

Drop Ship Disputes:

SIU, NMU REACH ACCORD

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A Big Pint. First SIU man to be processed under the Union's new blood bank program, Seafarer Leonard Spence, wiper, poses at New York Clinic of the SIU Welfare Plan with the pint of life-saving fluid he donated. Spence said it "didn't hurt a bit." Program will build up credit for Seafarers and their families to draw on at any time. (Story on Page 3.)

US Unions' Proposals Go To ITF

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SIU Blood Bank Now Operating

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Liberia, Panama Seek UN Ship Role

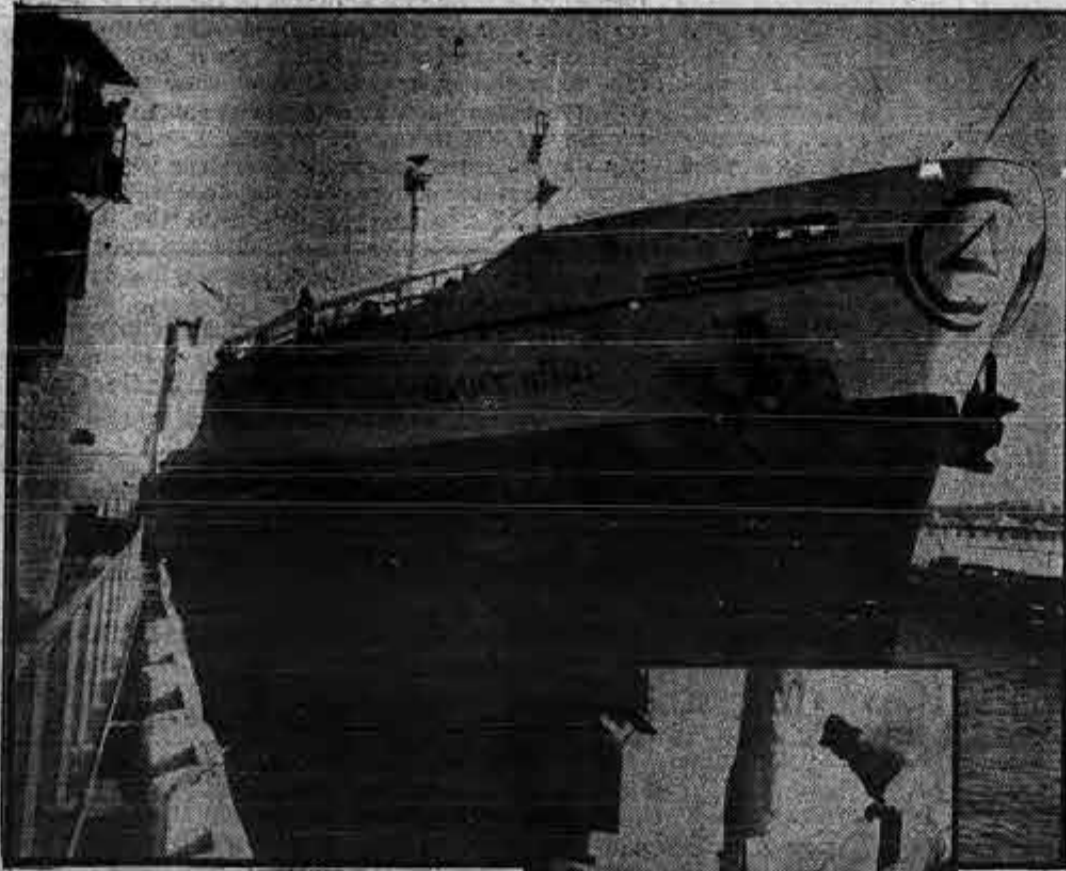
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SIU CONSTITUTION

Published Twice Each Year In The SEAFARERS LOG

See Centerfold



Tight Fit. Biggest ship ever to pass through the draw of the Portland Bridge in Portland, Me., the SIU-manned supertanker Citrus Service Miami made it by inches last week while everybody held his breath. After swinging slightly from side to side, the ice-encrusted ship slipped through "slick as a whistle," according to the drawtenders. She had only five feet of play on both sides.

Runaways Seek Major Role In UN Ship Body

LONDON—Not content with providing a haven for tax-dodging American-owned shipping, the runaway flag republics of Panama and Liberia are now seeking a top-level voice in United Nations maritime matters. A United Nations maritime organization meeting here is faced with a demand by the two countries that they be given committee assignments on the basis of tonnage registered under their flags. This demand is opposed by the legitimate maritime flags with the exception of the United States.

At issue is the composition of the maritime safety committee of the United Nations Inter-Governmental Maritime Consultative Organization, known as "IMCO" for short. Liberia and Panama are seeking seats on the safety committee, which is supposed to draw up programs for improvement of sea safety conditions.

As the LOG went to press word was received that the runaways had been turned down in their first bid for seats on the committee, but are planning an appeal.

The committee consist of 14 members, at least eight of whom, according to the regulations, must be from the largest shipowning countries. Panama and Liberia are claiming rank in the first eight on the basis of that provision.

The opposition, coming mostly from the European maritime countries, has pointed out that clause involved specifically refers to the "largest shipowning nations," and that the tonnage registered under the Panamanian or Liberian flag is not actually owned by citizens of Panama or Liberia. The European countries call for a standard on the basis of the tonnage actually owned in the country in question.

Under such a standard, of course, the two runaway flags would be barred from this and other committees to be set up by the new international shipping organization.

The United States is giving strong backing to the runaway nations which is to be expected in light of past State Department practice.

The make-up of this year's

United States delegation strongly indicated that there would be no change in the US policy of giving support and comfort to the runaways, even though the runaway device was being used to evade US tax laws. The only shipping man on the delegation came out of Standard Oil of New Jersey. Jersey Standard controls a fleet of some 114 runaway ships and participated along with other oil companies in the effort to secure an injunction prohibiting the American Committee of the ITF from carrying out its four-day protest December 1 to 4 against the runaways.

Since the United States delegation has no representation from the American-flag side of maritime or from American maritime unions it was expected that it would go down the line for the runaway flags despite the damage they have done to the American-flag fleet and to the fleets of the nation's allies.

Bridges On 'Mission' To Soviet Union

SAN FRANCISCO — Harry Bridges' recently-stepped up activity in the international field does not begin and end with his recently-announced "Pacific-Asia Longshore Conference." The January 2 issue of "The Dispatcher", official organ of the West Coast longshore union, revealed that Bridges has left on a six week tour which will take in Iron Curtain countries, including the Soviet Union.

On Bridges' itinerary are such cities as Moscow and Leningrad in the Soviet Union and Prague, Czechoslovakia. He will also visit England, France, Greece, Egypt, West Germany, Turkey, Finland and Sweden.

The ostensible purpose of the trip is "to observe longshore cargo-handling methods and conditions in the ports to be visited and to confer with labor leaders generally."

The "Pacific-Asia" conference Bridges is sponsoring in Tokyo consists at the moment of a gathering of Communist-dominated waterfront unions. It is scheduled to make the usual Communist cold war pronouncements against United States policy on armaments control, hydrogen bomb tests and support of Japan and other non-Communist Asiatic nations. Co-sponsors of the meeting with Bridges are longshore unions from Japan, Australia, Indonesia and Madras, India, all of whom are known to be Communist-controlled.

It is anticipated that Bridges' current trip to Moscow will include a discussion of the matters that will be presented to the conference in Tokyo.

US UNIONS' PROPOSALS FOR FURTHER ITF DRIVE

(The following consists of excerpts from the report of the American Committee of the International Transportworkers Federation to ITF headquarters. The report reviewed the success of the four-day demonstration and made a number of recommendations for future action. The excerpts here deal with plans for future activities.)

"... the American Committee will maintain the coordinating committee on a continuing basis. Further meetings of the participating unions will be called to plan specific moves ...

"The American Committee is convinced that the runaway shipowners will now resort to a variety of devices, maneuvers and subterfuges to conceal the true control of their ship operations as a means of escaping decent wages and working conditions and evading bona-fide collective bargaining agreements with bona-fide ITF units.

"For example, companies in legitimate maritime nations, through the device of long-term time charters, will subsidize an operator under a runaway flag ... Such action would be an attempt to becloud the real control ... which for all practical purposes, lies in the hands of the company on whose behalf the ship is chartered.

"In fact, most of the supertankers under construction for use under a runaway flag are built only because ... the builders have a guarantee from an oil company of a long-term charter ... In such cases, control of the ship is effectively exercised by the oil company involved.

"Therefore, proper determination must be made to assure the ITF that the unions will not be deceived or victimized by these company manipulations ...

"... there are three major areas in which the ITF unions ... can proceed to implement the attack on the runaways:

"1) National Legislation

"The American Committee is preparing for an all-out effort to convince the US Congress of the urgency of imposing restrictions on the tax dodging runaway owners, who at the same time, are depressing wage and living standards of maritime workers. This same problem is posed in all nations and consequently could be an objective ... of the trade union movement in each nation ...

"2) Withdrawal Of Government Services

"All maritime nations have reciprocal arrangements whereby shipping receives a variety of services from Government agencies ... Runaway ships draw on these services, which are paid directly by the taxpayers of the respective nations. But the runaway registry flags do not

have available ... vital and costly maritime services.

"Therefore, the American Committee intends to urge the United States withdrawal of these services from runaway flag ships except in cases of dire emergency ...

"3) Organizing And Signing Contracts

"In the final analysis, the ultimate objective of the whole protest against runaway flags is the establishment of bona-fide collective bargaining agreements ... by the appropriate unions. The American maritime unions are determined to work collectively in this area ... We believe the member organizations of the ITF should now agree on policies by which true control of the individual vessels involved in runaway operations can be determined ... and the unions within the countries in which that control rests made responsible for organizing those ships ...

"Plans For Further Action By US Unions

"... Demonstrations will be carried on against selected targets which will keep constantly before the public the nature of this threat and the companies and individuals responsible for it.

"Organizing drives will be mounted against specific companies with NMU, SIU and other unions working together to bring the companies under contract.

"The unions will work together in the public relations, legal and legislative phases of this battle ...

"Recommendations For Further Action By ITF

"No time should be wasted in establishing specific programs and policies for carrying forward the battle against runaway ships on a world-wide basis ...

"... Since the primary aim of ITF is to eliminate the threat these ships pose to jobs and standards of organized seamen ... the responsibility for organizing specific ships belongs to the unions ... of the nation which is the economic base of operation of those ships. In other words, runaways should be organized by unions in the countries from which control of ships is exercised, notwithstanding any device or subterfuge which shipowners may employ to camouflage their identity.

"Provision should also be made for mutual assistance among ITF affiliates in the job of enforcing legitimate union contracts on Panlithonco ships on a world-wide basis. This will discourage the runaway operators' custom of ignoring contract terms once their ships are outside the scrutiny of the union. It will also help discourage owners from shuffling ships among dummy corporations for the purpose of dodging agreements ..."

Sandcaptain In Harbor Crash

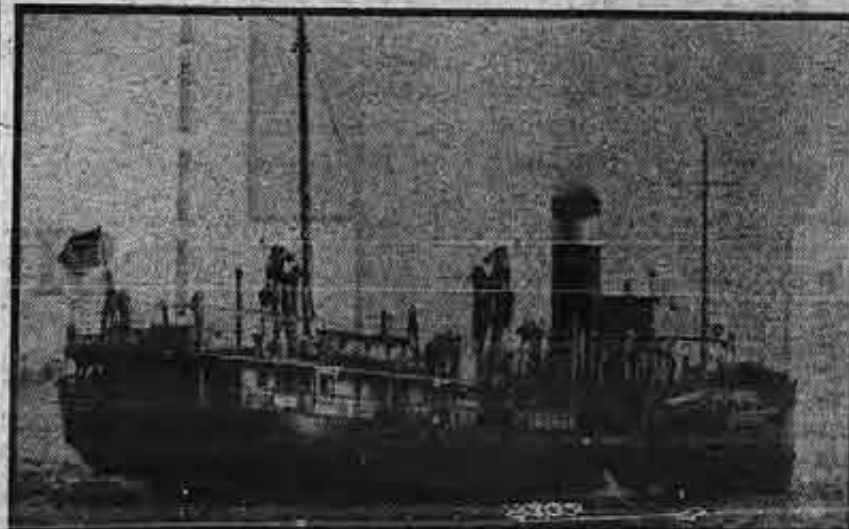
Winds of up to 75 miles an hour caused considerable damage along the Atlantic Coast last week and resulted in two collisions in New York harbor, one of them involving the SIU-manned dredge, Sandcaptain.

The Sandcaptain and the States Marine freighter Wolverine State were being buffeted by the heavy winds when the freighter started dragging her

anchor. The anchor chains of the two ships became entangled and they collided. The freighter crushed one of the dredge's lifeboats and did minor damage to

her plates. The Wolverine State suffered dents in her hull at the stern and a cracked deck plate. There were no injuries reported among the two crews.

Seafarers on the Sandcaptain had to cut through the ship's anchor chain with a welding torch (Continued on page 6)



SIU-manned dredge Sandcaptain, survived harbor collision when gale-force winds drove freighter Wolverine State against her. Ship suffered crushed lifeboat and minor hull damage.

SCHEDULE OF SIU MEETINGS

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

January 21

February 4

February 18

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US Unions Give Proposal To ITF

The London conference of the International Transportworkers Federation opens this coming Monday with specific proposals before it from the United States on what should be done as a follow-up on the December 1-4 protests. The proposals, submitted in a report by the American Committee of the ITF, call for the following:

- Efforts in all countries by the respective unions to pass legislation restricting the runaways. In the US, the emphasis will be on tax legislation, among other areas.
- Efforts to secure withdrawal of government shipping services to runaway operators. This withdrawal would be based on the lack of reciprocal facilities offered by the runaways, which, in effect, puts all the burden on the taxpayers of the legitimate maritime nations.
- Agreement on an international organizing policy to a) determine in what country the true control of a runaway vessel lies, b) assign to the unions of that specific country the authority and responsibility as to organizing and signing contracts with the ships involved.

Selected Targets

The American Committee report said that the United States unions, as previously indicated, were preparing to work together to carry out the program in this country. It declared that demonstrations would be carried on from time to time against selected targets and that organizing drives would be undertaken against specific companies with the "NMU, SIU and other unions working together to bring the companies under contract."

The report placed emphasis on the need to identify the actual controlling factor in any runaway-flag operation so that the vessels involved could be organized by the appropriate national union. It pointed out that the runaways had recourse to a number of devices to conceal their true financial control, among them the system of long-term charters, particularly on the part of supertanker operators. The need for reciprocal contract enforcement machinery was also stressed so as to keep the runaways from ducking out on contract provisions once agreements have been signed.

Underscoring the problem of who actually owns and operates runaway-flag ships was the news that 450,000 tons of runaway shipping had registered under the Greek flag during the month of December, following the successful

four-day ITF protest. The Greek government had denounced the protest and had declared that the Greek seamen's union was leaving the ITF, although no announcement was made by the union concerned.

Until the December rush began, the Greek merchant fleet totaled 1,870,000 tons in all. Greek shipping sources predicted that the rush to the Greek flag would continue, with the runaway owners evidently hoping to find it a new sanctuary.

The runaways have indicated that they would seek new refuges in the event of further ITF action. SIU and NMU delegations will be present at the ITF conferences in London which are scheduled for four days. SIU of NA President Paul Hall will head the SIU of NA delegation while NMU President Joseph Curran will attend along with other NMU representatives. Both seafarers and dockers sections will hold separate sessions following which a joint meeting will be held.

Holiday Gifts In Hospitals Top \$5,000

A total of \$5,275 was paid out in hospital bonus payments to Seafarers laid up in hospitals all over the country during the Christmas holiday period last month.

211 Get Benefit

According to the Seafarers Welfare Plan, 211 Seafarers each received a \$25 payment in addition to their regular \$21 weekly SIU hospital benefit paid by the Plan. The bonus was paid to all those hospitalized for at least one day between December 21 and 27.

Payment of the Christmas bonus, funds for which were approved by the Welfare Plan trustees earlier, is a holiday tradition in the SIU. The bonus benefit is designed to help SIU men in the hospitals obtain extra comforts for themselves and their families in spite of their shut-in status during the holiday.

SIU, NMU Reach Agreement To End Inter-Union Beefs

An agreement to resolve existing disputes between the two organizations and to set up a committee to deal with these and future differences has been signed by the SIU and the National Maritime Union. NMU President Joseph Curran and SIU of NA President Paul

Hall signed the memorandum which will promote close cooperation between the two seamen's organizations on issues affecting the welfare of merchant seamen. The disputes involved in the settlement include those over American Coal Shipping, American Banner Line and the Robin Line.

In signing the memorandum on Wednesday, January 7, 1959, the heads of the two organizations declared:

"In establishing a committee to deal with problems and issues, the NMU and SIU are taking a positive step which should result in considerable benefit to the seamen of both organizations.

Leaders In Discussions

"The leadership of both unions have been in discussions over the past several months. We have been working together on matters affecting merchant seamen.

"The establishment of this committee is the culmination of these discussions and activities and provides a proper effective vehicle for meeting and attempting to resolve problems of common concern.

"We welcome this development. We are confident that our unions will continue to work amicably in the interests of stabilizing the American merchant marine with resulting benefit to the community and the American seaman."

The memorandum of agreement provides for mutual withdrawal of Labor Board charges and other legal actions, as well as withdrawal from competitive organizing activities in American Coal, Banner Line



SIUNA president Paul Hall and NMU president Joseph Curran (left) sign joint pact after agreement was reached in New York last week on resolving disputes affecting the two unions. Pictured in background is NMU vice-president Shannon Wall who, with SIUNA vice-president Cal Tanner, coordinated work of American ITF Committee in US protest against runaway shipping.

and Robin Line. The SIU has agreed to withdraw its charges at the Labor Board against American Coal and to halt its organizing efforts in that company.

Conversely, the NMU has agreed to withdraw charges and court appeals affecting the status of the SS Atlantic, the American Banner Line passenger ship, and to halt its organizing activities in that area. The Atlantic has been operating under an interim agreement

with the SIU pending disposition of the charges, and their withdrawal will enable the SIU to sign a contract with the Banner Line.

The NMU also agreed to discontinue (Continued on page 5)

SIUNA Unions Applaud Pact

The following wire was sent to SIU of NA President Paul Hall by the SIU Pacific District. It was signed by SIU of NA 1st Vice-President Morris Weisberger, SUP; and Vice-Presidents Ed Turner, MCS, and Sam Bennett, MFOW:

"SIU Pacific District welcomes news of accord between SIU and NMU resolving differences between the two organizations, and establishment of joint committee to iron out present and any future problems. This agreement reflects the previously-considered position of our International and its affiliated unions and we reaffirm our feeling that it could serve as a vehicle for positive action benefiting all seamen. We heartily agree with this step towards inter-union cooperation and pledge our support of this action."

Another message was received from SIU of NA Vice-President Hal Banks, Canadian District:

"Happy to hear that you have reached agreement with NMU to resolve outstanding differences and to set up committee for dealing with current and new problems that might arise. As we indicated in previous discussions, it is our feeling that such a plan holds promise of benefit for all seamen. While Canadian District may not be directly involved, we join our International and affiliated unions in endorsing this action."

Blood Bank Begins; Serves A&G Coast

The Seafarers Blood Bank started accumulating donations last week to build up a reserve for use by Seafarers and their families. When an adequate reserve has been accumulated,

Seafarers and their families on the Atlantic and Gulf Coast will be able to draw upon the blood bank for emergency blood needs. Seafarer Leonard Spence, wiper, donated the first pint.

At present, donations are being handled through the SIU Welfare Plan's New York clinic. Would-be donors are requested to contact the Welfare Services which will set up an appointment and give the donors instruction.

Seafarers donating blood are examined by the SIU clinic's physicians to determine if they are qualified. The blood collected each day is processed by the Brooklyn Donor Center. Through these donations a credit will be built up on behalf of Seafarers which can be drawn upon in any hospital in the Atlantic and Gulf area by a Seafarer or a member of his family.

(For full details as to the operation of the blood bank, see page 16.)

Counting Ballots In SIU Election



Part of the district-wide rank and file tallying committee is shown at work counting up the ballots in the SIU's biennial election. The committee report, including the results of the balloting, will be presented to membership meetings in all ports on January 21.

INQUIRING SEAFARER

QUESTION: How did 1958 shape up for you?

M. White, messman: The past year was one of the best I've had since I joined the SIU. The best part of it was the fact that I worked the whole year, had good shipmates, and made good money. The year was also kind to my family, as all are well. I hope the coming year matches it.



Leonard C. Ellis, AB: Very good. I worked steady most of the year and outside of a little sickness which hit me while in the Persian Gulf, enjoyed good health. I even had fine luck while hunting up in New Hampshire recently, bagging a deer and a bear. All in all. It was a good year and I couldn't ask for much better.



Louis Kemp, waiter: It was a very good year for me as I worked 11 out of 12 months, one of the main factors. Personally I found it satisfactory in all respects excluding the short stay I had in the hospital getting my nose fixed. But that was not a major operation and didn't hinder me much.



Victor Doca, cook: Very good. I had no sooner gotten off a seven-month trip when I landed another berth. When shipping is good, the year is good. Things are going well now. I'm on a swell ship, with a top notch steward, not to mention the rest of the crew. I couldn't ask for a better way to start 1959.



Leon Ryzop, cook: I found 1958 was okay because shipping was good, and that's the main thing; next to good OT, that is. My family did fine also, with no major problems. In short, nothing occurred during the year that would give me much cause for complaint.



John H. Hunt, AB: I would say that the past year was all that could be asked for. I had no trouble getting berths and there was plenty of overtime. The union made fine progress during the year with our benefits and contract gains. I just hope we do as well in 1959, if not better.



Defense Dep't Hints At Subsidies For Roll-Ons

WASHINGTON—In an effort to win support from the private shipping industry, the US Defense Department has altered its demands for roll-on, roll-off ships and is now ready to accept such vessels that contain just one deck for roll-on operations with the rest of the ship designed for conventional cargo.

Having received the cold shoulder from industry in its previous attempts to interest them in the roll-on operations, the Defense Department is hoping that the new modifications will meet with approval. Tacked on to the plan is a hint that the Defense Department would provide subsidies out of defense funds for the construction and operation of these vessels.

This, in itself, would be somewhat unusual, since it is the Maritime Administration and not the Defense Department that handles subsidies.

The 20-ship plan, offered to industry representatives in closed sessions here, is a modification of the Department's original request for five complete roll-on roll-off vessels. The "semi" roll-on idea is believed preferred by the Department since it offers greater flexibility and is expected to prove more attractive to the shipowners.

Because the military cargo carried aboard roll-ons is stored in huge wheeled truck trailers, there is no means of stacking the cargo and consequently a good deal of space in the holds is wasted. Shipowners have always considered this operation economically unsound.

A compromise solution offered by industry under which wheels would be removed from the trailers to permit more compact stowage was rejected by the Government.

Under the Department's proposal, the new vessels would contain a special deck below the weather deck with a 14-foot ceiling capable of handling not only loaded truck trailers but other types of military vehicles, such as jeeps and tanks. Moreover, the

vessels would have to be equivalent in size to the large C-4 or Mariner-type ships. C-3s would not be satisfactory.

The new vessels would presently be employed to carry large stores of military cargo to Europe and the Mediterranean area.

Some Ex-US Libertys Now Flying Red Flags

Some US Libertys which were sold foreign in the years immediately following the 1946 Ship Sales Act are now flying the flags of Communist nations. About 15 vessels have been purchased by Communist China, Poland and Yugoslavia in the past year, and most of these are vessels originating in the United States.

This situation has developed because the large numbers of Libertys sold foreign right after World War II were not restricted in any way as to future sales. Consequently, as freely-transferable ships, they can be sold off anywhere in the world. During the Korean War, restrictions were imposed on such ship sales barring a foreign or domestic buyer from transferring a ship to another country without the approval of the Maritime Administration.

Ironically enough, the so-called "free-transfer" ships command a premium price in the second-hand ship market because their potential market is that much greater. In addition, the Red Chinese have been paying premium prices to obtain shipping.

Over-all though, the prices of used ships dropped sharply in 1958 because of the slump in shipping. A "freely-transferable" Liberty that went for about \$600,000 at the beginning of the year was worth only \$325,000 at the year's end, while T-2s in the same category declined from \$1 million to \$700,000 with no takers at the present asking price.

Oddly enough, American-flag Libertys are bringing higher prices than their foreign counterparts, with asking prices in the vicinity

of \$400,000. This reflects the protection given to US tramp shipping in the form of the "50-50" law. American Libertys have access to farm surplus and foreign aid cargoes, while the greater number of foreign-flag Libertys find the pickings thin in the 50 percent of cargoes that they can bid on.

The low prices and lack of buyers for Libertys and older ships is reflected in an active ship-scraping market. The Maritime Administration is in the process of selling 100 Government-owned Libertys for scrap, most of them going at the minimum \$70,000 price, and similar scrapping of Libertys is going on overseas.

SIU, NMU Agree To End Dispute

(Continued from page 3) tinue appeals from court decisions and NLRB findings concerning representation on Robin Line ships. At present, the SIU represents crews on seven ships of the Robin Line fleet.

The committee to be set up under the agreement will serve as a clearing house to discuss and resolve other matters that might arise and that might possibly become items of dispute between the two organizations.

Months Of Talks

Signing of the agreement was an outgrowth of some months of discussions, as the joint statement indicated, as well as the successful cooperation of the NMU and SIU on the protest demonstrations against the runaway flags. That cooperation provided ample evidence that the two unions could work together on matters of mutual interest for the benefit of both their memberships.

The text of the agreement is as follows:

1. SIU agrees to withdraw all unfair labor charges and the contempt application against American Coal Shipping and to abandon its efforts with respect to the organization of the unlicensed seamen employed by ACS. It also agrees to refrain from filing exceptions to the trial examiner's intermediate report in NLRB case number 2-CA-5169.

2. NMU agrees to withdraw all unfair labor charges against American Banner Line, Inc. and SIU, and to abandon its efforts with respect to the organization of the unlicensed seamen employed by ABL. It also agrees to refrain

from appealing from the refusal of the regional director of the second region NLRB to issue a complaint on the charges filed by NMU with respect thereto.

3. NMU agrees to withdraw and discontinue its appeals now pending in the US Court of Appeals (2nd circuit) from the decision of Judge Sidney Sugarman, Civil number (128-100), and from the

NLRB decision in case number 2-CC-448. [Robin Line-Moore McCormack—Ed.]

4. NMU and SIU shall establish a joint committee with the object of resolving all current and future issues and disputes as may affect both unions. Such committee shall meet upon call from either union. The committee shall make its own rules of procedure.

Mall Call On Jeff City



Picking up their mail after ship pulled into Brooklyn Army base are (l to r) Seafarers W. Walker, baker; W. Slater, pantryman and W. Mitchell, oiler, of SIU-manned Jefferson City Victory.

Canada SIU Elects Banks

MONTREAL — Hal Banks has been elected to a two-year term as secretary-treasurer of the SIU Canadian District. Running unopposed, Banks received 4,536 votes, the largest number for any one candidate.

Norm Cunningham and Les McLaughlin were elected to the posts of assistant secretary-treasurers. Both ran unopposed.

Port agents chosen were: R. Heinekey, (Vancouver); W. Glasgow, (Fort William); P. Gayne (Thorold); M. Davidson (Toronto); R. Doucet (Quebec); and S. Devine (Halifax).

The following were elected patrolmen: M. Sheehan (Montreal); and D. MacKinnon (Vancouver); J. Royce (Fort William); and H. Cahill (Thorold); R. Power (Toronto); R. Turcotte (Quebec).

A total of 22 men ran for 18 official posts in the biennial elections.

More Ports To Get SIU Optical Aid

The Board of Trustees of the Seafarers Welfare Plan has recommended the extension of the Plan's free eyeglass benefits to include Philadelphia and Houston.

Welfare Plan representatives are surveying these ports with an eye for an appropriate facility. As soon as one is found Seafarers in the two cities will be receiving this benefit.

The Welfare Plan's program for free eye examinations and for free eyeglasses went into effect June 1, 1958, in New York, Baltimore, New Orleans and Mobile. Six-month figures show that 1627 Seafarers have received free treatment and 1611 pairs of glasses given out.

Eligibility requirements are the same as for most other welfare benefits: discharges showing one day's seetime in the previous 180 days and 90 days in the previous calendar year.





SIU SHIPS AT SEA

"Fresh baked dolphin with lemon sauce" is the new delicacy being served on the Sword Knot lately, reports ship's reporter John Drews, and the crew finds it delicious. Thanks were extended to "Slim" (Jack Holt), the ship's angler, and Coy Hendricks, the vessel's cook, for this treat, Drews said.

Votes of thanks were also voted

to steward departments on the Seatrain Texas, Ames Victory, National Liberty, Rebecca, Alcoa Runner, Seafair, Seatrain Savannah and the Losmar.

It's a good crew manning the Pacificus according to steward George Seeberger. "This has been a wonderful trip with an exceptional crew," Seeberger said. "The best bunch I've sailed with in a long time."

~ ~ ~

It was just the luck of the draw that kept Seafarer Frank Coggins from paying off the Northwestern Victory last month, according to ship's reporter J. L. O'Rourke.



Coggins

Wanting to get off the ship, Coggins decided to raffle off a large short-wave radio because it was too bulky to carry it around.

As it turned out the Seafarer who won it didn't relish packing it either and offered it for sale. A complicated transaction was completed with still another crew member and all seemed settled.

However, O'Rourke reported, in a subsequent friendly game of chance, Coggins wound up winning the radio back again. He's staying aboard for another trip now because he doesn't want to tote that big radio all the way down to Mobile.

Study Gov't Ethics Code In Congress

WASHINGTON — A code of ethics aimed at eliminating behind-the-scenes influence in Government affairs, has been recommended for Congressional legislation by a House subcommittee.

Noting that some Federal agencies have been lax in setting up a strict code of ethical practices for their members, the report suggested that laws be established providing for civil and criminal penalties to be invoked against any one involved in unethical backstage politics.

The code would apply to all officials and employees in the executive branch and to persons doing business with the Government, but conspicuous omissions Congressmen themselves. New York Senator Keating (Rep., NY) termed such omission "discriminatory favoritism," said it was tantamount to a "double standard of morality in the Government," and warned, "We cannot afford to take a holier-than-thou attitude."

The proposed code would provide for dismissal of Government employees and cancellation of Government loans, contracts, grants and permits for violation of its provisions.

Foreign Oil In Squeeze; US Tankers May Gain

The "good old days" of plush returns from foreign oil are still around for the big international oil companies, but they may never be quite the same again. One result of the changes may be a change in the pattern of oil traffic which would have a bearing on US-flag tanker operation.

The three most recent developments which undoubtedly made for an uneasy chill in oil company headquarters were as follows:

- Venezuela imposed a new tax pattern on foreign oil companies which for the first time broke the traditional "50-50" profit split formula between the oil operator and the foreign country.

- The oil-rich nation of Iraq has shown an alarming, but steady drift into the Communist orbit which would have drastic consequences throughout the Middle East.

- The Arab League, organization of Arab states in the area, is planning construction of an Arab tanker fleet.

These developments would tend to reduce or eliminate profit operations for the international oil companies. Conversely they could stimulate production of oil at home in the United States. Any such trend would inevitably be followed by a rise in the American-flag tanker fleet.

Breaks Pattern

The Venezuelan tax increase, while not expected to disrupt the normal flow of oil from Venezuela to the United States, could have two long-run consequences. Since it is the first time the 50-50 division of profits has been broken between a producing country and companies already in production, it might lead other oil-rich countries like Iran, Iraq, Saudi Arabia, Kuwait and Indonesia to break the pattern also. That, in turn, could lead the oil companies to switch part of their drilling and exploration to the US and Canada.

There have been some concessions signed which granted the government involved more than 50 percent, but they were exploratory concessions and not in long-established production centers.

Far more serious are the possible consequences of a Communist take-over in Iraq. That country, once the staunchest ally of the West in the oil-rich Middle East, now has a distinct pro-Russian orientation. Communist sympathizers are in key posts in the Government.

Iraq produces about 255 million barrels of oil a year and is the chief supplier of oil to Western Europe. If the Communists were to cut off Iraqi oil it would mean a replay of what happened after the Suez War in 1956 when every available US tanker was pressed into service to carry oil to Europe.

SF On Dull Side Again

SAN FRANCISCO—Two vessels paid off, two signed on and two were in-transits as the shipping here began to lean towards the slow side. Paying off were the Steel Advocate (Isthmian) and the Maiden Creek (Waterman).

The Steel Advocate quickly signed on a crew along with the Choctaw (Waterman).

Isthmian's Steel Architect and Calmar's Flomar were in transit.

Port agent Marty Breithoff reports that oldtimers on the beach include T. M. Moriarty, W. Bause, J. W. Carlew, B. Gapse, and L. Gilliken.

from the Gulf.

In addition, a complete take-over of Iraq by the Communists would have repercussions in neighboring Iran, Kuwait and Saudi Arabia.

The Arab League plans for building Arab tankers are not new. This time, the League has organized an Arab Petroleum Congress which announces it will build the tankers to "put an end to the world monopoly in transportation of Middle East oil."

Cut Tanker Profits

The transportation of the oil is at present controlled by American, British, French and Dutch oil companies. Since most of the ships on this run are either owned by these companies under the runaway flags, or are on long-term charters from the independent operators such as Onassis, Niarchos and Ludwig, any Arab tanker-building plans would cut heavily into the lush profits made carrying Middle Eastern oil.

Previous efforts by Arab countries to obtain their own tanker fleets have been stymied by the international oil companies. At one time, Onassis announced he would operate tankers on behalf of the Saudi Arabian government, but this plan, whether or not it was ever seriously considered, folded under the outcry raised by the oil companies.

The latter were in a position to retaliate against Onassis in the event he tried to cut them out of the oil transportation field, since for practical purposes, their charters are what keep him and other independents in business.

Skipper's Letters Do Not Count

It has been called to the attention of headquarters that some skippers have been claiming that they have "clarifications" on various sections of the standard agreement in the form of a letter from the Union or some other communication.

The only official clarifications are those which have been approved by the joint Union-employer clarifications committee and have been printed up as such as clarifications to the contract. All other so-called "clarifications" have no contract status whatsoever.

As previously reported, the clarifications committee is currently in the process of rewriting and condensing the existing clarifications, but until official notice is received from the Union all ships are to proceed on the basis of the existing documents.

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 SEA CHEST

Sandcaptain Damaged In NY Collision

(Continued from page 2)

before they were able to disentangle themselves. The Sandcaptain made her way into berth under her own power and then went into a shipyard for inspection.

The Wolverine State went aground following the collision and was stuck for an hour and a half before two tugs pulled her free. Both ships were off 69th Street, Brooklyn, at the time.

In the other collision, a barge broke away from her tow under the heavy winds and rammed into a commuter-packed Staten Island ferry, injuring some 20 passengers. The ferry, the Tompkinsville, was carrying 1,800 commuters when the collision occurred. The Tompkinsville limped into Staten Island where 16 of the passengers were hospitalized for treatment.

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

1959 Cars: Costlier, But More Subdued

With US car manufacturers chastened by last year's sales flop, the 1959 cars are generally more subdued in horsepower, in some cases in appearance too, but not in price. They're bigger than ever and they cost more than ever. The manufacturers still don't realize that their ever-increasing prices have pushed many wage-earners out of the new-car market. They still hope they can overcome the price problem by trying different model changes, making cars bigger and putting on a "hard sell."

But the Big Three popular-price sixes have gone up an average of \$144 again this year, an increase of 6.7 per cent. The average list price of the Big Three sixes now is \$2,284 compared to \$1,613 in 1951, an increase of 42 per cent. While the factories have raised prices constantly—almost seven per cent each year since 1955—dealers have had to take the brunt of holding down actual selling prices by paring their own profit margins.

Basic Equipment Ups Price

Add to the average list price of \$2,284, such basic equipment as heater (average price, \$58); radio (\$65); oil filter (\$7.60), plus typical transportation of \$35 to Cleveland and \$147 to the West Coast. Thus the price of a standard-transmission six-cylinder sedan becomes \$2,450 to \$2,560, depending on where you live. Deduct the typical discount of \$250 (if you don't get a corresponding over-allowance on your old car), and you can expect to pay a cash price of \$2,200 to \$2,300 for one of the popular sixes this year.



The increasingly-popular Rambler has gone up less this year than the Big Three. Rambler and the new compact-size Studebaker Lark now have a price edge of \$300-\$400 on the Big Three. While the Big Three have increased in length again this year, from two to six inches, both Rambler and Studebaker Lark now offer buyers a compact alternative to the small European cars, which gained

in sales last year while US makes were sinking. Note that the big difference between the compact US models and the full-size US cars is more in overall length than in actual wheel base. The Big Three simply have more overhang. Even Ford, which last year had a 202-inch model, now has dropped it and offers only a 208-inch body in all price classes.

The various Ramblers and the Lark now are significant competitors to the imported cars. The popular Volkswagen sells for \$1,545 at the port of entry, while the Renault Dauphine, which has been overhauling Volkswagen in popularity, costs \$1,645. But it is hard to get discounts on the imported cars. The new compact US cars can be bought in a range of \$1,700 to \$1,900 after discounts, not including FOB charges.

The compact US cars provide more power and room than the small imports, but not as much gas-saving.

Horsepower On Downgrade Now

One benefit this year is that the US makers have reduced horsepower and compression ratio slightly, thus reversing the higher-horsepower trend. This is an attempt to answer the complaint of high operating costs, and to make it possible to operate at least a six-cylinder car on regular-grade gas. The gas-saving, however, will not be significant, especially since the manufacturers at the same time have increased the size of the cars.

New cars in the showrooms this year must be labeled with the manufacturer's suggested selling price for the car itself and each accessory installed by the factory. This helps you avoid the former practice of many dealers, of exaggerating the list price or padding charges for accessories, and then offering what seems like a big discount or trade-in allowance.

But some dealers are trying to fool buyers into believing that the label price is an official price. The trade publication *Automotive News* reports dealers are hanging on to the suggested list prices. A Los Angeles dealer says: "This new sticker looks like a legal document. The prospect believes it." Another speaker at a trade convention said the Government now controls the price. Even Sen. Mike Monroney, who sponsored the new label law, has praised it as an influence toward establishing fixed prices.

Don't be fooled into believing the label price is an official fixed price. It is only a "list price" or "factory-suggested price." The dealer still can sell at any price he wants. Many still give discounts, most typically 10 per cent, this reporter has found.

The guide to car prices, *Car Fax*, this year lists not only the suggested retail prices of all US and imported cars and accessories, but also their wholesale cost so you can see just how much room you have for bargaining with the dealer. The guide also lists transportation costs to various cities and costs of all optional extras whether installed by the factory or by the dealer himself, so you won't be fooled by inflated charges for dealer-installed equipment. (*Car Fax* costs \$1.75 at newsstands or can be ordered for \$2 from the *Car Fax Co.*, 550 Fifth Ave., New York 36, New York.)



New US flag design, which becomes official July 4, 1959, adds star for Alaska as 49th state.

Alaska Ship Rules Stay Unchanged

WASHINGTON—No immediate change in Federal regulation of Alaskan shipping is expected now that Alaska has formally entered the union as the 49th state.

The statehood act passed by Congress last year specified that the Federal Maritime Board's regulation over Alaskan commerce since 1916 would continue as is. The Board is now conducting a "further review" to determine whether any unexpected problems are cropping up. Formal recognition of Alaskan as a state is expected to mean ever-growing opportunities for US-flag shipping on the West Coast.

Alaska was formerly admitted into the union on January 3, at which time the design for a new 49-star American flag was revealed. The new design does not become official until July 4. It is apparently arranged for the easy addition of still another star in the event statehood is also approved for Hawaii.

The 13 red-and-white stripes remain as they were, but the arrangement of the 49 stars has been staggered. The first, third, fifth and seventh rows of stars start at the outside edge of the blue field. The second, fourth and sixth rows are slightly indented at the outer edge and protrude beyond the odd-numbered rows at the inside edge of the field.

Chosen from among 2,000 design suggestions submitted to a special commission, the new design was put into production by manufacturers a few hours after it was disclosed. It is the first new version of the "Stars-and-Stripes" since 1912 when Arizona and New Mexico were admitted to the union.

Ban '50-50' On Runaways - Pelly

WASHINGTON—Continuing his fight in Congress against runaway shipping, Rep. Thomas Pelly has introduced a proposal which could effectively bar runaways from handling any "50-50" cargoes and also carry out the original intent of Congress in passing the "50-50" law.

For all practical purposes, Federal agencies handling movement of "50-50" cargoes have so far interpreted the law to mean that American ships are entitled to carry only half of the shipments. Actually, Rep. Pelly points out, the law was designed to assure US-flag vessels of at least half of this tonnage.

His latest proposal would limit the carriage of "50-50" cargoes exclusively to American ships and to vessels of the nation receiving the US Government-financed shipments. Vessels of "third party" nations would be excluded. Up until now, the runaways, primarily Liberian-flag ships, have been moving the balance of these shipments since nations like India, which receive large amounts of "50-50" assistance, have few ships of their own.

US-flag supporters see the Pelly proposal as a means of giving a big lift to US-flag shipping. In cases where the nation for which the cargo is destined cannot supply ships at fair and reasonable rates, movement of the cargo would revert to American ships. This would effectively shut out the runaways from carrying these shipments.

Meanwhile, an earlier proposal by the Washington Congressman that the Government put the same tax bite on American-owned runaway vessels as on American-flag ships drew a cold reception from the House Ways and Means Committee, the tax-writing branch of the Congress. In fact, the committee suggested that if the runaway problem is to be handled by Congress at all, it should be done through some means other than taxation.

Rep. Pelly had urged a study of the tax loopholes which allow American-owned vessels to transfer to runaway flags and avoid US taxes, while still competing with American-flag ships. "It only seems fair," Pelly said, "that all US steamship operators, tax-wise, should be on an equal basis." No American shipowner, he contended, should be able to escape paying his fair share of taxes by the

device of documenting a vessel under some foreign flag.

Although a tax on these American-owned vessels would represent a sizable contribution toward the country's tax needs, the committee felt it would involve "serious problems." Its contention was that the runaway-flag companies are genuine "foreign" corporations. Pelly countered with the view that "these foreign-flag operations are conducted under the device of wholly-owned subsidiaries."

This was precisely the case, for example, with the Liberian-flag SS Florida, on which the SIU won bargaining rights in a National Labor Board election last May. The NLRB sustained the SIU claim that the foreign "subsidiaries" established by P&O Steamship were set up solely to mask the true American ownership and operation of the former American-flag cruise ship.

Yankee Air Chills Mobile

MOBILE—Fifteen degree temperatures blowing in here from up north and a slow shipping picture have kept most of the Seafarers here indoors during the past period, according to Cal Tanner, port agent.

Seven ships called into port for payoffs, those being the Claiborne, Young America and Monarch of the Seas (Waterman); Alcoa Corsair, Alcoa Clipper, Alcoa Roamer and the Alcoa Ranger (Alcoa). Two vessels, the Young America (Waterman) and the Del Campo (Mississippi), were in transit. Eleven ships are due in the coming two weeks.

Tanner reports that they didn't need the air conditioning in the Union hall lately. The unusually low temperatures have made pool, television, and simple relaxation the order of the day.

A new combination dispatch and welfare counter has been set up on the second deck of the hall to improve service for the membership. The booth is a cashier type set-up with one window being used for registration and dues, and the other for vacation applications and welfare items.

The New Year's dinner here, which brought a large turnout of Seafarers and their families, was highlighted by hog jowls and black-eye peas, plus the conventional holiday menu.

Filipinos Can File Claims For POW Pay By Japan

SIU members who were Philippine nationals during the Second World War can apply for possible compensation if: 1) they were taken prisoner by Japanese forces while serving with the US, 2) they were captured by the Japanese while in the Philippines, or 3) they were next of kin to deceased prisoners of war. Benefits have been made available through the Philippines Red Cross through a provision of the recent peace treaty concluded between Japan and the Philippines.

Claims forms are available at the New York Chapter of the American Red Cross at Lexington Ave. and 38th St. and should be filed by March 15 to be eligible for benefits.

Applicants are requested to bring with them a certified or photostatic copy of their discharge certificates or POW certificates. If neither is available, citizenship papers or other official documents will be acceptable.

SEAFARERS

PORT O' CALL

New York and Baltimore
675-4TH AVENUE • 1216 E. BALTIMORE
BROOKLYN BALTIMORE

Lk. Charles Shipping Up; 11 Vessels In

LAKE CHARLES—Labor in this port is patiently awaiting the outcome of a meeting between the Amalgamated Meat Cutters, AFL-CIO, and the National Labor Relations Board, port agent Leroy Clarke reports. The meeting was held over the union's port-wide organizing campaign.

The butchers union called off its pickets around these unorganized stores after their owners agreed not to interfere with their employees' choice of union representation. The owners had previously obtained an injunction limiting the number of pickets, but the union agreed to call them off entirely once they got the owners' assurances that they would not interfere in an NLRB election in the future.

Although the state elections have just ended, many members here have reported a step-up in campaigning among the city's unions by the local political aspirants. Many of these politicians are trying to sound out labor here to see if they can swing their support in future elections.

Shipping for the port was very good over the past two weeks. Although many of the men are sticking close to the hall now that the holidays are over, the dispatcher reports that he was hard put to fill some openings.

Calling into this area over the past two weeks were the Chiwawa, Cantigny, CS Norfolk, Winter Hill, Bradford Island, Royal Oak, CS Miami, Bents Fort, CS Baltimore, Council Grove (Cities Service) and the Mermaid (Metro).

The membership in this port was deeply saddened by the death of Brother Cyril Magnan in St. Patrick's Hospital here last week. Brother Magnan was in the hospital recovering from a broken pelvis suffered while on the Eagle Transporter, when he had a heart attack.



Magnan

AMONG OUR AFFILIATES

A new contract agreement between the Sailors Union of the Pacific and Standard Oil of California (Calif. Shipping) provides wage increases of up to \$30 a month, hourly increases of 9-15 cents on overtime rates and 5 cents on penalty rates, an additional week's vacation, and boosts in room, meal, linen and traveling allowances.

Charges of "theft" against John Wood and Peter Scragg of the Licensed Division of the SIU Canadian District were dismissed by a Montreal judge almost as soon as he saw them. In his politest terms he said, "Greaves (the accuser) acted too hastily." The "theft" charges were an outgrowth of the

NAM Cash Aided Ohio 'Right' Drive

COLUMBUS — The Ohio branch of the National Association of Manufacturers and the Ohio Chamber of Commerce have been unmasked as the prime backers of "Right to work" despite an attempt to camouflage loans made to anti-labor forces in the last election.

The financial campaign report of "work" supporters revealed that the NAM loan of \$392,500 and the Chamber loan of \$261,000 were more like gifts than they were loans. Both groups had pledged their surplus bonds to "guarantee" the loans, just in case they would not be returned, which, of course, they never were. The Chamber, in fact, is writing the loan off as a "bad debt."

Attempting to remain behind the scenes, the NAM made its loan through the Huntington National Bank of Columbus. It was only through threat of state action that this was disclosed.

Ironically, it was these same groups that protested against organized labor's contributions in the statewide referendum on the issue. The outcome in the Ohio elections was a sound trouncing for proponents of "Right to work."

decision of the licensed officers to affiliate with the SIU.

Carl Born, 65, and Kenneth Morine, 63, have recently gone into retirement from the Sailors Union of the Pacific. After 51 years, Born intends to take it easy, devoting his time to his hobby of ornamental square-knotting. Morine, with 46 years of sailing under his belt, plans to take in the sights around the countryside.

A Matson ship, the Lurline, became the line's second vessel since the early 1930's to head north when it pulled into Seattle amid a huge public reception. After throwing open its deck to Seattle residents for a first hand look-see, the Lurline, with its SIU Pacific District crew, steamed towards Honolulu with 700 passengers aboard.

An increase in the hospital comfort benefit from \$1 to \$1.50 a day has been voted by trustees of the Marine Cooks and Stewards security funds. Death benefits were also expanded to include nieces and nephews by marriage, step-children and step-parents.

The historic 10,200-mile trip into the Canadian Arctic by the deep-water tug Arctic Rover has raised many an eyebrow up in Canada. Upon starting its four-month cruise last July, experts predicted the Rover, manned by the SIU Canadian District, would never beat the winter freeze and would be tied up in ice until spring. Not only did the vessel make it but she made it in record time, successfully unloading 2,000 tons of cargo at 13 different ports en route.

With only a six-week portrait painting course under his belt, Marine Cooks and Stewards member Victor Wigington is producing some mighty impressive results. In less than a year he has sold over a dozen paintings, four of which hang in Tiki Bob's, a San Francisco restaurant. Wigington paints on a black velvet surface, preferring the native South Sea Tahitians as his subjects.

Red Trade Drive Gains As West Eases Embargo

Russia's concentrated drive to ease trade barriers between East and West is meeting with some degree of success in the United States and Great Britain. The Soviets recently concluded a deal purchasing 20,000 tons of sheet steel from Republic Steel while England has relaxed its embargo on many items formerly barred to Communist trade.

The steel transaction, made through a New York import-export concern, is the first large shipment of steel from the US to the Soviet Union in several years. Presumably to be used in the production of automobile bodies, the sheet steel was shipped via Halifax, Nova Scotia.

One of the conditions of the sale was that the New York concern agree to buy 80,000 tons of high-grade metallurgical steel chrome ore from Russia. The chrome, which along with the steel was sold at world market prices, can be used in making stainless and specialty steels and high-temperature alloys.

Other non-strategic goods shipped to Russia during 1958 included rubber, electrical machinery, printing presses, agricultural machinery, automobiles, trucks, busses and scientific supplies.

While the US has maintained a tight ban on all trade with Red China and has done only slight business with the Eastern European bloc, England has freed a wide range of scientific instru-

ments and nuclear apparatus from the embargo list in an effort to step up trade with the East.

Arguing that many items on the list had been openly demonstrated by the Red nations at the recent Atoms For Peace Conference in Geneva, Britain added cyclotrons, radiation detection instruments, acceleration tubes and other instruments to the list.

Vacuum pump manufacturers, in particular, are calling for more liberal trade laws, noting that they have a huge potential market in China.

APL Won't Buy Leilani

SAN FRANCISCO — American President Lines, once reported in the market for Hawaiian Textron's passenger liner, the Leilani, has discarded plans for purchasing the vessel according to the "Pacific Shipper," a West Coast shipping publication. George Killon, president of APL, told the magazine that the company changed its plans because it believed the vessel was "not suitable" for their needs.

The future of the Leilani is in doubt as Hawaiian Textron, after announcing plans to turn the vessel back to the Maritime Administration, failed to make a mortgage payment due last week and laid off the ship's crew and their passenger office personnel.

The only other company showing any interest in purchasing the Leilani, the "Shipper" reported, was American Banner Line, owner of the US's only all tourist passenger ship, the Atlantic. Although unable to purchase the vessel once before, the magazine said, Banner Line is reported still considering the possibility of using the Leilani in its New York to Europe passenger service.

Notify Union About Sick Men

Ship's delegates are urged to notify the Union immediately when a shipmate is taken off the vessel in any port because of illness or injury. Delegates should not wait until they send in the ship's minutes but should handle the matter in a separate communication, so that the Union can determine in what manner it can aid the brother.

It would also be helpful if the full name, rating and book number was sent in. Address these notifications to Welfare Services at headquarters.



Watch Those Overheads!

they are not practicable, warning signs should be posted and crewmembers have to exercise extra caution to avoid painful head injuries. To sum up, move the hazards where they can be moved. Where they can't, keep a sharp eye on the overhead.

An SIU Ship is a Safe Ship

The constricted nature of shipboard living often makes for hazards overhead as well as underfoot. Taller crewmembers particularly often find it difficult to avoid lighting fixtures, projecting lines and other objects fixed to the overhead. In situations of this kind, it is sometimes possible to eliminate the hazard by relocating fixtures and lines. Such steps are obviously most desirable. Where

Family Reunion



Home after trip on the Yaka, steward Wong Kong brought the family around for a visit to SIU headquarters while he picked up his SIU vacation check. Steven Wong, 4 (center), David, 5, and Mrs. Wong all seem pleased to have dad home for a spell.

NY Gets Taste Of Runaway

NEW YORK—Another runaway-flag vessel, the Valiant Faith, transferred back to American registry and took on a crew of Seafarers last week, Bill Hall, assistant secretary-treasurer reports. This was the first American crew to man the ship since she transferred to the Liberian flag more than five years ago.

Patrolmen signing the ship on found conditions aboard the Valiant Faith were the poorest conceivable. The messrooms had never been sougeed and had not seen a coat of paint in a long time. In addition the company had taken nearly all of the lockers out of the unlicensed foc'sles and left the foreign crews to shift for themselves. Two of the foc'sles, the bosun's and the night cook's, were used for storerooms.

Some of the necessary repairs were completed before the vessel sailed with a cargo commitment, with agreement reached with the company to bring the ship up to SIU standards before she signs on again.

(Subsequently in Norfolk the ship ran hard aground at Town Point Wharf and was stuck there for a day despite attempts by a Coast Guard cutter to pull her free. Private tugs finally refloated the vessel the following day.)

As the weather reports have indicated, the whole East Coast was hit by a cold snap during the past weeks. It got so cold that the Cities Service tanker Winter Hill resembled an iceberg more than a tanker when she pulled into Bridgeport, Conn., for payoff. The entire ship, from bow to stern, was coated with ice.

Shipping for the past period slowed down somewhat, Hall noted, as the pre-holiday rush of men who

wanted to get home died down. The majority of those brothers who wanted to spend Christmas and New Year's with their families got off their ships during the prior period and only a few late arrivals got off during the last two weeks. As it was, Hall said, 21 berths were filled by class C cards which indicates that any class A or B man who wanted to ship out, could have taken a job during the past period.

There were 45 vessels calling into the area during the past two weeks. Nineteen ships paid off, 13 signed on and 13 were in transit.

The vessels paying off were the Topa Topa (Waterman); Steel Voyager (Isthmian); Fairland, Beauregard, Raphael Semmes, Azalea City, Bienville (Pan-Atlantic); Alcoa Runner, Alcoa Puritan, Alcoa Polaris (Alcoa); Seatrain Savannah, Seatrain Georgia (Sea-

train); Rebecca (Intercontinental); Winter Hill, CS Norfolk, CS, Miami (Cities Service); Elizabeth, Suzanne (Bull) and the Robin Trent (Robin).

Signing on during the period were the Alcoa Puritan, Alcoa Runner, Alcoa Polaris (Alcoa); CS Miami (Cities Service); Robin Trent (Robin); Kathryn, Evelyn (Bull); Fairland, Beauregard (Pan-Atlantic); Rebecca (Intercontinental); Topa Topa (Waterman); Steel Voyager (Isthmian) and the Valiant Faith (Ocean Carriers).

In transit were the Alcoa Planter (Alcoa); Calmar, Portmar (Calmar); Gateway City (Pan-Atlantic); CS Norfolk (Cities Service); Kathryn (Bull); Jean LaFitte (Waterman); Mankato Victory (Victory Carriers); Steel Designer, Steel Vendor (Isthmian) and the Seatrains New Jersey and Texas (Seatrain).

Bull Expands Services; To Operate From Gulf

The SIU-manned Bull Line has announced the expansion of its Puerto Rican service with the start of a weekly run out of the Gulf ports of New Orleans and Mobile. The company has been the principal operator on the New York-Puerto Rico run for over 50 years.

The sailing of the C-2 cargo ship Frances on February 9 will signify the start of the expanded Bull Line service. Another ship, as yet unnamed, will go on the run a week later. It will also be a C-2.

The company intends to maintain its present service out of New York at the same level, which means the addition of two vessels to its regularly-scheduled service.

At present, six C-2s are on the New York-Puerto Rican run, with other Bull ships running coastwise or irregularly in the sugar trade.

It has not yet been announced whether the company will use Libertys as replacements for the Frances and the other C-2 now operating out of New York, or whether it will obtain additional ships.

The Bull Line expansion makes it the second major SIU company to enlarge its Puerto Rican operations. Waterman-Pan-Atlantic recently initiated a New York-Puerto Rico and Gulf-Puerto Rico service, using its trallerships on the run.

PENSIONERS' CORNER



(Ed. note: The column this issue is devoted to three retired Seafarers who are receiving the SIU \$150 disability benefit.)

Ferry Roberts . . . 43 . . . joined Union in June, 1940, worked as deck engineer and FOW . . . preferred Far East runs—"the trips are long and the payoffs good" . . . sailed on ore ships, tankers, cargo ships and Seatrains . . . felt that every trip was interesting and every ship sailed an experience—"you can learn something every day if you want to" . . . blood clots forced amputation of both his legs . . . sees old shipmates in Tampa every now and then . . . came across many familiar faces on his last trip to New York . . . passes the time reading and drawing . . . lives in Tampa with mother . . . one of many men under 50 who is receiving the SIU disability-pension.



Claude Fisher . . . 62 . . . hails from a family of 16 children . . . after coming to the US in 1917 he went to work as a tailor . . . worked afterwards as a waiter at Harvard College, then as a bus-boy and short order cook in a Massachusetts restaurant . . . started sailing in 1918 and joined Union at its founding in 1938 . . . preferred passenger ships with short island runs because "I like to keep in touch with the home" . . . still gets a hearty chuckle upon recalling good luck in Lisbon, Portugal, in 1939 aboard the "Independence Bridge" . . . the entire crew got sick (from what nobody ever found out) all except Fisher . . . keeps in touch with former mates Samuel Howard, Walter Grosvenor, William Jenkins and Enoch Pringle.



Hugh Fouche . . . 44 . . . first sailed on Lakes from Chicago in 1932 as an ordinary seaman . . . joined SIU in 1941 working as a 2nd electrician in the engine department . . . saw some perilous duty during the War, sailing to Russia as part of the famed "4th of July" convoy PQ13, and spending 15 months in Archangel . . . in peacetime his favorite trip was to South America on the Mississippi Co. ships because of the runs but especially on account of "heavenly" New Orleans . . . sailed on just about every kind of ship in his career—tankers, freighters, trawlers and even a garbage scow . . . multiple sclerosis has paralyzed Brother Fouche from the waist down but he still prays that he'll be able to go back to sea some day . . . his sister thinks "we have the finest Union and the best bunch of guys in the world" . . . his pet hobby?—his little nephew Hugh, "who's going to be an SIU man some day" . . . makes his home in Dawson, Georgia.



LABOR ROUND-UP

Acting on a resolution submitted by the executive board of the Jewelry Workers' Union, AFL-CIO President George Meany appointed Charles Hasenmeyer to act as trustee of the union. Under the resolution, Hasenmeyer, assistant regional director of the AFL-CIO, will have "all the powers" vested by the union's constitution in their president and secretary-treasurer "necessary to carry out the constitutional obligations" of the union to the AFL-CIO. Hasenmeyer will hold office as trustee until the Jewelry Workers next constitutional convention.

Officials of the Meat Cutters union have hailed the start of compulsory Federal inspection of poultry in interstate commerce as "a great day for consumers and poultry workers." Under the law, starting January 1, all poultry in interstate commerce will have to be examined for disease with the same strictness with which the Federal meat inspection program is carried out. The union, with the endorsement of the AFL-CIO and its affiliates, had long complained of the dangers of uninspected poultry. The Agriculture Department estimates that two-thirds of all

poultry sold this year will be Federally inspected, as compared with less than one-third which was inspected under the voluntary program existing up until now.

The AFL-CIO Laundry and Dry Cleaning International Union won a sweeping victory in Milwaukee as the expelled Laundry Workers union threw in the towel and announced it was ceasing all operations in the area. The withdrawal of the ousted union followed nine consecutive election defeats at the hands of the AFL-CIO affiliate and makes unnecessary representation elections pending at dozens of area plants. Arno Schultz, expelled president of Local 3008, of the AFL-CIO union, signed a stipulation ending the operations of Laundry Workers Local 714, independent.

Representatives of some 30,000 Missouri union members have announced plans for a statewide campaign for the repeal of a law which requires compulsory arbitration of public utility pact disputes. Under the law, the King-Thompson Act, the state may seize a struck utility and can order the workers back to work. The act also provides for fines of \$10,000 a day on the union for each day the workers remain on strike after the state "seizes" the company. Union officials are subject to \$1,000 fines. Two unions, the Oil, Chemical and Atomic Workers and the Street Railway Employees, are contesting the constitutionality of the law in the state courts. The Chemical Workers Union is also fighting a \$241,000 fine levied against it after its members refused to go back to work in a 1956 strike at Laclede Gas Co. in St. Louis. The members returned to work after an injunction was issued.

Norfolk Gets In-Transits

NORFOLK — Shipping for the port was on the slow side during the past period, James Bullock, port agent, noted, as there were no vessels paying off, and only one, the Jean LaFitte, signed on. The majority of the men shipped were replacements to in-transit vessels calling into the area.

Repairs will be started soon, Bullock said, to replace the storm drains along the side of the building which rusted and flooded the hall's basement. Because of this the hall was without heat for short periods of time. However the contractor reports he will start work soon and all will be in good running order shortly.

The in-transit vessels calling into the port during the past two weeks were the CS Baltimore (Cities Service); Rebecca, Madaket, Jean LaFitte (Waterman); Steel Designer (Isthmian); Alcoa Polaris, Alcoa Planter and the Alcoa Puritan (Alcoa). All were reported in good shape with no outstanding beefs.

For the first time in history, teachers balloted in a National Labor Relations Board election and voted in favor of representation by the American Federation of Teachers by a 2-to-1 margin. The teachers are employed by the major motion picture and television studios in Los Angeles under an agreement permitting child actors and entertainers to continue their education outside the normal public school schedules and facilities. While the NLRB does not handle representation elections for teachers, it allowed the election in this case because the motion picture and television studios are engaged in interstate commerce.

Plastic Lifeboat Passes Tests

Subjected to a series of rigorous strength tests by the Coast Guard, a prototype all-plastic lifeboat has passed its exams with flying colors. It is expected to go into active service aboard ship later this year.

The 24x8x3.5-foot craft could be the forerunner of an all-plastic merchant vessel of the future, which could have everything but its moveable parts and machinery cast from tough plastic materials.

The revolution in building materials is such that the Air Force already has a full-sized, two-seater aircraft made of a plastic envelope that fits into a seven-foot packing case. The envelope, complete with a standard prop engine that mounts on the outside, can be filled with air in an hour. It is part of a "survival kit" that can be dropped by parachute to pilots marooned in out-of-the-way places where standard aircraft can't land.

Constructed of fiber-glass reinforced polyester resin except for its release gear, hardware and fastenings, the plastic lifeboat is said to have a life expectancy as long as any merchant ship on which it will be used. The boat is considered suitable for use on any type of vessel and may be standard gear on the atomic ship Savannah when it comes out next year.

The prototype seats 40 persons and will be part of a set of four, including one motor-propelled craft, that will be tried out in service on the experimental gas-turbine ship William Patterson. The Patterson is itself a prototype converted from an old reserve fleet Liberty.

Besides a long life span, the plastic boat offers the advantage of savings in maintenance and replacement costs. It contains a foam flotation material that is said to make it "unsinkable" when fully loaded, even if it is punctured or broken into parts. Other features are "lifetime" resistance

Phila. Expects More Payoffs

PHILADELPHIA—Shipping for this port can be considered fair, compared to the number of men registered here during the period, Steve Cardullo, port agent reports. However, the next period should be even better as there are a couple of vessels scheduled to pay off within the coming two weeks and there will be the usual number of in-transit ships.

There were 15 vessels calling into port during the past period. Four paid off, one signed on and 10 were in transit.

The vessels paying off were the Jean LaFite (Waterman); Pacific Wave (Pegor); Cantigny (Cities Service) and the Pennmar (Calmar). The Pacific Wave was the only vessel signing on during the period.

In transit were the Alcoa Puritan (Alcoa); LaSalle, Yaka (Waterman); Steel Designer, Steel Vendor (Isthmian); Emilia, Edith, Jean (Bull); Calmar (Calmar) and the Robin Kirk (Robin).

Be Sure To Get Dues Receipts

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

to rot, corrosion and exposure to wide fluctuations of temperatures.

Under testing, the boat was loaded above capacity, flooded, slammed against a steel pier from a distance of 12 feet and dropped into the water from a height of

10 feet. It reportedly met all these tests and others without suffering any damage. A Maritime Administration contract for the construction of the prototype was awarded to the Lane Lifeboat and Davit Corp. of Brooklyn last July.

State Court Can't Bar Peaceful Pickets

WASHINGTON—The United States Supreme Court has given full approval to peaceful union picketing and has ruled that a state court may not enjoin picketing unless violence is involved. The decision knocked out a Florida state court injunction barring picketing at 12 exclusive Miami Beach hotels by members of the Hotel Employees Union.

The decision is the second major step by the Supreme Court in the past year reaffirming a union's right to peaceful picketing. In January, 1953, that nation's top court refused to review a Circuit Court's decision upholding picketing by the SIU at Bull Line's terminal in New York City, during a contract beef with the company.

The Circuit Court reversed a District Court's injunction against picketing by the Union pointing out that "no one contended that this is a peaceful strike." The Supreme Court refused the company's appeal for a further review of the case.

In the Florida case, the Hotel Employees Union had set up picket lines at 22 Miami Beach hotels after the owners refused to recognize the union as bargaining agent for their employees. The hotels went into court and obtained an injunction against the union on the ground that their picketing violated the state's "Right-to-Work" law which provides that union membership shall not be a condition for employment.

The state courts justified their right to bar picketing by declaring that picketing must be "done in an atmosphere conducive to reaching a result that is fair to the employer, employees, and the public," and not in an atmosphere "of insinuation, bad faith, deception, force or damned-if-I-don't-show-you spirit."

In its appeal to the Supreme Court, the union urged the court to reaffirm the "free speech" doctrine in which it was contended that picketing is "free speech" and can not be curbed so long as it is peaceful.

The court, in its brief opinion, emphasized that its ruling in favor of the union was based entirely on the lack of violence. "In none of the 12 cases did the Florida trial courts make any findings of violence, and in some, an affirmative finding of no violence was made," the court held.

The injunction prohibited picketing at 22 hotels, but only 12 cases were appealed to the Supreme Court. The hotels involved in the court's decision were the Saxony, Sans Souci, Versailles, San Marino, Sherry-Frontenac, Lombardy, Miami Colonia, Nautilus, Delmonico, President Madison, Robert Richter and the Martinique.

SS Atlantic Wins PHS Award For Cleanliness

SIU crewmember aboard the Banner Line passenger ship SS Atlantic can pat themselves on the back as the result of receiving a 95 percent rating on the ship's semi-annual sanitary inspection by the US Public Health Service. As a result of the 95 score, the vessel was awarded the coveted certificate of sanitation by the Service. Certificates are awarded only to those ships scoring 95 percent or better.

A Public Health Service spokesman said that the rating compared favorably with that of any other American-flag passenger ship operating out of New York and was in many instances superior to that achieved by other such ships. "A rating of this kind for a passenger liner," he said, "means that every crewmember has lived up to his obligation, because failure to do so would mean that the ship would not have achieved the rating it did."

This was the first operating inspection of the new vessel, since the previous inspection took place before the ship went into actual service.

The passenger ship inspection consists of the same items as a freight ship inspection, but of course, the margin for error is much greater on a large passenger vessel where the sanitation problem is multiplied many times over.

This is particularly true on the Atlantic which boasts a private bath and shower for every passenger room.

See Upturn In Savannah

SAVANNAH — It has been a fairly slow period on the shipping side, William Morris, port agent reports, with only 14 jobs shipped from this hall during the past two weeks. However, of the 14 jobs, Morris said, three were taken by class C men, which means that the majority of the class A and B men registered on the beach here are in no hurry to ship out.

The outlook for the coming two weeks is on the brighter side as there are a good number of in-transit vessels scheduled to come into the area.

In transit during the past two weeks were the Fort Hoskins (Cities Service); Seatrain Georgia (twice), Seatrain Louisiana (twice) (Seatrain); Steel Recorder (Isthmian); Robin Trent (Robin) and the Atlas (Tankers and Tramps).

SEATRAN NEW JERSEY (Seatrain), Dec. 21—Chairman, J. Allen; Secretary, V. Hatcliff. One man hospitalized in Edgewater. Substistence to be paid to those men who joined ship in shipyard. Ship's fund, \$32. Report accepted. Foc'les to be painted. New delegate elected. Need place to dry clothes—dryer needed. Do not hang clothes in engine room.

SUZANNE (Bull), Dec. 14—Chairman, A. Albe; Secretary, J. Dolan. Everything running smoothly. No beefs. Steward to make work list for crew's laundry. Ship in good shape.

DEL MAR (Miss.), Dec. 15—Chairman, H. Mass; Secretary, G. McFall. Two hours disputed sailing time. Captain will allow each member one fifth bottle of liquor, five cases of beer, and any cigarettes purchased

JEFFERSON CITY VICTORY (Victory), Dec. 7—Chairman, V. Meahan; Secretary, C. Oliver. Ship's fund \$15.50. Few hours disputed OT. Discussion on runaway ships. Discussion on cleanliness of messroom and pantry at night. Vote of thanks to crew mess and pantry crew.

KYSKA (Waterman), Dec. 14—Chairman, R. Ferrandi; Secretary, E. Penquinette. Called Union hall for payoff. Arrangements for timeoff for steward dept. while in port. No beefs and no disputed OT. Suggest checking stores for better grade of products.

MV DEL ORD (Miss.), Dec. 15—Chairman, W. Cummins; Secretary, S. Smith. Ship's fund \$25. New delegate elected. Crew requested to keep messroom clean and turn off washing machine when finished.

ATLAS (Cargo & Tankship), Dec. 21—Chairman, J. Pico; Secretary, E. Higgins. Ship's fund \$67.70. New delegate elected. Suggestion to see patrolman about 2 BR's or 1 BR and utility man as per company request.

MV TIMBER HATCH (Savannah), Nov. 29—Chairman, H. Warren; Secretary, W. Newson. New delegate and reporter elected. Ship's fund \$7.50. No beefs, no disputed OT. Menus not to be changed except by addition or approval of steward. Black gang foc'les need painting.

PACIFICUS (Orion), Dec. 14—Chairman, P. Fox; Secretary, G. Esberger. Expect to be in port Dec. 21st. Wiper's foc'le to be fumigated and mattresses changed—man left ship due to illness. Check for American money before sailing. Ovens to be relied on galley range. Hot water to be maintained at all times. Request new spare fans to be put aboard and all fans put in good working order. Vote of thanks to steward dept. for job well done. Tanks to be cleaned—water rusty. Good trip and fine crew.

ST SAVANNAH (Seatrain), Dec. 28—Chairman, A. Frick; Secretary, W. Dunham. Reported having trouble with range & oven in galley—new parts ordered. All repairs to be turned in to patrolman. New delegate elected. Request more variety of night lunch also extra stores. Shortage of linen brought to membership's attention by steward. Vote of thanks to steward dept. for excellent dinner at Christmas.

ELIZABETH (Bull), Dec. 25—Chairman, R. Eschrich; Secretary, T. Vigo. Report accepted. New delegate elected. Discussion on use of washing machine. Suggestion that man on watch be fed first.

ALCOA RUNNER (Alcoa), Dec. 27—Chairman, R. Broomhead; Secretary, R. Hall. New delegate elected. Vote of thanks to steward dept. for fine job decorating messhall and excellent Christmas dinner. Contributions to be made toward ship's fund.

FAIRLAND (Pan-Atlantic), Dec. 21—Chairman, C. Rawlings; Secretary, C. Goldstein. Need first aid kit. New delegate elected. Meeting to be held once a month before payoff. Patrolman instructed delegate to report permit men to respective dept. for replacements after time is up.

Dec. 27—Chairman, Doran; Secretary, C. Goldstein. Special meeting re: steward dept. beef—chief cook refuses to let 3rd cook do his work. Suggestion to call Union and have beef straightened out.

REBECCA (Maritime Overseas), Dec. 21—Chairman, M. Muller; Secretary, S. Wright. Everything running smoothly. Suggestion to paint flying bridge with non-skid paint; also that day workers and men off watch refrain from whistling in passageways. Vote of thanks to steward dept. for job well done.

YORKMAR (Calmar), Jan. 3—Chairman, I. Barch; Secretary, R. Cummings. Messroom tables to be repaired in shipyard. One man missed ship in Ball. Keep library books in order at all times and return after reading. Return cups to pantry. Less noise during meal hours. Men missing ship to be reported. Vote of thanks to steward dept.

ORION COMET (Orion), Dec. 22—Chairman, W. Clegg; Secretary, M. Morris. Reports accepted. New delegate elected. Vote of thanks to steward dept. Try to obtain new mattress in Japan. Steward not to accept milk if not pasteurized.

MADAKET (Waterman), Dec. 13—Chairman, R. Ferrera; Secretary, J. Burke. Some repairs not made. New delegate elected. Discussion re: logging of cook for day off. Request coffee be made little stronger; also to chill all juices. Vote of thanks to steward dept. for job well done.

Jan. 3—Chairman, R. Ferrera; Secretary, J. Burke. Several brothers lowered gangway and missed ship. Few hours disputed OT for doing longshoreman's work—to be turned in at payoff. Picked up three new men in England. Repair list to be made up. Vote of thanks to steward dept. for job well done.

CHIWAWA (Cities Service), Dec. 28—Chairman, W. Adams; Secretary, E. Bridges. Two men missed ship in LC. New delegate elected.

STEEL EXECUTIVE (Isthmian), Dec. 28—Chairman, G. Finkley; Secretary, A. Brodie. Washing machine to be repaired. Repair list turned over to delegate. Ship to be fumigated. One man logged. Reports submitted. Delegate spoke on helping workway who came aboard without gear—crew obtained clothing for cold weather from ship's fund.

Digest Of SIU Ship Meetings

will be deducted from stop ration. Ship's fund \$79.25. New delegate elected. Asked \$2 movie donation from each member, to be collected at first draw. To send Xmas cards to HQ and NO hall. To purchase \$40 worth of magazines next trip. Sea Chest library on board. Keep bathrooms clean. Steward to check soap disappearance.

ALAMAR (Calmar), Dec. 13—Chairman, B. Hagg; Secretary, B. Wilhelmson. Shortage on several items. Contacted Seattle & NY halls. Ship's fund \$7.50. Wiper not doing good job, could do better. Food beef. Insufficient stores. Need larger blankets for crew. Vote of thanks to delegate for job well done, also to cook. Request more LOGs.

IDEAL X (Penn Ship), Dec. 7—Chairman, W. Smith; Secretary, D. Nunn. Delegates to make up repair list in advance. Collection to be made for Xmas. One man hospitalized in Texas City. Discussion on disputed OT and equalizing same. New delegate elected. Discussion on draws. Safety rules posted. Need new washing machine and toilet seats. Steward to issue lava soap.

ALCOA RUNNER (Alcoa), Nov. 28—Chairman, M. Gaskill; Secretary, R. Hall. All beefs squared away—except porthole in bosun's foc'le and bunk. Bosun sunk boat in SJ Harbor—rescued by tug boat. No more launch service—bosun to take swimming lessons. Ship's fund \$5.25. Ask for change of table in messhall to facilitate work. Menu suggestions welcome. Vote of thanks to steward and dept.

Dec. 17—Chairman, E. Foley; Secretary, R. Ortiz. Report on wiper being freed due to lateness; squared away by patrolman—man remaining.

WANG ARCHER (No. Atlantic), Nov. 27—Chairman, J. Bourgeois; Secretary, R. Pierce. Mixing machine and galley door to be fixed. Water tanks need cleaning—water rusty. Clean laundry room. Discard old washing machine and spare parts.

Dec. 6—Chairman, A. Lavagne; Secretary, A. Melona. Some repairs made. Captain to ok painting of messhall and pantry. Water tanks need cleaning. Keep doors locked in alleyways to keep shore workers out. Keep water hot while washing dishes. Steward to issue roach powder for roaches. More night lunch to be put out. Ship in very bad shape. Food has been good during trip.

SEATRAN NEW YORK (Seatrain), June 13—Chairman, E. Jones; Secretary, E. Lanier. Two men missed ship. Repair lists to be turned in. Payoff expected in shipyard. Sailed an OS short for round trip. Galley skylight to be adjusted to operate from inside. 3rd & 4th grade of meat being sent. Complaints about inferior quality of baking. Bevel sharp edges of messroom receiving table at dumb-waiter.

WANG TRADER (No. Atlantic), Dec. 16—Chairman, J. Hurst; Secretary, G. Ori. New delegate elected.

WM. H. CARRUTH (Penn Shipping), Dec. 14—Chairman, S. Holden; Secretary, J. Chermesino. New delegate elected. Request coffee pot bracket; laundry cleaning list. Radio and bunk lights need repairing. Electric plug needed in bathroom. Water fountain to be repaired and water to be colder.

FAIRLAND (Pan-Atlantic), Dec. 21—Chairman, C. Rawlings; Secretary, C. Goldstein. Deodorizers ordered. Meeting to be held once a month unless anything of importance turns up, and to be held before payoff. Requested a first aid kit for engine room—not received yet.

SANTORE (Ore), Dec. 21—Chairman, W. Shepley; Secretary, R. Rayfield. Some trouble with water. Two men missed ship. Report accepted. To see captain about water or make claim for ruined clothes. Keep laundry and washing machine clean and return cups to pantry.

'For A Man's Job'



Social Security Benefit, Tax Rises Take Effect

WASHINGTON—The Government's Social Security program which now covers over 78 million workers and members of their families has been found "sound, practical and appropriate" by a Federal advisory council, and has proved itself a "permanent institution in American life."

The council, composed of 13 representatives from labor, management and the general public, expressed confidence that the program was adequately prepared to meet all foreseeable expansion.

Some critics had declared that the program would be unprepared to meet an expanding roster of

old-age and survivor assistance eligibles, whose number is expected to swell from today's 12.5 million to approximately 22 million by 1980.

One reason for the optimism of the council is the excellent financial condition of the old-age and survivors insurance trust fund, whose surplus for 1958, after benefits had been paid out, was \$22 million.

Past totals and future estimates indicate that tax contributions will continue to exceed disbursements slightly, leading to an anticipated \$24,600,000 surplus by 1963.

The primary recipients of assistance are retired men over 65 and women over 62. Others receiving benefits are disabled workers over 50, widows of covered workers and their children under 18. The payments are intended to replace a portion of the income lost through retirement, disability or death.

The fund draws its resources from equal tax contributions of employees and employers. Present rates are 2½ percent of all the employee earns up to \$4,800. Anything beyond that is non-deductible.

However, the rates are expected to be upped to three percent by 1960 and 4½ percent by 1968, so that a worker earning \$4,800 or more would have to pay \$216 by 1968 as against \$120 now. Boosts would affect employees and employers alike.

CS Ships' Engineers Vote Set

An election to determine who shall have the right to represent engineers on Cities Service ships has been scheduled by agreement between the company, the SIU-affiliated Brotherhood of Marine Engineers and the Deepwater Officers Association (independent). Approximately 74 engineers are involved in the balloting.

The election was arranged at the request of the BME after an organizing drive which began last spring. Since engineers are supervisory employees under the labor law, the BME could not petition the National Labor Relations Board for a vote.

Consequently, under the terms of the agreement, reached with the company and the DOA, the voting will be conducted by the American Arbitration Association on a mail ballot. Eligibility lists and addresses of the engineers are being supplied by the company. The vote is scheduled to last for six weeks or more, depending on final arrangements now in the making.

The BME became active in the Cities Service Fleet when engineers in the fleet, dissatisfied with the existing lack of representation, sought out the union on possible affiliation. After a majority of the engineers had joined the BME, the union asked the company to arrange for a vote. The company agreed to do so, and after some prodding, the DOA did likewise.

The BME program calls for an eight hour day for engineers with overtime after eight hours; severance for engineers whose ships are transferred foreign; improved working rules and working conditions; and representation and grievance procedure.

The existing organization in Cities Service, the DOA, is one of a string of oil company independent unions controlled by John J. Collins. Although the DOA has been active in Cities Service for some 18 years now, engineers in the fleet complained of the lack of representation and the absence of union conditions on the Cities Service ships.

NY Plans Withholding On Taxes

Seafarers who sail out of the Port of New York or who work for New York shipping firms may find themselves with another withholding tax on their payoffs if present plans of the New York State government are carried out. The state administration and legislative leaders are planning a New York state withholding income tax which may take effect later in the year.

The withholding tax would replace the present system of having employees file their tax returns in April of the following year and pay either in a lump sum or quarterly. The state estimates that adoption of the withholding system would bring in about \$35 million more because it would reduce tax evasion by employees who do not file state tax returns.

In addition, New York plans a two-cent increase per gallon of gasoline and a one-cent increase on cigarettes. On top of that, New York City is contemplating a one-percent sales tax increase to four percent, or else as a substitute, a tax on off-track betting, up until now considered illegal in the state.

\$2 Million Gem Shown By Niarchos

London — Runaway shipowner Stavros S. Niarchos stole the show at a jewel exhibition here when he entered a 128-carat diamond worth approximately \$2 million. The Niarchos gem outshone two entered by Queen Elizabeth which weighed in at 94.4 and 63.6 carats respectively. The Niarchos diamond has been described as the finest gem ever to come out of the South African diamond fields.

Niarchos is a close associate of the American committee of the "Flags of Necessity", an organization of runaway tanker operators formed to combat the activities of the International Transportworkers Federation. One of the claims put forth by the "Flags of Necessity" group is that it would be financially impossible for them to operate under the American flag and that they are therefore compelled to register as runaways out of dire economic necessity.

Much of the Niarchos tanker fleet consists of supertankers in the 30,000 to 60,000 ton-range and a great many of these are on long-term time charters carrying oil on behalf of the American oil companies who make up the "Flags of Necessity" group.

In addition to his \$2 million trinket, Niarchos, in 1957, bought up the art collection of film actor Edward G. Robinson for an estimated \$3 to \$4 million. He had previously been reported paying as high as \$500,000 for a single painting, and also operates one of the world's largest and costliest yachts.

The position of the United States as the sponsor of cut-rate shipping registrations has again been spelled out, this time at the United Nations' new maritime organization. With the US State Department in their corner, Panama and Liberia are now seeking membership on the organization's safety committee and other top committees which will make decisions affecting world shipping, despite the fact that nationals of those two countries own practically no shipping.

Obviously, without State Department backing the two countries' bids would not receive serious consideration. In effect, the runaway registries would have three votes, their own two and that of the United States, since the State Department has long since abandoned any pretense of representing that segment of the US fleet under the American flag.

The fact of the matter is that while the runaway operators have triple representation, the American-flag shipping industry has nobody to speak for it, since the only shipping man on the US delegation represents a company with extensive runaway interests.

American operators who permit opportunities to speak in international conclaves to go by default have no one but themselves to blame for failing to insist vigorously on representation at such meetings.

Under the circumstances, it is up to the American maritime unions to speak for American-flag shipping and for the rights of legitimate maritime nations whenever and wherever the opportunity presents itself.

Peaceful Picketing

The right of peaceful picketing without interference by state courts, one of great importance to all unions including those in maritime, has been reaffirmed this week in a Supreme Court decision dealing with picketlines at Miami Beach hotels. The court held that no state court could issue an injunction against such picketing as long as it was peaceful in nature.

On two previous occasions, the SIU's right to picket was challenged by just such injunctive actions. One was the Bull Line strike of 1957, when a US Appeals Court affirmed the Union's right to picket peacefully and the Supreme Court refused to review the appeals finding. The second was the recent ITF demonstration when a Federal District court held that the American maritime unions could not be prohibited from picketing the runaway-flag ships.

The cumulative effect of these decisions is to reinforce a union's most potent economic weapon, and as such, could have considerable bearing on future action by the SIU and other maritime unions in organizing campaigns.

Stay Put For Jobless Pay

Seafarers who are collecting state unemployment benefits while on the beach waiting to ship are urged to stay put and avoid changing their mailing addresses if they want to continue receiving their checks regularly. Several Seafarers have already experienced interruptions of from three to five weeks in getting their next check after they notified the state unemployment offices that they had moved and changed their mailing address.

An average delay of a month is reported in most cases, causing considerable hardship to the men involved.

Yeah! You Right!

He's an Ore Boat stiff I guess, been on them most all the time he's been going to sea.

Got a family, a wife and some grown kids, so he's had to ride the Ore Boats sorta steady 'cause they always come back to Baltimore no matter where they go.

A lot of guys come and go, usually make a trip or two and pile off. Every kind of guy hits the Ore Boats sooner or later and he's seen them all I guess.

The crew sleeps and eats aft and usually gathers around number 9 hatch after meals.

I dont know where or when I first noticed him, but he struck me as the saddest and dumbest person I've seen. He's got a bulldog face and not a wrinkle of a smile nor a hair on his head.

We all talk, that is everyone but him, he just puts in yeah when he thinks he got to.

We talk about every subject in about every way you could think of and he'll say yeah, you right you sure right.

If the guy talking gets especially violent about a subject, he'll get up and stretch and politely say, you sure right! then he's gone.

I got the treatment, that's how I caught on. He isn't paying any attention and I wasn't making any sense I guess, but every once in a while he'd say Yeah! then nod his head and all the while staring out to sea, I'd keep rattling along and he'd say yeah, you right.

I sorta watched the guy that's what almost everyone does on a ship. I noticed he did every one that way. Well Dad I got the message.

After that I use to see him on #9 hatch and I'd go out on deck anyhow, we'd look at each other and smile and then say hi and both sorta laugh a little then I'd climb up on the hatch by him and look at the sea and the sky and we both were content I guess cause I know I didn't have to say anything. And he didn't have to say

Yeah! You sure Right!

To

Dad,

Frank Timmons
SS Ocean Eva

SEAFARERS IN DRYDOCK



The hospital roster in Baltimore should be reduced by three names before long, according to the latest reports from the Maryland port city.

Due for discharge shortly are a pair of Seafarers off the Ocean Eva, Thomas Brightful and James Keavney, who shipped as messman and oiler respectively, plus Paul Klausen off the Mermaid. Brightful is in with a mild stomach condition and Keavney due to yellow jaundice. Klausen is improving rapidly from a case of ulcers.

Savannah has a pair of newcomers in drydock now, Rufus L. Fields, ex-Chiwawa, and Henry Lanier, ex-Edith. Fields checked in for treatment of hemorrhoids and is doing okay after an operation. Ditto on Lanier, who has a stomach condition.

Recovering as well as can be expected today, J. J. Harrison, came in to the Norfolk Public Health hospital after a bad accident when a mooring line broke and injured both his legs. He was AB on the LaSalle. Roger W. Fulford, who's shipping with the SIU's

Harbor & Inland Waterways Division, is coming along okay under treatment for stomach trouble. He was a deckhand on the Willston, a Willis Towing Company tug under SIU-HIWD contract.

Busy as ever, New York has several additions to the roster at the Staten Island hospital, including Danny Wilson, ex-Hilton; Phillip G. Salino, ex-Rebecca, and James T. Allen, ex-Robin Locksley. Wilson is being checked over for a chest condition and Allen is getting special medication for an eye ailment. Salino, who sails as bosun, is being treated for a hernia.

Other recent arrivals at Staten Island include Rufino Lara, ex-Steel Apprentice, over a heart condition; Nicholas Reznichenko, off the Penn Explorer because of a stomach ailment, and a pair off the Valley Forge, Mike Chandoha and Walter Gill. Chandoha has a skin condition and Gill is recovering from a shoulder injury.

All SIU brothers in the hospitals appreciate visits and mail from their friends and shipmates. Visit and write them when you can.

The following is the latest available list of SIU men in the hospitals:

USPHS HOSPITAL
BALTIMORE, MD.
Maximino Bernes
Fernando Bertolo
Henning Bjork
Thomas Brightful
Russell Clymer
Peter DeVries
Lucius DeWitt
Clarence Gardner
Gorman Glaze
Floyd J. Hurd, Jr.
Emanuel Jones
James Keavney
Paul Klausen

USPHS HOSPITAL
BOSTON, MASS.
Gilbert Edwards
William B. Gardner
Joseph Garcilo
Paul C. Norton

USPHS HOSPITAL
GALVESTON, TEXAS
John C. Mitchell
MEMORIAL HOSPITAL
LAKE CHARLES, LA.
Charles A. Young

USPHS HOSPITAL
NORFOLK, VA.
Francis J. Boner
Arthur Cox

USPHS HOSPITAL
SAN FRANCISCO, CALIF.
Joseph H. Berger
Michael J. Coffey
Victor Egel
Arshad B. Ismail

USPHS HOSPITAL
SAVANNAH, GA.
Rufus L. Fields
Wade B. Harrell
W. V. Kouzounas

USPHS HOSPITAL
SEATTLE, WASHINGTON
Martin Hammond
John F. Slusarczyk

USPHS HOSPITAL
FT. WORTH, TEXAS
Lawrence Anderson
Benjamin F. Deibler

USPHS HOSPITAL
HOUSTON, TEXAS
R. J. Arsenault

VA HOSPITAL
RUTLAND HGTS., MASS.
Daniel Fitzpatrick
SAILORS SNUG HARBOR
STATEN ISLAND, NY
Victor B. Cooper

USPHS HOSPITAL
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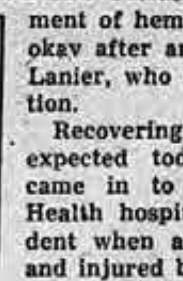
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Wilson



Lanier

New Quarters Seen Essential

To the Editor:

I am an SUP member who read with great interest the editorial in the LOG of November 7, 1958, regarding the crews' quarters of our American ships.

It is up to us to see that the poor living quarters of the old ships are not merely copied into the new ships. For, after all, no matter how well-intentioned some of the Maritime Adminis-

real Seafarer is and should be. I would like the whole membership to know and meet E. Wiley Carter, better known as "Bouncy", our Union brother and Seafarer of long standing.

A. Kassim
Engine Department
SS Steel Chemist

Del Alba Hails Place In Congo

To the Editor:

I have been asked by several of our Del Alba crewmembers to write this letter in order to bring attention to a man here in Matadi, Belgian Congo. He is Dave Nimlec and operates a place called the "Guest House."

He is no stranger to the many SIU members who make this port regularly on the Delta Line ships out of the Gulf. His place is clean, reasonable and fair, and he renders a mail-service to all who wish it, for the price of the stamps alone.

He has been helpful to SIU members here in the hospital by visiting them and bringing cigarettes and reading matter while they are there. We would like to have him on the regular mailing list for the LOG as we think this would be placing the LOG where it would be read and appreciated by a great many people who otherwise never see it.

Things are going on very well with a good crew on the Del Alba. Thanks to the personnel at headquarters for this and many past favors.

George L. Baugh
Engine delegate

They Feel Taken To The Cleaners

To the Editor:

I am going to give you an example of how some people try to take advantage of seamen when their time is limited in port.

The John B. Waterman arrived in New Orleans late one Friday night when most business establishments were already closed for the weekend. Well, along about noon Saturday, two agents for a cleaner and laundry came aboard the ship to collect laundry and dry cleaning. We were told it would take six hours.

But when the laundry and cleaning came back you would never been known it had been ashore; it was that bad. And to top that off, there were the prices. One fellow had a laundry and dry cleaning bill for \$22—and that is quite a bit even for a fellow who works ashore. Another fellow paid \$4.50 for cleaning a suit and a pair of slacks.

Special or no special, those prices are strictly out of line. Besides, a very poor job was done on the clothes. If the job was a little decent, one wouldn't mind so much. But the things came back in just as bad shape as when they were sent out.

In conclusion, the name of the outfit is Banner Laundry Cleaners, Inc., and they are on Camp St., New Orleans. Yes, they must think that seamen are a bunch of suckers at all times.

Crew, John B. Waterman

Speedy Payment Is Appreciated

To the Editor:

I wish to thank all those involved for the speed in which my check was delivered during my recent illness in the hospital.

My case was handled in a most satisfactory manner and I wish to express my appreciation for the fine treatment.

William Van Arisdalen

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.

tration designers may be, they are not going to live aboard the ships. We are.

The most often-heard complaint is too many men in one room. Single rooms for all hands or, at the most, two men in a room would be a big improvement.

One could go on and on, mentioning everything under the sun from air conditioning to locating watchstanders' rooms away from the galley and mess-rooms. However, merely getting rid of three-man rooms would get everyone's vote as the most important step toward improved shipboard living.

It would be a fine thing if all the American seagoing unions could get together on this quarters issue and then use their combined efforts to get modern American living standards built into our new ships.

J. Cunningham

Lauds Shipmate, 20-Year Man

To the Editor:

Twenty years ago in November, 1938, the Union accepted E. Wiley Carter into its fold. He was obligated a few months later while active in organizational work on the SS Fairfax and sailing in the engine department as wiper.

He then joined the steward department and, in 1942, lost two SIU ships, the SS Robin Hood and the SS West Chetac, due to enemy action. Again in 1944 he lost another ship, the



Carter

SS William L. Marcy, this time while sailing on deck. All ships lost were due to enemy action in which many of our brothers died at sea.

Carter has been in the deck department ever since and has been active through all Union beefs concerning the advancement and strength of our organization. He had to retire his book a few times due to domestic reasons but Union activity and the call of the sea made his stay ashore a short-lived one.

He has been sailing as AB off and on for the past 13 years, having been elected deck delegate on most ships he's sailed. At the present time he is aboard this vessel as AB and deck delegate, rounding out the 20 years he's served with the SIU.

Carter is my idea of what the

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

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LOG

PORTMAN (Calmar), Dec. 14—Chairman, F. Smith; Secretary, S. Johnston. Ship's fund \$5. Report accepted. Sea engineer regarding water fountain. Messroom to be cleaned after use.

ALCOA PATRIOT (Alcoa), Dec. 11—Chairman, J. Matthews; Secretary, W. Nelson. Arrangements made with captain for mail in Ceuta. Short one electrician. Linen to be changed by crew members. Cooperation asked in caring of linen and use of coffee. Slop chest to be checked for supplies—adequate for voyage 139. Keep pantry clean and nois down in passages.

SEAFATR (Orion), Dec. 8—Chairman, J. Meehan; Secretary, F. Hicks, Jr. Shortage of stores—steward to endeavor to secure stores in Spain. No reply from HQ re: money in draws—US currency in foreign ports. Re-

Deck for'les need painting. Need more fans, radiators. Fish box temperature to be adjusted.

CHICKASAW (Waterman), Dec. 8—Chairman, H. Hastings; Secretary, M. Sterns. Roaches in messhall—to be exterminated. One man failed to join ship in Mobile. Delayed sailing disputed. New delegate elected. Garbage to be dumped in proper place. Bosun claims meat is cut too thin. Xmas decorations to be obtained on west coast. Delegates to check repair list.

SEAGARDEN (Penn-Nav), Dec. 6—Chairman, J. Spivey; Secretary, C. Nelson. Keep recreation room clean. Observe quiet when men sleeping. Keep bathroom door and shower hooks up.

WINTER HILL (Cities Service), Dec. 9—Chairman, C. Wages; Secretary, J. Williams. Crew to send flowers to deceased member's father. Payoff Thurs. Dec. 11. Motion to take up collection for kin of steward. Delegate admonished crew about refusing chairman's job at meetings and making same man carry job at every meeting.

SWORD KNOT (Suwannee), Dec. 7—Chairman, J. Merkel; Secretary, D. Getzoff. Company asks parcels leaving ship be inspected. Ship anchored St. John's harbor to remain overnight, men request liberty. Delegate inquired for transportation ashore, reported no local launch service on Sunday—to contact English ship near by for their launch. Complaint about officers getting most of remaining coffee stock. Later coffee was shared with crew. Coffee exhausted—Nescafe substituted. Inadequate supply of coffee.

ORION CLIPPER (Colonial), Nov. 29—Chairman, J. Wade; Secretary, M. Berlowitz. Ship's fund, \$31. Deck dept. beef with topside. Discussion between steward and roving utility about his work. Also division of overtime. Request equalization of overtime. Three men missed ship—two men hospitalized, one missed. Bosun to run deck crew.

CITY OF ALMA (Waterman), Dec. 7—Chairman, C. Collins; Secretary, M. Cigle. Two repair lists turned in. Repairs made except painting and dogs on porthole. Donations made to orphan home in Pusan. Launch service beef in Yokohama. Slips to be turned in at payoff. Washing machine repaired. Ordered new one. One man missed ship in Kobe, rejoined in Yokohama—man logged. Ship's fund, \$12. Disputed OT to be taken up at payoff. Vote of thanks to eng. for fixing washing machine. Food beef—not hot enough and not cooked enough. Patrolman to check all menus. Check all stores coming aboard. Request better grade of meat. Beef about hot water aft. Do not overload washing machine.

STEEL FABRICATOR (Gahman), Nov. 23—Chairman, G. Ruff; Secretary, L. Calderen. All fresh water tanks cleaned. Ship's fund, \$40. Some disputed OT. New treasurer elected. Motion to dispose of travelers checks. Suggestion to obtain keys for all bath-rooms. Steward to endeavor to get sliced bacon. Contact engineer about disposing of one washing machine.

AMES VICTORY (Victory), Nov. 8—Chairman, S. Burke; Secretary, B. Cowdray. Report accepted. Discussion on ship's stores. Steward orders 24 cots and received six—also ordered two mattresses—not delivered. Dec. 7—Chairman, W. Burke; Secretary, F. Jakubcsak. Repair list submitted. Draw will be given upon arrival. Some disputed OT. Check rusty water. Request better grade and more variety of meats. Coffee urn to be repaired or replaced. Clean laundry room after use. Vote of thanks to steward dept. for job well done.

SEATRIN TEXAS (Seatrain), Dec. 26—Chairman, P. Patrick; Secretary, Y. Pedraza. More cooperation when settling beefs. Air-conditioner not repaired. Motion that all coastwise ships pay off at end of each voyage instead of every two or three trips. Motion that Union should meet with company re: number of licensed personnel aboard ships and renegotiate manning scale to include saloon pantry utility man. Discussion on TV—decision not to have set turned on during meal hours. Vote of thanks to steward dept. for fine holiday meal and for job well done.

OCEAN ULLA (Overseas), Nov. 28—Chairman, M. Garza; Secretary, S. Rothschild. Letter sent to HQ re: men missing ship in Recife due to being hospitalized. Captain to open slop chest. Some misunderstanding re: OT. New delegate elected. Beef to be brought to delegate's attention.

Happy Days!



Guest of honor Robert Mason, OS (center), prepares to cut up birthday cake whipped up by baker James Barclay (right) on the Andrew Jackson. Chief cook Fred Szoblik makes it a threesome in the photo by delegate John J. Devine.

Choctaw Purse Starts Family On New Life

Aside from the extra calories and decorations, the yule holiday had more than the usual meaning aboard the Choctaw last month after the crew got together to play Santa for a family of Chinese immigrants coming to live in the US.

A report by delegates Winston E. Battle, Cal Bettinger, Heath Pressley and Jonathan Young noted that up to then the existing financial condition of the family "would have surely warranted a poor image of Santa Claus for the youngsters." The Dang family, two adults and two children, were traveling as passengers to America under sponsorship of the World Church Service.

In view of this, the ship's officers and crew contributed \$50 "in the hope that maybe their first Christmas in the USA would not be just another day to them."

As far as the calories were concerned, minutes on other ships note votes of thanks to the gal-

ley gangs on the Alcoa Runner, Atlas and Seatrain Savannah for their special culinary efforts.

Dinner menus and greetings sent in by the Almena, Atlas, Andrew Jackson, Cities Service Baltimore, Council Grove, Madaket, National Liberty and Val Chem also show that the Heinz Company has no monopoly on the "57 Varieties" label when it comes to food.



Delegate W. E. Battle presents crew's gift of \$50 to Mrs. Yin Jean Dang.

The Perfect Squelch

I was on a tanker enroute to Ras Tanura in the Persian Gulf. On previous look-outs I had notified the mate on watch of several different attempts to contact him by passing ships. He had steadfastly refused to answer. I judged he was poorly schooled in the operation and recognition of Morse Code.

I had reported an oncoming light one night, and as the ship neared us I could see by the glare of its lights that it was a big passenger vessel. I was rather surprised when our blinker system went into operation. I supposed the mate was curious as to the identity of the big frog in our puddle, even as I.

The formalities of opening the message were quickly and safely passed. Then the inevitable query by our blinker: "What ship?"

The passenger answered, but there was no confirmation by our mate. They tried again and drew another blank. Twice more they tried, only to find themselves talking to a blank bulkhead; then they must have given up. There was darkness for a few minutes.

But no, our mate hadn't given up. Again he signalled: "dit-dah, dit-dah, dit-dah."

They signalled the go-ahead. I almost fell over in astonishment. Our mate had queried "What ship?" again.

There was but slight hesitation from the other ship. From the funnel-deck, high over its three tiers of brilliantly-lighted decks, the dazzling illumination of its neon-lighted nameplate blazed like the sign-off piece of a fireworks display: "EMPRESS OF INDIA."

Charles A. Wiggin

LOG-A-RHYTHM:

Another Ship

By Thurston Lewis

When the last New York cough is coughed,
And the last Yankee sneeze is snoze;
When the ship has rounded Hatteras,
And one's fingers becomes unfroze
(With fewer sniffs from a runny nose);

One remembers opportunities
That whispered at the door,
And a certain strength and sweetness
He has vaguely known before—
But,
Opportunity has gone ashore!

My shipmate's name's Contentment
And I can say without resentment,
He's a better pal than Ambition,
Or other shipmates by the score.

Let the shysters do the fleecing,
Let the cops do the policing,
And let the gashounds take the cure.

But this Seafarer, mute and moody,
When he's awake and has the duty,
Let him stand his watch in peace
And, if you please—long endure!

Move Over, Elvis



Strumming away on the blues (in the Red Sea, of course), Vernon Harris has an appreciative audience in (l to r) Blackie, the chief mate, chief cook and Stanley (foreground). The musical session was on the John B. Kulukundis.

Digest Of SIU Ship Meetings

port accepted. Vote of thanks to steward dept. for good service. Vote of thanks to delegate for job well done—re-elected as delegate. Crew quarters to be painted.

EMILIA (Bull), Dec. 14—Chairman, C. Fisher; Secretary, G. Welch. Washing machine and toilet seats repaired. Purchased timer for washing machine—\$10. Request better grade of flour and pudding mixes. To postpone New Year's Day dinner until ship out at sea. To make collection for brother hospitalized for TB.

MARYMAR (Calmar), Dec. 14—Chairman, W. Zaleski; Secretary, G. Walter. Washing machine to be repaired. Collection to be taken up for Xmas tree and trimmings. Need new washing machine. Do not leave razor blades in soap dishes. Delegate to pick up mail and distribute.

ROBIN GRAY (Robin), Dec. 13—Chairman, B. Nuckels; Secretary, R. Anderson. Ship's fund \$5.23. Discussion on racks for life preservers: weevils in bread. Water cooler needs repairing. Messhall should be kept clean at all times and things kept in order. Steward talked about supplies on hand for trip.

CALMAR (Calmar), Dec. 13—Chairman, P. Dandy; Secretary, W. Seary. Five men paid off and replaced on west coast. See captain about cold water to galley.

NORTHWESTERN VICTORY (Victory), Dec. 8—Chairman, H. O'Rourke; Secretary, M. Iverson. Some repairs not made. Letter re: "A" seniority written to HQ. Donation of \$2 to Merchant Marine Library in Texas. Ship's fund \$3.84. One brother left ship due to death in family. Few hours disputed OT. Everything running smoothly—no beefs. Chow much improved. HQ to inform ITF of our support in their beef. New delegate elected. Valve in fo'ale to be repaired. Messhall chairs to be repaired.

NATIONAL LIBERTY (Nat'l Shipping), Nov. 38—Chairman, D. Butts; Secretary, L. Cirignano. Beef about lockers, showers, bathrooms, refrigerator handle & gasket. Vote of thanks to radio operator for MTD reports; also to steward dept. Keep radios lower. Deck & Eng. dept. to clean laundry room, messman to keep recreation room clean.

LOSMAR (Calmar), Nov. 27—Chairman, G. Hansen; Secretary, W. Sears. Discussion on inferior grade of meat this trip—patrolman to meet ship in NY. Vote of thanks to steward dept. for fine Thanksgiving dinner. Order rubber wind chute for next trip.

PACIFIC EXPLORER (World Tramping), Dec. 7—Chairman, D. Ferter; Secretary, L. Geraghty. Three men taken off ship due to illness. Repair list to be submitted. One log. Report accepted. Suggestion that vessels engaged in Far East & India trades carry sufficient supply of canned fresh milk.

BURLY



The Old And The New



Getting the feel of the wheel, first-tripper W. Consoli, OS, learns what to do (above, left) from H. Bjerring, AB (center), aboard the Valley Forge. 2nd mate Shuttleworth stands by to see that everything is okay. Picture by reporter Alexander Daniluk. At right, a pair of oldtimers on the Wild Ranger, Homer Starling (left) and Mike Lauginv, get ready to go ashore after a Far East run. Mike's many friends will be glad to know he's still chipper at the age of 77. Photo by C. E. Martin, chief cook.

SIU Veteran W. Andrews Dies At 66

WHITMAN, Mass. — Veteran Seafarer William B. Andrews died at his home here December 11 after an illness over the past two years. His sister, Mrs. C. W. Clift of Whitman, notified the LOG of his passing last week.

Andrews last sailed in the engine department on the Steel Rover in 1955. He would have been 66 on December 28.

An SIU man since 1944, when he joined the Union in New York, Andrews sailed through World War II as a chief electrician and reefer engineer. During one 22-month period early during the war, he made 22 crossings of the Atlantic as chief electrician on the troop hospital ship Chateau Thierry.



Andrews

He was a former member of the Whitman School Committee and active in other civic affairs, particularly in promoting athletics for young people in the community.

Prior to his sea service, Andrews had been an electrical contractor and merchant ashore. Besides his sister, he is survived by a nephew and three nieces. Burial was at Colbrook Cemetery on Dec. 14.

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Disputes Beef On Crew Mail

To the Editor: "Letter to the Editor," which appeared in your December 19, 1958, edition, was brought to the attention of the manager of our New York office by the home office.

We in the New York office of Waterman Steamship Company take exception to the letter as a whole and I take exception particularly to two specific paragraphs since I am the only

numerous adventures on the high seas, which were very exciting and humorous, and could fill volume upon volume of books. All the seamen who may read this probably know what I mean when I say this. Since this was my first trip on a ship, I was excited, eager to help and learn, but unfamiliar with everything.

The point I'd like to express is about the seamen I've encountered. I'd say that they are the best people in the whole world. Their character and personality can't be equalled. This was shown throughout the two-month trip, by their willingness to help me out in tough situations where I didn't know too much about the job at hand, their jollity and hardiness in performing work and in leisure hours, and the way everyone cooperated for the benefit of one another.

It was remarkable and wonderful! I'm sure that if people all over the globe would live the way seamen do this would be a world full of the things we all strive for today for our world of tomorrow.

Visiting Poland, where we delivered a load of coal, was another experience I'll never forget. This was in seeing how people existed under a Communist rule. Note that I said "existed" and not "live". I better understand the horrible undertakings of Communism now and take world events more seriously than previously. I also appreciate a million that I am an American.

Coming back to the United States, we ran into a couple of bad storms. Here the intensity of sea life was evident, and still a more vivid example of how the seamen cooperate in time of danger took form. Believe me, I can't describe the magnitude of this one adventure alone. Seeing waves pound against the sides of the Liberty ship, and its rolling and pitching, really got me thinking.

It occurred to me that maybe seamen are the fine way they are and have the outlook on life that they do because they know there is something greater and stronger than they are all around them. This comes from the effect of the ocean, the great natural environment enclosing them everywhere, whose great power they know.

Well, my trip is over now, and I want to add that it is living with me in my daily life. The education I've gained from this terrific sea life has certainly played an immense part in maturing me both physically and mentally. I am continuing my senior school studies at present and, in the future, I plan to go to a maritime college here in New York State. Peter "Junior" Zaccane

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.

"gal" who would be "responsible" for crew mail.

I think I remember the incident. One of our shore personnel had occasion to visit the SS Chickasaw and picked up all the crew mail that was in the office when he left, and brought it to the ship. After the mail was distributed to the crew, one of the crewmembers informed him that a letter he was looking for was not in that batch. The crewmember was informed that was all the mail for the ship that was in the office when he left, but that his letter may have come in during the day and if he wanted to, he could check the office.

It is regular routine in this office to deposit all mail addressed to any vessel that is in port on the port captain's desk, so that it can readily be picked up by anyone leaving the office for the ship and delivered to the ship. That was the reason why "his mail was finally found right on the desk" when he came to the office and asked for it.

Further on the delivery of mail to crewmembers: I know life would be much easier for all if crewmembers would advise their families and friends, emphatically, to include the name of the vessel in the address when directing mail. We realize the men on our ships are anxious to hear from home. When these letters are received and the name of the vessel is omitted we make every effort to find out the ship the man is on but this is not always possible.

Marion McCann
Waterman Steamship Corp.
(New York Office)

First Sea Trip Leaves A Mark

To the Editor: I would like to relate the wonderful experience I had this summer working on an SIU ship, the Armonk. When I say it was the greatest and best experience in my life so far, I am being perfectly truthful and I honestly mean it. My age, by the way, is 18.

I shipped as an OS and, believe me, the work I encountered on board was interesting and healthful. I was with a great group of fellows who knew what their jobs were and how to do them. They sure were masters of their jobs and I learned much about seamanship from their teachings which will definitely stay with me for a lifetime.

I don't have to tell you of my

Support Vote On One-Year Limit

To the Editor: After reading Brother Ernest DeBautte's letter in the LOG (Dec. 19, 1958) we, the undersigned, hereby agree 100 percent on the one-year shipping limit. We think that this should be put to a vote as soon as possible.

- S. Garcia
- T. Allen
- R. B. Wingard
- F. F. Rasheed
- Herman H. Winborn
- Denny Moore
- Steve Vlahos
- Olaf Lafsakie
- E. Kocanowald

'Sea-Spray'

— By Seafarer 'Red' Fink



"... And the bartender set up the girls and you said 'I didn't order for them—I ain't payin' for them!' ... Then what happened???"

Tell it to the LOG



PERSONALS AND NOTICES

Hubert R. Hutchins
Please contact Eunice Tart, 107 Albemarle St., Baltimore 2, Md.

Tony Nettuno
You are urged to get in touch with Ernest Knight at 115 St. John's Place, Brooklyn 6, NY.

Harold E. Peterson
Anyone having any information on the above please contact Mrs. Francis Hart, 217 Amberst St., Providence 9, RI.

CS Miami Crewmembers
The money collected for the wife of Frank Shaw has been sent to her by ship's delegate Charles Burns.

Ex-SS Arickareo
Ex-SS Stony Point
Back pay forms for the following crewmembers are being held by SIU counsel, Miller and Seeger, 26 Court, (6th floor), Brooklyn, NY: Donald E. Mackey, Francis Dowd, Brady Faircloth, Gomaire Bloeman, Ignatius J. Torre.

John F. Williams
Urgent that you write your sister, Mrs. Lucy Williams Smith Abel, c/o General Delivery, Stuart, Fla. She has important business to discuss with you.

Bill Worthington
It is important that you get in touch with M. J. Coffey at the US Public Health Ward 6 East, 15th Ave & Lake St., San Francisco, Calif.

William D. White
Your sister, Mrs. Rose Phillips, requests that you write her. Her address is 5 Fleet Walk, Brooklyn, NY.

Bob W. Ferrandiz, Sverre E. Pedersen, Eric Risberg, Richard W. Schultz, Sylvester Zygarowski, Raymond H. Miller
Income tax refund checks are being held for you by Jack Lynch at Room 201, SUP Headquarters, 450 Harrison St., San Francisco, Calif. For Miller, there is a W-2 for 1957.

Matson Cuts Pacific Fare

SAN FRANCISCO — Matson Lines, which recently laid up the passenger vessel Lurline for lack of business, is reducing passenger fares 25 percent on special round-trip voyages to the South Pacific, New Zealand, and Australia next spring.

Manned by members of the SIU, Pacific District, Matson has been hard hit by British passenger vessels operating at lesser rates in the area. Recently, Matson has been sporadically laying up its ships in response to fluctuations of business.

EVERY |
SUNDAY | DIRECT VOICE
| BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN
AND SOUTH AMERICAN WATERS

"THE VOICE OF THE MTD"

EVERY SUNDAY, 1620 GMT (11:20 EST Sunday)

WFK-39, 19650 KCs Ships in Caribbean, East Coast of South America, South Atlantic and East Coast of United States.

WFL-65, 15850 KCs Ships in Gulf of Mexico, Caribbean, West Coast of South America, West Coast of Mexico and US East Coast.

WFK-95, 15700 KCs Ships in Mediterranean area, North Atlantic, European and US East Coast.

Meanwhile, MTD 'Round-The-World
Wireless Broadcasts Continue . . .

Every Sunday, 1915 GMT
(2:15 PM EST Sunday)
WCO-13020 KCs
Europe and North America

WCO-16908.3 KCs
East Coast South America

WCO-22407 KCs
West Coast South America

Every Monday, 0315 GMT
(10:15 PM EST Sunday)

WMM 25-15607 KCs
Australia

WMM 81-11037.5
Northwest Pacific

MARITIME TRADES DEPARTMENT

Meet The Family



Seafarer Sol Biondo is shown at home in Baltimore with wife, Rose, and daughter, RosAnn, 3 years old.

SIU BABY ARRIVALS



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

Kenneth B. Kent, born November 3, 1958, to Seafarer and Mrs. Clyde Kent, Baltimore, Md.

Pierre & Andre DeBoissiere, born November 9, 1958, to Seafarer and Mrs. Rudy P. DeBoissiere, Lexington, Va.

Elizabeth A. Maldonado, born November 21, 1958, to Seafarer and Mrs. Rafael R. Maldonado, Wilmington, Calif.

Charles E. Young, born December 13, 1958, to Seafarer and Mrs. Charles A. Young, Lake Charles, La.

Final Dispatch

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

Francis B. McCollan, 46: A throat disease proved fatal to Brother McCollan who passed away in the USPHS Hospital in Baltimore on November 4, 1958. He joined the Union in 1956 and sailed in the steward department. Burial was in Our Lady of Grace Cemetery, Pennel, Pa. Surviving is his wife, Mrs. Mae McCollan, of Philadelphia, Pa.

Francis Dugas, 43: Brother Dugas died November 19, 1958, from hemorrhages suffered in an auto accident. He had been taken to the USPHS Hospital in Galveston, Texas. Joining the SIU in 1952,



he sailed in the steward department. The place of burial is not known.

William V. Shores, 66: An HIWD member since 1957, Brother Shores died in his Baltimore home because of a heart ailment. He had worked in the engine department but had been placed on the disability-pension because of his ailment. His wife, Mrs. Verba Shores, survives him. Burial was in London Park Cemetery, Baltimore, Md.

Anne Elizabeth Bagley, born August 1, 1958, to Seafarer and Mrs. Albert Bagley, Jamaica, NY.

Merrill Charles Cucla, born December 9, 1958, to Seafarer and Mrs. Jacob Cucla, New Orleans, La.

Sandra Cruz, born October 11, 1958, to Seafarer and Mrs. Juan Cruz, New Orleans, La.

Tyrone Ellis, born November 23, 1958, to Seafarer and Mrs. Farris Ellis, Oakland, Calif.

Stephen Michael Jacobson, born December 21, 1958, to Seafarer and Mrs. John W. Jacobson, Kearney, NJ.

Richard Hemby, born November 7, 1958, to Seafarer and Mrs. Clarence E. Hemby, Tampa, Fla.

Gary Lee Morrison, born December 20, 1958, to Seafarer and Mrs. C. A. Morrison, Seattle, Wash.

Roberto Narvarez, born September 22, 1958, to Seafarer and Mrs. Felipe Narvarez, Houston, Texas.

Lucas Wheeler, born September 1, 1958, to Seafarer and Mrs. Orin Wheeler, Toombs, Miss.

Reginald C. Sylvester, born October 15, 1958, to Seafarer and Mrs. Eddie Sylvester, Whistler, Ala.

Marcia Lynn Waldrop, born September 18, 1958, to Seafarer and Mrs. James L. Waldrop, Panama City, Fla.

Bernard Anthony Fimovlec, born December 16, 1958, to Seafarer and Mrs. Bernard F. Fimovlec, Amsterdam, Ohio.

Karen Revela Bailey, born December 23, 1958, to Seafarer and Mrs. Sam Bailey, New Orleans, La.

Kevin Lee Ort, born November 25, 1958, to Seafarer and Mrs. Gilbert Ort, Portland, Ore.

Joe Adam Gutierrez, born December 19, 1958, to Seafarer and Mrs. Tomas Gutierrez, Galveston, Texas.

Melva L. Hamilton, born November 10, 1958, to Seafarer and Mrs. Melvin J. Hamilton, Baltimore, Md.

Arosa Ships To Be Sold Via Auction

BREMERHAVEN, Germany — More details about the defunct Swiss-owned, Panamanian-flag Arosa Line came to light here in a court statement dealing with disposal of the company's ships. The statement said that the total debts of the firm are about \$8,400,000, roughly a million and a quarter more than the company's assets.

The Arosa Line ships, including the Arosa Star, the ex-SS Puerto Rico, were seized to satisfy outstanding bills for fuel oil and other supplies. The Arosa Sun was impounded in Bremerhaven, the Arosa Star in Bermuda and the Arosa Kulm in England.

The Swiss-owned, Panamanian-registered ships were manned mostly by European crews and, like most runaways, operated in American foreign commerce. They ran between the US and Europe in the spring and summer months, and operated on Caribbean cruises during the winter carrying an overwhelmingly American passenger list.

The German court ordered the auction April 10 of the Arosa Sun, the largest and most modern of the three ships with an assessed value of better than \$5 million. A British court in Bermuda has ordered the auctioning of the Arosa Star and the third vessel is also expected to go on the auction block.

When operating in the European trade, the three vessels carried better than 2,800 American passengers per crossing, while evading payment of income taxes and accepted maritime standards through the device of Panamanian registry.

Upturn Due In Houston

HOUSTON—While shipping for this port fell off a bit during the past period, Bob Matthews, port agent, reports the outlook for the coming two weeks is very good. In addition to the usual in-transit tankers, a number of other vessels including the Penn Trader, Coal-inga Hills, Pacific Carrier, Atlantis and the Steel Maker are scheduled to come in port for payoff. As some of these vessels are from fairly long trips, it is expected that there will be some replacements needed.

There were 15 vessels calling into port over the past two weeks. Two paid off, one signed on and 12 were in transit. The vessels paying off were the Maxton (Clover Carrier) and the Penn Trader (Penn Trans.) The Shinnecock Bay (Veritas) signed on.

In transit were the Waldo (World Tramp); Seatrain New York, New Jersey, Savannah (Seatrain); Val Chem (Heron); Mermald (Metro); Bienville, Beauregard (Pan-Atlantic); Winter Hill, Royal Oak, Bents Fort (Cities Service); The Cabins (Texas City Refinery); Petro Chem (Valentine) and the Steel Recorder (Isthmian).

LET 'EM KNOW!
Write TO THE LOG

SIU BLOOD BANK

FOR SEAFARERS AND THEIR FAMILIES



Already in operation on a limited scale in New York, the SIU blood bank program promises to fill a life-saving need for the continuing health and safety of SIU men and their families in all Atlantic and Gulf ports. The pilot blood donor project is designed to eventually meet all possible calls for blood, and thereby do away with the need to round up donors in an emergency.

Once sufficient reserves are accumulated, a Seafarer or a member of his family who is ill or injured in any A&G port will be able to draw on the credits built up in the Union's own blood bank right in his local hospital. Costly, time-consuming delays will no longer be a problem in a time of crisis. With the cooperation of Seafarers the SIU bank will be able to meet its initial reserve need in the near future.



Under the program set up through the facilities of the Seafarers Welfare Plan, a volunteer donor makes an appointment a day in advance at the New York hall and is advised of the necessary steps to take before he appears at the Plan's nearby clinic the following day.

All donors are given an examination at the clinic to check on their condition. Then, at the end of each day, the blood collected is dispatched for processing and storing at the Brooklyn Donor Center. Thereafter, the blood is to be distributed as needed to replenish the amount a local hospital administers to any Seafarer or SIU dependent. At the same time, additional donors keep building up the reserve in the blood bank itself to meet any future need.



CONSTITUTION

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

EVERY SEAFARER IS GUARANTEED

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

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

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

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

in the spirit of democratic trade unionism."

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

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



CONSTITUTION

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

(As Amended, August, 1956)

PREAMBLE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

STATEMENT OF PRINCIPLES AND DECLARATION OF RIGHTS

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

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

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

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

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

the Union.

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

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

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

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

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

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

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

CONSTITUTION

ARTICLE I NAME AND GENERAL POWERS

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

ARTICLE II AFFILIATION

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

ARTICLE III MEMBERSHIP

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

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

OBLIGATION

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

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

This time shall not run:

- While a member is actually participating in a strike or lockout.
- While a member is an in-patient in a USPHS Hospital.
- While a member is under an incapacity due to activity in behalf of the Union.
- While a member is in the Armed Services of the

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

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

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

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

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

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

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

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

ARTICLE IV REINSTATEMENT

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

ARTICLE V DUES AND INITIATION FEE

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

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

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

ARTICLE VI RETIREMENT FROM MEMBERSHIP

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

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

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

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

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

ARTICLE VII SYSTEM OF ORGANIZATION

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

- The Constitution
- Majority vote of the membership

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

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

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

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

ARTICLE VIII

ATLANTIC AND GULF DISTRICT OFFICERS, PORT AGENTS, AND PATROLMEN

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

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

ARTICLE IX

OTHER ELECTIVE JOBS

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

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

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

ARTICLE X

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

Section 1. The Secretary-Treasurer

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

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

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

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

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

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

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

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

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

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

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

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

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

(i) The responsibility of the Secretary-Treasurer may

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

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

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

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

Section 2. Assistant Secretary-Treasurer

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

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

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

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

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

Section 3. Port Agents

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

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

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

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

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

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

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

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

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

Section 4. Port Patrolmen

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

Section 5. Meeting Chairmen

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

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

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

Section 6. Delegates

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

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

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

Section 7. Committees

(a) Auditing Committee

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

(b) Trial Committee

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

(c) Quarterly Financial Committee

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

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

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

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

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

(d) Appeals Committee

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

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

(e) Negotiating and Strike Committee

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

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

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

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

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

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

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

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

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

Secretary-Treasurer
Assistant Secretary-Treasurer
Port Agent
Patrolman

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Section 1. Nominations

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

(a) The name of the candidate

(b) His home address and mailing address

(c) His book number

(d) The title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Agent or Patrolman

(e) Proof of citizenship

(f) Proof of seetime and/or employment as required for candidates.

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

Section 2. Credentials Committee

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

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

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

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

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

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

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

Section 3. Balloting Procedure.

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

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

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

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

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

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

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

(g) Voting shall commence on November 1st of the election year and shall continue through December 31st, exclusive of Sundays and (for each individual Port) holidays legally recognized in the city in which the Port affected is located. If November 1st or December 31st falls on a Sunday or on a holiday legally recognized in a Port in the city in which that Port is located, the balloting period in such Port shall commence or terminate, as the case may be, on the next succeeding business day. Subject to the foregoing, voting in all Ports shall commence at 9:00 AM, and continue until 5:00 PM, except that, on Saturdays, voting shall commence at 9:00 AM and continue until 12 Noon, and, on regular meeting days, voting shall commence at 9:00 AM and continue until 7:30 PM.

Section 4. Polls Committees

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

(b) The duly elected Polls Committee shall collect all unused ballots, the voting rosters, the numbered stubs of those ballots already used, the ballot box or boxes, and the ballot records and files kept by the Port Agent. It shall then proceed to compare the serial numbers and amounts of stubs with the number of names and corresponding serial numbers on the roster, and then compare the serial number and the amounts of ballots used with the verification list, as corrected, and ascertain whether the unused ballots, both by serial numbers and amount, represent the difference between what appears on the verification list, as corrected, and the ballots used. If any discrepancies are found, a detailed report thereon shall be drawn by the Polls Committee finding such discrepancies, which report shall be in duplicate, and signed by all the members of such Polls Committee. Each member of the Committee may make what separate comments thereon he desires, provided they are signed and dated by him. A copy of this report shall be given the Port Agent, to be presented at the next regular meeting. A copy shall also be simultaneously sent to the Secretary-Treasurer, who shall cause an investigation to be made forthwith. The results of such investigation shall be reported to the membership as soon as completed, with recommendations by the Secretary-Treasurer. A majority vote of the membership shall determine what action, if any, shall be taken thereon, with the same effect as indicated in Article I.

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

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

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

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

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

The Polls Committee shall also insure that the ballot box or boxes are locked and sealed before handing them back to the Port Agent, and shall place the key or keys to the box or 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 Headquarters, by certified or registered mail or delivered in person.

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

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

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

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

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

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

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

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

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

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

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

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

(g) A special vote ordered pursuant to Sec. 5(f) must take place and be completed within seven (7) days after

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

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

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

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

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

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

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

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

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

ARTICLE XIV

OTHER ELECTIONS

Section 1. Auditing Committee.

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

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

Section 2. Quarterly Financial Committee.

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

Section 3. Trial Committee.

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

Section 4. Appeals Committee.

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

Section 5. Negotiating and Strike Committee.

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

Section 6. Meeting Chairman.

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

Section 7. Delegates.

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

**ARTICLE XV
TRIALS AND APPEALS**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(e) The Appeals Committee may recommend lesser punishment.

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

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

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

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

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

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

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

**ARTICLE XVI
OFFENSES AND PENALTIES**

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

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

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

- (a) Wilfully misappropriating or misusing Union property of the value in excess of \$50.00;
- (b) Unauthorized use of Union property, records, stamps, seals, etc., for the purpose of personal gain;
- (c) Wilful misuse of any office or job, elective or not, within the Union for the purpose of personal gain, financial or otherwise, or the wilful refusal or failure to execute the duties or functions of the said office or job, or gross neglect or abuse in executing such duties or functions;
- (d) Unauthorized voting, or unauthorized handling of ballots, stubs, rosters, verification lists, ballot boxes, or election files, or election material of any sort;
- (e) Preferring charges with knowledge that such charges are false;
- (f) Making or transmitting, with intent to deceive, false reports or communications, with knowledge of the falsity thereof, or unauthorizedly altering reports or communications which fall within the scope of Union business;
- (g) Deliberate failure or refusal to join one's ship, or misconduct or neglect of duty aboard ship, to the detriment of the Union or its agreements;
- (h) Deliberate and unauthorized interference, or deliberate and malicious vilification, with regard to the execution of the duties of any office or job;
- (i) Paying for, or receiving money for, employment aboard a vessel;
- (j) Wilful refusal to submit evidence of affiliation for the purpose of avoiding or delaying money payments to the Union, or unauthorizedly transferring or receiving evidence of Union affiliation, with intent to deceive;
- (k) Wilful failure or refusal to carry out the orders of those duly authorized to make such orders during time of strike.

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

- (a) Wilfully misappropriating or misusing Union property of the value under \$50.00;
- (b) Assuming any office or job, whether elective or not, with knowledge of the lack of possession of the qualifications required therefor;

(c) Misconduct during any meeting or other official Union proceeding, or bringing the Union into disrepute by conduct not provided for elsewhere in this Article;
(d) Refusal or negligent failure to carry out orders of those duly authorized to make such orders at any time.

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

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

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

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

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

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

ARTICLE XVII PUBLICATIONS

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

ARTICLE XVIII BONDS

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

ARTICLE XIX EXPENDITURES

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

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

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

ARTICLE XX INCOME

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

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

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

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

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

ARTICLE XXI

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

ARTICLE XXII

FORMULATION OF SHIPPING RULES

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

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

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

ARTICLE XXIII QUORUMS

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

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

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

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

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

ARTICLE XXIV MEETINGS

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

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

ARTICLE XXV AGENTS' CONFERENCE

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

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

ARTICLE XXVI

DEFINITIONS AND MISCELLANEOUS PROVISIONS RELATING THERETO

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

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

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

- (a) The Constitution
 - (b) Union policy, and
 - (c) Custom and usage of the Union
- in the indicated priority.

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

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

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

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

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

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

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

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

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

ARTICLE XXVII AMENDMENTS

This Constitution shall be amended in the following manner:

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

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

Section 3. If approved by a 2/3 majority of the valid ballots cast, the amendment shall become effective immediately upon notification by the Headquarters Tallying Committee to the Secretary-Treasurer that the amendment has been so approved, unless otherwise specified in the amendment. The Secretary-Treasurer shall immediately notify all Ports of the results of the vote on the amendment.

ARTICLE XXVIII TRANSITION CLAUSE

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

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

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

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

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

SUMMARY of SIU CONSTITUTION



ARTICLE I—Name and General Powers: Designates the name of the union and defines its general powers.

ARTICLE II—Affiliation: Provides for affiliation of the Atlantic and Gulf District with the Seafarers International Union of North America, the American Federation of Labor and other bodies as may be determined by a majority vote of the membership.

ARTICLE III—Membership: Sets forth that new members may be admitted under rules set by a majority vote of the membership—Defines certain eligibility requirements that must be met by candidates for new membership—Provides relief for members who may be unable to pay dues because of incapacity beyond their control—States the Union's oath of obligation—Outlines rules for suspension and dismissal for non-payment of dues and assessments—Rights of membership to expel those who might support dual and hostile groups.

ARTICLE IV—Reinstatement: Gives the membership the right to set rules for reinstatement of dismissed members.

ARTICLE V—Dues and Initiation Fee: Cites the existing dues schedule, initiation fee and method of payment—Provides dues may not be changed except by constitutional amendment—Permits the membership, by majority vote, to waive dues and initiation fees for organizational purposes only.

ARTICLE VI—Retirement from Membership: Defines the procedure by which a Seafarer may retire his book and outlines the method of reinstatement.

ARTICLE VII—System of Organization: Designates the departments of the Union and provides for administrative authority.

ARTICLE VIII—Officers: Designates the following as elective officers: the Secretary-Treasurer, Assistant Secretary-Treasurers and Port Agents and Patrolmen.

ARTICLE IX—Other Elective Jobs: Provides that meeting chairmen, delegates and members of certain committees must be elected by the membership.

ARTICLE X—Duties of Elective Officers: Defines the duties of the Secretary-Treasurer, Assistant Secretary-Treasurers, Port Agents, Patrolmen, Meeting Chairmen, Delegates and members of the Auditing, Trial, Quarterly Financial, Appeals and Negotiating and Strike Committees—Provides procedure for filling vacancies in office—Requires all Port Agents to file weekly financial reports—Establishes membership control over actions and reports of officials and committees.

ARTICLE XI—Wages and Terms of Office: Provides that the Secretary-Treasurer, Assistant Secretary-Treasurers, Port Agents and Patrolmen shall serve for two-year terms and that their wages shall be set by a majority vote of the membership—Provides for hiring and dismissal of other employes and personnel, subject to a majority vote of the membership.

ARTICLE XII—Qualifications for Elective Office: Sets forth that any member has the right to nominate himself for any office—Lists eligibility requirements for the various offices.

ARTICLE XIII—Elections: Describes procedure for nomination to office—Provides for election of a six-member Credentials Committee to inspect the candidates' eligibility according to rules of Constitution—Establishes safeguards for the right of a member to nominate himself to office. Describes the Union's balloting procedure in detail—Provides for election of Polls Committees to conduct elections and of a district-wide Tallying Committee, including members from New York, Baltimore, Mobile, New Orleans and San Francisco to tabulate results—Sets forth manner for installation of officers.

ARTICLE XIV—Other Elections: Provides procedure for election of meeting chairmen, delegates and members of the following committees: Auditing, Quarterly Financial, Trial, Appeals, Negotiating and Strike—Defines qualifications for these positions.

ARTICLE XV—Trials and Appeals: Reaffirms the right of every member to a fair trial by an impartial committee of his Union brothers.

Lists in detail the procedure for bringing charges and for presenting charges to the membership—Provides for election of five-member trial committee and defines Committee's procedure and duties—Requires that accused must be confronted by the accuser—Gives accused right to representation by a brother member before the trial committee—Requires presentation of the Committee's findings to the membership for acceptance, rejection or modification by a majority vote of the members—Provides procedure for appeals.

ARTICLE XVI—Offenses and Penalties: Lists in detail the offenses for which a member may be brought to trial—Places limitations on penalties that may be imposed upon members found guilty of such offenses—Gives a member the right to waive trial and accept an automatic penalty for infractions not involving suspension or dismissal from the Union—Provides for trial by meeting acting as committee as a whole for offenses committed during course of meeting.

ARTICLE XVII—Publications: Gives the membership the right to authorize the publication of a newspaper and other literature.

ARTICLE XVIII—Bonds: Provides for bonding of officers and employes of the Union under such conditions as may be determined by the membership.

ARTICLE XIX—Expenditures: Provides that the membership shall determine policies or specific instructions with regard to expenditures.

ARTICLE XX—Income: Defines the Union's sources of income—Sets forth the duty of members to require Union representatives to give them a receipt for any payment of money to the Union—Provides that no assessment may be levied unless approved by a two-thirds majority of the valid ballots cast by the members in a secret election—Gives membership power to set up general rules for assessment balloting—Provides for the Union to derive income from dividends, interest and legitimate business operations.

ARTICLE XXI—Degrees of Membership: Provides that rules for affiliation of individuals other than full members must be determined by the Union's membership.

ARTICLE XXII—Formulation of Shipping Rules: Guarantees, as did the previous Constitution, that shipping rules may not be revised unless approved by membership.

ARTICLE XXIII—Quorums: Provides that the quorum for a special meeting of any port shall be six members and the quorum for a regular Port meeting shall be seven members.

ARTICLE XXIV—Meetings: Sets the time and date for regular meetings at 7 PM on every other Wednesday—Exceptions are noted for holidays and failure to obtain a quorum.

ARTICLE XXV—Agent's Conference: Provides for an annual conference of Port Agents to be called by the Secretary-Treasurer.

ARTICLE XXVI—Definitions: Defines various terms used frequently in the language of the Constitution.

ARTICLE XXVII—Amendments: Details procedure for amendment of the Constitution by the membership.

ARTICLE XXVIII—Transition Clause: Provides for transfer of Union practices and procedures to regulation by proposed Constitution.