your family's understanding that utility bills have become a major living expense, and its cooperation in holding down this cost, without actually going next door to take a bath.
- (2) A close survey of your home to see where operating costs may be unnecessarily exaggerated through inadequate insulation or obsolete equipment.

For example, one family, alarmed by its high utility bills—higher even than usual in its neighborhood, called in a local utility-company expert. He found one major reason was an old hot-water tank with worn out insulation. This family reduced its bill one-third by replacing the tank, insulating hot-water pipes and taking other hot-water conservation methods.

In other homes, often furnaces operate excessively, consuming both extra fuel and power for the circulator or blower, because weather-stripping, calking, insulation or storm sash are needed.

Incorrectly-adjusted burners or clogged air filters also eat up additional fuel and power. An incorrectly-adjusted burner can send 10 to 15 per cent of your heat up the chimney.

You also can reduce lighting costs a little by avoiding the use of many small bulbs. For example, a 100-watt bulb gives more light than two 50's.

The Bulb Problem

Another bothersome expense, readers write us, is the necessity of frequently replacing light bulbs. They ask about the long-life bulbs often advertised nowadays. These families also are very conscious of the fact that the major bulb manufacturers all charge the same prices.

Unfortunately, the long-life bulbs, while they last longer, also use more juice, recent statements by the Federal Trade Commission and the Rural Electrification Administration indicate. The REA specialists report that not only do the long-life bulbs cost more, but they don't give as much light for the same amount of current used. The have filaments which don't get as hot as those in ordinary bulbs, so they last longer, but give less illumination.

Thus the regular bulbs are still the best buy, with some savings possible if bought in quantity as sales offered occasionally by mail-order houses and department stores.

Your SIU Clinic



By Joseph B. Logue, MD, Medical Director

Home Environment Influences Teens

You can't put out a fire by squirting water on the smoke. By the same token, it may be equally difficult to solve the teen-ager's problems by trying to convince him that he soon will be an adult. Much of the time and organization presently devoted to the problems of the troublesome adolescent ignores the evidence that the real problem may lie in the home.

The difficulty may result not from the behavior of the teen-ager but from the changing stress patterns of the parents.

By the time a man and woman have been married long enough to have an adolescent or two in the home, many other things have happened. The first bloom of the marriage has worn pretty thin. The exhilaration of courtship and adventure is beginning to give way to that more solid accommodation of mutual respect which is the foundation of a satisfying union.

These readjustments take their toll. The increase in divorce among couples wed 20 years is testimony. In many instances, the marriage partners have long lost interest in each other and are merely staying together as a social obligation. Some couples make the re-evaluation of their roles happily; others never do make peace, and the home is heated by friction rather than warmed by mutual respect.

By the time there is a teen-ager in the home, a couple's place in the economic pattern pretty well has been set. Where achievement has been high, there is a let-down, and the parents begin to enjoy some of the benefits for themselves. If there has been a failure to reach the heights, then frustration, mutual blame, and a tendency to look on the children as part of the liabilities of life may prevail. Either home is a tough place to feel secure.

Parents in their forties have been busy for most of their lives. Many feel that the world is passing them by, and they want to begin to live before it is too late. Again the children are likely to be left out, or they see in their parents' behavior elements of the same kind of unrest they feel. Every one in the household is chafing against the restrictions of his responsibilities.

Too often the interests of the parents have drifted apart. Father is busy with his work and whatever community service he may embrace. Mother, who pretty much has been tied to the household, begins to want to stretch her wings—to use the talents she has had to keep under wraps because of other responsibilities.

Little problems of interpersonal relationships that have been tolerated as quirks may at this time begin to assume greater size. Adjustments that have been made "for the sake of the children" begin to wear thin or collapse. Friendly kidding becomes barbed invective.

Perhaps our failure in dealing with the teen-agers stems from the practice of squirting water on the smoke—we may be dealing with the symptom rather than the disease, according to William A. MacColl, M.D. of Group Health Association of America Inc. writing in MD COLUMN.

Does Porpoise Talk? Maybe, Says Scientist

MIAMI—A scientist who has been talking to dolphins for the last four years has discovered that the dolphins may be trying to talk back.

Dr. John C. Lilly, head of the Communications Research Institute, has been working with an eight-year-old dolphin named Elvar, who, says the doctor, has a seeming ability to mimic the

human voice. In a continuing series of tests, Elvar has been able to make corresponding sounds, in kind and number, to sounds by humans. If Dr. Lilly makes ten noises, for instance, Elvar comes back with ten noises.

Of course, the dolphin misses once in a while, but the tests show that he is usually about 92 percent accurate. Dolphins, the chatterboxes of the sea, normally makes enormous numbers of sounds—barks, grunts, whistles, rasps and creaking noises.

The tests show that the creatures are able to modify those sounds in response to human encouragement and prompting. They are also persistent when it comes to mimicking humans, repeating the sounds they have heard until they tire and swim away.

Elvar, for instance, has been heard to mutter something that sounds amazingly close to the words "alright, let's go." Elvar makes this sound when the scientists are slow in starting on the tests.

The dolphin has a brain that appears as complex as that of man while being physically larger. The size and complexity of brain structure is believed to be a sign of potential intelligence. The dolphin has long had a reputation for his bright and frolicsome nature.

Shark Shocker Granted Patent

The granting of Patent No. 3,164,772 recently should come as a shock to the shark population of the world's oceans. It covers an electronic shark repeller which has been used by the military in the past and will now go into commercial production for use by skin divers, fishermen, beach security, etc.

The battery powered device includes an antenna with positive and negative poles, a capacitor in which electric charges are built up and a multivibrator that releases a pulse every second.

In experiments off Florida, the inventor says, the discharges repelled sharks 20 or 30 feet away without affecting other fish or humans. A small shark was reportedly killed in 20 seconds when prevented from leaving the test area, the inventor says.

19th Century Conditions For Foreign-Flag Seamen

Crew Wants To See Movie—'Mutiny' Cries The Captain

NEW YORK—The Dutch-flag tanker Reza Shah the Great sailed into this port earlier this month, bringing with her a picture of seafaring conditions as they were in the "good old days."

Because her skipper, Capt. Hendrik Veldhuizen, described a beef as a mutiny on the ship's radio, masses of police and Coast Guardsmen were on hand to meet the Reza Shah the Great when she docked in the Bronx.

Also on hand were swarms of newsmen, who, tying up the word "mutiny" with the fact that the ship had a Hong Kong Chinese crew, thought they could get a humorous feature story for the weekend papers. But, as Seafarers understand better than others, the conditions that created the beef on the Dutch ship were nothing to laugh about.

The Reza Shah the Great, on a permanent run from Curacao to New York, had 23 Chinese sailors in her crew and 16 Dutch officers.

The Chinese seamen, recruited in Hong Kong last year, were made to sign two-year contracts. Basis wages were \$100 a month for a 48-hour week. In addition, the men were denied shore leaves and had little if any on-the-job protection from bad quarters, food or working conditions.

After repeated protests, the ship's owner, National Iranian Petroleum, a Dutch company, agreed to raise wages \$50 by assigning each crewman 50 hours of extra overtime monthly. This unfair arrangement brought continued beefs from the crewmembers.

About ten days out from New York, the Chinese crewmen protested again because movie rights were being denied them. While the officers were watching a film, a delegation of crewmen entered the officer's saloon and demanded their just due.

The captain ordered them out, and later that night the crewmen decided to take action. They informed the captain that they would no longer work overtime, and that the next watch would turn to at 8 A.M. instead of the normal 6 A.M.

There the situation remained—the crew and the officers staring each other down—until the ship entered New York harbor. The

Captain then radioed authorities ashore that a mutiny was in process. He claimed that a majority of the crew said they would leave the ship in New York, but crewmen reported that they were fired by the captain.

After the incident hit the local press, which played up the "mutiny" angle for all it was worth, the company agreed to release the crewmen from their contract and fly them back to Hong Kong. The cost of the flight,

it was learned, was to come from the crew's wages.

While some landlubbers got a few laughs from the seemingly funny story of a "mutiny at sea because of a Gina Lollabrigida movie," American sailing men did not find the story funny at all. Seafarers battled for long years to rid the American merchant fleet of the crimp contracts, low wages and indecent conditions seamen in many parts of the world are still forced to suffer.

Mississippi Water Drop Perils Trade

ST. LOUIS—The mighty Mississippi has been getting less mighty for the past 100 years, and it's reached a point where shippers are getting worried.

The muddy giant has grown more shallow with each passing season. Ships plying the river have had to cut tonnage by as much as 90 percent to cut down on draft in the shallower sections.

Last winter's barge traffic on the Mississippi suffered heavily from the low water levels. Grain, steel, chemicals, oil and other heavy oil cargoes that usually move by water had to be transported by rail and truck, the riverboat industry losing millions of dollars in the process.

According to the Army Corps of Engineers, the river has been declining at a rate of one foot every ten years. Readings at this port hovered around the zero mark for much of last winter, meaning that the river had a depth of 12 feet. For barge traffic, nine feet is considered the absolute minimum for operations.

One factor in the lessening depth of the Mississippi has been the progressive broadening of the river bed by the rushing waters. Another was explained as the tendency of a river to dig its own channel on the far side of a bend. This tends to throw up huge amounts of silt on the near side. At St. Louis, such a situation exists.

The House Committee on Public Works has voted \$400,000 for a

study of the problem by the Army Engineers, and Mayor Raymond R. Tucker of St. Louis appointed a permanent committee to find a solution for the problem.

Waterways Tonnage Up During '63

WASHINGTON — The nation's waterways showed a three percent gain in total tonnage during 1963, according to a report released here by the American Waterways Operators, Inc.

The increase in ton-miles of service went up by 4.4 percent over 1962, the report also said. Nearly 431 million net tons of goods were moved on the waterways in 1963 compared to 418 million net tons in 1962.

The ten principal commodities which accounted for 88.1 percent of 1963's tonnage were petroleum and petroleum products, bituminous coal and lignite, sand, gravel and crushed rock, unprocessed sea shells, logs, grain and grain products, iron and steel products, industrial chemicals, crushed limestone and building cement.

SIU-UIW Norfolk Membership Meeting



A large turnout of SIU United Industrial Workers members took part in the January regular UIW membership meeting at the Norfolk SIU hall. Discussion included the SIU-UIW's continuing organizing drive in the Norfolk area.

Social, Economic Ills Plague Appalachia

In the America of 1965, Appalachia has become another word for poverty. While every American city and town has its poverty pocket nestled between the modern expressways and the tracts of new suburban housing, nowhere in the nation is despair and misery so concentrated and so seemingly hopeless as in the 11-state area that follows the ridge line of the Appalachian mountains.

More than 15 million persons live in this area—some of them in comfort but most of them in differing degrees of hunger, ill-housing and ill-health. They comprise the whole population of West Virginia and varying parts of the population of Pennsylvania, Ohio, Kentucky, Virginia, North Carolina, South Carolina, Tennessee, Georgia and Alabama.

They are mostly rural people, but they may also come from Pittsburgh or Birmingham. While they were useful and their land productive of crops or coal, they managed to hang on. Their standards were always behind those of the rest of the nation but their situation was not as desperate as it is now.

Tar Paper Shacks

In the southern portion of Appalachia and along the border regions, where thousands of Americans now live in tar paper shacks and manage to survive on food handouts, the local and state governments did little, even in the better times, to supply their people with the basic tools of education and welfare.

When automation came, driving the miners out of the coal fields and the sharecroppers off the land, few were equipped with even the high school education that might allow them to go on to other work. The same was true for the sons and daughters of the discarded workers. Without basic knowledge, the people of Appalachia became prisoners of poverty.

In the gullies and hollows of Kentucky, West Virginia and Tennessee, cut off from the rest of the nation by poor roads and an almost non-existent transportation system, they searched for jobs that weren't there and waited for times to get better. Some tried to find work in the steel cities, but their lack of skills and the increase of automation in the basic industries forced most of them to return home.

Regional Difficulties

Frequently, critics of the government's poverty program charge the people of Appalachia with being shiftless and unwilling to leave their used-up mountains to seek a better life. Yet, most of the Appalachians, when they were

working, did the most brutal and difficult kind of labor in the fields and in the mines. Additionally, they constitute as a group some of the first immigrants to our land. Their families first came hundreds of years ago to the mountains where they still live.

The coal has now been mined out of their mountains, leaving blackened scars on the land and murderous dust in the lungs of the miners. No other industry exists, and farming was always marginal because of the lack of roads to carry produce to the cities. Tourism, another industry which could be developed, also depends on roads.

After many years of inaction, the federal government has finally awakened to the misery of Appalachia and that region's rebuilding has become the cornerstone of the War on Poverty.

As its first action of the session, the Senate approved a \$1.1 billion bill to begin to meet the challenge of poverty in Appalachia. The bulk of the money will go toward road-building. Other funds will go into flood control, sewage treatment plants, improvements in the area's capability for timber production, soil improvement and vocational education. House approval of the bill is expected shortly.

Appalachia will never compete with California as a lure of the promised land. With proper development, however, it can begin once again to rejoin the rest of 1965 America.



Action in the marketplace offers a method for trade unionists to assist each other in their campaign for decent wages and better conditions.

Seafarers and their families are urged to support a consumer boycott by trade unionists against various companies whose products are produced under non-union conditions, or which are "unfair to labor." (This listing carries the name of the AFL-CIO unions involved, and will be amended from time to time.)

- "Lee" brand tires
(United Rubber, Cork, Linoleum & Plastic Workers)
- Eastern Air Lines
(Flight Engineers)
- H. I. Siegel
("HIS" brand men's clothes
(Amalgamated Clothing Workers))
- Sears, Roebuck Company
Retail stores & products
(Retail Clerks)
- Stitzel-Weller Distilleries
"Old Fitzgerald," "Old Elk"
"Cabin Still," "W. L. Weller"
Bourbon whiskeys
(Distillery Workers)
- J. R. Simplot Potato Co.
Frozen potato products
(Grain Millers)
- Kingsport Press
"World Book," "Childcraft"
(Printing Pressmen)
(Typographers, Bookbinders)
(Machinists, Stereotypers)
- Jamestown Sterling Corp.
Southern Furniture Mfg. Co.
Furniture and Bedding
(United Furniture Workers)

Labor Department Study Shows

Vast U.S. Job Changes Mark Last Half Century

WASHINGTON—Drastic changes in the overall job picture during the last 55 years are outlined in a new statistical report, showing a half-century of economic growth, which has just been made public by the U.S. Labor Department.

In 1909, it shows, nearly half the non-farm jobs were in goods-producing industries, such as manufacturing, mining and construction. But last year less than one-third of the non-farm jobs fell into that category.

In 1909, slightly more than one-half of all non-farm jobs were in the service classification—including wholesale and retail trade, transportation and finance, insurance and real estate. In 1964,

these groups accounted for two out of every three non-farm jobs.

These and other significant changes in the job patterns of the work force are disclosed in a 168-page comprehensive report, Employment and Earnings Statistics for the United States, 1909-1964, prepared by the Bureau of Labor Statistics.

The volume includes national employment data from reports of representative industrial, commercial and government establishments employing about 25 million workers. It also shows monthly and annual statistics on employment, production workers, weekly hours and earnings, hourly earnings, overtime hours, employment of women and turnover rates in more than 350 industries.

The average factory worker, the study reveals, is earning about 11 times what his counterpart earned for the same work in 1909, and that his workweek is a lot shorter. In 1909 the average wage was \$9.74 for a 51-hour week; in August 1964 it was \$103.07 for a 40.9-hour week.

The non-agricultural work force numbered 27,088,000 in 1919 and climbed to 56,643,000 in 1963, last

Newest Nation Doing OK—If It Doesn't Wash Away

KINGSTON, Jamaica—Seafarers cruising this part of the Caribbean are likely to come upon a new "island republic" which bears a striking resemblance to a hunk of flotsam and goes under the imposing title of New Atlantis.

New Atlantis, an 8-by-30-foot bamboo platform six miles off the coast of Luana Point, Jamaica, is the novel creation of writer Leicester Hemingway, brother of the late novelist, Ernest Hemingway. The "republic" is moored to a high-rising ocean bank with steel cables and a ship's anchor.

Hemingway serves as founding father and Acting President, a title he bestowed on himself. His eminent position has been acknowledged by the White House, which addressed a letter to Hemingway using the title.

Far from wanting to join in the world's political troubles, Hemingway's motives in building and running a new nation are purely those of publicity and profit. Along with his fellow citizens of New Atlantis, Hemingway created the "republic" as a base from which to issue postage stamps to raise funds for an aquarium on Jamaica.

Atlantis' president has ambitions of expanding his country, however. He looks forward to the day when it will be a regular island about 100 yards wide and a half-mile long—enough area, in other words, to accommodate a post office, short wave radio station, lighthouse and customs house.

The growth of the "republic" will come about presumably when its citizens have sold enough "half-scruple" stamps honoring President Lyndon Baines Johnson.

The "scruple" is the monetary unit of New Atlantis, and, as Hemingway puts it, "the more scruples a man has, the less inclined he is to be anti-social."

The other nice feature of the "republic" is that it imposes no taxes on its citizens. "Taxes are for people who are not smart enough to start their own country," says the world newest chief of state. Hemingway's only fear is that his country will be blown away before its next "independence day" by a storm. But such are the problems of state.

Seek Earth Secrets On Sea Floor

The history of the earth is written on the bottom of the sea. Sediments deposited over countless eons lie layer upon layer at the bottom, recording the course of evolution and climatic change in the form of long-gone marine life.

To read this strange history book, samples of the sedimentary layers must be brought to the surface for study in the form of "cores" or plugs. A hollow tube is forced into the ocean floor and then pulled out. Inside the tube are several pages of the earth's history for study.

To get these "cores" scientists must either go down and get them or send down a probe. Both methods are being steadily improved and more and more for the earth's past is coming to light.

The latest of the probe devices does away with the difficult and time consuming "coring" procedure of the past, in which a specially-equipped research ship slowly lowered a coring device through several miles of water to release it about 75 feet above the bottom to plunge down, shoving a tube into the muck. Each core took hours to get by this method.

Bombs Away

The new device is quicker. A sort of underwater bomb is tossed overboard to plunge downward. It drives its tube into the sediment, automatically releasing the heavy metal ballast which gave it its downward speed. Floats then lift the sampling tube to the surface where a flashing beacon guides the research vessel to a rendezvous.

Scientists who prefer to go down five or six miles beneath the sea to take a look for themselves are looking with hope toward a still newer development—a fiberglass material being touted as the strongest yet for the construction of submarine hulls.

The tremendous pressure at less than three miles beneath the sea is enough to crush the strongest metal hull like an egg shell—even one constructed of costly "special" metals. But by winding a new epoxy-saturated fiberglass filament onto a form in the shape of a submarine, a hull able to withstand the pressure of over six miles down is predicted, which will still be buoyant enough to maneuver back to the surface.

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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ADDRESS _____

CITY _____ ZONE _____ STATE _____

Don't Delay On Heat Beefs

Now that the cold weather is here, Seafarers are reminded that heating and lodging beefs in the shipyard can be easily handled if the ship's delegate promptly notifies the captain or chief engineer and shows them the temperature reading at the time. Crewmembers who beef to themselves about the lack of heating but wait three or four days before making the problem known to a responsible ship's officer are only making things tougher for themselves. The same applies when shipyard workers are busy around living quarters. Make sure you know where and when the work was done so that the SIU patrolman has the facts available in order to make a determination.

New Pensioner Enjoys Benefits

To The Editor:

Today, because of a physical disability, I am no longer able to sail in my profession as a seaman and I shudder to think of the serious impact such a disability would have had on my life if this had happened when there were no pro-

visions for a seafarer to retire with a pension. We are very grateful for the LOG which lists the names of the members of the SIU that are drydocked here and for the many other interesting items that appear concerning members of the Union.

We also have a chapel service at which we provide religious services. We also show laid up seamen a weekly science movie.

We are grateful to the captains and other various officers that give us kind welcome aboard their ships so we can perform our varied ministries to the crews. The men are always glad to see us and chat with us for a few moments. We are extremely happy that we are often able to bring happiness to others.

We shall be looking forward to seeing some of your members in the near future when they dock in our port, or are laid up in drydock at the hospital here.

We are very grateful for the LOG which lists the names of the members of the SIU that are drydocked here and for the many other interesting items that appear concerning members of the Union.

Reverend Austin Hyton

Pension Benefit Draws Praise

To The Editor:

I would like to express my thanks not only for the monthly pension checks that make it possible for me to go places and see things while retired, but also for the \$25 bonus checks I received at Christmas.

Thank God I have lived long enough to see and belong to such a fine union as the SIU.

Walter E. Norris

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.

visions for a seafarer to retire with a pension.

The SIU was a pioneer in securing a pension plan as well as a Sickness and Accident Plan for its membership. For unlicensed seamen, there is no other maritime union that can match the SIU. Our Union provides the most benefits possible with the least requirements for eligibility to obtain these benefits. I submitted my application for pension and it was approved with no trouble by the Trustees. I am indeed happy and grateful that I am able to continue living in dignity for the rest of my life. I shall miss the sea, however. It has been my life for 40 years.

John Jелlette

Seamen's Club Appreciates LOG

To The Editor:

I would like to express the appreciation of the Seamen's International Christian Association for the copies of your fine paper that we receive. I myself, although not a seaman, find the articles and information helpful, enlightening and timely.

Here in Chicago, I, together with nine others, visit many

To The Editor:

I would like to express my thanks and appreciation to everyone who helped me to receive my union benefits from the Welfare Plan when I was hospitalized from January 1, 1964 to August, 1964. I later received a check covering back pay benefits which were valuable to me when Christmas came around.

I am proud and glad to be a member of such an organization as the SIU.

Walter Kowalczyk

From the Ships at Sea

High praises for the steward departments of the ships at sea are still coming in for the wonderful spreads the various galley gangs prepared for Christmas. As one well fed crewmember said, "The galley gang worked overtime for days so they could serve us a meal that was better than any I have ever eaten." Each ship thinks their galley provided the best meal in the whole SIU fleet. For instance, Jim Adams, aboard the Oceanic Tide (Oceanic Ore Carriers) says that he is aboard one of the best feeding ships in the SIU. "The Christmas menu was really fine," he says, "and all the food was great." For example, Jim said, the menu included such delicacies as Roast Tom Turkey with oyster dressing, giblet gravy and cranberry sauce;

Roast Prime Ribs of beef au jus with Yorkshire pudding; and Hawaiian gourmet (ham cooked in pineapple and spices). Other menu items included Jersey pork chops with apple sauce and gravy; grilled French lamb with mint jelly; grilled baby veal chops; and fried half chicken cooked southern style. "All the goodies we were served," Adams says, "are just what you expect to find in a first class hotel with the best of cuisine."



Adams

Another crew that is singing the praises to the galley gang is aboard the Duval (Suwanee). According to ship's delegate B. Bryant, Jr., the steward department served "a real jam-up Christmas dinner." The crew, agreeing heartily, voted the galley gang an unanimous vote of thanks.

In other news from the ships at sea, G. B. Gapac, meeting chairman aboard the oceanographic research vessel, Robert D. Conrad (Maritime Operations) reports smooth sailing. Everything is running like a clock, he says. In fact, everyone is getting along so well that the chief steward gave the crew a vote of thanks for keeping the messhall clean. The crew turned right around and voted the steward department a vote of thanks for the fine food and service they've been getting. "We're presently in the third month of a 12 month journey," Gapac reports, "and everything is going O.K."



Gapac

C. J. Quinnt, ship's delegate aboard the Our Lady of Peace (Liberty Navigation) had more to say about the galley gang. "Everybody agreed," he said, "in giving thanks to the entire steward de-

partment for their unselfish efforts in providing a Christmas dinner that could match any holiday meal served on any SIU ship."

Aboard the Henry (Progressive) the crew voted a unanimous vote of thanks to their steward department for holiday meals, reports J. Oro, ship's delegate and V. Swanson, meeting chairman.

The Ocean Dinny (Maritime Overseas) recently made a trip to Saigon, reports ship's delegate John Nash and the crew got to see a little bit of the war in Vietnam. The ship was in anchorage at "Nabe Phuxuant," 14 miles southwest of Saigon, when the two opposing armies met in battle within sight of the ship. The Viet Cong were driven off, Nash reports but not before they killed two US Army officers and wounded 16 Vietnamese soldiers.

Daniel Dean, ship's delegate, reported this conversation he overheard by the No. 4 hatch aboard the Steel Admiral (Isthmian) the other day:

AB: "Bosun, how are you on history?"

Bosun: "O.K. Why?"

AB: "Well, where did Lincoln recite the Gettysburg Address?"

Bosun: "Hey, I was reading about that the other day. It was in Philadelphia, Pa."

The Madaket (Waterman) recently got a new chief steward, and the crew is heartily approving his new "open door policy. According to ship's delegate Vance A. Reid, the chief cook and the chief steward have both asked the crew to make menu suggestions. "Already it has made the menu better," Reid says. "It is more suited to this crew. The crew really likes this chief."



Reid

The crew of the Long Lines (Isthmian) at a recently shipboard meeting voted a special thanks to their galley gang, reports meeting chairman Dick Grant. "All hands agree," he says, "that the Long Lines is the best feeder they have ever sailed on."

Crewmembers aboard the Seatrains Texas (Seatrains) recently had to survive part of their last trip

without ice-cream to go along with their pie. It seems that somehow the freezer box got unplugged and all the ice cream melted. The steward promised to make up for it with a little extra work and some really fancy desserts reports Manuel Sanchez, ship's delegate.

There was considerable discussion during a shipboard meeting on the Transorient



Punch

chief steward.

When the steward department aboard an SIU ship performs an outstanding job in providing the crew with exceptional food and service, true to the SIU tradition, the crew recognizes the galley gang's efforts. Steward departments aboard the following ship have been given special votes of thanks: Kyska (Waterman); National Seafarer (Windward); Nanwood (Waterman); Transorient (Hudson); Alice Brown (Bloomfield); Penn Exporter (Penn Shipping); Antinous (Waterman); Penn Transporter (Penn Shipping) and Trustco (Commodity Trans.).

The crew aboard the Hanover (Pan American Tankers) voted a special thanks to the Houston SIU, recently for untiring efforts in behalf of the crew in securing a washing machine while the ship was docked in Galveston. Reports J. J. McCarthy, ship's delegate, "The crew really appreciates the efforts of the union in matters like this."

Another SIU oldtimer was reminiscing recently about the time he was aboard a ship that rammed a lighthouse. Thomas Foster, who sails in the deck department, was aboard a Waterman ship in 1946 in the straits between Denmark and Sweden on a "crystal clear night" when they struck. Foster recalls that the Danes held the ship several days and then let the ship proceed to Poland. "The collision tore out the lower forepeak," Foster says, "but since we had a load of horses aboard, we went on to Poland and delivered them before putting in to Bremerhaven for repairs. "There was a hearing later in New York," Foster recalls, "on the collision, and when they looked it up the books, it was found there was no penalty for hitting a lighthouse."



Pause In Bombay



Seafarers aboard the **Steel Maker** (Isthmian) found it was reunion time when they stopped at Bombay recently and found several old friends in port from other SIU-manned ships in the harbor. Relaxing at the Bombay Seaman's Club are (l-r) M. McKinny, D. Keith, V. Hopkins, all from the **Steel Maker**, and Seafarer T. Dooly.

LOG-A-RHYTHM:

Aren't We All

By Paul R. Albano

The following Log-a-Rhythm was submitted by pensioner Paul R. Albano who sailed in the deck department until his retirement in 1961.

*I heard two people speak one day,
One was young, the other grey.
"Some are good, some are bad."
They can't all be bad my lad.*

*Look at me, I've lived some years
I've not had all joy, nor tears.
I'm not what you would call pure
I know that I could stand some cure.*

*But when there is nothing at stake
Anyone can make a mistake."
The lad replied, nothing on his mind,
"Writing is the best job I can find.*

*My girl says I'm merely cute.
This I said, "Let's not dispute.
I'm writing life as I see it
There is nothing more to it."*

*I said before, as I have read,
"Some are good and some are bad."
And as the old man once said,
"It is not really so, my lad."*

Seafarer Gets Answers To Messages In Bottles

Seafarer James Balmy, who recently got off the **Transglobe** (Hudson Waterways), has a surprise for his doubting SIU shipmates who keep kidding him about his pastime of throwing sealed bottles with messages inside over the side while his ship is in mid-ocean. In order to convince his Union brothers that it is possible to get a reply from a message in a bottle, Balmy has sent the LOG a letter he received from Tralee, Ireland which enclosed a scrap of paper he tossed overboard last September.

Balmy is willing to agree that communicating by floating bottle will never beat the prompt service of a wireless message or the U.S. mails. In the particular letter he received from Ireland, there was over a two month lag before it was retrieved in the Emerald Isle.

Three Per Trip

A veteran engine department member, Balmy has been sailing with the SIU since 1951, and has been throwing at least three bottled messages over the side on every trip he has made since he went to sea. He isn't particular about the kind of bottle he picks to float his messages. The piece of paper inside the bottle carries his name, home address, position of the ship, the date and time, as well as a request that the finder

send him a postcard telling where the bottle was retrieved.

For the benefit of his critics, Balmy estimates that he has thrown about 50 bottles overboard, and has received nine answering cards in return. His latest success occurred when he was aboard the **Transglobe** bound from Bremerhaven to New York.

Faulty Cork

The finder, one Richard Stack of County Kerry, Ireland, wrote that he fished Balmy's bottle out of Ballymaequin Strand in Tralee on November 10, 1964. Stack also wrote he had trouble recognizing the writing in the message since the bottle's cork had slipped out, and the paper had gotten wet. Faulty corks, according to Balmy, are one of the inevitable hazards of communicating by floating bottles.



Seafarer James Balmy offers his SIU critics proof that messages in bottles can bring a reply as he holds a letter from Ireland which came as a result of his floating correspondence. While Balmy's bottled mail system is by no means speedy, he says that he has received nine replies to date.

Notify Union On LOG Mail

As Seafarers know, copies of each issue of the **SEAFARERS LOG** are mailed every two weeks to all SIU ships as well as to numerous clubs, bars and other overseas spots where Seafarers congregate ashore. The procedure for mailing the **LOG** involves calling all SIU steamship companies for the itineraries of their ships. On the basis of the information supplied by the ship operator, four copies of the **LOG**, and minutes forms are then air-mailed to the agent in the next port.

Similarly, the seamen's clubs get various quantities of **LOGs** at every mailing. The **LOG** is sent to any club when a Seafarer requests it by notifying the **LOG** office that Seafarers congregate there.

As always the Union would like to hear promptly from SIU ships whenever the **LOG** and ship's mail is not delivered so that the Union can maintain a day-to-day check on the accuracy of its mailing lists.

STEEL MAKER—(Isthmian), Feb. 1—Chairman, A. Miglio; Secretary, F. Rodriguez. Ship's delegate reported that there are no beefs and everything is ship-shape. \$20 in ship's fund.

CANTIGNY (Cities Service), Nov. 23—Chairman, Andrew A. Thompson; Secretary, C. A. Murrain. Brother Andrew Thompson was elected to serve as ship's delegate. No beefs reported by department delegates.

BANGOR (Bermuda Shipping), Dec. 12—Chairman, D. Dickinson; Secretary, E. Villasol. Brother Villasol was elected to serve as ship's delegate. \$10.00 in ship's fund. No beefs reported by department delegates.

HALCYON PANTHER (Halcyon), Jan. 24—Chairman, E. B. Hardcastle; Secretary, Frank Kustura. Crew will be laid off if vessel is in over ten days. No major beefs or disputed OT reported. Vote of thanks to entire steward department, especially to Brother Les Burnett, chief cook, and Brother Charles Locke, the baker.

ST. LAWRENCE (Oiga Konow), Jan. 31—Chairman, J. Kellogg; Secretary, R. Paschal. No beefs and no disputed OT reported.

EAGLE TRAVELER (Sea Transport), Feb. 3—Chairman, H. L. Meacham; Secretary, C. M. King. Beef regarding delayed sailing will be referred to patrolman. Brother H. L. Meacham was elected to serve as ship's delegate. Discussion on quality of food. Wire Union requesting food plan representative to check.

CANTIGNY (Cities Service), Jan. 24—Chairman, J. Brown; Secretary, A. Hebert. Some disputed OT in deck department to be referred to patrolman. Discussion regarding food. Ship is not receiving **LOGs**.

STEEL CHEMIST (Isthmian), Jan. 23—Chairman, Dominick H. Brancorico; Secretary, Dominick H. Brancorico. \$20 in ship's fund. Some disputed OT in deck department. Vote of thanks extended to ship's delegate and steward department.

ALCOA TRADER (Alcoa), Jan. 17—Chairman, E. Ciccato; Secretary, C. Ortiz. No beefs and no disputed OT. Captain complimented entire crew. Vote of thanks to the steward department for a job well done.

MAIDEN CREEK (Waterman), Jan. 19—Chairman, J. M. Lennon; Secretary, K. Balf. \$6.50 in ship's fund. Deck department beef and disputed OT in deck and steward department to be taken up with patrolman. Motion that ships going to Middle East and Far East should carry at least 4 months supplies because it is impossible to buy certain items in this part of the world. Also, ships on this run should carry more traveler's checks for draws.

PENN CHALLENGER (Penn Shipping), Jan. 13—Chairman, Robert H. Bell; Secretary, Y. McMillan. Some disputed OT in deck department to be taken up with boarding patrolman.

COTTONWOOD CREEK (Bulk Transport), Dec. 21—Chairman, W. L. Everett; Secretary, W. Karpick. No beefs and no disputed OT reported by department delegates. Ship's delegate to see patrolman about repairs.

MADAKET (Waterman), Jan. 9—Chairman, Gilbert G. Parker; Secretary, Vincent J. Fitzgerald. Ship's delegate reported that everything is running smoothly with no beefs.

SEATRAN TEXAS (Seatrains), Dec. 28—Chairman, J. Cole; Secretary, K. J. McCullough. Brother D. J. Leberle was elected to serve as new ship's delegate. Passageways on main deck and superdeck are dangerous because of obstacles and poor lighting. Safety Committee, please note! Lengthy discussion regarding cold water running from showers. Request that Union notify crewmembers what proposals are being discussed with management on forthcoming union contract.

HERCULES VICTORY (Marine Managers), Jan. 8—Chairman, William Logan; Secretary, Alfred J. Moore. Three men taken off ship due to illness. Letter sent to Union regard same. No beefs reported by department delegates. Shortage of water during voyage. Some repairs have not been completed. Discussion on conserving coffee.

STEEL ADVOCATE (Isthmian), Dec. 6—Chairman, A. Case; Secretary, G. Veach. One man missed ship in New Orleans. Brother N. Lomas was elected to serve as new ship's delegate. Crew requested to keep door to engine room portside closed at all time. Also to come to messroom in clean clothes.

SAN FRANCISCO (Sea-Land), Jan. 17—Chairman, Edward J. McConelli; Secretary, Roger L. Hall. \$7.44 in ship's fund. \$21.86 spent for TV repairs. No beefs reported by department delegates. Brother Roger Hall was elected to serve as ship's treasurer. Question on oiler's watches in port, to be taken up with patrolman for clarification.

DIGEST of SIU SHIP MEETINGS

WESTERN PLANET (Western Tankers), Jan. 3—Chairman, Mathew Guidera; Secretary, Alexander Brodie. Brother Alexander Zagala resigned as ship's delegate and Brother Mathew Guidera was elected to serve in his place. Donations requested for ship's fund. No beefs. Everything going along smoothly. Ship should be fumigated. Vote of thanks to the steward department.

GLOBE CARRIER (Maritime Overseas), Jan. 2—Chairman, F. William Barth; Secretary, J. Davies. Everything is running smoothly. Discussion on wages and raise, to be discussed with patrolman. Motion that all eligible members of the Union receive the same welfare benefits, including maternity and hospital benefits, no matter what country their family may live in, and that this motion be brought to a vote at membership meetings.

DEL NORTE (Delta), Feb. 5—Chairman, James L. Tucker; Secretary, Bill Kaiser. Ship's delegate extended a vote of thanks to the crew for their cooperation. Some disputed OT in engine and steward departments. \$110.83 in ship's fund and \$307.02 in movie fund. No beefs reported by department delegates.

ELIZABETHPORT (Sea-Land), Feb. 8—Chairman, Pedro Paraz; Secretary, Al Whitmer. Ship's delegate reported that everything is running smoothly except for ventilation beef in engine department which will be referred to patrolman. Vote of thanks to the entire steward department for a job well done.

YAKA (Waterman), Jan. 18—Chairman, Mel Ward; Secretary, R. Eisenberger. Brother Ray Kroupa was elected to serve as ship's delegate. Ship sailed short one deck maintenance. No beefs reported by department delegates.

FLORIDA STATE (Everglades), Feb. 6—Chairman, R. Kaduck; Secretary, A. Gonzalez. Brother Curtis Ducote was elected to serve as ship's delegate. Discussion regarding transportation. Matter will be referred to patrolman at payoff. \$12.14 in ship's fund.

NEW JERSEY (Seatrains), Jan. 24—Chairman, Harry Singleton; Secretary, William Feil. No beefs and no disputed OT reported by department delegates. New ship's delegate will be elected after payoff.

GENEVA (U.S. Steel), Jan. 10—Chairman, S. Furtado; Secretary, Antonio Alfonso. Brother S. Furtado was elected to serve as new ship's delegate. Discussion on safety meeting. All hands requested to attend. No beefs reported by department delegates.

POTOMAC (Oriental Exporters), Jan. 25—Chairman, Edward Riggs; Secretary, Andy C. Noah. Disputed OT reported in deck and engine departments. Ship's delegate was requested to hold job until arrival in U.S.

CHATHAM (Waterman), Jan. 24—Chairman, C. Hendricks; Secretary, Sidney Garner. Brother Clyde Jernigan was elected to serve as ship's delegate. No beefs and no disputed OT reported.

NEW

EVERY THREE MONTHS

If any SIU ship has no library or needs a new supply of books, contact any SIU hall.

YOUR SIU SHIP'S LIBRARY

SIU Bosun's Pet Cheetah Spells T-R-O-U-B-L-E



SIU bosun Douglas (Smiley) Claussen's pet cheetah "Trouble," basks in the sun on the deck of the Gulfwater with his master (left) and James Franklin, deck maintenance. SIU crewmembers on the ship didn't mind the cheetah's presence, but Claussen's neighbors in New Orleans raised such a ruckus that the bosun was forced to hand his pet jungle cat over to the city zoo.

Seafarer Douglas (Smiley) Claussen has some timely advice for any of his SIU brothers who decide to get a jungle cat for a pet when their ship hits port in a tropical country. According to Claussen, the first thing a Seafarer should do before getting any grandiose dreams about bringing up one of those tawny-coated, sharp-clawed jungle felines, is to check back in his home port to see how the wife takes to the idea.

Smiley Claussen, who last shipped as bosun, is a man who speaks from experience—some of which is amusing, but more of it disappointing enough to turn a less good humored man bitter. His story started peacefully when he bought a young cheetah in Africa, but by the time he felt the backlash of his neighbors' frightened reaction to the cat in New Orleans, he decided to nickname it "Trouble."

No Luck In India

Claussen first decided he wanted a cheetah for a pet when his ship, the Gulfwater, was in India. After watching trains arrive daily from the Himalaya Mountains with cages of wild bears, all sorts of jungle cats and countless numbers of Mynah birds, the SIU bosun started checking through the wild animal market in Calcutta to see what he could find.

Dissatisfied with what he saw offered for sale in Calcutta, Claussen became determined to head inland to see if he could come up with a better deal. After traveling

160 miles inland, he reached a village where the inhabitants caught jungle cats for traders dealing in wild animals.

While waiting to see if the villagers could find him a cheetah, Claussen witnessed the destructive viciousness of a cunning, wild cat who lived in the jungle beyond the high wooden barricade that protected the village. Every night, this hungry, ferocious beast would creep to the edge of the jungle and start crying. The noises would attract the village dogs who would chase the big cat back into the jungle. Once the fierce feline was deep enough into the jungle, it would whirl around, fall upon the nearest dog and quickly devour it.

Claussen didn't let the savage feeding habits of this wild cat put a dent in his desire to get a cheetah for himself. He became somewhat discouraged when he was told that there were no jungle cats for sale because their breeding season had occurred some months before. However, he got his hopes up again when the Gulfwater dropped anchor at Djibouti a few weeks later.

Music-Making Hunters

The big bosun started asking around the port about the possibility of buying a cat, and was soon directed to a group of natives. He reports that as soon as they heard what he was looking for, the group started beating on the fenders of a truck, and after making their music for several minutes, they headed out into the bush. Returning late in the afternoon, they handed over a baby cheetah after Claussen paid them \$150, the going price.

Claussen's new pet was only four months old and weighed only 40 pounds when he first got him. The bosun says he had no trouble handling the cat, even though this was the first time he ever had a wild animal for a household pet. Claussen admits that he had to be careful when he played with the young cat, since it liked to scratch mischievously, although it never lost its temper and tried to bite.

Cheetah's Sea Legs

The young cheetah had no trouble adjusting to shipboard life, according to Claussen. His fellow SIU crewmembers, unlike his neighbors in New Orleans, had no objections to the bosun's unusual pet. Feeding was no problem, since the cat gobbled up the meat scraps which were fed to it every day.

The Gulfwater's skipper, however, had second thoughts about letting the cheetah on board without a cage. He told Claussen to keep it in a rope locker. The ship's master explained to the bosun that he kept having a nightmare that the cat broke loose at night and was trying to eat him in his sleep. In reality, Claussen asserts, the young cat never tried to harm anyone.

The bosun had no trouble getting his cheetah through customs when the Gulfwater paid off at Galveston. After building a cage to carry the cheetah back to New Orleans, the bosun found that it was too big for his car, so he put his jungle pet into the back seat and started off.

Disaster almost struck at a small town in east Texas when a hunter and his dog passed Claussen's parked car. The dog and the

cheetah were soon trying to get at each other, and Claussen had momentary visions of the scene in India where the big jungle cat dined on the village dogs who were trying to chase it. However, the hunter's dog couldn't get into the car, and the cheetah couldn't squeeze out the window.

Called It "Trouble"

Claussen's real difficulties over the pet cheetah started when he brought it into his house in New Orleans. First, his wife began to object to the cat's presence; his landlady soon came around to make her own loud protests; and then all his neighbors joined in to add their fearful voices to the clamor. At this point, Claussen started calling his pet "Trouble," although he wouldn't budge from his intention to keep the cheetah.

The SIU bosun admits that he can understand some of his wife's objections to "Trouble." The cheetah liked to lay in the back of a clothes closet and purr in, what Claussen describes as, contentment. Mr. Claussen, for some reason, thought this was a sign that the cat was getting ready to attack. The bosun said his young son, on the other hand, got along with "Trouble" famously.

Claussen recalls that whenever he walked his full-grown cat, that then weighed almost 90 pounds, his neighbors would pop their heads outside and collar their children to get them out of the way of what they thought was the blood thirsty, man-eating beast. Complaints to City Hall evidently did no good, since Claussen never heard so much as a word from city officials.

Too Much "Trouble"

Faced with what seemed to be a series of unending complaints, Claussen finally decided that the only way he could ever get peace and quiet again was to find a new home for "Trouble." He found the New Orleans city zoo was actually eager to have the cheetah, since it needed one to round out its collection of jungle cats. After assuring himself that "Trouble" would be well cared for, Claussen reluctantly handed him over to the zoo authorities. He has since heard that the zoo officials now have a new female cheetah to keep his former pet company.

Claussen's final words are for SIU men who want to get a jungle cat for a pet. Before you do anything else, he declares, check with the Mrs. back home. The next most important thing, he says, is a proper enclosure for the animal, so that the family won't find him constantly underfoot. But, the most important thing, he re-emphasizes in a despairing tone of voice, is a wife who loves animals.

PILOT ROCK (Columbia), Jan. 16—Chairman, Bill Jarvis; Secretary, T. G. Bestrous. Disputed OT in deck and steward departments. Letter to be handed to patrolman regarding storing of ship. Ship needs to be fumigated.

PETROCHEM (Valentine Chemical), Jan. 6—Chairman, Antonio Oro; Secretary, Frank S. Paylor. No beefs and no disputed OT reported by department delegates. Discussion on having more fresh milk put on for unlicensed personnel.

EAGLE VOYAGER (United Maritime), Jan. 3—Chairman, V. Genco; Secretary, F. Israel. \$22.30 left in ship's fund. Vote of thanks to the steward department for the exceptionally fine Christmas dinner. Vote of thanks to the ship and engine delegates and to the 1st engineer for acquiring and installing new antenna and rotor.

OCEANIC WAVE (Trans World Marine), Jan. 12—Chairman, J. C. Stewart; Secretary, I. C. Brown. Some disputed OT in deck and engine departments. One man was hospitalized in India. Letter was sent to headquarters suggesting some contract changes. Motion made that a payoff be made before the sign-on and that the patrolman see that a sufficient amount of money be carried on ship to guarantee draw. Vote of thanks to entire steward department for well-prepared food.

PENMAR (Calmar), Jan. 10—Chairman, Irwin Moen; Secretary, J. R. Marshall. Some disputed OT in deck department. Motion that all members with 15 years sea time be allowed to retire on pension, regardless of age. Motion that company put out a better grade and more of a variety of night lunch aboard ships. Vote of thanks to the steward department for a job well done, especially for the good Thanksgiving Day, Christmas Day and New Years Day menus.

SUMMIT (Sea-Land), Jan. 17—Chairman, Stafford McCormick; Secretary, R. Hernandez. No beefs reported by department delegates. Discussion on having some kind of taxi or bus service from the Port Elizabeth Pier to the Newark Airport. Vote of thanks to the steward department for a job well done.

NATIONAL SEAFARER (Windward), Jan. 9—Chairman, M. Brightwell; Secretary, J. T. Lelinski. Some disputed OT reported in deck department. One oiler paid off in Freeport.

MANHATTAN (Hudson Waterways), Jan. 9—Chairman, Sam W. McDonald; Secretary, Leo Movall. Ship's delegate reported that everything is going along all right with no beefs. Some disputed OT will be turned over to the patrolman at payoff. Will contact headquarters regarding restriction to the ship in Karachi. Letter sent to the Union about the manning scale and wages on the larger ships that the SIU has under contract. Crew request better grade of bacon be supplied to the ship. Fireman-Water-tender Florian Clarke thanked the crew for their condolences when his parents passed away. Vote of

thanks to the steward department for the good Thanksgiving and Christmas dinners.

ERNA ELIZABETH (Albatross), Chairman, L. Clark; Secretary, C. Kaust. Brother L. Clark was elected to serve as ship's delegate. Beef regarding preparation of chow.

ERNA ELIZABETH (Albatross), Jan. 24—Chairman, N. Bryant; Secretary, C. Kaust. Discussion about bad chow. Delegate to see patrolman about same. Some disputed OT in engine department.

STEEL ROVER (Isthmian), Jan. 10—Chairman, Harry M. Dang; Secretary, Harry Huston. No beefs reported. Everything is running smoothly. \$27.35 in ship's fund. Vote of thanks to the steward department, especially for the fine holiday dinners which were set up on short notice. Martin Henry,

DIGEST of SIU SHIP MEETINGS

Chuck Carleson and George Gibbons run the galley.

WESTERN HUNTER (Colonial Tankers), Jan. 17—Chairman, Lewis L. Smith; Secretary, W. T. Langford. Brother Lanford was elected to serve as ship's treasurer. Some disputed OT in engine and deck departments.

COUNCIL GROVE (Cities Service), Jan. 13—Chairman, T. Moss; Secretary, A. Rudnicki. No disputed OT and no beefs reported. Vote of thanks to the steward department for the fine holiday dinners.

KYSKA (Waterman), Jan. 24—Chairman, J. Smythe; Secretary, C. L. Shihah. \$2 left in ship's fund after spending \$25 for floral piece for the mother of Brother M. V. Rays. Vote of thanks to each delegate for keeping harmony aboard ship. Vote of thanks to the steward department for the good chow. Vote of thanks to the chief mate, M. J. McLaughlin for taking good care of the sick members of the crew.

STEEL AGE (Isthmian), Jan. 14—Chairman, Egbert W. Goulding; Secretary, Francisco Zapata. \$27 in ship's fund. Brother Charles E. Lee was elected to serve as ship's delegate. Vote of thanks to the steward department for a job well done.

TRANSERIE (Hudson Waterways), Jan. 17—Chairman, Andrew C. Reed; Secretary, Tobias Ford. Vote of thanks to the entire steward department for putting out excellent chow throughout the voyage. Ship to be fumigated for rats and roaches.

WARM SPRINGS (Columbia), Jan. 16—Chairman, D. Mall; Secretary, G. Troclair. Brother James Sumpter was elected to serve as ship's delegate. \$2.25 in ship's fund. Each man asked to donate 25c to build up ship's fund. No beefs reported.

ALCOA MARKETER (Alcoa), Jan. 14—Chairman, Cliff Bellamy; Secretary, Lee de Parlier. \$3.20 in ship's fund. Vote of thanks to resigning ship's delegate for a job well done. Brother John F. Meo was elected to serve as new ship's delegate. Discussion held on the necessity of a pay increase and broadened retirement program. No disputed OT reported.

DEL SOL (Delta), Dec. 2—Chairman, E. Kocooner; Secretary, R. E. Stough, Jr. \$44.05 in ship's fund. Brother C. L. Avera was elected to serve as new ship's delegate. No beefs reported by department delegates.

OCEANIC SPRAY (Trans-World Marine), Dec. 29—Chairman, E. Nooney; Secretary, Duke Gardner. Crewmembers requested to donate \$1 each for ship's fund. Vote of thanks to the entire steward department for a job well done under adverse conditions. Crew request copy of latest contract or clarifications.

MARGARET BROWN (Bloomfield), Dec. 13—Chairman, S. C. Hanks; Secretary, R. E. Bernados. No beefs reported. Everything is running smoothly. Brother N. E. Petterson was elected to serve as ship's delegate.

STEEL VOYAGER (Isthmian), Nov. 1—Chairman, Edward Adams; Secretary, Edward Adams. Everything is running smoothly so far. Vote of thanks to the boarding patrolman in each Atlantic and Gulf port for a job well done. Vote of thanks to the retiring ship's delegate, Herman Fruge. Brother Edward Adams was elected to serve as new ship's delegate. All book members voted in the election by absentee ballot from Karachi, West Pakistan.

COMMANDER (Marine Carriers), Jan. 24—Chairman, T. Drzewicki; Secretary, R. Dedicataria. Ship's delegate resigned with a vote of thanks. Brother T. Drzewicki was elected to serve as new ship's delegate. Clean payoff at Newport News. No beefs reported by department delegates. \$6.10 in ship's fund. Generous contribution from all hands for flowers and cash sent to family of departed and beloved Chief Engineer Burke.

MIDLAND (Clearwater), Jan. 17—Chairman, Clark Medley, Jr.; Secretary, Donald Ray Brown. Ship will be laid up. Little disputed OT in deck and engine departments. Chief cook was taken off ship at Suta Bay, Crete, because of illness. Vote of thanks to the steward department for a job well done.

OVERSEAS ROSE (Maritime Overseas), Jan. 17—Chairman, John Dunne; Secretary, Stanley Schuyler. Brother Tom Matineau was elected to serve as ship's delegate. \$30 in ship's fund. No beefs reported.

SIU ARRIVALS and DEPARTURES

All of the following SIU families have received maternity benefits from the Seafarers Welfare Plan, plus a \$25 bond from the Union in the baby's name:

Joyce Culbreth, born January 5, 1965, to the James L. Culbreths, Mobile, Ala.

Juan Alvarez, born December 30, 1964, to the Ranulfo D. Alvarez, Baltimore, Md.

Claude Villapol, born November 18, 1964, to the Esteban M. Villapol, Baltimore, Md.

Kent Anthony Taylor, born December 5, 1964, to the Ulger J. Taylors, New Orleans, La.

Trevell Robertson, born November 4, 1964, to the Trevor L. Robertsons, New York, N.Y.

Enid Del Valle, born January 5, 1965, to the Bartolome Del Valles, Rio Piedras, P.R.

Stephanie Carreon, born October 20, 1964, to the Alfonso Carreons, Jr., Texas City, Texas.

Jeri Ann Bonvillain, born December 14, 1964, to the Dudley A. Bonvillains, Lockport, La.

Robin Jourdain, born December 3, 1964, to the Ronald Jourdains, Baltimore, Md.

Pete Paul Torres, born October 11, 1964, to the Pete Torres, Texas City, Texas.

Tommy Philpot, born July 3, 1964, to the Larry Philpots, Houston, Texas.

Debra Elaine Lounds, born December 2, 1964, to the Dwaine E. Lounds, Sault Ste Marie, Mich.

PERSONALS and NOTICES

Ex-Pacific Thunder Crewmembers

Checks for the following listed men are being held by Schwartz and Lapin law offices, 310-317 West Building, 817 Main at Walker, Houston 2, Texas:

Joseph Rohwedder, Edward D. Leger, Edwin E. Echols, Rafael Yannasse, Rudolph Gaillis, Harold G. Hart.

Steve Giavasis
You are asked to contact Miss Kariakoula Giavasis, at 72-49 45th Avenue, Woodside, N.Y. Your father is ill.

George E. Willey
Your brother Azel A. Willey would like you to get in touch with him immediately at Charity Hospital, Ward 1113, New Orleans, La.

Elwood Sterner
Your sister would like you to notify her of your present address. Contact her at Black Rock Road, Upperco, Md.

Grady E. Watson
Your sister, Mrs. Carl L. Hass would like you to contact her as soon as possible.

Income Tax Refund Checks
Income tax Refund checks are being held for the following SIU members by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco 5, Calif.: Alexander Ansaldo; Charles Bush; Orla S. Bushold; Ralph E. Groot (2); Eigil E. Hjelm; Willard R. Layton; Potenciano Paculiba; Wong M. Sing; (3) and Harold Thomsen.

Elizabeth Aversano, born December 6, 1964, to the Michael Aversanos, Islip, N.Y.

Melissa Dove, born November 24, 1964, to the Alton Doves, Glendora, Calif.

Marshall Morrow, born November 28, 1964, to the Robert L. Morrrows, Winnsboro, La.

Thomas Zehme, born December 2, 1964, to the Gerald Zehmes, Chicago, Ill.

Richard Scherlitz, born December 2, 1964, to the Richard Scherlitz, Wyandotte, Mich.

Tanya Lynn DeLosReyes, born November 4, 1964, to the Jesup De LosReyes, Jr., New Orleans, La.

Michael Horace Hutchinson, born December 14, 1964, to the Horace C. Hutchinson, Pennsville, N.J.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan (any apparent delay in payment of claims is normally due to late filing, lack of beneficiary card or necessary litigation for the disposition of estates):

Charles T. Morrison 76: Brother Morrison died Aug. 20, 1964, in the New York Polyclinic Hospital of natural causes. A member of the Union since 1943, he sailed in the steward department until he retired in 1958. He is survived by his wife, Mrs. Caroline N. Morrison. Burial was in the Mt. Lawn Cemetery, Darby, Pa.

Charles H. Adams, Jr., 54: Brother Adams died Aug. 14, 1964, in the John Hopkins Hospital, Baltimore, Md., of heart disease. A member of the SIU-Inland Boatmen's Union since 1956, he sailed as a bargeman. He is survived by his wife, Mrs. Marie E. Adams. Burial was in the St. Stanislaus Cemetery, Baltimore, Md.

Otis Gilles, 57: Brother Gilles died Sept. 14, 1964, in the Galveston USPHS Hospital of natural causes. A member of the SIU Inland Boatmen's Union since March, 1964, he sailed as a pilot. He is survived by his wife, Helen Gilles. Burial was in the Forest Park Cemetery, Houston, Texas.

Hazel Thompson, 56: Brother Thompson died Aug. 23, 1964, of injuries received when struck by a car in Mobile, Ala. A member of the engine department, he joined the Union in 1939. He is survived by his son, Jerry Thompson, and his daughter, Mary Evelyn Cole. Burial was in Crestview, Fla.

Xochitl Gatica, born December 24, 1964, to the Rodolfo Gaticas, Galveston, Texas.

DeLinda Jo Cannon, born December 6, 1964, to the Ear H. Cannon, Hopewell, Va.

Robert Kent, born December 16, 1964, to the Elkin Kents, New Orleans, La.

Torey Joseph Bennett, born January 11, 1965, to the Bobby G. Bennett, Manistique, Michigan.

Raymond Timothy Brown, born December 13, 1964, to the Raymond T. Browns, New Orleans, La.

Leonard Joseph Lipari, born January 24, 1965, to the Antonio Liparis, Brooklyn, N.Y.

Mary Jill Harrison, born December 25, 1964, to the Richard William Harrisons, Hudson, Wisconsin.

Robert L. Booker, 56: Brother Booker died Sept. 20, 1964, in Houston, Texas, of accidental causes. A member of the Union since 1946, he sailed in the engine department. He is survived by his friend, Ruby Henderson. Burial was in the Fitzgerald Cemetery, Fitzgerald, Ga.

Robert McLachlan, 64: Brother McLachlan died of a heart attack on Sept. 3, 1964, in the Chicago USPHS Hospital. A member of the SIU Great Lakes District since 1961, he sailed in the engine department. Surviving is his wife, Mrs. Anna McLachlan. Burial was in the All Saints Cemetery, Des Plaines, Ill.

Joaquin Miniz, 65: A stomach disorder was fatal to brother Miniz on Sept. 9, 1964, at his home in Miagao-Iloilo, Philippines. A member of the union since 1942, he sailed in the deck department until he retired to the Philippine Islands in 1963. He is survived by his wife, Mrs. Rafaela Miniz. Burial was in the Roman Catholic Cemetery, Miagao, Philippines.

Samuel Nathaniel Doyle, 44: Brother Doyle died Oct. 1, 1964, in Moorehead City, N.C., of accidental causes. A member of the SIU since 1945, he sailed in the steward department as chief steward. He is survived by his wife, Mrs. Jeanne Doyle. Burial was in the Saint Charles Cemetery, Pinelawn, N.Y.

Know Your Rights

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed CPA audit every three months by a rank and file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall consist equally of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Earl Shepard, Chairman, Seafarers Appeals Board
17 Battery Place, Suite 1930, New York 4, N.Y.

Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

EDITORIAL POLICY—SEAFARERS LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960, meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstance should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be reported to headquarters.

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. The SIU publishes every six months in the SEAFARERS LOG a verbatim copy of its constitution. In addition, copies are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

RETIRED SEAFARERS. Old-time SIU members drawing disability-pension benefits have always been encouraged to continue their union activities, including attendance at membership meetings. And like all other SIU members at these Union meetings, they are encouraged to take an active role in all rank-and-file functions, including service on rank-and-file committees. Because these oldtimers cannot take shipboard employment, the membership has reaffirmed the long-standing Union policy of allowing them to retain their good standing through the waiving of their dues.

EQUAL RIGHTS. All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no Seafarer may be discriminated against because of race, creed, color, national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify headquarters.

SEAFARERS POLITICAL ACTIVITY DONATIONS. One of the basic rights of Seafarers is the right to pursue legislative and political objectives which will serve the best interests of themselves, their families and their Union. To achieve these objectives, the Seafarers Political Activity Donation was established. Donations to SPAD are entirely voluntary and constitute the funds through which legislative and political activities are conducted for the benefit of the membership and the Union.

If at any time a Seafarer feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Paul Hall at headquarters by certified mail, return receipt requested.

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ASHTABULA, O. 1644 W. Third St.
BUFFALO 18 Portland St.
CHICAGO 9383 Ewing, S. Chicago
CLEVELAND 1420 W. 25th St.
DETROIT-TOLEDO 423 Central St.
DULUTH Box No. 66
LORAIN, O. 118 E. Parish St.
MILWAUKEE 2722 A. So. Shore Dr.
SANDUSKY, Ohio 6-4573

SAULT STE. MARIE 1088 Maple St.
ST. LOUIS, MO. 805 Del Mar
PORT ARTHUR, Tex. 1348 7th St.
RAILWAY MARINE REGION
HEADQUARTERS 99 Montgomery St.
REGIONAL DIRECTOR G. P. McGinty
ASSISTANT REGIONAL DIRECTORS E. B. Pulver, R. H. Avery
BALTIMORE 1216 E. Baltimore St.
NORFOLK 115 Third St.
PHILADELPHIA 2604 S. 4th St.

United Industrial Workers
BALTIMORE 1216 E. Baltimore St.
BOSTON 276 State St.
HEADQUARTERS 675 4th Ave., Brooklyn
HOUSTON 5804 Canal St.
JACKSONVILLE 2608 Pearl St., SE.
MIAMI 744 W. Flagler St.
MOBILE 1 S. Lawrence St.
NEW ORLEANS 630 Jackson Ave.
NORFOLK 115 Third St.
PHILADELPHIA 2604 S. 4th St.
TAMPA 312 Harrison St.

Hawser Artist



Exhibiting the skill of a born lasso artist, SIU railwayman Thomas Reilly hurls a hawser to dock a car float at Jersey City, N.J. Reilly, who is a veteran member of the SIU Railway Marine Region, sails in the deck department on Pennsylvania Railroad tugs.

Schedule of Membership Meetings

SIU-AGLIWD Meetings

Regular membership meetings for members of the SIU Atlantic, Gulf, Lakes and Inland Waters District are held regularly once a month on days indicated by the SIU Constitution, at 2:30 PM in the listed SIU ports below. 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:
New York March 8
Philadelphia March 9
Baltimore March 10
Detroit March 12
Houston March 15
New Orleans March 16
Mobile March 17

West Coast SIU-AGLIWD Meetings

SIU headquarters has issued the following schedule for the monthly informational meetings to be held in West Coast ports for the benefit of Seafarers shipping from Wilmington, San Francisco and Seattle, or who are due to return from the Far East. All Seafarers are expected to attend these meetings, in accord with an Executive Board resolution adopted in December, 1961. Meetings in Wilmington are on Monday, San Francisco on Wednesday and Seattle on Friday, starting at 2 PM local time.
Wilmington March 22
San Francisco February 24
Seattle February 26
Wilmington April 19
San Francisco March 24
Seattle March 26

Great Lakes SIU Meetings

Regular membership meetings on the Great Lakes are held on the first and third Mondays of each month in all ports at 7 PM local time, except at Detroit, where meetings are held at 2 PM. The next meetings will be:
Detroit March 1-2 PM
Alpena, Buffalo, Chicago, Cleveland, Duluth, Frankfort, March 1-7 PM

SIU Inland Boatmen's Union

Regular membership meetings for IBU members are scheduled each month in various ports. The next meetings will be:
Phila. March 9-5 PM
Baltimore (licensed and unlicensed) March 10-5 PM
Houston March 15-5 PM
Norfolk March 11-7 PM
N'Orleans March 16-5 PM
Mobile March 17-5 PM
RAILWAY MARINE REGION
Regular membership meetings for Railway Marine Region-IBU members are scheduled each month in the various ports at 10 AM and 8 PM. The next meetings will be:
Jersey City March 15
Philadelphia March 16
Baltimore March 17
*Norfolk March 18

GREAT LAKES TUG AND DREDGE REGION

Regular membership meetings for Great Lakes Tug and Dredge Region IBU members are scheduled each month in the various ports at 7:30 PM. The next meetings will be:
Detroit March 15
Milwaukee March 15
Chicago March 16
Buffalo March 16
†Sault Ste. Marie March 17
Duluth March 19
Lorain March 19

United Industrial Workers

Regular membership meetings for UIW members are scheduled each month at 7 PM in various ports. The next meetings will be:
New York March 8

Baltimore March 10
Philadelphia March 9
Houston March 15
Mobile March 17
New Orleans March 16
* Meetings held at Labor Temple, Newport News.
† Meeting held at Labor Temple, Sault Ste. Marie, Mich.
‡ Meeting held at Galveston wharves.

SEAFARERS in DRYDOCK

All hospitalized Seafarers would appreciate mail and visits whenever possible. The following is the latest available list of SIU men in the hospital:

USPMS HOSPITAL STATEN ISLAND, NEW YORK
Emmett Avery, Thomas Lowe
E. Constantino, M. Makantancy
Daniel Couaney, Carlos Mojica
Rafael Cuevas, Lauri Ottelin
Joseph Czech, George Pitour
Wilson Davis, Winford Powell
Stanley Friedman, Winston Renny
Kenneth Gaine, Charles Rozea
Albino Gomes, Victor Sanabria
Julio Gonzalez, Gerald Schartel
Ali Hubabi, Robert Sieber
E. L. Jennings, Robert Stewart
Charles Johnson, Ivan Trakov
Eric Johnson, Fred Travis
Albert Karczewski, Richard Waters
Fox Lewis, Jr., Bernard Zeller
USPMS HOSPITAL BRIGHTON, MASSACHUSETTS
Stanley Cieslak, William Powers
Gilbert Edwards, C. Valladares
USPMS HOSPITAL SAN FRANCISCO, CALIFORNIA
Boleslav J. Dzelak, Charles W. White
George C. Foley, Paul L. Whitlow
Wm. H. MacArthur, Calvin J. Wilson
USPMS HOSPITAL SEATTLE, WASHINGTON
M. Dikon, W. A. Oswinkle
Carl Jensen Jr., H. D. Silverstein
H. V. Keane, B. W. Spear
USPMS HOSPITAL WILMINGTON, DELAWARE
H. E. Thompson
USPMS HOSPITAL JACKSONVILLE, FLORIDA
O. M. Ames, P. C. Lee
J. C. Laseter, A. E. Henning
H. L. Grizzard, A. M. Kitchings
R. B. Pardo, W. T. Shierling
USPMS HOSPITAL NORFOLK, VIRGINIA
V. F. Baum, Jose D. Perez
Eddie S. Game, Hertford B. Rice
Frank Hartman, Jay W. Short
Raymond Miller, J. E. Townsend
Mitchell V. Mobley, C. T. Wheaton
John Morgan, George R. Williams
USPMS HOSPITAL BALTIMORE, MARYLAND
Willie Albert, Julio M. Lazer
Edward H. Bayne, Frank Nappi
Wallace Beeman, Tony M. Nerosa
Wallace J. Beeman, Ralph Pardue
Arthur Bottino, John Pastorek, Jr.
Antonio Caciano, Wallace Perry, Jr.
Friedof Fondila, James Portway
Gorman Glaze, Joseph Pozzuoli
John Hall, Jr., Ollie Purdy
Martin L. Havey, Joseph Snyder
Arthur F. Hiers, Gustave Thobe
James Helgoth, Edw. L. Johnson
Elmer Koch, Kelly L. Walburn
Leland Larrimore, Clyde Ward
USPMS HOSPITAL FRANKFORT, MICHIGAN
Pettrina Novak
USPMS HOSPITAL HOUSTON, TEXAS
Norman J. Aysien, Eugene Blanchard
Charles Capeman, Estuardo Cuerva

Wm. D. Jefferson, August Mussman
Ludolph Gales, Fred Onweneel
Lamar Gribben, Wm. C. Scruggs
Walter A. Lawrence, Malcolm Stevens
J. A. Mallard, Jr., Frank Tosti
USPMS HOSPITAL CHICAGO, ILLINOIS
Ralph A. Butts, G. H. Malinowski
Leo Entringer, Mathew O'Hara
Algot Frederickson, James Riley
Ted Galazen, Alton W. Wahlin
Wm. S. Garvin, Carl West
Paul Lacy, John Zec
John J. Madar
USPMS HOSPITAL NEW ORLEANS, LOUISIANA
Henry D. Adams, William J. McKay
Joe D. Anderson, Joe Vernon Martin
Harold Barletter, Phillip C. Mendoza
Howard A. Bergine, Paul Hebert
Accurso Bonti, Leon M. Hinson
Phillip E. Broodus, Benjamin Huggins
Jack B. Cheemie, Justice P. Hughes
Clarence A. Christ, Daniel A. Hutto
M. E. Crawford, Walter Jarrett
C. W. Cunningham, Harold L. Justice
Celestine DeSouza, Irvy P. Keller
Cleo L. Dupree, Howard J. Knot
Oliver S. Flynn, Robert J. Laiche
Marshall Foster, Gerald H. Navarra
Chadbourne Galt, Leon J. Penton
Nils E. Gronberg, John Psillos
Stanton L. Grico, James J. Redden
William H. Hamby, P. I. Scanlan
Otis J. Harden, Hamilton Seburn
Wade B. Harrell, Chester J. Seymour
Carle C. Harris, H. Leonard Shaw
Walter H. Harris, Daniel W. Sommer
Charles M. Lambert, Jose A. Tablas
Luke LeBlanc, Dale Williams
Lawyer M. McGrew
USPMS HOSPITAL FORT WORTH, TEXAS
Benjamin Deibler, Abraham Mander
Abe Gordon, Max Olson
Thomas Leahy, J. Thibodeaux
SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK
Daniel Gorman, Thomas Isaksen
A. Gutierrez, William Kenny
VA HOSPITAL LONG BEACH, CALIFORNIA
R. Arsenault
VA HOSPITAL ANN ARBOR, MICHIGAN
Robert Asbahr
VA HOSPITAL WEST HAVEN, CONNECTICUT
Paul Kolesnick
VA HOSPITAL HINES, ILLINOIS
Oscar Kvaas
USPMS HOSPITAL HOUSTON, TEXAS
Thomas Manion
PINE CREST HAVEN NURSING HOME COVINGTON, LOUISIANA
Frank Martin
U.S. SOLDIERS HOME HOSPITAL WASHINGTON, D.C.
William Thomson

Sea Beast's Bones Found In California

The nearly complete skeleton of a paleoparadoxia, a nine-foot-long, one ton, 14 million-year-old aquatic animal similar in appearance to a sea lion, has been found at an excavation site in Palo-Alto, California. Just how deep the water was over the Palo Alto area 14 million years ago is not certain, but most of the U.S. was submerged deep beneath the waves at one point or another during prehistoric times. The bones are presently being prepared for study at the Geological Survey Laboratory in Menlo Park, California. The laboratory said the rare specimen was the first of its kind discovered in North America and only the second identified anywhere, and might well be one of the more significant fossil discoveries on the North American continent. The 175 paleoparadoxia bones were discovered last May.

Notify Welfare Of Changes

The SIU Welfare Services Department reports that it has had difficulty locating seamen's families because the seamen's enrollment or beneficiary cards have not been kept up to date. Some death benefit payments have been delayed for some time until the Seafarer's beneficiaries could be located. To avoid delays in payments of welfare benefits, Seafarers are advised to notify the Union immediately of any changes in address, changes in the names of beneficiaries or additional dependents by filling out new enrollment and beneficiary cards. The cards should be witnessed as a means of verifying signatures.



It is vitally important that Seafarers be familiar with the mouth-to-mouth form of artificial respiration because of the nature of their work. A situation that requires artificial respiration can arise at any time. The mouth-to-mouth method is simple and easily learned. The actual technique is illustrated on this page for the benefit of Seafarers. Learn it—it may save a life!

TO SAVE A LIFE

MOUTH-TO-MOUTH RESUSCITATION

Learn These Simple Steps—Be Ready!

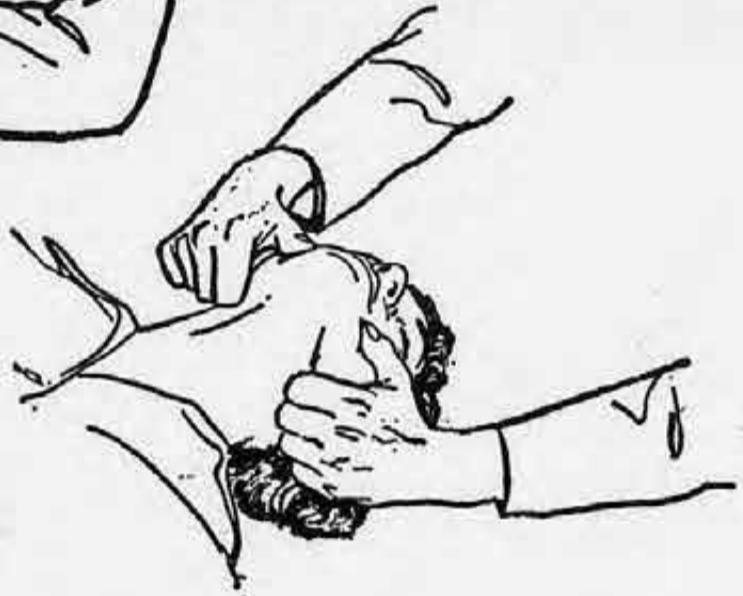


If there is foreign matter visible in the mouth, wipe it out quickly with your fingers or a cloth wrapped around your fingers.

2 Tilt the head back so the chin is pointing upward.



◀ Pull or push ▶ the jaw into a jutting-out position.



3 Open your mouth wide and place it tightly over victim's mouth. At same time pinch victim's nostrils shut.



Or close the nostrils with your cheek.



Or close the victim's mouth and place your mouth over the nose.

Blow into the victim's mouth or nose. If you are not getting air exchange, recheck the head and jaw position (see drawings above).

4



If you still do not get air exchange, quickly turn the victim on his side and administer several sharp blows between the shoulder blades in the hope of dislodging foreign matter.

Resume breathing procedure.



TEXT OF

SIU

CONSTITUTION

For SIU Atlantic, Gulf, Lakes And Inland Waters District

CONSTITUTION

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

Affiliated with American Federation of Labor—Congress of Industrial Organizations

(As Amended May 12, 1960)

PREAMBLE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Statement of Principles and Declaration of Rights

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

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

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

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

I

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

II

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

III

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.

IV

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.

V

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

VI

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.

VII

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

CONSTITUTION

Article I

Name and General Powers

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

Article II

Affiliation

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

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

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

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

Article III

Membership

Section 1. Candidates for membership shall be admitted to membership in accordance with such rules as are adopted from time to time, by a majority vote of the membership. Membership classifications shall correspond to and depend upon seniority classifications established in accordance with the standard collective bargaining agreement of this Union. In addition to meeting the other require-

ments duly promulgated pursuant hereto, no person shall become a full book member unless and until he has attained the highest seniority rating set out in the said collective bargaining agreement. Only full book members shall be entitled to vote and to hold any office or elective job, except as otherwise specified herein. All members shall have a voice in Union proceedings and shall be entitled to vote on Union contracts.

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

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

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

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

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

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

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

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

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

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

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

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

Article IV

Reinstatement

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

Article V

Dues and Initiation Fee

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

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

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

Article VI

Retirement from Membership

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

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

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

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

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

Article VII System of Organization

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

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

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

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

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

Article VIII

Officers, Headquarters Representatives, Port Agents and Patrolmen

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

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

Article IX Other Elective Jobs

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

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

B. Committee members of:

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

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

Article X

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

Section 1. The President.

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

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

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

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

(e) Subject to approval by a majority vote of the membership, the President shall designate the number and location of ports, the jurisdiction, status, and activities thereof, and may close or open such ports, and may re-assign Vice-Presidents and the Secretary-Treasurer, without reduction in wages. He may also re-assign Headquarters Representatives, Port Agents, and Patrolmen, to other duties, without reduction in wages. The Ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston and Detroit may not be closed except by Constitutional amendment. Where ports are opened between elections, the President shall designate the Union personnel thereof.

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

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

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

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

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

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

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

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

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

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

Section 2. Executive Vice-President.

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

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

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

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

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

Section 4. Secretary-Treasurer.

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

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

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

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

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

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

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

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

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

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

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

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

He shall supervise and be responsible for the activities of all

the ports, and the personnel thereof on the Lakes and Inland Waters, including their organizing activities.

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

Section 8. Director of Organizing and Publications.

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

Section 9. Headquarters Representatives.

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

Section 10. Port Agents.

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

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

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

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

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

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

Section 11. Patrolmen.

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

Section 12. Executive Board.

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

The Executive Board shall meet in headquarters no less than once each quarter and at such other times as the President or, in his absence, the Executive Vice-President may direct. The President shall be the chairman of all Executive Board meetings unless absent, in which case the Executive Vice-President shall assume the chairman's duties. Each member of the Executive Board shall be entitled to cast one vote in that body. Its decision shall be determined by majority vote of those voting, providing a quorum of three is present. It shall be the duty of the Executive Board to develop policies, strategies and rules which will advance and protect the interests and welfare of the Union and the Members. It shall be the duty of the Secretary-Treasurer, or in his absence, an appointee of the Executive Board, to keep accurate minutes of all Executive Board meetings. The Executive Board shall appoint one person who shall be designated Director of Organizing and Publications. The Executive Board shall determine per capita tax to be levied and other terms and conditions of affiliation for any group of workers desiring affiliation. The Executive Board may direct the administration of all Union affairs, properties, policies and personnel in any and all areas not otherwise specifically provided for in this Constitution. Notwithstanding the foregoing, the Executive Board may act without holding a formal meeting provided all members of the Board are sent notice of the proposed action or actions and the decision thereon is reduced to writing and signed by a majority of the Executive Board.

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

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

Section 13. Delegates.

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

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

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

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

Section 14. Committees.

(a) Trial Committee.

The Trial Committee shall conduct the trials of a person charged,

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

(b) Appeals Committee.

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

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

(c) Quarterly Financial Committee.

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

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

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

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

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

(d) Strike Committee.

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

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

Article XI

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

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

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

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

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

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

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

Article XII

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

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

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

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

(c) He has at least four (4) months of sea time, in an unlicensed capacity, aboard an American-flag merchant vessel or

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

- (d) He is a citizen of the United States of America; and
- (e) He is not disqualified by law.

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

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

Article XIII

Elections for Officers, Headquarters Representatives, Port Agents and Patrolmen

Section 1. Nominations.

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

- (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.
- (g) In the event the member is on a ship he shall notify the Credentials Committee what ship he is on. This shall be done also if he ships subsequent to forwarding his credentials.
- (h) Annexing a certificate in the following form, signed and dated by the proposed nominee:

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

Dated: Signature of member
Book No.

Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

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

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

Section 2. Credentials Committee.

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

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

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

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

prejudice to his written appeal, the applicant may appear in person before the committee within two days after the day on which the telegram is sent, to correct his application or argue for his qualification.

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

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

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

Section 3. Balloting Procedures.

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

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

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

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

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

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

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

Section 4. Polls Committees.

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

(b) The duly elected Polls Committee shall collect all unused ballots, the voting rosters, the numbered stubs of those ballots already used, the ballot box or boxes and the ballot records and files kept by the Port Agent. It shall then proceed to compare the serial numbers and amounts of stubs with the number of names and corresponding serial numbers on the roster, and then compare the serial number and amounts of ballots used with the verifica-

tion list, as corrected, and ascertain whether the unused ballots, both serial numbers and amount, represent the difference between what appears on the verification list, as corrected, and the ballots used. If any discrepancies are found, a detailed report thereon shall be drawn by the Polls Committee finding such discrepancies, which report shall be in duplicate, and signed by all the members of such Polls Committee. Each member of the Committee may make what separate comments thereon he desires, provided they are signed and dated by him. A copy of this report shall be given the Port Agent, to be presented at the next regular meeting. A copy shall also be simultaneously sent to the Secretary-Treasurer, who shall cause an investigation to be made forthwith. The results of such investigation shall be reported to the membership as soon as completed, with recommendations by the Secretary-Treasurer. A majority vote of the membership shall determine what action, if any, shall be taken thereon. Notwithstanding anything to the contrary contained in this Constitution, the Executive Board shall not make any determination in these matters.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(g) A special vote ordered pursuant to Section 5(f) must take place and be completed within seven (7) days after the Election Report Meeting, at each port where the discrepancies so acted upon took place. Subject to the foregoing, and to the limits of the vote set by the membership, as aforesaid, the Port Agents in each such port shall have the functions of the Tallying Committee as set forth in Section 5(c), insofar as that Section deals with the

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

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

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

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

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

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

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

Article XIV Other Elections

Section 1. Trial Committee.

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

Section 2. Appeals Committee.

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

Section 3. Delegates.

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

Article XV Trials and Appeals

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- No finding of guilt shall be reversed if there is substantial

evidence to support such a finding and, in such case, the Appeals Committee shall not make its own findings as to the weight of evidence.

(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 not substantial evidence to support a finding of guilt, the Appeals Committee shall recommend that the charge on which the finding was based be dismissed.

(e) The Appeals Committee may recommend lesser punishment.

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

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

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

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

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

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

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

Article XVI

Offenses and Penalties

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

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

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

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

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

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

- Wilfully misappropriating or misusing Union property of the value under \$50.00;
- Assuming any office or job, whether elective or not with knowledge of the lack of possession of the qualifications required therefor;

(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 and including a fine of \$50.00:

- Refusal or wilful failure to be present at sign-ons or pay-offs;
- Wilful failure to submit Union book to Union representatives at pay-off;
- Disorderly conduct at pay-off or sign-on;
- Refusal to cooperate with Union representatives in discharging their duties;
- Disorderly conduct in the Union hall;
- Gambling in the Union hall;
- Negligent failure to join ship.

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

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

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

Article XVII

Publications

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

Article XVIII

Bonds

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

Article XIX

Expenditures

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

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

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

Article XX

Income

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

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

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

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

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

Article XXI

Other Types of Union Affiliation

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

Article XXII

Quorums

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

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

Section 3. Unless otherwise specifically set forth herein, the decisions, reports, recommendations, or other functions of any

segment of the Union requiring a quorum to act officially, shall be a majority of those voting, and shall not be official or effective unless the quorum requirements are met.

Section 4. Unless otherwise indicated herein, where the requirements for a quorum are not specifically set forth, a quorum shall be deemed to be a majority of those composing the applicable segment of the Union.

**Article XXIII
Meetings**

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

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

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

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

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

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

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

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

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

**Article XXIV
Definitions and Miscellaneous Provisions
Relating Thereto**

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

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

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

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

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

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

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

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

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

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

Section 11. The term "full book" or "full Union book" shall mean only an official certificate issued as evidence of Union membership which can be attained only by those members who have first acquired the highest seniority rating set forth in the standard collective bargaining agreement.

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

**Article XXV
Amendments**

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

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

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

**Article XXVI
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, rules of order generally followed, bonding procedures, 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. All officers and other jobholders elected as a result of the balloting held by this Union during November and December of 1958, who are serving at the time of the adoption of this amended Constitution, shall continue to serve, without reduction in salary, in the office most closely related to the one held prior to that adoption, and for a term not to exceed that for which he was elected in the balloting held in 1958. For this purpose the following table sets out the new office and job, the present nearest equivalent in terms of functions presently performed, and the identity of the person occupying it. The adoption of this amended Constitution shall constitute ratification of this table.

New Title	Individual	Old Title
President	PAUL HALL	Secretary-Treasurer
Executive Vice-President	CAL TANNER	Assistant Secretary-Treasurer
Vice-President in charge of Contracts and Contract Enforcement	CLAUDE SIMMONS	Assistant Secretary-Treasurer
Vice-President in charge of the Atlantic Coast	EARL SHEPPARD	Assistant Secretary-Treasurer
Vice-President in charge of the Gulf Coast	LINDSEY WILLIAMS	Assistant Secretary-Treasurer
Vice-President in charge of the Lakes and Inland Waters	AL TANNER	Boston Port Agent and Administrative Director of Great Lakes District (To be filled by the President in accordance with Constitution)
Secretary-Treasurer	VACANCY	Assistant Secretary-Treasurer
Headquarters Representative	BILL HALL	Assistant Secretary-Treasurer
Headquarters Representative	ED MOONEY	Assistant Secretary-Treasurer
Headquarters Representative	JOE VOLPIAN	Assistant Secretary-Treasurer

Since no elected officer or jobholder currently performs the functions of the new office of Secretary-Treasurer, that office shall be filled by the President pursuant to Article X, Section 1(j) of this Constitution. From the date of the adoption of this Constitution, the officers, as above described, shall execute the powers and functions, and assume the responsibilities of the said offices as set forth in this Constitution.

EXHIBIT A

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

I

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

II

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

III

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

IV

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

V

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

VI

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

VII

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

VIII

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

IX

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

X

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

XI

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

XII

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

XIII

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

EVERY SEAFARER IS GUARANTEED

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