

Time For Action

— AN EDITORIAL

For the past couple of weeks, the President of the National Maritime Union has been kicking up a public relations dust storm from which he obviously hopes to emerge as a symbol of unity and stability in the maritime industry.

Only a short while before, the NMU President had reached a high-water mark in disruption and irresponsibility in the SS Maximus dispute with the Marine Engineers Beneficial Association.

The Maximus is a former Grace Line vessel which was manned by the NMU, the Masters, Mates & Pilots and the MEBA. However, when the ship was recently sold to a new owner, the NMU President succeeded in having the MEBA engineers replaced by NMU engineers. MEBA therefore began to picket the vessel to protect the job rights of its members.

The NMU President retaliated by tying up vessels indiscriminately, threatening to picket every American-flag ship, even his own, although only the Maximus was involved in the beef.

It was at this point that the NMU President was advised by certain individuals, in view of this demonstration of hysteria and irresponsibility, that he had better alter his image.

A plan was offered to him which would present him as a crusader for unity and stability.

In rapid succession the NMU President then made two announcements, the first of which dealt with a program of unity between the NMU, its satellites and the MM&P, and the second of which stated that the NMU would extend its contracts until 1969 with no strikes, provided certain issues were resolved.

These public relations gimmicks are meaningless and are quite obviously merely a facade for the NMU President's activities, which puncture the possibility of unity at every turn.

The only way to evaluate this profession of responsibility and unity is to look at the NMU President's record:

- He has consistently refused to abide by the rulings of the AFL-CIO machinery for resolving disputes within maritime under the terms of the AFL-CIO constitution—machinery which he himself helped to draft. In fact, his defiance of the rulings has led to the imposition of AFL-CIO sanctions against the NMU on several instances—which still stand.

- Independently, and jointly with Jimmy Hoffa, the NMU President has been conducting raids on AFL-CIO unions. He has used NMU engineers to raid the jobs and jurisdiction of the established AFL-CIO engineers' union, the MEBA, and he has also assisted Jimmy Hoffa in his attempts to set up a Teamster-controlled licensed engineers' and deck officers' union on the rivers, in an effort to destroy the MEBA and MM&P jurisdiction, and which led these organizations to take action to protect the jobs of their members.

- The NMU President has for years been making consistent efforts to assist Hoffa in his plan to take control of maritime. When Hoffa first conceived of the Conference on Transportation Unity, which was Hoffa's vehicle for realizing his scheme, the NMU President was the chief drumbeater and supporter of the idea. His anger and frustration over the fact that the Hoffa plan failed to command necessary support was even greater than that of Hoffa, but the two have never ceased to push for the eventual realization of the Hoffa apparatus. Despite his position in the Federation, and the fact that he has participated in the establishment of Federation policy, the NMU President has been Hoffa's chief apologist and champion at every opportunity. At the Teamsters' last convention, the NMU President professed his loyalty to Hoffa and stated: "Even a mouse can help a lion." Later that same year he waged a vigorous defense of Hoffa on the floor of the AFL-CIO convention. And just a couple of months ago, he journeyed to Detroit to appear at a Hoffa-sponsored rally as a prelude to their joint organizing program on the Great Lakes. In virtually all of his actions, the NMU President has shown the same contempt for AFL-CIO policy that he did when he visited Khrushchev in Moscow in 1960. The AFL-CIO official policy called for no exchange visits to the Soviet Union. The NMU President was the only union official to head a delegation to the Kremlin.

The record is difficult to ignore. No amount of ranting and raving about the persecution that he is suffering can justify the means which the NMU President is using to achieve his ends.

He self-righteously proclaims that he is guided by trade union principles, but he steadfastly refuses to accept the

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SEAFARERS INTERNATIONAL UNION

ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT

CONSTITUTION

SIU, British Vessels Hit; 3 Britons Lost In Gibraltar Sinking

NEW YORK—Three British officers were reported missing after a collision between a British freighter and the SIU-manned Santa Emilia (Liberty Navigation) in which the British ship sank Monday, July 8, near the Straits of Gibraltar. All hands aboard the SIU-manned ship were reported safe, company officials said here.

The Santa Emilia rescued 34 members of the British

crew, including two injured crewmen, during the accident in heavy fog. The British captain, chief mate and radio operator were reported missing after the 3,604-ton freighter Patrician went down.

Bound for the Persian Gulf when the collision occurred off Tarifa Point, just west of Gibraltar, the 7,251-gross-ton Santa Emilia was holed above the waterline, suffering some damage to her bow. She was able to proceed into Gibraltar to receive temporary repairs, however.

Company officials here said a survey would have to be made to check whether the ship would be able to continue on to her Persian Gulf destination.

APL Ship Grounded

Meanwhile, in a minor incident on the same day a quarter of the way around the world, the SIU Pacific District-manned freighter President Coolidge (American President Line) ran aground on a mud bank in the Gulf of Cutch near Okha, India, about midway between the Indian port of Bombay and Karachi, Pakistan.

Company officials reported none of the crewmembers from the Sailors Union of the Pacific, Marine Cooks & Stewards and the Marine Firemen's Union were injured.

With assistance from a tug, the 9,277-ton freighter was refloated and continued on to her destination, the new port of Sikka. Inspection by divers showed no damage to her hull.



Jay-Key workers check text of negotiating committee's report and new agreement during mass meeting of strikers in Queens, NY, July 9. In foreground (l-r) are Manuel Kimpson, Vera Gibbs, Chester Wright and Robert Rauell.

J-K Workers Win 98-Day Strike

LONG ISLAND CITY—Members of the SIU United Industrial Workers at the Jay-Key Metals Company here began heading back to work late this week after a hard-fought strike victory won after 98+

days on the bricks. In contract negotiations that wound up Monday, July 8, the company bowed to Union demands and signed a new three-year contract that calls for a three-step wage increase, tight seniority clause, expanded welfare coverage and many other gains.

Pact Ratified

The new pact was overwhelmingly ratified on Tuesday evening, July 9, when Jay-Key employees packed Volkerts Hall in Queens, New York. The vote on the contract and the negotiating committee's report was conducted by secret ballot.

Terms of the new agreement call for a substantial wage boost over the three-year contract period that will apply to all workers, regardless of status, and will be separate and apart from progressions in the starting rate of pay.

In addition, the Union gained a new system of departmental and plant-wide preferential seniority, a guarantee on payment of accrued

vacation pay and an important breakthrough on welfare that will lead to expanded coverage for members and their families.

The dispute with Jay-Key arose when the company refused to agree on an improved contract for its 700 workers during contract renewal negotiations. Picketing began April 2 at the main plant here and at a subsidiary in the Bronx. It continued until June 21, when a preliminary injunction barring all picketing and strike activities was issued.

A Union appeal of the injunction was set down for immediate trial late in June by Queens Supreme Court Judge Harold Tessler, but negotiations started again before the trial proceeded.

Union strike activities included picketing of several New York City employment agencies which attempted to send scabs into the struck plants. Three agencies, Atlas, Goodwill and Signal, all of 80 Warren Street, were penalized by the Department of Licenses for these tactics.

Bull Line Ship Plan Unchanged

NEW YORK—Two more ships in the Bull Line - Kulukundis American-flag shipping operation have been scheduled for sale late this month, the freighter Emilia and the tanker Titan.

Meanwhile, a hearing in Federal Court this week before a bankruptcy referee was adjourned to July 24, allowing court-appointed trustees further time to try and secure the necessary financing for reorganization of the American-flag operation of Manuel E. Kulukundis under a trusteeship arrangement.

Unloading operations have begun on the Emilia in Brooklyn so that she can be sold as an empty vessel. An attempted sale in June was unsuccessful when there were no bids on the ship because of an estimated \$1 million in cargo still aboard.

The ship has been tied up at Bull Lines' Brooklyn pier for six months, and holds a 9,000-ton cargo bound for Middle and Southeast Asian ports. A minimum price of \$250,000 has been set for the vessel.

In Philadelphia, the 47,422-deadweight-ton tanker Titan is scheduled for public auction on July 22. The Titan is one of three modern Kulukundis tankers built with mortgage funds guaranteed by the Maritime Administration and seized by the Government.

Monies derived from the sale of Bull Line-Kulukundis ships will be used to pay creditors, which include the SIU and other shipboard unions and SIU crewmembers with liens against individual vessels.

On Deck



Seafarers Marcelino Santiago (top) and Jim Morgan were among those who hit the deck at regular SIU membership meeting in New York this week during discussion on union pension benefits. Pension issues highlighted meeting.

Time For Action

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obligations and responsibilities which he must shoulder as a member of the trade union community.

To say that he cannot accept the rulings of the AFL-CIO Internal Disputes Plan, because it is not suited to maritime, is simply another way of saying that he cannot accept any ruling which does not satisfy him.

The AFL-CIO Internal Disputes Plan, as a matter of fact, has been accepted by every one else in maritime as a fair and proper system—even by unions which do not, as a general rule, believe in arbitration.

The NMU President is the only person to question the integrity of the Plan, or its effectiveness, in the hundreds of cases in which it has been employed in the year and a half since its inception.

Certainly, as one who helped to draft this machinery, the NMU President would be expected to accept the decisions of the Federation, while he sought to bring about a change. The fact that he will not, puts a big question mark on his good faith.

There is no end to the lengths to which the NMU President will apparently go in pursuing his public relations objectives. His latest move to win space in the daily papers occurred last week when the "New York Herald Tribune" of July 6 reported: "In what is believed to be the first instance of a labor union initiating an anti-trust complaint against another, the National Maritime Union has begun an action against the Marine Engineers Beneficial Association and the Seafarers International Union.

"The complaint asks the United States Department of Justice anti-trust division to investigate the dispute over manning the cargo ship Maximus, used last month to carry the last of the ransom payments to Cuba for the freeing of Bay

Pigs prisoners."

Aside from the fact that the NMU President's complaint, as he well knows, is based on a phony contention, he is rendering a disservice to the entire trade union movement when he employs an anti-trust gimmick against another AFL-CIO union as a public relations maneuver.

It is interesting to note that labor's enemies have been attempting to employ the anti-trust device as a means of weakening the labor movement.

In short, the NMU President's activities are hardly those of a man genuinely interested in promoting unity, stability, and peaceful relations among maritime organizations. The hard, cold fact is that there is a vehicle by which disputes can be resolved—the machinery which the entire trade union movement supports as the best means available to dispose of inter-union problems.

For such machinery to achieve its purpose, however, requires an acceptance and a willingness to abide by its terms.

To date, the NMU President has chosen to bypass the available instruments for resolving disputes and instead concentrates on promotional and public relations schemes to protest his concern with "unity, stability and responsibility."

Against his record, these utterances have a hollow ring.

In view of the NMU President's continual repudiation of AFL-CIO policies and his contempt for its constitutional procedures, his anti-union activities and vigorous support for avowed enemies of the Federation, the SIU believes it is imperative for the Federation to immediately review the NMU President's activities for the purpose of bringing him into compliance with the constitution of the AFL-CIO or, that failing, to cause his removal as an Executive Council member and Vice-President of the AFL-CIO and as a member of the AFL-CIO Ethical Practices Committee.

An Editorial

Ask Probe Of Curran By AFL-CIO

The SIU has called for an immediate probe by the AFL-CIO of the activities of Joe Curran, president of the National Maritime Union, for the purpose of bringing him into compliance with the AFL-CIO constitution or removing him as a Federation vice-president, a member of the Executive Council and a member of the AFL-CIO Ethical Practices Committee.

The probe is necessary in view of the NMU president's continued repudiation of AFL-CIO policies and his contempt for its constitutional procedures, his anti-union activities and vigorous support of avowed enemies of the Federation.

In numerous instances the NMU president has violated AFL-CIO policy by raiding other AFL-CIO maritime unions, by supporting Jimmy Hoffa's various activities, including joint raids on AFL-CIO maritime unions, and by generally showing contempt for AFL-CIO constitutional policies and procedures.

Curran's raiding activities have led to the imposition of AFL-CIO sanctions against his organization in a number of instances—sanctions which still stand.

The basis for the SIU request is detailed in the editorial entitled "Time For Action," beginning on the front page of this publication.

Gov't Group Hits Tax Aid For Shoreside Runaways

WASHINGTON — An intergovernmental advisory group has put the spotlight on shoreside runaway plants in calling for a ban on the use of industrial development bonds to pirate industries away from other communities. It recommended strict safeguards to curb these and other abuses.

Unless the states do a better job of regulating these bonds, the Advisory Committee on Intergovernmental Relations warned, Congress may have "to stop the abuse by Federal legislation."

Hundreds of cities and counties, many in the South, have issued tax-exempt bonds to finance new plants for lease at low cost to companies which move into the area—including firms which are "running away" from union organization or higher tax rates elsewhere. The bonds are often coupled with other "inducements," including low wage rates.

The industrial bond report termed "particularly offensive" the use of development bonds to finance plants for fiscally strong national firms which "have access to adequate financing through conventional channels." The "abuse," the commission said, "is especially glaring when the firm itself acquires the tax-exempt bonds issued to finance the plant it occupies, thus becoming also the beneficiary of tax-exempt income."

To end this "special abuse of Federal tax exemption," the commission urged Congress to amend the tax laws "so that the firms which buy the tax-exempt bonds themselves cannot deduct as a business cost the rents paid for the use of industrial plants built with these bonds."

Thirty-four states have industrial development bond programs and local governments have issued some \$500 million of industrial

Biz Panel Backs Runaways, No-Strike Law

New Ship Study A Dud

WASHINGTON—The expected "new look" for ecast for US maritime policies and programs via the long-awaited "Maritime Evaluation Committee" report failed to materialize when the Commerce Department finally released the document last week. The committee was composed of an advisory group of business leaders which conducted an "intense assessment" of the industry during 1961-62.

Its 100-page report and accompanying documents, covering 37 separate recommendations, was largely devoted to a call for greater "efficiency" and "cost-cutting" to promote US maritime expansion.

The MEC also moved for special labor legislation to deal with maritime labor disputes, which would be similar to the anti-strike bill now being studied by the House Merchant Marine and Fisheries Committee.

One of the major features of the MEC's recommended program for maritime was what it called "purposeful Federal leadership to a genuine national team effort directed at renewal of the merchant marine."

In this area, it called for additional studies and research groups within Government, and by joint panels of management, labor and public representatives. Despite its stress on the "competitive necessity" of a strong US merchant fleet for trade and defense purposes, it found no need for urgency in dealing with maritime problems.

The committee's final recommendation was a special "Presidential maritime message" which would first be presented to the next Congress. President Kennedy touched on many of the issues covered by the committee during its

20-month study in a special transportation message last year in April, 1962. The committee was established a year earlier.

Interestingly, its report was completed and sent to the Secretary of Commerce on January 23, 1963,

but was held up for six months before being released on July 1.

In the labor area, the maritime evaluation group endorsed the run-away-flag ship principle, stressing the value of these operations "from a business point of view."

The committee also declared its support of the idea of industry-wide collective bargaining in maritime, expressing a preference for a single labor organization and a single management group to conduct all negotiations.

In the same manner, it echoed the view that labor-management issues in maritime are the cause of most of the industry's problems. However, it did call for some new approaches in Federal shipping aid programs to allow for upgrading both the offshore and domestic fleets.

It would keep the 50-50 cargo law as is, but said that if the policy were changed, the cargo split for American-flag ships should be increased, not cut.

First established in April, 1961, the MEC included eight business leaders, only two of whom had a maritime connection. These were Admiral Emory S. Land, former Maritime Commission chairman and War Shipping Administrator, and Eugene Holman, former chairman of Standard Oil Company of New Jersey (Esso), who participated in its work until he died in 1962.

T. V. Houser, former chairman of Sears, Roebuck and Company, was head of the committee.

Congress Gets First Domestic Ship Bills

WASHINGTON—Hopes for a breakthrough on Government aid for the US domestic shipping industry came alive during the past two weeks, with the introduction of similar bills in the Senate and House to provide assistance on construction of new tonnage for all types of domestic operations.

Sen. E. L. (Bob) Bartlett (D-Alaska) led the way on June 25 by introducing two measures allowing for construction here or abroad. Similar bills sponsored by Rep. Thor C. Tollefson (R-Wash.) reached the House last week.

The companion measures to aid the hard-pressed domestic shipping industry have been referred for action to the merchant marine committees in each chamber.

One proposal calls for a direct Federal subsidy on construction of new vessels for domestic operations. Subsidies are now provided only for operators in foreign trade on specified trade routes.

The second bill would allow construction in foreign yards if common carriers in the domestic trade are denied direct subsidy or if no action is taken on their applications within six months.

The bills calling for direct subsidy on new vessels for domestic operations are intended to provide incentives for modernizing the US

merchant fleet in the coastwise, intercoastal and Great Lakes trade without resorting to foreign construction. They would provide:

- Credit allowances for obsolete vessels to be applied to the cost of new construction or reconstruction.

- Construction differential aid equal to the difference in the "fair and reasonable cost" of building or rebuilding a ship in the US and the cost of similar work in a foreign yard.

- Permission to establish construction reserve funds in which shipowners would deposit, before taxes, a part of the earnings of vessels, depreciation and certain other monies for use in defraying the costs of building replacement ships.

Vessels built in a foreign yard in the event a subsidy application was denied or no action was taken on it for six months would still be documented under the US flag with all privileges domestic carriers now have.

In introducing the new construction bills, Sen. Bartlett stated he knew of "no other industry so fraught with the dilemma the domestic shipping industry faces." He noted that domestic ship operators must build their vessels in the US while domestic airlines and railroads can buy equipment from abroad.

The Senator was particularly critical of Government inaction on the problems of the domestic shipping fleet and said that the Congress had waited "long enough" for some recommendations from Federal agencies. "The Administration will have to come in and either support the legislation or suggest an alternative means of solving the problem," he added.

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PAUL HALL, President

HERBERT BRAND, Editor; IRWIN SPIVACK, Managing Editor; BERNARD SEAMAN, Art Editor; MIKE POLLACK, NATHAN SKYER, ALEXANDER LESLIE, HOWARD KESSLER, JOE GIBSON, Staff Writers.

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SIU Training Session



Close-up features trainee Jerry W. Morris, OS, with veteran SIU bosun Dan Butts (right), instructor for SIU lifeboat and upgrading school at headquarters. Enlarged photos on wall (left) illustrate procedures for setting up inflatable life-rafts certified as optional life-saving equipment on US ships. Training classes in New York start every two weeks.

Norfolk SIU Wins Fourth In A Row

NORFOLK—The SIU United Industrial Workers gained its fourth straight victory in this area last week, winning exclusive bargaining rights for workers at the Moon Shipyard & Repair Company.

Engaged primarily in the business of drydocking and repairing small vessels, such as ferries and tugs, the Moon yard employs an average of 45 workers. It is the fourth ship repair company to come under the SIU-UIW banner here this year.

The company officially recognized the SIU-UIW as bargaining agent for its workers on July 3, after a pledged count showed that employees were overwhelmingly in favor of the Union. Negotiations are already underway on a first-time contract.

The three other previously-unorganized ship repair plants here which recently joined the union fold are the Colonna Shipyard Company, McAllister Brothers and the Curtis Bay shipyard. Contracts have already been signed with these companies calling for substantial wage hikes, health and welfare coverage and many other improvements.

The victory at Colonna Shipyard was an impressive ice-breaking win, due to the fact that the company had been existing for 85 years as a non-union operation and had resisted the organizing attempts of many other unions until the UIW won recognition.



SEAFARERS ROTARY SHIPPING BOARD



(Figures On This Page Cover Deep Sea Shipping Only In the SIU Atlantic, Gulf, Lakes and Inland Waters District.)

Report Period: June 16-June 30, 1963

SIU shipping posted a slight gain during the past two weeks, in rising to a total of 1,206 jobs dispatched in all ports. All of the small increase from last period's report was in the engine and steward departments, since deck gang shipping fell off a bit.

At the same time, registration for the two-week period declined slightly. The number of men registering for jobs was 1,323, but in this case the deck department and steward department both showed higher registration than before. The only drop was in the black gang. These figures all combined to boost the registration on the beach at the end of the period.

Among the ports, only Boston, Mobile, New Orleans and the three West Coast ports showed gains in jobs shipped this period. Philadelphia and Jacksonville remained un-

changed, while the rest, including New York, listed small drops in job activity. The general outlook is reported to be better for the upcoming period, however.

Reports on ship activity showed a further lull in vessel payoffs, sign-ons and in-transit visits (see right). The total here dropped below the figure of 200 for the first time since the longshore strike in January. But the decline was all in the in-transit column, since the total of payoffs rose a small amount and the sign-on figure this time matched the last one. New York and Houston recorded 35 visits each to pace all the rest of the ports.

On the up side as part of the overall shipping picture, the number of class A men dispatched increased this period to 54 percent of the total shipped. Class B shipping showed the only loss, dropping to 31 percent, and the class C portion of 15 percent was unchanged.

Ship Activity

	Pay Sign In			
	Offs	Ons	Trans.	TOTAL
Boston	3	0	2	5
New York....	21	2	12	35
Philadelphia..	4	3	7	14
Baltimore ...	3	5	7	15
Norfolk	1	0	4	5
Jacksonville ..	1	1	7	9
Tampa	0	0	0	0
Mobile	5	4	6	15
New Orleans..	6	3	17	26
Houston	8	3	24	35
Wilmington ..	1	1	3	5
San Francisco..	1	6	8	15
Seattle	5	1	3	9
TOTALS ...	59	29	100	188

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	3	6	11		0	0	2	2	1	2	0	3	1	0	0	1	0	0	0	0	3	1	0	4	9	20	6	35	0	3	9	12
New York	26	48	10	84	3	18	22	43	19	34	3	56	2	17	11	30	1	12	16	29	56	30	29	115	101	141	38	280	5	32	72	109
Philadelphia..	2	11	4	17	0	0	3	3	3	9	2	14	0	0	5	5	0	0	1	1	14	5	1	20	13	13	8	34	0	3	10	13
Baltimore ...	19	16	5	40	0	10	14	24	7	9	3	19	1	1	2	4	2	1	0	3	19	4	3	26	44	71	11	126	1	14	32	47
Norfolk	2	5	0	7	0	1	0	1	2	1	0	3	0	0	0	0	0	0	0	0	3	0	0	3	11	18	1	30	1	3	11	15
Jacksonville ..	4	11	0	15	0	4	6	10	0	3	0	3	0	1	1	2	0	0	2	2	3	2	2	7	7	18	1	24	0	8	10	18
Tampa	1	0	0	1	0	0	0	0	0	2	1	3	0	0	0	0	1	0	0	1	3	0	1	4	2	10	2	14	0	1	1	2
Mobile	16	12	1	29	0	3	3	6	9	15	6	30	0	3	7	10	0	2	0	2	30	10	2	42	38	40	10	88	0	3	15	18
New Orleans..	17	27	5	49	0	11	19	30	19	25	12	56	1	10	11	22	1	1	0	2	56	22	2	80	58	93	13	164	1	22	73	96
Houston	17	30	6	53	1	15	17	33	25	21	2	48	2	15	13	30	0	2	3	5	48	30	5	83	53	64	18	135	1	24	26	51
Wilmington ..	1	3	0	4	2	1	0	3	4	1	0	5	0	1	1	2	1	0	0	1	5	2	1	8	5	11	1	17	2	2	3	7
San Francisco..	11	14	0	25	1	4	2	7	6	6	1	13	0	2	3	5	1	0	1	2	13	5	2	20	26	43	8	77	1	13	14	28
Seattle	10	14	5	29	0	7	10	17	4	12	4	20	0	4	6	10	1	4	2	7	20	10	7	37	22	20	7	49	2	15	11	28
TOTALS	129	197	38	364	7	74	98	179	99	140	34	273	7	54	60	121	8	22	25	55	273	121	55	449	389	560	124	1073	14	143	287	444

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	1	3	0	4	0	2	2	4	0	1	1	2	1	1	2	4	0	0	0	0	2	4	0	6	3	10	0	13	1	4	3	8
New York	12	39	8	59	2	15	10	27	8	36	2	46	1	15	4	20	1	14	15	30	46	20	30	96	45	131	23	199	18	48	54	120
Philadelphia..	1	6	3	10	0	0	6	6	0	7	1	8	0	0	5	5	0	2	1	3	8	5	3	16	3	19	4	26	1	2	6	9
Baltimore ...	3	20	1	24	1	16	10	27	2	8	2	12	3	3	4	10	1	2	3	6	12	10	6	28	7	67	9	83	2	29	19	50
Norfolk	2	3	2	7	1	2	1	4	0	1	3	4	0	0	0	0	0	0	0	0	4	0	0	4	4	20	4	28	3	8	5	16
Jacksonville ..	0	3	0	3	1	5	0	6	3	1	1	5	1	3	0	4	0	1	0	1	5	4	1	10	3	7	0	10	1	6	3	10
Tampa	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	3	9	1	13	0	1	1	2
Mobile	6	14	1	21	0	9	7	16	1	7	0	8	0	8	11	19	0	1	1	2	8	19	2	29	14	37	4	55	0	13	14	27
New Orleans..	7	28	6	41	2	17	11	30	9	31	4	44	1	20	14	35	1	0	2	3	44	35	3	82	23	69	9	101	3	35	64	102
Houston	10	20	4	34	0	15	12	27	9	21	2	32	0	13	15	28	0	5	4	9	32	28	9	69	16	61	8	85	4	29	32	65
Wilmington ..	1	1	1	3	0	4	0	4	1	6	1	8	2	3	1	6	0	0	0	0	8	6	0	14	4	3	5	12	0	4	3	7
San Francisco..	5	8	1	14	1	2	1	4	3	12	1	16	1	1	2	4	0	5	1	6	16	4	6	26	12	42	4	58	0	7	7	14
Seattle	5	11	1	17	0	1	0	1	1	10	0	11	1	1	1	3	0	4	2	6	11	3	6	20	8	28	6	42	0	4	4	8
TOTALS	53	159	29	241	8	88	60	156	37	141	18	196	11	68	59	138	3	34	30	67	196	138	67	401	145	503	77	725	33	190	215	438

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1-s	1	2	3	ALL	1	2	3	ALL	1-s	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-s	1	2	3	ALL	1	2	3	ALL
Bos	0	1	0	1	2	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	1	1	2	0	1	3	3	7	2	3	15	0	1	5	6
NY	10	12	14	35	71	5	0	9	14	9	15	5	14	43	1	3	16	20	3	4	13	20	43	20	20	83	28	39	41	99	207	8	6	54	68
Phil.	0	2	2	3	7	0	0	4	4	0	2	1	4	7	0	0	3	3	0	0	0	0	7	3	0	10	3	11	6	7	27	1	1	13	15
Bal.	5	6	5	19	35	1	0	12	13	0	0	2	4	6	0	0	7	7	0	0	7	7	6	7	7	20	14	29	17	31	91	2	3	19	24
Nor.	1	1	1	3	0	0	0	0	0	0	0	0	4	0	1	2	3	0	0	2	2	4	3	2	9	2	4	5	2	13	2	1	9	12	
Jac.	0	4	0	4	1	0	3	4	0	3	0	3	0	1	4	5	1	0	4	5	3	5	5	13	1	3	2	3	9	1	1	5	7		
Tam.	0	1	1	6	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	0	3	3	11	17	0	0	1	1	
Mob.	2	9	0	12	23	0	0	5	5	0	3	1	4	8	0	0	14	14	0	0	0	0	8	14	0	22	9	20	12	25	66	0	0	21	21
NO.	2	4	2	37	45	0	0	34	34	4	11	8	28	51	1	1	31	33	0	1	1	51	33	1	85	19	25	19	84	147	4	4	53	61	
Hou.	3	16	6	12	37	2	2	19	23	4	10	3	11	28	1	0	17	18	1	0	14	15	28	18	15	61	13	2							

Fleeing Cuban Stowaway Makes US Via SIU Tug

JACKSONVILLE—SIU ships have been picking up Cuban refugees in the waters around Castro's island for some time. Now an SIU tug, the *Gateco Delaware*, has gotten into the act by carrying a Cuban refugee stowaway back to the States from the Guantanamo Naval Base in Cuba.

The *Delaware*, operated by the Gulf Atlantic Towing Corporation, was two days out at sea towing a barge loaded with construction equipment when crewmembers first noticed the Cuban on the forward end of the barge, trailing behind an 800-foot tow line. The tug's captain, Earl Cannon, notified the Coast Guard and then dropped back alongside the barge while crewmen passed the stowaway some canned food for the remainder of the trip.

When the tug and barge arrived here June 24, the Cuban told of his narrow escape and months of hiding until he finally was able to stow away on the barge. The 35-year-old man asked that his name be withheld to protect his wife who is still in Cuba.

He escaped from Cuban territory by swimming through shark-infested waters to the Guantanamo base seven months ago, he told US Immigration officials after landing. Four other men attempted to escape with him, he said, but were captured and shot.

After hiding out around Guantanamo for seven months, he climbed inside a water tank truck while it was being loaded on the barge and finally made good his escape. Crewmen on the *Gateco Delaware* said he was just lucky the hatch was not closed before the barge left the base, or he would have suffocated.

In May the SIU-manned *New Yorker* (South Atlantic & Caribbean) made a record haul of 24 Cuban refugees, men, women and children, from a crowded and floundering sailboat. Other SIU ships have racked up many other rescues of people escaping from Castro's unhappy land.

SIUNA Unions Ask Bargaining Rights

Fishermen Seek Pay Bill

WASHINGTON—SIUNA fishermen are pressing support of a proposal in the Senate Commerce Committee which would give commercial fishermen a voice in the sale of their catch. The price boat owners get for the catch has a direct relation to fishermen's wages, which are determined on a percentage basis.

The union drive for the new legislation has been opposed by spokesmen testifying at hearings here on behalf of the Federal Trade Commission, and the Labor, Interior and Justice Departments.

Previously hearings were held at San Diego and San Pedro,

where SIUNA representatives including Lester Balingier, executive secretary of the 2,000-member Fishermen's and Cannery Workers Union in San Diego, strongly supported the legislation.

A delegation of fish and fish cannery union representatives attending the SIUNA convention here in May also took the occasion to visit members of Congress to urge backing for the proposed bill.

The canneries have generally opposed the proposal, Balingier pointed out, because existing law permits the canners, who buy most of the fish, to set prices arbitrarily. They thus can dictate the wages paid to fishermen.

"Although fish cutters, dockmen and other workers involved in the processing of fish are allowed to bargain for their wages, our fishermen are not allowed this privilege because of anti-trust laws," Balingier argued.

Fishermen Ruled Out

Federal law now limits fish price negotiations to the buyers and boat operators. Unions and other fishermen's organizations are ruled out of the bargaining as "third parties."

The question of fishermen's bargaining rights over their own wages has added importance due to a situation in several California areas where SIUNA fishermen and fish cannery workers are caught in the middle of a price dispute growing out of last March's botulism scare.

Two Detroit women died of bot-

ulism from a single can of tuna in March, and sales of tuna immediately dropped about a third from last year's levels.

The poisoned food was found to be the product of a San Francisco cannery since closed. However, canneries in San Diego, San Pedro and Terminal Island were affected by the scare, causing layoffs and shutdowns in some plants. The result was a drop in tuna prices offered by the canneries and an idling of a number of fishing boats whose owners refused to sell at the cut prices.

Big Biz Pay Haul Rising

WASHINGTON—Salaries of big business executives are still on the rise, according to "US News and World Report," which compiled some pay facts based on statements filed with the Securities and Exchange Commission. The magazine's study showed that the top-paid execs worked for the auto industry, with the board chairman of General Motors topping the list with a salary of \$643,975 for 1962. Other top salaries break down this way: 6 were paid more than \$500,000; 8 received \$400,000 to \$500,000; 11 were paid \$300,000 to \$400,000; 60 were paid \$200,000 to \$300,000; 309 grossed \$100,000 to \$200,000, and 192 received \$41,000 to \$100,000.

High Court Backs Jury Trial In Jones Act-Maintenance Suit

WASHINGTON—The US Supreme Court has ruled that a seaman has a right to trial by jury on a claim for maintenance and cure when it is joined with a suit for Jones Act negligence and both claims arise out of one set of facts. The decision came on a case which dates back to a 1954 injury.

In 1960, a verdict went against the seaman involved when the trial court judge heard evidence on the maintenance claim without allowing it to go to a jury. A Federal appeals court later upheld the ruling although, as was pointed out in the successful petition to the Supreme Court, the question of a jury trial in maintenance proceedings is handled differently from one Federal jurisdiction to another. It is even disputed within the same jurisdiction.

The Supreme Court decision last month notes that the lower court judge granted a jury trial on the Jones Act and unseaworthiness issues, but held the question of recovery under maintenance and cure in abeyance to try himself although all the issues arose out of a single incident.

In reversing the Court of Appeals, the high court ruled that the seaman should not have been deprived of the jury trial he demanded. It added: "He is entitled to relief from this error by having the kind of trial he would have had in the absence of error." The seaman had sought damages based on negligence and the unseaworthiness of his ship, and on the company's failure to provide medical attention, maintenance and cure, and wages as required by law.

GREETINGS from YOKOHAMA

The Japanese port of Yokohama is practically a "home port" for Seafarers and a number of SIU ships sailing regularly to and from the Far East, as these photographs show. They were among a variety of pictures sent back to the States by an SIU representative after a three-week visit to square away beefs on various SIU ships last month.



Aboard the *John B. Waterman* (Waterman), Seafarer B. Parker, deck maintenance, pauses in job of securing gear on the winch platform to pose for the cameraman.



Job of cleaning up from previously-reported cargo fire was still going on at a Yokohama shipyard when the *Choctaw* (Waterman) was visited. Among those pictured (l-r) are chief cook, chief pantryman, Malcolm Cross and "Red" Dean.



Part of the deck gang on the *John B. Waterman* sends a smiling greeting from Japan to all hands near and far. Included in this grouping (l-r) are Seafarers "Red" Walsh, J. Barbot, bosun Johnny Morris, "Chico" and "Willie".



All's well with Seafarers Martin Dale, wiper (left), and Birger Rasmussen, AB, on the *Duval* (Suwannee). This ship is the former Bull Line-Kulukundis vessel *Mount Rainier*.

SUP Sailor-Swimmer On Whale Of A Dip

LOS ANGELES—A 38-year-old member of the Sailors' Union of the Pacific, Issac (Ike) Papke has gone overboard: he has switched from sailing deep-sea to swimming it for distance.

The Hawaiian-born father of four holds down a shore job presently as bosun of the Matson Steamship Company shore-gang in San Francisco while he trains for a 28-mile swimathon on September 19 from the Farallones to Frisco's Ocean Beach.

Papke tuned up for the event by dashing off a 26-miler June 30 across the Catalina Channel in 12 hours and 45 minutes—part of the trip with the "companionship" of a whale. The swimmer commented on the 30-foot playmate: "It was kind of nice having a companion, but, well, you know, they swallow people!"

The flirting whale kept pace with the SUP swimmer from the fifth to the tenth hour of his water jaunt, coming closer and closer, but never touching him.

In the recent endurance test, Papke's speed was slowed from his initial two and a half knots to one by strong winds and a choppy surf in the tricky cross-currents of the Catalina Channel.

May 18, Papke swam 16 miles in 57-degree water of San Francisco Bay. Then, on June 9, he swam 24 miles from Aquatic Park in San Francisco to San Mateo. The 65-degree channel water was like a bath, the SUP mariner said.

He's a member of the San Francisco Dolphin Swimming and Rowing Club, whose members helped

pace Papke during the long Channel swim.

Endurance feats like these show that seafarers can be equally at home in the water as on it. His brothers wish him luck in his coming attempts.

Money Due From Alcoa

NEW YORK—Seafarers who have shipped aboard Alcoa Steamship Company vessels recently may be among those sharing in an \$1,169.19 bonanza of unclaimed wages listed below.

The listing covers 104 names with money due in amounts ranging from \$1.02 to \$126.37. One out of every three Seafarers on the list has \$10.00 or more coming. Six of the amounts are over \$50.00.

Seafarers whose names appear on the money due list should send a correct forwarding address plus their Social Security numbers and Z-numbers to the following address:

Paymaster
Alcoa Steamship Company
17 Battery Place
New York 4, NY

The following is the listing, with the amounts due alongside each name:

NAME	AMOUNT
Ardois, Evit	11.98
Atkins, Edw. L.	2.80
Bengert, Ben. C.	18.68
Barnett, John D.	2.32
Bennett, Lorenzo	8.81
Barbara, S. A.	2.80
Brewster, Hugh D.	126.37
Bennett, Denzil J.	19.54
Bailey, Joseph E.	41.77
Collins, James E.	3.60
Corrent, Charles J.	1.16
Chestnut, John A.	1.34
Calebough, Paul R.	7.90
Carr, Joseph G.	57.39
Coffey, Louis V., Jr.	10.92
Carpovich, Philip J.	9.85
Cajiao, Philip M.	2.72
Callahan, Michael J.	1.45
Cooper, Charles J.	11.26
Costello, Albert J.	10.60
Conner, Justin H.	13.37
Dunn, John	10.62
DiNino, Pasquale	7.73
Danguvich, Mike	3.16
Elarrriaga, Antonio	2.09
Evvit, William E.	13.27
Ellis, Glenn R.	39.77
Evans, Norman	10.63
Fee, John	2.80
Green, Jesse L.	3.58
Graham, Bernard F.	5.20
Gretz, Michael, Jr.	16.00
Goodnick, Robert K.	5.37
Garay, Rufino G.	6.87
Gonzalez, Ivan	11.26
Gedra, Charlie A. J.	2.80
Hammac, Albert	3.91
Havelin, Wm.	2.22
Hanson, Lonnie C.	9.14
Hommel, Robert E.	3.55
Hester, John F.	2.80
Hertzog, Lewis	2.80
Hamlin, Howard	1.56
Horn, Eugene A.	3.62
Hudson, William M.	10.82
Hammond, Martin M.	9.82
Haggerty, Joseph W.	8.46
Henry, William	2.80
Ingebretsen, A. K.	50.08
Jackson, James O.	2.71
Jennings, Francis M.	8.44
Kelly, John M., Jr.	1.02
Lowe, Robert D.	3.91
Laclair, Walker T.	10.24
Lambert, Robert K.	21.77
Laffeur, George	54.45
Lott, Leon B.	5.41
Lebens, Wesley E.	2.60
Lavelle, W. P. Jr.	60.55
Lane, Ernest G.	13.99
Mancino, Sal	2.47
Mitchell, James A.	8.16
Morris, William D.	7.67
Mandiek, Arthur J.	1.95

SEAFARERS PORT O' CALL

NEW YORK 675-44 AVENUE
BALTIMORE 1216 E. BALTIMORE

Notify Union On LOG Mail

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

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

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

The INQUIRING SEAFARER

Question: Do you try out the local foods when you're in a foreign port?

Norman Du Bois: No sir. I'm just a little too careful about what goes into these foreign foods. Certain foods are all right, but not salads or most vegetables. This has been my long-time policy and it's worked out fine. I will drink foreign liquor, though. No harm done there. I'll just watch what I eat.

Hector Herbas: Native foods are part of foreign life. It wouldn't be the same visiting a foreign port if you didn't sample the cooking. Since Seafarers travel all over, we should become international food-tasters by sampling the flavor and cooking of each nation. Food is food, and it's all good.

James Mijares: I enjoy foreign foods. Each nation's cooking is different, so I experiment whenever I'm in a different port. The wines are varied and all tasty, the salads are colorful, highly seasoned and delicious. The main courses are usually done up much differently than what we serve and eat here too.

Frank McKenney: I eat foreign food occasionally. The specialties of each country are what I go for. In India, curried food is the national dish, so I try some each time I'm in an Indian port. I do try to stay away from some Far East dishes where you know the food itself isn't prepared properly or is grown in areas where disease is common.

Domingo Gordan, Jr.: It depends on the place you go. I eat foreign food at times, but you have to beware of food in some places where there is a poor system of storing and where disease occurs often. In general, foreign foods are just fine with me as long as I know it's grown and cooked correctly.

John Japper: When you're hungry and away from home any type of food looks and tastes good. I'm part Oriental, so foreign food doesn't bother me at all. It's all nutritious and healthy if you're as used to it as I am. Curried and spicy dishes are what I really like best.

NAME	AMOUNT	NAME	AMOUNT
Morris, Thomas E.	14.48	Reyes, Felipe M., Jr.	1.18
Martinez, Emilio	4.90	Rodriguez, Anthony	1.03
MacDonald, Norman R.	2.65	Rival, George E.	9.99
Matthys, Philemon	3.58	Roberts, John C.	1.85
McCoskey, Maurice P.	1.45	Rojas, Angel D.	1.85
McLees, Thos. H.	1.85	Sauls, Ernest J.	10.28
McLemore, John D.	8.00	Scott, William C.	2.47
McCaskey, Earl P.	11.48	Szanto, Steve, Jr.	2.24
McCloskey, Andrew A.	1.35	Sullivan, John V.	1.95
McCauley, John W.	7.09	Schwartz, Bernard	4.00
Olsson, Rune G.	14.41	Sallinas, Jose P.	10.43
Plahn, Eugene G.	20.24	Sawyer, Norman W.	1.36
Pinhook, A.	8.84	Setliff, Samuel E.	1.82
Poe, Edward Lee	2.46	Theiss, Ray S.	1.98
Perez, Miles R.	13.01	Thomas, Houston, Jr.	3.94
Phillips, Lacey L.	13.57	Wintzel, Henry J.	11.77
Powers, William J.	1.43	Warrington, Duane L.	78.30
Richardson, Roy R.	9.87	White, William D.	4.00
Rios, Juan	42.29	Wallace, Welden O.	5.81
Ringo, Homer L.	1.86	Wheeler, Jack E.	2.80

SIU SOCIAL SECURITY BULLETIN BOARD

SIU Welfare, Vacation Plans

Cash Benefits Paid—May, 1963

	CLAIMS	AMOUNT PAID
Hospital Benefits	7,255	\$ 61,296.37
Death Benefits	26	64,247.34
Pension-Disability Benefits	406	60,900.00
Maternity Benefits	45	8,610.50
Dependent Benefits	655	85,129.50
Optical Benefits	347	4,055.62
Out-Patient Benefits	4,189	34,911.00
Vacation Benefits	1,384	439,240.82

TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD... 14,307 \$758,391.15

SIU Clinic Exams—All Ports May, 1963

Port	Seamen	Wives	Children	TOTAL
Baltimore	107	32	16	155
Houston	105	7	5	117
Mobile	49	8	2	59
New Orleans	289	23	18	330
New York	374	38	30	442
Philadelphia	47	23	14	84
TOTAL	971	131	85	1,187

SIU Blood Bank Inventory May, 1963

Port	Previous Balance	Pints Credited	Pints Used	TOTAL ON HAND
Boston	3	4	0	7
New York	71½	38	2	107½
Philadelphia	19	4	0	23
Baltimore	55½	3	5	53½
Norfolk	16	0	0	16
Jacksonville	25	0	0	25
Tampa	6	0	0	6
Mobile	12	0	0	12
New Orleans	39	6	4	41
Houston	6	0	0	6
Wilmington	1	0	0	1
San Francisco	6	0	0	6
Seattle	15	0	0	15
TOTALS	275	55	11	319

Vermont Nips 'Work' Bill In Fair Job Law

MONTPELIER, VT. — Vermont became the 24th state to adopt an enforceable fair employment practices law, as Gov. Philip H. Hoff (D) signed a labor-sponsored bill which bars job or pay discrimination because of race, color, religion, sex, age, or national origin.

An attempt in the House to attach a so-called "right-to-work" amendment was soundly defeated.

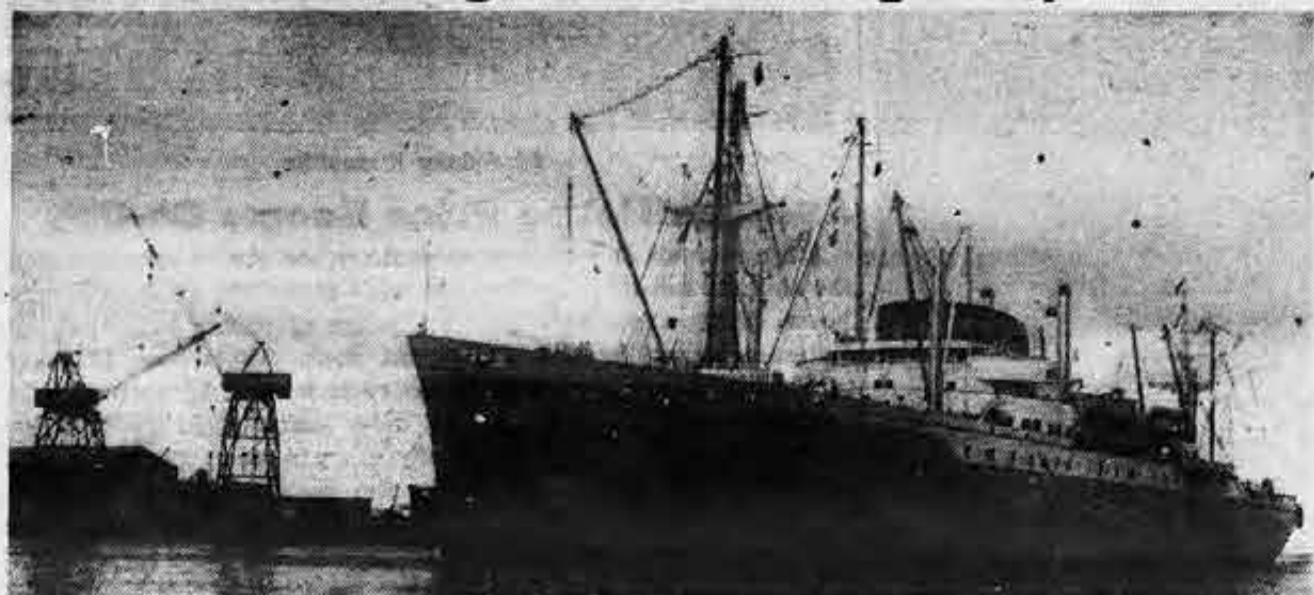
The bill makes it illegal for any employer, employment agency or labor organization to practice discrimination in "any matter directly or indirectly related to employment or labor organization membership opportunities."

Employers, employment agencies and unions are prohibited from inquiring into the race, religion or place of birth of applicants; employment agencies are specifically barred from refusing to list or refer for employment members of minority groups, and unions are forbidden to discriminate on these grounds "against any individual or to limit, segregate or qualify its membership."

The effort to ban union shop agreements was beaten 178-46 in the House, with both Republicans and Democrats taking the floor to oppose the amendment. One GOP legislator warned that "right-to-work" legislation would discourage desirable industry from moving to Vermont and termed the proposed ban on the union shop "more obnoxious to industry than to labor."

Two years ago, a similar effort to amend a fair employment bill was beaten 147-67.

'Homecoming' For SIU Passenger Ship



Making first visit to the Port of Pasagoula, Miss., since she was built there in 1947, the SIU-manned passenger liner Del Mar (Delta) passes Ingalls yard whose giant building cranes are seen in the background. The Del Mar was in Pascagoula to take aboard a cargo of bagged cornmeal for shipment to South America. She and her two sister ships were all built by Ingalls.

US Jobless Top 4.8 Million But Strikes Get Headlines

WASHINGTON—Much of the clamor here for anti-strike and compulsory arbitration legislation loses its impact as soon as anyone takes the trouble to examine the record.

With the total unemployment figure rising to 4.8 million persons, creating a national jobless rate of 5.7 percent for June, joblessness due to strikes continues to get the biggest headlines.

Yet all measures of strike activity in May were significantly below the levels for a year ago, based on the latest figures released last week by the US Department

of Labor's Bureau of Labor Statistics. According to preliminary estimates, the total number of workers directly idled by May strikes amounted to 165,000.

Strike idleness in May, at 1.75 million man-days, accounted for but 0.17 percent of total estimated working time across the country.

In postwar years, only May 1961 had fewer man-days of strike idleness and accounted for a lower ratio of time lost to time worked. (See chart.)

Approximately 425 stoppages, involving 125,000 workers, began in May. These stoppages were equally divided between manufacturing and non-manufacturing, with about a third in the construction field. Another 175 stoppages continuing from April brought the total number of workers directly idled by May strikes to 165,000.

The latest study, as charted by the Labor Department, shows that

SOCIAL SECURITY REPORT



Joseph Volpian, Social Security Director

AFL-CIO Cites Lagging State Laws

The "tragic record" of the states in providing workmen's compensation protection for on-the-job injuries and occupational illness demonstrates the need for Federal benefit standards, according to an analysis in the June issue of the "American Federationist." The article is entitled "The Crisis in Workmen's Compensation."

A half-century ago, when most state workmen's compensation laws were adopted, the average weekly wage was about \$13 and the average benefit about \$10.

Today, the article points out, "the average state benefit is between \$35 to \$45 a week, the national average wage of a factory worker is about \$97 a week" and only three states have maximum benefits for an injured worker with a wife and two children equal to two-thirds of the state's average weekly wage. As recently as 1940, all but ten states had benefit ceilings equal to at least two-thirds of the average state wage.

In six states which finance workmen's compensation benefits through exclusive state funds, only 6.5 percent of premiums paid go towards the cost of administering the program. The average cost for private insurance in the other states is so much higher that if overhead expenses could be held down to 25 percent of the premium dollar, benefits could be increased by about one-fourth.

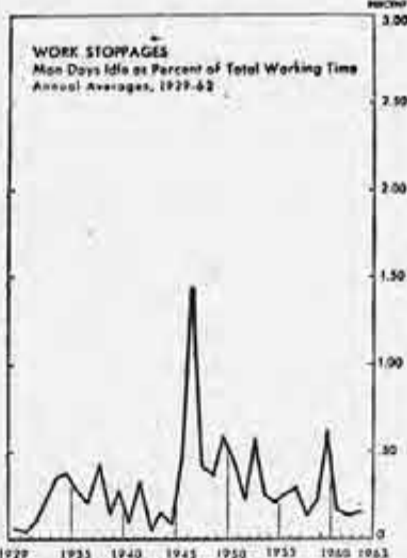
Few states cover all workers, supervise medical treatment or provide adequate rehabilitation services for injured workers.

The AFL-CIO analysis lists 11 recommended standards for "a good state workmen's compensation law" and noted that no state law presently meets all 11 standards and "one state does not meet any." These are the recommendations:

- Compulsory coverage with no numerical exemptions.
- Benefits sufficient to maintain "a decent standard of living" for injured workers, with maximum benefits not less than two-thirds of state average wages.
- Reciprocity of benefit rights between jurisdictions.
- Full statutory coverage of all occupational diseases.
- Full compensation protection under second injury funds.
- Continued benefits during rehabilitation.
- Administration by a state agency rather than the courts.
- An exclusive state compensation fund.
- Benefits for the totally disabled for the entire period of disability.

Calling for a Federal workmen's compensation act or minimum standards for the states, the AFL-CIO analysis concluded: "The states have not met their responsibilities. Unless there is action on the Federal level, the nation's first social insurance is likely to remain last in terms of performance."

(Comments and suggestions are invited by this Department and can be submitted to this column in care of the SEAFARERS LOG.)



US Labor Department chart shows tiny fraction represented by strike-time in comparison to total man-days worked all over the country. In contrast, joblessness due to unemployment amounts to 5.7 percent of total US work force.

joblessness due to strikes has been nowhere near the one percent mark, as compared to total working time, since 1947. Since total employment was up to 70.3 million workers in June, there is far less job idleness due to strikes, based on time worked today, than ever before.

Only two major strikes, each involving more than 5,000 workers, were in effect in May—construction strikes in the Detroit and Flint, Mich., areas. The Detroit area strike continued into June.

British Find Reason For US 50-50 Law

LIVERPOOL—British shipowners who are among the most vigorous opponents of the 50-50 law covering cargoes financed by the US Government may develop a change of heart when they notice that Britain's export trade slipped below the 60 percent-mark in 1962 for the first time in 25 years.

The "disappointing" figures, according to the Liverpool Steamship Owners' Association, show that last year British ships carried 58 percent of the United Kingdom's export trade, as compared with 61 percent in 1961 and 59 percent in 1958.

In the import trade, the British shipowners' share declined from a level of 50 percent in 1961 to 49 percent in 1962. In 1938, British shipping handled 56.9 percent of the country's imports.

The British situation contrasts sharply with figures for US-flag shipping in foreign trade. A recent Navy staff report submitted to the Senate Commerce Committee in Washington cited the fact that "only 8.8 percent of US total ocean-borne commercial foreign trade" was carried by US-flag vessels in 1961.

It added: "The requirement that at least 50 percent of our foreign aid material be carried in US-flag ships is a major factor in achieving even the 8.8 percent figure."

There are no complete figures yet on the percentage of US foreign trade carried in American-flag ships for 1962. However, it's safe to assume that the amount

will not deviate much from the 8.8 percent achieved in '61.

In its 1962 report, the Liverpool group found some comfort in stating that the percentage reduction in export-import cargoes hauled on British ships last year was not due to any appreciable falloff in British-flag shipping tonnage. Actually, British ships in the import trade increased by nearly a million tons, while the export tonnage was about the same as in the previous year.

The increase in the percentage of British import-export trade handled on foreign-flag ships was said to have developed because an additional 2.5 million tons of foreign shipping entered the British trade last year. There was also a sizable increase in the amount of cargo moving in the trade for 1962, the report added.

MA Studying Assist Device For Look-Out

WASHINGTON—A \$39,000 contract to study the feasibility of developing a look-out assist device that would be able to detect with a high degree of certainty objects located 5 to 20 miles from a ship, has been awarded by the Maritime Administration.

According to the MA, the proposed device should also be able to detect objects moving toward the ship, and indicate their bearing within 10 to 15 degrees. It would have to be suitable for use aboard a cargo ship of about 10,000 deadweight tons and require minimum servicing.

The study for a look-out assist device was prompted by the many limitations of radar. Radar performance is at times unsatisfactory because of natural phenomena or internal causes within the machine itself.

Frequent radar observations over long periods also have been known to reduce the watch officer's night vision. Radar detection of ships and objects has been found superior to visual and sound detection methods only at ranges permitting ample time for ship maneuvers.

The MA has allotted eight months for the study by the Sperry-Piedmont Company, of Charlottesville, Va., which was awarded the contract after bids were submitted by more than 30 companies.

Get Polio Shots, PHS Urges

The Public Health Service urges Seafarers who have not already done so to get their polio shots as soon as possible. The shots can be gotten at any PHS hospital without charge. Plenty of vaccine is available so there is no delay in the administering of the shots. The few minutes a Seafarer takes to insure himself against the crippling disease by getting the shots are well worth the saving of time, money and, most of all, the avoidance of suffering and possible disability.

Sears' Fight Holds Fast, Clerks Say

CHICAGO — Organized labor's three-year war on the anti-union policies of Sears, Roebuck & Company continues to have an affect on the sales and expansionist dreams of the large mail-order house.

Sears, which is now looking to exploitation of European markets, is the target of a nationwide consumer boycott waged by organized labor since the company fired and used discriminatory tactics against almost 300 San Francisco members of the Retail Clerks International Association because they respected a picketline set up by strikers from the Machinists union.

Though subsequently ordered to rehire its discharged employees, Sears then began to undermine the position of other unions with which it had signed contract agreements. The boycott grew as news of a company-established spy system and other anti-union practices became known.

Due to enter its fourth year this month, the union boycott against Sears will be directed against existing stores as well as 27 others that the chain is opening this year as part of an attempted domestic expansion program. Seventeen of the new stores are being set up in areas where the company has no other retail outlets.

The AFL-CIO Executive Council, at its August 1960 meeting, endorsed the Clerks' boycott, urging all trade unionists and their friends not to patronize Sears stores "until management ceases to interfere with the self-organization of employees and until it demonstrates good faith acceptance of the union security clauses in its contracts."

SIU Co's Queried On Boston Run

BOSTON—Three SIU-contracted companies on the Puerto Rico run have been contacted by the Massachusetts Port Authority in its hope to obtain regular vessel service between here and Puerto Rico. The new run would give a big lift to shipping in the area.

The three companies, Alcoa Steamship, Sea-Land and Seatrain, were approached after the MPA got an enthusiastic response to a questionnaire sent to firms in the upstate New York, Eastern Canada, Boston and New England areas.

About 75 percent of the firms which expressed interest in the service are located in Massachusetts. They pointed to the prospect of considerable savings on inland freight costs. More than half of them indicated the economies would amount to at least \$10 a ton, and some gave estimates as high as \$20.

Virtually all the Puerto Rico traffic from the area surveyed is now dispatched through New York. Boston has been without Puerto Rican service since 1955 when Alcoa briefly operated a monthly run. The port agency wants sailings at least every two weeks.

The MPA pointed out that Sea-Land officials have already mentioned the possibility of a shuttle service which would tie in with its intercoastal service at Puerto Rico. This would make it possible for the vessels to take Boston cargo not only to and from the island, but also to the West Coast.

Payoff Time In Baltimore



Company paymaster gets all the attention aboard the Overseas Eva (Overseas Carriers) in Baltimore, as Seafarers Bill Taffner and James King wait to pick up voyage payoff after offshore run. The ship signed on again for a trip to Turkey. Both men sail in the black gang.

Tax Returns Show Health Cost Burden

WASHINGTON—The burdensome cost of medical and dental care was pointed up again by the Health Insurance Institute's recent report that taxpayers itemizing health expenses in their 1960 tax returns spent an average of \$578 for this item. US taxpayers deducted an average of \$351 for health expenditures that year.

An analysis of tax figures released by the Internal Revenue Service revealed, that of 61 million tax returns in 1960, about 14.3 million showed such excessive medical costs that the expenses were itemized.

This fourth of the nation's tax-

payers spent more than \$8.6 billion for medical needs. They were allowed to deduct \$5.2 billion.

No deductions are allowed a taxpayer who spends less than one percent of his total income for drugs or less than three percent for medical and dental needs. These sums are considered by the Federal Government to be normal and must be absorbed as ordinary expenses without special provisions.

Taxpayers whose expenses exceed these sums can itemize their health costs on their annual returns and receive a tax break.

Internal Revenue data shows that taxpayers who deduct health costs claim an average of three percent of their adjusted gross income. They also list an average of 3.7 percent of income deducted for contributions to charity, 4.7 percent for interest payments on mortgages and loans and 5.8 percent for taxes and fees.

The data shows that taxpayers with incomes under \$2,500 who itemized deductions in 1960 spent an average of \$360 for health needs and were allowed to deduct \$300.

For other income brackets, the average health expenditures and deductions were: \$2,500-\$4,999, spent \$455, deducted \$324; \$5,000-\$7,999, spent \$523, deducted \$300; \$8,000-\$9,999, spent \$639, deducted \$330; \$10,000-\$14,999, spent \$811, deducted \$424; \$15,000-\$19,999, spent \$1,112, deducted \$622; \$20,000-\$24,999, spent \$1,392, deducted \$845; \$25,000 and up, spent \$2,830, deducted \$1,288.

The American Medical Association, which carried a story on the analysis in its own publication and has been opposing a system of health insurance for the aged under Social Security, offered no comment on the findings.

SIU MEDICAL DEPARTMENT

Joseph B. Logue, MD, Medical Director



Vitamins Often May Be Useless

My mother once confided that she felt guilty about the care her children had received. I thought we'd been well-supplied with life's necessities, but Mother was convinced that we'd never had enough vitamins. We hadn't had cod-liver oil or vitamin supplements that seem so essential today. Maybe it's just as well, according to Dr. William A. MacColl, writing in "MD Column".

The American Medical Association's council on foods and nutrition points out that a reasonably healthy individual eating a reasonably varied diet has little or no need for supplemental vitamins.

During infancy, 30 milligrams of vitamin C, 400 units of vitamin D, and 1,500 units of vitamin A are needed each day. During childhood these needs double, and during adolescence they triple. The only one that's not readily obtainable from ordinary foods is vitamin D.

As for the other vitamins, there is little evidence that deficiencies occur except under conditions of severe or prolonged illness, very poor eating habits, excessive dieting, or pregnancy.

Older people need more vitamins because they eat less food and fewer foods; however, probably not more than a growing child.

Most vitamin preparations have impressive labels. Each tablet is likely to contain all the known vitamins and 12 essential minerals. It must require no small measure of ingenuity to get them all in. Yet unless you know you need all these items, it's enough to admire the product from afar.

AMA points out that excess amounts of water soluble vitamins, such as B and C, are excreted rapidly. However, larger than normal supplies of A and D may result in loss of appetite, bone pain, skin rashes, disturbed kidney functioning, weight loss, and anemia—especially in children.

Using B-complex vitamins may provide enough anti-anemia substance to mask any anemia, yet it may also result in neurological symptoms. It may delay the proper diagnosis of anemia, cause unnecessary pain, suffering, and expense, and allow the disease to inflict permanent injury.

These supplements are expensive. The ordinary child's dose of vitamins A, C, and D preparations cost 2c to 8c a day. Adult capsules may cost 4c to 25c a day. Vitamin fadding can be very expensive.

There is no evidence that extra-large doses of vitamin C have any effect whatsoever on preventing or curing the common cold. Your body can only use 30 to 80 milligrams of vitamin C daily. The rest is excreted in the urine very promptly.

The extra money you spend on super-vitamins might better be spent on better food. It does more good. And besides, it tastes better.

(Comments and suggestions are invited by this Department and can be submitted to this column in care of the SEAFARERS LOG.)

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By Sidney Margollus

Average House Price Booms Co-Ops

After a decade of purported boom times and almost-full employment, the average American worker still can't afford the average American house. While wages have gone up, prices of houses have risen even faster, a survey by this department finds. Wages rose 38 percent in the past decade but construction costs jumped 50 percent.

The average industrial worker today earns about \$5100 a year. The usual yardstick is that a family can pay about 2½ times annual income for a house. Thus, today the typical working family can afford a home that costs no more than \$12,750.

But this year the average new house carries a price tag of \$22,500. The average older house which went up for sale this year brought \$17,300, the Federal Home Loan Bank reports. To buy the typical house offered for sale today, you really need an income of \$7,000 to \$9,000.

Prices of houses are especially high in the North Central and New England states. Costs are a little less in the West and South, except in Southern Florida. There, prices have been running close to the highest in the country, and significantly, so have foreclosures.

Despite the somewhat easier mortgages and lower interest rates this year, the current high tags on houses have made down payments so high they virtually forbid many working families from buying houses today. While some new tract houses can be bought with moderate FHA or VA down payments, buyers typically are required to put down 25 percent on new houses. With closing costs, that means the average down payment on a new house now is close to \$6000. On older houses, you usually have to pay down about 30 percent.

If you're home-hunting this year, there are three possible opportunities to reduce the cost.

One is the stabilized tags on existing houses, with even some reductions reported by the National Association of Real Estate Boards. Most of the price paring has been on houses built between 1940 and 1950, but some built after 1950 also have been marked down, except in the West. There they are still rising.

Another potential help, especially for recently-wed young couples and senior citizens, is the increasing supply of rental apartments. Almost half the cities surveyed by the real estate association now report ratios of over 5 percent, and somewhat more rent reductions are being reported than increases. Thus, while rents are still high, you at least have a chance to wring more concessions from landlords than you could a year ago.

Unfortunately, the greatest number of vacancies are at the extremes—in unrenovated or poorly-located older buildings on the one end, and luxury apartments on the other. Luxury buildings aren't filling up as fast as builders had hoped.

Your chances of finding reductions are better in apartment houses than single-family rentals, which are still firmly-priced.

How much rent can you afford? The usual rule of thumb is 25 percent of after-tax income.

Third and most-successful effort to solve the present steep cost of housing is the middle-income and limited-income cooperative housing projects which have boomed in New York especially, and now are springing up on the West Coast, in the Midwest and other areas.

Co-ops have been encouraged recently by a provision of the National Housing Act of 1961 for direct Federal loans at below-market interest rates to limited-income co-ops. Roger Schafer, co-op housing expert, recently explained that a family of four, for example, would be eligible if it had no more than \$7750 a year income. It would pay no more than 20 percent of income for carrying charges—a maximum of \$129 a month.

The big boon in this program—called Section 221(d) (3)—is the special financing rate of 3 and one-eighths percent.

An article in "Cooperative Housing Quarterly" reports that the Park Town Cooperative in Cincinnati formerly had an average monthly charge of \$91.30. But when Park Town was refinanced under Section 221(d) (3), the average was reduced to \$71.10.

Another helpful feature is the low down payments which can average as little as \$120 per family. Already over 30 cooperatives have been started in various parts of the country under this program.

But this program has its limitations. The more-usual nonprofit housing cooperatives often require larger down payments but also can permit a wider range of incomes, and more freedom in where and how they can be built.

Currently the world's largest housing cooperative is being built on the site of the old Jamaica race track in Queens, New York. Sponsored by United Housing Foundation, Rochdale Village will house 20,000 people.

Unions have been the main backers of housing co-ops, and besides the large number they have sponsored in New York, recently have helped finance successful co-ops in San Francisco; Washington; in Milpitas near San Jose, Calif., and other towns. Co-ops and credit unions also have become active in sponsoring housing co-ops in Minneapolis; Detroit, New York, and other cities.

One of the most active efforts to provide housing for middle-income families is being made by the Association for Middle Income Housing in New York. In association with the Fund for Urban Improvement and the Middle Income Housing Corp., this group already has helped develop several large cooperatives in that city and in neighboring suburbs.

A useful idea developed by the Middle Income Housing Corp., is a loan plan to help families get the down payment for a co-op, typically \$2,000-\$3,000. The loan is arranged at a low rate of interest, and is repaid over a period of five years. Thus, the family doesn't have to wait until it saves up the down payment to move into a co-op.



PORT-TIME

"Business as usual" prevailed on the Alcoa Polaris (Alcoa) when she loaded in Port Newark recently. The ship soon headed out for Baltimore and the Virgin Islands.

SS ALCOA POLARIS



Seafarer Edward Cannon (left) decided to shave before going to the messhall for lunch. Robert Kyle was already there, waiting for pantryman Julio Marcial to serve dessert.



There's plenty of work aboard ship in port. Here, John Maytum, AB, clears deck of wire rope hazard.



Mealtime found Seafarers Adam Quevado, P. Gonzalez and Joseph Nazario, all wipers (l-r), polishing off mid-day meal with gusto when photographer dropped in.



L. J. Beale, chief steward, who gets credit for fine food on Polaris, keeps weather eye on soup kettle.



Catching up on news, Joseph Nazario, wiper (left), and ship's delegate William E. Lance, FWT, turned to the latest LOG as the best source of information on maritime.



Bosun Jimmy Long (right) and Joe Algina, director of Seafarers' safety plan, chat about conditions on deck.

T-Men Boom Boating Biz

Yachting Still Deductible

WASHINGTON—The Government's official tax guide for expense accounts is out and, from the looks of it, the new tax rules won't be as tough on businessmen as they feared when the original clampdown was first announced.

As of August 1, when the new rules go into effect, expenditures for yachts, night club tabs and country club membership will still be tax-deductible, but businessmen will have to go into greater detail on their tax return to prove that business, not pure pleasure, was the major purpose of the expense.

According to the tax guide, the rules have been loosened considerably since they were first proposed. The cost of buying and operating a yacht is still deductible, for instance, if its use can be proven to be for a real business purpose. There were a lot of long faces for a while around some of the country's plush marinas and yacht clubs while the exact text of the rules was still in doubt.

'Business Costs'

The amount of the total costs that can be deducted depends on how much of the time the vessel is used for business purposes. Businessmen who use company yachts or cabin cruisers almost entirely for entertaining clients and wives, with refreshments, can deduct most of the cost of the boat—depreciation, operations and maintenance. If it is used for business purposes 60 percent of the time, 60 percent of the cost is deductible.

The businessman's family can still get into the act also. If the family was along to enjoy the ride, on a day when dad said he used the yacht to conduct some serious business discussions with a client, this will have no effect on the deductions. The same goes for use of country club facilities and the like.

In general, the rules remain much the same as they were, except that the Government wants more proof that business was the major topic of discussion as justification for a variety of entertainment expenses.

Under the entertainment expense rules, a client is supposed to be treated in the style to which he's accustomed, although the entertainment cannot be "lavish" or "extravagant." However, you don't

serve hot dogs to business executives when you take them out on a yachting trip, or treat them and their wives to dinner at a hamburger stand. If your guests live well, treat them well—and it's all deductible.

Anchors aweigh!

1,000th Ship Into Duluth Since Seaway—A Runaway

DULUTH—US Senate approval of a bill calling for a study of possible year-round navigation on the Great Lakes and St. Lawrence Seaway is not expected to make too much of a hit with American seamen here and in other Lakes ports.

One of the chief reasons was pointed up last month when the 1000th deep-sea vessel to arrive in this port since the Seaway opened in 1959 was greeted in special ceremonies. Symbolically, the honored vessel was an American-built ship—the SS Transporter—now flying the Liberian flag.

Duluth is the farthest US inland port on the Lakes, some 2,100 miles from the Atlantic. Foreign ships have monopolized the deep-sea trade on the Seaway since it opened.

The Transporter, a World War II Liberty ship, arrived here along with 15 other vessels which passed through the ship canal when an all-day fog lifted.

Others in the running for the honors were an American, a Norwegian and a British vessel, but official nod from the Port Authority went to the Liberian vessel.

While most Great Lakes citizens look upon the Seaway as a boon to their port cities, the average Lakes seaman has watched since 1959 the gradual loss of jobs and vessels to the ever-mounting tide of foreign-flag vessels, particularly those of the runaway-flag nations of Liberia, Honduras and Panama.

In these instances, the vessels are generally acknowledged to bear ownership by Americans who have registered their vessels in these countries to escape the tax, safety and wage requirements of American-flag operations.

Meanwhile, the Seaway study

bill adopted by the Senate June 25 has gone to the House for further action. The bill calls for a final report to be submitted to Congress not later than two years after funds are provided for the study.

The investigation would include waterway de-icing systems and methods in use by private concerns and foreign governments. Estimated cost of the study is \$50,000.

Lady's Voice Means Trouble In The Air

BOSTON—US Air Force and airline pilots are finding some truth in the old sea superstition that a woman's presence on a ship may bring bad luck.

A new airplane warning system features a recorded female voice, which informs a pilot of a dangerous mechanical condition in his plane, and then offers a possible antidote to remedy the situation. The system is now being tested by a commercial airline.

It is already being used as operational equipment on Air Force B-58 bombers.

The new warning system, which has been tabbed "NORVIPS," for the Northrop Voice Interruption Priority System is now being tested commercially aboard a Northeast Airlines jet on the Boston-Miami run.

Recorded female voices are pre-

SIU FOOD and SHIP SANITATION DEPARTMENT



Cliff Wilson, Food and Ship Sanitation Director

Special Shipboard Care For Eggs

There are several ideas about egg storage aboard ship which though untrue, are still generally held by those not up on the latest findings of scientific research in food handling.

Contrary to popularly-held beliefs, eggs require storage at temperatures much lower than are usually maintained. Research by the US Department of Agriculture has shown that eggs keep best at temperatures of between 30°F. and 33°F. Since the freezing point for eggs is 28°F., there isn't much leeway allowed if you want the very best storage temperature, which must be kept just a bit higher than this freezing point. In these summer months, the proper storage temperature becomes critical for keeping eggs fresh and tasty.

Another outmoded theory about eggs which is untrue is the idea that eggs must be turned regularly for proper storage. Forget it. Modern food science proves it is undesirable to turn egg cases.

Eggs are always placed in a case with their pointed ends down, and they should stay that way for a good reason. First of all, the pointed end is the strongest and the least likely end to break. Second, the rounded end has an air cell which should not be disturbed. If this cell is shaken up and broken, the yolk of the egg may stick to the shell and cause the egg to spoil more rapidly.

Although they are one of the most important food items aboard ship both from the standpoint of nutritional value and popularity, steward department members must remember that eggs are also one of the most fragile food items aboard. The watchword must be "handle with care!" whenever eggs are aboard.

Some good rules to remember for handling eggs are:

- Don't let eggs stand on the pier longer than necessary.

- Don't let eggs become smashed while being loaded on the ship.

- Don't let cases, or the eggs themselves, get wet.

- Never turn egg cases.

- Don't store egg cases on their sides or ends. Always store them top side up.

- Don't store eggs together with strong odor foods.

- If possible, don't let temperatures fall lower than 30 degrees or go higher than 33 degrees.

A few additional rules for egg-handling and storage stem mainly from the make-up of the shell itself. Although this looks hard, it is actually full of tiny holes or pores. The air goes through the shell as it would through a screen, and this is the primary reason why eggs pick up odors from other foods and cannot stand much heat or cold during storage. They should be kept separate from any food with strong odors, which might otherwise give them an unpleasant quality.

Products like roquefort, blue cheese and other strong cheeses should not be kept in the same box as eggs. These strong cheeses can be well wrapped and put in the vegetable box. The dairy box must always be clean and odorless to preserve the quality of the eggs stored in it.

If possible, the wrappings on eggs should be kept on to help retain their freshness and moisture. Good packaging of eggs helps to promote cleanliness and prevents the spread of odors.

Since they are extremely perishable, eggs must be given special attention both in storage and handling. The high standards on food quality for all SIU-contracted ships must be maintained, especially where eggs are concerned.

(Comments and suggestions are invited by this Department and can be submitted to this column in care of the SEAFARERS LOG.)

DIGEST OF SIU MEMBERSHIP MEETINGS

DETROIT, May 10—No meeting was held due to lack of a quorum.



HOUSTON, May 13—Chairman, Lindsey Williams; Secretary, Bill Doak; Reading Clerk, Paul Drozak. Minutes of previous port meetings accepted. Executive Board minutes of March 25 presented. Port Agent reported on shipping, upgrading school, Cities Service transportation, organizing, blood bank. Report accepted. President's April report carried. Report of credentials committee and polls committee accepted. Auditor's reports presented. Motion carried under new business that headquarters explore the possibility in next contract negotiations of having companies pay transportation on excess baggage up to 100 pounds on travel by air back to port of engagement. Total present: 397.



NEW ORLEANS, May 14—Chairman, Lindsey Williams; Secretary, Clyde Lanier; Reading Clerk, Buck Stephens. Accepted minutes of previous meetings in all ports. Minutes of Executive Board meeting March 25 presented. Port Agent's report on shipping accepted. President's report for April accepted. Reports of credentials committee and polls committee accepted. Meeting excuses referred to dispatcher. Auditor's reports accepted. Report given under good and welfare by Homer Workman, alternate SIU delegate to SIUNA convention on business conducted at convention. Total present: 210.



MOBILE, May 15—Chairman, Lindsey Williams; Secretary, Louis Noirs; Reading Clerk, Robert Jordan. Minutes of previous meetings in all ports accepted. March 25 Executive Board minutes presented. Port Agent's report covering shipping activities, SIUNA convention and blood bank was accepted. President's April report accepted. Credentials committee report and polls committee report accepted. Meeting excuses referred to the dispatcher. Auditor's reports accepted. Total present: 215.

Last Man Out



Mission accomplished, SIU oldtimer Tony Pisan, the "Duke of Bourbon Street", sits amidst a sea of empty chairs and mugs for the LOG photographer at the end of a recent SIU membership meeting in the New Orleans hall. Tony took the occasion to say "hello" from the Crescent City to his many friends and shipmates around the world.

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

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COPE REPORT



AFL-CIO COMMITTEE ON POLITICAL EDUCATION

RIGHT WING IN ACTION. It is no secret in Wyoming that the John Birch Society is in the saddle. It seems to control the reins on a state legislature that has passed a phony "right-to-work" bill; adopted three right-wing sponsored resolutions calling for a curb on the US Supreme Court, altering procedures to amend the Constitution, put through a reapportionment plan to strengthen rather than diminish rural control of state government; urged Congress to kill foreign aid and to get the US out of the United Nations and vice versa.

There are only 23 radio stations in the state of Wyoming, and 15 of them are on \$1,000 a month retainer of a coalition of rightists groups. Every day, hours of taped programs produced by extremists Billy James Hargis, ex-Gen. Edwin Walker, Dan Smoot and other ultras, foul the airwaves and brainwash the citizenry.

Three John Birch organizers have entered Wyoming from outside the state to help mastermind the attack against Sen. Gale McGee and liberal programs. McGee is one of the Senators elected in 1958 who is targeted for defeat by the rightists next year.

For months, the John Birch crowd has swung into action with midnight phone calls to leaders and members of any organization considering inviting McGee as a speaker.

Matters reached such a preposterous extreme that McGee was temporarily denied permission to speak recently at the University of Wyoming. Ironically, before he was elected to the Senate he taught history and political science for 12 years at that same university. Meanwhile, McGee's office in Washington has been deluged with hate mail from rightists.



CAMPUS CAPERS. Colorado Springs, Colo., is a lovely community at the foot of towering Pikes Peak. It enjoys an ideal climate. Its charms are many, its attractions varied. Unhappily, it also is a hot-bed of right-wing activity stemming from the presence of one of the most horrible examples of a daily newspaper this side of Pravda. The paper, the "Gazette Telegraph," is owned by R. C. Hoiles, whose publishing empire stretches from California through New Mexico, Texas, Colorado, and Ohio.

Hoiles, 84 and rich, thinks the National Association of Manufacturers is too left wing, hates the public school system, opposes taxes of any kind. He is a right-winger's right-winger, an all-American arch-conservative. He also puts his money where his mouth is. He has underwritten an academic venture called Freedom School which offers short courses in right wing theory and practice. He now wants to expand this into a full four-year school called Rampart College.

A lot of folks in Colorado Springs are up in arms over this, and understandably. Rampart College would be like Freedom School, only more so. A tip-off on what it might be like is available by studying a roster of the "faculty" now at Freedom School. Among the "faculty" are William Grede, John Birch Society endorser and former NAM president; writer Frank Chodorov, leader of several rightist groups; James Doenges of "We, The People;" Percy Greaves, of Christian Freedom Foundation, and about a dozen other extremist big-wigs.

The titles of some of the courses have a flavor all their own: "A Comprehensive Course for People Willing to Work and Apply Themselves in the Pursuit of Philosophic and Economic Truths" (the course is over before the title has been memorized) and "Explorations in Human Action" (for business executives). Hoiles plans to put up \$5 million to launch Rampart, just another indication that rightist leaders have money and are willing to use it.

LABOR ROUND-UP

An employer's alleged fear that his wife will divorce him is not a good excuse for canceling a union contract and firing four electricians. A National Labor Relations Board examiner said the firing of members of Local 453 of the International Brotherhood of Electrical Workers in Springfield, Mo., had no merit, since the employer promptly signed with another union. The original discharges were based on the boss's claim that he "either had to go non-union or lose his wife."



The Board of Aldermen has voted 24-3 for approval of a labor-supported bill to bar the use of professional strikebreakers in New Haven. The city became the first in Connecticut to adopt such an ordinance, which prohibits any individual or company from hiring or furnishing anyone who customarily works as a strikebreaker to replace a striking worker. The maximum penalty is 60 days in jail and a \$100 fine.



The United Steelworkers Union is suing Copperweld Steel in Pittsburgh, Pa., to compel payment of \$6.5 million in pension benefits

for 900 laid-off workers. Local 171 of the USW says that pension, insurance, vacation and other benefits are due to workers who lost their jobs when Copperweld bought out Superior Steel and then shut down its operations in the Carnegie (Pa.) area. The company later set up a trust fund, but the union says the fund only covers the pension rights of workers who retired before the plant was closed. The suit is to protect the employees who were closed out of their jobs.



A first-time contract with an employer in the southern tufted rug and carpet industry was signed by the Textile Workers Union with Dixie Belle Mills of Calhoun, Ga. The big breakthrough in the South was scored by the TWUA last November when it won a National Labor Relations Board election by a 2-1 margin. The vote win broke the ice of Dixie resistance to TWUA unionism in Georgia, and future NLRB elections are pending. The contract with Dixie Belle covers 650 workers and grants wage boosts and improved life, hospital, surgical insurance and other benefits.

'Ho-Hum...'



SEAMAN

SEAFARERS LOG

Another dreary study of the US maritime industry has come off the presses, and will probably cause as much of a stir as all the others that preceded it. The final report of the "Maritime Evaluation Committee" was released to the public on July 1, although it was completed six months ago.

This is perhaps the tipoff on the lack of concern within the committee and in the Federal Government itself for the basic problems confronting maritime, and worsening as days go by.

For here is a report which speaks in such terms as the "bonus values" available through effective use of the US-flag fleet and then gives off with 100 pages of platitudes, including a call for more studies!

Obviously, a maritime study group composed of businessmen who are largely remote from its problems could not be expected to come up with anything startling. There certainly is little that is fresh and new in the committee's findings, after 20 months of study since 1961.



Bottoms Up!

Next time you quaff your ale or scotch or any other kind of spirits, take a pause and remember that you may be doing a disservice to the US distilling industry and are responsible, in part, for the continued loss of gold flowing out of this country into foreign lands.

In a report to the Commerce Department, US distillers recently noted that one-quarter of the total US gold loss last year could be attributed to America's thirst for imported alcoholic refreshment. In 1962, they point out, the US imported \$295 million more in alcoholic beverages than it exported.

Bourbon producers particularly have strong objection to this trend, which seems to affect their market more than that of other domestic producers. They blame the liquor export deficit on tariff barriers and other discriminatory practices which exclude bourbon

from foreign markets while foreign producers face no such barriers here.

An industry spokesman cited examples of foreign booze prejudice such as France's refusal to permit advertising of spirits distilled from grain. "If we prohibited the French from advertising cognac here, they'd scream," he noted.

Issuing thinly-muffled cries themselves, distillers feel the Federal Government hasn't backed them up enough at tariff and trade talks. They charge the US with failing to promote domestic liquor as many foreign governments do, and sadly comment that the US doesn't even endorse the use of bourbon—"the traditional American beverage"—at diplomatic functions.

All of the above has a familiar ring to it, of course, from the standpoint of US shipping and its battles with cut-rate foreign-flag tonnage.

Our Government approaches the idea of boosting American-flag shipping ever so gingerly, almost reluctantly, in fact, even where Government-financed cargoes are concerned. A good deal of prodding is required before some agency head issues an announcement that he will start living up to the law—to statutes that have been on the books for 60 years in some cases—and encourage use of American-flag shipping.

This is one way, incidentally, to ease the balance of payments problem for the US that Washington talks about, since the American maritime industry is a means for reducing US international payments by at least a billion dollars each year, according to some estimates. And while increased use of American-flag shipping and domestic-made booze may not solve our complex balance of payments problems, it does help.

American seamen have been doing their bit in these areas for some time, so all we can do now is remind the distillers that they can return the favor next time they mark a shipment for export. We're all in the same boat, it seems.

SIU ARRIVALS and DEPARTURES

The deaths of the following Seafarers have been reported to the Seafarers Welfare plan and a total of \$11,000 in benefits was paid (any apparent delay in payment of claim is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates):

John Ally, 66: Brother Ally died of natural causes at Kings County Hospital, Brooklyn, NY, on May 17, 1963. He had shipped in the deck department after joining the SIU in 1941. No next of kin was designated. Burial was at Heavenly Rest Cemetery, Hanover, N.J. Total benefits: \$500.



Donald E. Van Alstine, 35: Brother Van Alstine died of a head injury at Sasebo, Japan, on March 12, 1963. He shipped in the engine department and had joined the SIU in 1948. His mother, Bertha Van Alstine, of North Reading, Mass., survives. Burial was at First Parish Cemetery, Needham, Mass. Total benefits: \$500.



Leo C. Hannon, 63: Brother Hannon died of a heart attack at the USPHS Hospital, New Orleans, La., on March 7, 1963. An SIU member since 1953, he had sailed in the engine department. Surviving are his children, Timothy, Rodney and Jeri Hannon, of Seattle, Wash. Burial was at Metairie Cemetery, Metairie, La. Total benefits: \$4,000.



George A. Sexton, 52: A heart ailment proved fatal to Brother Sexton on April 28, 1963 at sea aboard the SS Chatham. He joined the SIU in 1958 and had shipped in the engine department. His wife, Eleanor F. Sexton, of Baltimore, Md., survives. Burial was at Moreland Memorial Park Cemetery, Baltimore. Total benefits: \$4,000.



William Guilford, 70: Brother Guilford died of a heart ailment at his home in Pritchard, Ala. He signed on with the SIU in 1938 and sailed in the steward department until he went on pension in 1955. His son, William Guilford, of Mobile, Ala., survives. Burial was at Catholic Cemetery in Mobile. Total benefits: \$1,000.



Darwin Jessup, 72: Brother Jessup died of cancer at Good Samaritan Hospital, Phoenix, Ariz., on May 27, 1963. He had shipped in the steward department since joining the SIU in 1938, and went on pension in 1957. His daughter, Lela Mae Fleming, of Des



Moines, Iowa, survives. Burial was in Creston, Iowa. Total benefits: \$1,000.

All of the following SIU families have received a \$200 maternity benefit, plus a \$25 bond from the Union in the baby's name, representing a total of \$1,600 in maternity benefits and a maturity value of \$200 in bonds:

Ricky Earl Clark, born December 6, 1962, to Seafarer and Mrs. Tommy E. Clark, Berwick, La.

Virglia Bonfont, born February 7, 1963, to Seafarer and Mrs. Gabriel Bonfont, New York, New York.

Erin Olson, born May 20, 1963, to Seafarer and Mrs. Floyd D. Olson, Duluth, Minn.

John Chaplinsky, born May 17, 1963, to Seafarer and Mrs. John Chaplinsky, Philadelphia, Pa.

Wesley Watts, born March 28, 1963, to Seafarer and Mrs. Harry Watts, Halifax, Va.

Lorae Winfield, born September 15, 1962, to Seafarer and Mrs. Bert Winfield, Norfolk, Va.

Patrick Flaherty, born May 5, 1963, to Seafarer and Mrs. John M. Flaherty, Wolliston, Mass.

Jerry Ange, Jr., born May 16, 1963, to Seafarer and Mrs. Jerry L. Ange, Norfolk, Va.

Seeks Time Off On Containerships

To the Editor:
I'm now employed on the Beinville of the Sea-Land fleet, and have a few suggestions to make.

I would like to see our negotiations committee come up with a "time-off" clause for the Sea-Land vessels in the coastwise, intercoastal and Puerto Rico operations. We have had such a clause for many years with Seatrain and I see no

Baltimore handled everything, and saw to it that I had every assistance possible.

I would also like to continue getting the LOG, as I always enjoy reading it very much. Thanks again to all of you.

Mrs. Lena G. Ison

Welfare Benefits Draw Thanks

To the Editor:
Allow me to thank the officials and men of the SIU, now that I've almost recovered from my recent illness. I certainly would have been in a sad situation had it not been for the SIU sickness and accident benefit.

The sickness and accident benefit program certainly helped bring about my recovery, as it is real security for SIU members. To me the S&A benefit is the greatest benefit outside of our constitution and contract.

Eddie J. Caravona

LETTERS To The Editor

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

reason we shouldn't have the same with Sea-Land.

On another subject, regarding some added security for our families, it might be a good idea to work out something so that all weekend overtime would be included in our monthly wages. This would make it possible to set aside a larger portion of our wages as an allotment to our families when we sign on for foreign voyages.

The other item I'd like to bring up concerns a pension after 20 years of service regardless of age. I am certain our organization can attain this for the membership at some time in the near future.

I certainly would like to see the comments of other Seafarers on these things, as they are of importance to us all.

Van Whitney

To the Editor:

My husband and I would like to express our deep-seated and heartfelt thanks to SIU headquarters and your officials in the Port of Houston, to the Welfare Plan and its representatives for the truly great amount of help extended to us during my recent illness, operation and convalescence.

May God bless each and every one of you. Every dependent of every Seafarer should be truly grateful for the protection afforded us by the Seafarers Welfare Plan.

Mrs. Charles M. Silcox

Staten Island PHS Director Retires

To the Editor:
On June 30, 1963, I will retire from the Public Health Service. Dr. Thomas L. Shinnick will report to this hospital and assume the duties of Medical Officer in Charge on July 1, 1963.

I would like to take this opportunity to thank the SIU for all courtesies extended to me and members of the staff during my assignment to the US Public Health Service Hospital, Staten Island, New York. Please accept my very best wishes for your future endeavors.

Daniel J. Daley, MD
Medical Director, USPHS
Medical Officer in Charge

Widow Lauds Union Services

To the Editor:
My many thanks to the SIU and all those who had a hand in forwarding the welfare benefits check to me after the death of my husband, Charles F. Ison.

I think it is grand the way you treat all your union brothers and their families at such times.

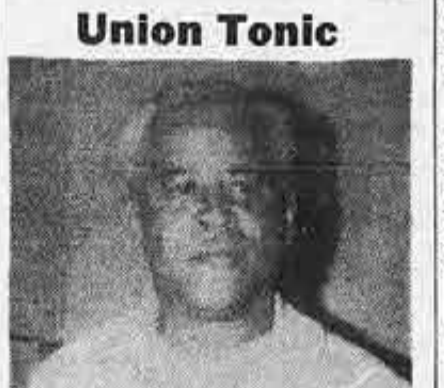
All I can think of is praise for the way the SIU and its welfare representatives in

SEAFARERS in DRYDOCK

Seafarers are urged at all times when in port to visit their brother members and shipmates in the hospitals. The following is the latest available list of SIU men in the hospitals around the country:

- USPHS HOSPITAL GALVESTON, TEXAS**
 - J. E. Barnes
 - L. W. Carr
 - Edward Douglas
 - L. A. Dean
 - W. L. Forst
 - Adelin Frage
 - J. L. Gates
 - Thomas Gutierrez
 - William Lutz
- VA HOSPITAL HOUSTON, TEXAS**
 - J. E. Butler
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
 - H. L. Baum
 - C. H. Bouwell
 - George Champlin
 - P. E. Gilby
 - J. E. Higgins
 - D. R. Hampton
 - V. E. King
- USPHS HOSPITAL NORFOLK, VIRGINIA**
 - Oliver S. Ange
 - William H. Mason
 - Carl M. Olson
 - Carroll J. Rollins
- USPHS HOSPITAL SAVANNAH, GEORGIA**
 - I. D'Amico
 - A. Henning
 - C. Johnson
- USPHS HOSPITAL BRIGHTON, MASS.**
 - Joseph Aslin
- USPHS HOSPITAL NEW ORLEANS, LOUISIANA**
 - Oscar H. Bird
 - Ellis A. Bishop
 - Telipe Bosabin
 - Arthur Botelho
 - John G. Brady
 - James C. Brown
 - E. N. Constantino
 - John J. Crosswell
 - Robert Cumberland
 - John Doyle
 - Harves L. Dyas
 - Anton M. Evensen
 - Raymond Franklin
 - F. W. Fullbright
 - Eugene Gallaspy
 - Manuel L. Gomino
 - Leon J. Gordon
 - Mark B. Hurrellson
 - Albert Hammar
 - Herbert C. Hart
 - Goward C. Herberg
- USPHS HOSPITAL SEATTLE, WASH.**
 - Frank B. Cake
 - Arthur A. Furst
 - R. Johnson
 - Francis H. Mason
- USPHS HOSPITAL BALTIMORE, MARYLAND**
 - Charles Adams, Jr.
 - Andrew Flaherty
 - Gorman Glaze
- USPHS HOSPITAL FORT WORTH, TEXAS**
 - Willie A. Young
 - Gerald Algernon
 - Robert Banister
 - Benjamin F. Deibler
 - Adrian Durocher
 - Abe Gordon
 - J. M. Grantham
 - Joseph A. Gross
 - A. Gutierrez
 - Thomas Isakson
- USPHS HOSPITAL MEMPHIS, TENNESSEE**
 - Joseph Berger
 - James McGee
- VA HOSPITAL OSTEN, NORTH CAROLINA**
 - Arnold L. Midgett
- VA HOSPITAL BROOKLYN, NEW YORK**
 - Robert W. Ramsden
- VA HOSPITAL NORTHAMPTON, MASS.**
 - Maurice Roberts
- US SOLDIERS' HOME WASHINGTON, DC**
 - Wm. H. Thomson
- PINE CREST HAVEN COVINGTON, LOUISIANA**
 - Frank Martin
- VA HOSPITAL WEST ROXBURY, MASS.**
 - Raymond Arsenault
- USPHS HOSPITAL STANLEY VERNIX**
 - Carl Smith
 - Stanley Vernix
- STATEN ISLAND, NEW YORK**
 - P. C. Arellano
 - J. Bailey
 - C. Belarosa
 - C. M. Bragg
 - A. L. Crabtree
 - W. Denny
 - D. Di Sei
 - M. Farrulla
 - M. Fingerhut
 - S. Ginsberg
 - J. Givens
 - E. Godfrey
 - J. Gonzales
 - R. M. Goodwin
 - F. Hannacheck
 - E. Hansen
 - T. Hickey
 - R. Haskin, Jr.
- USPHS HOSPITAL NEW YORK**
 - W. Jordan
 - P. Korol
 - A. Longuera
 - O. Olson
 - G. O'Rourke
 - O. Paschal
 - T. Ramirez
 - M. A. Reyes
 - P. Reyes
 - E. P. Rosenquist
 - J. Scully
 - J. J. Shiver
 - M. A. Silva
 - L. P. Sturtevant
 - F. Vargas
 - C. S. You
 - B. Zeller
- USPHS HOSPITAL BIRMINGHAM, ALABAMA**
 - Joseph Berger
 - Billy Russell

- Carrie Shartzler
- H. Leonard Shaw
- Louie C. Storie
- Finis M. Strickland
- Adolph Swenson
- Harvey L. Thomas
- Ruffin R. Thomas
- Robert Tripps
- William A. Wade
- James F. Walker
- John J. Ward
- Russell E. McLeod
- William L. McRae
- Thomas C. Pias
- R. H. Shaffner



Union Tonic

Seafarer Bert Dawson's spirits got a big lift when an SIU representative paid him a visit while he was drydocked at the US Navy Hospital, Sasebo, Japan. Dawson was former 3rd cook on the tanker Atlas.

NEW

EVERY THREE MONTHS

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

YOUR SIU SHIP'S LIBRARY

'Sea Life'

by Jim Mates



"This is just something I got together for medicinal purposes, Captain . . . !"

DETROIT (Sea-Land) June 12—Chairman, G. Lowe; Secretary, J. Riggheff. Ship's delegate reported that one man missed ship in Baltimore and one man missed ship in France and joined again in Germany. \$3.00 in ship's fund. No beefs reported by department delegates. Vote of thanks to entire steward department for job well done.

MONTPELIER VICTORY (Victory Carriers), June 8—Chairman, Martin Hitchcock; Secretary, W. Mitchell. Ship's delegate reported crew restricted to ship. One man hospitalized in Poland. Some disputed OT in deck and engine departments.

SEATRAN NEW YORK (Seatrains), June 16—Chairman, A. Smith; Secre-

engineer. Company agreed to check and see about port holes in deck and steward department heads and 4-8 sailor's rooms. Question of an awning on the fantail will be checked.

LONG LINES (Isthmian), June 11—Chairman, Edward Martin, Jr.; Secretary, George Gorton. OT beef in deck department will be taken up with patrolman at Baltimore. Delayed sailing dispute in engine department. Ship's delegate will contact company regarding washing machines. Engineer will be asked to check cooling system for water fountains. Additional water fountains should be installed on upper decks and in cable working area. Patrolman to speak to captain regarding duties of ship's surgeon. Shore-side workers are to be kept out of crew's living area and mess hall. Room allowance claims to be taken up with patrolman. First-Aid kits should be placed in galley and cable areas. Cooperation asked in cleaning messroom. Vote of thanks to steward department.

ROBIN SHERWOOD (Robin), May 18—Chairman, Otto R. Hoepner; Secretary, Hans P. Wuchins. Safety meeting held. List of safety suggestions given to the master and copy sent to headquarters. Motion that steward be allowed to buy fresh milk in South Africa in addition to the canned milk aboard ship. Water aboard ship was very rusty for the trip back. \$20.21 in ship's fund. Various deck department beefs will be taken up with patrolman.

FLORIDA STATE (Everglades), May 29—Chairman, O. Price; Secretary, D. Moller. \$13.28 in ship's fund. A few hours disputed OT in all departments to be taken up with patrolman. Motion to accept SIU Food Plan 100%. Carried unanimously.

LONGVIEW VICTORY (Victory Carriers), May 19—Chairman, R. D. Schwarz; Secretary, J. J. Gaspard. Ship's delegate reported that everything is running smoothly. Chief cook to see patrolman about getting stove fixed properly. Vote of thanks to steward department.

ROBIN GRAY (Robin), May 30—Chairman, R. Wendell; Secretary, A. McCall. Ship's delegate reported there was no launch service available in Trinidad. Crew was advised that they would be able to draw on weekend OT. Crew requested to make less noise in passageways. Vote of thanks to steward department for job well done.

DEL SUD (Delta), May 26—Chairman, Harold Crane; Secretary, George E. Annis. Dispute over delayed sailing from Rio to be taken up at payoff. Ship's fund, \$68.21. Total in movie fund, \$275.01. Motion made that any man having to go into the ship's hold should be paid OT for such work. This motion will be referred to headquarters. Motion to have ship's delegate check at New Orleans regarding penalty cargo.

FLORIDIAN (South Atlantic), May 30—Chairman, Waldo Banks; Secretary, H. Bryant. Motion made to have all SIU ships on tropical run air-conditioned, and to put the Floridian and New Yorker under the tanker agreement as to port time. Ship's delegate to write headquarters asking to reopen Miami hall.

TADDEI VICTORY (Consolidated Mariners), May 27—Chairman, J. A. Dunne; Secretary, V. L. Harding. Ship's delegate contacted captain in regard to draws. Captain will only give draws on base pay less allotments and taxes. Motion made that all repairs be taken care of before ship leaves the States for next trip. Screen doors to be kept locked while ship is in port in Japan and Korea, except the one on gangway. Vote of thanks to steward department.

DIGEST of SIU SHIP MEETINGS

tary, C. Tallman. Engine department beef regarding fireman having to change 42 burners, tend three boilers and being required to chip, sougee and paint station. This is dangerous as the firehold is undermanned and three boilers are too much for one man. Engineers went to Coast Guard about this matter, with no results. The crew wants something done about this. Vote of thanks to steward department for a job well done.

SAN FRANCISCO (Sea-Land), June 8—Chairman, Carl Johnson; Secretary, J. Marshall. Company failed to supply ship with wind scoops. Motion to lower the time required for welfare and pension benefits, regardless of sea time. Motion that transportation be provided by company to carry crewmembers to and from ship to bus stop at Port Elizabeth. Motion to install ship-to-shore telephone on gangway when at dock. It was suggested that mirrors be installed in all bathrooms. Bob Bellevue was elected to serve as ship's delegate. Vote of thanks to former ship's delegate R. Leverne.

ANTINOUS (Waterman), May 19—Chairman, N. Merrick; Secretary, P. L. Shauger. Ship's delegate reported that American money is to be issued in Korea. Fresh water tanks were cleaned in San Francisco. Since crew cannot use sidley to dry clothes due to Coast Guard regulations, and there is no other place to dry clothes, it is requested that the Union contact the company about having a clothes dryer placed aboard this ship.

STEEL CHEMIST (Isthmian), May 31—Chairman, Y. A. Tobin; Secretary none. No beefs reported by department delegates. Discussion on having the stowage checked as cigarettes are stale. First aid kits need to be checked and replenished. Crew requests new washing machine and dryer.

CITIES SERVICE NORFOLK (Cities Service), June 9—Chairman, M. E. Sanchy; Secretary, M. E. Beeching. No beefs reported by department delegate. Everything running smoothly. H. Meacham was elected to serve as ship's delegate.

FORT HOSKINS (Cities Service), June 7—Chairman, William E. Anderson; Secretary, Edward J. Wright. Matter of rusty drinking water and wash water to be taken up with chief

From the Ships at Sea

Trying to keep everything shipshape on the safety front, the SIU crew of the LaSalle (Waterman) reported at a recent ship's meeting that the general alarm bells in the recreation room didn't ring during the last regular fire and boat drill. One Seafarer reminded the other hands that if this should

occur again, the failure must be reported immediately so that necessary repairs can be arranged. This time the alarm bells were fixed up right away and are in good working order again.

A 13-item set of motions and suggestions at a meeting of the Long Lines (Isthmian) was noted by meeting chairman Edward Martin on that vessel. As on many other SIU ships, a lot of talk was spent on the status of the vessel's washing machine, with special attention given on how to avoid overloading the dryers with wet clothes. Other remarks concerned repairs to be made aboard the special cable-layer in the air-conditioning unit and to the water coolers. To end the productive session, a round of "hurrahs" was voiced in praise of the steward department generally.

Seafarer C. Gilbert aboard the Antinous (Waterman) made a motion at the last gathering of the crew that since Coast Guard regulations say clothes cannot be dried in the fidley and there is no other place to set out the wash to dry, the company should be asked to place a regular clothes drier aboard the ship. This would be a great assist to all Seafarers' work-a-day, wash-a-day routine, and also would keep the Coast Guard from raising a row all the time.

The lack of transportation facil-

ities and the problems they present to Seafarers trying to get to and from their vessels was the subject of a motion made by M. Jones and R. Leverne, now on the San Francisco (Sea-Land). Both



Goude



Gilbert

asked that the company provide some form of transportation to and from Port Elizabeth (NJ), when the vessel is back in that port. Chiming in at the busy ship's meeting was Brother Bob Bellevue, who wanted to know the chances of getting a ship-to-shore phone installed on the gangway for use in port for calls on the sailing time, etc.

The different ways to solve the lack of leisure-time activities aboard many ships was the subject of some discussion on the Overseas Joyce (Maritime Overseas) not long ago. One Seafarer came up with the idea of having headquarters investigate setting up a motion picture film library in each port. Under such a program, each vessel leaving port would draw a specific number of

films to cover the duration of its voyage. The screen and projector, the film fan continued, could be purchased out of the ship's fund or through some other means.

Suggestions on how to avoid being tripped with fines and having to wait long hours at customs inspections in Saigon and Bangkok come from ship's delegate J. Goude on the Steel Vendor (Isthmian). He recommends that all Seafarers going ashore in these Asian ports be completely truthful by declaring all purchases in advance. In order to avoid further trouble, Goude says, it's best to declare everything—"especially money."

Seafarer H. Huston on the Walter Rice (Reynolds) reports a fine voyage in what he calls a "Gulf first." Huston says all hands enjoyed a "tropical Hawaiian" run cooled by comfortable air-conditioning. The chow, he says, was fine and fresh and all SIU men, including a few oldtimers soon to retire, had a bang-up trip.

LOG-A-RHYTHM:

Orchestra At Sea

By M. C. Kleiber

Listen to the sounds at sea
When winds and waves unite
To form a symphony.

Insistent slap of a line that's slack,
Rattle of a chain in the house;
They blend in perfect harmony—
First line, then chain, then pause.

There's the snort and splash of
porpoise
As they frolic and they play,
In the wash that is created
By a ship underway.

Hiss and beat of propeller blades
Slicing through the deep,
Producing perfect harmony
As turbines whine and weep.

Indignant trill of a gooney bird
The gentle cry of a gull;
There's the growl of gray white
water
As it clutches at the hull.

Pity the landlocked men ashore
Who have never known the sea,
Never to hear the orchestra
Reserved for you and me.

Above And Below Decks



Scenes taken on the Bethlex (Bethlehem Steel) picture some of the goings-on while the ship was docked in Baltimore recently. At top, Seafarer George R. Foote, in foc'sle, catches up on his reading and makes out as if he doesn't know somebody is coming around with a camera. Above (l-r), wipers Robert Meadowcroft and Martin O'Toole team up on a job in the engine room, while up topside, James Ireland gives the deck a clean sweepdown.

Asian Seamen Rescued By Barbara Frietchie

Many are the times that SIU ships rescue some hapless souls adrift at the mercy of the sea. Many are the times Seafarers throw caution to the winds and perform an heroic act of bravery. This tale of an assist at sea stars the SIU crew of the Barbara Frietchie (Liberty Navigation).

Seafarer Dick Schaeffer reports the chain of events this way. The SIU-manned vessel was out of

Portland, Ore., with a cargo of grain bound for Calcutta, India. When the ship was nearing its destination in the Malaca Straits, one of the crew spotted a vessel apparently in distress.

Word was rushed to the captain, who immediately gave orders to maneuver near the stricken craft and investigate.

Sure enough, the 90-ton Malay-an ship, Lam Liang 24, was in trouble. There was no food aboard, the radio was dead and, to make matters worse, the tail shaft had broken in two.

Close To Starvation

Bound for her home port of Penang, Malaya, the crippled ship had a 14-man crew that was close to starvation from a three-day fast. Without further word or request, the Frietchie's captain ordered steward John Hauser to break out some provisions of fish, rice, jellies and other delicacies. These caused smiles of happiness and cheers of joy to issue forth from the hungry Malaysians.

Following the feast, the Asian seamen asked that a message be sent to the nearest port so that an escort vessel could tow them home. This, along with a donation of food, was gladly provided.

The owners of the Frietchie, once word of the deed was received, wired a "well done" commendation to the captain and his crew of Seafarers. Like all seamen, they had responded in the tried and true SIU tradition of "brotherhood of the sea" to help others in distress.

Pieman



Baker Carl Johnson slices up some of that old-fashioned pie like mother used to make for the gang on the Overseas Eva (Maritime Overseas). If the big smile on Johnson's face is any indication, the SIU crew must be in for a taste treat.

Your Gear . . . for ship . . . for shore

Whatever you need, in work or dress gear, your SIU Sea Chest has it. Get top quality gear at substantial savings by buying at your Union-owned and Union-operated Sea Chest store.

- Sport Coats
- Slacks
- Dress Shoes
- Work Shoes
- Socks
- Dungarees
- Frisko Jeans
- CPO Shirts
- Dress Shirts
- Sport Shirts
- Belts
- Khakis
- Ties
- Sweat Shirts
- T-Shirts
- Shorts
- Briefs
- Swim Trunks
- Sweaters
- Sou'westers
- Raingear
- Caps
- Writing Materials
- Toiletries
- Electric Shavers
- Radios
- Television
- Jewelry
- Cameras
- Luggage



the SEACHEST

Hail Oldtimer's Twenty Years As SIU Man

A trio of fellow Seafarers took time out a short while ago to offer some highly laudatory comments about a brother Seafarer who has just marked his 20th year of shipping with the SIU.

The subject of their letter was Seafarer Evaristo (Varo) Jiminez, a well-known SIU oldtimer around the Port of New York and in other ports from which he's shipped during the past two decades. Jiminez drew their kudos when he entered into his 21st year as an SIU member on May 16.

Sailing in the engine department, Jiminez signed on at New York and has been on "active duty" since then, as a go-getter aboard ship and on land.



E. Jiminez

His friends and shipmates Paco Bayron, Jullo Rivera and Steve DiGirolomo tagged him a real "man of action." They cited Jiminez as having a record of being a ship's delegate or engine department delegate on 90 percent of the ships he's sailed during these many years.

"We would like him to know that his efforts have been appreciated by all," they added.

A sidelight on the activities of "Varo" Jiminez is the fact that he's not the only member of his family shipping with the SIU. His brother, Willie (El Jockey) Jiminez, also ships in the black gang. That's what you'd call "brotherhood of the sea" two times over.

WALTER RICE (Reynolds Metals), May 19—Chairman, E. Fischer; Secretary, E. M. Wells. Some disputed OT and contract clarification to be taken up with patrolman. Suggestion made to collect money for ship's fund. Ship stayed in Blythe, England, seven weeks. Stay was so long that many of the brothers became expert dart players and some learned to speak English.

PANOCEANIC FAITH (Panoceanic Tankers), May 5—Chairman, Jesse J. M. Krause; Secretary, H. J. Sieber. One man hospitalized in Casablanca and returned to port of engagement. Contact boarding patrolman and request a new water cooler in recreation room before ship sails. New agitator for washing machine needed. Vote of thanks to steward department for job well done.

MADAKET (Waterman), May 19—Chairman, John Hoggie; Secretary, Albert G. Espenada. No beefs reported. \$4 in ship's fund. Request for small donation from each member at payoff. Motion that members with 20 years of seafaring on SIU ships retire with full pension regardless of age. Motion to have contract amended with reference to state of Hawaii.

ROBIN HOOD (Robin), May 17—Chairman, W. Wallace; Secretary, R. Sadowski. Ship's delegate reported agreement that fresh milk will be purchased in foreign ports where available due to the fact that sterilized milk in No. 10 cans is not available on the West Coast. \$36.14 in ship's fund. D. Ikrt was elected to serve as new ship's delegate.

ELIZABETHPORT (Sea-Land), May 19—Chairman, W. W. Bickford; Secretary, F. J. Johnson. Whitey Johnson was elected to serve as ship's delegate. Deck delegate to discuss the use of electrical chipping gear with patrolman on other than flat surfaces. Motion for the following contract changes: A time-off clause in port on a rotary basis, with pay. A minimum of 2 hours for all callouts after 5 PM and before 8 AM at time and one-half per hour. A minimum of 2 hours OT at time and one-half for docking and undocking the ship between 5 PM and 8 AM. All work in port should be paid at time and one-half between 5 PM and 8 AM. All OT to be computed to the nearest hour to eliminate the one-half hour times.

SEATRAN NEW JERSEY (Seatrains), May 27—Chairman, E. A. Stanton; Secretary, F. B. Krifzler. T. Forsberg elected to serve as ship's delegate. \$4.91 in ship's fund. No beefs reported by department delegates. Motion to have bigger cleats placed on both gangways as the ones now are too small and are not considered safe.

GLOBE EXPLORER (Maritime Overseas), May 26—Chairman, A. Paige; Secretary, Cyril A. Scott. Everything running smoothly. Ship's delegate to see chief engineer about salt water in showers. Unsafe conditions aboard ship to be reported to ship's delegate.

NIAGARA (Transport Inc.), June 9—Chairman, L. E. Ellison; Secretary, James B. Brant. Ship's delegate reported that a letter was written to

headquarters regarding meatbox. Will see patrolman about subsistence due. Discussion on repairs. Several items aboard ship should be checked.

STEEL VENDOR (Isthmian), May 26—Chairman, J. Goude; Secretary, F. Shala. Most of the repairs have been taken care of. Crew told that Saigon and Bangkok customs are very strict and to avoid trouble they should declare everything, especially money. \$42.92 in ship's fund. Motion to re-open baggage room in New York hall and to have all companies issue Amer-

ican money instead of travelers checks. Ship's delegate requested all members to write letters to Congressmen opposing proposed Coast Guard physical examinations and compulsory arbitration.

LOSOMAR (Calmar), June 18—Chairman, Emil Gretscky; Secretary, John C. Reed. No beefs reported by department delegates. Will see patrolman about fans in the washroom and dry storeroom. Resolution sent to headquarters regarding welfare benefits.

OCEAN ULLA (Maritime Overseas), June 18—Chairman, Peter Sernyky; Secretary, Frank Kastura. Water on this ship is still rusty. Engine department working on water tanks. Discussion on shortage of milk. Crew asked to have fresh milk put aboard on East Coast and Gulf. All crewmembers requested to dress properly before coming into messroom. Bosun asks all to cooperate in keeping vessel clean. See patrolman about getting more variety of fresh fruit.

AFOUNDRIA (Waterman), June 1—Chairman, none; Secretary, Joseph V. Whalen, Jr. Ship's delegate reported that one man was logged for eating breakfast on watch. Request that patrolman check all foc'les and see that they are cleaned and painted. Motion made regarding ship's articles. Vote of thanks given to the ship's delegate and steward department for doing a good job.

WALTER RICE (Reynolds Metals), June 16—Chairman, H. Huston; Secretary, W. A. Jackson. Brother Bunner was reelected to serve as ship's delegate, with a vote of thanks. Motion made on shipping of all jobs.

A working agreement for this company should be forwarded to the ship's delegate. Discussion on situation aboard this vessel, until things can be worked out by company in regard to manning scale, duties, etc. Good TV aboard, plenty of fresh chow and a good bunch of oldtimers.

TRUSTCO (Commodity Transportation), May 26—Chairman, Charles Rice; Secretary, Charles O'Neill. Everything running smoothly. Discussion on disputed delayed sailing. All delegates requested to meet with patrolman. Steward thanked crew for its cooperation.

April 26—Chairman, Charles O'Neill; Secretary, none. Ship's delegate reported that all is running smoothly. Motion that transportation be furnished to any member who accepts a job. Steward requests crew to try to take better care of linen.

TRANSHATTERAS (Hudson Waterways), May 11—Chairman, V. C. Smith; Secretary, P. S. Holt. \$1.53 in ship's fund. Disputed OT in deck department. Motion to have a patrolman on board at payoff and sign-on, both coastwise and foreign.

TRANSINDIA (Hudson Waterways), June 9—Chairman, John Mehaov; Secretary, Robert R. James. Ship's delegate reported everything is running smoothly. Good crew aboard. Motion made to keep pedlars and longshoremen out of crew quarters. Crew requested to keep door in passageway closed and latched in port. A suggestion was made to lock rooms in port and put locks on laundry door and pantry.

DIGEST of SIU SHIP MEETINGS

ican money instead of travelers checks. Ship's delegate requested all members to write letters to Congressmen opposing proposed Coast Guard physical examinations and compulsory arbitration.

TADDEI VICTORY (Consolidated Mariners), June 16—Chairman, Kenneth R. Bryant; Secretary, V. L. Harding. \$17.70 in ship's fund. Motion to write to headquarters regarding draws in American money. The matter of a sick man getting the run-around before going to the hospital



PERSONALS and NOTICES

Capt. Fred Fredrickson
Whity Horton would like to get in touch with the above-named as soon as possible at 2019-24th Avenue, West, Bradenton, Fla., telephone 745-0603. He is also anxious to have any former shipmates contact him at the above address.

✂ ✂ ✂

Horace S. Sikes, Jr.
Your wife announces the birth of your daughter, Lori Maureen, on June 16. Get in touch with her as soon as possible concerning bills for the doctor and the hospital.

✂ ✂ ✂

Rex O'Connor
The port steward at Sea-Land terminal has your laundry. Pick it up as soon as possible.

✂ ✂ ✂

James Bruce Elliott
Get in touch with your mother, Mrs. Minnie Elliott, as soon as possible.

sible at 229 Robert Street, West Mifflin, Pa. Anyone knowing the whereabouts of the above-named is also asked to write.

✂ ✂ ✂

Claude W. Pritchett
The above-named or anyone knowing his whereabouts is asked to get in touch with his brother, Harvey E. Pritchett, Alberta, Va., by letter or by calling collect to Kenbridge 676-5560.

✂ ✂ ✂

Y. R. Tallberg
Contact your wife at once at the new address, 4427 Brookfield Drive, Houston 45, Texas.

✂ ✂ ✂

Joseph Zitoll
The Records Department at SIU headquarters is holding your membership book, seamen's papers, etc. in the lost property file, pending receipt of a forwarding address.

✂ ✂ ✂

Income Tax Refunds
Income tax refund checks are

being held for the SIU members listed below by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco 5, Calif.:

Morris Berlowitz; Charles H. Bush; Eugene L. Castano Jr.; John W. Curlew; Ernest K. Dias; Robert J. Edwards; Dominic Graziano; Michael N. Hamre (2); Charles R. Hummel Jr. (2); Ho Yung Kong (2); Steve Krakovich; Frank La Rosa; Potenciano Paculba; Jorgen G. Pedersen; William Saltares; Marvin E.

Satchell (4); Bernardo Tombocon; Raymond A. Triche; Leo Willis (2).

✂ ✂ ✂

Tony Tinoco

V. R. Limon

Get in touch with J. R. Batson, ship's delegate, SS Panoceanic Faith, c/o Panoceanic Tankers, 17 Battery Place, New York 4, NY, as soon as possible.

Jerry Green
Send a forwarding address for your extra gear and papers left aboard the ship in New Orleans. I have it at home, Jimmy.

✂ ✂ ✂

"R. S."

Get in touch with me by mail or phone as soon as possible. Important message. J. Bennett.

SIU HALL DIRECTORY

SIU Atlantic, Gulf Lakes & Inland Waters District

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Paul Hall

EXECUTIVE VICE-PRESIDENT

Cal Tanner

VICE PRESIDENTS

Earl Shepard Lindsey Williams

Al Tanner Robert Matthews

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John Fay, Agent Richmond 2-0140

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Vinewood 3-4741

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HYacinth 9-6600

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Ben Gonzales, Agent Franklin 7-3594

MOBILE 1 South Lawrence St.

Louis Neira, Agent HEmlock 2-1754

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Buck Stephens, Agent Tel. 529-7546

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HYacinth 9-6600

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Gordon Spencer, Acting Agent 625-6505

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SAN FRANCISCO 450 Harrison St.

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E. B. McAuley, West Coast Rep.

SANTURCE, PR 1313 Fernandez Junco.

Stop 20

Keith Terpe, Hq. Rep. Phone 724-2848

SEATTLE 2505 1st Ave.

Ted Babkowski, Agent MAIn 3-4334

TAMPA 312 Harrison St.

Jeff Gillette, Agent 229-2788

WILMINGTON, Calif 503 N. Marine Ave.

George McCartney, Agent TErmiNal 4-2528

Gulf Liner Runs Eyed By Cunard

NEW ORLEANS—Cunard Lines is presently discussing plans to operate a winter cruise service out of this port in direct competition with US domestic lines which service the Gulf area.

One company which would be affected by the British move is SIU-contracted Delta Lines which has three passenger ships in the year-round cruise service to South America.

Prompted by the profits to be attained in grabbing a larger percentage of winter cruise traffic, Cunard has been mulling over the idea since the completion of shipyard work on the newly-converted liner Franconia. This vessel is the former Ivernia, whose tonnage has been upped from 21,717 to 22,600 gross.

Another Cunard vessel which would be placed on a Latin American run is the Carmania, sister ship to the Franconia, which went into service last month.

Both British passenger liners are equipped for the dual purpose of serving the Atlantic passenger trade during the summer-time and then cruising out of the Gulf the rest of the year.

Schedule Of SIU Meetings

SIU membership meetings are held regularly once a month on days indicated by the SIU Constitution, at 2:30 PM in the listed SIU ports below. All Seafarers are expected to attend. Those who wish to be excused should request permission by telegram (be sure to include registration number). The next SIU meetings will be:

Detroit July 12 New Orleans July 16
Houston July 15 Mobile July 17

West Coast SIU Meetings

SIU headquarters has issued an advance schedule through November, 1963, for the monthly informational meetings to be held in West Coast ports for the benefit of Seafarers shipping from Wilmington, San Francisco and Seattle, or who are due to return from the Far East. All Seafarers are expected to attend these meetings, in accord with an Executive Board resolution adopted in December, 1961. Meetings in Wilmington are on Monday, San Francisco on Wednesday and Seattle on Friday, starting at 2 PM local time.

The schedule is as follows:

Wilmington	San Francisco	Seattle
July 22	July 24	July 26
August 19	August 21	August 23
September 16	September 18	September 20
October 21	October 23	October 25
November 18	November 20	November 22

SIU BULLETIN BOARD

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed CPA audit every three months by a rank and file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn. Should any member, for any reason, be refused his constitutional right to inspect these records, notify SIU President Paul Hall by certified mail, return receipt requested.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall consist equally of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds. If, at any time, you are denied information about any SIU trust fund, notify SIU President Paul Hall at SIU headquarters by certified mail, return receipt requested.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, first notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:
Max Harrison, Chairman, Seafarers Appeals Board
17 Battery Place, Suite 1630, New York 4, NY
Also notify SIU President Paul Hall at Union headquarters by certified mail, return receipt requested. Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

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

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

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstance should any member pay any money for any reason unless he is given such receipt. If in the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be called to the attention of SIU President Paul Hall by certified mail, return receipt requested.

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

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

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

KNOW YOUR RIGHTS

8 SIU Veterans OK'd For Pension

NEW YORK—Eight SIU oldtimers are the latest seagoing veterans to join the ranks of members now enjoying life and leisure, as a result of last month's trustee action approving their applications for lifetime pensions of \$150 monthly.

The approval of this group brings the total number of SIU men qualified for retirement benefits this year to an even 40.

During their long working career at sea, the new pensioners accumulated a combined total of over 300 years of service on the job.

Those just qualified for pensions include the following: Herbert Allman, 66; Harry J. Cronin, 60; Hugh Dick, 76; Walter H. Hoepfner, 67; Robert P. McQueene, 47; Charles Micallef, 67; Joaquin Miniz, 63, and Jan R. Mucins, 65.

Heading the alphabetical list covering the roster of new pensioners is Mississippi-born Allman who journeyed to Mobile, Ala., in 1939 where he signed on with the SIU. Shipping in the engine department, the veteran of over 30 years of time at sea last sailed aboard the Alcoa Pioneer (Alcoa). He and his wife, Estelle, make Mobile their permanent headquarters.

A native New Yorker, Cronin sailed in the steward department



Allman Cronin

for over 43 years, the last 20 of them as an SIU member. His last ship was the Pan-Oceanic Faith (Panoceanic Tankers). He lives in Baltimore and lists his sister, Mrs. Cathleen Kanko, of New York, as next of kin.

Sailed 40 Years

The oldest pensioner in the group, Dick amassed over 40 years in the steward department. Born in Kearney, NJ, he joined the SIU at New Orleans in 1940. He paid off the Short Hills (Waterman) in



Dick Hoepfner

April and, with wife, Margaret, looks forward to some rest and relaxation at his home in South Toms River, NJ.

Born in Germany, Hoepfner spent nearly a half century at sea. Sailing in the deck department, he joined the Union at New York in 1950 and now makes the big city his year-round address. Seatrain Louisiana (Seatrain) was his last ship.

McQueene, born in Georgia, signed on with the SIU at Savannah in 1938 and sailed on deck during his 25-year career at sea. Now residing in Chickasaw, Ala., with his wife, Aster, and their children, his last trip was spent aboard the Clairborne (Waterman).

A long way from his birthplace on the island of Malta, Micallef now makes his home with his wife, Mary, in the Bronx, NY. He joined the SIU in 1946 and sailed in the engine department during most of the 45 years he spent deep sea. He paid off the Steel Traveler (Isthmian) in May.

Born in the Philippines, Miniz



McQueene Micallef



Miniz Mucins

spent 30 years plying his trade in the deck department of many an SIU-manned vessel. He started sailing with the Union in 1942, signing on at New York where he now makes his home. He completed his last tour of duty aboard the Jean (Bull). His brother Felipe, of Manila, is listed as next of kin.

Sailing in the engine department for 42 years, Latvian-born Mucins journeyed to New York in 1943 and joined the SIU at that time. The Emilia (Bull) was his last ship, which he paid off in January. He now makes his home with a son in Chester, NY.

US Wage Base Rises On Sept. 3

WASHINGTON — Increases in minimum wages scheduled to go into effect this year will boost the income of more than 3 million workers by \$500 million.

The boost, growing out of amendments to the Fair Labor Standards Act in 1961, coincides with the 25th anniversary of the act.

Secretary of Labor W. Willard Wirtz estimated that more than 3 million of the 24 million workers covered before 1961 will benefit by an increase in their minimum wage from \$1.15 an hour to \$1.25 effective September 3, 1963.

He also pointed out that an overtime standard will go into effect September 3 for jobs brought under the act by the 1961 amendments, mostly in retail and service establishments.

This will result in either additional employment, or added income for about 3.6 million workers. They will receive premium pay of one and one-half times the regular rate for overtime after 44 hours a week.

This provision is the first step toward establishing a 40-hour overtime standard for all workers subject to the Fair Labor Standards Act.

By the fall of 1965, the law's requirements of at least \$1.25 an hour and one and one-half times the regular rate of pay after 40 hours a week will apply to more than 28 million workers. The overtime provisions of the law again exclude merchant seamen, although the 40-hour week at sea and in port has applied to seamen for many years.

SIU SAFETY DEPARTMENT



Joe Algina, Safety Director

Teaching Youngsters How To Swim

Every year about 6,500 persons drown in this country, 2,200 of them children. Drowning is the fourth most common cause of accidental death.

A surprising statistic, according to the National Safety Council, is that most of these victims are not playing in the water at the time of the accident. They fall in unexpectedly from river banks, docks and boats. This surprising fact is highly important for water safety, because it means that if people were able to swim even a little, a mere 15 feet in most cases, they would have been able to reach safety.

Seafarers and everyone else should note these statistics and apply them to their own water safety needs. Teaching a child to swim, even a little, as soon as possible, is the best insurance you can take out on his life in or near the water.

With hot summer weather already upon us, the National Safety Council is urging a special water safety program designed specifically for children which it calls "Operation Waterproof 4th Grade." Its purpose is to see that every 4th grade student in America receives instruction in water safety. The 4th graders were singled out specifically because children in this age group are the youngest able to learn effectively in a swimming class.

The aims of the drive are described in a recent Safety Council bulletin. "We don't want merely to teach children how to swim. We want to waterproof them, make them safe while in, on, or near the water."

In addition to the actual instruction in the art of swimming, a complete water safety course for youngsters includes rescue and self-rescue techniques. For parents anxious to teach their youngsters to swim the Council offers these pointers to make the instruction easier and more fun for all concerned.

Wait until the child is ready to learn. Forcing won't do any good and may do considerable harm by creating a fear of the water which will be difficult to overcome.

Be patient. Don't push him to new steps until he wants to try.

Praise him. A pat on the back will go a lot further than a gruff "that's all wrong".

Let him stop when he is tired. A child can't keep an adult's pace.

Instill trust. Don't play tricks. If he knows you are there to help, he gains the confidence to try anything.

You don't have to make an olympic-quality swimmer out of your child to still make him a "safe bet" in the water. The best way to get youngsters started is to first talk up swimming and how much fun it can be. Ease him into shallow water gradually and play with him. Always be there to offer firm support if needed. The child's fears will soon evaporate.

With all fear gone, the youngster can be taught first to float, and then can learn the arm and leg movements necessary for a strong swimming stroke. Before you know it, he will be swimming and can be shown proper breathing procedures. From that point on all that's needed is practice.

(Comments and suggestions are invited by this Department and can be submitted to this column in care of the SEAFARERS LOG.)

URGES US-LATIN CONTAINER POOL

A proposal for an inter-American container pool that would link the East and West Coasts of South America with the East and West Coasts of North America was advanced at the second inter-American Port and Harbor Conference, which was held at Mar Del Plata, Argentina last month.

The conference, arranged under the auspices of the Organization of American States, received the container pool proposal in a document offered by John L. Eyre, chairman of the research committee of the American Association of Port Authorities.

Basically, the pool would consist of a group of ships running from the East and West Coasts of the United States and the East and West Coasts of South America to the Panama Canal. Containers would be transferred from one ship to another at the canal.

The container pool was dubbed "The Big H" because the plan visualizes an "H" superimposed over the map of the Americas with a cross in the "H" at the Panama Canal.

Would Switch Cargoes

According to the document presented at the conference, "vessels traveling between Buenos Aires and Panama might handle cargo consigned to or shipped from San Francisco, Callao, Guayaquil, New York or Montreal. Similarly, a vessel traveling only between Valparaiso and Panama could handle Rio De Janeiro, Vancouver or Baranquilla cargo."

The paper said that "... a large pool of containers should exist so that shippers, steamship companies, railroads and truckmen could all have access to these units without having to pay for them or to manage them." The proposal did not mention specifically who would operate the pool, but implied that it would have to be operated by

an international organization.

The only container service in the Americas right now operates out of US ports to and from the East and West Coasts, via the Gulf and Puerto Rico. One company also has containerships running to Venezuela.

Containerization has primarily been a US development, led by such SIU companies as Sea-Land, Waterman and Seatrain. Last month, Waterman was also reported to be considering an offshore all-container service to Europe out of the Port of New York.

Visitors View The LOG



Recent issue of LOG provides item of interest to Dr. Herman D. Bloch, of Cornell University's School of Industrial Relations (left), and Mahmoud Swailly, public relations director for the Maritime & Dock Workers Union of the United Arab Republic. They were on a joint visit to SIU headquarters.



TEXT OF

SIU

CONSTITUTION

For SIU Atlantic, Gulf, Lakes And Inland Waters District

CONSTITUTION

THE SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA—

ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT

Affiliated with American Federation of Labor—Congress of Industrial Organizations

(As Amended May 12, 1960)

PREAMBLE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Statement of Principles and Declaration of Rights

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

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

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

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

I

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

II

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

III

No member shall be deprived of his membership without due

process of the law of this Union. No member shall be compelled to be a witness against himself in the trial of any proceeding in which he may be charged with failure to observe the law of this Union. Every official and job holder shall be bound to uphold and protect the rights of every member in accordance with the principles set forth in the Constitution of the Union.

IV

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

V

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

VI

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

VII

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

CONSTITUTION

Article I

Name and General Powers

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

Article II

Affiliation

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

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

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

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

Article III

Membership

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Article IV

Reinstatement

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

Article V

Dues and Initiation Fee

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

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

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

Article VI

Retirement from Membership

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

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

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

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

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

Article VII System of Organization

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

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

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

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

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

Article VIII

Officers, Headquarters Representatives, Port Agents and Patrolmen

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

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

Article IX

Other Elective Jobs

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

- A. Delegates to the convention of the Seafarers International Union of North America.
- B. Committee members of:
 - (1) Trial Committees
 - (2) Quarterly Financial Committees
 - (3) Appeals Committees
 - (4) Strike Committees
 - (5) Credentials Committees
 - (6) Polls Committees
 - (7) Union Tallying Committees
 - (8) Constitutional Committees

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

Article X

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

Section 1. The President.

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

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

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

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

(e) Subject to approval by a majority vote of the membership, the President shall designate the number and location of ports, the jurisdiction, status, and activities thereof, and may close or open such ports, and may re-assign Vice-Presidents and the Secretary-Treasurer, without reduction in wages. He may also re-assign Headquarters Representatives, Port Agents, and Patrolmen, to other duties, without reduction in wages. The Ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston and Detroit may not be closed except by Constitutional amendment.

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

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

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

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

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

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

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

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

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

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

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

Section 2. Executive Vice-President.

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

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

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

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

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

Section 4. Secretary-Treasurer.

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

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

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

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

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

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

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

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

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

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

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

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

He shall supervise and be responsible for the activities of all

the ports, and the personnel thereof on the Lakes and Inland Waters, including their organizing activities.

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

Section 8. Director of Organizing and Publications.

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

Section 9. Headquarters Representatives.

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

Section 10. Port Agents.

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

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

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

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

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

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

Section 11. Patrolmen.

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

Section 12. Executive Board.

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

The Executive Board shall meet in headquarters no less than once each quarter and at such other times as the President or, in his absence, the Executive Vice-President may direct. The President shall be the chairman of all Executive Board meetings unless absent, in which case the Executive Vice-President shall assume the chairman's duties. Each member of the Executive Board shall be entitled to cast one vote in that body. Its decision shall be determined by majority vote of those voting, providing a quorum of three is present. It shall be the duty of the Executive Board to develop policies, strategies and rules which will advance and protect the interests and welfare of the Union and the Members. It shall be the duty of the Secretary-Treasurer, or in his absence, an appointee of the Executive Board, to keep accurate minutes of all Executive Board meetings. The Executive Board shall appoint one person who shall be designated Director of Organizing and Publications. The Executive Board shall determine per capita tax to be levied and other terms and conditions of affiliation for any group of workers desiring affiliation. The Executive Board may direct the administration of all Union affairs, properties, policies and personnel in any and all areas not otherwise specifically provided for in this Constitution. Notwithstanding the foregoing, the Executive Board may act without holding a formal meeting provided all members of the Board are sent notice of the proposed action or actions and the decision thereon is reduced to writing and signed by a majority of the Executive Board.

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

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

Section 13. Delegates.

(a) The term "delegates" shall mean those members of the Union and its subordinate bodies or divisions who are elected in accordance with the provisions of this Constitution, to attend the convention of the Seafarers International Union of North America.

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

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

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

Section 14. Committees.

(a) Trial Committee.

The Trial Committee shall conduct the trials of a person charged,

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

(b) Appeals Committee.

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

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

(c) Quarterly Financial Committee.

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

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

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

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

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

(d) Strike Committee.

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

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

Article XI

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

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

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

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

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

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

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

Article XII

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

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

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

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

(c) He has at least four (4) months of sea time, in an unlicensed capacity, aboard an American-flag merchant vessel or

vessels, covered by contract with this Union, or four (4) months of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, or a combination of these, between January 1st and the time of nomination in the election year; and

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

(e) He is not disqualified by law.

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

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

Article XIII

Elections for Officers, Headquarters Representatives, Port Agents and Patrolmen

Section 1. Nominations.

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

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

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

Dated:
Signature of member
Book No.

Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

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

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

Section 2. Credentials Committee.

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

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

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

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

prejudice to his written appeal, the applicant may appear in person before the committee within two days after the day on which the telegram is sent, to correct his application or argue for his qualification.

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

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

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

Section 3. Balloting Procedures.

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

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

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

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

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

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

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

Section 4. Polls Committees.

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

(b) The duly elected Polls Committee shall collect all unused ballots, the voting rosters, the numbered stubs of those ballots already used, the ballot box or boxes and the ballot records and files kept by the Port Agent. It shall then proceed to compare the serial numbers and amounts of stubs with the number of names and corresponding serial numbers on the roster, and then compare the serial number and amounts of ballots used with the verifica-

tion list, as corrected, and ascertain whether the unused ballots, both serial numbers and amount, represent the difference between what appears on the verification list, as corrected, and the ballots used. If any discrepancies are found, a detailed report thereon shall be drawn by the Polls Committee finding such discrepancies, which report shall be in duplicate, and signed by all the members of such Polls Committee. Each member of the Committee may make what separate comments thereon he desires, provided they are signed and dated by him. A copy of this report shall be given the Port Agent, to be presented at the next regular meeting. A copy shall also be simultaneously sent to the Secretary-Treasurer, who shall cause an investigation to be made forthwith. The results of such investigation shall be reported to the membership as soon as completed, with recommendations by the Secretary-Treasurer. A majority vote of the membership shall determine what action, if any, shall be taken thereon. Notwithstanding anything to the contrary contained in this Constitution, the Executive Board shall not make any determination in these matters.

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

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

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

At the end of each day's voting, the Polls Committee, in the presence of any member desiring to attend, provided he observes proper decorum, shall open the ballot box or boxes, and place all of that day's ballots therein in an envelope, as required, which shall then be sealed. The members of the Polls Committee shall thereupon sign their names across the flap of the said envelope or envelopes, with their book numbers next to their signatures. The committee shall also place the date and name of the Port on the said envelopes, and shall certify, on the envelope or envelopes, that the ballot box or boxes were opened publicly, that all ballots for that day only were removed, and that all of those ballots are enclosed in the envelope or envelopes dated for that day and voted in that Port. The Polls Committee shall check the rosters, and any other records they deem appropriate, to insure the foregoing. At the discretion of the Executive Board, official envelopes may be prepared for the purpose of enclosing the ballots and the making of the aforesaid certification, with wording embodying the foregoing inscribed thereon, in which event these envelopes shall be used by the Polls Committee for the aforesaid purpose. Nothing contained herein shall prevent any member of a Polls Committee from adding such comments to the certificate as are appropriate, provided the comments are signed and dated by the member making them. The envelope or envelopes shall then be placed in a wrapper or envelope, which, at the discretion of the Executive Board, may be furnished for that purpose. The wrapper or envelope shall then be securely sealed and either delivered, or sent by certified or registered mail, by the said Polls Committee, to the depository named in the pre-election report adopted by the membership. The Polls Committee shall not be discharged from its duties until this mailing is accomplished and evidence of mailing or delivery is furnished the Port Agent, which evidence shall be noted and kept in the Port Agent's election records or files.

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

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

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

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

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

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

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

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

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

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

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

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

(g) A special vote ordered pursuant to Section 5(f) must take place and be completed within seven (7) days after the Election Report Meeting, at each port where the discrepancies so acted upon took place. Subject to the foregoing, and to the limits of the vote set by the membership, as aforesaid, the Port Agents in each such port shall have the functions of the Tallying Committee as set forth in Section 5(c), insofar as that Section deals with the

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

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

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

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

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

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

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

Article XIV Other Elections

Section 1. Trial Committee.

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

Section 2. Appeals Committee.

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

Section 3. Delegates.

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

Article XV Trials and Appeals

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

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

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

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

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

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

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

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

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

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

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

- (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. Headquarters shall cause notice of the results thereof to be sent to each accused and accuser.

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

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

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

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

- (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 not substantial evidence to support a finding of guilt, the Appeals Committee shall recommend that the charge on which the finding was based be dismissed.

(e) The Appeals Committee may recommend lesser punishment.

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

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

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

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

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

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

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

Article XVI Offenses and Penalties

Section 1. Upon proof 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 and including a penalty of expulsion from the Union. In the event the penalty of expulsion is not invoked or recommended, the penalty shall not exceed suspension from the rights and privileges of membership for more than two (2) years, or a fine of \$50.00 or both:

- (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 or other serious misconduct or breach of trust. The President may, during the pendency of disciplinary proceedings under this subsection, suspend the officer or jobholder from exercising the functions of the office or job, with or without pay, and designate his temporary replacement.
- (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 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, exclusive of proper earnings and Union payments;
- (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 order of those duly authorized to make such orders during time of strike.

(l) Failure or refusal to pay a fine or assessment within the time limit set therefor either by the Constitution or by action taken in accordance with the Constitution.

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

- (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 and including a fine of \$50.00:

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

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

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

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

Article XVII Publications

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

Article XVIII Bonds

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

Article XIX Expenditures

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

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

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

Article XX Income

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

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

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

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

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

Article XXI Other Types of Union Affiliation

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

Article XXII Quorums

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

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

Section 3. Unless otherwise specifically set forth herein, the decisions, reports, recommendations, or other functions of any

segment of the Union requiring a quorum to act officially, shall be a majority of those voting, and shall not be official or effective unless the quorum requirements are met.

Section 4. Unless otherwise indicated herein, where the requirements for a quorum are not specifically set forth, a quorum shall be deemed to be a majority of those composing the applicable segment of the Union.

Article XXIII
Meetings

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

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

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

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

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

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

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

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

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

Article XXIV
Definitions and Miscellaneous Provisions
Relating Thereto

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

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

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

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

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

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

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

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

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

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

Section 11. The term "full book" or "full Union book" shall mean only an official certificate issued as evidence of Union membership which, can be attained only by those members who have first acquired the highest seniority rating set forth in the standard collective bargaining agreement.

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

Article XXV
Amendments

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

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

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

Article XXVI
Transition Clause

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

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

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

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

Section 5. All officers and other jobholders elected as a result of the balloting held by this Union during November and December of 1958, who are serving at the time of the adoption of this amended Constitution, shall continue to serve, without reduction in salary, in the office most closely related to the one held prior to that adoption, and for a term not to exceed that for which he was elected in the balloting held in 1958. For this purpose the following table sets out the new office and job, the present nearest equivalent in terms of functions presently performed, and the identity of the person occupying it. The adoption of this amended Constitution shall constitute ratification of this table.

New Title	Individual	Old Title
President	PAUL HALL	Secretary-Treasurer
Executive Vice-President	CAL TANNER	Assistant Secretary-Treasurer
Vice-President in charge of Contracts and Contract Enforcement	CLAUDE SIMMONS	Assistant Secretary-Treasurer
Vice-President in charge of the Atlantic Coast	EARL SHEPPARD	Assistant Secretary-Treasurer
Vice-President in charge of the Gulf Coast	LINDSEY WILLIAMS	Assistant Secretary-Treasurer
Vice-President in charge of the Lakes and Inland Waters	AL TANNER	Boston Port Agent and Administrative Director of Great Lakes District (To be filled by the President in accordance with Constitution)
Secretary-Treasurer	VACANCY	Assistant Secretary-Treasurer
Headquarters Representative	BILL HALL	Assistant Secretary-Treasurer
Headquarters Representative	ED MOONEY	Assistant Secretary-Treasurer
Headquarters Representative	JOE VOLPIAN	Assistant Secretary-Treasurer

Since no elected officer or jobholder currently performs the functions of the new office of Secretary-Treasurer, that office shall be filled by the President pursuant to Article X, Section 1(j) of this Constitution. From the date of the adoption of this Constitution, the officers, as above described, shall execute the powers and functions, and assume the responsibilities of the said offices as set forth in this Constitution.

EXHIBIT A

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

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

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

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

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

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

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

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

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

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

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

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

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

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

EVERY SEAFARER IS GUARANTEED

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