

CONGRESS PASSES HOSPITAL BUDGET

— Story on Page 3



Washington News.

Letter from SIU Washington office reporting final okay of PHS budget by Congress is posted for patients at Staten Island hospital by Dr. J. Wilson, medical officer in charge, as (l-r) Seafarers F. Napoli, SIU rep. M. Flynn, J. Brennan, Dr. Wilson, C. Wilson and J. Hamilton (seated) look on. Messages to Congress from Seafarers were given much of the credit for the victory. (Story on Page 3.)

His 'Lucky Break'.

Below, Seafarers Cy Henning (left) and Terrill Nesbitt examine length of line which parted while rigged to a stage, dumping Henning 45 feet into the Mississippi from the bow of the Del Norte, while it was tied up at New Orleans' Poydras St. wharf. (Story on Page 4.)



REPRINTED
IN THIS ISSUE
THE SIU
CONSTITUTION
(SEE SUPPLEMENT)

Permanent '50-50' Passage Seen Sure, But Veto Looms

WASHINGTON—Prospects look bright for early passage of the permanent "50-50" law by an overwhelming majority in the House of Representatives as the House Merchant Marine Committee completed its hearings on the measure. The favorable action on the bill was expected despite strong objections from the State Department, the Department of Defense and the Foreign Operations Administration. The Senate has already passed it.

However an important hitch to the expected smooth progress of the bill is a report from the White House to the effect that it will be vetoed by President Eisenhower at the urging of the State and Defense Departments. The administration argument is that aid to shipping should be in the form of subsidies, rather than a "50-50" law.

Industry spokesmen were quick

to point out that any administration program for offering subsidies to US ships is still in the early planning stage and that in the meantime, "50-50" offers the most practicable method of keeping US ships operating, particularly tramp ships and other unsubsidized operations.

It is doubtful that Congress would have a chance to override a Presidential veto since it expects to adjourn at the end of this month.

In Foreign Aid Bill

Supporters of the permanent "50-50" bill, which has the backing of all segments of the maritime industry, were jubilant when the House of Representatives restored the "50-50" provision to this year's foreign aid appropriation without a dissenting voice. It was the eighth foreign aid bill in a row in which the House has acted favorably on "50-50", indicating that the Representatives will go strongly for a permanent "50-50" law when that comes up for a vote.

Maritime spokesmen pointed out that although the foreign aid bill had been reported to the floor without a "50-50" provision, a motion on the floor of the House to add "50-50" to the bill went through speedily without any opposition.

This action by the House leaves certain sections of the administration in a lonesome position as far as opposition to the bill goes. The State Department, which has spearheaded the opposition, as in the past, has done so on grounds that it was not liked by foreign nations, and that nine friendly maritime countries have filed objections to the legislation. A Department

spokesman told the House Committee that foreign nations were using the bill as an excuse to give their own ships preference on commercial cargoes.

Gov't Cargo Only

The objection was answered by a maritime industry spokesman who declared that since "50-50" applies only to Government cargoes there is no basis for other friendly maritime nations to retaliate by applying preference to private commercial cargoes.

The existing practice in most maritime nations, he pointed out, is that 100 percent of governmental cargoes are carried on merchant ships of the particular nation involved.

House Body Favors New Tanker Bill

WASHINGTON — A tanker "trade-in" measure—a key part of the Government's program to give the merchant marine a shot in the arm—moved a step nearer passage last week when it was favorably reported to the House of Representatives by the House Merchant Marine Committee.

The bill would allow private tanker owners to sell their old T-2s to the Government and use the money to build new ones.

Here, according to the backers of the bill, would be the major benefits:

- It would allow private operator to replace their old T-2s, built during World War II and now fast becoming obsolete, with newer and faster ships which could meet present-day commercial needs.

- These new tankers, with their increased speed, would prove of value in time of war or national emergency.

- The old T-2s would go into the reserve fleet, giving the country a sizable tanker reserve for the first time. Although obsolete for present commercial needs, they would give the US time to mobilize a full-scale shipbuilding program in the event of war.

Customs Cracks Whip Over Seamen In Indo War Crisis

WASHINGTON—With Vietnamese officials confiscating practically everything they can lay their hands on, Seafarers on ships going into Saigon or other Indo-China ports are advised to put their personal possessions under the captain's seal.

Reports received by the Coast Guard from several ships that were in Saigon in recent weeks indicate that seamen have no out whatsoever if they have any currency, cigarettes or other items subject to duty in their possession. Declaring the items in the usual manner is no protection for the crewmember.

The local officials claim that they are obliged to confiscate everything because of a rapidly growing black market in foreign currency and other freely-exchanged items. Aside from having their possessions seized, it was reported by the Coast Guard that several seamen were fined large sums of money.

All SIU ports have been notified by headquarters and put on guard to inform crewmembers of the above developments when signing on ships for Far East runs. In addition the Union has notified all shipping companies of these developments so that the companies can instruct their captains to put crew possessions under seal while in an Indo-Chinese port.

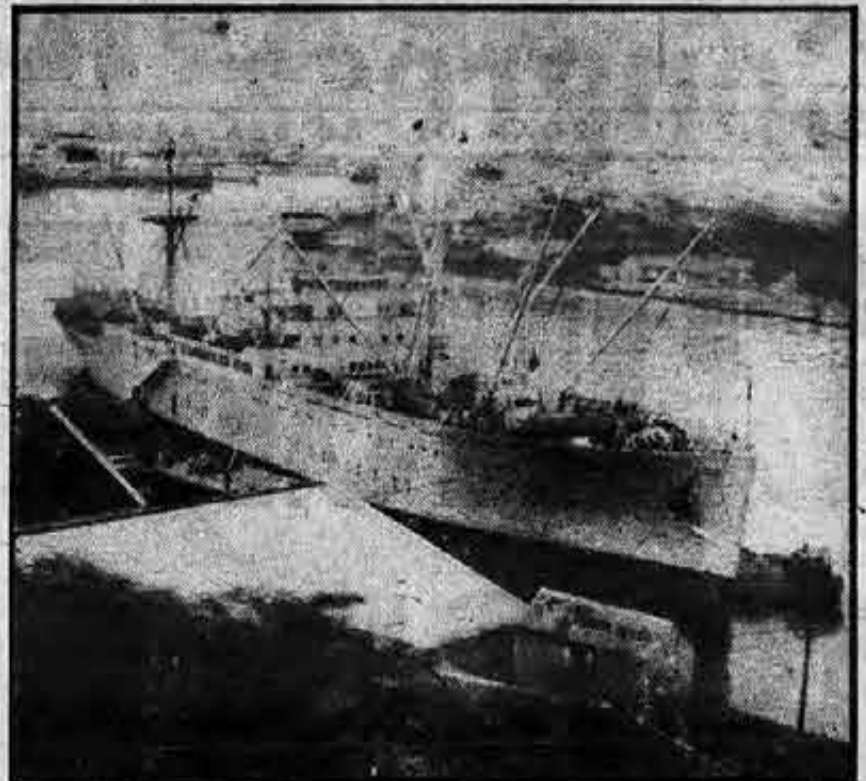
An SIU headquarters representative, commenting on the situation, added: "In view of the un-

settled conditions in Indo-China right now, it would be a good idea for Seafarers to watch their step in any of these ports and to avoid getting into tangles with the local authorities."

It's Lots Cooler On The Inside



Wielding a cue stick, Charles H. Fox, AB (left), and Charles I. Danne, MM, enjoy a game of pool in the air-conditioned comfort of the newly-redecorated Mobile SIU hall. The walls and ceilings of the recreation deck were recently painted a dusky green shade.



One of three Alcoa Victory-passenger ships, the Alcoa Clipper is shown at one of her stops on the Island run. The Clipper is currently the center of a probe by Venezuelan authorities because of a mishap at La Guaira which cost three lives.

Seafarers To Testify In Fatal Alcoa, Tug Crash In Venezuela

MOBILE—Seafarer Homer Workman, bosun's mate aboard the Alcoa Clipper that docked here July 5, was an eye-witness to a fatal harbor accident involving the ship at La Guaira, Venezuela, in which three people were killed. The ship was detained by Venezuelan authorities for five days and when she was permitted to sail, five crewmen, including the captain and two Seafarers, were not allowed to leave La Guaira.

Workman said he was walking to the after deck shortly before 4:30 AM, Saturday, June 26, when he noticed the lights of a tugboat "about 40 feet off our port side." The tug had just removed the pilot from the Alcoa Clipper which was clearing La Guaira.

"We were both moving in the same direction and it appeared to me that the tug and the ship were getting closer and closer together,"

he noted. "I went to the rail and watched."

"The stern of the Clipper was swinging towards the tug and I saw we were very close. There were six people that I could see aboard the tug and I leaned over the rail and shouted to them to get away because we were swinging. I saw a man on the bridge of the tug shout something down to the engine room and then we collided.

"The tug began to slide down our port side toward the propeller and then I saw our turning propeller strike the tug about mid-ship.

"The general alarm was sounding on the Clipper and I rushed to my emergency station. Within three minutes, we had boats in the water," he related.

Workman said the pilot who had



Workman

been taken aboard the tug just before the accident grabbed a three-year-old child that was aboard and swam to shore, a distance of more than a quarter mile. The child's parents, the engineer of the tug and his wife, were both killed in the accident. Another crewman of the small boat also died.

During the next five days, Venezuelan officials took various members of the crew ashore for questioning and then returned them to the ship. When the liner was permitted to leave the Venezuelan port, five men were not permitted to sail with her.

Five Detained

These five men were Capt. Yngvar Krantz, Long Island, N Y, the master; Clyde O. Eddy, New Orleans, chief mate; Sam White, Fairhope, Ala., first assistant engineer; Joseph Rusheed, New Orleans, quartermaster, and Maurice Kramer, OS. Capt. J. M. Castro, Mobile, was flown to Venezuela to return the ship to Mobile. The five were detained pending further investigation by Venezuelan authorities. Rusheed was on the wheel and Kramer was on deck at the time.

To meet its regular schedule into Mobile, the Clipper had to pass up four ports of call on the homeward voyage, and returned minus much of her usual cargo. Alcoa officials then made arrangements to drydock the ship to check the propeller and hull for possible damage. The ship returned with 60 passengers aboard.



Rusheed

Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: July 14, July 28 and Aug. 13.

All Seafarers registered on the shipping list are required to attend the meetings.

SEAFARERS LOG

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Congress Votes \$\$ For PHS



Convalescent patients on the lawn of the New Orleans USPHS hospital learn from SIU patrolman Herman Troxclair the good news that Congress has approved appropriations necessary to continue present USPHS hospital services. In the photo are (left to right) M. E. Sanchez, AB; L. W. Paradeau, fireman, an out-patient; Troxclair; A. Quinones, wiper, and J. D. Dambrino, chief cook. "The Union did a great job in going to bat to save necessary hospital services for seamen," said Paradeau. "The SIU deserves full credit for this accomplishment."

WASHINGTON—The long fight of the SIU and other maritime unions to keep the Public Health Service hospitals open has ended in victory as both houses of Congress voted \$33 millions for the hospitals in the coming year.

The Congressional vote lopped off \$40,000 from the Administration's fund request of \$33,040,000, giving the hospitals \$110,000 less than they had last year. This, of course, means that there will be some small reduction in services but it is considered minor in light of the fact that Government economizers earlier in the year had been out to close the hospitals altogether.

As late as last January, the Bureau of the Budget and the Department of Health, Education and Welfare were of a like mind that the USPHS program for seamen should be given up and all but three specialized USPHS hospitals should be shut down. The only ones that would have been left open were the leprosarium at Carville, Louisiana; the narcotics hospital at Lexington, Kentucky; and the mental hospital at Fort Worth.

Sounded Alarm

Immediately Congress and the Administration were deluged with protests as the SIU and other maritime unions sounded the alarm. Alerted by headquarters, hundreds of Seafarers and ship's crews sent resolutions and letters protesting the proposal to close down the hospitals. Evidently the number of letters written was considerable, because Seafarers forwarded to the LOG office a very large number of replies received from Senators and Representatives assuring SIU men of their support on the issue.

Consequently in February, the Administration reversed itself completely and submitted a budget request for the hospitals. Subsequently, Mrs. Oveta Culp Hobby,

secretary of the Health, Education and Welfare Department, announced that she would give her full support to the budget request.

Obviously, this change of heart on the part of high administration officials was the product of the strong protests made by all sectors of the maritime industry, by the Seafarers and by the members of their families who had so much at stake in the hospitals.

However, the appropriations still had to hurdle the economy-conscious House and Senate Appropriations Committee. In the House, the committee took \$40,000 off the (Continued on page 17)

Pact Talks Proceed On Tankships

With the freight contract completed and the smaller dry cargo companies signing their agreements, the SIU negotiating committee has settled down to serious business with SIU-contracted tanker companies.

A few meetings have already been held with the tanker companies including the Cities Service Oil Company, at which Union demands for wage increases and other changes have been discussed.

Pay Differential Talks

If the traditional pattern is followed in these tanker talks, the freight agreement will be followed in the tanker field as to percentage wage increases and changes in general and working rules. Application of the same percentage increase to the tankers as won on freightships would preserve the traditional pay differential in favor of the tankermen.

Meanwhile, dry cargo ships are signing on at the new wage rate and the major shipping companies are making arrangements for retroactive wage payments back to September 3, 1953. Payments are already being made by Bull Lines by mail, with Seatrain Lines also having a full list of retroactive payments ready for distribution. Announcement will be made in the SEAFARERS LOG when the other shipping companies will have their back wage lists and machinery for payments ready.

File Repair Lists Early

In order to expedite the matter of ships' repairs lists, ships' delegates and departmental delegates on SIU ships are urged to turn in repair lists a week before a vessel arrives in port. In addition, headquarters recommends that delegates making up new repair lists turn these in to the proper department heads on the ship at least a week before the ship is due to reach port, so that the companies can take appropriate action when the ship arrives. Early filing of repair lists will facilitate the procurement of new items for the vessels and give sufficient notice when repairs are needed to board the ship in port.

Anti-Union Shop Bill Approved Over Louisiana Labor Protest

NEW ORLEANS—Louisiana became the 17th state to deprive trade unions of the right to negotiate union security clauses in their contracts with management when an anti-union shop measure, given the misleading label of a "right to work" bill, was enacted by the state legislature.

The bill, previously passed by the Senate, was given House approval by a vote of 58 to 41. It was signed into law quickly by Gov. Robert F. Kennon despite a last-ditch appeal by a labor delegation headed by E. H. "Lige" Williams, president of the Louisiana Federation of Labor, for a veto of the measure.

The bill was vigorously opposed by a coalition of all legitimate trade unions in the state, including the AFL, CIO and independents. SIU members who reside in Louisi-

ana took a big hand in the fight against the measure, joining in an extensive letter-writing campaign to parish legislators and otherwise giving all-out support to labor's fight against the restrictive legislation.

Dire Effect

After Governor Kennon signed the bill, Williams issued a statement in which he pointed out that trade union members and representatives were law abiding citizens and would comply with its provisions. He warned, however, that its enforcement will have a dire effect upon the general economy and wage structure of Louisiana.

Moreover, Williams pointed out, big farm interests who sponsored the law need not expect relief from AFL efforts to organize cane cutters and low-wage agricultural

labor in other categories.

The bill, which outlaws the union shop, the closed shop or any other type of union security measures, provides no criminal penalties for its violation. It does provide, however, for its enforcement by the civil injunctive process.

Hq. Office Shifts Add Space For Recreation

In another move designed to improve its services to the membership, the Union last week rearranged a number of offices at headquarters to provide greater space for recreational

The Welfare Services Department, formerly on the second deck, has been moved to the third deck and now occupies the

offices formerly occupied by the Brotherhood of Marine Engineers, the switchboard and other facilities. These have been moved elsewhere on the third deck.

The two shuffleboard tables in the shipping hall, and the three pool tables in the former pool room, next to the barber shop, have been moved to the offices formerly occupied by Welfare Services and the organizing department. Tentative plans call for installing a fourth pool table, so that the membership will have added facilities, as well as added space, for recreation.

Additional Equipment

All of the present recreational facilities have been receiving constant use, and it is felt that additional equipment is needed.

The TV set formerly in the shipping hall has been moved to the former poolroom, and this room converted into a TV room, so that the entire second deck now contains recreational facilities with the exception of the barber shop, laboratory and shipping hall, where the patrolmen will continue to operate as before.

Besides the facilities already mentioned, there are of course the cafeteria and Port O'Call, where members may enjoy many pleasurable moments during their leisure hours.

Add Patrolman in Seattle Hall

SEATTLE—The continuing spurt of shipping activity on the West Coast and especially here in Washington has resulted in the temporary appointment of a joint patrolman to split the work of this port.

Already on the job, former headquarters staffer Tom Gould will assist Port Agent Jeff Gелlette who's been handling the increasing chores of the port on his own up until now.

West Coast shipping declined considerably following the end of the fighting in Korea, with a consequent reduction in staff here at that time. The downward trend has been reversed now, however, due to constantly changing conditions in the Far East today, and increased movements of cargo to aid the French forces in Indo-China.

Gould, who served as a patrolman as well as chief dispatcher at headquarters for some time in 1953, had also worked both in the Gulf and up north with the Union's organizing department.



Gould



It's business as usual at the SIU Welfare Services Department office in headquarters, as Union staffers remove office furniture to make room for additional recreational facilities for membership on the beach. Welfare office was moved to the building's top deck from former location on same floor as shipping hall.

Boys' Club Is Pet Project Of SIU Man

BOSTON—A Seafarer in nearby Somerville is providing much of the spark behind a local campaign to get a newly-formed boys' club on its feet as part of a drive to curb possible "hoodlumism" in the area.

Vincent Maffucci, a member of the SIU since 1946 and a local restaurant owner, along with a fellow restaurateur, Phillip Tuccelli, organized the Union Square Athletic Club for the use of the boys and, with donations from other merchants and civic groups, outfitted a hall with a boxing ring, gym equipment and other gear for indoor and outdoor games.

Designed to curb delinquency, the project has attracted nearly 100 boys in the area, who have



Sparkplug behind drive to aid boys' athletic club, Seafarer Vincent Maffucci (right) is shown with Frank Fratalia, a pro boxer he manages.

use of the hall until 9 PM every day. The rules forbid drinking, smoking and gambling on the premises and girls are "off-limits" at all times except one night a week for jukebox dances.

Manager of a professional welterweight who has had quite a few bouts in the Boston area, Maffucci also serves as boxing coach for the youngsters and supervises much of the club's athletic program. A native of Somerville, he has sailed in the deck department on SIU ships for many years, and currently holds the rating of bosun.

BROTHER CHAIRMAN!

Seafarers on the East and Gulf Coasts who have been wondering where Erenchy Michelet took his culinary talents will be grieved to learn that the well-known steward is still sticking pretty closely to the Great Northwest and the Far East run. Those who want to sample some of his menus had better get up to Seattle because that's where he is at the moment, according to the last Seattle port report.

Michelet took over as chairman of the last Seattle port meeting, although it was not noted whether he substituted a heavy iron skillet for the gavel. It's believed though, that once he rapped the table and called out "coffeetime" all hands immediately came to prompt attention.

Seafarer Michelet, who is widely known throughout the ranks of the SIU, is one of the oldtime members of the SIU.



Michelet

Getting Membership Applications



Group of permitmen in New Orleans hall are shown filling out applications for books with aid of dispatcher Joe Martello. Headquarters committee will make first month's choices shortly.

Rigging Parted But Seaman's Luck Held

NEW ORLEANS.—Luck was riding with Seafarer Cy Henning when a line rigged to a stage parted suddenly, dumping him 45 feet down the starboard side of the Del Norte (Mississippi) recently into the Mississippi River here.

Terrill Nesbitt, working with Henning at the time, was even more fortunate. He was standing on the opposite end of the stage and managed to hang onto the secure line at his end of the plat-

form until he could be pulled safely back aboard the Del Norte by fellow members of the SIU shore gang.

Equipped with paint buckets and brushes, Henning and Nesbitt were lowering away down the side of the Del Norte when the line at Henning's end of the stage parted. Henning fell into the water between the ship and the Poydras Street wharf.

Swims to Piling

Although momentarily stunned by his head-down, impromptu plunge, Henning recovered in time to swim to a nearby piling where he hung on, resting until he felt capable of making his way safely the remaining distance to the river bank.

"I was plenty lucky," Henning said. "If there had been high water in the river, the area between the ship and the wharf would have been jammed with driftwood and I wouldn't have had a chance of getting out alive."

In addition to a ducking, the only ill effect he suffered was a severe rope burn on the inside of his upper arm.

Henning and Nesbitt said they inspected the line before lowering the stage over the side. They theorized it must have been weakened by acid which they believe accidentally spilled on the rope in the store room. The acid is used to remove rust spots from white paint on Mississippi passenger ships of the Del Norte's type.

Be Sure to Get Dues Receipts

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

Also serving as a meeting officer at the Seattle session was Seafarer Robert Johnson of San Jose, California. Johnson, who sails in the engine department, was reading clerk for the membership meeting. The 29-year-old Seafarer is a native of Louisiana and joined the SIU in New Orleans on June 4, 1948.

Baltimore's last port meeting had Seafarer Donald Rood as chairman and another well-known SIU man, Wiley Carter, as reading clerk. Rood, a Nebraska native originally, joined the SIU in New York in 1945, and now comes out of Ridgewood, New Jersey. He's 34 years old and sails on deck. Carter, 35, is a veteran SIU member, and joined the Union in Baltimore back on April 11, 1939. He too sails in the deck department and makes his home in the Port of Baltimore.



Carter

As I See It . . .

Paul Hall



YOUR UNION HAS MADE MENTION BEFORE IN THE COLUMNS of this newspaper of the spread of the anti-labor "right to work" laws in the various states. Unfortunately last week the State of Louisiana joined those who have passed a bill of this kind, with the result that one-third of the states have on the books a law prohibiting genuine union security clauses in union contracts.

The Louisiana law did not pass without a tough fight. The trade unionists in that state, backed up by a large section of public opinion, really gave it a tussle over the last several weeks. However, the people backing this law, including the big industrial farm outfits in the sugar business and others, successfully sold a bill of goods to many of the legislators from the small town and farming areas of the state. The result was that they were able to pick up enough votes to push this bill through.

Actually it appears that in Louisiana anyway, the people who run the lumber industry, the sugar industry and other big farm operations in that state are out to keep the AFL from organizing the farm workers there. They hope to use this bill as a weapon to keep unions from improving the conditions of workers in these industries.

Excuse To Weaker Unions

It's been pointed out in the past that this kind of a bill, whether labeled "right to work" or by any other name, is a plain and simple excuse to weaken unions by making it virtually impossible for them to get 100 percent representation in any place of employment. The success of the supporters of these bills, working from state to state, indicates that its backers are operating with a well-organized machine.

However, the labor unions have been fighting back, and as has been reported in the SEAFARERS LOG, won a notable victory in Alabama recently in electing a governor and other candidates pledged to repeal this type of anti-union legislation. It remains to be seen what happens when the Alabama state legislature goes into session.

Both in Louisiana and Alabama where these bills have come up, many Seafarers have put their shoulders to the wheel and helped the fight against this legislation. It's been a good fight, and those Seafarers who have participated deserve credit for their efforts on behalf of the rights of working men and women everywhere.

SINCE YOUR UNION MADE ANNOUNCEMENT OF THE SIU scholarship winners, we have received quite a few communications from the winners and from other people interested in our program that have been complimentary in nature. Judging from the correspondence we have received, the feeling is that the SIU has acted wisely and accomplished much by awarding these scholarships, which enable those who might otherwise have not been able to go to college to pursue careers of their choice.

What was particularly gratifying to your Union was the fact that three Seafarers were able to take the prize along with the child of a Seafarer in the face of the toughest kind of competition. The committee of educators who selected the award winners made special mention of the fact that these Seafarers had done amazingly well on the qualifying examinations and had presented very fine records of past performance.

As a matter of fact, the committee was of the opinion that the three brothers in question, Ed Larkin, Seymour Wallace, and Wallace Simpson, could have handled themselves very well in any kind of scholarship competition which they might have entered.

Certainly some eyebrows were raised when the Union first put forth this plan for scholarship competitions among its membership feeling that such activity was far removed for men who went to sea for a living. The traditional picture of the sailor that people have in their minds doesn't jibe with ivy-covered walls, textbooks and cap and gowns. It all goes to prove that the ranks of the SIU have contained men of all abilities and all talents, and that there is ample room and positive need for a scholarship program.

SOME DISTURBING REPORTS HAVE COME TO THE ATTENTION of headquarters to the effect that seamen going into Indo-Chinese ports, particularly Saigon, are being roughly handled by the customs officials there. The reports from official Washington sources have it that the local customs people are confiscating the property of merchant seamen, even though they have filed declarations on such property, and are fining the seamen additional sums of money merely for owning personal possessions.

The particular targets of these Vietnamese officials seem to be cigarettes and US currency, which, they claim, are being used to promote a growing black market in that war-torn country. The successes of the Communist armies in recent months, it seems, have brought about a situation where the French and the Vietnam officials are finding it very difficult to control the day to day operations of the local economy.

It's understandable in light of the difficulties faced in fighting the Communists, that the Vietnamese should want to take steps to strengthen their country. However, it seems quite clear that there is no justification for the kind of treatment being given to merchant seamen, particularly when they have followed all the rules and regulations on the books.

Certainly it appears that our State Department, should find time to intervene with the French and see to it that merchant seamen are not victimized.

In the meantime, pending official Washington action, all Seafarers are advised to put their personal possessions under seal when entering any Indo-Chinese port.

Push Action On Dope Bill

WASHINGTON—A bill to revoke the papers of seamen convicted of narcotics violations moved closer to passage last week when it was favorably reported to the Senate by the Senate Interstate and Foreign Commerce Committee.

The bill—backed by the SIU and other maritime unions—would give the Coast Guard authority to deny or revoke the seaman's papers of any person who, within 10 years prior to applying for his papers, was convicted of violating any US Federal, state or territorial narcotics law.



Top of the News

EISENHOWER, CHURCHILL URGE DEFENSE OF FAR EAST—At the meeting in Washington between President Eisenhower and Prime Minister Churchill the two agreed to "press forward" urgently to build a defense system in Southeast Asia regardless of whether the French Indo-China armistice talks succeed or break down. They accompanied their agreement with a clear warning to France that they will press for prompt restoration of sovereignty to West Germany this summer if France fails to approve the European army plan.

TRUMAN'S CONDITION IMPROVED—Former President Harry S. Truman's condition is reported as improved and his condition is somewhat less serious following an attack of enteritis, an intestinal inflammation. Truman's condition had worsened after emergency removal June 20 of a gangrenous gall bladder and infected appendix at the Research Hospital in Kansas City.

SOVIET TANKER SEIZED; US BLAMED — The Soviet tanker Tuapse was seized by a Chinese Nationalist destroyer as a blockade runner to Communist China. Communist China and the Soviet Union have said that the US must take responsibility for the action, because the US Seventh Fleet controls Formosan waters.

OPPENHEIMER LOSES APPEAL TO AEC—Dr. J. Robert Oppenheimer, the man who directed the making of the first atomic bomb, lost his long fight for reinstatement as an adviser to the government. The Atomic Energy Commission announced it had voted four to one to deny him further access to secret government information.

OUSTED FHA AIDE HAD ARREST RECORD—Clyde L. Powell, ousted top official of the Federal Housing Agency, has a record of eight arrests ranging up to larceny, the Senate Banking Committee was informed recently. Powell's record came out as he refused for the second time to answer questions by Senators investigating "windfall" profits for builders of Government-backed apartment projects totaling millions of dollars.

FORMER TAX OFFICIAL GUILTY OF TAX EVASION—Joseph D. Nunan, former US Commissioner of Internal Revenue, was found guilty of income tax evasion in Brooklyn Federal Court. He had been indicted on a charge of cheating the Government of \$91,086 in taxes for a five year period. Nunan was a top-flight official in both the Roosevelt and Truman Administrations, from 1944 to 1947 when he resigned to return to private practice of law.

FRENCH ABANDON PROVINCE SOUTH OF HANOI—In Hanoi, a spokesman for the high command announced the order to evacuate Namdinh Province south of Hanoi. The move gave the Communists Namdinh, the third largest city in the Red River delta, without a shot being fired. Rumors circulated that Hanoi itself would be abandoned by the French.

CEASE-FIRE ARRANGED IN GUATEMALA—The Guatemalan radio has announced that a cease-fire has been arranged between a Guatemalan military junta and the insurgents led by Col. Carlos Castillo Armas. The broadcast further stated that the arrest of all Communist officials had been ordered in accordance with Castillo Armas' instructions. Guatemalan President Jacobo Arbenz who had cooperated with Communist elements resigned the presidency.

State Dep't Burns Midnight Oil Over Onassis' Tanker Schemes

WASHINGTON.—State Department officials are expressing much concern over reports that millionaire Greek shipowner Aristotle Socrates Onassis may be trying to parlay his unique oil transportation deal with Saudi Arabia into similar agreements with Venezuela, Iran, Iraq and Kuwait in the Middle East.

The feeling is that the terms of the Saudi Arabian contract negotiated by the Onassis interests will eventually give him a virtual monopoly on petroleum cargoes from that country to all parts of the world and freeze American shipping out of the area. The deal might force between 50 and 75 tankers to be tied up on the West Coast alone, according to some estimates.

Under the 30-year agreement reached earlier this year, details of which are first coming to light, Onassis is granted the right to transport Saudi Arabian oil under a royalty arrangement guaranteeing that nation's government a payment of 1½ shillings (about 20 cents) "for every ton shipped by its tankers to any port in the world." A new company, the Saudi Arabian Maritime Company, Ltd., is being set up, and must maintain a minimum of 500,000 tons of shipping under the Saudi Arabian flag.

60 Percent Of Oil

On the basis of those figures, it is estimated that the Onassis company would be handling approximately 60 percent of all oil movements out of Saudi Arabia, the remaining 40 percent being handled principally by the Arabian-American Oil Company (Aramco), owned by four American concerns, which is operating under a much less extensive 1936 agreement with Saudi Arabia. Under these circumstances, that country stands to gain a potential of \$50 million in royalties each year from Onassis alone.

The concern over the agreement with Onassis, stemming both from the opposition of Aramco and other shippers to its apparent monopolistic character and from governments, particularly the US and Great Britain, is over the manner by which it cuts off a considerable part of the world's oil transport from the world market and earmarks it for one company.

New Protests

The report that Onassis or others acting for him are already negotiating with Venezuela as well as other oil producing countries in the Middle East with a view to establishing an arrangement similar

to that reached with Saudi Arabia brought on a whole new series of protests against the original compact which, it is felt, may violate international law in some of its provisions.

The US, through the State Department, is seeking assurances that the Onassis deal will not bar US tankers from carrying Saudi Arabian oil in the future, and has received some tentative pledges to that end.

Meanwhile, an interesting sidelight to the activities of the wealthy shipowner, who describes himself as "Mr. Aristotle Socrates Onassis of Greek birth and Argentine nationality, residing in Montevideo and with his office in Paris," developed at Chester, Pa., at the Sun Shipbuilding and Dry Dock Company.

Unclaimed Tanker

Engaged for several years now, in competition with members of his own family and others, in a race to build bigger and better tankers, Onassis left a "lemon" in the hands of the Sun Shipbuilding concern, in the form of an \$8 million supertanker of 30,000 dead-weight tons which is ready for sea duty—but with no owner to claim her. The vessel, known only as Hull 596, had been ordered by Onassis with the prospect of chartering the ship to some other operator. The decline in the tanker market, however, left him without

any prospective charterers, a \$2 million bill still due for work on the vessel, and no one yet willing to buy the new vessel outright. The situation is possibly in retaliation for his exclusive deal with Saudi Arabia, which other operators will fight in every way possible.

Prize Puff



Winner of a special award in oil painting in the recent SIU art contest, Seafarer Georges L. Pitour, fireman, puffs away after lighting a cigarette with his contest prize, an engraved sterling silver cigarette lighter with an SIU emblem.

Cornhusker Mariner Facing Scrap Heap

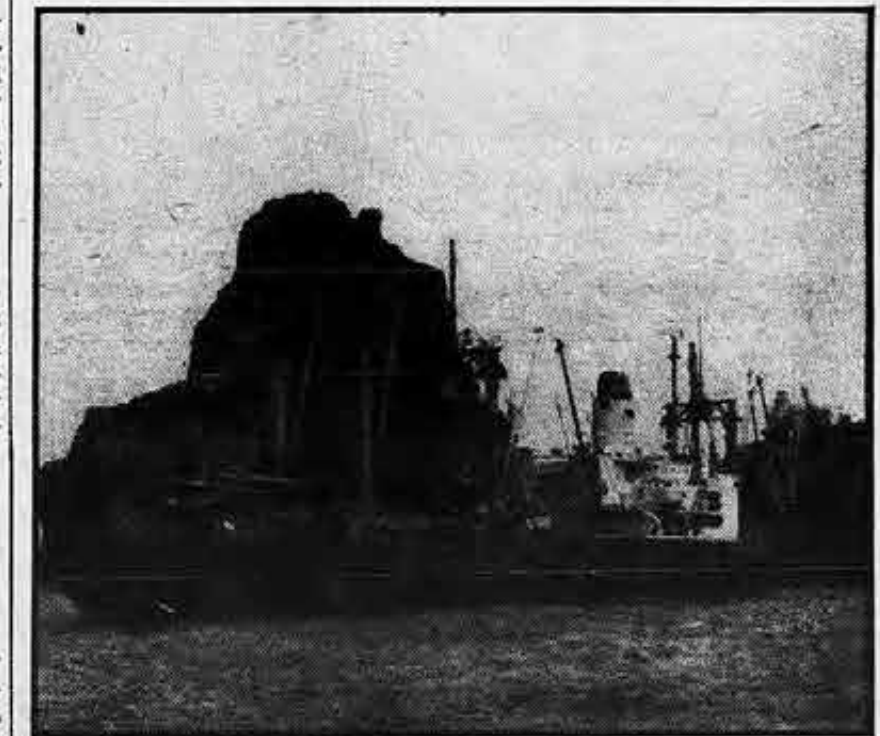


Photo shows Cornhusker Mariner while she was on the rocks in harbor of Pusan, Korea. Indications are that ship will now be scrapped.

WASHINGTON.—The House Merchant Marine Committee, acting on the fate of the wrecked Cornhusker Mariner, has decided to leave in the hands of Maritime Administrator Louis Rothschild the final disposition of the vessel. This means that the vessel will probably be scrapped after dismantling.

The Cornhusker, which had been operated by Robin Lines, ran aground in the harbor of Pusan, Korea, in June, 1953. The ship had to be cut in half to get it off the rocks and was towed to Sasebo, Japan.

The initial decision to scrap the \$10 million ship aroused consider-

able protest, and a subcommittee was appointed to investigate the possibility of salvaging the ship.

Representative Thompson of Louisiana, a member of the two-man subcommittee, disagreed with the final action declaring that it would be more desirable to rebuild the vessel, either in Japan or in a US shipyard. It would cost an estimated \$1½ to \$2 million to rebuild the ship in a Japanese yard.

YOU and the SIU CONSTITUTION

YOUR RIGHTS AND PRIVILEGES AS SIU MEN ARE GUARANTEED BY YOUR CONSTITUTION. THIS FEATURE IS DESIGNED TO ACQUAINT YOU WITH THESE RIGHTS AND PRIVILEGES.

From Article X, Section 7 "Upon completion of negotiations, the Committee shall submit a report and recommendations to the membership of the Union at a regular or special meeting."

Negotiations between the Union and the companies are complete only when the elected committee makes its report to the membership and receives approval. Only upon approval does the committee's action become union policy.



Dock Strike Ties Up PR

As a result of the strike for better wages and working conditions now being carried on by AFL longshoremen in San Juan and other island ports, all ships of the Bull Line have been laid up indefinitely.

The Bull Line action came shortly after the island's longshoremen—members of the AFL Dock Workers Union—walked off their jobs a week ago to bolster their demands for wages and working conditions more comparable to those of New York and the Eastern seaboard. A considerable wage differential of approximately \$1 an hour exists between the islands and continental US ports.

The island's dock workers went AFL late January, when nearly 8,000 longshoremen and checkers gave the AFL a 2-1 victory in an NLRB election over the old International Longshoremen's Association.

SIU Songman Toots Own Tune

A Seafarer with 30 years of sea-going experience behind him is trying something new and far afield these days: peddling his first effort at song-writing to a music publisher.

Niel A. Winther, sailing SIU for the past three years as an AB, composed his initial song attempt, including both the lyrics and music, while at sea and returned to his home port of Mobile with it some time ago. The song, a romantic ballad called "Little Darling," is a copyrighted number which has had only one really public showcasing so far.

One of Winther's friends, a piano player at Mobile's Carlton Hotel, plugged the song one weekend, and had quite a few people humming and whistling it by the time he was through. None of the audience was in the music publishing business, however, so that left things at a standstill.

Met Shipmates

Now aboard the Alcoa Roamer (Alcoa), Winther visited SIU headquarters with his song while the ship was in New York and talked about it with old shipmates. While in town, he's also launched inquiries among members of the music fraternity to see how he can get in touch with someone who might be interested in his song-



Reproduction of the opening bars of a romantic ballad composed by Seafarer Niel A. Winther of Mobile. Winther is seeking to interest a music publisher in the composition.

writing effort. If he can click with somebody in New York, he's all set.

In any case Winther is hopeful that he can have beginners' luck and click with his song the first time around—something that normally isn't done in the highly competitive music-writing business. The fact that he is a Seafarer, he feels, might intrigue the curiosity of a song publisher long enough to

give him a hearing for his musical baby.

Although not a trained musician, Winther has played the accordion on his own for some time and apparently used this experience to compose his lyric. Although the song is not publicly dedicated to any person in particular, Winther confesses that it might be, but he's not naming names.



Seafarer Niel Winther (center) shows music and lyrics of his song to two of his shipmates, Allan Svenson, AB, (left) and Willard Edwards, AB, who was also ship's delegate on the Alcoa Roamer.

SIU NEWSLETTER from WASHINGTON

During 1953, 608 seagoing ships of over 1,000 gross tons each, and totaling 4,579,000 tons were delivered by shipyards throughout the world. In terms of number and tonnage, last year represents the best year for deliveries during the eight-year post-war period since 1946. The 1953 deliveries were greater by 262 ships than the 1946 deliveries.

According to Commerce Department records, the most significant facts were the predominance of tankers as compared with freight and combination ships; and secondly, the large volume of new construction delivered by Japanese and German yards.

More than half of the total 4,579,000 tons of shipping delivered in 1953 were tankers; about 60 percent of Germany's output were freighters; 52 percent of France's were combination passenger-cargo ships; and 50 percent of Denmark's were freighters. These three foreign maritime nations, alone of the major building countries, constructed less tanker tonnage than freight and combination vessels.

Shipbuilding and repair yards in the US have put on a tremendous effort in the closing weeks of Congress to have the Government appropriate money to provide for the repair of ships in the reserve fleet and thus keep the yards in business. There is a very slight chance the bill may go through.

In the national reserve fleet, there are now at least 205 merchant ships which would be urgently needed on Mobilization Day, and upon which an estimated \$45 million dollars would have to be spent to put them in shape.

If the nation's ship repair yards are successful in obtaining the approval of Congressional-sponsored work in this manner, the Department of Defense has selected these 205 ships for inclusion in such an emergency repair program. These particular vessels are, for the most part, presently converted or scheduled for conversion to naval auxiliaries.

The Mutual Security bill now going through Congress would authorize the appropriation of around 3½ billion dollars to be used in helping foreign nations, or something under \$800,000,000 less than appropriated last year.

Although, as reported to the House, there was no provision allowing use of US merchant ships to carry 50 percent of the mutual aid cargoes, the House itself adopted the "50-50" shipping rule. Undoubtedly the "50-50" shipping proviso will be in the bill as it is finally signed by the President.

However, on the other hand, Congress is refusing to insert the "50-50" shipping rule in bills providing for the sale of surplus American agricultural products to foreign nations in exchange for foreign currencies. To this extent, a sharp distinction is being made—namely that Congress is willing to provide for the use of American-flag ships to carry at least 50 percent of the aid cargoes, but refuses to so provide in the case of surplus agricultural commodities.

Simultaneously, the American shipping industry is attempting to push through Congress a bill to make permanent the idea that at least 50 percent of aid cargoes should be carried in US-flag vessels. Even if this measure is passed by Congress, there is a strong chance it will be vetoed by President Eisenhower. The Chief Executive takes the position that other forms of aid, such as a direct financial payment to US lines, should be extended in lieu of a permanent "50-50" shipping principle.

At the direct request of the President, Government agencies are conducting a study to determine whether or not additional direct support of US lines would not be advisable instead of having the permanent "50-50" shipping law. This report will not be released to the public before next January.

Your SIU Washington Reporter

SIU Sea Chest Sweetens 'Em Up In Mobile

Thanks to the SIU Sea Chest, life has been made a little sweeter for many needy residents of Mobile. This came about recently when the Sea Chest distributed nearly 1,000 surplus bags of hard candy to five Mobile charitable organizations.

The bags of candy—all marked "compliments of the SIU Seafarers Sea Chest Corporation"—were donated to the Catholic Boys' Home, Zimmer Memorial Home, Allen Memorial Home, St. Mary's, and the Bureau of Catholic Charities. Other bags of the surplus candy were sent to the SIU hall in Mobile.

The Sea Chest has made similar distributions in Baltimore and New Orleans, where the heat threatened to destroy supplies of the candy purchased for shipboard distribution.

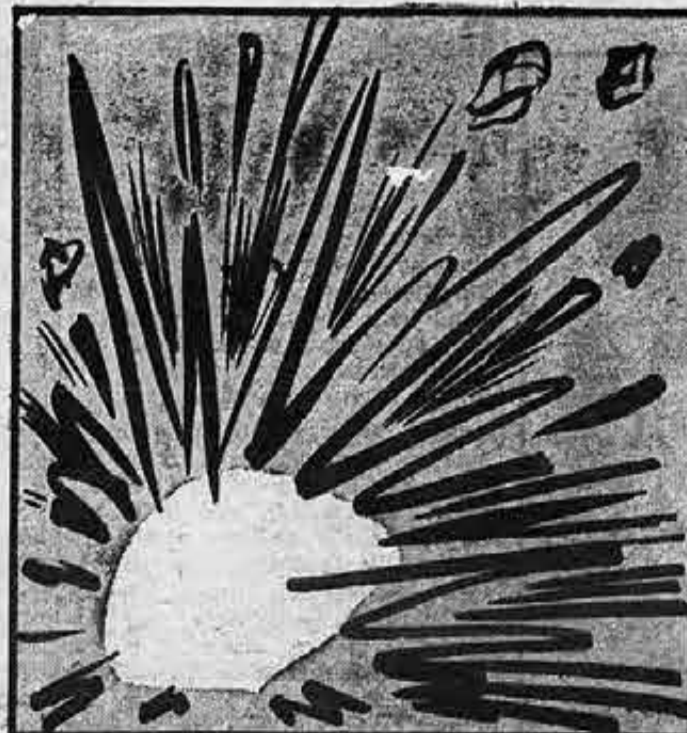
Cartoon History Of The SIU

Mine Danger Unchanged

No. 67



Contending that the potential danger to US ships from wartime mines was being exaggerated, in September, 1949, the shipowners made a new bid to have war bonus payments ended. The SIU charged the danger was not over, however, as the Maritime War Emergency Board called hearings on the issue.



In October, the SIU-manned Maiden Creek struck a mine in the North Sea. Although the crew escaped injury, the ship was damaged and was the second SIU vessel to hit a mine that year, along with 28 others. Altogether, 304 ships had been sunk or damaged by mines since the end of World War II.



The Maiden Creek incident sparked the SIU drive for continued bonus payments at the MWEB hearings, where the Union also called for the end of the wartime board as an unnecessary Government interference with collective bargaining. New hearings were called, but the bonuses continued.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 6-21-54 To 7-2-54

No. Seafarers Receiving Benefits this Period	930	
Average Benefits Paid Each Seafarer	65 87	
Total Benefits Paid this Period		61,259 95

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	3045 00	
Death Benefits	6500 00	
Disability Benefits	1525 00	
Maternity Benefits	3200 00	
Vacation Benefits	46,989 95	
Total		61,259 95

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950 *	506,090 00	
Death Benefits Paid Since July 1, 1950 *	984,516 43	
Disability Benefits Paid Since May 1, 1952 *	47,795 00	
Maternity Benefits Paid Since April 1, 1952 *	260,000 00	
Vacation Benefits Paid Since Feb. 11, 1952 *	3,472,817 02	
Total		5,271,218 45

* Date Benefits Began

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	646,914 36	
	Welfare	689,996 83	
Estimated Accounts Receivable	Vacation	205,484 00	
	Welfare	184,842 00	
US Government Bonds (Welfare)		1,977,981 82	
Real Estate (Welfare)		739,572 89	
Other Assets - Training Ship (Welfare)		119,060 97	
TOTAL ASSETS			4,565,857 87

COMMENTS

RECENTLY, MANY OF THE MEMBER'S BENEFICIARY CARDS RECEIVED BY THE WELFARE OFFICE HAVE BEEN CARELESSLY WRITTEN, AS WELL AS INCOMPLETE AS TO DATE AND OTHER DETAILS. IT IS IMPORTANT THAT EACH CARD BE CAREFULLY CHECKED, BEFORE SIGNING, TO BE SURE THAT ALL THE LINES ARE FILLED IN CORRECTLY. ALL ELIGIBLES UNDER THE PLAN SHOULD HAVE BENEFICIARY CARDS ON FILE.

THOSE ELIGIBLES UNDER THE PLAN WHO HAVE HOSPITAL BENEFITS DUE THEM ON LEAVING A HOSPITAL, MUST APPLY FOR SAME WITHIN FOURTEEN (14) DAYS OF THE DATE OF HIS DISCHARGE FROM THE HOSPITAL. IF SUCH APPLICATION IS NOT MADE, THEN HE FORFEITS THE BENEFITS DUE HIM.

Al Kerr
Al Kerr, Assistant Administrator

Submitted

... and, remember this ...

All these are yours without contributing a single nickel on your part - Collecting SIU benefits is easy, whether it's for hospital, birth, disability or death - You get first-rate personal service immediately through your Union's representatives.



A resident of China for eight years with his missionary parents, Wallace Simpson received his first schooling in that country at the American School in Peking. Now 24 years of age, he's pictured here when he was barely seven years old in a youthful pose with his bicycle. A little Chinese girl is playing in the background. Simpson's present home is in Riverbank, Calif.

Scholarship Fulfills 'Seven-Year Dream'

"It's all pretty exciting. I've been hoping for this chance for seven years, and now the SIU has made it all possible," said Seafarer Wallace M. Simpson, visibly relaxed for the first time, as he learned he was one of three working Seafarers awarded a four-year, \$6,000-SIU college scholarship for 1954.

Unable to contain himself longer, Simpson had found out the good news when he dropped up to the SEAFARERS LOG office at headquarters the morning of June 23.

"They hinted over at the Welfare Plan office that I had won, but I wasn't sure," he declared. "I guess they got calls from a lot of us eager to find out the results and were waiting to send out the official notice. One girl I spoke to said they were typing out the letters right then . . . I couldn't wait anymore, so I came up here to find out," he added. He was happy as a lark, but deadly serious about his future plans.

Sailing on SIU ships since 1948 as an AB and deck maintenance.

Simpson, now nearly 24 years old, had been accepted by California's Leland Stanford University in 1947. He graduated from Sparrows Point High School in Baltimore at the tender age of 16.

but financial difficulties came in the way of his continued schooling and he abandoned plans for entering college that fall for the time being. That was seven years ago.

Will Study Journalism

This September, Simpson expects to enroll at Stanford and pick up his studies again after a long lapse. A much-traveled young man with a flair for writing, he'll be trying for a degree in journalism and eventually hopes to link up with a daily newspaper or magazine as a reporter or foreign correspondent.

Born in Oakland, California, in 1930, Simpson spent the first year of his life in the US and the next eight traveling around China with his parents, both missionaries. As-

signments by the church they represented, the Assembly of God Church, kept them in a region near the Tibetan border for a time, but eventually he, his parents and five brothers and sisters born overseas settled in the capital at Peking.

Simpson had his first four years of schooling in that city, at the American School, and alternated between speaking English and Chinese through those years, although much of his familiarity with Chinese is lost to him now. Then, just before the outbreak of World War

This is the first of a series of features designed to acquaint the membership with the four winners of the 1954 SIU scholarship awards who will be entering college this fall under four-year grants provided by the SIU Welfare Plan. This article introduces scholarship winner Wallace M. Simpson.

II, the family returned to the US, to a small town in California at first, where he jumped one grade on reentering school because of his advanced training in Peking.

From there, periodic relocations of the Simpson family took him to Little Rock, Ark., back to San Francisco, to Houston, Tex., and finally to Baltimore. As a result of all this moving around, he attended five different high schools before graduating from Sparrows Point in 1947, but the experience apparently didn't affect his schoolwork any. He graduated with better than a "B" average over all four years.

The shifts from one place to another seldom gave him a chance to get involved in a lot of extra-curricular activities, but in his senior year in Baltimore, he managed both the soccer and lacrosse teams, worked on the school paper and was editor in chief of the first

(Continued on page 17)

IN THE WAKE

The first lighthouse built in America to service shipping was a cone-shaped masonry tower erected by the Province of Massachusetts in 1716 on Little Brewster Island at the entrance to Boston harbor. The lighthouse was maintained by a levy of a penny per ton which was placed on all incoming and outgoing vessels except those in coastal service. Constructed originally at a cost of £2,285 (\$6,400), it was rebuilt in 1783 and is still in service.

Originally a sea term, the phrase "by and large" is used today to mean on the whole, over-all, or in general. To the seaman under sail, it means to turn the ship to the wind, within six points, just as "full and by" also means sailing close-hauled to the wind. . . . The oldest sails, used by the ancient Egyptians, were of papyrus fibers. Later, canvas made of flax came into general use, but since the middle of the 19th century cotton has largely supplanted flax, particularly in sails for racing vessels and smaller craft. The Chinese make sails for their junks and sampans of grass or fiber matting. The finest and most expensive sail cotton comes from Egypt.

Ecuador in South America was named after a circle around the earth because that country is actually crossed by the Equator. The Equator, in fact, is spelled "Ecuador" in Spanish. Before it became an independent nation in 1830, Ecuador was one of the three great departments of Columbia. . . . Coastal shipping, the mainstay of the American merchant marine until the beginning of World War II, had its beginnings in the US in 1831. In that year, Thomas Lowery Servoss outfitted five packet ships that ran regularly between New York and New Orleans, in the first coastal shipping service in the US.

When a person is nonplussed, he is in a state of perplexity or puzzlement in which he doesn't know how to proceed or what to say. The word nonplussed comes originally from the Latin non plus ultra or ne plus ultra, which meant

"let there not be any more sailing beyond" and is said to have been inscribed on the Pillars of Hercules at Gibraltar, beyond which no ship could safely sail. The Pillars of Hercules were the furthestmost limit of safe navigation prior to Columbus.

Most sailors know about the taffrail log, that spinning fin linked to a registering device which indicates the distance a vessel has sailed, and which is fixed to the taffrail, or more correctly aft rail of the ship. The word apparently became taffrail through confusion over the sound, as it was derived from the Dutch tafereel, meaning a panel or picture, usually extensively carved and detailed. In the old sailing days the name was applied because the upper part of the flat portion of the stern was generally heavily ornamented, with gilded and painted carvings, and it remains right through to the present.

The grocer as we know him today is a corner merchant who sells vegetables, canned goods, dairy products and a variety of other food items for home use, sometimes even in a supermarket type of operation. Centuries ago, however, the grocer was actually a wholesaler, and was one who bought and sold in the gross (large quantity). In fact, about the year 1344, in London, the Company of Grocers was incorporated. They were the lordly wholesale dealers in spice and foreign produce who sent the ships and seamen out to import their wares from the East and helped shape early colonial history.

Unearthed in 1880, the Gokstad ship gave researchers much evidence of what the structure of the viking ships of 900 years before was like. Based on measurements of the Gokstad relic, they determined that a typical viking ship was 80 feet long, 16½ feet wide and nearly 7 feet deep. There was one 40-foot mast, and on each side of the ship 16 oars projected through holes in the bulwarks.

THE INQUIRING SEAFARER

Question: How often do you think meetings should be held on board ship?

Marcelino Santiago, bosun: If the trip lasts more than a month, meetings should be held every fifteen days, at the convenience of the membership. The best time, I think, is between 6:30 and 7 PM. If the trip lasts less than a month, a general membership meeting should be held once, before the payoff.

Joseph Farrell, fireman: On long trips meetings should be held at least twice a month, and on coastwise trips just before the payoff. In case an emergency arises pertaining to the ship or the personnel, a special meeting should be called. Every department should be represented, except men on watch.

S. Escobar, steward: I think it's enough to hold one meeting, just before arriving at the home port. If a beef comes up while you're at sea, it's up to the ship's delegate to call the three departments together in a special meeting to settle the beef. The entire crew should know what is up on a beef.

E. V. Erazo, AB: On a short trip, only one meeting should be held, on the day before making port and paying off. On longer trips, once a month ought to be enough, as long as there's no special beef. If there is such a beef, a meeting ought to be called right away to take care of the problem.

Thomas S. Moller, chief steward: In my estimation, meetings should be called twice a month. On a short trip there should be one going out, and one coming home. If there's a good beef, a special meeting of the department should be held, and if it's not settled there, a full membership meeting should be called.

Alvaro Vega, oiler: On long trips there should be a meeting every month. On short trips it's enough to have one the day before the ship makes its home port. If a beef comes up before that, a special meeting of the department should be called. There's no need to call the entire crew on a small beef.

MEET THE SEAFARER



GORDON T. BURFORD, bosun

From coal passer to ship's master is a long climb but an interesting one. So says Seafarer Gordon Burford who received his masters license in 1952 after almost twenty years of sailing.

Born on a farm in Amherst, Va., which his father still operates, he ran away from home at 17 to make his way in the world and to escape the boredom and long hours of hard work on the farm.

One of his first jobs was working in a soft coal mine in Welsh, West Virginia. It was at this job that he perhaps felt he had left the frying pan only to sizzle in the fire.

The coal mine was hot and damp and was located three miles back under the mountain. It was in the days before mechanical equipment and he got quite familiar with a pick and shovel.

No Room To Sign

For about six months he worked in the mine on a seam no larger than 26 inches. The coal would be blasted down, but since the seam was too shallow, the coal would have to be shoveled from the prone position since there wasn't enough room to stand. Loading 18 to 20 cars a day, Burford points out, was hard work and the pay was slim—40 cents a ton.

Six months was enough of that. He next worked for a power company as a lineman, somewhat easier work, and at a succession of different jobs before he tried sailing.

He first shipped out as a coal passer out of Baltimore on the Red Star Line, on a ship bound for Hamburg, Germany. He smiles when he hears the old time seamen reminisce of the good old days when it took a man to be a Seafarer. It certainly took a cast iron stomach for the food and the general conditions aboard the ships then, Burford says.

For the black gang, the trip was continuously hot and dirty both on and off duty. The black gang slept in a separate fo'c'sle but there was no such thing as rooms. There

were no ventilators and no showers.

Any bathing that was done was done out of a pail if and when the old man chose to turn the water on. The ship usually supplied an excelsior mattress or bag of straw, but no blankets or linen.

Switched To Deck

Burford has shipped on deck since 1936 in just about every unlicensed rating there is. But conditions on deck weren't ideal either.

An SIU man from the start of the Union, he served on the picket-lines of most of the major strikes. The first time Burford remembers having fresh milk was while on the Helen of the Bull Line in 1938 or 1939.

While in port, the crew asked the captain for milk and threatened to strike. The crew sat down and the milk was forthcoming. Whether the money for the milk came from the company or from the captain's pocket, Burford never found out, but since that time he has found that the Bull Line operates as good a ship as any company as far as the Seafarer is concerned.

Burford started sailing as a bosun in 1942 during World War II. Since he preferred to ship from the East Coast, he sailed on the Murmansk run bringing war supplies to Russia.

Arriving in Murmansk after one trip from Halifax, one of nine ships out of a convoy of 54, his ship was bombed and strafed by the Germans. The ship had a huge hole torn in its side and one of its boilers blew up.

Working his way up from coal passing was a long hard climb. He held almost all unlicensed ratings in the engine and deck departments before trying for his master's papers.

Burford is married and the father of two daughters aged eight and four.

He prefers the short runs so that he can get home and see his family as often as possible. This is especially true at the present time since he expects to become a father any day now with hopes for a boy.

TEN YEARS AGO

The Japanese launched a general offensive northward from the Canton area and strove to join with forces driving down the Canton-Hankow railway through Hunan Province. . . . Gen. Jorge Ubico resigned as President of Guatemala and turned the government over to a military junta composed of Generals Eduardo Villagran Ariza, Buenaventura Pineda and Federico Ponce.

The train called "The Chief," on the Atchison, Topeka and Santa Fe R.R., westbound, carrying 158 passengers, was wrecked 20 miles west of Flagstaff, Ariz. Company officials said four persons were killed and more than 30 injured. . . . German robot bombs droned over southern England and an undisclosed number of American soldiers were among the day's victims.

A fire from an undetermined cause at the afternoon performance in Hartford, Conn., ignited the main tent of the Ringling Brothers and Barnum & Bailey Circus, in which there were nearly 7,000 persons, mostly women and children. The flames consumed

the canvas with great rapidity, killing 167 persons and injuring 174 or more. . . . Loss of the 13,050-ton President Grant of the American President Lines, was announced by the War Shipping Administration as crew members, returning, told of a vain three-month battle to save the ship after it struck a submerged reef in the South Pacific war zone.

Matthew Dusband, Washington representative of the SIU, offered testimony at the public hearing of the Coast Guard's Merchant Marine Council as to the suitability of various types of improved life-rafts for merchant ships. . . . In Normandy the inland port of the city of Caen was taken by British and Canadian troops after a month of fighting and at the end of a 36-hour push that overran the northern two-thirds of the city.

US. troops fought their way into the outskirts of St. Lo from the east, and combat patrols were in house-to-house combat. Under counter-attack they withdrew to the suburbs. . . . The Democratic National Convention opened in Chicago.

The Seafarers Puzzle

1. Everything	3. Stretch out	19. Oil port	37. Keeps upright in water
4. Indian or Arctic	4. Blame	20. Canadian peninsula	40. Cay off Florida
9. Azov or Caspian	6. Removed center of	21. Kind of tree	41. Shipping line
12. Call, in poker	8. Expunxes	23. Creek	43. Voyage
13. Sea near Norway	7. Army Transport Service: Abbr.	24. Martin Van	45. Compass direction
14. Where Amapala is	8. New Hampshire: Abbr.	25. Computed	46. Cent: Abbr.
15. Where Move ship by hauling line	9. Region in Europe	27. Vanishing sight in NY	47. Baby food
18. Talks	10. Do wrong	28. Vessel with one mast	48. Swedish nickname
19. Swiss river	11. Ampere: Abbr.	30. Pert. to the sea	49. Contend
20. Channel	16. District attorney: Abbr.	32. West Coast union	50. It moves a boat
22. County in N. Ireland	17. Motion	34. Companion of Magog	51. Compass point: Doctor: Abbr.
24. Short for a SA city			53. Doctor: Abbr.
26. Fire residue			
29. Good outfit for seamen			
30. Navigation hazard			
31. Relieves			
33. On the ship			
35. Prison			
36. Three strikes			
38. Come to terms			
39. Printer's measure			
40. Cargo from South Seas			
42. Indiana: Abbr.			
43. Open a keg			
44. Choose by vote			
47. Tampa or San Diego			
49. It's paid for now			
52. Khan			
53. Franks			
54. Sailor			
55. Vigor			
56. Took seat again			
57. Before			

ACROSS

DOWN

1. Kind of tree
8. Durocher

SEAFARERS LOG

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Score One Victory

A resounding victory has been scored by Seafarers, the SIU and all sea unions in seeing the appropriations bill for the US Public Health Service hospitals through final adoption by both houses. The bill, now in the hands of the President, provides a \$33 million budget for the operation of the marine hospital program until next June 30.

Since the fight started nearly a year ago, following indications that the Government might shut down the program altogether as an "economy" move, Seafarers and Union representatives have been conducting a round-the-clock campaign in which letter-writing played a major part, in an effort to halt the closings.

The result was that the administration backed away from its proposal to close the hospitals and Congress, in turn, voted the money to keep them going with some small, but not fatal, cuts in the budget from the previous year.

The USPHS hospital program, nearly as old as the United States itself, has been providing medical care for seamen and others since 1798. Through all that time, it has emerged as a vital research facility, pacing much of this nation's medical research in a variety of diseases now no longer plaguing Americans or at least lessened in the degree of their severity and occurrence.

Seafarers recognize the importance of the hospitals, both to themselves and to the nation. Thanks to their untiring efforts, the battle to save the hospital program from extinction appears to have been won.

However, one word of caution should be sounded on this issue. Opponents of the hospitals in the past have succeeded in whittling away at the scope of the hospital program. Seafarers can expect the same kind of attack on the hospitals next year and must be prepared to protect them with the same energy as they have displayed up until now.

Still In Doubt

In connection with the good news from the capital, however, there is a disturbing report concerning the fate of the permanent "50-50" legislation, just passed unanimously by the Senate and likely to face little opposition in the House, whose Merchant Marine Committee has already given it the stamp of approval.

The report that the President will veto such a measure, even if it passes both houses by heavy majorities, reaches the shipping industry at a time when it is at a low point. The encouragement and practical help which would be given to maritime by the adoption of this bill is inestimable. It would be proof to the industry that the Government is genuinely concerned about the long run future of American flag shipping.

Any other course, despite pious announcements of an eventual intent to aid the industry by direct subsidy, means further surrender to foreign-flag shipping which will then be in a position to capture an even larger majority of US cargo business than it now holds.

Progress Report

Although it's a little early for a full analysis of the situation, it would appear, from present indications, that local military officials are reacting favorably to the recent Defense Department order recognizing the right of civilian seamen on US ships to shore leave in areas under US military control.

A key issue for many months, and the subject of often heated discussion between SIU representatives and officials at the Pentagon, the shore leave matter seems to be working up to the satisfaction of all hands so far. At any event, no beefs have turned up recently on the issue from SIU crews.

Moreover, much favorable comment has come from at least one ship in Korea, the Waterman freighter Morning Light, which reported the military police "very congenial," and pointed out that their reception was far different from that on previous visits to the Far East.

Thus, it would seem that, thanks to Union efforts, the rights of Seafarers and all seamen will be respected in the future on this matter and any other involving the military. Meanwhile, the Union is continuing a survey of the membership returning from foreign ports to assure that the situation is the same elsewhere and doesn't get out of hand again.

LETTER of the WEEK

Hurricane Trip Lengthens Out

To the Editor:

Just a little news from the Hurricane (Waterman) as we sit over here on the Far East run for the Army. It has been some trip since we left the Gulf in February with a full crew out of Mobile.

We were to be gone about two months with Haiphong, Indo-China, for our port of discharge and back to the States, but four days out at sea on our return to the States, we got orders to go to Okinawa.

At present we have made Okinawa twice, Pusan twice and Yokohama twice, and we are now on our way to Guam.



Hodges

We never get any orders as to where we are going next until we are ready to sail. The Army has just signed another six month contract for us out here and we look to stay here for some time yet.

We have been out four months and three days now and we are lucky that we have a good crew.

Good Food

We are still eating good as we now have enough food for a couple of months but it is all Japanese stores. A lot of the fellows may think they are lower grade stores but they are really first grade stores.

I've just been made bosun as the bosun was taken off in the hospital in Yokohama and I have found it a job to do any work when you don't have any thing to work with.

It has got to where there is nothing to work with, no paint, and no grease. We can't do any chipping as we don't have any red lead or primer to cover it with. The gear needs greasing but there is no grease to do it with. When a guy is broken, all we can do is put a long splice in it because there is no line left. Nobody expected us to be out this long when they stored the ship.

We are using old runners. When one gets bad, we just change it for another old one. The quarters are getting in bad shape but there is no paint for them and it looks as though every ship over here is out of paint as we have tried to get some stores from other ships but have failed so far.

Clean SIU Ship

We are looking forward to getting stores so we can bring the Hurricane in as a clean ship, SIU style, but if there is a little rust and no paint on her she will be clean of dirt and our quarters will be clean because we still have soap powder to clean her with if we don't have anything else.

I guess everyone knows our messman, "Casey Jones." Well, we have changed his name to "Corn Cob." It is funny how we got the new nickname. We had some corn on the cob one day and he saved all the corn cobs.

I'll close by saying hello to all my old shipmates around Mobile and New Orleans. I hope to be around there soon.

Raymond Hodges

'We Did It!'



LABOR ROUND-UP

The Building Service Employees International Union has launched a comprehensive safety program to cut on-the-job accidents, and President W. L. McFetridge has told all locals in the US and Canada that "the field of safety . . . offers an opportunity to render increased services to members and the general public." He recommends a long-range program including membership in the National Safety Council and training classes in first aid.

The full support of the CIO has been pledged to the Mexican Confederation of Labor in its fight for pay increases to offset a reduction in real wages caused by a devaluation of the currency. The pledge was made by CIO President Reuther when Mexican automobile union leaders visited Detroit recently. The delegation represented locals in Mexican branch plants of General Motors, Ford, Chrysler, Hudson, Nash, Studebaker and Willys.

After delaying wage determinations under the Walsh-Healey Act for over 18 months, more than 200 cotton mills have lost a round in their fight to keep the Labor Department from putting into effect a \$1-an-hour minimum wage for cotton, silk and synthetic textile firms working on Government contracts. The mills were set back when a district court dismissed their objections to answering Government questions about the Labor Department's plan. Both AFL and CIO textile unions filed briefs with the court supporting the minimum.

Congressional and presidential approval of the seven percent postal pay raise bill now pending has been forecast by President William C. Doherty of the National Association of Letter Carriers, AFL. Postmaster General Summerfield's assertion that President Eisenhower will veto the measure, Doherty said, is without basis. Meanwhile the National Federation of Post Office Clerks told Congress that the Post Office Department is using pressure tactics to make the legislators "abdicate their authority on postal salary matters."

Three children of hat workers have been awarded \$500 college scholarships by the St. Louis Hat-

ters Joint Council. This is the second year that the council has made the awards.

A new welfare program, believed to be the most comprehensive ever obtained through collective bargaining in Chicago, has been negotiated by the AFL Bakery Drivers, Local 734. The program covers about 3,000 members of the local, including inside workers as well as drivers. Drivers get \$7,000 worth of group life insurance, \$7,000 of accidental death or dismemberment insurance, and a disability benefit running to \$55 a week for 13 weeks.

Anna M. Denham, who holds the distinction of being the nation's only woman business agent in organized labor, started her sixth consecutive term as representative for Laborers Local 1207 in Tampa, Fla., when she was unopposed in the general balloting June 10. Among others whom she "bosses" is her husband, E. B. Denham, who is now rounding out his fifth term as assistant business agent.

The \$20 million cooperative housing project of the International Ladies Garment Workers Union has gotten under way with the clearing of 13 acres of slums in the Corlears Hook section of Manhattan. Some 110 obsolete buildings have been razed and excavation and foundation work on the project has been started. Although not confined to ILGWU members, occupancy will be limited to wage earners and salaried persons.

The first health and welfare plan for electricians in the Southwest has been negotiated by the International Brotherhood of Electrical Workers, Local 569, with contractors in San Diego County, Calif. The agreement is effective September 1.

Settlement of a new contract between the United Steelworkers of America and the United States Steel Corporation is expected to set the pattern for the entire steel industry and other mass production industries as well. The Steelworkers got a package estimated between nine and ten cents an hour, including five cents in wages benefits.



Even though the day of wooden ships and sails is long past, the deck force is ever at work handling the multitude of lines on a ship. In port or at sea, snubbing down equipment or just making things shipshape, the Seafarer must have intimate knowledge of ropes and knots.



Fibers are combed and drawn into slivers for spinning. Engineers check the combs for the condition of the slivers.



Slivers are carefully checked to see they are the right weight for spinning of yarns of a certain diameter and length.



The slivers are twisted from left to right to spin the yarn. Just the right amount of twist is important for great strength.



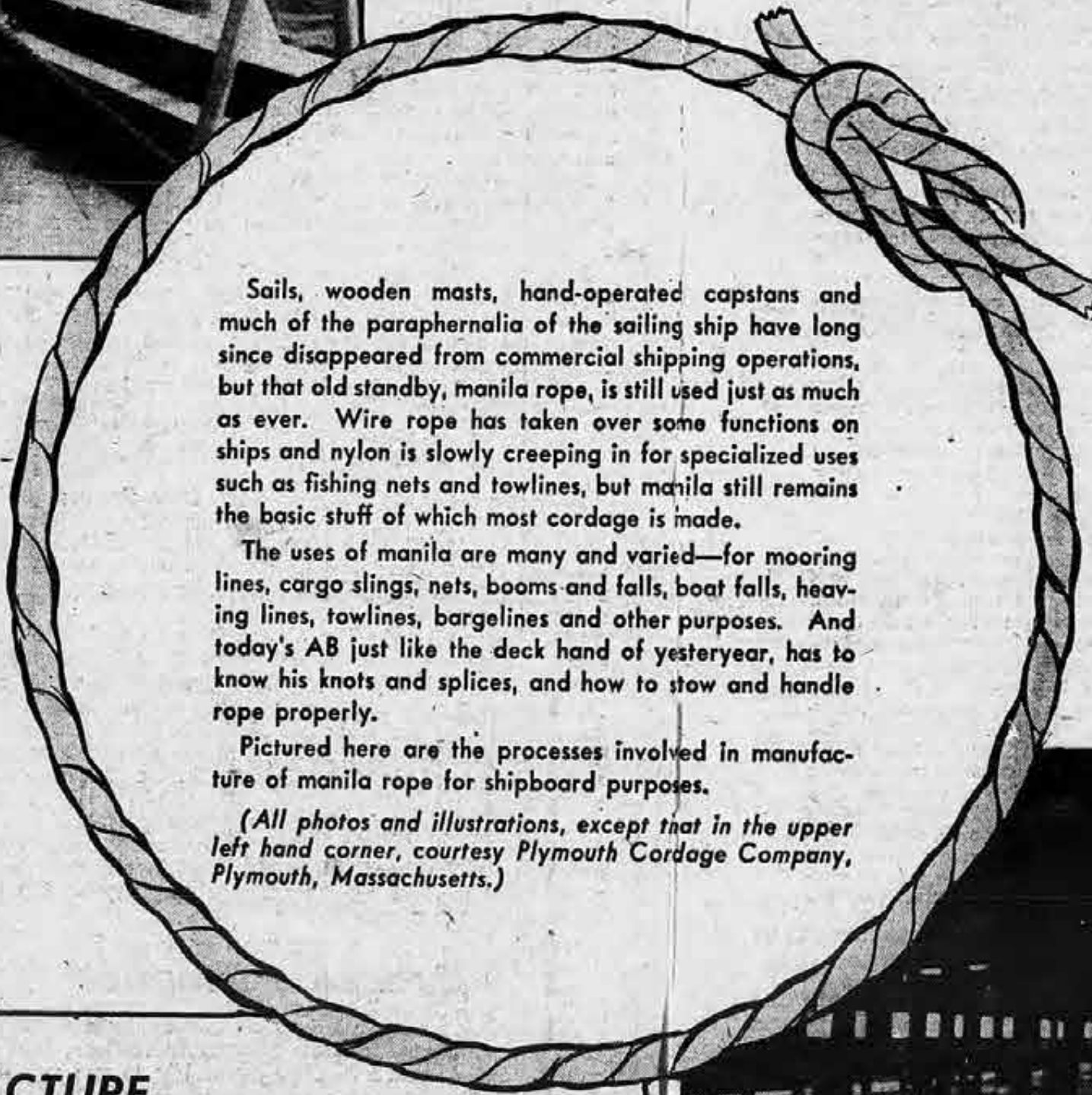
Inspectors check yarn for uniformity and balanced twist before it is sent to the machines that form the strands.



The starting point in manufacture is grading fibers before they go "into the works." The fibers are graded according to texture, strength, color and length.



A blend of fibers, stronger than a single grade or type, is fed into a breaker-spreader machine that assures a uniform product at all times.



Sails, wooden masts, hand-operated capstans and much of the paraphernalia of the sailing ship have long since disappeared from commercial shipping operations, but that old standby, manila rope, is still used just as much as ever. Wire rope has taken over some functions on ships and nylon is slowly creeping in for specialized uses such as fishing nets and towlines, but manila still remains the basic stuff of which most cordage is made.

The uses of manila are many and varied—for mooring lines, cargo slings, nets, booms and falls, boat falls, heaving lines, towlines, bargelines and other purposes. And today's AB just like the deck hand of yesteryear, has to know his knots and splices, and how to stow and handle rope properly.

Picture here are the processes involved in manufacture of manila rope for shipboard purposes.

(All photos and illustrations, except that in the upper left hand corner, courtesy Plymouth Cordage Company, Plymouth, Massachusetts.)

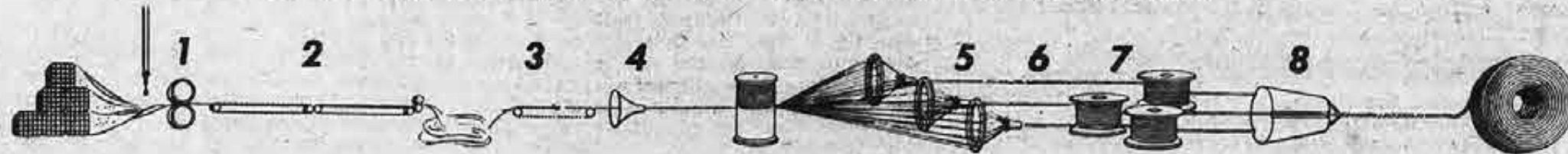


Strands are formed by twisting yarns in the opposite direction from which the slivers were twisted to make yarn. The strands are often called the "sinews" of rope.



Laying three or four strands—three ropes into cable—are the final production steps. The direction of the rope twist is the reverse of that for forming strands.

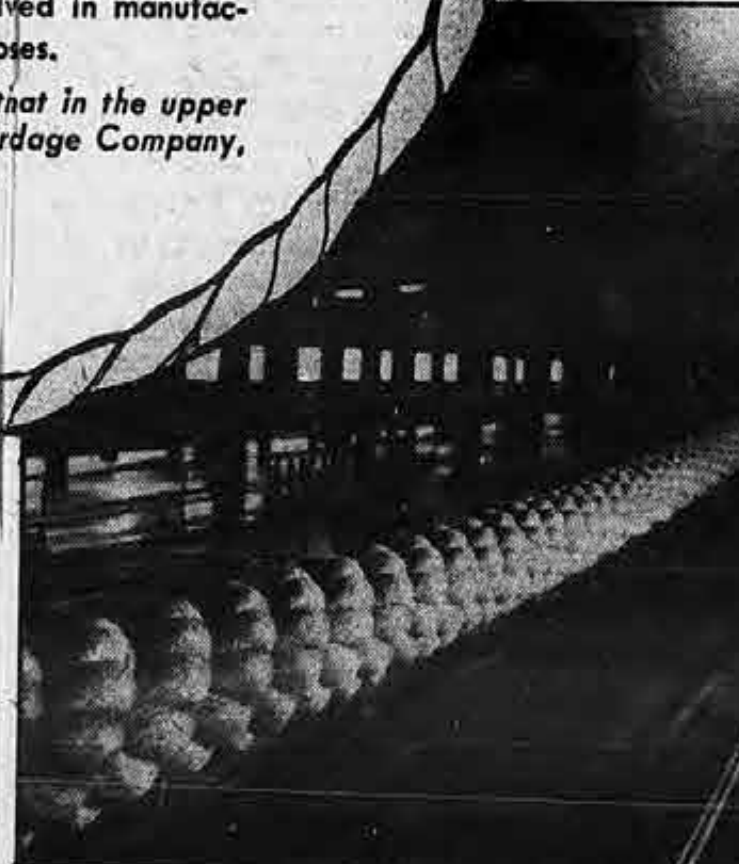
THE BASIC STEPS IN ROPE MANUFACTURE...



Lubricated fibers pass through rollers (1) which distribute lubricant and (2) move on to be combed and drawn out to form slivers. Slivers when twisted produce yarn. The sliver (3) is then fed on a chain from which it enters a tube

(4) where it is given exactly the right twist by a revolving flyer and capstan. In combining yarns into strands, yarns get the proper pattern and twist by going through yarn plates (5) and a tube (6), in which a capstan provides the pull on

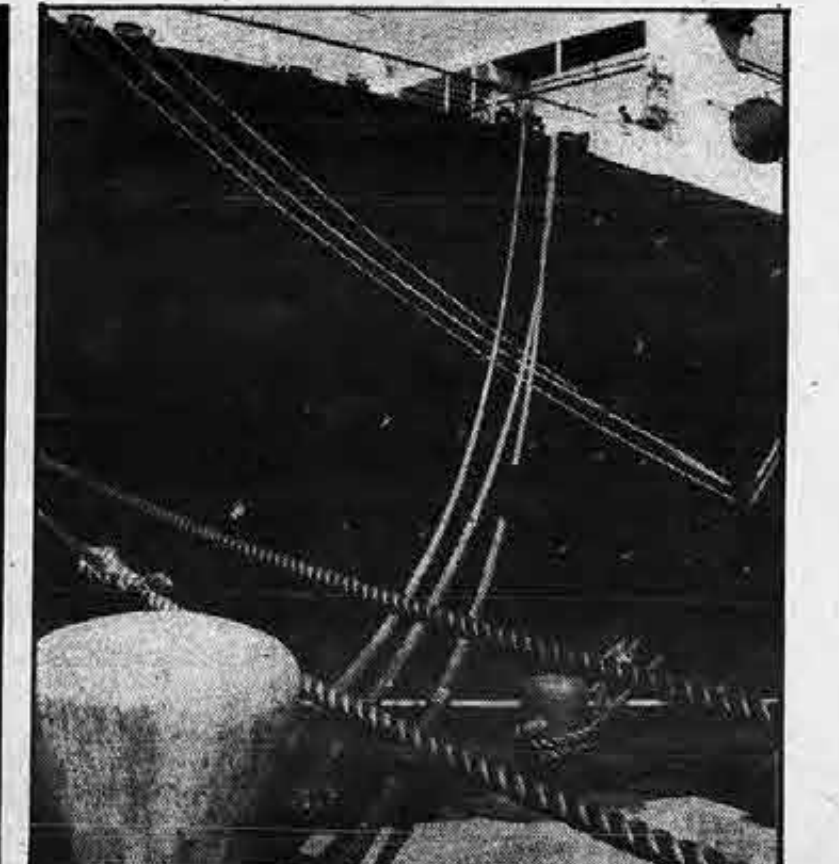
the strands at the proper speed for the twist desired. Strands are wound on a reel (7) or fed directly to a laying tube. Capstans pull the strands through a laying tube, (8) where they are twisted by a flyer.



A giant rope for a giant's job. This 21" circumference mooring line was made to provide off-shore anchorage in South America. It weighs 12.7 pounds per foot.



A specifically designed rope is used in the manufacture of various types of cargo and save-all nets, where easy splicing and handling are of first importance.



As bow lines, stern lines, spring lines or breast lines, the slender manila ropes are used to tether the ships of the sea, large and small, at dockside. Tugs also make extensive use of manila line.

PORT REPORTS.....

Baltimore:

Members Make Good Showing At Primaries

Since my last report on shipping, I am sorry to state that shipping for the past two weeks has been even worse than the previous two weeks. We shipped approximately 115 men and in the same period we registered 294. So, fellows, you can see what the score is as far as shipping is concerned in this port. We have, at the present time, seven Bull Line ships tied up here and about six Libertys plus four tankers and one Robin Line ship. As far as we can ascertain, none of these vessels will move in the near future.

We have one outstanding beef in the port at the present time which concerns 64 hours for a utilityman on the Steel Rover (Isthmian) and which has been submitted to New York. We are positive this is good overtime. It is with a lot of satisfaction that I compliment the crews on the few ships that we did have pay off here for the excellent job they are doing. So, just keep up the good work, and before long things will get back to normal and everybody will be happy again.



Slanina

Payoffs
Ships paying off were the Ines, Mae, Angelina, Suzanne and Evelyn (Bull); the Marore, Cubore, Santore, Feltore, Baltore and Chilore (Ore); the Strathbay (Strathmore), the John B. Waterman (Waterman), the Chiwawa and Fort Hoskins (Cities Service); Pennmar and Oremar (Calmar), the Republic (Trafalgar) and the Steel Rover (Isthmian).

Signing on were the Marore, Cubore, Santore, Baltore, Chilore and Feltore (Ore); the John B. Waterman (Waterman), the Chiwawa and Fort Hoskins (Cities Service); and the Pennmar and Oremar (Calmar).

Ships in-transit were the Antinous, Iberville and De Soto (Waterman); the Steel Executive (Isthmian), the Bethcoaster and Yorkmar (Calmar); the Robin Tuxford (Seas Shipping), the Alcoa Roamer and Alcoa Pointer (Alcoa); the Logans Fort (Cities Service) and the Suzanne (Bull).

Once again the Seafarers have done their usual outstanding job when they were called on. We have been working on the election for the past several months so that we could get our friends nominated in the primaries, and at this time I am glad to report that all of our efforts have paid off. This goes to prove that by a concentrated effort, you can obtain your objective if you work hard enough.

Flying Colors

I would like at this time to thank all of the members who participated in this show of strength and fidelity, because as the various nominees have admitted themselves, without the help of the Seafarers, they were not too sure that they would have gained the nominations. By this show of strength on the part of the Seafarers, we have not only done a good job, but we have also proved to the various labor organizations that once again when the Seafarers were called on, they came through with flying colors. This was done by the members and their families going to the polls and voting. If these same persons go to the polls this coming November in the general election, there is no question in my mind as to the outcome.

Men in the hospitals include

Alexis Bankori, Robert Lambert, Algot Bogren, Otis J. Harden, Robert Scales, Lorenzo Bridida, Warren Whitmer, Albert W. Claude, John T. Watt, Thomas Ankerson, Gorman Glaze, Richard Foust, Jesse A. Clarke, Paul Wilkinson, Hinrich Wiese, Tony Mastantuno, Robert G. Cooper, Cornelius Palmer and James Dodson.

Our man of the week is Charles Slanina, who has been a member of the SIU since 1946. He sails at all ratings in the engine department and has always conducted himself in the good old SIU manner. He had quite a rough go of it several months back due to the fact that he was an alien. All of that is now past history as he has finally got himself squared away and before long will obtain his full citizenship.

At this time he would like to express his gratitude to the officials who have been such a great help to him during his trouble. He said that he thinks the SIU is second to none in the maritime industry.

Earl Sheppard
Baltimore Port Agent

Boston:

Shipyards Get Some Action From Navy

Shipyards people in this port are excited about the awarding of Navy contracts for the construction of 24 mine sweepers at a total cost of over \$26 million. The 24 ships consist of 11 165-foot vessels and 13 138-foot motor mine sweepers. Hedgdon Bros. Goudy & Stevens, of East Booth Bay, Me., will build four of the smaller sweepers and the Quincy Adams Yacht Yard at Quincy, Mass., will build three. Frank L. Sample of Booth Bay Harbor, Me., will construct four of the larger vessels.

Shipping has been pretty quiet in this port during the past two weeks, with 45 men registered and 22 shipped. The Seatiger (Colonial) paid off and signed on, and in-transits were the Steel Rover (Isthmian) and the Wacosta, Iberville and Chickasaw (Waterman).

Among the men on the beach are L. Campbell, E. Dakin, A. Hickey and J. Cash, and in the marine hospital are J. Penswick, F. Alasavich and A. Yumul.

James Sheehan
Boston Port Agent

San Francisco:

Coast Shipping Is Holding Up Nicely

Shipping in the port has been fair for the past two weeks and the future looks pretty good.

No ships were paid off in the past two week period and only two ships signed on. They were the Kyska (Waterman) and the Amersea (Blackchester Steamship).

Ships in-transit were the Seamar and Massmar (Calmar), the Yaka, Fairland and Hastings (Waterman) and the J. B. Kulukunds (Martis).

Oldtimers on the beach include L. Knickerbocker, W. Pennington, A. W. Brown, C. Johnston, F. Martinez, H. Skaalegaard, W. Anderson, J. Cantin, A. Gurski, A. Wiggins, A. Bernard, J. Curlew, J. McConnell, R. Malone and E. P. Votto.

Men in the marine hospital are P. J. St. Marie, U. L. Tarallo, S. Bunda, J. Perreira, H. Y. Choe, J. Childs, W. Singleton, C. Neumaler, P. S. Yuzon, and O. Gustavson.

Standby Pay

There have been a few fellows coming into the office complaining about the rate of pay for standby work. They seem to figure that we should be paid according to other ship contracts, such as shipyard workers and other unions. Also they have been complaining about no travel pay to and from the job. Our existing contract as of now is as follows: AB's and unlicensed personnel within that scope of pay, such as ollers, FWT, etc., is \$1.94 per hour and the higher rating \$1.98 per hour. Overtime rate for all hands working standby is time and one half. Under the existing contract there is no travel pay to and from work. Anyone wanting more details regarding this can go to his port agent who will be glad to explain it to him at any time.

It has also been reported by the ship's officers and bosuns in charge of the standby gang that the men do not report to work on time. Remember you men are working by the hour and being paid by the hour and the company can dock you for being late to work. Another thing, a man will work one or two days and get enough money to pay his room, etc., and then quit, not notifying the hall or people in charge of the gang so that they may hire replacements. In the future, anyone committing this offense will have to be dealt with according to our constitution.

We were pleased to hear that Wallace Simpson of Riverbank, Calif., won one of our \$6,000 scholarships and we wish him and the

other winners success in their new endeavor.

It was also a pleasure to note that Hans Skalagaard won the special award in oils for the painting of a sailing ship in the LOG art Contest this year. We have all seen his work here and we value it very highly. Congratulations are also in order for Hans Skalagaard on winning this award.

Tom Banning
San Francisco Port Agent

New York:

Dock Strike in PR Slows Shipping Here

Shipping for the Port of New York is still holding its own. We shipped approximately the same number of men during this two week period as we did in the previous two week period. However, in the future, you can look for much slower shipping as the longshoremen in Puerto Rico have been on strike since last Friday and Bull Line, for one, is laying up all their ships until the strike is over. This of course is bad, but we have pledged 100 per cent support to these union brothers.

We hear via the grapevine that shipping is really good on the West Coast at the present time.

During the past two weeks, we paid off 22 ships, signed on six on foreign articles and had 14 in transit.

Ships Paid Off

The following ships paid off: the Rosario, Beatrice, Angeline, Kathryn and Elizabeth (Bull); the Val Chem (Valentine), Seatrain Louisiana, Texas, New York, Georgia and New Jersey (Seatrain); Bradford Island and French Creek (Cities Service); Northwestern Victory (Victory Carriers); Steel Maker and Steel Executive (Isthmian); Robin Tuxford (Robin); Wacosta (Waterman); Bull Run (Mathiasen); Barbara Fritchie (Liberty Nav.); and the Cracker State Mariner (South Atlantic).

Ships signing on were Hilton (Bull), Steel Maker and Steel Executive (Isthmian), Robin Ketterling (Robin), Northwestern Victory (Victory Carriers) and Cracker State Mariner (South Atlantic).

Those ships in transit were Angelina and Frances (Bull); Seatrain Savannah (Seatrain); the De Soto, Lafayette, Warrior, Arizona and Iberville (Waterman); Alcoa Partner (Alcoa); Greece Victory (South Atlantic); Republic (Trafalgar); Robin Gray (Robin); Steel Rover and Steel Voyager (Isthmian); Government Camp (Cities Service) and the Portmar (Calmar).

Claude Simmons
Asst. Sec.-Treas.

Lake Charles:

Golden City In From France For Payoff

Things are moving along very nicely at the present time with plenty of watermelons, peaches and fish on hand, plus politicians. As for us, we'll take the first mentioned. Shipping picked up a little somewhat here in the last two weeks, but don't come rushing down here, Brothers, for we still have enough men to man all expected calls for some time to come.

Calling into this area and each taking a few men were the Chiwawa, Government Camp, Fort Hoskins, French Creek, Cantigny, Bradford Island, Winter Hill and Paoil (Cities Service).



Gray

Over in Beaumont, Texas, we had the Golden City (Waterman) come in from France for payoff. She paid off in good shape thanks to her fine SIU crew. We had the Bull Run (Mathiasen) in here at Lake Charles and the Del Sol of Mississippi came in over at Port Arthur.

July 27th Primary

On the political front the contest is about to enter the home stretch with the first primary due on July 27 and the boys are really glad-handing every one in sight and are out beating the bushes for votes.

We nominate for our Seafarer of the Week, Brother Herbert Gray, who hails from Tampa, Fla., and sails in the black gang as pumpman. He is sticking around at present, hoping to grab off a nice coast-wise job.

Gillisple Chairman

At our last meeting, G. B. "Tex" Gillisple, who really comes from Texas, Beaumont, that is, was chairman. He sails as bosun or AB. Recording secretary was I. J. Torre, who comes from Tampa, Fla., and sails in the black gang. Both did a fine job.

Our steady fisherman, J. Lincoln "Grandpa" Fontenot, has gone fishing again and has promised us he will bring back a string of fish the like of which we have never seen. However, knowing "Grandpa" as we do, seeing is believing. We sure hope he does, for we sure don't have any luck although the boys tell me they are catching them.

Leroy Clarke
Lake Charles Port Agent

Norfolk:

Shipping Picks Up; Future Is Uncertain

Shipping has picked up considerably during the past month, but the outlook for the future remains uncertain.

During the last report period we paid off the Royal Oak and Salem Maritime (Cities Service) and The Cabins (Cabins). These three ships also signed on.

In-transit here were the John B. Waterman; Alcoa Pointer and Alcoa Roamer (Alcoa); Bents Fort (Cities Service); Steel Rover and Steel Maker (Isthmian); Southstar (South Atlantic); Longview Victory (Victory Carriers), and Robin Ketterling (Seas Shipping).

Ben Rees
Norfolk Port Agent

A & G SHIPPING RECORD

Shipping Figures June 17 to July 1

PORT	REG.			TOTAL REG.	SHIP.			TOTAL SHIPPED
	DECK	ENGINE	STEW.		DECK	ENG.	STEW.	
Boston	21	18	6	45	7	9	6	22
New York	148	131	133	412	70	72	75	217
Philadelphia	48	37	40	125	57	33	30	120
Baltimore	116	95	83	294	37	47	31	115
Norfolk	35	28	12	75	15	12	3	30
Savannah	10	20	8	38	14	10	4	28
Tampa	16	23	16	54	6	5	4	15
Mobile	41	25	27	93	46	35	37	118
New Orleans	59	45	60	164	43	38	68	149
Galveston	25	33	11	69	26	20	18	64
Seattle	59	56	41	156	52	44	38	134
San Francisco	39	30	26	95	28	22	26	76
Wilmington	14	12	11	37	3	4	2	9
Totals	631	552	474	1,657	404	351	342	1,097

PORT REPORTS

Mobile:

Idle Tugs Seek Canal, Deep Sea Towing Work

Shipping in the Port of Mobile for the last couple of weeks was a little on the slow side with a total of 93 men shipped to regular jobs and 87 to various relief jobs in and around the harbor. We had a total of nine payoffs, five sign-ons and two ships in transit for the last two week period.

Ships paying off in good shape were the Alcoa Polaris, Partner, Corsair, Ranger and Cavalier (Alcoa); the Frederic C. Collin (Drytrans) and the Claiborne, Fairisle and Monarch of the Sea (Waterman).

Sign-ons were the Alcoa Polaris, Partner and Ranger (Alcoa); the Frederic C. Collin (Drytrans) and the Fairisle (Waterman). Those ships in transit were the Chickasaw and Antinous (Waterman).

Good Prospects

Shipping prospects for the coming two weeks look fairly good with the following ships due in: the Golden City, De Soto, Claiborne, Lafayette, Morning Light and Iberville (Waterman) and the Alcoa Pennant, Puritan, Clipper, Pilgrim, Patriot, Runner and Corsair (Alcoa). In addition, the Andrew Jackson will probably crew up during this week under charter to Isthmian and there is a possibility that the Citrus Packer (Waterman) might also be diverted to this port.

Willie Reynolds and W. G. Moore are reported in the New Orleans Marine Hospital.

Due to a longshore strike in Puerto Rico, the schedules of the Waterman C-2s are slightly fouled up. However, it is expected that the strike will be of short duration and things will be back to normal in the near future. Once the strike is settled, the ships will start back on their regular runs.

Hall Painted

The painting and cleaning of our hall is completed and we now have a fine looking union hall and one that will stand up with any in the city. As long as we take care of it, the union hall and its recreation deck will be an awfully nice place to spend the hot summer days in. The weather has gotten to the 100 degree stage now and this air conditioned hall surely hits the spot.

In this kind of weather it's easy to see that the membership prefers being on the inside, keeping cool.

A few of the oldtimers now on the beach are George Dean, Henry Bishop, F. Anderegg, J. Fisher, W. Zajanc, D. C. Lynann, O. C. Heuer, S. B. Campbell, L. Jackson, C. Steers, C. Montgomery, E. Gallaspy and L. Deason.

We are presently working with the towboat offices trying to line up some additional work for the tugs that are idle in the port. This work will consist of some deep sea towing and a little work in the intercoastal canals that we haven't had before and we expect to be able to report some favorable news in our next report.

Father Dies

The Mobile branch wishes to extend their deepest sympathy to the family of Captain Paul Heller on the death of his father, Captain

Heller is port captain of the Waterman Steamship Corp. in Mobile. We nominate Brother A. J. Howard for our Seafarer of the Week. He joined the SIU in 1943 and has been sailing steadily out of the Mobile area since then as a deck engineer or oiler. Howard makes his home in Georgianna, Ala., and is married and has three children. While on the beach his hobby is raising chickens.

Howard thinks that the disability plan is one of the top benefits of the Union's Welfare Plan as it assures a man that he will be taken care of in his old age.

Cal Tanner
Mobile Port Agent
⚡ ⚡ ⚡

Galveston:

Texas Coast Weather Hot And Shipping Slow

Shipping has been a little on the slow side in this port. However, the prospects are a little brighter for the coming week. We had no payoffs and only one sign-on in the past two week period, but placed 64 men on the ships that were in transit, which was 14 in number.

Signing on was the Genevieve Peterkin (Bloomfield). In transit ships were the Lone Jack, Bents Fort and Logans Fort (Cities Service); the Southern Districts and Southern Cities (Southern), The Cabins (Cabins), the Alexandra (Carras) and Longview Victory (Victory Carriers), the Seatrains New Jersey, Savannah, Texas and New York (Seatrain); the Golden City (Waterman) and the Excello (Excello).

Oldtimers on the beach at the present time include R. Delos Santos, R. McCorker, E. Gonzales, W. R. Simpson, J. Tobin, J. Lee, M. Hoy, F. Oestman, F. Reese, E. Alverson, F. Ryan, G. Bales, W. Jones, P. Rogosch, H. Moore, J. Glenn, F. Massey, A. Manuel, J. McGoldrick, J. Brandon, W. Brightwell, B. Luna and J. R. Mathews.

In the marine hospital are J. Markopolo, Curt Decker, Murray Plyler, Alfred Hancock, Crespin Barbosa and Jack Slocum.

About all that can be said about the weather is that summer is really here. We had a reading of 95 degrees on June 30th which has been the hottest weather so far.

Keith Alsop
Galveston Port Agent

New Orleans:

Picnic Is Postponed; Labor Day Date Seen

The crewmembers of the Del Sud (Mississippi) were almost as hot as the weather—and that was plenty hot—when they returned to New Orleans from South America to learn that they would have to postpone their annual picnic for the second time.

The picnic had been scheduled for July 3 at Audubon Park. But when the ship reached New Orleans on July 1, the crew learned a revised sailing schedule called for departure the following day to take on cargo in Texas. A similar occurrence forced postponement of the first picnic late in May.

Emil Herek, the chief steward and a member of the picnic committee, had sent out invitations for both the Memorial Day and July Fourth weekends. It appears he can now set his sights on Labor Day.

The crew has \$1,500 in its picnic fund, which should be enough to finance a real wing-ding. The fund was deposited at the end of this trip in a New Orleans bank—in an account entitled "Del Sud Picnic Fund," and if the postponements of the picnic keep on, the interest piling up should build the fund into a real nest egg.

Hall's Cool In Heat

Speaking of the weather, July was ushered in by a scorching week, with the mercury hitting 101.8 degrees on the last day of June. This was the second hottest day in New Orleans' recorded weather history and the highest temperature reading since June 22, 1915, when the thermometer hit 102.2. The guys on the beach didn't mind it too much, though, as they found welcome relief in the air-conditioned hall here. During the worst of the heat wave, we had an unusually large number of members around the TV set and the pool, shuffleboard and card tables.

Shipping was off slightly during the past two weeks as compared with the previous report period, but it was by no means critical. More than one-third of the regular jobs were taken by permit men as many book men preferred to wait for their favorite runs.

Outlook Is Brighter

The outlook for the immediate future, as indicated by the sched-

ule of ships due to arrive here, is much brighter.

During this two-weeks' report period, this port handled four payoffs, five sign-ons and 15 ships in-transit.

Paying off were the Del Norte, Del Sol and Del Santos (Mississippi) and the Antinous (Waterman). Signing on were the Del Monte, Del Norte, Del Aires, Del Sol and Del Mundo (Mississippi).

Ships in transit were the Alcoa Clipper, Alcoa Patriot, Alcoa Corsair and Alcoa Polaris (Alcoa); the Del Monte, Del Aires and Del Mundo (Mississippi); the Seatrains Georgia and Louisiana; the War Hawk, Gateway City, Claiborne, Fairisle and Golden City (Waterman), and the Genevieve Peterkin (Bloomfield).

Lindsey J. Williams
New Orleans Port Agent
⚡ ⚡ ⚡

Seattle:

Lumber Strike Fails To Slow Shipping

Shipping has been very good for the past two week period which was unexpected, due to the lumber strike. All of the ships in this area found cargo except the Coe Victory which will come out of temporary layup about July 15th. The future looks fair although we do not have any expected payoffs at present. No doubt there will be the usual Waterman and Calmar inter-coastal in-transits.

Ships paying off were the Jean Lafitte (Waterman), the Western Trader (Western Navigation) and the Coe Victory (Victory Carriers).

Signing on were the Ocean Nimet (Ocean Trans), the Seacoral (Coral) and the Seawind (Sea Traders).

Those ships in transit were the J. B. Kulukundis (Martis); the Amerocean (Amerocean) and the Yaka (Waterman).

There were few shipboard beefs and they were all squared away due to the good work of our ships delegates.

Among the oldtimers on the beach are N. Townsend, J. Kackur, J. T. Mismul, A. Michelet and C. Engelsma.

And in the marine hospitals are F. Fondila, S. Krohn, L. Claboli, M. Olson, N. F. Plummer, B. Smith, J. Vander Ende, W. Gaddy and S. Johannessen.

Jeff Gillette
Seattle Port Agent

Savannah:

Lady Cops Are Giving Some Seamen Jitters

One of the chief topics of conversation among Seafarers here these days is the lady traffic cops the city of Savannah has put to checking on parking meter violations. These gals directed traffic at school intersections during the winter, but now they're spending all their time checking the parking meters, and the men here often have some uncomfortable moments wondering if their red flag is up.

Shipping here during the past two weeks has been fair, with 38 men registered and 28 men shipped. The Southport (South Atlantic) paid off and signed on.

In-transits have been the Raphael Semmes (Waterman); Seatrains Louisiana and Georgia; Southstar (South Atlantic); Paoli (Cities Service); Southern Districts (Southern Steamship), and Robin Kettering (Seas Shipping).

With us in this port now is James H. Nelms, bosun, who joined the SIU in 1943 in Charleston. Before this he sailed NMU, but the questions that prevailed within the NMU made him look around to see if there wasn't something better in the way of unions. That's when he changed to the SIU. Today, after 11 years, he says he is 100 percent satisfied with the change, and has found the SIU to be everything he had expected in a union. He also says there was never any question as to whether he would be union or not as his father was a union man and by the time he was old enough to start work he knew the score and was union all the way. Today Nelms' father heads the Teamsters' locals here in Savannah.

Jeff Morrison
Savannah Port Agent
⚡ ⚡ ⚡

Philadelphia:

Shipping Very Good And Future Promising

Shipping has been very good for the past two weeks with 120 men being shipped in that time. Shipping for the future looks good for the next ten days or so with the Portmar (Calmar) due to pay off and a strong possibility that the Arlyn (Bull) will carry coal to Europe. A lot depends upon whether or not the longshore beef in Puerto Rico is settled and if the Bull Line ships we have laid up here crew up. In the event they do, it will be terrific.

Ships paying off were the Longview Victory (Victory Carriers), the Yorkmar (Calmar), the Winter Hill (Cities Service), the Dorothy (Bull) and the Steel Voyager (Isthmian).

Signing on were the Longview Victory (Victory Carriers), the Yorkmar (Calmar), the Winter Hill (Cities Service), the Seagarden (Pennin. Nav.) and the Steel Voyager (Isthmian).

The following were ships in transit: the Ines, Suzanne and Dorothy (Bull), the Steel Maker, Steel Executive and Steel Rover (Isthmian); the Pennmar (Calmar); Southern Districts (Southern), the Robin Tuxford (Seas) and the Wacosta and J. B. Waterman (Waterman).

A. S. Cardullo
Philadelphia Port Agent

SIU HALL DIRECTORY

SIU, A&G District	
BALTIMORE	14 North Gay St. Earl Sheppard, Agent
BOSTON	276 State St. James Sheehan, Agent
GALVESTON	31st & Mechanic Keith Alsop, Agent
LAKE CHARLES, La.	1419 Ryan St. Leroy Clarke, Agent
MOBILE	1 South Lawrence St. Cal Tanner, Agent
NEW ORLEANS	523 Bienville St. Lindsey Williams, Agent
NEW YORK	675 4th Ave., Brooklyn
NORFOLK	127-129 Bank St. Ben Rees, Agent
PHILADELPHIA	337 Market St. S. Cardullo, Agent
SAN FRANCISCO	450 Harrison St. T. Manning, Agent
SAVANNAH	511-513 N. Franklin St. Ray White, Agent
SEATTLE	2505 1st Ave. Jeff Gillette, Agent
TAMPA	1209-1211 N. Franklin St. Ray White, Agent

WILMINGTON, Calif.	505 Marine Ave. Ernest Tilley, Agent
HEADQUARTERS	675 4th Ave., Bklyn. Paul Hall
ASST. SECRETARY-TREASURERS	Robert Matthews, Joe Algina, Claude Simmons, Joe Volpian, William Hall
SUP	
HONOLULU	18 Merchant St. Phone 3-8777
PORTLAND	523 N. W. Everett St. Phone 3-3663
RICHMOND, CALIF.	257 5th St. Phone 3-399
SAN FRANCISCO	450 Harrison St. Douglas 3-3363
SEATTLE	2505 1st Ave. Main 0250
WILMINGTON	505 Marine Ave. Terminal 4-3131
NEW YORK	675 4th Ave., Brooklyn
Canadian District	
MONTREAL	834 St. James St. West. Phone 3-8111
HALIFAX, N.S.	121 1/2 Hollis St. Phone 3-8111

FORT WILLIAM	118 1/2 Syndicate Ave. Phone: 3-3221
PORT COLBORNE	103 Durham St. Phone: 5591
TORONTO	272 King St. E. Empire 4-5719
VICTORIA, BC	617 1/2 Cormorant St. Empire 4531
VANCOUVER, BC	505 Hamilton St. Pacific 7824
SYDNEY, NS	304 Charlotte St. Phone 6346
BAGOTVILLE, Quebec	20 Elgin St. Phone: 545
THOROLD, Ontario	82 St. David St. Canal 7-3262
QUEBEC	113 Cote De La Montague. Phone: 2-7078
SAINT JOHN, NB	177 Prince William St. Phone: 2-3232
Great Lakes District	
ALPENA	133 W. Fletcher Phone: 1238W
BUFFALO, NY	130 Main St. Phone: Cleveland 7391
CLEVELAND	734 Lakeside Ave. NE Phone: Main 1-0147
DETROIT	1038 3rd St. Headquarters Phone: Woodward 1-8857
DULUTH	331 W. Michigan St. Phone: Melrose 2-4110
SOUTH CHICAGO	2321 E. 92nd St. Phone: Essex 4-4435

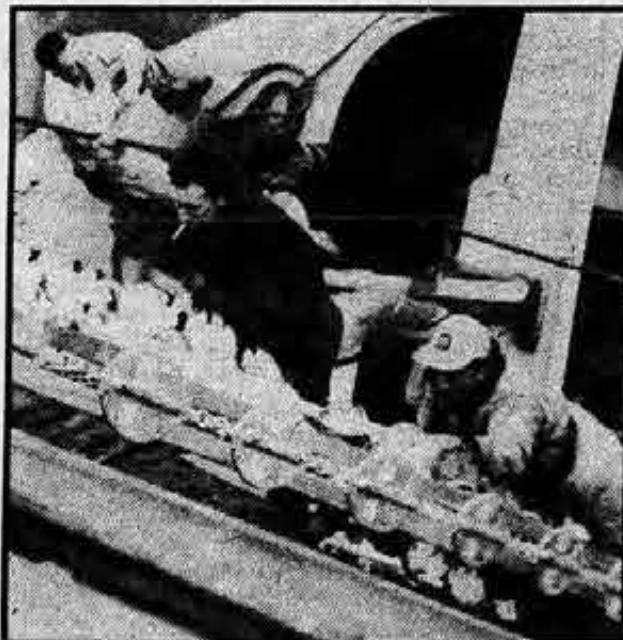
Fine Photo Fare Found By Seafarer In Rescue



Showing signs of ordeal are crewmen of tuna clipper Anna M., which burned and sank off California coast. Men—members of SIO-affiliated Cannery Workers Union—are shown here after pick-up by Maiden Creek.



Left, tuna fishermen await pick-up by the Maiden Creek. Forced to abandon ship, which sank with 130 tons of tuna aboard, men took to dinghy. Right, men board Maiden Creek, which took them to Wilmington.



Few amateur photographers have such a store of raw, dramatic material to work with as have those who follow the sea. Seafarers who are handy with a camera find the sea a constant source of photographic subject matter which, for sheer interest, can hardly ever be obtained by the landlubber.

And, if these Seafarers are on their toes, the results are often attention-compelling, on-the-spot shots such as those which accompany this article.

The photos shown here are a few of those taken by Ronald A.

Swayne, crewmember aboard the SIO-contracted Maiden Creek (Waterman). Swayne got his opportunity to take the photos on the afternoon of June 16 when the Maiden Creek picked up 12 survivors of the Anna M., a tuna

clipper which burned and sank off the California coast.

The clipper—crewed by members of the SIO-affiliated Cannery Workers Union—was about 340 miles southwest of San Pedro, Calif., when fire broke out in her engine room, according to the reports which Swayne obtained from the survivors.

Fire Fighting Futile

The crewmen first released carbon dioxide, which smothered the auxiliary engine, and then tried to fight the fire by hand. This, however, proved futile, and in less than 10 minutes they had to abandon the ship, which later sank with 130 tons of tuna aboard her.

Due to the failure of all the power, the crewmen launched a dinghy by hand, and remained in it for the next two hours until they were picked up by a vessel belonging to the Scripps Oceanic Research Institute, connected with the University of Southern California.

From the research ship, the men were then transferred to the Maiden Creek, which took them to Wilmington, Calif.

In the best SIO tradition, Swayne reports, the SIO crewmen provided the survivors with cigarettes and other comforts until they were landed safely ashore.

Quiz Corner

- (1) What is the difference between a stalactite and a stalagmite? Which one is it that hangs from the roof of a cave?
- (2) For what musical instrument were most of Chopin's compositions written: (a) violin, (b) piano, (c) harp, (d) clarinet?
- (3) If you were traveling by car and came to a signpost with arrows reading: San Francisco—2645; Memphis—775; Philadelphia—300; Buffalo—225, would you be near: (a) New York, (b) Chicago, (c) Boston, (d) Pittsburgh?
- (4) What number is missing from the following series: 6, 8, 16, 8, 10, . . . , 10?
- (5) What army was led by General Evangeline Cory Booth?
- (6) Which was the first major league baseball team to win a World Series: (a) Boston (American), (b) New York (National), (c) New York (American), (d) Chicago (National)?
- (7) Which is farther north: Toronto, Canada or Augusta, Maine?
- (8) One-third of a number plus one-fourth of a number plus one-sixth of a number plus 12 equals twice the number less 3. What is the number?
- (9) The smallest of the major planets is nearest to the sun. Which is it: (a) Saturn, (b) Jupiter, (c) Mars, (d) Mercury?
- (10) Who regretted that he had but one life to lose for his country: (a) Nathan Hale, (b) Patrick Henry, (c) Thomas Jefferson, (d) Benjamin Franklin?

(Quiz Answers On Page 17)

The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

Remember the old circuit camera that took long rectangular pictures of school graduations? The camera turned slowly by clockwork mechanism from one end of the group to the other. If you were fast, you could appear at one end of the picture, then duck and run to the other end and be photographed twice.

Well, the Panon Camera Co. of Tokyo has invented a modern version of the old circuit camera. This camera has a fast anastigmatic lens which swings through an arc of almost 140 degrees as the exposure is made, and the film is positioned in an arc-shaped "focal plane" with the same radius of curvature. Thus, the focus and image size remain constant as the image-forming light rays pass through a narrow slit which moves in front of the film at exactly the same speed as the lens. The effective shutter speed is determined by the rate of the lens and slit movement. Three settings are available: 1/2, 1/50, and 1/200 second.

In use, the spring that drives the lens slit of the Panon Camera is cocked manually by swinging the cover plate on the front of the camera as far to the operator's left as it can go. As the shutter is released, the lens and the opening in the cover plate move from left to right. The movement is fast enough to permit successful hand-held exposures at 1/50 as well as 1/200 second.

The lens is a 50mm f-2.8 which can be focused from 3 feet to infinity. The camera uses any type of 120 film and produces 6 exposures to a roll, each negative being 2 1/4 x 4 1/2 inches. The weight of the camera is about four pounds, its height is 4 3/4 inches and width six inches.

Most important of all, its horizontal angle of view is 140 degrees and its vertical angle, 60 degrees. The only wide angle lens approaching this angle of view is the Goerz hypergon, which operates at about f-40 and has the serious disadvantages common to all wide-angle lenses of a great decrease in illumination at the edges of the field.

The Panon Camera with f-2.8 Hexanon lens is available in this country at about \$495. A lower priced model with f-3.5 lens is promised.

LOG-A-RHYTHM:

The Seaman's Story

Anonymous

To the Editor:

Enclosed you will find a copy of the "Seaman's Story." I learned it from another seaman over a year ago. I do not know who wrote it, but I thought it would be a good thing to go into the LOG.

Salvatore C. Aiu

Come and gather all around me,
Listen to my tale of woe,
I've got some good advice to give,
Something you ought to know.

Take a tip from one's who's
traveled,
Never start rambling 'round,
Once you get that rambling fever,
You never want to settle down.

I've traveled all around this world,
Been most everywhere,
Sailed with every steamship line,
Never paid a nickel fare.

Been from Maine to California,
From Capetown to Cairo,

Never tried to save my money,
Now I've got no place to go.

Met a little gal in Capetown,
Asked her to be my wife,
Told her I was tired of sailing,
Wanted to settle down for life.

Then I heard a whistle blowing,
Through the fog and rain,
Left that gal just standing there,
Never saw that gal again.

Listen to a seaman's story,
Don't forget the things I say,
My pocket book is empty,
And I'm shipping out today.

He Likes Taking It On the Chin



Outside of the Port O' Call, Jack Dempsey's restaurant is his favorite hangout whenever he hits NY, reports Seafarer Forrest C. King. Here King's getting a sample of the Marassa Mauler's left cross. Dempsey likes to talk about the SIO, King says, and also about the new film, the "Jack-Dempsey Story."

Hot Time On Steel Fabricator Leaves SIU Crewmen Boiling

Ever since the ship left New York for a Far East run, the crewmembers have been having a hot time aboard the Steel Fabricator (Isthmian). And, as a result, they're plenty hot under the collar. But both the crew and the Union are taking steps to see that that situation won't last for long.

According to reports from the crew, the ship's woes revolve around the chief mate's antics and a fantail awning that isn't there. And they have been revolving ever since the ship left New York on April 28.

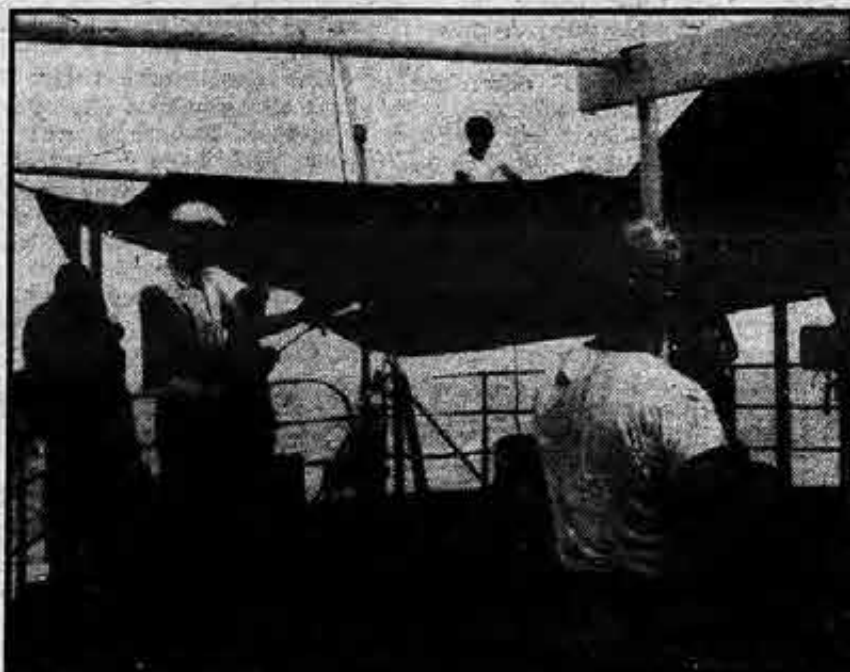
At that time, it seemed that all arrangements for providing the fantail awning had been taken care of, and that the awning would be put up as soon as the ship reached Beirut.

But the crew soon found out that this was not the case. The ship reached Beirut on May 11 and there was no awning. It proceeded on to Alexandria, the Suez Canal and Jeddah, and still there was no awning. Nor was there any awning as the ship went on through the Red Sea, the Indian Ocean, the Gulf of Oman and finally into the Persian Gulf.

Mate Doesn't Cooperate

By this time it was obvious to the crewmembers that the chief mate had no intention of cooperating with them. But when the ship reached Bandashapur, Iran, he finally did take steps to see that an awning was provided—after a fashion. He gave orders to get out "the oldest, dirtiest tarpaulin" and bring it aft, but not to start spreading it until after coffee time in the afternoon.

No attempt was made, the crew



Trying to secure old tarpaulin which they were ordered to use as fantail awning during Far East run, crewmembers aboard Isthmian's Steel Fabricator find it necessary to slit canvas in order to put in lines to make it fast. Tarp didn't stay that way.

reports, to sew up the rips in the tarpaulin, sweep the dirt off or hose it down, or insert grommets with which to make it fast. Instead, working hurriedly after the coffee time, the crew was able only to stretch out the tarp haphazardly and tie it down at the corners so that it could not possibly be expected to remain secure.

To get a decent awning, the crew had even offered to make one themselves, using a tarp for a base. And since there are three experienced sailing ship men aboard—as well as the necessary twine, sail needles, grommets and setting die—there was no good reason why this could not be done.

Because of the mate's actions, the crew is demanding that as soon as the ship hits the States again, the company provide them with a shoreside manufactured awning. It's expected that the patrolman will have a few words to say on the subject when the ship comes in.

See Immigration Before Landing

All ships in Puerto Rican ports must be cleared by the Immigration Inspectors before crewmembers can go ashore, the same as in Continental United States ports. Crewmembers should make sure that Immigration has finished its business before taking off. Otherwise the shipping company is subject to fines and the crewmember can be penalized accordingly.

Did You Know . . .

That it is supposed that the word "monkey" in monkey-wrench is a corruption of the proper name Moncke (pronounced Mun-ke)? There is a tradition that wrenches with moving jaws adjustable by a screw were first made by a London blacksmith named Charles Moncke and that the implements were originally called Moncke wrenches. Owing to popular ignorance as to the origin of the word, it was naturally corrupted into monkey, which is pronounced in nearly the same manner.

That no Union hall can accept delivery of any baggage where express charges have not been prepaid? Men who send baggage COD to Union halls face the prospect of having to go to a lot of trouble and red tape with the Railway Express Co. All COD baggage—regardless of the port—goes to the local express office, where it is held by the express company until claimed.

That the earth's water supply has had no appreciable change in quantity within historic time? Water is lost in the natural process of evaporation and replaced by the

consequent falling of rain, snow or hail. There are very few natural agencies on the earth which produce water by combining oxygen and hydrogen, or which decompose it into these elements. Consequently there is supposed to be about the same quantity of water on the earth today as there was 10,000 years ago.

That the American Automobile Association recommends that pedestrians for safety's sake keep to the left of on-coming traffic on highways and country roads where there are no sidewalks or paths? In other words, a person walking is advised to keep to the opposite side of the road from the vehicle going in the same direction. It is easier for the pedestrian to keep his eye on the vehicles coming toward him in front.

That a horse when either galloping or trotting has all four feet off the ground part of the time? This has been confirmed by photographs and moving pictures of horses in motion. The only exception to this is in what is known as the short trot, which really is not a trotting gait at all.

Lady Poet's Stockings Stray, But LOG Again Saves The Day

Even if you're not a Seafarer, it pays to be a reader of the SEAFARERS LOG. In fact, it's worth—well, at least the price of several pairs of good nylons. If you're a lady reader, that is.

We have this on the word of Marie Dwyer, a Brooklyn gal who, although not a Seafarer herself, is known to all Seafarers through her frequent contributions of poetry to the LOG.

Besides being a regular contributor, Marie is also a steady reader of the LOG, and it was this practice, she reports, which recently saved her the cost of the aforesaid nylons, as well as the cost of several other articles.

It seems that Marie took the LOG to work with her one day to read during her lunch hour. On the way home she stopped to make some purchases, including the nylons. Then, having a number of packages to carry, she slipped the LOG into the bag containing the nylons and took the subway home. When she got there, and looked over her packages, she discovered that she had left the bag of nylons on the train.

They Turn Up

Marie had given up all hope of ever reclaiming the vanished hosiery when, two days later, they were returned to her.

The SPORTS LINE

By Spike Marlin

For some time now people have been wondering out loud whether Rocky Marciano is really an outstanding champion. It's beginning to look more and more as if they will never find out. No heavy-weight champion within memory has suffered from lack of decent competition as much as the current titleholder.

On the face of it, Marciano has fought and beaten two considerable fighters, Joe Louis and Ezzard Charles. What the record books won't show is that he caught Louis long past the day when he should have hung up his gloves, and Charles a good three to four years after he had reached his peak as a fighter.

Far, Far Gone

Louis of course, was far, far gone when Marciano caught up with him, a clumsy, stumbling shadow of a fighter who had once been an engine of swift destruction. Charles was another who had passed his prime, but of course, he was in much better shape, comparatively speaking, than Louis. He had been campaigning actively and his reflexes stayed fresh longer, even though he had obviously lost some of his speed afoot.

This corner has been convinced

for a long time that both of these men could have taken Marciano in their salad days. Charles' fine showing against Marciano was added evidence to support that belief.

Meanwhile Marciano is undefeated professionally, with little ahead of him to worry about. The scene is devoid of challengers of any merit, although the promoters are working hard to build up a couple. One of them is Don Cockell, an Englishman who is unknown over here. He is being boomed on the basis of wins over Roland La Starza and Harry Matthews. A lot of people who saw the La Starza fight in England were convinced that Cockell got a home town decision. In either case Cockell showed nothing that would cause Marciano to lose as much as two minutes sleep.

The other "challenger" of course, is that ludicrous freak, "Hurricane" Jackson. His buildup came a cropper when he was outfoxed by Jimmy Slade, who was never more than a medium light-heavyweight. The "Hurricane" moved right back into the picture when he was given a set-up fight in Madison Square Garden with one Charley Norkus. The latter never even fought any heavyweight of moderate distinction, let alone beat anybody.

Now Jackson is to face another mediocre heavyweight, Nino Valdes. It he takes Valdes his management will begin trumpeting for a title fight. Valdes' ability is indicated by the fact that Harold Johnson, the light-heavyweight contender, spotted him 30 pounds and took every round from him.

Jackson and Marciano in the same ring might not be much of a boxing match but it would certainly be the biggest custard pie comedy act since Laurel and Hardy. The cause of scientific boxing would be set back at least 50 years.

Once past these two "challengers," such as they are, Marciano will have to dig hard to find any sort of competition. At the present rate, it could be that he would retire from the ring undefeated.

GALLEY CLEANINGS

The LOG opens this column as an exchange for stewards, cooks, bakers and others who'd like to share favored recipes, little-known cooking and baking hints, dishes with a national flavor and the like, suitable for shipboard and/or home use. Here's Raul M. Maitin's recipe for pizza pie.

In recent years beach crowds have had their palates tempted and challenged by a new taste treat which threatens the popularity of the traditional hot dog. Hawked from numerous stands and restaurants, it is the pizza or pizza pie.

It is originally an Italian dish, but there are those who have

sampled some so-called pizzas and claim it is the invention of some disgruntled plasterer's helper.

Raul M. Maitin, chief steward who has sailed with the SIU for the past 10 or 11 years, has found pizza pie to be a great coftime favorite on the ships he has sailed on.

The ingredients are as follows, but the talent lies in the baker's hands in handling the dough.

A good pizza mix is made of French dough, Maitin says. Take six pounds of flour, a quart of scalded water, two ounces of lard or butter, an ounce of salt and an ounce of yeast for your French dough mix.

The ingredients should be thoroughly mixed, but the dough

should remain very light. After this has been achieved the dough should be allowed to rise for about two hours.

After the dough has risen, it is rolled very thin to about the thickness of the pie crust and spread over two large size cake tins.

The surface of the dough is then lightly daubed with salad oil or olive oil. You then take two number two cans of tomatoes and spread them over the oiled surface of the dough. A half pound of grated cheese is then spread over the tomatoes followed by a pinch of black pepper and a pinch of marjoram.

Pizza pie is baked in a hot oven, about 500 degrees, for from 12 to 15 minutes and is served hot, cut in four inch squares.

Must Be Light Mix

Caution should be taken in preparing the dough, Maitin warns. It should be crisp but not hard. Yet it should not be dough-like. The secret lies in making a very light mix and allowing it to rise the proper length of time.

Gives Thanks To USPHS Staff

To the Editor:
Here I am just resting easy, getting ready to be discharged. After shipping out of New York, I was yanked off the vessel before the payoff and was put under doctor's care at the Staten Island hospital.

Due to illness in my family, I was shifted to the New Orleans hospital. I wanted to come home for a little rest, and I mean, brothers, I had a rest after being in and out of the Crescent City Marine Hospital during the past year.

During my stay in the hospital, I underwent four operations on the "breadbasket" and had nearly all of my stomach removed. One thing I must say is that all of the operations were a success. But, I was in a pretty bad stage for a while and had to have 14 blood transfusions.



Korolla

I want to thank all the members for the blood donations and I hope I can repay them for their help at some time. Down here in the hospital we have our own blood bank and any SIU Seafarer can get all the blood he needs. I think it would be a good idea if all SIU branches started blood banks wherever there is a marine hospital nearby.

I want to thank the doctors and the nurses that attended me during my operations and who were concerned in helping me pull through. So once again I say hats off to the doctors and the rest of the staff at the New Orleans Public Health Service hospital.

In the near future, I will be fit for duty and will be able to resume my livelihood by signing on some good SIU vessel. Until then, I will say "steady as she goes."

Duska "Spider" Korolla

~ ~ ~

Aid After Wife's Death Invaluable

To the Editor:
I am writing you this short letter, which I hope you will publish in the LOG, because I want to publicly express my appreciation for the fine service which the SIU Welfare Services Department gave me following the recent death of my wife, Henrietta.

I want particularly to express my thanks to Walter Siekmann, Director of Welfare Services, and to the members of his staff for helping me to rapidly straighten out several matters which arose following my wife's death.

John McWilliams

~ ~ ~

Reports German Shipping Busy

To the Editor:
I finally found time to drop you a line to tell you what's going on in this part of the world. Over here in Germany it's the paradise of the "shipping tycoons." Business is pretty good for guys who

LETTERS

Notes Death Of Former Shipmate

To the Editor:
It was with deepest regret that I read in the April 16 issue of the LOG of the death of Seafarer Henry A. Core, better known as "Aussie" by his many friends.

It was my privilege to be a shipmate with "Aussie" once, and a better shipmate or union brother I never sailed with. Henry A. Core served with the army in Korea even though he was not a US citizen at the time and had trouble getting his citizenship papers after he was discharged. I do not know if he ever got them.



Costlow

I would like to get the address of Henry A. Core's mother so that I might contact her. Is this possible?

I would appreciate your help in this matter.

C. G. Costlow

(Ed. note: The information you requested is on its way.)

Welfare Services Gets Him Action

To the Editor:
I would like the membership to know how fine the Welfare Services Department of the Union is.

I had a beef on collecting my maintenance and cure money from the Puerto Rico Marine Corp. after getting out of the hospital. I got the run-around and that did not help me feed my wife and kids. Also, for three weeks after I got out of the hospital the doctor would not let me ship out as I was not well enough to work.

After getting the run-around from the company, I wrote to the Welfare Services Department and told them the whole story. Two days later the company paid off like a slot machine.

So, if any member who reads this has any trouble like this, don't argue with the company. Just sit down and write to the Welfare Department right away. That's the way to get results.

Thomas M. Collins

Beware Of Co. Spies If Injured

To the Editor:
A few lines to let you all know how much I appreciate being a part of the SIU. Just spent a year of being in and out of the marine hospital after an accident on the good ship Stony Point.

I feel that I must thank Walter Siekmann for his skillful guidance in regards to getting my maintenance and cure straightened out and collecting my unearned salary which I received in full.

I also wish to thank Toby Flynn and Al Thompson for their help

while in the hospital. Without the Union behind me, I'm sure I would have been behind the eight ball. Thanks a lot brothers.

By the way, boys, if anyone has an accident on board ship, remember to keep your mouth shut. This also is a good idea when you are in the hospital or in a bar or restaurant.

One good reason being, if you have a case against a company the insurance inspectors will check your past history very closely. After all, they are only doing their job, granted, but what happened to me reads more like fiction than fact.

I will say no more, brothers, but if you have a case, be very careful of the company you keep.

Christopher McBrien

~ ~ ~

Army Training Really Rugged

To the Editor:
I was inducted into the Army in Honolulu, Hawaii, after paying off the Steel Artisan. I am now stationed at the Hawaiian Infantry Training Center, at Schofield Barracks on Oahu.

I have always deeply appreciated being a Seafarer, but I never realized how lucky I was to have been a member of our fine SIU. Hawaii is a fine place and Schofield Barracks is supposed to be the finest and toughest infantry center in the Army. They really run you ragged here.

I get down to Honolulu once in a while on pass. Every time I walk along the waterfront and see the SIU ships at the dock, I long for the life I have been forced to leave behind.

I would appreciate it if you would send the LOG to me at my new address. I want to keep in touch with Union activities and what's doing with my many friends in the SIU. When I have time (time is strictly rationed around here) I will write to the LOG and recite some of the woes of Army life for the benefit of the membership.

Michael J. Carlin

~ ~ ~

LOG Popular On West Coast

To the Editor:
Please be good enough to put me on your mailing list. As it is, I'm not always able to pick up a copy of the SEAFARERS LOG.

I work part time as a cashier in the San Francisco hall, but your wonderful paper goes like hot cakes and leaves me empty handed a lot of times. My husband loves to read it to know what's cooking.

Judy Oliver!

Claims Courtesy Goes A Long Way

To the Editor:
I would hereby like to sound off on a subject which can mean a whole lot to our organization when it comes to contract renewals and the signing up of new companies. The subject I have in mind is courtesy. Some wise man once said, "Opportunity knocks but once." In my own humble estimation, courtesy opens that door. It costs nothing and it does the most good, just as a smile does.

I don't mean the grandstand or showoff kind of courtesy, I mean the instinctive kind which comes from the heart and from practice. The kind which gets to be a habit and stems from a sense of consideration.

Courtesy is the weapon of the diplomat. It wins wars without bloodshed and gives that "noble feeling" to the one that grants it. Courtesy, and pardon me if I keep repeating myself, is like coffee time, overtime, and the payoff all rolled in one. It's never out of style. For instance, to knock on a door before entering—that's courtesy. Or, to take one's cap off upon stepping over the threshold. Respect for authority such as giving the Old Man a big Sir, the pilot a Mister Pilot or the mate a Mister Mate in answering them, that's courtesy.

These things we don't put down on our overtime sheets, but believe me, brother, when I say they pay off. Did you ever to stop to think of what headaches and distractions and just plain hell some people go through just to earn the privilege of human dignity?

Here in this great country, we consider it as our just heritage. Let's not take these things for granted. Let's grant these "investments in the future" willingly and with no feeling of self-consciousness or inferiority. Try it and find out for yourself that in granting the concession of courtesy you are making no mistake.

C. L. "Bud" Cousins

~ ~ ~

Wants Outdoor Shipping Hall

To the Editor:
I have a good suggestion to make in regard to the headquarters building. One day when I was there it was nice and sunny and I noticed quite a few of the seamen there sitting on the benches in the parking lot next to the hiring hall.

Why not have the roof of the building converted into a sundeck where the seamen can get themselves a nice suntan and relax on beach chairs while registered at the hall for a ship. A loudspeaker could also be installed on the roof for any shipping that comes up and also have a fence installed on the edges so no one can fall off.

Joseph Olinski

Burly



The Last Laugh



By Bernard Seaman

... DIGEST of SHIPS' MEETINGS ...

FORT HOSKINS (Cities Service), June 6—Chairman, K. Hellman; Secretary, Daniel Brock. Repair list will be submitted by the ship's delegate to the patrolman, and he will be requested to take necessary action on this. Contributions for the ship's fund will be taken up at the pay-off. One man missed ship in Baton Rouge. Crew was asked to help keep the messroom clean. Crewmembers were asked to discontinue throwing cigarette butts on deck, in heads and in passageways.

DEL MUNDO (Mississippi), June 6—Chairman, Stanley Ruzyski; Secretary, J. L. Chastain. A few stores, but not enough, were bought in Santos. Ship is not properly stored for 70 days. Discussion was held and recommendations were made on this. Chief electrician will check on the ship's radio. Steward should check stores item for item, regardless of whether or not the ship is held up. Repair list was turned in.

CANTIGNY (Cities Service), June 21—Chairman, V. Kickerillo; Secretary, A. W. Phillips. Questions on the coke machine will be referred to the port steward. Two men missed ship. There was a discussion on the lack of seasonal fresh fruit and vegetables aboard, as per contract. Letter will be sent to headquarters. There was a question on the new mattresses.

HASTINGS (Waterman), June 5—Chairman, L. Thomas; Secretary, J. Wells. Larry Blondo was elected ship's delegate and deck delegate; E. M. Villapoi, engine delegate; B. Buester, steward delegate. Repair list was taken care of. There was

disputed OT for delayed sailing from Tampa.

DE SOTO (Waterman), May 10—Chairman, Max Byers; Secretary, Phil Reyes. Everything is in good order. Repair suggestions should be turned over to department delegates before the payoff. A few OT beefs will be clarified when the patrolman boards the ship. Crew should buy an iron. Steward offered the crew an iron and asked them to return it when they are through. Crewmembers will donate at least \$1 apiece to rent a ship's film. Steward and his department got a vote of thanks for the fine food. It was agreed that each member donate \$1 to the ship's fund and that a raffle be held every trip, using an article from the ship's slopchest for prize. When the ship's fund has been built up enough, a television set will be bought.

FAIRISLE (Waterman), June 19—Chairman, W. Blanton; Secretary, E. Davis. The ship's delegate saw the captain about lifting log on men. Captain refused but suggested that if log was lifted the money should go for radio in crew mess. The crew was asked not to talk too much around the mate or the engineer on watch as it all gets back to the captain. All hands were asked to strip their bunks and turn in the keys for the rooms.

ANTINOUS (Waterman), June 20—Chairman, Bill Varn, Jr.; Secretary, Ed Callahan. Ship's delegate was elected. Suggestion was made to get repair lists from Ed Callahan, new ship's delegate. Treasurer reported \$25.50 in the ship's fund. Discussion on repair list to be taken up with chief mate. Gangway watch in all ports to keep outsiders from using passageways and scuttlebutts, especially longshoremen. Suggestion to have ship's delegate call hall for clarification on gangway watch men.

EXCELLO (Exello), June 16—Chairman, Joe Le Blanc; Secretary, Clarence Edwards. Ralph Smith elected by acclamation as union representative to handle all business between union and ship's personnel. Everything running smoothly aboard ship and no beefs were reported. All hands looking forward to having a contract by the time of arrival in New Haven. A brief explanation of union procedure was given on how meetings are conducted.

ALCOA ROAMER (Alcoa), May 8—Chairman, Mike Manning; Secretary, Frank Verner. Motions made and carried that the rooms and passageways should be sougeed after discharge of bulk cargo in Norfolk; that the ship's delegate be given authority to draft men to help write letters to congressmen for the



whole crew. Letters should protest the closing of USPHS hospitals, and each man should write his own letter; and keep door closed while handling bulk cargo. Suggestion that all cups and glasses taken from messhall be returned after use.

June 8—Chairman, Brother F. Reid; Secretary, W. Edwards. Letters have been received from congressmen in regard to the closing of USPHS hospitals. All rooms sougeed out this trip with the exception of the steward department which is to be done next trip.

STEEL ROVER (Isthmian), June 13—Chairman, W. Bates; Secretary, T. Ullisse. There is a total of \$1.90 in the ship's fund. TV set repaired in Honolulu. No beefs reported.

ALCOA PATRIOT (Alcoa), May 29—Chairman, Leon Kyser; Secretary, J. Aloysius Ryan. Ship's treasurer at the end of the last trip reported \$9.78 in the ship's fund, in addition to arrival pool donation which amounted to \$15. Bingo games \$2.25 and donations on payoff \$6.04. Total in ship's fund at present \$31.05. The crew wishes to give Brother James Harvey Thompson and Leon Kyser a hearty vote for sponsoring bingo games and taking care of the money collected. The steward's department was also given a vote of thanks for the fine chow and service given to all.

ALCOA PILGRIM (Alcoa), May 30—Chairman, Parker; Secretary, Graham. Purpose of this special meeting was to

notify office in US by telegrams of deceased brother. General discussion of notifying relations for disposal of body and effects. Crew made collection and sent telegram.

May 22—Chairman, Robert H. Graham; Secretary, D. L. Parker. Ship's delegate reported everything running smoothly with no beefs. Ship's crew well satisfied with conditions aboard.

June 6—Chairman, Robert C. Drain; Secretary, D. L. Parker. Motion made and carried that each man contribute \$1 for a floral wreath for deceased brother Adkins who passed away on this trip. Clean up men would like to get a hose so they can keep the passageways clean.

ALCOA PATRIOT (Alcoa), June 12—Chairman, Milton C. Robinson; Secretary, C. Crabtree. Men leaving ship to pay for pants ordered in Mayaguez, Puerto Rico. There is a total of \$37.45 in the ship's fund and there will be another arrival pool in Mobile which will increase ship's fund to a comparatively good size. Keep laundry clean at all times. Crew was asked to return cups and glasses to pantry when finished with them. A hearty vote of thanks was given to the steward's department.

CHICKASAW (Waterman), May 29—Chairman, Chuck Mulloy; Secretary, A. Danno. Ship's delegate reported everything on board running smoothly. Delegate spoke on discrepancy in last trip's payoff. Ship's delegate also explained to crew that he had made arrangements with master so that men could get cigarettes at cost. Slopchest was discussed. One Brother spoke on food situation.

PELICAN MARINER (Bloomfield), May 8—Chairman, Nels Larson; Secretary, M. Ashleigh. A special meeting was held and the subject of the meeting was cooperation of crewmembers during present



four shortage. Brother Larson explained to members that owing to beefs and continuous interference from captain on down, the steward has become ill, bordering on a nervous breakdown; that the steward has been under medical care since leaving Pusan, but has not responded to treatment prescribed by doctors. Also the steward claimed the captain ordered him to lock all boxes and storerooms and to dole out food as needed. This necessitated his being on call from early morning to late at night. The coffee shortage was also discussed and the captain was requested to come down and clarify the situation. Deck delegate requested all members work together and put a stop to the constant bickering amongst themselves and, thereby, help alleviate the tension that prevails on board the vessel. All members were in accord that they were satisfied and pleased with the efforts of all the delegates and the conclusions derived from their efforts.

KYSKA (Waterman), June 12—Chairman, F. Arana; Secretary, Albert De Forest. Ship's delegate asked that linen be turned in for laundry at end of voyage. Suggested that repair list be read and discussed at good and welfare. Motion made and carried that the stores list be checked with the next steward and any shortages discovered should be taken up with the patrolman before sailing. Repair list read and discussed; some repairs have been made already. The ship's delegate was asked to check with captain and try to have more items in the slop chest. Steward claims he has put in a very complete order and will give a copy to the ship's delegate to check when stores are delivered for next voyage.

GREECE VICTORY (South Atlantic), June 13—Chairman, Pat Ryan; Secretary, H. Krohn. R. McDavitt talked to the

Puzzle Answer

ALL	OCEAN	SEA			
SEE	NORTH	ARM			
HONDURAS	WARP				
GASES	AAR				
GAT	DERRY	BA			
ASHES	SIU	MUD			
SPELLS	ABOARD				
PEN	OUT	AGREE			
EN	COPRA	IND			
	TAP	ELECT			
PORT	VACATION				
ALI	DIDOS	MAN			
PEP	RESAT	ERE			

Quiz Answers

- (1) Stalactites hang from the roof of a cave. Stalagmites are formed on the floor of a cave. Both are icicle formations.
- (2) (b) Piano.
- (3) (d) Pittsburgh.
- (4) 20.
- (5) The Salvation Army.
- (6) (a) Boston (American), over Pittsburgh, in 1903.
- (7) Augusta, Maine.
- (8) 12.
- (9) (d) Mercury.
- (10) Nathan Hale.

members and asked them to behave and not have any fights like the previous trip. He will see that ship gets a library from the Union. Motion made and carried that crew back up steward on any orders he puts in for food or anything that pertains to the welfare of the men on board. Ship's delegate to contact hall in New York about slopchest on ship. All repairs checked and turned over to the delegate. Steward to check all ship's stores promptly on arrival to see that captain does not cut order. Each department to rotate in cleaning laundry and recreation room, and crew to help keep clear at all times.

MAIDEN CREEK (Waterman), June 6—Chairman, Bernard Kiefer; Secretary, H. Stessel, Jr. Deck delegate reported beef on water fountain which has been cleaned up. One man jumped ship one half hour



before sailing. Suggestion made to boycott Camel cigarettes because they are not union made; membership 100 percent in accord. Ship's delegate to get St. Francis' library and take same back aft. Brother Swayne suggested that all hands carry out cups and dishes from messhall and help keep tables clear.

SEACOMET (Seafarers), May 30—Chairman, Paul Arthofer; Secretary, Frank P. Votto. The question of firing saloon messman will be taken to port agent in Seattle. Deck delegate reported that one man was put ashore at anchorage in San Francisco.

PENINSULAR MARINER (Bloomfield), June 12—Chairman, Butts; Secretary, C. J. Nail. Ship's delegate reported several complaints coming to him which will have to be straightened out with shore patrolman. A vote was made that every one should wear proper clothes in messhall during meal times, and bathing trunks and undershirts would not be considered proper. There was a discussion about the cooking and it was suggested that the cooks get together and turn out some good dishes. There was a lot of discussion about the electricians being given a hard time by the chief engineer.

WILLIAM CARRUTH (Transfuel), April 16—Chairman, B. Agol; Secretary, Frank Sullivan. Ship's delegate asked that all repair lists from all three departments be turned in before the ship arrives in port. Vote of thanks given to the steward, Frank Cullison and the chief cook, F. J. Fletcher and to the entire steward's department for a job well done.

TROJAN SEAMAN (Troy), May 9—Chairman, Chester Jowers; Secretary, Hugh W. Eatherton. Minor repairs have been made and other repairs were not made because of ship not going to shipyard where same repairs were to be taken care of. The crew was cautioned about leaving the washing machine unclean. Steward requested to break out cots, also to obtain fresh stores in next

port. Cots not to be left on deck after use.

LONE JACK (Cities Service), May 17—Chairman, David B. Albright; Secretary, Edward S. Gravin. Repair list was turned in and work started. There is a reported \$18.17 in the ship's fund. The steward department offers thanks to the crew for being prompt at eating meals and, thereby, their job is easier in galley over the hot stove.

May 29—Chairman, James P. Phillips; Secretary, Edward S. Gravin. Ship's delegate reported that two men are being fired. Crewmembers were asked to turn off power on washing machine when not in use.

MAE (Bull), May 30—Chairman, Sid Berger; Secretary, R. M. Hammond. At the present there is \$22.14 in the ship's fund. Expenses were accounted for and found accurate. Suggestion made to pay for dogs hospital bill out of ship's fund. Port passage to have decks scraped as well as the section in the crew's messroom in front of the doors. Ring and bags to be ordered this trip by steward and urn is to be used to make coffee for breakfast and coffee time. Port and starboard ladders to be scraped.

PAOLI (Cities Service), June 6—Chairman, Mike Rossi; Secretary, Leroy D. Pierson. Delegates reported everything running smoothly. Motion made and carried that ship's delegate see chief engineer about bad taste of water in drinking fountain. Chief cook sick with skin disease on hands and steward agreed to put him on another job until well. Anyone else having this skin infection will stay out of the galley and will not handle any food. All bunks checked at shipyard. Suggestion made to have sufficient linen and dishes on board before trip and to have men read directions on washing machine before using. Members were asked to put butts in ash trays instead of on deck in mess and recreation rooms.

TROJAN SEAMAN (Troy), June 6—Chairman, Chester Jowers; Secretary, Hugh W. Eatherton. Washing machine not draining properly but will be taken care of immediately. Delegates were instructed to make up repair lists. Steward promised to cooperate in getting a better quality of fresh fruit and a change in variety of foods. Crew suggested that repair lists be checked more thoroughly and definitely insist on repairs being made.

NOTICES

Herman Ghuste
Lloyd Raynor

Please pick up your gear at New York Headquarters.

Aubry L. Sargent

Your discharge from the Steel Traveler dated 1/5/54 is being held in the SEAFARERS LOG office at SIU headquarters.

Scholarship Fulfills Seven-Year Dream

(Continued from page 7)
graduate year-book ever published at Sparrows Point.

Pet Project

The yearbook, "Pointer Memories," was a pet project and took up many of his after-class hours and a lot of those in between. He acknowledged that his interest in it grew out of the fact that all the other schools he had attended had published year-books and that when he finally was due to graduate his own school didn't have one.

Accordingly, Simpson promoted the idea among the senior students and developed enough support to approach school authorities on the subject and get the publication rolling. By all accounts, it was a huge success.

After graduation, when he found he was unable to enroll at Stanford, he began planning how to raise the necessary cash in order to enter college later. A tugboat skipper he knew in Baltimore advised him to try and earn his way by going to sea.

Recalling the experiences his two cousins had while sailing during the war, even though one of them, sailing with the SUP, was killed on his second trip out, he decided to try it. Before long he was sailing with Ore Line, Calmar and other SIU outfits out of Baltimore, and later from the West Coast, where his family lives now, at Riverbank, Calif.

He's been all over the world, a

couple of times around since 1948, but never could put away enough to get him into school. Missionary pay being what it is, most of his leftover cash went to help out his folks and the younger kids at home. But classes start in the fall, and he'll be there this time.

PHS Gets \$33 Million

(Continued from page 3)

Administration request and then sent it on to the Senate where it was passed in the same manner.

While the \$110,000 cut from last year is considerable, it is far smaller than the cut of over a million that was made two years ago. That cut forced the closing of the Fort Stanton hospital. Previously, the Mobile hospital had been compelled to shut its doors for lack of funds.

Although the fight for this year's appropriation has been won, it is expected that the attempt to shut down the Public Health Service hospitals will be resumed next year. Since the end of World War II the scope of the hospital service has been reduced, year by year, and no doubt there will be more political battles on this score.

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

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

NAME

STREET ADDRESS

CITY ZONE STATE

Signed

TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:

ADDRESS

CITY ZONE STATE

Special List Still Proves Useful

The value of self-administration of a Welfare Plan was never better illustrated than by the existence of the SIU special list. Today, over four years after the operators and the Union first signed for a Welfare Plan, six Seafarers at the Manhattan Beach USPHS hospital are still receiving their hospital benefits, in addition to a number of other Seafarers in other hospitals.

The special list was set up when

Union Has Cable Address

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

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

the Welfare Plan first began, to take care of those Seafarers who were already in the hospital at the time and couldn't qualify for benefits because they hadn't been on a ship after payments to the Plan got started. At the beginning, the special list numbered over a hundred men but since then of course, it has dwindled as Seafarers were discharged from the hospital or passed away.

If the Welfare Plan had been handled through an insurance company, it would have been impossible to set up a special list, because no company would underwrite benefits for any employee for whom no insurance payments had been made.

The "hard core" of the special list has always been the long term TB patients. The six men on the list at Manhattan Beach, John Driscoll, Vic Milazzo, James Lawlor, Archibald McGuigan, Frederick Landry, and John Keenan. Not a single one among them would have never received a cent under any insurance company plan, but have been getting regular benefits all along under the SIU's self-administered Welfare Plan.

Of course, other long-term hospitalized Seafarers not on the special list who were eligible for benefits under the sea-time requirements of the Plan are receiving their weekly benefits for as long as needed.

RECENT ARRIVALS

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

↓ ↓ ↓
Juan Eugenio Gonzales, born May 28, 1954. Parents, Mr. and Mrs. Gilberto Gonzales, 133 Baltic Street, Brooklyn, New York.

↓ ↓ ↓
Laura Jean Leavy, born June 5, 1954. Parents, Mr. and Mrs. Robert N. Leavy, 130-22 125th Street, South Ozone Park, LI, New York.

↓ ↓ ↓
Arden Karl Haigley, born May 26, 1954. Parents, Mr. and Mrs. Arden H. Haigley, 2421 Lakeview Avenue, Baltimore, Maryland.

↓ ↓ ↓
Carolyn Jeanette Clark, born June 6, 1954. Parents, Mr. and Mrs. Terrill G. Clark, Route 5, Box 85-A, Springhill, Ala.

↓ ↓ ↓
Louis Charles Abrams, born

June 1, 1954. Parents, Mr. and Mrs. Benjamin B. Abrams, 2723 South 71st Street, Philadelphia, Pa.

↓ ↓ ↓
Donald Anthony Fisher, born May 18, 1954. Parents, Mr. and Mrs. Donald K. Fisher, 3522 Woodmour Road, Baltimore, Maryland.

↓ ↓ ↓
Peter Francis Cash, born June 5, 1954. Parents, Mr. and Mrs. Joseph S. Cash, 75 Temple Avenue, Winthrop 52, Mass.

↓ ↓ ↓
Renee Isabel Cardoza, born May 28, 1954. Parents, Mr. and Mrs. Jose Santos Cardoza, 1430 N. Second Street, Philadelphia, Pa.

↓ ↓ ↓
Brenda Sue Hanners, born May 14, 1954. Parents, Mr. and Mrs. Charles Hanners, Route 2, Box 311, Panama City, Fla.

↓ ↓ ↓
Barbara Faye Rushing, born June

2, 1954. Parents, Mr. and Mrs. Clifford A. Rushing, PO Box No. 126, Covington, La.

↓ ↓ ↓
Rhonda Rae Snior, born June 15, 1954. Parents, Mr. and Mrs. Raymond C. Snior, 203 Power Avenue, Seattle, Washington.

↓ ↓ ↓
Roland Oliver Crews, born May 28, 1954. Parents, Mr. and Mrs. Oliver Crews, 1716 E. 24th Street, Jacksonville, Fla.

↓ ↓ ↓
Leon Joseph Campell, born June 3, 1954. Parents, Mr. and Mrs. Solomon Campell, 4611 Nighthart Street, New Orleans, La.

↓ ↓ ↓
John Joseph Schiavone, born June 8, 1954. Parents, Mr. and Mrs. Stefano Schiavone, 40 Mystic Avenue, Medford 55, Mass.

↓ ↓ ↓
Debra Arlene Mignano, born June 10, 1954. Parents, Mr. and Mrs. Benjamin Mignano, 349 Fifth Avenue, Brooklyn, NY.

↓ ↓ ↓
Kathryn Mary Olen, born June 16, 1954. Parents, Mr. and Mrs. Nikodem Olen, 522 Fifth Street, Brooklyn, NY.

↓ ↓ ↓
Glenn Anthony Fletcher, born June 13, 1954. Parents, Mr. and Mrs. Ferdinand J. Fletcher, 229½ 42nd Place, Los Angeles, California.

in the HOSPITALS

The following list contains the names of hospitalized Seafarers who are being taken care of by cash benefits from the SIU Welfare Plan. While the Plan aids them financially, all of these men would welcome mail and visits from friends and shipmates to pass away the long days and weeks in a hospital bed. USPHS hospitals allow plenty of time for visitors. If you're ashore and you see a friend's name on the list, drop in for a visit. It will be most welcome.

USPHS HOSPITAL NEW ORLEANS, LA.
 Samuel A. Bailey
 Charles E. Brady
 William R. Burch
 Charles Burton
 Owen Butler
 McKenley Campbell
 S. Carregal
 P. B. Cogley
 S. Cope
 Clarence Crevier
 Joseph H. Darce
 Ernest Deshotelis
 Gordon R. Dolan
 T. J. Donaldson
 Eric R. Eklund
 Ragnar A. Ericson
 Thomas Fields
 Nathan Gardner
 Frank Gibas
 Henry L. Gillot
 Jack H. G'esson
 John L. Hinton
 Lyle Hipp
 E. G. Knapp
 D. Korotia

VA HOSPITAL PALO ALTO, CAL.
 Harry W. Kight

USPHS HOSPITAL SAN FRANCISCO, CAL.
 Simon Bunda
 Henry Childs
 Ho Yee Choe
 Olav Gustavsen
 George H. Leary
 C. J. Neumaier

USPHS HOSPITAL SEATTLE, WASHINGTON
 Yue King Fah
 William A. Gaddy
 Floyd L. Jarvis
 Sverre Johannessen
 Stanley Kurtish

USPHS HOSPITAL NORFOLK, VA.
 Norman Cohen
 Joseph McAndrew

USPHS HOSPITAL GALVESTON, TEXAS
 C. Barboza
 William Bargone
 James H. Brandon
 Curtis G. Decker
 Tomas Gutierrez
 Alfred A. Hancock
 Calvin C. Lassiter

USPHS HOSPITAL MOBILE, ALABAMA
 Dawson Perry

USPHS HOSPITAL BALTIMORE, MD.
 T. L. Ankerson
 Alexis Benkori
 Algot Bogren
 Lorenzo Brigda
 Jessie A. Clarke
 Robert Cooper
 James R. Dodson
 Richard Foust
 Otis H. Harden
 William Kenny
 Robert Lambert

USPHS HOSPITAL BOSTON, MASS.
 Frank Alasavich
 J. A. McFerren
 J. H. Penswick

USPHS HOSPITAL SAVANNAH, GA.
 W. C. Bedgood
 B. Blanchard
 Paul B. Bland
 James Bush
 Lucius A. DeWitt
 Robert J. Fagler
 Herman C. Kemp

USPHS HOSPITAL STATEN ISLAND, NY
 Isaak Bouzim
 John E. Brady
 John J. Brennan
 Charles Cantwell
 Wayne Collard
 Henry Currier
 Domingo Diaz
 Eddie Driggers
 Amedeo Fedele
 Andrew Franklin
 David S. Furman
 Estell Godfrey
 Einar A. Hansen
 Joseph Hoffman
 Samuel Howard
 Vincent Jones
 James McDevitt

HUNTS POINT HOSPITAL BRONX, NY
 H. L. Alexander

KINGS COUNTY HOSPITAL BROOKLYN, NY
 Boje Nielsen

USPHS HOSPITAL MANHATTAN BEACH, NY
 Percy Allred
 Fortunato Bacomo
 Claude Blanks
 Robert L. Booker
 Thomas Bryant
 Joseph G. Carr
 Har Chong
 John Driscoll
 M. W. Gardiner
 Bart Guranick
 John Haas
 Thomas Isaaksen
 John Keenan
 Ludwig Kristiansen
 Frederick Landry
 James J. Lawlor

USPHS HOSPITAL MANHATTAN BEACH, NY
 Kaarel Leetmaa
 James R. Lewis
 Francis Lynch
 Joseph D. McGraw
 Archibald McGuigan
 David McIlreath
 Frank Mackey
 Vic Milazzo
 Boje Nielsen
 George Shumaker
 Robert Sizemore
 Ernest Smallwood
 Henry E. Smith
 Henry Tuttle
 Renato Villata
 Virgil Wilmoth

Suzie Steals The Spotlight



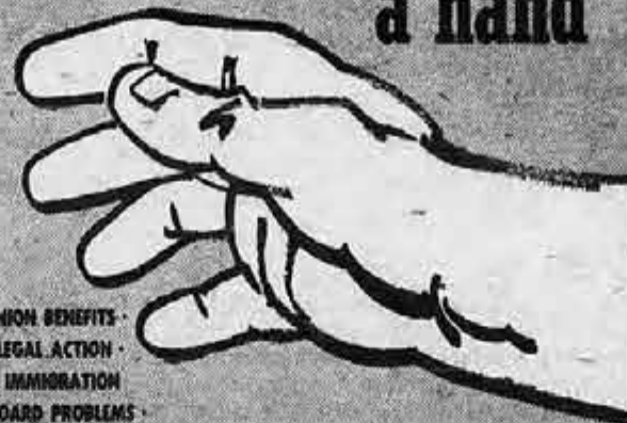
Recent arrival Amy Lee De Poo (right) sleeps off all the excitement while Suzie, now 16 months old, basks in the floodlights as an SIU Welfare Services representative delivers a \$200 maternity benefit and \$25 bond for Amy, born May 28, 1954, to Mr. and Mrs. John De Poo of New York City. Suzie qualified her dad, formerly on the Hoosier Mariner (Isthmian), for the \$200 benefit when she arrived back on March 9, 1953.

Sign Checks Right Away

Seafarers who purchase travelers checks, either through the Union in the ports of New York and Baltimore or from any other source, are advised to take advantage of the protective feature of the checks by making sure they sign the checks on the spot at the time they buy them. The safety feature of travelers checks calls for the purchaser to sign them at the time he buys them and then again when cashing them to enable a comparison between the two signatures as a guard against forgery, theft or loss. Failure to sign them at the time of purchase is a waste of the protective feature for which the check fee is paid, according to the SIU Sea Chest, which sells travelers checks as a service to the membership in New York and Baltimore.



When you need a hand



DISTRIBUTION OF UNION BENEFITS
 FAMILY MATTERS - LEGAL ACTION
 FINANCIAL ADVICE - IMMIGRATION
 MATTERS - DRAFT BOARD PROBLEMS
 COAST GUARD MATTERS - UNEMPLOYMENT
 INSURANCE - SOCIAL SECURITY - HOUSING
 MAINTENANCE ENFORCEMENT - ALLOTMENTS
 REPATRIATION - AND PERSONAL PROBLEMS

THE
SIU
 WELFARE
 SERVICES
 DEPARTMENT

YOUR PROBLEM IS OUR BUSINESS

SEEIN' THE SEAFARERS

With WALTER SIEKMANN



(News about men in the hospitals and Seafarers receiving SIU Welfare Benefits will be carried in this column. It is written by Seafarer Walter Siekmann based on items of interest turned up while he makes his rounds in his post as Director of Welfare Services.)

All the boys in the hospitals, like everyone else in the Union for that matter, were certainly happy to hear that Congress has passed the hospital budget for 1954. This was a long, tough fight ever since the Government started talking last fall about closing down the hospitals altogether and you fellows who have been writing letters to your Senators and Representatives certainly helped your Union a great deal on this issue.



Among the Seafarers recently admitted to Staten Island who are benefiting from the fact that the hospitals will stay open is Stephen Zavadoson of the Seatrain Georgia. Zavadoson was an AB on that ship and is now under observation. Seafarer Herbert Libby from down east in Maine is in for an unusual complaint—his tonsils have been bothering him. Herb is one of the former Atlantic tankermen now sailing with the SIU. He came off the Steel Traveler.



Libby

Harry Morton, who was chief cook on the Binghamton Victory is another patient at the hospital. A back injury popped up and laid him low. Joseph Hoffman of Tampa, Florida, came off the Christine and went into the hospital for observation.

A case of rheumatic fever put Arthur Shaw off the Yorkmar into drydock for a while. Shaw comes from nearby New Jersey. Amadeo Fedele off The Cabins is being treated for stomach trouble. Fedele was night cook and baker on the Mathiasen tanker. Dave Furman, who was last steward on the Elizabeth, is in for quite a spell for observation and treatment.

Finger Operation

Now up and around headquarters again after a finger operation is Seafarer George Rourke, deck maintenance on the Afoundria his last trip out. Rourke hails from Holyoke, Massachusetts. A balky appendix put Eustace McDavid of Crawford, New Jersey, flat on his back. He had been messman on the Steel Executive.

Bosun Kaare Sivertsen of the Andrew Jackson had to call a halt and report to the hospital when he suffered a hernia aboard the ship, while Wayne Collard of the Steel Maker had to be hospitalized after he injured his foot ashore.



Rourke

Others in layup at the present time include Jacobus Huisman, oiler, off the Logans Fort with an elbow injury, Samuel Howard, utility mess off the Wild Ranger, and Isak Bouzin of Chicago who was last on the Gateway City as wiper.

Who Gets SIU Benefits?

Hospital:

Any Seafarer hospitalized as an inpatient for at least one week is entitled to a weekly benefit of \$15 for the full duration of his hospitalization, providing he has worked a minimum of one day aboard an SIU-contracted vessel in the previous 12 months.

Maternity:

Any Seafarer who has become a father since April 1, 1952, can receive the \$200 maternity benefit payment, plus the Union's gift of a \$25 US Treasury Bond for the child. A copy of the marriage certificate and birth certificate is required. If possible, a discharge from his last ship should be enclosed. Duplicate payments and bonds will be given in cases of multiple births.

Disability:

Any totally disabled Seafarer, regardless of age, who has seven years seetime with companies participating in the Welfare Plan, is eligible for the \$25 weekly disability benefit for as long as he is totally unable to work.

Death:

Every Seafarer is provided a \$2,500 death benefit, which he can make payable to whomever he chooses, whether related to him or not. The Seafarer must have worked a minimum of one day aboard an SIU-contracted vessel during the 12 months prior to his death. Beneficiary cards are available at all SIU halls. The beneficiary may be changed at any time.

Scholarship:

Four college scholarships worth a total of \$6,000 each are awarded each year to qualified Seafarers under 35 years old or the children of Seafarers who meet the educational requirements. Each scholarship provides a full four-year course of study and may be used at any college or university chosen by the scholarship student. All candidates must take the standard College Entrance Board examinations given during the year prior to beginning their college study, and present discharges showing three years' seetime for a parent or for themselves, in the case of Seafarers under 35. Children of deceased Seafarers having three years' seetime are also eligible.

Applications and queries on unusual situations should be sent to the Union Welfare Trustees, c/o SIU Headquarters, 675 Fourth Ave., Brooklyn 32, NY.

Disabled Men Collect \$ At HQ



Seafarer Thor Thorsen goes through process of collecting disability benefit from Welfare Services Representative Toby Flynn. Awaiting their turn are five other SIU veterans (left to right), Ernst Eklund, Burton Frazer, Edward Hansen, Alex Dudde and Samuel Gordon.

Six old-time SIU members now on the disability benefits list all showed up at the same time in headquarters last week to collect their \$25 weekly benefit from the SIU Welfare Services Department.

The six men, Thor Thorsen, Samuel Gordon, Alex Dudde, Edward Hansen, Burton Frazer and Ernst Eklund, are a few of the 35 Seafarers currently receiving the weekly benefit paid to men who are no longer able to work for a living. Seven other Seafarers who were originally on the list have since passed away.

This is the largest number of Seafarers receiving the benefit since the plan was instituted a little over two years ago.

Attended Meeting

All of the disabled Seafarers who showed up Wednesday were at headquarters to attend the regular SIU membership meeting which they make a point of making when they are feeling well enough to attend. Several other Seafarers in the New York area on the list, who are unable to travel because of their health, get their checks via the mails each week.

For those men on the list who are over 65, the \$25 weekly benefit plus Social Security payments of up to \$85 a month for single men means they take home considerably more in benefits than they earned as active seamen before the SIU was founded less than 16 years ago.

Actually, there are a number of Seafarers under 65 receiving the benefit because benefits are paid to Seafarers at any age who are no longer able to work because of illness or injury. Seafarers who have seven years of seetime with SIU-contracted companies are eligible to get on the disability benefits list.

Seafarer Got Back Home The 'Long Way Around'

A Seafarer who injured his arm while on a ship and then had to take a month and ten day tour of the Mediterranean before he could get home is now finally receiving long-de-

layed medical treatment. However, if prompt repatriation had been arranged by the company's agents, chances are that he would be back at work again instead of having to face a lengthy stay on the beach.

Seafarer Roland Roxbury was the victim of these circumstances which could possibly have been avoided had headquarters been notified in the first instance. His train of misfortune began while his ship, the Lucile Bloomfield, was in Leg-



Roxbury

horn, Italy. While topping off a boom, one of the rope turns slipped off the drum and the boom fell about ten feet. Roxbury succeeded in avoiding the boom but in the process of diving out of the way he painfully wrenched an arm.

No Broken Bones

He was sent ashore to a doctor who took x-rays, and finding no broken bones, certified him fit for duty. However, the arm continued to pain him severely so at the next port of call, Genoa, he went to a doctor on his own who told him that he had a muscle injury.

However, the captain refused to put him ashore for hospital treatment, and it wasn't until he got to Gibraltar after a spell in which the captain had to feed him sleeping pills to get him some rest that Roxbury was finally put ashore for treatment.

A few days later the company agent sent him over to the Alice Brown, in Casablanca, for repatriation. He found to his dismay that the ship was first starting on a circuit of the Mediterranean instead of going home as he thought. He had to sign on as a non-work-

ing workaway as the agent offered him no alternative form of transportation, and make a month and ten day trip without further treatment before hitting the US at Jacksonville, Fla.

By this time Welfare Services had received word of Roxbury's plight and made arrangements for him to get his unearned wages and transportation money when he arrived in Jacksonville. He is now in New York, certified "not fit for duty" and is receiving long-delayed medical treatment.

FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and \$2,500 death benefits are being paid to beneficiaries.

Bernard Carroll, 26: Sailing in the engine department on SIU ships since 1951, when he joined in New York, Brother Carroll died on June 2, 1954, at St. Joseph's Hospital, Baltimore, Md., from a chest injury suffered when a jack slipped and a car fell on him at a gasoline station. Burial was in Baltimore National Cemetery, Baltimore. Surviving is his wife, Clara Elizabeth Carroll, 2829 Rosalie Ave., Baltimore.

Roy L. Justice, 46: On May 17, 1954, Brother Justice died of a heart condition at the Bethlehem Steel Dispensary, Baltimore, Md. He had been a member of the SIU since 1948, joining in Norfolk, Va.,

and sailed in the steward department. Burial was at the Olive Branch Cemetery, Portsmouth, Va. He is survived by his wife, Martha Justice, 132 Maryland Ave., Portsmouth.

William C. Cathell, 48: Brother Cathell died of a liver ailment on April 3, 1954, at 314 - 3 St., San Francisco, Calif. He had been sailing as a wiper on SIU ships since 1951, when he joined in Baltimore. Surviving is Mrs. Katherine Cathell, 413 E. Hamburg St., Baltimore.



From This...



To This...



Thanks to efforts by strong maritime unions like the SIU, the days of the cramped, grimy foc'sle, often doubling as a messroom and with a pot-bellied stove as a centerpiece, is a thing of the past.

Of course, some seamen, notably those sailing on foreign-flag ships, still suffer the same conditions of 15, 25 and more years ago. Lacking the voice of a strong union, they are at the shipowner's mercy.

But today's crew quarters on SIU vessels are typical of the many changes in shipboard life in recent years. The result of Union gains and conditions spelled out in SIU contracts, they are a symbol of the Union's constant forward progress for the betterment of all seafaring men.

Seafarers Intl Union • A & G District • AFL



The strength of any organization lies in its foundation and the foundation of the SIU is its constitution. In the 21 months since the membership voted in secret referendum to rewrite its constitution, it has amply fulfilled the function of better protecting the rights of every member. In the course of drafting and adopting the new document, copies of the constitution were printed in the SEAFARERS LOG and distributed to all Seafarers, ashore and on ship.

Subsequently the 1953 Agents Conference report, which was adopted in all branches, moved that the LOG print the constitution every six months, so all Seafarers would have the opportunity to acquaint themselves thoroughly with their guaranteed rights and privileges. Accordingly the constitution was reprinted in the July 10, 1953, issue, again on January 8, 1954, and now, six months later, is reprinted once again.

CONSTITUTION

Seafarers International Union • A&G District • AFL



The new SIU constitution has evoked considerable comment in and outside maritime and labor circles. Here are a few of the many reactions to the document from members of Congress.

Representative Craig Hosmer, Calif.: "I wish to congratulate you on your furnishing members of Congress with your newly adopted constitution. I believe that the more explicitly rules, regulations, customs and privileges can be drafted and set down in documentary form, the better off we are. . . . It just happens I am a deepwater man myself, and sailed with the merchant marine during the war."

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

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

Senator James E. Murray, Montana: "I am particularly impressed by the provisions of the constitution providing for a trial com-

mittee to hear charges against members, and guaranteeing the traditional American rights to representation, cross-examination, and confrontation by the accuser. . . . I am happy to note that your new constitution is drawn in the spirit of democratic trade unionism."

Representative Herbert B. Warburton, Del.: "You are to be congratulated upon the fine attempt to increase individual rights of the union members in the new constitution."

Representative Charles R. Howell, NJ: "I think you have followed the right approach in stressing the need for protection of the civil liberties of the Seafarers, and in setting forth in detail the rights of each member to participate in the activities of the union. A union which stresses rank and file participation in the day by day business of the organization is operating on solid ground."

Senator Wayne Morse, Oregon: "This formulation of union's practices and usage is tremendously impressive. I was particularly struck by the Declaration of Rights. . . . Also of great interest to me are the meticulous provisions for trials and appeals. I would hope that this kind of action will be generally followed throughout the trade union movement. . . ."

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

Senator Harley Kilgore, West Va.: "The requirements. . . that the membership shall participate in the making of every decision and policy seems to me to be a healthy and effective method of maintaining democracy. . . ."

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

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

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.

PREAMBLE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

STATEMENT OF PRINCIPLES AND DECLARATION OF RIGHTS

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

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

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

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

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

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

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

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

V

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

VI

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

VII

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

VIII

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

CONSTITUTION

ARTICLE I

NAME AND GENERAL POWERS

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

ARTICLE II

AFFILIATION

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

ARTICLE III

MEMBERSHIP

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

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

OBLIGATION

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

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

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

This time shall not run:

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

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

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

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

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

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

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

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

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

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

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

ARTICLE IV REINSTATEMENT

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

ARTICLE V DUES AND INITIATION FEE

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

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

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

ARTICLE VI RETIREMENT FROM MEMBERSHIP

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

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

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

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

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

ARTICLE VII SYSTEM OF ORGANIZATION

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

(a) The Constitution

(b) Majority vote of the membership

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

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

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

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

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

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

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

ARTICLE IX OTHER ELECTIVE JOBS

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

(A) Meeting Chairman

(B) Delegates

(C) Committee Members of:

(a) Auditing Committee

(b) Trial Committee

(c) Quarterly Financial Committee

(d) Appeals Committee

(e) Negotiating and Strike Committee.

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

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

Section 1. The Secretary-Treasurer

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Section 2. Assistant Secretary-Treasurer

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

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

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

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

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

Section 3. Port Agents

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

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

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

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

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

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

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

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

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

Section 4. Port Patrolmen

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

Section 5. Meeting Chairmen

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

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

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

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

Section 6. Delegates

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

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

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

Section 7. Committees

(a) Auditing Committee

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

(b) Trial Committee

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

(c) Quarterly Financial Committee

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

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

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

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

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

(d) Appeals Committee

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

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

(e) Negotiating and Strike Committee

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

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

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

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

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

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

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

ARTICLE XI

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

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

Secretary-Treasurer
Assistant Secretary-Treasurer
Port Agent
Patrolman

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

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

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

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

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

ARTICLE XII

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

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

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

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

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

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

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

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

ARTICLE XIII

ELECTIONS FOR OFFICERS, PORT AGENTS AND PATROLMEN

Section 1. Nominations

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

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

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

Section 2. Credentials Committee

(a) A Credentials Committee shall be elected at the first regular meeting after September 11th of the election year, at the Port where Headquarters is located. It shall consist of six members in attendance at the meeting, with two members from each of the Deck, Engine and Stewards Departments. In the event any Committee member is unable to serve, the Committee shall suspend until the Secretary-Treasurer calls a special meeting at the Port in order to elect a replacement. The Committee's results shall be by majority vote, with any tie vote being resolved by a majority vote of the membership at a special meeting called for that purpose at Headquarters Port.

(b) After its election, the Committee shall immediately

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

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

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

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

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

Section 3. Balloting Procedure.

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

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

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

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

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

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

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

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

Section 4. Polls Committees

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ARTICLE XIV OTHER ELECTIONS

Section 1. Auditing Committee.

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

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

Section 2. Quarterly Financial Committee.

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

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

Section 3. Trial Committee.

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

Section 4. Appeals Committee.

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

Section 5. Negotiating and Strike Committee.

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

Section 6. Meeting Chairman.

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

Section 7. Delegates.

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

ARTICLE XV TRIALS AND APPEALS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(e) The Appeals Committee may recommend lesser punishment.

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

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

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

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

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

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

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

ARTICLE XVI OFFENSES AND PENALTIES

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

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

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

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

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

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

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

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

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

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

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

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

(e) Disorderly conduct in the Union Hall;

(f) Gambling in the Union Hall;

(g) Negligent failure to join ship.

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

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

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

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

ARTICLE XVII PUBLICATIONS

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

ARTICLE XVIII BONDS

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

ARTICLE XIX EXPENDITURES

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

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

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

ARTICLE XX INCOME

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

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

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

(a) The ballot must be secret.

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

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

ARTICLE XXI

PERMITS AND OTHER TYPES OF UNION AFFILIATION

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

ARTICLE XXII

FORMULATION OF SHIPPING RULES

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

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

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

ARTICLE XXIII QUORUMS

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

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

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

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

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

ARTICLE XXIV MEETINGS

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

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

ARTICLE XXV AGENTS' CONFERENCE

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

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

ARTICLE XXVI DEFINITIONS AND MISCELLANEOUS PROVISIONS RELATING THERETO

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

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

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

- The Constitution
- Union policy, and
- Custom and usage of the Union

in the indicated priority.

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

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

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

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

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

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

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

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

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

ARTICLE XXVII AMENDMENTS

This Constitution shall be amended in the following manner:

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

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

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

ARTICLE XXVIII TRANSITION CLAUSE

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

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

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

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

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

SUMMARY of SIU CONSTITUTION



ARTICLE I—Name and General Powers: Designates the name of the union and defines its general powers.

ARTICLE II—Affiliation: Provides for affiliation of the Atlantic and Gulf District with the Seafarers International Union of North America, the American Federation of Labor and other bodies as may be determined by a majority vote of the membership.

ARTICLE III—Membership: Sets forth that new members may be admitted under rules set by a majority vote of the membership—Defines certain eligibility requirements that must be met by candidates for new membership—Provides relief for members who may be unable to pay dues because of incapacity beyond their control—States the Union's oath of obligation—Outlines rules for suspension and dismissal for non-payment of dues and assessments—Rights of membership to expel those who might support dual and hostile groups.

ARTICLE IV—Reinstatement: Gives the membership the right to set rules for reinstatement of dismissed members.

ARTICLE V—Dues and Initiation Fee: Retains the existing dues schedule, initiation fee and method of payment—Provides dues may not be changed except by constitutional amendment—Permits the membership, by majority vote, to waive dues and initiation fees for organizational purposes only.

ARTICLE VI—Retirement from Membership: Defines the procedure by which a Seafarer may retire his book and outlines the method of reinstatement.

ARTICLE VII—System of Organization: Designates the departments of the Union and provides for administrative authority.

ARTICLE VIII—Officers: Designates the following as elective officers: the Secretary-Treasurer, Assistant Secretary-Treasurers and Port Agents and Patrolmen.

ARTICLE IX—Other Elective Jobs: Provides that meeting chairmen, delegates and members of certain committees must be elected by the membership.

ARTICLE X—Duties of Elective Officers: Defines the duties of the Secretary-Treasurer, Assistant Secretary-Treasurers, Port Agents, Patrolmen, Meeting Chairmen, Delegates and members of the Auditing, Trial, Quarterly Financial, Appeals and Negotiating and Strike Committees—Provides procedure for filling vacancies in office—Requires all Port Agents to file weekly financial reports—Establishes membership control over actions and reports of officials and committees.

ARTICLE XI—Wages and Terms of Office: Provides that the Secretary-Treasurer, Assistant Secretary-Treasurers, Port Agents and Patrolmen shall serve for two-year terms and that their wages shall be set by a majority vote of the membership—Provides for hiring and dismissal of other employees and personnel, subject to a majority vote of the membership.

ARTICLE XII—Qualifications for Elective Office: Sets forth that any member has the right to nominate himself for any office—Lists eligibility requirements for the various offices.

ARTICLE XIII—Elections: Describes procedure for nomination to office—Provides for election of a six-member Credentials Committee to inspect the candidates' eligibility according to rules of Constitution—Establishes safeguards for the right of a member to nominate himself to office—Retains the Union's existing balloting procedure—Describes balloting procedures in detail—Provides for election of five-member Polls Committees and six-member Tallying Committees to conduct elections and tabulate results—Sets forth the manner for installation of officers.

ARTICLE XIV—Other Elections: Provides procedure for election of meeting chairmen, delegates and members of the following committees: Auditing, Quarterly Financial, Trial, Appeals, Negotiating and Strike—Defines qualifications for these positions.

ARTICLE XV—Trials and Appeals: Reaffirms the right of every member to a fair trial by an impartial committee of his Union brothers.

Lists in detail the procedure for bringing charges and for presenting charges to the membership—Provides for election of five-member trial committee and defines Committee's procedure and duties—Requires that accused must be confronted by the accuser—Gives accused right to representation by a brother member before the trial committee—Requires presentation of the Committee's findings to the membership for acceptance, rejection or modification by a majority vote of the members—Provides procedure for appeals.

ARTICLE XVI—Offenses and Penalties: Lists in detail the offenses for which a member may be brought to trial—Places limitations on penalties that may be imposed upon members found guilty of such offenses—Gives a member the right to waive trial and accept an automatic penalty for infractions not involving suspension or dismissal from the Union—Provides for trial by meeting acting as committee as a whole for offenses committed during course of meeting.

ARTICLE XVII—Publications: Gives the membership the right to authorize the publication of a newspaper and other literature.

ARTICLE XVIII—Bonds: Provides for bonding of officers and employes of the Union under such conditions as may be determined by the membership.

ARTICLE XIX—Expenditures: Provides that the membership shall determine policies or specific instructions with regard to expenditures.

ARTICLE XX—Income: Defines the Union's sources of income—Sets forth the duty of members to require Union representatives to give them a receipt for any payment of money to the Union—Provides that no assessment may be levied unless approved by a two-thirds majority of the valid ballots cast by the members in a secret election—Gives membership power to set up general rules for assessment balloting—Provides for the Union to derive income from dividends, interest and legitimate business operations.

ARTICLE XXI—Permits: Retains the existing requirement that rules for issuance of permits must be determined by the members.

ARTICLE XXII—Formulation of Shipping Rules: Guarantees, as did the previous Constitution, that shipping rules may not be revised unless approved by membership.

ARTICLE XXIII—Quorums: Provides that the quorum for a special meeting of any port shall be six members and the quorum for a regular Port meeting shall be seven members.

ARTICLE XXIV—Meetings: Sets the time and date for regular meetings at 7 PM on every other Wednesday—Exceptions are noted for holidays and failure to obtain a quorum.

ARTICLE XXV—Agent's Conference: Provides for an annual conference of Port Agents to be called by the Secretary-Treasurer.

ARTICLE XXVI—Definitions: Defines various terms used frequently in the language of the Constitution.

ARTICLE XXVII—Amendments: Details procedure for amendment of the Constitution by the membership.

ARTICLE XXVIII—Transition Clause: Provides for transfer of Union practices and procedures to regulation by proposed Constitution.