

# SPECIAL SUPPLEMENT IN THIS ISSUE

SEE 8-PAGE CENTER SECTION

REPORT OF CONSTITUTIONAL  
COMMITTEE AND PROPOSED  
AMENDED CONSTITUTION

VOL. XIV  
No. 16

## SEAFARERS LOG

Aug. 8  
1952

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

# SIU OPENS TALKS ON NEW CONTRACT

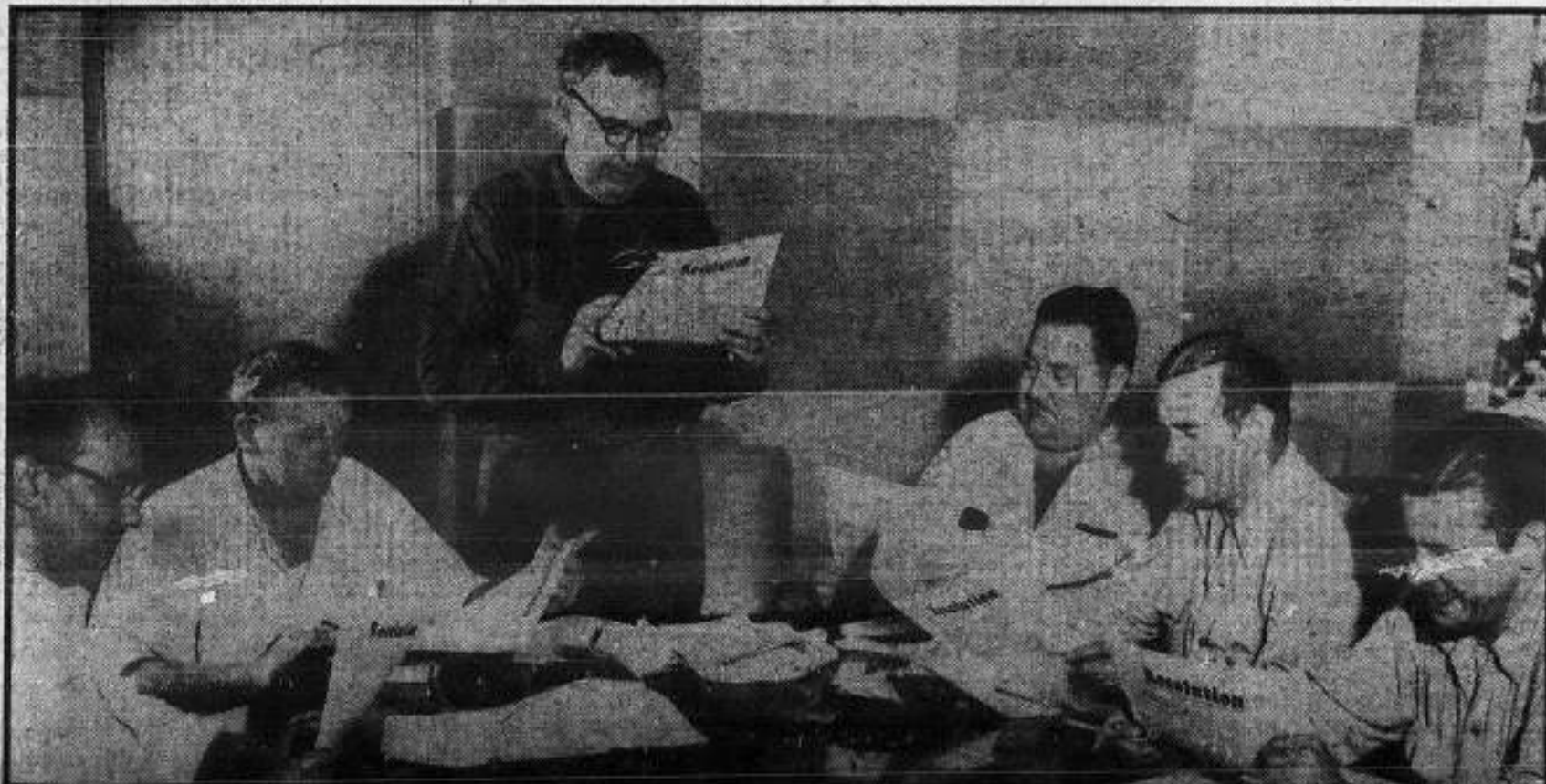
Story On Page 3



**Happy Moment.** Bosun Frank Lamberti of the tanker Montebello Hills has reason to smile as he waits for vacation pay at the cash window in SIU headquarters. With him are his son Francis, 3, and daughter Geraldine, 10. Money made for a happy wedding anniversary.



**Century Mark.** Mother of the 100th baby to receive the SIU \$200 maternity benefit, Mrs. Joan Gilliland, is presented with \$25 bond by Walter Slekmann, SIU Welfare Services director, in name of her baby son, Daniel. Proud father is Seafarer Aurthur Gilliland, who sails in the deck department. (Story on Page 2.)



### Point of Order.

Chairman John Ziereis of the constitutional committee discusses a clause with other committee members as they study the proposed new SIU constitution. The committee, consisting of (left to right), Cliff Wilson, M. McCoskey, Ziereis, Alonzo Milefski, Charles Palmer and Walter Szostak, recommended adoption of the document as it stands and called it "a constitution of which every Union member may be proud." The recommendations of the committee will be taken up and acted upon at membership meetings in all ports next Wednesday night, August 13.

(Story on Page 3.)

**LOG FEATURE**

Written exclusively for THE SEAFARERS LOG. by Sidney Margolius, Leading Expert on Buying

**ON THIS PAGE**

**YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING**

# New Law Alters Citizen Rules For Alien Seamen

Alien seamen who put in five years' sea time on US flag ships before September, 1950, will be eligible for US citizenship again under terms of the new Immigration and Nationality Act. This will apply whether or not the men involved were admitted for legal and permanent residence in the US. These facts were made clear by SIU headquarters this week after a complete analysis of the new law.

While all regulations under which the Act will operate have not yet been written up, the LOG has learned that this provision, which applies in the main to alien seamen who helped man our wartime merchant fleet, will go back into effect after being cut off for two years.

**Must File Within Year**

The provision under which non-resident aliens could obtain citizenship in return for wartime or post-war service had been knocked out of the laws on September 23, 1950 when the Internal Security Act was passed. It is now restored as of the effective date of the new Act which is December 24, 1952. In order to take advantage of this provision an alien seaman must file for citizenship within a year from that date.

The Immigration Act, which contains several other provisions of interest to alien seamen, was voted in July 1952. It details all the requirements that have to be met by all aliens entering the US, including seamen. It also sets up the procedure of obtaining citizenship.

**Sea Time Counts**

One provision permits an alien seaman who was admitted to this country for permanent residence to count five years of continuous sea time aboard an American ship as a substitute for the five year shoreside residence, provided such sea time is immediately preceding the date he files his petition for naturalization.

The Act makes no change in existing provisions of the law dealing

with the number of seamen employed on US-flag vessels who have to be US citizens. Nor does it make many changes in provisions of the existing naturalization law. What it does do, is revise the

quotas and priorities for immigration to the US.

**Must List Aliens**

Under the procedure detailed by the law, when a vessel arrives in (Continued on page 15)

## Hail SIU Aid In Insurance Beef



NY AFL Insurance Agents show their thanks for SIU aid during their 81-day strike last winter, as President Joe Pollack of IAIU Local 19 (left) presents commemorative plaque to SIU Asst. Sec'y-Treas. Claude Simmons (right) at July 30 hq meeting. Jim Moran, also of Local 19, looks on.

## 100th Baby Benefit Paid Out By Union

The Union paused last week to honor the Seafarer who received the hundredth \$200 check under the Welfare Plan's new maternity benefit.

The benefits zoomed right past, however, to reach a total of 112 Seafarers who have collected a total of \$25,200 in maternity benefits and baby bonds since payments under the plan began just 8 weeks ago.

In fact, the number of payments during the past 2 weeks showed an increase, with 37 payments going out as compared with an average of 25 payments for each of the previous 2-week periods.

Part of this increase is due to the fact that many Seafarers who are eligible to collect benefits for births back to April 1 are just hitting the States after being out on ships for a while. These men didn't have the opportunity to file before so they are sending their applications in now to the headquarters of the Union.

In all, 112 checks for \$200 each have gone out to Seafarers who became fathers since April 1, 1952, for a total of \$22,400 in payments. In addition to that, 112 US Savings Bonds for \$25 each have been sent out by the Union to each of the new babies for a total of \$2,800 in bonds.

The one hundredth mater-

benefit check went to Arthur Gilliland and his wife, Joan, in Brooklyn. Their son, Daniel Arthur, was born July 23, right after his dad signed off the Seatrain Louisiana (Seatrain) where he was a deck maintenance man.

Gilliland, who is 26, lived in the (Continued on page 23)

### How to Apply For Birth Pay

Applications for the maternity benefit must be supported by the following documents:

- Your marriage certificate.
- Baby's birth certificate dating birth after April 1, 1952.
- The discharge from the last ship you sailed on before the baby was born.

Processing of all applications can be speeded up by at least three days if photostatic copies of the three documents are sent in. Applications should be made to Union Welfare Trustees, c/o SIU headquarters, 675 Fourth Avenue, B'klyn 32, NY.

## YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

By Sidney Margolius

The following column is the second of a series written exclusively for the LOG. The column which will appear regularly from now on is designed to assist the Seafarer and his family to get the best value when they go shopping. The author is a well-known authority and writer on consumers' buying problems.

### Financing A Home

As pointed out here previously, the largest single cost in a house is the price you pay for financing it. If you bought a \$10,000 home, put down \$1,000 and took 25 years to pay the balance, you'd pay a grand total of \$14,253 on your \$9,000 mortgage. Not the cost of the materials nor the workers' wages to build it, but the mortgage lenders' charges for the use of their money is what makes owning a house expensive. Even for a small bungalow the interest on the mortgage will eat up about \$20-\$25 a month, which is about what it costs to feed a member of your family. Nor does that even include any payments on the principal.

Unfortunately every time the price of houses jump, your actual costs pyramid further because of the accumulation of interest. You can figure that every time the price of houses goes up \$1,000 the actual extra cost to the home buyer is \$1,500 to \$1,800.

Modern long mortgages tend to conceal the high price for a house in the cloak of seemingly easy monthly payments. There's a noticeable tendency these days, especially among young families, to select a house by the size of the carrying charges rather than the value.

There are four ways to cut the cost of financing a house:

- Make a larger down payment.
- Pay off the mortgage sooner.
- Reduce the amount of house you buy or build now, but plan or choose it so it will be easily expandable, as pointed out in the first article in this series.
- Shop for the lowest interest rate.

Families sometimes can put down a larger payment than at first may seem possible, by postponing purchase of other equipment except the essentials. The more that's taken from the down payment to put into furnishings, the more those furnishings finally cost. Any equipment financed directly or indirectly by way of the mortgage finally will cost you from 50 to 80 per cent more than its original price. Or to put it another way, every additional \$100 you put down on the house is worth \$150 to \$180 to you.

If it isn't possible to put down more than the minimum on a house, there's still a chance to cut the financing cost by raising the monthly payment. The danger, especially for Seafarers, is making monthly payments so high they might be difficult to meet if you run into unemployment or other heavy financial seas. The usual principle is that a family can't afford to spend more than 20-25 per cent of its income on the monthly carrying charge, including interest, repayment of the mortgage and taxes.

You also have a chance to shave the financing cost by shopping for a lower interest rate, especially if you're able to make a fair-sized down payment so the lender's risk is less. Most lenders charge 5 to 5½ per cent when the down payment is small (GI mortgage loans are a fraction lower). But some banks, building and loan companies and insurance companies have rates of 4 to 4½ per cent for smaller mortgages. It pays to shop for the lowest rate. If you can reduce the rate only one-half of one per cent, you'll reduce your monthly payments by five per cent on a typical mortgage.

Even if you can't make a sizable down payment now or raise the monthly ante, it's smart to insist that the lender put in the mortgage contract a "right to repay" clause, so you can pay in some extra money now and then when your earnings are good. Some lenders may be reluctant, since they earn more interest on larger and longer mortgages. Some others may want a clause in the contract providing for a penalty of 90 days' interest on prepayments, but the more enlightened lenders don't insist on such a penalty. Another good feature to seek in a mortgage is a grace period of at least six months during which you can skip payments without fear of default. Such a clause is especially desirable for a Seafarer in case his family runs into some difficulty while he's away, or if he himself has a stretch of unemployment.

How much does it actually cost to operate a home of your own? Plenty, especially for the first 25 years or so. Suppose you bought a \$10,000 house, put down \$1,000 and undertook a 25-year mortgage at five percent. Here's a true monthly bill for a typical house:

	First 25 Years	Next 15 Years	Average 40 Years
Monthly Cost			
Interest, Amortization	\$52.60	\$	\$
Loss of Interest on Cash Payment (3%)	2.50	2.50	—
Taxes (2½%)	20.80	20.80	—
Insurance	1.65	1.65	—
Maintenance (\$200 per year)	16.65	16.65	—
<b>Total</b>	<b>\$94.20</b>	<b>\$41.60</b>	<b>\$74.47</b>

That's not even counting cost of heating which might run \$15 to \$20 more a month for a typical small house, depending on climate and other factors.

## SEAFARERS LOG

Aug. 8, 1952 Vol. XIV. No. 16

As I See It ..... Page 11  
 Burly ..... Page 14  
 Cargo Loading ..... Pages 12, 13  
 Crossword Puzzle ..... Page 10  
 Did You Know ..... Page 16  
 Editorial ..... Page 11  
 Foc'sle Fotog ..... Page 17  
 Galley Gleanings ..... Page 18  
 Inquiring Seafarer ..... Page 10  
 In The Wake ..... Page 10  
 Labor Round-Up ..... Page 14  
 Letters ..... Pages 19, 20  
 Letter Of The Week ..... Page 11  
 Maritime ..... Page 14  
 Meet The Seafarer ..... Page 10  
 On The Job ..... Page 14  
 Personals ..... Page 21  
 Quiz ..... Page 17  
 Ship's Minutes ..... Page 21  
 SIU History Cartoon ..... Page 7  
 Sports Line ..... Page 18  
 Ten Years Ago ..... Page 10  
 Top Of The News ..... Page 6  
 Vacation Report ..... Page 22  
 Wash. News Letter ..... Page 4  
 Welfare Benefits ..... Pages 22, 23  
 Your Dollar's Worth ..... Page 2

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# Begin Parleys To Revamp Pact

## Wage Gains, Upped Welfare, Vacation Pay Chief Demands



Negotiations designed to produce a brand new agreement for dry cargo, tanker and passenger outfits will get underway on August 11 between Union and shipowner representatives. The Union will enter the talks determined to come out with substantial wage gains, increases in welfare and vacation payments and revision of working rules and other clauses in line with membership proposals.

Arrangements setting up the negotiation procedure were made at a preliminary meeting held on August 6. One of the first items agreed on at the meeting was that whatever settlement is arrived at will not be binding for a period of 30 days. This will give both the Union

membership and shipowners an opportunity to ratify the agreement.

In addition, the Union requested, and the operators agreed, that the negotiations for the shipowners be carried on by a committee selected out of their ranks.

### Continuous Sessions

Consequently a four man Union committee, consisting of Secretary-Treasurer Paul Hall as chairman and one representative from each ship's department, hopes to get down to brass tacks on the contract beginning Monday morning in continuous negotiating sessions with the operators' committee.

In accordance with the recommendations of the port agents' conference, two rank and file members from each ship's department will be elected subsequently to the Union committee, in addition to the four-man headquarters group. This full committee will function as both a negotiating and strike committee, as was proposed by the port agents.

### Revise Entire Contract

In the negotiating sessions which begin on Monday the joint Union-shipowner group will go over the entire contract, clause by clause, from top to bottom, with the Union pressing for complete revision and overhaul of the existing agreement. With the present contract expiring September 30, it is hoped that the early start on negotiations will enable the Union and shipowners to reach agreement before the contract deadline.

One objective of the negotiation sessions is to write a standard freight agreement for all the standard dry cargo companies, as well as a standard tanker agreement. At present, the wording of some agreements differs from the prevailing standard causing some confusion among crewmembers in interpreting their rights under the contract.

Standardizing all the agreements, with the exception of those for certain specialized operations like sandboats, will make it easier for the crewmembers to familiarize themselves with the content of the contract so that they can act accordingly.

The proposed new contract as drafted by headquarters is based largely upon suggestions made by Seafarers themselves as to what changes they would like to see in the new agreement. Earlier in the year, headquarters sent out a request to all ships' crews, asking them to hold departmental meetings and draft suggested changes in general rules and working rules as it affected their departments.

As a result of this poll, over 200

ships' crews sent in suggestions to the contract committee. Many of these proposals from the men actually working on the job have been incorporated in the draft which the negotiating committee is now presenting to the various groups of operators along with proposals advanced by headquarters representatives. In this way the

(Continued on page 15)

## Name Terpe To Direct Organizing

An intensified SIU organizational program is foreshadowed by the appointment of Keith Terpe to the post of Director of Organization and Education. Included among Terpe's duties will be direction of a newly formed SIU Tanker Organizing



Keith Terpe

Committee which will concentrate on that phase of organizing work.

In his new post Terpe can call on broad experience as a seaman, organizer and patrolman. A native of Minnesota, the youthful organizational director was raised in Montana and on the West Coast. He started going to sea 10 years ago out on the coast and has been in the seafaring trade ever since.

During all the years of World War II and after Terpe sailed out of both coasts on both tankers and dry cargo ships.

### Cities Service Organizer

When the SIU undertook the Cities Service organizing campaign, Terpe served as headquarter

(Continued on page 15)



Seafarers at headquarters branch meeting (top photo) vote their individual choice for men on constitution committee as members are polled on candidates seeking posts. Before committee selection, they follow their own texts or listen attentively during second reading of resolution on proposed new SIU constitution.

## Membership Unit Okays Constitution, Asks Vote

Expressing its full satisfaction with the content of the proposed amended SIU constitution, the six-man constitutional committee elected at the last headquarters membership meeting has recommended adoption of the document as it stands and called for a 30-day secret ballot beginning August 18, 1952.

The committee's report, which appears in full on page 7 of the special supplement in this issue, will be passed on at the next membership meeting in all ports on August 13. If the report and the third reading of the constitution are both approved at that meeting, then the balloting will be held as recommended. A two-thirds favorable vote of the membership voting is required to put the new amended constitution into effect.

### Elected Last Meeting

As per the procedure set up under the present constitution, the constitutional committee was elected at the last membership meeting at the conclusion of the second reading and acceptance of the new document. The first meeting was held on July 16.

Members of the committee consisted of two men from each department—deck, engine and steward—in the Union.

### See Feature On Rights

Seafarers are urged to be sure to read a story on page 6 of this issue detailing the rights of each member secured by the Declaration of Rights included in the proposed amended SIU constitution. This feature is in addition to the eight-page, color supplement in this issue giving the full text of the proposed constitution and explanatory matter of all its provisions.

The committee's report declares that the entire text of the new document had been studied in detail to "determine its effect on the rights and protection of the membership, as well as its effect upon the general welfare of the Union."

The rank and file committee concluded that the proposed document not only preserves all present rights and safeguards enjoyed by Seafarers but spells out these rights and privileges in complete and specific fashion.

### No Change

"It is our sincere belief," the committee declared, "that the document shows every evidence of having been drafted by its proposers for the purpose of better protecting the rights of the members and the welfare of the Union. We

Continued on page 15)

# Galley Crew Nets 2 G's OT

Seafarers of the eight-man steward department on the Wanda, an Epiphany tanker, are \$2,100 richer since last week when an SIU headquarters representative went after the company and collected a load of several hundred hours of disputed overtime for them.

The stack of overtime had been piling up for six months while the tanker was shuttling around, away from its home port of New York. But as soon as the ship hit port here, headquarters went after the dough. The company quickly saw the light and agreed to pay the men the money that was rightfully due them under the contract.

## Company Balks

The disputed overtime developed when the company tried to pull a fast one and decided it wasn't going to pay overtime to stewards department men for work performed in port before 8 AM and after 5 PM as provided for in the SIU tanker agreement.

Although the company was a partner to the tanker agreement, it decided that in this particular instance it would like to have the freight agreement clause apply, since that agreement calls for such overtime while in the home port and not others. It claimed that the same terms applying to dry cargo ships should apply to them as well.

## Union 'Won't Buy'

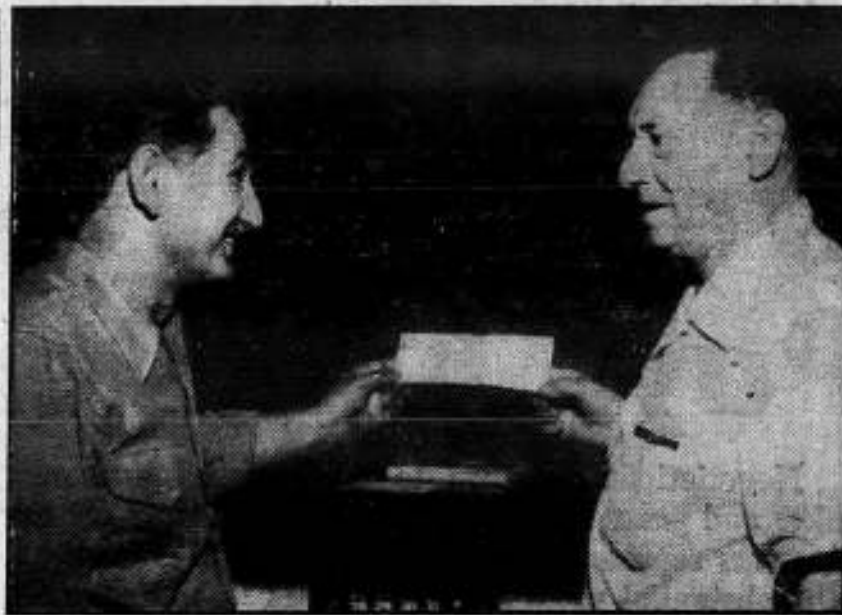
Since the tanker agreement is very specific on this point the Union quickly demolished this argument and made it clear that no exceptions would be allowed. It was pointed out that tankers are usually away from their home port for far longer periods than cargo ships and will touch a great many more ports in the course of a given voyage, hence the reason for the overtime clause.

One of the men who benefited from the settlement was Andrew J. Snyder, chief steward aboard the Wanda, who collected a check of \$111.66 in addition to his regular payoff. As his picture was being taken, Snyder commented, "I'm glad that this is going to appear in the LOG so Captain Bule can see me with my check in hand. The Union really went out and did a job for the boys on this beef."

## Have Your Rating Listed In Book

Bosuns and stewards receiving the new membership book now being issued by the Union are cautioned to make sure that their ratings are stamped into the book.

If the book is not stamped accordingly, the dispatcher will not ship the man for that rating. As a result, some men holding those ratings might lose out on jobs.



Happily showing off a check for \$111.66, his share of the \$2,100 collected by the Union in an overtime beef affecting the entire steward department on the Wanda, Chief Steward Andrew J. Snyder (right) displays his new wealth for SIU Patrolman Paul Gonsorchik at the Headquarters office.

# Union Helps Seafarer After 'Bama Mugging'

One Seafarer who isn't singing the praises of Southern hospitality these days is Amedeo Fedele, who was beaten and robbed by two thugs in Mobile, Ala.

It was only with the help of the Union that Fedele, left without any money or papers, was able to get back to his home in New York after he was discharged from the hospital.

As a result of the beating, Fedele spent two weeks in the hospital, and still has about a month to go before he'll be able to go back to work again.



Fedele

He had been paid off the Chickasaw, where he was steward, and was going to catch a bus back to New York. He waited in the bus terminal in Mobile for the next bus that was scheduled to leave at 4 AM. This was on July 15.

At about 12:15 AM, he went to the men's room in the bus terminal. The place was empty, he said, but while his back was turned two men slipped out of one of the booths where they had been hiding

and began working Fedele over with blackjacks.

## Found Unconscious

About four hours later the police found Fedele, still unconscious, lying on the floor and took him to the hospital.

Fedele's wallet, with \$95, his seamen's papers, driver's license and other personal papers was missing. He didn't have a cent left.

At the hospital, they put 16 stitches in his head, 4 stitches in his lip and 2 stitches in his eye. He also had a brain concussion.

After two weeks, he was discharged from the hospital, without a cent to his name. "I didn't know where to go," he said. "I didn't have any money and I couldn't get home to New York. Then the Union came through again.

"Just before I got out of the hospital, the Union took my clothes and had them cleaned because they were covered with blood. Then, just when I was really stuck for money, the Union came along and gave me my hospital benefits. That money really saved me."

# 'Some Officers Just Give Away OT'

Give a ship's officer enough rope and he'll hang himself, only be sure you keep a check on the work he does because everybody knows he's not supposed to handle lines in the first place.

The easiest way to make overtime these days, it seems, is to keep tabs on them when licensed officers let their authority go to their heads. Three instances reported in the last two weeks show how important it is for Seafarers to know their contract rights and maintain a record of disputed overtime.

Crewmembers of the Brightstar (Triton) have disputed overtime coming because the skipper had the notion he had signed on his wife as an AB for the voyage and she could do work that belonged to the deck department. When the ship paid off in San Francisco, it developed that during the trip the captain's wife had scraped and painted deck chairs on the ship. The old man, of course,

claimed the deck chairs were his own, but the beef was paid without a murmur.

On the same ship, the chief engineer developed a grudge with the chief electrician and even went so far as to file assault charges against him. Subsequently the charges fell flat at a CG hearing. But the kicker here was about 75 hours' OT for the chief electrician and the junior engineer disputed by the chief engineer. When it wound up, the Union saw to it that both men got the money that was coming to them.

Other instances of this type turn up which put the company on the hook for something it had no control over. Take the case of the chief engineer on a vessel paying off in New Orleans, who took it upon himself to hire a shoreside electrician to work cargo while a beef was pending over the firing of the ship's electrician. The outcome was that the company had to pay overtime for the work in addition to the shoreside man's wages.

# SIU NEWSLETTER from WASHINGTON

The developments of the snorkel-type submarine, the expected emphasis to be laid on long-range bomber patrols by enemy nations, and other developments in warfare, tend to minimize the future importance of the Liberty-type vessels as a major factor in the national defense set-up, according to top Government maritime officials.

Increasing emphasis is being placed in our planning on the development of high-speed, flexible-type merchant vessels, capable of running without convoy and having certain inherent defense features which can be quickly put into use during any conflict. However, Government planning officials believe that considerable progress must be made in this direction before the US will attain a position of reasonable maritime security in this respect.

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There are seven countries having merchant marines exceeding 2,000,000 deadweight tons, namely: United Kingdom, France, Italy, Netherlands, Norway, Panama, and Sweden. In most, if not all cases, it is evident that the owners of vessels operating under the flags of these major maritime powers enjoy very important tax benefits of a kind that are not generally available to their American competitors.

In some cases the owners of foreign-flag ships pay no taxes whatsoever, with this being particularly true with regard to Panama. It is also important to note that tax exemption and other benefits of foreign-flag documentation are available to American citizens. A large number of vessels owned by US citizens have been placed under foreign flags during recent years, and the attractive tax benefits of foreign documentation have been a major incentive for this flight of shipping from the US flag. Over 4,000,000 tons of foreign-flag shipping are now owned by American citizens.

Maritime Administration officials take the view that an American tax policy which encourages investment in foreign-flag vessels in preference to US flag vessels is hardly consistent with the maritime policy of this country. In the long run, such a policy will stimulate the increasing shift from US to foreign-flag operation.

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Even in the face of continuing inactivity, no thought is being given to the dissolution of the National Shipping Authority. From a high of 541 Government-owned ships which NSA controlled in March of this year, the NSA Government fleet has now dwindled to a mere 143 ships. Of the 143 ships now controlled by NSA, only 1 is employed in connection with the Mutual Security Program, with the remaining 142 being for account of the Military Sea Transportation Service. Even the sole ship still used in the MSP program is on notice of redelivery and will be returned to the reserve fleet soon.

Of the 143 ships now under NSA control, notice already has been sent out by C. H. McGuire, chief of the Government shipping unit, that 26 of them will go in for permanent layup, with 5 more being reduced to a "stand-by" operational status, leaving 112 ships under NSA as compared with the high of 541 in March of this year.

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According to some Washington observers, the war-built T-2 type tanker was not intended to be a component of the "long-range" American fleet. They claim that the obvious shortcomings of this type ship may be summarized as follows: (1) its turbo electric propulsion unit is essentially a shoreside installation; (2) the all-welded hull is subject to many structural deficiencies, being exemplified in the abnormal number of hull fractures experienced; (3) many of the integral tanker components such as pumps, circulators, piping and auxiliaries are of substitute materials and design, with excessive deterioration contributing to accelerated obsolescence; and (4) the wartime schedule of operations left its mark on the ships, having been operated during the war in disregard of the commercial and physical necessity for alternation between clean and dirty cargoes, etc.

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From time to time, there is considerable clamor on many fronts that all types of transportation—steamships, railroads, trucks, and airlines, be placed under the unified control of only one Government department.

However, the Department of Commerce, which probably would be the agency that would assume the control aspect if it were so ordered by the Congress, continues to take a dim view of the suggestion. In short, Commerce just does not want all the headaches that would be hand-in-hand with the assumption of such wide authority.

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Iron ore shipments on the Great Lakes during the 1951 season reached 89 million gross tons—14% over 1950. The grain movement of 461 million bushels was 40 percent higher than the previous year. Fourteen large Lakes bulk carriers, of 20,000 gross tons capacity each, being built in private yards, will be completed in 1952 and 1953. In addition, about 5 more ships will be converted to ore carriers to be put into service on the Lakes.

↓ ↓ ↓

Although Congress stripped the new Wage Stabilization Board of practically all power to settle labor disputes, Archibald Cox, 40-year-old head of the new Board, has promise that "we will make this Board work." The new Board chief complimented US labor for reappointing to the new WSB the six labor members of the former Board. The old WSB was abolished by the 82nd Congress following a controversy brought on as a result of recommendations the Board made in an effort to settle the steel dispute.

Your SIU Washington Reporter

# No Thanks To Company He's On Mend Today

A Seafarer with a broken ankle is now back in the States, after getting poor treatment in hospitals at Alexandria and Port Said, and being hard-timed by Isthmian's agents in Port Said.

Seafarer James A. Johnson is now a patient at the Baltimore USPHS Hospital, and his ankle, firmly encased in a cast, is coming along fine.

But, said Johnson, things would have been a lot tougher if it hadn't



Johnson

been for the kindness of his SIU brothers aboard the Steel Worker, the vessel that brought him back to the US. Johnson was 2nd cook and baker aboard the Steel Age (Isthmian) when he broke his ankle. The vessel was in Alexandria and he was bundled off to the European Hospital there.

"That was some hospital," he

said. "The medical attention was pretty awful, the food was terrible and conditions in general were miserable.

"Just as an example," he said, "we used to get one small roll and a tiny speck of butter for breakfast, and brother, that was all. What food we did get was cooked very poorly. There were no screens on the windows and the flies and mosquitoes would drive you crazy all day and night."

After six days, Johnson was flown to Port Said. Before he left, he was told that Isthmian's agents in Port Said, the English Coaling Co., would take good care of him.

"Boy did they take care of me?" he said. "I've never run into people who were tighter with a dollar in my life."

### Dumped In Hotel

When he arrived they promptly dumped him into a hotel room, broken ankle and all. They told him that there would be somebody up to see him at least once every day to get him the things he needed, since he couldn't walk.

"Well," said Johnson, "five whole days went by and not a soul from the company showed up. There were a lot of little things I needed from the store and I didn't even have any money, even if I could have walked."

With the help of a few kindly souls, Johnson managed to get up to the company's offices. This time he was bundled into the English Hospital in Port Said.

The service there was better and so was the food, but neither was anywhere near good.

### 'Just Don't Eat'

Finally he was told that he was going to Suez to catch the Steel Worker. He asked the agent for some money so he could buy a meal before leaving and was told; "you just don't eat until you get on the ship if you haven't any money."

Once aboard the Steel Worker, his SIU brothers learned about the spot he was in. In a shipboard Union meeting, the crew voted him a cash gift to tide him over until he was paid off by the company.

"If it wasn't for that gift," he said, "I would have been in a really tough fix. I want to thank the guys in the Steel Worker's crew."

"Once we got back to the States, I went into Staten Island Hospital, and then the Union came along and helped some more with its hospital benefits. Sure makes a guy feel good to know that he's got Union brothers like that and a Union like the SIU to help him out when he really needs it."

The Steel Age was a little slow in sending Johnson's pay records and vouchers back to the States, and headquarters representatives began working on the case as soon as Johnson arrived in the Staten Island hospital.

## Meeting Night Every 2 Weeks

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

August 13, August 27, September 10, September 24.

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

# SIU Alaska Union Wins NLRB Vote

Despite open collusion between Alaska canneries and the Communist-line Alaska Fisherman's Union, the SIU-affiliated Bering Sea Fishermen's Union won a thumping 878 to 101 victory in a Labor Board election. The election was called to determine the SIU-affiliated union's right to represent the workers for whom it holds a contract.

The election was called for after a successful two month strike conducted by the SIU fishermen against the Alaska Salmon Industries, Inc., representing the big Alaska cannery outfits. As a result of the strike, the fishermen won a four cent increase from 40 to 44 cents per fish on power boats, and a six cent boost up to 46 cents on sailboats.

### Penny More

No sooner had the strike been settled and the election been set than the employers turned around and handed the Alaska Fishermen's Union the same increase plus a penny more on the sailboats. Jim Downey, secretary-treasurer of the Bering Sea Fisherman's Union charged that this was an obvious attempt by the company and the communist-dominated AFU to work hand in hand toward the defeat of the SIU Union in the forthcoming election.

Despite the fact that the employers played footsie with the AFU, the workers under the jurisdiction of the Bering Sea Fishermen's Union voted their support to the SIU by a margin of nearly nine to one.

This victory is the latest in a series by which the SIU has considerably weakened the hold of the AFU on the Alaska fishing industry. Originally a CIO affiliate, the AFU was bounced by the CIO at the same time that Harry Bridges' West Coast longshore union was thrown out for following the Communist line.

Until the Bering Sea Fishermen's Union came on the scene two years ago, the AFU had a stranglehold on the Alaska salmon fisheries. With this victory under its belt, the SIU is going out to organize four other units in the Alaska fisheries.



SUP members at Sailors' hall in San Francisco cheer news of vote approving settlement and new agreement ending their 63-day walkout. Only military cargoes were allowed to move during the strike. The refusal of operators in the PMA to negotiate caused the tie-up of more than 100 ships at one time.

# Bridges-PMA Trap Foiled As SUP Wins All Demands

Failing in all attempts to crack the SUP strike, West Coast shipowners threw in the sponge, bringing an end to the 63-day-old tieup on July 26. In their final settlement with the SUP, the shipowners accepted virtually every demand originally made by the

union including a five-percent increase in base pay, overtime and penalty rates, a forty-hour week and a ten-cent boost in welfare fund contributions to 60 cents a day.

The complete capitulation of the Pacific Maritime Association, representing the major West Coast companies, came when it was obvious that the SUP was prepared to tie up all ships indefinitely and

could count on the full support of the SIU A&G district as well as all other AFL maritime unions in the Maritime Trades Department to help out if needed.

### Striking Victory

The SUP victory was all the more striking because it was achieved in the face of an alliance between the PMA and Harry Bridges' West Coast longshore

union. Instead of supporting the SUP strike in trade union fashion, Bridges joined up with the shipowners in attempting to eliminate the "scope of work" clause in the SUP contract.

This clause provides, among other things, that SUP men should load ship's stores. Bridges' union was anxious to get hold of this work and the PMA played along, hoping in this way to weaken the SUP.

### Alliance Fails

This attempt by the shipowners to create a jurisdictional issue with the help of Bridges failed completely, and the entire "scope of work" clause has been retained in its original language in the new agreement, proving a signal victory for the SUP.

As the SIU put it in a telegram of congratulations to the West Coast union, "Congratulations to SUP membership and officials on your tremendous contract gains under agreement just concluded. Ability and determination of SUP to hold out until its just demands were met despite being surrounded by opposition is distinct credit to your union and its membership. Best wishes for continued good sailing to all hands in SUP."

Under the terms of the contract settlement all monetary gains are retroactive to April 27, with the contract running out in September 1953. Other gains aside from those already mentioned include transportation pay for members discharged for sickness, additional penalty pay for spray painting, additional maintenance and cure subsistence over the basic \$8 daily in foreign ports where necessary, guaranteed eight hours pay for standby workers and various other improvements.

While the SUP strike affected all companies affiliated in the PMA, SUP-contracted tankers kept running as they are covered by a separate agreement. In addition, essential military cargo was moved on Government-owned ships.

In its final report, the SUP strike committee voiced its thanks to all those unions who supported the walkout including "our allies and brothers on the Atlantic and Gulf Coast, the Seafarers International Union, and our Canadian brothers who gave us 100 percent support from the very beginning."

# US Lines' Blacklist Still Goes In NMU

Seafarers who have memories of the old Copeland book and other blackball devices which the Union fought and overcame in its early days will be astonished to learn that the blackball still exists against

American seamen. The victims of this device, long thought dead and buried with the rise of strong maritime unions, are members of the National Maritime Union who have sailed on United States Lines ships.

Not only does the NMU condone this anti-union practice, but that union's official newspaper cooperates with the company by printing the names of those members whose blackballs have been lifted—by grace of the company and the fact that they happened to be short of certain ratings when crewing up the United States.

### Company 'Reprieve'

Under the heading "US Lines Lifts Many Blackballs," the NMU lists the names of no less than 60 men whom the company will permit to sail again on their ships. But even among these 60 men who have been "reprieved" by United States Lines, there are several who have conditions listed after their names. And as the heading implies, this isn't the whole blackball list by a long shot.

### Ferris' Blackball

Half a dozen of them are permanently blackballed off the passenger ship America. In other words, even if they are on top of the shipping list, the NMU dispatcher cannot dispatch them to that ship, rotary shipping or no rotary shipping. Other notations include such warnings as "last chance," "not as chief cook," "not as waiter," "not as bellboy," and

so on, even though the man may hold that rating.

It was in the middle 1930s that maritime unions fought and won a great victory over the Copeland book with its space for officers to mark down comments on the "character" of merchant seamen. This book made it easy for shipowners to blackball militant pro-union seamen off their ships. When the SIU and other maritime unions licked the Copeland book they made it possible to organize the American-flag merchant fleet.

By permitting United States Lines to use the blackball device, the NMU is paving the way for the company to blacklist militant union men who might beef about conditions and replace them with men who won't dare complain about any violations of union regulations and contract terms aboard their ships.

### Company Controls Hiring

In other words, an SIU representative explained, the NMU is letting the company dictate as to who it will and who it won't hire on its ships, instead of taking ratings off the board as they come, as is the practice in the SIU.

No doubt the excuse given for these blackballs is that the individuals involved were performing on the job. In dealing with this problem the SIU has always operated on the principle that the Union membership, through the trial apparatus, would discipline any performers or foul-ups, he added.

# New Constitution Clear And Specific On Rights

The revised SIU Constitution, which again will be read in meeting on August 13 in all ports, retains the democratic safeguards and benefits of the original Constitution. More than that, the amended document spells out a number of other privileges which have become accepted practice through Union custom and usage, but had not been previously written into the Constitution.

Major additions contained in the new amended Constitution include:

- More complete protection for the rights of members unable to pay dues because of incapacity resulting from certain specified circumstances beyond their control.
- A detailed spelling out of the authority of the Union's various elective officers and committees.
- Broader definition of the guaranteed right of every member to nominate himself for and to hold any office in the Union.
- New and more carefully-defined safeguards for protecting the rights of any member who may be brought to trial on charges of misconduct. Among these safeguards are the right of the accused to be represented by a friendly brother member at a hearing to be conducted by an impartial committee of brother Union members elected by the membership; the right of the accused to be confronted by his accuser; elaborate machinery for taking an appeal from the trial committee's decision to an appeals committee and a provision for presenting the appeals committee's decision to the membership.
- Through Union custom, precautions always were taken to provide fair treatment of such cases, but no machinery guaranteeing adequate safeguards was written into the old constitution as has been done in the new document.
- A specific listing of the offenses for which a member may be brought up on charges.
- Revision of the quorum requirement for regular and special meetings. The quorum for a regular meeting of a Port is reduced to seven members from the old requirement of 25 members. This change was provided to assure more frequent meetings in the smaller out-ports. The new Constitution requires the presence of no less than six members for a special meeting. The original Constitution did not define a quorum requirement for a special meeting. Other rules governing the conduct of regular and special meetings are substantially the same as in the old Constitution.
- The establishment of an annual Agents' Conference to be held at a time and place to be designated by the Secretary-Treasurer. It has been customary to hold such meetings for joint discussion of Union problems by the agents, but there had been no constitutional requirement for calling such conferences.

All of the safeguards and benefits of the original Constitution are retained in the new document, but many have been re-stated in simple language to make their meaning more easily understandable and to eliminate inconsistencies and contradictions. Some of the most important of these are:

- A provision for retaining membership control over shipping rules.
- Articles dealing with admission of new members and regulation of permits which continue in effect the present procedure.
- Continuation of existing safeguards of the rights of the membership through committees of members elected by their brother Union members.
- Machinery for amendment of



One among many informal groups of Seafarers taking time out for careful study of the proposed amended SIU constitution, this quartet held forth at the Brooklyn hall where Headquarters Rep. Joe Algina (2nd from right) explained some of the changes.

the Constitution by the membership.

- Protection of every member's right to vote in a secret election. Existing balloting procedure is retained, but safeguards for guaranteeing the sanctity of the ballot are listed and defined clearly and in detail.
- Membership control over wages paid to officials whose

terms are changed from one to two years.

- A provision guaranteeing that dues and initiation fees may not be changed except through constitutional amendment which must be approved by a two-thirds majority vote of the members.
- Continuation of membership control of Union expenditures by majority vote of the members.

## Navigator's Crewmen Lauded By Newspapers For Blood Aid

SINGAPORE—Crewmembers of the Steel Navigator (Isthmian) donated 21 pints of blood to the Singapore blood bank starting off a plan to build up a reserve of blood for use by both residents and visiting seamen. The blood gift received wide publicity in both the Singapore and US press.

The need for blood was pointed up in March when a cook aboard the Steel King, another Isthmian ship, fell ill in that city. It was necessary to round up donors from among employees of Isthmian's

agent in that city to save the Seafarers life.

According to word received from Thomas Tooma, the ship's delegate, the Singapore blood bank seldom has any surplus, and if a seaman should need blood it might be short again as in the previous case.

Consequently, all Seafarers stopping at Singapore are asked to help build up the blood supply. The Isthmian company agent will take care of transportation and all arrangements.

SEAFARERS LOG  
JUNE 18, 1952

### Ask SIU Men Donate Blood In Singapore

Seafarers on ships calling at the port of Singapore in the Far East been urged to donate blood to the SIU at the hospital as a

### Blood From West to East

Singapore, Aug. 3 (Reuters).—A party of 25 U. S. seamen from the freighter Steel Navigator, 2,013 tons, gave 23 pints of blood to the Singapore transfusion center to repay a long-standing debt.

Their skipper, Capt. Parry Major, explained that some time ago an American seaman fell ill in Singapore and received six pints of blood which helped save his life.

Since then American crews have donated blood to Singapore hospitals when they put in here.

N.Y. DAILY NEWS, AUG. 4

## West Coast MMP Gains Pay Boost

Hard on the heels of the settlement between the SUP and the Pacific Maritime Association, the Masters, Mates and Pilots on the West Coast reached an agreement calling for a five-percent wage increase.

The MM&P agreement also calls for an additional 10-cent daily contribution to the union's welfare fund.

Settlement came on July 29, the day after the SUP ended its 63-day strike against the PMA. With the SUP paying the way for the new agreement, it took just one negotiating session of a little more than two hours to arrive at a settlement on the MM&P demands.

As a result of the increase called for in the settlement, base pay on C-type ships will range between \$403.20 a month for fourth mates up to \$977.55 for captains.

# Top of the News

**BRITISH SLOW DOWN ARMS PACE**—The British government has decided to slow down the rate of its rearmament program. The decision was made because the British economy and balance of trade were doing badly under the pressure of heavy arms costs. Present plans call for spreading out the rearmament plan over four years instead of the three years originally scheduled. Similar steps are likely in France where the French complain that the burden of the Indo China war makes further aid from the United States advisable.

**DROUGHT HITS EASTERN STATES**—The Atlantic Coast states from Maine to Florida as well as inland southern states east of the Mississippi have been hard hit by drought during the month of July. A combination of low rainfall and higher than average temperatures dried up pastures and ruined other crops. The Department of Agriculture has declared eight states as "disaster areas"; Alabama, Mississippi, Georgia, South Carolina, Tennessee, Kentucky, Maine and Massachusetts. That made farmers in these sections eligible for disaster loans to buy feed for their livestock.

**IT'S ALL A MIRAGE**—The latest burst of flying saucer stories smoked out Air Force officials who called a press conference on the subject and discounted all the saucer stories. The Air Force insists that in eight out of ten cases the so-called saucer sightings are weather balloons, high-flying jet planes, meteors, or even birds. It admitted that there were some cases which these explanations didn't fit. The theory offered to explain the remaining "saucers" claims that in hot weather rays of light originating on the earth will be reflected off layers of warm air in the sky, creating mirage effects. When all the explaining was completed, the Coast Guard released a photo taken by a Guardsman in Salem, Mass., showing four balls of light in the sky flying in a perfect formation.

**TWO DEATHS RAISE QUESTIONS**—The deaths of Senator Brien McMahon of Connecticut, and Eva Peron of Argentina were bound to have important effects, and a lot of people are guessing just what they will be. McMahon was the leading authority on atomic energy who, as chairman of the Joint Congressional Committee on Atomic Energy, was responsible for drafting and guiding legislation on that all-important subject. He was a prime mover in the establishment of a civilian Atomic Energy Commission to take control of all atomic developments. Eva Peron was considered to be the "brains" behind President Juan Peron of Argentina and was a powerful political force in her own right wielding great influence on the Argentine labor movement. Many thought she was responsible for Peron's swift rise to power and for keeping him up on top.

**EGYPT'S KING GETS THE BOUNCE**—A bloodless revolution led by a military clique has led to the exile of King Farouk of Egypt. The movement was led by a group of officers who blamed the King and his advisors for corruption and mismanagement in government and specifically in the war against Israel. Many people close to Farouk were involved in an arms scandal at the time when it was found that they had profited by selling defective weapons and dud ammunition which were largely responsible for defeats suffered by the Egyptian Army.

**MODERN PROSPECTORS AFTER URANIUM**—The old-time gold rush days are being relived with a modern note in northern Canada, only this time it is a uranium rush. Several hundred prospectors started the rush on the night of August 3 in northern Saskatchewan province with the staking of individual claims to mining areas, each claim being 500 yards square. The section in which claims are being staked is thought to contain some of the world's richest uranium deposits. Whatever ore is mined in the area will go to the Canadian government which has sole purchase rights to all output.

**FOOD PRICES HIT NEW HIGH**—The latest figures of the Bureau of Labor Statistics show retail food prices reached a record high during the period ending July 15. The BLS figure now stands at 235.1 compared with the 100 figure for the base period of 1935-1939. Putting it another way, it costs \$2.35 to buy what it cost \$1 before the war.

**NORTH KOREAN CITIES WARNED**—As truce talks continue to drag on unsuccessfully the UN Armies are putting aerial pressure on the North Koreans. The Air Force has notified 78 North Korean cities and towns that they are marked for destruction by bombing and that civilians should get out of town or stay far away from military headquarters. Two of the 78 towns have already been bombed. Final radio warnings are being beamed to the towns on the list an hour before the actual attacks take place, despite the risks of this move to Allied fliers.

**US GOVERNMENT SLIGHTLY IN RED**—The Treasury showed up a deficit of nearly \$3½ billion in the month of July which begins the new fiscal year. Cause of the deficit was a big increase in spending for that month with the Government shelling out \$6.72 billions. The total Federal debt stands at \$263 billion, give or take a hundred million dollars. The interest payments alone on the public debt were \$320 million for the last month, while the total debt is now greater than all private debts of US citizens and corporations combined.

**PACIFIC NATIONS MEET IN HONOLULU**—Representatives of Australia, New Zealand and the United States are now meeting in Honolulu in a Pacific Mutual Security Conference. It is hoped that the conference will eventually include other Pacific nations. Purpose of the conference is to make arrangements in the Pacific area to assure the peace and security of member nations.

**CALIFORNIA COMMUNISTS CONVICTED**—Fourteen more Communist leaders have been convicted of conspiring to advocate overthrow of the Government in the Los Angeles Federal District Court. Another 15 party leaders are on trial on similar charges in New York City. The California convictions bring to 31 the total number of Communist leaders convicted under the 1940 Smith Act. Additional trials are set for Hawaii and Pennsylvania.

Modern Missionary Craft



Loaded down with agricultural equipment and supplies for setting up house in the jungle, the missionary ship LeTourneau Ark sails down the Mississippi preparing for a trip to Liberia. Crewmembers are mostly missionaries.

# Senate OKs Agreements To Raise Worldwide Conditions For Seamen

Four international agreements covering conditions aboard ships as well as the certifications of cooks and ABs have been approved by the US Senate. They now await formal ratification by the President.

The agreements were reached at the 1946 International Labor Office Conference in Seattle, Washington, and set forth certain minimum standards that would have the force of law in countries approving them, once they have been ratified by enough member nations. One of the four conventions, that on certification of ABs, has already been ratified by the necessary minimum number of countries and will go into effect in the US when ratified here.

**Raise Standards**  
In effect these conventions would raise the standards of feeding on

foreign ships. They also would give force of law to provisions governing feeding already existing under the standard SIU contract. By doing so they narrow the competitive edge that foreign vessels have over US flag ships. In addition, the conventions will mean stricter standards of certification of rating in the long run for all nations participating in the agreements.

Countries who participated in the conference included all the major maritime nations and several minor ones: the US, Argentina, Australia, Belgium, Brazil, Canada, Chile, Nationalist China, Denmark, Finland, France, Great Britain, Greece, India, Ireland, Italy, Netherlands, Norway, Poland, Portugal, Sweden, Turkey and Yugoslavia.

While Panama and Liberia, two countries that have sprung into maritime prominence, are not parties to these agreements, the conventions will have the effect of further isolating these ships as being among the ones not subscribing to international regulations of this kind. There is nothing to keep any country not listed in the above group from ratifying these agreements.

**Feeding Clauses**  
Of the four conventions, the most important and far reaching is the one entitled "Food and Catering For Crews On Board Ship." This calls on member governments to set up laws and inspection systems covering the food and water, service to the crew, and the construction, ventilation and equipment of ship's galleys and storerooms.

Among items to be covered are assurance that food and water supplies are ample to meet needs. There has to be sufficient variety and good quality. Arrangement of mess facilities has to provide for service of proper meals to all crewmembers.

**Training Facilities**  
It also calls for the establishment of training facilities for the steward's department and collection and publication of information on nutrition, methods of pur-

chasing and storing food, as well as cookery and service.

Inspection services under the (Continued on pag 23)

## Super-Super Ships Soon To Hit Seas

The super-sized merchant ship is definitely on its way judging from the ships now on order at US shipyards. So huge are some of these new vessels now under construction or in the planning stage that the 30,000-ton so-called "super-tankers" of today will become a medium-sized vessel by comparison.

The American Bureau of Shipping reports that contracts have been let for the construction of several 45,000-ton tankers. Not satisfied with that, however, ship designers already have worked up blueprints for huge 60,000-ton models which would dwarf a conventional T-2.

**Huge Ore Carriers**  
Other giant ships for which construction is pending include ore-carriers with a 40,000-ton capacity.

For example, some of the new ships being planned will be more than 700 feet long and 95 to 100 feet or more in the beam. By comparison, the liner America, the second largest ship presently in US service, is 663 feet long. The conventional T-2, backbone of the US tanker fleet, is just over 501 feet long and 68 feet in the beam, while a Liberty is 441½ feet in length and 56 feet 10 inches in width.

**Largest Tanker Fleet**  
Even without the new tankers, the US tanker fleet is still the largest in the world with 451 tankships of 6,740,954 deadweight tonnage flying the US flag. At present there are 31 tankers on order in US shipyards that are being built for US-flag companies. They are only a part of a huge volume of ships on order in US yards, 1,829 new vessels altogether, an all-time high for any peacetime period.

# Panama Ship Fouled Him

Seafarer Ola Ekeland is one seaman who learned the hard way about Panamanian flag ships when he and the rest of the crew of a Panamanian freighter were callously dumped in Shanghai and left there to become prisoners of the Japanese for four years.

Ekeland is still trying to collect the money he claims is due him from the trip.

Ekeland signed on the freighter Wawa, registered

under the Panamanian flag, through the Norwegian Consulate in Norfolk, Va., in July, 1941. He was a Norwegian national and this was long before he joined the SIU. At the time, he said, he thought the ship was owned by Norwegians. Years later, the ownership of the vessel still isn't clear, but it appears to have been owned by Nemiarzie, an Iranian company, he said.

The Wawa went to Brazil and then to Hawaii. There the crew heard rumors that they were to be paid off in China, but the captain, says Ekeland, reassured them and pointed out they would get transportation and subsistence even if they were paid off.

**Paid Off In Shanghai**

In November of 1941, the entire crew was paid off in Shanghai. The American consul there, said Eke-

land, made the company give the American crewmembers \$260 for transportation, but he and the rest of the crew were forced to accept \$120.

"At the same time, said Ekeland, he got \$10 as one week's subsistence, and then didn't get any more. When he tried to get the second payment, he was told to use his own money, he said.

On December 8, the war started. He had been unable to get another ship out, and so was stuck there. In April of 1942, the Japanese closed down the Norwegian Consulate, his last hope.

**Confined By Japs**

"The Japs made us wear big armbands, and we were confined to within the limits of the city," said Ekeland. "It wasn't too bad, but we were warned that if any one person tried to get out of the city, we would all be taken to prison camps.

"There were always a lot of Japanese troops in the city, and we just had to be very careful not to get fouled up with them," he said. "There was food throughout the war, but it was very expensive. As we had little money of our own,

and little chance of getting any, latching onto decent food was always a problem. Besides, Japanese troops were riding herd on everybody to keep us in line, so we couldn't try any funny stuff."

Finally, in October of 1945, Ekeland caught a ship out of Shanghai. At the same time, he started trying to collect some of the money he claimed was due him.

The best offer he has been able to get so far was a "settlement" of 18 months' salary at \$85 per month, and he had to go to Hong Kong to get that.

**Still Didn't Collect**

Ekeland is still trying to collect the rest of the wages, as well as all the subsistence that he claims the company still owes him for his long stay in Shanghai.

"At least I know that something like this can never happen to me again as long as I sail with the SIU," said Ekeland, who is now aboard the Steel Vendor (Isthmian). "It takes something like that to really make a person appreciate the wages and conditions and representation that we get from the SIU. No company could pull a stunt like this on us no matter what the circumstances were."



Ekeland

# Cartoon History Of The SIU

Deterioration Of The ISU

No. 17



The leadership of the ISU, most of them relics of the 1921 era, or petty opportunists who sneaked in after the 1934 strike, was unable to cope with the general situation. They accepted any candidate who could pay the initiation fee, and as a result the ISU was soon flooded with Communists.



The Commies formed an opposition group, and published a newspaper, the Pilot, which became the NMU's official organ after the NMU was formed. In the Firemen's election, the Reds supported two rank and file slates. The old fakers were ousted, but unfortunately, many of the Communists got in power.



The Sailors and Stewards joined the revolt. Eager to oust the old fakers, the membership failed to realize the Communists were slipping into absolute control. By 1936, the revolt was such that the old fakers couldn't collect dues or even walk along the waterfront without a bodyguard.

# PORT REPORTS

## Savannah:

### Dozen Men In Hospital Coming Around Nicely

Shipping from this port is definitely on the slow bell. As expected and hoped for, the Southland (South Atlantic) crewed up and signed on this week, but we had no payoffs at all. Naturally crewing of the Southland helped out, but not enough to speed things up the way we'd like to see them around here.

Three in-transits sum up the picture here, which is far from rosy. The ships that called in transit were the Raphael Semmes (Waterman), Robin Locksley (Robin) and Seatrain Savannah (Seatrain).

#### Much Enthusiasm

This is no beef certainly, but we've never seen a bunch of men more enthused over something like the proposed new SIU constitution and its amendments than in this port at the present time. Among them on the beach is that ever-popular steward and well-known belly-robber, the Floridian without portfolio, Bob "Pruneface" Pierce. Don't let his smile fool you. Bob has fond memories of putting on his Ore Line sweater and heading for "Monkey Wrench Corner" in Baltimore.



Pierce

#### Sights A-Plenty

We have organized a "Flying Saucer Committee" and the sights to see in the wild blue yonder are amazing. Several brothers have noticed this phenomenon after leaving the local pubs.

The branch has about 12 men in the hospital, but fortunately none of them are in serious condition. They hope to be out by the fall when shipping should pick up some.

#### Plenty Hot

Savannah has had temperatures of 100 or over for so long we have forgotten when it first started being that hot. If you don't believe it, come down and see what it's like. Of course, it won't help you to come out with intentions of shipping because we don't have any. But we can let you on to some swell spots for good fishing and such.

E. B. Tilley  
Savannah Port Agent

## Boston:

### Heads-Up Crew Always Assures Clean Payoff

Figures for shipping in this port dipped even further the last two weeks as things continue to ride along at a less than fair pace.

We had four ships in here for payoffs and all but one of them was squared away clean as a whistle. The Catahoula (National Nav) was one of the cleanest to hit here in quite a while, thanks to the able handling of all beefs by the crew. If all the ships took as much interest in their own affairs as this crew did we wouldn't have any delayed payoffs and few beefs to settle. Two Cities Service tankers, the Fort Hoskins and Royal Oak, also wound up with clean payoffs.

#### Tank Cleaning Beefs

On the Tagalam (Seatrade) there was a beef about men who were worked cleaning tanks without being provided with sea boots. We checked the slopchest price on them though and had the company

pay \$56 to be divided among those who did the work.

Otherwise, activity is about the same. Leo Rams is still waiting around on the beach with no apparent desire to ship while the good weather holds up. Shorty Melanson, Pete Karas, Fred Boyne, A. Hickey and a host of other regulars are also still around the port.

R. P. Bowman is still in Brighton Marine, as he has to put in some more time for a complete check-up. But he seems to be in top form and should be shipping again soon. Stan Greenridge is in much better shape and looks to be out in a few more days. George Clarke is having rough sledding. We hope to see him getting better soon.

#### No Saucers

There have been no reports of flying saucers to date, though we do come in for our share of tall stories. Over the weekend, however, we had quite a stir in town. A lot of small boats were swamped and five people drowned, with waves reported 30 feet high. Rumor had it that the SS United States passed by Boston on her way to a new record and that it was her speed rather than the reported cyclone that caused the rough seas.

James Sheehan  
Boston Port Agent

## Norfolk:

### Air Conditioning Good Idea—But Cost Isn't

The outlook for this period is pretty encouraging, despite the slow shipping the past couple of weeks.

Seven ships were paid off the past period and two signed on. The payoffs included the following: Strathcape (Strathmore), Nathaniel Palmer (National Seas), Coe Victory (Victory Carriers), Azalea City (Waterman), Benjamin Silliman (Robin), Southern Districts (Southern Trading) and Eugenie (Carras). The Coe Victory and Azalea City signed on for another trip.

Members at the branch meeting kicked around the idea of air-conditioning our hall for a while after a membership committee reported on the cost of installation. It was pointed out, however, that the machinery and high tab for electricity would interfere with chances of eventually selling our building and getting another with all the facilities we need in it; so the idea was dropped.

It was agreed by all that proper use of fans would make the 105 degree temperature more bearable if we put them in right away.

Ben Rees  
Norfolk Port Agent

## San Francisco:

### Commies Out To Steal Job Of Loading Stores

Shipping continues to lag around here and is definitely nothing to brag about at this time, despite the way things perked up with the end of the SUP strike.

We had only one payoff, the Brightstar (Triton), which was in from a trip to the Orient and signed again to return there. This ship had quite a few beefs on her that made the payoff pretty tough, but all were settled satisfactorily when things wound up.

#### No Payoffs Due

Prospects for this port don't look too good as there are no ships scheduled to come in for payoff.

We will have our usual run of in-transits on the intercoastal trade, but only two of them are paying off up through mid-August.

#### Commie Move

The commie longshoremen in the ILWU are trying to muscle in on sailors' work by demanding to load stores aboard all vessels in this port. This has always been sailors' work in our contract and will continue to be. The longshoremen are claiming this on the basis of past practices, but it has never been the practice of A&G-contracted operators to use stevedores to load their stores.

Among the oldtimers around right now are Tex Krohn, Bill Biskas, William Pennington, D. Edelmire, John Dunn, Mike Chandoha, G. Hutching, Franky Yoh and Chen Nien. Chen, incidentally, began sailing as a Seafarer in 1947, soon after he completed a hitch in the army. A popular shipmate, he sails OS on many of the runs that sign on here. His home is right in San Francisco.

H. J. Fischer  
West Coast Representative

## New York:

### Two Overtime Beefs Settled Agreeably

Shipping has remained fairly good, with all black gang ratings still in demand. We paid off a total of 34 ships and signed eleven on foreign articles.

Pay-offs included the Trinity (Carras), Western Farmer (Western Navigation), Steel Recorder, Steel

Scientist, Milton H. Smith, Steel Vender (Isthmian), Gulfwater (Martrade), Cape Edmont (Alcoa), Chiwawa, Long Jack, Government Camp, Archers Hope, Paoli, Bents Fort (Cities Service), Seatrains New Jersey, Texas, Georgia, New York (Seatrain), Ocean Lotte (Ocean Transportation), La Salle, Mobilian, Gateway City (Waterman), Wanda (Epiphany), Suzanne, Frances, Puerto Rico, Elizabeth, Binghamton Victory (Bull), Greece Victory (So. Atlantic), Irenestar (Triton), Lawrence Victory (Mississippi), Nikoklis (Dolphin), and Trojan Trader (Trojan).

The sign-ons were the Robin Locksley, Robin Trent (Robin), Massmar, Marymar (Calmar), Mae (Bull), Jefferson City Victory, Manakato Victory (Victory Carriers), Hurricane (Waterman), Seacliff (Orion), Greece Victory and the Steel Recorder.

#### Smooth Payoff

The crew of the Steel Scientist deserves special commendation. After being out for over four months, they brought in one of the cleanest ships we've seen in a long time, with no beefs and no disputed overtime. These are the kind of ships we like to see coming in. It takes just a little extra effort, but it's worth it.

The payoff on the Wanda had to be held up a couple of days to collect about \$2,000 in disputed overtime in the Steward Department. This overtime had been building up since January, and no amount of arguing with the company accomplished anything. It all involved overtime in port for work performed before 8 AM and after 5 PM. Anyone who paid off before this was settled can write or go to the company to collect.

#### 500 Hours Disputed

We also squared away a beef over disputed overtime on the Seatiger. It involved about 500 hours of overtime for deck department work that was done by stowaways. This time is to be divided up between five members of the deck department, since some of the crew consisted of aliens who signed off or have been deported.

We are holding informal meetings in the New York hall to explain any points of the new constitution that are not clearly understood. The entire constitution has been read at the last two membership meetings and has now been referred to a Constitution Committee that was elected from the floor at the regular meeting. Copies have been printed and are available at any of the SIU halls.

Claude Simmons  
Asst. Secy.-Treas.

## Lake Charles:

### Federal May Finally End Ferryboat Run

The shipping in this city of wealth, culture and hot weather has been running very well except for a few days' slack here and there a couple of days a month. It looks like for once in a long while this coming Sunday will find our bailiwick clear of ships. That will give us a chance to go out and hunt up a shady glen to hide out in while we commune with nature.

Most of the regulars in the Cities Service fleet aggregation were in, including the French Creek, Salem Maritime, Bents Fort, Lone Jack, Government Camp, Archers Hope, Fort Hoskins and Paoli. Two Waterman wagons, the Alawai and Fairhope, also visited our midst, as did our regular caller, the Federal (Trafalgar), which is still on the shuttle between the Mississippi and Port Arthur. Trafalgar's SS Republic also was in Port Arthur.

There is a rumor going around that the Federal will finish her



Sveum

career as a ferryboat around August 15 and resume sailing coastwise, but we doubt it. If she does, however, it's likely that the homesteaders on her will pile off because they get seasick when they're out of sight of land. Whatever happens though, the run has been a good one and a money-maker for the boys.

#### AB 'Crush'

During the past two weeks we had ten ABs on hand at one and the same time, but where they came from we'll never figure out. We do know that the time ashore allowed to a rated man in this port was at once cut to eight hours, since we had no intention of spoiling the boys by allowing them to get too much time on their hands.

One of those Seafarers who fell under this edict was brother Leif Sveum, an AB and one of our oldest members. He has finally broken the tie that bound him to Mississippi's passenger wagons, and noted that he must get up to New York and visit the hall there. He also told us that back in 1932 he left his girlfriend on the corner to get a home brew for himself and still wondered if she was still waiting for him.

Of course we assured the good brother that the lady would remain true as he had been only been gone a short while and if she didn't wait it would appear she had no trust in him. But we let him stay here only long enough to grab a card sending him to the Archers Hope for a coastwise trip.

#### Primary Runoff

In politics we're having a runoff following the primary election for a Congressman to represent the seventh district with labor's friend John Clark battling for the top spot.

All is quiet at this time on the labor scene. After the Building Trades Council shut down work at Camp Polk due to non-union scab labor employed there, the brass hats wised up and settled the beef to the satisfaction of all unions. The painters union here is about to let bids for the construction of a new building for themselves and the plans indicate it will be a honey.

Leroy Clarke  
Lake Charles Port Agent

## A & G SHIPPING RECORD

### Shipping from July 17 to July 30

PORT	REG.	REG.	REG.	TOTAL	SHIP.	SHIP.	SHIP.	TOTAL
	DECK	ENGINE	STEW.	REG.	DECK	ENG.	STEW.	SHIPPED
Boston	48	33	29	110	16	9	28	53
New York	287	224	189	700	228	206	142	576
Philadelphia	75	58	42	175	63	44	30	137
Baltimore	135	109	88	332	97	91	75	263
Norfolk	87	67	68	222	35	31	25	91
Savannah	14	12	10	36	4	8	14	26
Tampa	17	14	16	47	5	3	1	9
Mobile	72	69	61	202	56	48	57	161
New Orleans	83	64	72	219	77	90	86	253
Galveston	67	49	44	160	73	46	24	143
West Coast	65	52	47	164	48	53	33	134
Totals	950	751	666	2,367	702	629	515	1,846



# PORT REPORTS

## Galveston:

### Pickings Pretty Slim For Non-Rated Men

Business was pretty slow again during the last two weeks, especially for non-rated men who have been finding it tough to move out for some time. ABs will always find the shipping good however, as deck ratings always move out fast.

The port had two ships paying off and signing on again, the Longview Victory (Victory Carriers) and the Margaret Brown (Bloomfield). We had most of our regulars in transit again, so the activity wasn't too bad when it finally wound up.

Ships calling in transit included the following: Seatrain Georgia, New York, Louisiana, New Jersey, Texas (Seatrain); Steel Rover (Isthmian); Strathbay (Strathmore); Northwestern Victory (Victory Carriers) and Del Viento (Mississippi).



Allen

On the beach with us enjoying the sunshine, brother James L. Allen likes to ship out of here because he claims the local fishing and hunting is a

fine way to keep busy while waiting for something to show on the board. Generally sailing bosun, he has about seven years' seetime under his belt.

He participated right here in Galveston during the 1946 general strike and in Houston during the Isthmian beef. He's been keeping tabs on all the gains the SIU has made in recent months and figures no other union anywhere can match the improvements secured for Seafarers in all fields of union activity. His shipmates on the beach right now are unanimous in agreeing with him.

Keith Alsop  
Galveston Port Agent

## Wilmington:

### In Private Hospital? Notify USPHS Fast!

Business is looking up for the coming period, although it was only fair during the last two weeks. Three payoffs in sight are reason for the optimism. Black gang men, incidentally, are always needed out here.

We collected one day's pay for the entire crew on the Young America (Waterman) when the company brought the ship in after 6 PM and could not pass quarantine. They held the crew aboard and then tried to terminate the articles as of that midnight. All hands secured their money. This ship was the only one in to pay off and sign on.

In-transits made up for the lack of activity elsewhere. We had the following in port: John B. Waterman, Warhawk, Fairport, Chock-taw, Stonewall Jackson, Yaka (Waterman); Quartette (Carras); Lucile N. Bloomfield (Bloomfield); Steel Artisan (Isthmian); Seamar (Calmar) and Barbara Fritchie (Liberty Nav).

Along with other maritime unions in this area we had a meeting with officials of the USPHS the other day to square away beefs that the membership has brought to our attention. In many instances certain changes were promised. In any event, we would like to impress upon the membership the necessity when any man gets hurt and winds up in a private hospital to notify

the USPHS right away to avoid future entanglements. This speeds up hospital benefit payments and keeps the records from getting fouled up.

### SUP Settles

SUP members are back to work after securing all of their desired conditions. They came out on top in a tough fight by simply holding fast and hard to their rights. Actually they came out with more than they had originally bargained for and all the PMA got out of the deal was lost time and money and the realization that the Sailors had a solid line and the backing of all affiliated unions, including the SIU.

We're happy to report we have no members in the local marine hospitals at all, a happy day for us all. On the beach temporarily though, are brothers Okal Jones, Jack Long, Red Lane, Van Cadenhead, Bill Parks, White Yerke and Cal Wilson. We don't expect they'll be here too long though with shipping picking up right away.

Sam Cohen  
Wilmington Port Agent

## Mobile:

### Shipping Picture Not Seeing Many Changes

The next two weeks figure to go along about the same as the preceding period, with five offshore and five coastwise ships due in for payoffs and replacements.

Waterman and Alcoa ships provided the payoff and sign-on activity in the port these past two weeks. For Waterman we paid off the Fairhope, Wacosta, Monarch of the Seas, Lafayette and Morning Light. On the Alcoa side we had the Alcoa Runner, Patriot, Clipper, Polaris, Pioneer and Corsair.

The sign-ons were the Fairhope and City of Alma for Waterman, plus the Alcoa Patriot, Pegasus and Polaris. In transit were the Chickasaw, DeSoto (Waterman); Del Santos (Mississippi); Alice Brown (Bloomfield) and the Cornell, an SUP ship.

### Resolution Hailed

At our branch meeting the membership was highly pleased with the proposals for the SIU constitution and Declaration of Rights. All the brothers present were in full accord with the amended document.

Among them right now on the beach are SIU oldtimers J. D. Gribble, L. Cayton, N. Eldridge, G. Elliott and G. Murrill, all of whom are enjoying the cool breezes in the hall while waiting to ship.

Cal Tanner  
Mobile Port Agent

## Seattle:

### SIU Fishers' Election Win Slap At Commies

Things are running mighty fine for us out here with business running along clean and smooth.

Running up and down between here and Alaska, Ocean Tow's three ships, the Alaska Cedar, Alaska Spruce and Gadsden, were in for payoff and sign-on during the period along with the Seacoral (Orion), which was also in and out again. The Gadsden just recently resumed sailing for the SIU on the Alaska run starting out from this port.

### No Beefs At All

We sort of broke a record in the port during this last period since we had not one ache or pain regarding disputed overtime or beefs of any color. Ocean Tow's ships came home in tip-top shape, and on the Seacoral the boys had a good word for Skipper Tallon and Chief Mate Perry which showed everything went along just fine.

With things running this way we couldn't have anything but smiles for the world. In addition, since the SUP reached a settlement with the operators and returned to work, there were plenty of doings in our hall.

More good news came around our way when we learned the SIU Bering Sea Fishermen's Union won certification for the resident fishermen in their area and that the WSB in Washington had approved the recent increase for the fishermen.

SIU Representative Ted Nakerud hailed the winning of the election as the greatest gain in this area for many years and a direct blow to the commies in Harry Bridges' outfit and the Alaska Fishermen's Union. It showed plainly what true, honest trade unionism can bring about. The increase for the fishermen means a considerable boost for them, because they don't work all year round and have to make their dough while they can.

Our man of the week is brother Vernon C. Porter, whom we ran into on the Alaska Cedar where he served as ship's delegate. Porter, an AB, is a long way from his Massachusetts home but since he joined the SIU at Baltimore in 1944, he's really been around.

One of the reasons he has that "round, firm and fully packed" look



Porter

is that he has a steward's rating although he's now sailing on deck. We suspect Vernon is casting his line around for a wife because he had special praise for the maternity benefits recently secured for Seafarers and after all, that's a little premature if he hasn't got some definite ideas on the subject.

Jeff Morrison  
Seattle Port Agent

## Baltimore:

### OT Due Galmar MMs On Radio Shack Beef

During the past two weeks we once again experienced a shipping slump and things just have not been moving fast in this port. We had five ships pay off, ten sign on and 11 in transit. All these ships have been squared away and are in first-class shape.

As noted in our last LOG report, we had a beef pending with Calmar regarding overtime when mess-boys are required to clean out the radio shack. This has been settled and is now payable, so those entitled to same should contact the company and receive payment of the money due them.

### Quartermaster Painting

Another beef squared away involves quartermasters painting on wheel watch and this too is now payable. There is still one beef outstanding where ollers work on sea watches when the ship breaks down at sea. This has been held over temporarily on the log book on the ship involved.

We have noticed over the past three or four weeks a lot of unnecessary gossip being passed out in various ginmills. Once more we want to impress upon all members that this type of chatter involving Union affairs is absolutely against the policy of the Union and harmful to all of us. For your own protection you should not participate in these ginmill sessions, and if you see it going on, advise the particular brother that he's out of line.

It seems there has been a decided decline in gashound and weedhound performing in recent week, something which is good to note. All hands are urged to cooperate in keeping these activities at an absolute minimum.

The policy of the SIU is, and always has been, to keep these harmful characters out of our ranks because they not only don't do themselves any good, but also damage the reputation of their brother members and of the Union itself.

Earl Sheppard  
Baltimore Port Agent

## New Orleans:

### Beachcombers Loaded For Bear-From Mobile

Shipping is riding high, wide and handsome in the port of New Orleans with 32 more members shipping out than were registered for jobs. The same story held for permits with 110 registered and 112 shipped. The outlook for the next couple of weeks is equally good with eight scheduled payoffs that are to go out again, and the crewing up of the North Platte Victory due. She will sail for Houston to load for the Far East.

We had eight payoffs, seven sign-ons and 17 ships in transit to round out the period. Paying off were the Del Monte, Del Norte and Del Santos (Mississippi); Alcoa Partner (Alcoa); De Soto and Iberville (Waterman) and Sunion (Kea). We signed on the Ranger, Pointer and Partner for Alcoa; Steel Rover (Isthmian); Cape Horn and Del Norte (Mississippi) and the Massillon Victory (Eastern), which crewed up here since the last report and left for Germany.

### In-Transits Heavy

The in-transits included the Cavalier, Patriot, Clipper and Polaris (Alcoa); Steel Vendor (Isthmian); Cape Horn and Del Campo (Mississippi); Seatrain Louisiana, New Jersey and Georgia; Waterman's Monarch of the Seas, Alawai, City of Alma and Morning Light; Northwestern Victory (Victory Carriers); Southern Counties (Southern Trading) and the Edith (Bull).

All the beefs on these ships were squared away at the payoff or sign-on. We had the usual run of stuff on overtime that was settled in favor of the members involved.

The Del Norte came in clean in the deck and engine department with a few items



Suarez

in the steward department that were squared away to the satisfaction of all. The crew should be commended on a job well done. We also had a record payoff on the Steel Rover, which had no beefs and a very smooth payoff after a long voyage.

Brother Joseph Suarez, who had been riding the Del Norte for over a year is on the beach with us now. Joe has been sailing since 1946 and before that put in several years on tugs. Hailing from Donaldsville where he played ball since he was a youngster, Suarez, at 38, was the regular catcher on the Del Norte team and played a swell game.

For around ten years he played on the leading team in the Donaldsville area, the Young Yanks, as well as various winter league teams here in New Orleans.

### Del Norte's Catcher

Joe was catcher for the Del Norte when they suffered two drastic setbacks from the SIU Beachcombers. Joe says that the Del Norte crew, although good, wasn't good enough to handle the Beachcombers.

Recently Joe read a report about Mobile playing the Beachcombers and noted the mention in the LOG about a lot of hot air coming from the Beachcombers camp. Well, Joe says, the Mobile Bears better get some help before the game because they'll need it.

Joe, who is a newlywed, is looking forward with his wife, "Penny," to many happy years under the various welfare benefits and SIU conditions that are the best in the industry.

Lindsey J. Williams  
New Orleans Port Agent

## SIU HALL DIRECTORY

### SIU, A&G District

BALTIMORE	14 North Gay St.	Terminal 4-2674
Earl Sheppard, Agent	Mulberry 4540	Phone 5-8777
BOSTON	276 State St.	8klyn
James Sheehan, Agent	Richmond 2-0140	SECRETARY-TREASURER
Dispatcher	Richmond 2-0141	Paul Hall
GALVESTON	308 1/2 23rd St.	ASST. SECRETARY-TREASURERS
Keith Alsop, Agent	Phone 2-8448	Lloyd Gardner
LAKE CHARLES, La.	1419 Ryan St.	Robert Matthews
LeRoy Clarke, Agent	Phone 6-5744	Claude Simmons
MOBILE	1 South Lawrence St.	HEADQUARTERS REPRESENTATIVE
Cal Tanner, Agent	Phone 2-1754	Joe Algina
NEW ORLEANS	523 Bienville St.	
Lindsey Williams, Agent		
NEW YORK	Magnolia 6112-6113	
	675 4th Ave., Brooklyn	
	Sterling 6-4671	
NORFOLK	127-129 Bank St.	
Ben Bees, Agent	Phone 4-1083	
PHILADELPHIA	337 Market St.	
S. Cardullo, Agent	Market 7-1633	
SAN FRANCISCO	450 Harrison St.	
H. J. Fischer, Agent	Douglas 2-5475	
SAN JUAN, PR	252 Ponce de Leon	
Sal Colla, Agent		
SAVANNAH	3 Abercorn St.	
E. B. Tiley, Agent	Phone 3-1729	
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Jeff Morrison, Agent	Seneca 4379	
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Ray White, Agent	Phone 3-1323	
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### SUP

HONOLULU	16 Merchant St.	
	Phone 5-8777	
PORTLAND	522 N.W. Everett St.	
	Beacon 4336	
RICHMOND, CALIF.	257 5th St.	
	Phone 2599	
SAN FRANCISCO	450 Harrison St.	
	Douglas 2-5353	
SEATTLE	2700 1st Ave.	
	Main 6299	
WILMINGTON	440 Avalon Blvd.	
	Terminal 4-3131	
NEW YORK	675 4th Ave., Brooklyn	
	Sterling 6-4671	

### Canadian District

MONTREAL	463 McGill St.	
	Marquette 5909	
HALIFAX, N.S.	128 1/2 Hollis St.	
	Phone: 3-9111	
FORT WILLIAM	118 1/2 Syndicate Ave.	
	Ontario	Phone: 3-3221

PORT COLBORNE	103 Durham St.	
Ontario	Phone: 5391	
TORONTO, Ontario	88 Colborne St.	
	Elgin 5719	
VICTORIA, B. C.	617 1/2 Cormorant St.	
	Empire 4531	
VANCOUVER, B. C.	565 Hamilton St.	
	Pacific 7824	
SYDNEY, N.S.	304 Chaglotte St.	
	Phone 6346	
BAGOTVILLE, Quebec	20 Elgin St.	
	Phone: 543	
THOROLD, Ontario	37 Ormont St.	
	Phone: 8-3208	
QUEBEC	113 Cote De La Montague	
Quebec	Phone: 2-7078	
SAINT JOHN, N.B.	177 Prince William St.	
	Phone: 2-3049	

### Great Lakes District

ALPENA	133 W. Fletcher	
	Phone: 1238W	
BUFFALO, N. Y.	190 Main St.	
	Phone: Cleveland 7391	
CLEVELAND	734 Lakeside Ave., NE	
	Phone: Main 1-0147	
DETROIT	1038 3rd St.	
	Headquarters Phone: Woodward 1-9837	
DULUTH	531 W. Michigan St.	
	Phone: Meiros 2-4110	
SOUTH CHICAGO	3261 E. 92nd St.	
	Phone: Essex 6-2410	

# IN THE WAKE

The development and use of steam after 1807 would have been even more rapid had it not been for the monopoly of steam navigation in New York waters held by Robert Fulton. As it was, Fulton's monopoly led to the making of a historic trip in 1808, for a mechanic named Robert L. Stevens found that the steamboat he had built on the Hudson could not be used there. As a result he took it round to Philadelphia and, in so doing, made the first steamship passage on the open sea.

Twenty-one gun salutes appear to have originated in the British military service. Warships saluted by firing seven guns, seven having been selected probably because of its mystic and symbolic significance in sacred literature. Shore batteries, however, were permitted to fire three guns to a ship's one, three also being a symbolic number. Thus, batteries on the shore fired 21 guns, the difference arising from the fact that several centuries ago, when military salutes began, powder was very valuable and readily spoiled on board ship. It was much easier to keep a larger supply on land.

A particular superstition of the Chinese is that a ship is blind, so that no Chinese sailor will board a junk that does not have an eye painted on either side of the bow. In September, 1940, when the 17,000-ton freighter Mormacsun took to the water at Oakland, California, eyes had been painted on her bow as a good luck gesture, bringing an Asiatic custom to the western world. . . . Ancient Chinese belief was that the rescuer of a drowning person was responsible for the upkeep of that individual. And even today, the Chinese throw salt into the water where a person drowned to appease the sea gods.

Romanticized sea pirates in the Gilbert and Sullivan operetta "Pirates of Penzance" may not have come from there, but there is such a place near Cornwall, England, at the head of Mounts Bay NE of Lands End. A port for

the Scilly Islands, Penzance was sacked by the Spanish in 1595 and until the eighteenth century was subject to raids by Mediterranean pirates. . . . The fact that the word deck comes into English as a borrowing from the Dutch may indicate that they were the first to use decked vessels. The Anglo-Saxons, using open ships, would have had no need for the word.

A pilot is a man familiar with local waters, but stationed ashore, who boards vessels and guides them into and out of port. Before 1500, such a man was called a lode-man, while pilot meant a ship's helmsman. Lode was another word for way or course, while pilot had the significance of rudder. Landlubbers still persist in referring to a ship's bow as the prow, though this word is no longer used at sea except in a literary sense. The only "prow" known to the sailor of today is the proa, a Malay sailing-craft.

Since dead, as in dead ahead, is used to denote exact bearings, a bit of confusion is produced by having the word "dead" in the term dead reckoning. In this instance, dead probably stems from the abbreviation ded, meaning deduced, since a calculation of the ship's position by dead reckoning is made by estimating the speed and direction taken, not by a precise sight on the sun, moon or stars. . . . Staunch, once simply a nautical word meaning watertight, has come ashore to indicate strength, firmness or steadfastness in principle or loyalty.

The original name for a pirate was rover, a word related in origin to the land "reiver" or cattle thief. Rover stems from the Germanic for robber. Ashore, it has come to mean merely a wanderer. . . . Rummage, used in shore speech to mean to ransack or disarrange something while searching a place comes from the old words rum and run for the hold of a vessel. Its earliest meaning was to stow cargo, but it later came to be applied to the clutter and confusion of goods in the process of stowage itself.

# THE INQUIRING SEAFARER

Question: Do you take much personal gear when you ship out?

M. C. Patterson, bosun: I always carry a couple of suitcases and a sea bag because you've got to be prepared for almost anything. You never know for sure where you'll wind up on some of these runs so you have to have enough to go around. I'd hate to run short in some of these ports.



Richard Volkerts, steward: Usually one suitcase is enough, but sometimes an extra bag on a long trip helps out. You don't have to travel like a tourist with a trunk and lots of extra gear. As long as you have a couple of changes of work clothes and clean stuff to go ashore in, you're okay.



Juan Cruz, messman: It all depends on where you're going. Sometimes you start out with one bag and come back with three. I like to take along enough suits and shirts so I'll have fresh stuff every time I go ashore. I don't use the slopchest on the ship much. I've been buying everything at the Union's Sea Chest.



Arthur Gilliland, OS: I ship coastwise mostly, so I don't have to drag along too much stuff. If we knew that the Sea Chest was always coming to meet us, we wouldn't have to bring much of anything aboard. The trouble is, you don't get advance notice they're coming.



Robert Jones, FWT: You don't see me dragging on everything I own just to fill up my locker. One suitcase does the job, and you can always go to the slopchest aboard ship for anything extra. Half the time you don't know for sure where you're heading, so you do your shopping when you get there.

Joseph McFall, utilityman: All you need is a good-sized suitcase and a small handbag and you can go around the world with 'em. I carry my work and shore gear separately because they stay cleaner that way and, I know just where everything is. A lot of guys find it's a good idea to travel that way.



# MEET THE SEAFARER



JOSEPH PRISAMENT, steward

You can't take a fish out of water and expect him to thrive on dry land, and the old saying applies as well to all those who've gotten a taste of the sea and ships at one time or another. That's why you find more and more of those Seafarers who retired from the Union to try their hand at life ashore coming back every day.

One among this growing group is Steward Joseph Prisament, who, a year or so back, reluctantly yielded to the often-expressed inclination to attempt a life ashore close to the family, but found it couldn't work out.

### Began In 1944

Prisament first began to ship in 1944. The job he had at the time involved maintenance work on a chewing gum plant's assembly line, interesting enough at first, but dull routine after a while as identical packages of gum kept dropping off the line at the rate of hundreds a minute.

He started out as a messman and later a cook on tankers running to England, but with all its wartime restrictions it was a freer life than he had known before. While in England, Prisament recalled, he never saw a church with a roof because the B-bombs and incendiaries were coming over with the regularity of a clock to blast the countryside. But as far as his own experience went, the ships he was on never ran into serious trouble, either traveling alone or in convoy.

Toward the end of 1944, he figured there must be something to all the good things he'd heard about the SIU, so soon after he went up to the New York hall for the first time, he was sailing as a Seafarer. It was about this time that volunteer SIU organizers began riding Cities Service ships, even before the actual organizing campaign got underway, so Prisament, with barely a year of tanker experience under his belt, wound up on the CS tanker Powder River on V-J Day.

They were in the Persian Gulf at the time, he noted, when the news came over the radio. Seeking something with which to toast the

victory, the men on the ship worked out a deal with the crew of an English tanker nearby. "It was just like the way the Dutch bought Manhattan Island from the Indians with useless trinkets. Those guys must have been pretty far down on their luck, because we were able to swap every worn-out T-shirt and patched-up pair of dungarees in sight for bottles of whiskey and gin. What a bonanza!"

He pointed out that a Union man on a CS ship in those days was playing with dynamite. "It was worth your head to mumble the word 'Union' on those ships, but the men gradually began to realize where the better course lay." In any event, when the Power River returned to the States, he turned in quite a few signed pledge cards and took off for another ship. Eventually, of course, the success of the drive in the Cities Service fleet became history.

### Sailed All Areas

In the past few years Prisament has sailed Robin, Bull, Seatrain and Waterman ships in all areas and successively worked himself up to the rating of steward. He made one trip on a Bull Line Liberty to Puerto Rico in the black gang but that was the only time he strayed from the galley. A short while before the fracas started in 1950 he turned up in Korea, but there "didn't seem to be anything in the wind." He hasn't been back there since, but expects he may return before long if the opportunity for a Far East run presents itself.

He's been ashore for a while now working as a machinist in a plant making tank turrets, but finds that work ashore won't help you make ends meet when the week is over. Married, he has three children, a new baby girl and two boys.

One thing's sure, though. If the boys grow up and have the notion to go to sea, he'd be the last one to be sorry. "This type of life is one of the best you can find anywhere. The pay, conditions and welfare gains assure you a good living as long as you work, protection when you can't and good shipmates at all times."

# The Seafarers Puzzle

- 1. Ocean—(Ocean Trans)
- 5. Indian tribe
- 8. Where Taj Mahal is
- 12. Water about a castle
- 13. Served by the cook
- 14. Region NE of Paris
- 15. Port famed for gardens
- 17. Patron of sailors
- 18. Large arteries
- 20. Front
- 21. What Houston's canal is full of
- 24. Trick
- 26. Sinatra's wife
- 27. Used on Grand Banks
- 29. Navigation hazards
- 32. Score in canasta
- 34. Puerto Rico product
- 36. The Mormon state
- 37. Go into, as a harbor
- 39. Ship's prank
- 41. Rio de Africa
- 42. Country on Persian Gulf
- 44. Smuggling ship
- 46. Mr. Mele, of Chicago
- 48. Port of Fruit and shrimp
- 50. Plan, as a course
- 52. A man-made harbor
- 56. Like aircraft
- 57. Sooner than

- 58. Don't slam it in passageway
- 59. Supreme Court Justice
- 60. Weight of India
- 61. Look for

- 9. Once the lead- ing cotton port
- 10. Italian capital
- 11. Soon
- 16. Cut of pork
- 19. An amount
- 21. A woman
- 22. All tied up
- 23. Port where seafood is good
- 25. A good union
- 28. Moran boat
- 30. Ripped
- 31. Noted NY host
- 33. The Ger- man fighting ship
- 38. Old fighting ship
- 40. Swallow quickly
- 43. Pokes
- 45. Requires
- 46. Sail support
- 47. Toward shelter
- 49. Nude
- 51. Bush
- 53. Female deer
- 54. Shad
- 55. Orkney: Abbr.

Puzzle Answer on Page 21.

1	2	3	4	5	6	7	8	9	10	11
12				13				14		
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59						60				61

# TEN YEARS AGO

The Navy and Marines launched a full fledged attack against three islands in the Solomons, Guadalcanal, Tulagi and Florida. . . . The Nazis strengthened their invasion defenses in Norway. . . . The SIU launched a fight against the Army, which took over SIU ships and then refused to honor the contract, and cut wages, refused to pay any overtime, shifted quarters and overloaded the vessels with brass. . . . British bombers blasted France in continuous night raids.

The Supreme Court upheld President Roosevelt's power to have accused saboteurs tried by an Army trial board. They were found guilty, with six electrocuted, one sentenced to life and another to 30 years. . . . New York City had its first surprise blackout. . . . The SIU scored the Coast Guard's new power to blackball seamen. The Coast Guard answered with a special order saying that union activity was not to be used as a reason for blackballing a man. . . . The Essex, first big carrier in its class, was launched.

Fighting on the desert continued to seesaw. . . . The US cut its consular ties with Finland. . . . Newspaper delivery trucks in Min-

neapolis were fitted with wooden tires. . . . SIU won its fight for double pay and bonuses for torpedoed seamen who had to work their way back on the ships that repatriated them. . . . Brooklyn was nine games ahead in its league, and the Yankees led the American league by 1 1/2 games.

The FBI rounded up 87 aliens it accused of being dangerous during raids in one night in New York. . . . Home owners were warned to convert to coal heat if they had oil burners. . . . The Union told the deck gang of the Yaka to pick up the additional overtime they had coming to them. . . . An attack on Laval's home was foiled. . . . Reiser of Brooklyn led his league with a batting average of .340, while Williams of Boston led his league with .343.

India was accused of appeasing the Japanese. Gandhi answered by saying a free India would be an ally. When refused he ordered mass civil passive disobedience. . . . The SIU fought for better treatment of torpedoed and injured seamen, pointing out that injured British merchant seamen were entitled to regular pensions.

## SEAFARERS LOG

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## Knowing The Score

The SIU's standing policy of keeping the membership fully informed is pointed up by the handling of the resolution on the proposed constitution. Every effort has been made to see to it that each and every Seafarer, whether on ship or ashore, would have a copy of the proposal to study so that he can pass judgement upon it intelligently.

As soon as copies of the resolution were printed up they were mailed out to all SIU ships. Additional copies were placed in the hands of the membership on the beach when they attended the last membership meeting. Therefore, every Seafarer has had an opportunity to become familiar with the contents of the resolution.

But to make this doubly certain, this issue of the LOG contains a special eight-page supplement containing the text of the proposed constitution, the report of the constitutional committee, and in addition, an explanation of the contents of the document, clause by clause. Any additional information wanted by a Seafarer can be obtained at daily classes conducted in headquarters every afternoon.

By the time the proposed constitution comes up to a vote if approved at the third reading, chances are that Seafarers will know more about the contents of the proposal than they do about the US constitution itself.

~ ~ ~

## Rank And File Contract

When the SIU opens negotiations with the operators next Monday, the Union representatives will come prepared with a brand new agreement based upon what the rank and file working Seafarer wants. The Union's demands consist very largely of the suggestions sent in by crewmembers who were polled on that subject several months ago.

No other maritime union, or for that matter no other large union that we know of, has ever gone to the trouble of polling its entire membership for contract suggestions and then based its demands upon the requests of the membership. The SIU went through this procedure because it wanted to give the membership the broadest possible voice in determining the contract. Several months were then spent in preparation of a new contract based on these suggestions.

Of course, the Union's officials had quite a few ideas of their own which have also been incorporated in the Union's demands. Consequently the Union is going into negotiations with what it thinks is a very fine contract proposal, knowing it can count on 100 percent support from the membership, because these demands represent what the membership wants.

~ ~ ~

## New Immigration Law

This issue of the LOG contains a report specially prepared for this newspaper on the new Immigration and Naturalization Act passed by the last session of Congress. The Act makes several important changes in rules governing the entry of alien seamen and their eligibility for citizenship which are explained in general terms in the article.

The new law does not actually go into effect until December. In the meanwhile, the Department of State and the Attorney General have to write regulations under which the new law will be administered. As soon as these regulations are published, the LOG will carry an explanation of them for the benefit of interested readers.

~ ~ ~

## Raising Standards

US ratification of the four ILO conventions relating to shipboard conditions and the issuance of ratings to seamen is bound to have a beneficial effect. Other nations are expected to fall in line, and in the long run, the conventions will improve conditions and raise standards chiefly on foreign flag ships.

This is good news for seamen everywhere, and for American seamen whose conditions are always under pressure of competition from low-wage, poorly-fed foreign ships.

The one big loophole remaining is the fact that Panama, Liberia and Honduras, three countries that have become the refuge of shipowners who want to evade decent standards, are not parties to these agreements. But there is nothing to stop any country from ratifying them provided it is sincerely interested in the standards aboard its merchant ships.

LETTER  
of the  
WEEKDisabled Have  
Peace Of Mind

To the Editor:

It's hard for me to find words to tell you how grateful I am. The disability benefit is giving peace of mind to the old and making their last days happier. What would most of us do without it?

Brothers, it isn't something that just happened. Here is the answer to it. The honest, conscientious and hard-working men who have been heading our organization deserve a lot more credit than we have been giving them. We don't have to name them. We only hope they are around many years more.

Brothers, just keep the SIU in mind, all day and every day. This is our job and all ours.

Help SIU Officers

Reading the LOG regularly gives us the right answers and the reasons behind them. We put men in office. All right, now let's give them all the help we can in carrying out any movement which is to the best interest of our Union.

We may disagree on national policy and a lot of other things, but there must be a united front in matters affecting the prestige and security of our Union.

In coming weeks our Union will be meeting with the operators for a new agreement and we think it would help at this time if all our members would keep our Union working on the highest possible level. Our committee will have plenty to do with the issues on hand, without having to answer operators' questions about guys fouling things up.

I could tell you here about the early days. I made my first trip on a Spanish tramp in 1903. Old-timers know all about conditions then. The young lads going to sea now—well they have so many interests these days they just can't be bothered. And who can blame them? Not me I'm sure.

Their job is to keep all the good things for which they have fought hard for and I believe they are capable of doing that.

Best Labor Organization

I'm pushing 68 and don't expect to be around long, but while I'm here I'll always be doing all I can (it's so little) for the betterment of the best labor organization in this country.

I know that's a pretty broad statement but I think it's true. Here in Kentucky where I live I have an opportunity to talk with men of many crafts. There is so much to say on how well off Seafarers are but I'm going to skip it.

In conclusion, I want to thank all who have had a hand in making life better for me. God's blessings on you all.

John B. Hegarty

(Ed. note: Brother Hegarty is one of the disabled Seafarers who is currently receiving the \$15 a week disability benefit recently instituted by the SIU.)

## 'Spelling It Out'



## As I See It

by PAUL HALL



## OUT IN SINGAPORE A LITTLE

incident took place recently which is of considerable credit to every Seafarer and particularly to the heads-up crew of the Steel Navigator. It appears that several months ago, the local people in that city donated blood to save the life of a Seafarer off another Isthmian ship who had to be left behind at the hospital there.

When the Union learned of the incident, an appeal was published in the SEAFARERS LOG asking all the men who stop in that port to give the local blood bank a boost so that enough blood would be on hand to meet emergencies both in the local population and for visiting seamen.

The Navigator was one of the first ships to hit Singapore since the word got around, and 21 crewmembers made it their business to go down to the local blood bank and donate a pint apiece.

We're happy to say that this incident has won a lot of favorable attention both in Singapore and here in the US. The Singapore newspapers gave it quite a spread with photos, and similar items have appeared in a great many newspapers across the country.

This crew has done a fine job of on-the-spot public relations for Seafarers and for American seamen in general. It's things like these that build genuine international good will more than all the speechmaking of diplomats and politicians.

Besides that, it couldn't have come at a more appropriate time as far as the port of Singapore is concerned, because in recent months your Union had received word that a few performers were making a nuisance of themselves there and generally getting into everybody's hair. As a result, the residents were getting a little down on American seamen because of the behavior of these foul-ups.

It took an SIU crew to show what all of us know, that Seafar-

ers are ready to respond to the call for help wherever they may be. Your Union is pretty sure that the example of the Steel Navigator will be followed by other crews to the mutual benefit of all concerned.

~ ~ ~

WE'VE HEARD TALK IN some circles, who should know better, that the Communists are finished in the American labor movement and in maritime. The plain facts are that they are very much alive and kicking, judging from the latest maneuver by Harry Bridges to revive the ill-fated Committee for Maritime Unity under a new disguise.

A lot of fellows will remember that right after the war, Bridges set up this outfit together with the NMU to serve as a front for him and as a sledgehammer to crack the SUP. The first thing he tried to do was move in on the SUP steam-schooners, but as he found out to his sorrow, the AFL maritime unions got together quickly and made hash out of this raid by putting the squeeze on NMU ships in all ports. That was the beginning of the end of the CMU. It didn't last long after that.

But one thing you can be sure of. The Commies never give up trying. Now Bridges has a new rig working called by the fancy title of "Maritime Federation of the Pacific." As far as the AFL maritime unions are concerned this is the same phony CMU setup again with the same purpose—to hard-time the AFL Maritime Trades Department and all of its member unions.

The difference this time is that very few outfits in maritime are going to go for this kind of deal. Since the CMU folded, the maritime unions, with few exceptions, have put the Commie leaders out of business.—and, there is a powerful, full time AFL Maritime Trades Department in existence.

The AFL Maritime Trades Department is well-prepared now to cope with anything that Bridges may try to pull. We're sure we can handle it in stride.

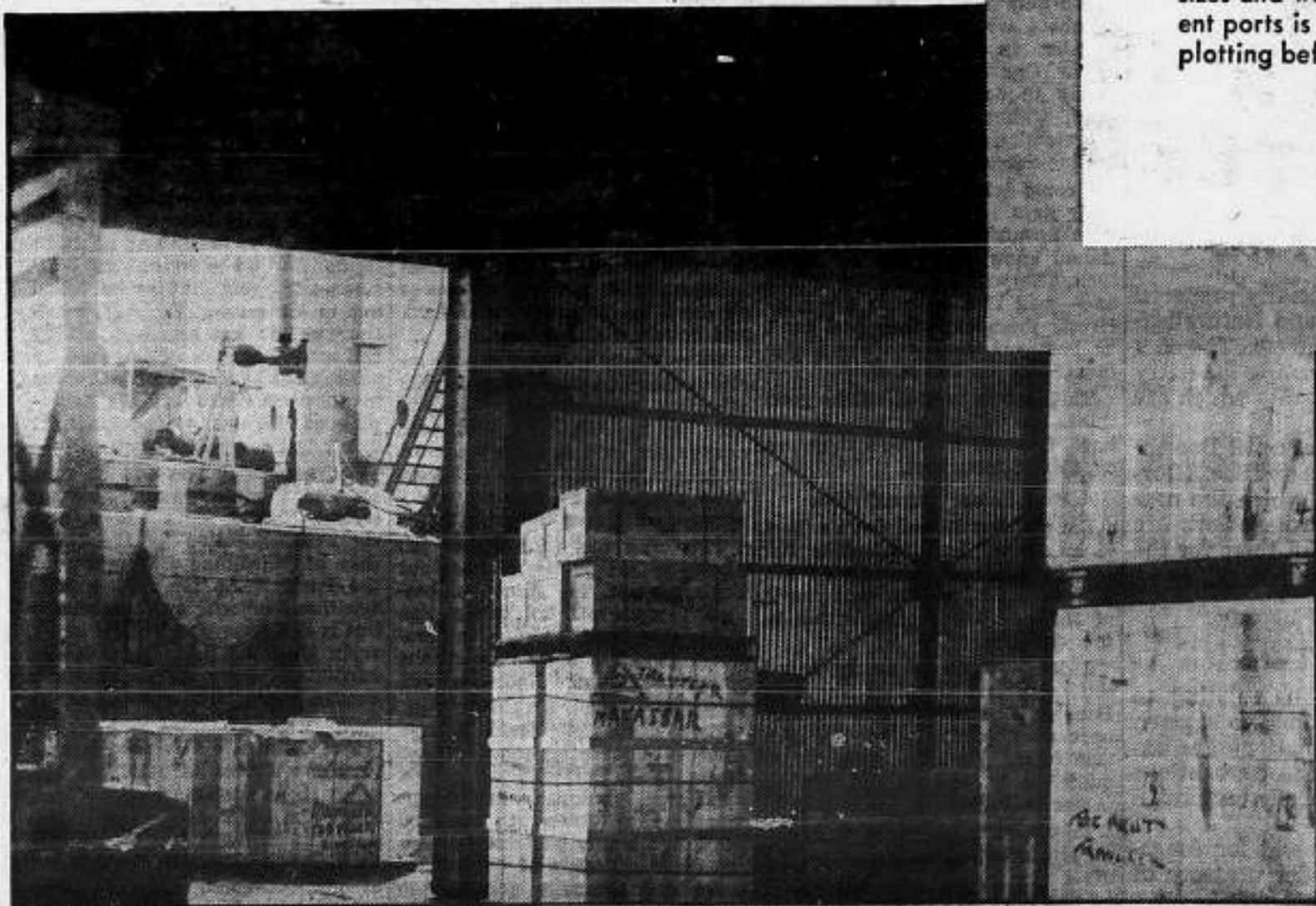


A quick glance behind the noise and apparent confusion on the pier shows some of the work and planning that go into stowing a general cargo aboard a freighter.

To the casual observer, the loading of a general cargo ship appears to be a mixture of confusion and noise. Yet, even among the men working dockside, few know how much planning went into the operation before the hatches were opened.

Stowing the conglomeration of articles that make up a general cargo is not a matter that can be left to guesswork. Having the right cargo available for the right port at the right time is something that doesn't just happen.

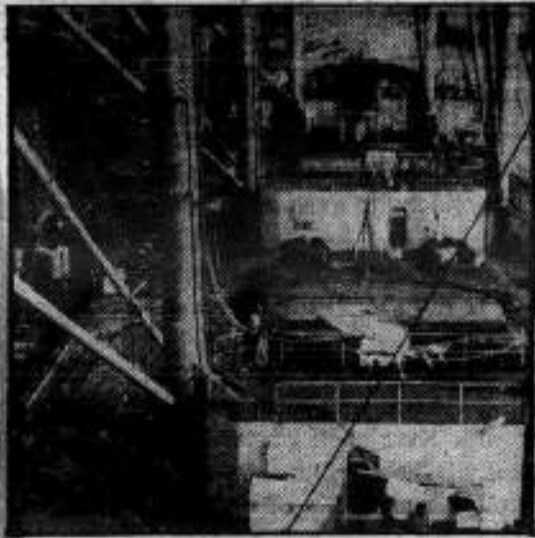
Stowing shipments of various shapes, sizes and weights, all destined for different ports is the sort of thing that requires plotting before it's put aboard the vessel.



While boxes are piled inside a warehouse, a crate stands in the doorway ready to be swung aboard the ship. The crates, clearly marked with their destinations, have been stacked at this doorway because they have previously been earmarked for the particular hatch served by this door.



The pier superintendent checks crates' location on the stowage chart.



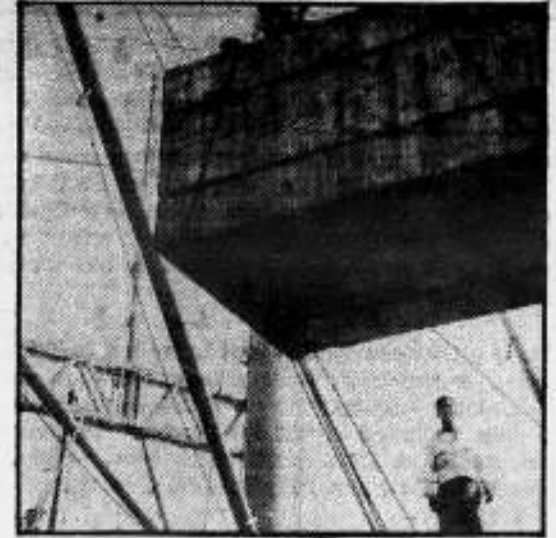
A crate is lowered into the hold, but previously loaded cargo need not be moved.



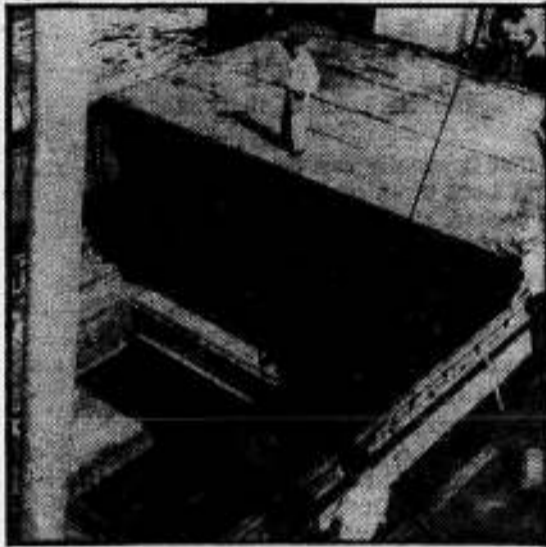
These drums will be swung right into the spot where the stowage plan puts them.



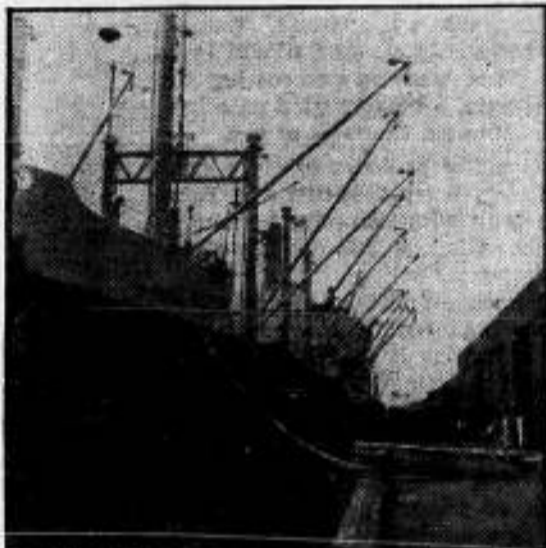
The stowage plan is checked against the actual stowage in the hold while it is loaded.



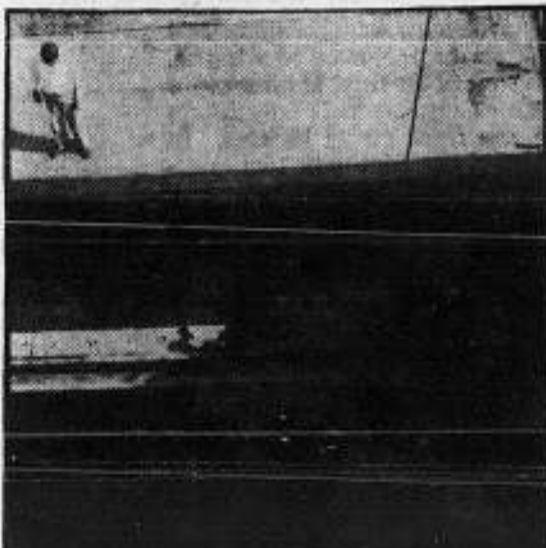
This crate had a spot in the hold reserved for it before it even arrived at the pier.



Because of planning, only half the hatch is needed to top off on all three levels.



With booms swung over the side, the Steel Traveler tops off in New York before sailing.



With planning, all three holds can be reached although the ship already loaded at three ports.

As the crates of machinery and pallets of boxes that are piled on a pier are swung aboard a ship and swallowed by the hatches, the question of stowage seems to boil down to a busy effort to cram cargo into every available corner and crack.

The fact that it flows aboard the vessel smoothly and does fill every corner, however, is part of a carefully planned operation that revolves around one or more men sitting around a desk perhaps over a thousand miles away in the company's main office.

It revolves around a carefully drawn diagram of the vessel's hold that tells the pier superintendent in each port of loading what cargo is scheduled for a particular ship, and exactly where it is to go aboard the vessel.

It's all part of a centralized operation that has to take into account the type of cargo, the loading ports, the unloading ports, the trim of the ship, the capacity of the ship, the stability of the vessel, and the bulk and weight of each piece of cargo that is to go aboard.

#### Coordinates Cargo

This is the operation that has to take cargo being sent by perhaps over 100 shippers throughout the country and make sure it gets aboard the ship. It also has to make sure that the tractor to be delivered at the first port of call isn't buried under cargo scheduled for the fifth port of call, and it has to make sure that the heavy machinery loaded in Baltimore isn't put on top of a shipment of cheese that was already loaded in New Orleans.

Then too, it has to make sure that cargo like sulphur and lampblack aren't stored in the same hold—because if you mix the two you get gunpowder. And all the while it has to make sure that the vessel keeps her proper trim and stability even though she's going to unload in between five and ten different ports.

#### Here's An Example

As an example of the way the operation works, let's take an Isthmian ship that's going to load at Galveston, New Orleans, Baltimore and New York. After that, she'll deliver her cargo to Gibraltar, Suez, Bombay, Madras and Calcutta.

Although this would actually be only part of the itinerary of an actual ship, this simplified example will help explain just what happens.

Isthmian has space salesmen all over the country. They take the orders from the shippers, schedule the cargo for a specific ship and port, and then send the orders to the New York traffic office.

#### Charts Drawn

The traffic office makes sure that the ship can take all the cargo booked, and then turns all the orders over to the operations office. There, a stowage chart of the vessel is made up for each of the loading ports, as well as a master stowage chart to show what she'll be carrying when fully loaded.

The problem is complicated when, in Galveston, you load tractors for Suez, cotton for Bombay, heavy machinery for Gibraltar, and sulphur for Calcutta. Then, in New Orleans, you pick up oil for Madras, wheat for Calcutta, flour for Suez and a couple of crated cars for Gibraltar. The same thing happens in Baltimore and New York.

The cargo loaded in each of these ports must be stowed so that it will not interfere with the loading at future ports. This is just one of the reasons for planning.

At the same time, the destination of the cargo must be considered. The cargo destined for Gibraltar must be accessible when the ship gets there, and mustn't be blocked or covered by cargo slated for a later port of call.

Here's it's obvious that the machinery loaded at Galveston and scheduled for Gibraltar can't just be stored in a rear corner of a lower hold, nor can cargo to be loaded at New York but scheduled for Calcutta just be loaded on top.

At the same time, for the stability of the vessel, it is best to get the heaviest cargo in the lower holds.

#### Use All Hatches

The trick, of course, is to use all the hatches and distribute the cargo evenly at each port of loading, and also load the cargo so that about the same weight is unloaded from each hatch at each of the ports of call. That way, there's no problem about trim.

The way it's done, whenever possible, is that the cargo is loaded along the bulkheads in each of the holds. That way, the hatch itself is left free and open. So, even though cargo has been put in number 2 'tween-decks at Galveston, cargo can still be put in number 2 lower hold at New Orleans without having to move the other material.

This way, a hole or "well" is left right down the middle. All the cargo piled around it can be easily reached. Thus, the shelter deck and 'tween deck holds can be completely loaded—except for this well—and yet the cargo nets can go right down to the lower hold without any trouble.

The same basic principle is followed for all the loading ports, if possible, with actual hatches the last part of the hold to be filled, and the first part to be unloaded. How successfully this can be done, of course, depends primarily upon the type of cargo booked and the ports to which it is going.

Of course, the thing that makes the operation even more complicated is that the vessel will probably be picking up some new cargo at each of the ports where she unloads.

#### Stability Considered

The amount of deck cargo that can be carried depends upon the stability of the vessel, and that depends on how much of the cargo weight can be distributed in the lower holds. If a large percentage of the

cargo weight can be put in the lower holds, then a large deck cargo can be carried since the vessel's center of gravity will be lower.

A vessel that has a good distribution of weight in her lower holds may be able to carry a full deck cargo of automobiles on one trip, and yet if the distribution of cargo in the holds is not so good on her next trip, she may not be able to carry any deck cargo at all.

#### Draw Charts

So, taking all the booking orders that have been made for the vessel, the operations office draws up a stowage chart for Galveston, another for New Orleans, and one for each of the other loading ports. These charts are airmailed to the pier superintendent in each of the ports.

Of course, while these charts are being drawn up, the men are armed with tables that show them how much weight and how many cubic feet they have to allow for various types of merchandise, as well as tables showing them the percentages needed for trim and stability and the amount of cargo that can be carried by the ship.

When the pier superintendent gets his chart, most of the cargo will already be on the pier, already marked with the colored code symbols that give its destination.

#### Can Make Changes

Following the original stowage chart as closely as possible, the superintendent also has the responsibility of making changes that appear, for one reason or another, to be more efficient.

All the cargo has already been marked in on the original stowage chart, but such things as failure of certain cargo to arrive at the pier in time to make the ship may make it necessary for the pier superintendent to make some changes.

After he has loaded all the cargo in his port, the superintendent then sits down and draws up a finished stowage chart, complete with colored symbols and markings, to show exactly what has been loaded and exactly where it was actually stowed.

#### Other Complications

Of course there are many more complications to the picture. For one thing cargo is usually still being booked right up until the final loading hour, and there are other factors that keep popping up, but there is no need to go into them here.

The main thing is that each pallet that is swung aboard the ship has been considered carefully in the operations office and has been earmarked for a specific spot in a certain hold perhaps even before it actually got to the pier.

There's no guesswork and nothing left to chance, for the actual planning of stowage a cargo aboard a ship is a fine science unto itself and is handled by highly trained specialists.

# MARITIME

France's new liner, the Flandre, ran into some embarrassing trouble on her maiden voyage. On the way to New York her oil filters clogged, making her a day late. She anchored in New York's Upper Bay and a short circuit cut out most of her electric power so she couldn't raise the anchor. Then she had to be towed to her pier. Her return sailing was delayed two days for repairs.

A "floating thermos bottle" was launched in Texas. A 167-foot barge, it contains an insulated tank with a 1,000-ton capacity for carrying molten sulphur at temperatures of 300 degrees . . . The Danish Kista, a cargo ship designed as an ice-breaker for Arctic service has been launched. Rated at 1,200 deadweight tons, she'll carry 24 passengers and make 12 knots when fully loaded. The Greenland Trading Co. has chartered her.

Two seamen were killed when the Greek freighter Triton was in a collision with the Alaska Steamship Company's Baranoff at Entrance Island just outside Nanaimo Harbor, BC . . . Estimates say there are at least 4,000 shallow-draft vessels which regularly ply their trade in New York Harbor . . . The Military Sea Transport Service's Atlantic Area Command let \$199,922 in contracts from July 14 to July 27 for work done on Navy transports.

The privately-owned United States ocean-going tanker fleet decreased by six vessels between January and July, but is still the largest ocean-going tanker fleet in the world under one flag. In January, the US had 457 ocean-going tankers totalling 6,806,286 deadweight tons. In July, the figure was 451 vessels totalling 6,740,954 deadweight tons. The sale and transfer of 4 vessels totalling 48,590 deadweight tons and the loss of 3 ships totalling 34,842 in disasters made the difference, while during the period there was 1 new tanker of 18,100 added to the fleet.

In 1949, the US had its largest ocean-going private tanker fleet with 474 ships totalling 6,889,000. At the present time, some 58 tankers totalling 1,582,645 are either on order or already under construction in US shipyards. Of these, however 27 are destined for foreign flags, while 31 will go under the US flag. While the privately owned US fleet makes up 24 percent of the world's total, only 6.6 percent of the new vessels now on order or under construction in the world is destined for the US flag.

The Government accepted new bids for the raising of the tanker F. L. Hayes which exploded and sank in the Chesapeake and Delaware Canal May 15 with 4 men killed. Since then, it has blocked the canal and resulted in losses of over \$1,000,000 to shippers. Salvage attempts have been unsuccessful, and attempts may now be made to dynamite the hulk so as to clear the canal for traffic once more.

A disagreement over rental fees has held up the subletting of waterfront property to the New York Port Authority by the City of Hoboken. The Maritime Administration has leased the land to the city for \$1 per year for 52 years on the condition that it sublet the land to the Port Authority for improvement. The city wants \$300,000 in a lump sum from the Authority for rent, while the Authority wants to stagger the payments.

Three new freight vessels have been launched by rejuvenated German shipyards. All sleek, fast ships, they are the Pacific of 6,300 deadweight tons, the Mujolu of 6,700 deadweight tons, an unnamed 9,000-deadweight ton twin screw vessel, which is a sister ship to the year-old Silver Gate, which is a 19.5-knot freighter. In 1939, the German merchant fleet ranked fifth in the world. During the war, Germany lost almost all of her 4,500,000 tons of shipping. Now, Germany has climbed back up to 14th place in the world with 1,300,000 gross registered tons and expects to continue adding to her fleet.

Work has begun on the charred hull of the Norwegian freighter Black Gull, which exploded and burned off Montauk Point, Long Island, with four lost. The hull sank off Staten Island as fireboats continued to pour water into her to fight the fire while a tug towed her. The hull has now been refloated and a survey of the damage has been started.

New York City is expected to take action in the very near future on an over-all improvement program for its port, which would include pier reconstruction and modernization as well as an overhaul in the rental charges, railway rates and other general costs. Nine committees that were appointed by the Mayor have now turned in their reports on port conditions and the action, if any, is expected to stem from these reports . . . Four military troop ships, the Gen. A. W. Brewster, Fred Ainsworth, Gen. W. M. Black and Sgt. Charles Mower all arrived in San Francisco.

## THE LABOR ROUND-UP

The steel strike ended, and once more the blast furnaces are in operation. The longest strike in the industry's history ended during a White House conference. The workers got a 21-cent-an-hour wage hike, a modified union shop and other fringe benefits. The companies got a price hike of \$5.20 per ton.

Bargaining continued on other issues, like management rights clauses, incentive pay and local conditions. A few companies held out, but were expected to fall into line shortly.

The International Ladies Garment Workers Union, AFL, launched a drive against some 100 scab shops in the New York area. The drive, which was launched with picketlines throughout the Manhattan garment district, had the support of the organized employers, who claim that the unorganized shops constitute unfair competition.

The Order of Railway Conductors and the Pullman Co. reached a settlement of their 18-month-old dispute just five days before a strike was scheduled to start in Chicago. The agreement included a basic pay hike of 12½ cents an hour retroactive to Jan. 1, 1951, and a cost of living escalator clause which should mean about 12 cents more an hour.

Workers in the New Orleans tank engine plant of the Chrysler Corp. have voted to accept an agreement which includes them in the national CIO United Auto Workers Chrysler contract. They had threatened to strike because they were being offered less than other Chrysler plants.

The Communications Workers of America, CIO, have gotten WSB approval on its contracts with 11 Bell System companies. The new contracts give wage increases averaging 11½ cents per hour, and affect about 200,000 workers.

Three furniture salesmen in Toledo, Ohio, got \$1,610 in back pay when the Retail Clerks International Association "reminded" their boss that he had overlooked split commission and average-earning holiday pay clauses in the contract. . . Some 120 women janitors at the Allis-Chalmers plant in Wisconsin were awarded \$37,000 in back pay and a wage hike of 10 cents per hour after the United Auto Workers, CIO, insisted the women were doing the same work as men and were entitled to the same pay.

## • On the Job •

Due to the nature of the cargo and the design of the ship, the deck gang on a tanker faces maintenance problems which are quite different from those on dry cargo ships, not the least of which are due to the fact that the tanker's deck is periodically awash with seas in rough weather. This is common when the vessel is fully loaded and riding low.

The outside surfaces of the ship are cared for pretty much in the same way as on any other ship; with chipping hammer and paint brush. Sometimes the deck itself will be paved with an asphalt or tar-like substance which resists the corrosive effect of the regular sea-water bath to which the deck is subject. However, the main job of maintenance involves the cleaning of tank interiors. The type of cleaning in turn depends upon the nature of the oil cargo carried by the vessel.

### Accumulate Sticky Sludge

Tanks which carry heavy crude (black oil) will accumulate a sticky sludge due to the impurities in the cargo. Usually, after the tanker has discharged cargo and put to sea the cleaning operation will get underway. First, the tanks will be flooded with steam for as long as 12 hours depending on the amount of sludge that's in the tank. The effect of the hot steam is to loosen the sludge off the tank sides and other surfaces. After the steam is shut off, the tank is washed with hot water under high pressure. Usually this is done with the Butterworth machine which consists of a large revolving sprinkler system. The machine is lowered into the hold and as it revolves it sends a stream of hot water under high pressure against all parts of the tank. The machine can be set for certain depths because its hose is marked at five foot intervals.

The advantages of Butterworthing are that it usually can cover tank surfaces far more thoroughly than a hand hose handled by the crew on deck. In addition the pressure can be higher, about 175 pounds per square inch, and the water can be made hotter than men could handle without scalding. Whether washed by machine or hand hose, the ship's pumps are at work during this process, discharging the mixture of sludge and water over the side of the ship.

### Non-Sparking Shovels

The Butterworth machine system will clean the tank out thoroughly without any men having to go into it. Sometimes though, there may be some sludge left on the bottom, or some of the parts of the tank might not have been touched by the hot water. After cooling off the tank, the men can enter and wash off the rest of the sludge with a hand hose, or else, take up the remainder with non-spark shovels or scrapers.

After the tank is cleaned, wind sails are set up to ventilate them. These are made of canvas spread on hoops or wire rings with canvas wings on top so set as to catch the wind and ventilate the tank.

### Problem Of Rust

The process of cleaning the tank usually renders it gas-free. Sometimes, though, after the tank has been thoroughly cleaned it will test gas. In this situation the whole steaming and washing process has to be repeated. This is particularly true if the tanks have carried gasoline as several washings are sometimes necessary to rid the tank of gas.

In tanks which carried gasoline, the cleaning problem is quite different as the tanks tend to accumulate a very heavy coat of rust. This means that the crew has to go into the tank with chipping hammers after the steaming and ventilating process. When this is done, a careful watch has to be kept over the chipping crew with repeated testing for gas, even though the tank may have been found free of gas when work started. Gas tends to accumulate underneath the rust, and when the rust is removed in sufficient quantities it may be released, affecting men working in the tank. If anybody in the chipping crew starts behaving in a bewildered or slap-happy manner he should be taken out of the tank immediately.

### Gas-Testing Devices

Testing for gas is done with any one of several devices designed for the purpose. One such gadget draws a sample of the air in the tank through a hose and sends it into a recording box which indicates on a dial whether or not there is any gas in the tank.

In the event a tank is not completely gas free, it is possible to send men into it if need be for a repair or brief inspection with a fresh air breathing mask. This is made up of a helmet, attached hose and hand pump on deck which pumps fresh air to the man wearing it. Under no circumstances should an oxygen mask be used as this could invite a fatal explosion. Nor is a gas mask of any use as it only filters the air in the tank and doesn't produce any fresh air of its own. In any event, a safety line should be attached to the man with two crewmen standing by in case the man needs aid. It is common sense never to enter a tank with a welding torch or any other open flame unless it has been certified gas free by a chemist who has taken air samples and tested them in the laboratory.

### Burly

Follow Burly Every Issue In The Seafarers Log



# From Foe'sle To Family Man . . .



Seafarer Arthur Gilliland, DM, tries his hand at feeding his young son Daniel while his wife Joan looks on. He paid off the Seatrain Louisiana just in time for baby's birth July 23.



Ice water doesn't seem to turn the trick, the new dad next turns to the baby formula. Young Daniel qualified Gilliland for the hundredth maternity benefit paid out by the SIU.



Gilliland applies a little Seafarer know-how off the ship in the unfamiliar surroundings of the kitchen to sterilize and prepare the gear he'll need to complete the job.



Success! Confidently admitting now that it wasn't so hard after all, the new father reaps the harvest of his labors as Daniel falls asleep and quiet again descends on the household.

## SIU Welfare Pays Out 100th Birth Benefit

(Continued from page 2)

Bronx across the street from his wife, who is 20, for some time before he met her. One day Joan's dad was fixing his car in front of the house and Gilliland offered to help him. As a result, he met Joan

## Terpe Named SIU Director Of Organizing

(Continued from page 3)

ters organizer throughout the drive, working out of the New York office. After the successful conclusion of the Cities Service fight he helped organize other non-union companies and also served as port agent at Lake Charles, Louisiana. In this job he became thoroughly familiar with all tanker operations throughout the Gulf area.

Seafarers will recall that in the Cities Service campaign the SIU organizing drive won a complete victory over the bitter opposition of a multi-million dollar oil company that spent millions and utilized a company union and labor spies to beat the Union.

### Top-Notch Conditions

As a result of that drive, Cities Service seamen are now sailing under top-notch SIU conditions and harmonious relations have been established between the company and the Union. Cities Service seamen fired in the course of the drive were shipped through the SIU and received half-a-million dollars compensation thanks to the Union's efforts on their behalf. They are now sailing Cities Service and other SIU tanker and freight companies.

Besides his organizing activities, Terpe is now conducting educational forums at headquarters for staff organizers and new men in the Union to acquaint them with all the varied functions and membership services of the SIU.

and later married her. Their new son was born the day before their second wedding anniversary.

The proud papa has been sailing since 1945, except for one year in the Army during 1949, and has always sailed with the SIU, which, he says, "is the best Union anywhere."

He expects to be looking for another ship pretty soon, but figures he'll wait for a coastwise berth so he can get home every once in a while.

Meanwhile, he says "this maternity benefit came along at just the right time. It's really great to have a Union that makes it possible for a man to have a family through good wages and conditions and now this maternity benefit. We expected to put a big dent in our bank account with the baby, but the maternity benefit came along just when we needed it."

### Boys Still Lead

In the over-all picture, the race between the boys and girls saw the boys lengthen their lead. Two weeks ago, there had been 39 boys and 36 girls, but during the past two weeks payments went out for 20 boys and 17 girls to bring the totals up to 59 boys and 53 girls.

Strange as it may seem, during the past two weeks the new girls were way out in front in the southern ports, while the boys led the field in the northern ports.

The Seafarers who each collected a \$200 maternity benefit check and whose babies each got a \$25 US bond from the Union during the last two weeks include:

Paul E. Reed, Richard F. Taylor, Dewey Saxon, Martin Sierra, Chester A. Yow, Antonio Perez Guillen, Aycock Brown Jr., Ismael Galarce, Glenn Reid, John W. Pearson, Joseph F. Casem, Charles Newton, Leo B. DeLoach, Kenny Ray Warren, John E. Whitlock, Robert Robertson, Daniel Marine, Samuel Cooper, Pedro Perez, Lester Larkin, Wiley Parrott, Sammy Dulaca, Jim Spencer.

Also, Joseph Barlow, Arthur Gilliland, Charles Gallagher, George Kaufman, John Powe, Charles Katsanis, Harris Phillips, Lawrence Smith, Frank Sawyer, Alexis Ben-Kori, Roy White, Paul Woodcock, John Cobb, and Samuel Stewart.

## Int'l Pacts Aid Seamen

(Continued from page 7)

convention call for regular checks of food and water supply as well as galley spaces and equipment. This includes inspection at sea. In the event a shipowner or captain fails to comply with the regulations the responsible person would be subject to penalties.

### Cooks' Exam

The convention on certification of ships' cooks, calls for a minimum age for cooks, a minimum amount of sea time and passage of an exam testing the man's ability to prepare meals, draw up menus and handle and store food.

This convention will go into effect three years after it is ratified. If a ship's cook has shown in that three-year period that he is a qualified worker this will be accepted as equivalent to certification through an examination.

The third convention deals with medical examination of seamen. It calls for all crewmembers to produce a certificate of physical fitness, with particular attention to hearing, sight and color vision as well as freedom from disease that is likely to affect the health of another crewmember, or be aggravated aboard a ship.

For two years after this convention goes into effect, a seaman will be permitted to sail without such a certificate if he can show he has

been regularly employed in maritime for at least two years before that time.

### Minimum Age

The agreement on certification of ABs calls for a minimum age of at least 18 years. The candidate must have either three years' sea time, or a combination of two years' sea time and a training school course, or 18 months sea time and a training ship course. He must also pass an exam for AB and lifeboatman.

In this particular instance an understanding has been reached that nothing in the convention would interfere with the issuance of blue AB tickets. These tickets are considered an intermediate

rating and not a full AB rating as is the green ticket.

The convention on food and catering has been ratified by five countries thus far: France, Bulgaria, Canada, Belgium and Portugal. The agreement on certification of cooks has been okayed by more than the required nine countries and is in effect for France, Britain, Bulgaria, Netherlands, Canada, Ireland, Belgium, Norway and Portugal.

The medical exam convention has been approved by France, Bulgaria, Canada, Belgium and Portugal, five out of the required seven. The AB agreement, which required just two ratifications, has had seven in all.

## New Alien Seamen Law

(Continued from page 2)

the US from a foreign country, the Immigration Service must receive a complete list containing the names of all aliens employed on the ship as well as their ratings, where and when they signed on, and who paid off in the US if any.

Similarly, when the ship leaves, it has to supply the Immigration Service with another list. This will contain the names of any aliens who were signed on in the US, the names of all who paid off or were fired in the US port, as well as any deserters.

### 29-Day Permit

When the alien crewmember arrives in a US port, he will be issued a so-called "conditional permit" which permits him to remain in the US temporarily for a period of no longer than 29 days. This doesn't apply to any alien who has been admitted for permanent residence on a visa.

The Immigration Officer has the power to limit the temporary permit to less than 29 days. Also the Attorney General can revoke the permit if he believes that the alien doesn't intend to leave within the 29-day period, and can arrest and deport him.

An alien on a temporary permit who deliberately remains in the US over 29 days is subject to a fine of \$500 and/or six months' imprisonment.

### Fingerprinting

In any case, all aliens who want to enter the United States, including alien crewmen, must be registered and fingerprinted. Just how this is to be done will be set forth

under regulations that the Attorney General will issue.

Since the new act deals with both immigration and naturalization laws, it will be administered by two departments, the Department of Justice and the State Department. Both departments are now in the process of writing up regulations which will affect alien seamen. It is expected that the regulations will be made public sometime in October or November.

As soon as these regulations are made public, the LOG will publish that material which deals with regulations of alien seamen. In the meantime, Seafarers with any questions can write to the LOG.

## Union Opens Pact Talks

(Continued from page 3)

Union hopes to secure a contract that will best meet the desires of the working Seafarer.

SIU Secretary-Treasurer Paul Hall, commenting on the negotiations, declared: "We don't expect to have an easy time of it with the operators. As you know, they are never very enthusiastic about opening up the purse strings for the men who make the money for them. But the Union is confident we'll come out of the sessions with a good agreement because your negotiating committee knows it can count on 100 percent support from the membership to back them up."

## Comm. OKs Const. Vote

(Continued from page 3)

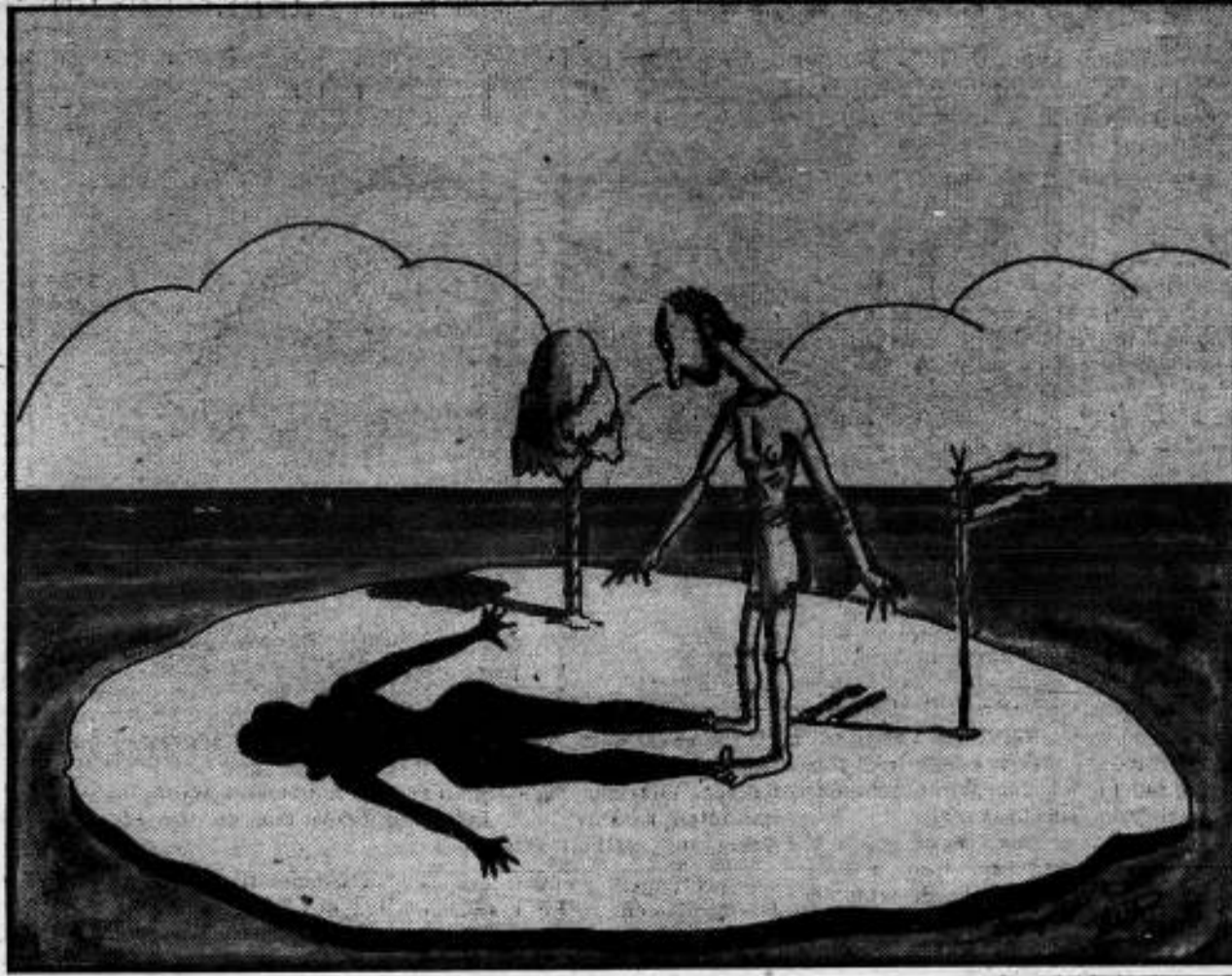
feel that we could not make any change that would improve upon it for these purposes."

Consequently, the committee recommends that the proposal be placed on a secret ballot to run 30 days from August 18, 1952, and that the complete text of the proposal and their report be published in the LOG. That is being done in this issue.

Members of the committee as chosen by the membership were: deck department, Charles Palmer and John A. Ziareis; engine department, Maurice P. McCoskey and Walter J. Szostak; steward department, Cliff Wilson and Alonzo Milefski.

## Shadow-Dreams

—Contributed by Joseph Tremblay



## The Big Blond Who Stowed Away

Back in 1908 the masts and yards of sailing vessels, lying in Boca and Baracca of Buenos Aires, resembled a forest park. From the waterfront cafes came the sounds of music, laughter of señoritas and the hoarse voices of sailors making love.

Among the women of Boca was Minna, a big blonde, just 18, whose mother kept a boarding house for sailors. Then a boarder, Jack the sailor, came into her life. He was a dandy, dark and handsome and a perfect lover. Together they fell in love. Later they slugged an old sailor who had paid off with plenty pesos. The old sailor went out and never came to, so Jack and Minna lay low and looked for a chance to leave the country.

### Stowed Her Aboard

A French bark was ready to sail so Jack shipped aboard her and in dead of night hauled Minna aboard with handy billy over the bow. Then he stowed her away in the chain locker. With the bark under way for Newcastle, Australia, Jack brought Minna into the foc'sle to keep him company. The French sailors went, "oo-la-la!"

As in most ships there is always one who runs to the captain with a tale. So Minna had to see the French master, a mustachioed beau. She went aft and spent the voyage through the gales of "Roaring Forties" in a cozy cabin as the captain's guest. Jack, sweating it out in the foc'sle, was not allowed to see his love. He swore in helpless rage which made the sailors laugh.

After sixty days, the French bark arrived at Newcastle. The captain took Minna ashore, treated her like a lady, bought her an expensive diamond ring and gave her money for passage to France, to wait his arrival for the wedding day.

Needless to say, Minna made a fool of the French master. She went to work as barmaid in the Black Diamond, a sailors' saloon, while Jack hung around and looked for a chance to ship out with her.

The Puritan, a four-masted bark, was ready to sail for Frisco. She needed a bosun so Jack got the job and a nice little room abaft the foc'sle all to himself. But then the captain got the wind about to blow foul. He chased Jack ashore. "Don't you dare stow your Minna

away on my Puritan," he roared, shaking his fist. For a month nothing happened. Finally the Lucknow, a bark under Captain Waters (a hard case and squinty-eyed) sailed from Newcastle for Iquiqui, Chile.

### 'Look In Foc'sle'

They had been at sea two weeks when the man at the wheel, a lanky Australian, addressed the chief mate saying, "Listen, Mr. Dempster, you better go forward and look in the foc'sle. We have a young woman aboard. Jack the dandy and I just had a fight over her."

The mate, a lean Scotchman, 45, went forward. There she was, hair cut short, dressed in dungarees, sitting on the edge of a top bunk, smoking a cigarette, laughing and swearing with the sailors, a big blonde quite at home.

"What are you doing here Minna?" the bachelor mate asked, surprised. "I thought you were still at the Black Diamond. The foc'sle is no place for you. Come aft and see the old man."

Minna laughed in the mate's face, swore softly, but followed quietly. Just then Jack jumped out and yelled: "Listen Mister, she's my wife."

"Get out of my sight," the mate snarled.

Old man Waters met Minna at the break of the poop. A conversation ensued. Minna entreated. The old man protested. It seemed the couple had approached Waters for the voyage before and had been refused.

"You take the spare cabin," the old man said, fair and firm, "and I will charge your Jack for your board and room."

Needless to say Jack wasn't allowed to see Minna for the rest of the 50-day voyage. But Minna, feeling her helm aboard ship and getting to the windward of the old man, gave the mate a bad time.

One day at sea the bark, caught in foul wind, was put about. The mate, slacking away the main braces, was caught by a foul coil of a brace around his leg and thrown in the scuppers. The mate disentangled himself, got up, and

swore. Above his head at the break of the poop, Minna laughed aloud.

### No Swearing

The next morning at breakfast, the old man rose in wrath, shook his fist at the mate and shouted: "Listen, Mr. Dempster, we have a lady aboard and I don't want you to swear in front of her."

The following evening the mate met Minna and asked, "Why did you run to the old man to tell him I swore in front of you? You know damn well you swear as much as I do."

Minna laughed into the mate's face and retorted, laconically. She used an obscene word.

When the Lucknow dropped anchor at Iquiqui roadstead, Minna and Jack went ashore and lived happily there for a time. When the ship was ready to sail again, the mate received a message from Minna. It read: "Mr. Mate, come ashore for the last farewell drink with me."

But the mate shook his head and said, "Jack is just looking for a chance to stick his long sheath knife into my back."

Captain R. J. Peterson

## Did You Know . . .

That the average normal human body sometimes contains up to a gallon and a half of blood? A gallon of blood weighs about eight pounds and the total blood volume in a normal individual is about 1/20 of the body weight. Fat persons have relatively less blood than lean ones.

That the reason we call them monkey-wrenches is because they were probably made by a London blacksmith called Charles Moncke? Owing to popular ignorance of the origin of the word, it became naturally corrupted into monkey which was pronounced nearly the same.

That copies of "Seafarers In World War II" are still available at all SIU branch halls? This illustrated booklet, well studded with pictures, carries the story of the exploits and deeds of hundreds of Seafarers and the ships they sailed during the war.

That grapefruit gets its name from the fact that the fruit often grows in bunches or clusters resembling grapes? Grapefruit was originally a native of southeastern Asia and the Malay and Polynesian Islands, from where it seems to have been introduced in the West Indies and Florida by the early Spanish colonists. It is not, as often supposed, a hybrid developed by crossing other fruits.

That the penknife used today is a holdover from the days when steel writing pens were unknown? The original penknife was a small knife carried in the pocket for the

purpose of making and mending quill pens. It was once customary for each person to cut his own pens as he needed them.

That there is a part of the US which cannot be reached by land without passing over Canadian territory? The northern part of Lake of the Woods County in Minnesota is farther north than any other state in the US. It's at the northern end of the Lake of the Woods, adjacent to the Canadian province of Manitoba.

That the US Government has been entirely free from debt only once in history? First created in 1775 when the Continental Congress issued bills of credit to finance the Revolution, the national debt was reduced to zero during the second administration of President Andrew Jackson (1834). It returned during the financial crises of 1837 and has been with us ever since.

That Seafarers who have the necessary qualifications can throw in for any one of the jobs listed in the group in which they are registered? All are shipped according to the date on the registration cards.

That an electric fan does not make the air in a room cooler, as commonly supposed? In fact, the temperature of a room is increased by setting the air in rapid motion. The cooling effect of the fan results from the fact the temperature of the air is below that of a person's skin and each puff of air absorbs heat and moisture as it passes.

## Plenty of Chicks Aboard On Del Oro African Run

The many Seafarers who have expressed a longing to settle down on a chicken farm should be properly envious of the Del Rio's bosun, J. Tucker. On the Del Rio's last trip to the Congo, Tucker had his chicken

farm on board without once ever having to leave the ship. Unfortunately for those crewmembers who had visions of fresh eggs right out of the nest, the Del Rio's floating poultry farm consisted of a shipment of 512 baby chicks. They, along with a prize Black Angus bull, were on consignment to Monrovia, Liberia.

### Go Into Business

All the livestock was under Tucker's personal supervision. He vowed that if he delivered the chicks successfully he would retire from the sea and go into the poul-

try business for good. He himself feels that experience has been a great teacher in handling the shipment of chicks.

When asked about the dairy business, Tucker shrugged off. He could see little future in it with only a bull aboard and no mamma cows to keep it company.

Aside from Tucker, there were quite a few oldtimers aboard who watched the chicken-raising experiment with bated breath. Among them were Norman Raines, chief electrician and ship's delegate; James "Stoopy" Creel, oiler, who represented the engine department; E. Odum, chief cook, Jimmy Bell, night cook and baker, and W. Van Dyne, steward, with Bell handling the delegate's chores. Steve Szanto was delegate for the deck gang.

## Keep Draft Board Posted

SIU Headquarters urges all draft eligible seamen to be sure they keep their local Selective Service boards posted on all changes of address through the use of the post cards furnished at all SIU halls and aboard ships.

Failure to keep your draft board informed of your whereabouts can cause you to be listed as a delinquent and be drafted into the services without a hearing. The Union in such cases can do nothing to aid Seafarers who fail to comply.

## Weathering An Atlantic Blow



The Ann Marie (Bull Line) puts her nose into a rough sea as she plows the Atlantic northward. Photo by Jack Farrand.



# The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

When photographers aren't dreaming about a high-speed grainless film, they are probably visualizing a twin reflex camera with interchangeable lenses. The film will probably be a long time coming, but the French have the camera. The name is "Rex," and the camera is available with two sets of lenses to anyone with \$298.50 burning a hole in his jeans.

The Rex Reflex manufactured in France is the first attempt at a 2 1/4 x 2 1/4 (12 negatives on 120 film) twin reflex with interchangeable lenses. It is equipped with two complete optical systems, each of which is mounted on a metal lensboard.

Each system comprises a viewing lens, taking lens and a Prontor shutter, flash-synchronized, regular or electronic flash, with speeds from one second to 1/300 of a second. One board accommodates a 75 mm f-3.5 taking lens and a 70 mm f-2.9 viewing lens. The other board mounts a 150 mm f-5.5 taking lens and a 100 mm viewing lens. These two groups are interchangeable in a matter of seconds by means of two levers, one on each side of the lensboard. Both lens groups are focused by turning milled rings surrounding the lens mounts. The film is advanced automatically by a lever on the camera's side after the first frame has been set by means of a red window on the back of the camera.

### Has Close-up Attachments

The ground glass of the camera is marked with special lines outlining the framing for the 150 mm lens. A sportsfinder in the hood is also marked with the framing for both the 75 and 150 mm lenses. Two pairs of close-up attachments are supplied with the camera, allowing the long focal lens group to be focused to either 3 or 4 1/2 feet, depending upon the pair used. Without them, the long lens group will focus no closer than nine feet. Markings on the ground glass indicate the parallax compensation necessary when these attachments are used. Green and yellow filters plus a sunshade, all fitting the long focal length group only, are included in the purchase price.

The camera case, which is extra, will accommodate either lens group when attached to the camera. The long focal length lens group will appeal to photographers for two uses. First, the need, very often, to shoot subjects that are far away, and secondly, in portraiture, where the longer lens will eliminate distortion.

The camera has a serious shortcoming and it is surprising that this matter wasn't licked, since the solution to the problem seems quite simple. Lenses have to be changed either between film loadings or in a darkroom. If this is not done, a frame of film will be fogged when the lens mounts, which also hold the shutters, are removed. The shutters must be cocked by hand and include no double exposure prevention, although it is impossible to advance the film until an exposure has been made. The ground glass is quite brilliant all the way to the corners with either lens group and loading is simple.

All in all, however, interchangeability of the lenses is the point that marks this instrument as a major advance in the field of camera design.

## Skipper from Grits Country Drools Over Pasto Fagiolo

The Mississippi-born skipper of the Golden City and members of the crew were introduced to a daily diet of Italian-style cookery when steward Danny Piccerelli decided to spice the menu with some unusual dishes.

Danny who has won praise before in the LOG for his top feeding, started the crew off on a new dietary foot when he served up some pasto fagiolo (beans and macaroni served with a touch of garlic and other fixings).

When Captain Jack Coleman saw this item on the menu, he asked the steward what this strange animal was that Danny was feeding him. Danny reassured him it would taste good and asked him to try it.

### Three Servings

The old man was a little dubious at first but dug in. A few mouthfuls were enough to convince him and he polished off three servings.

After that successful debut, Danny went all out on successive days, serving such items as veal scallopine with various sauces, chicken cacciadore and other Italian delicacies, even though he might have been a little hampered by lack of such standbys as goat's meat for the lasagna.

Added to these was a considerable variety of soups. Danny claims it was 28 days before they had a double on the same kind of soup that was served up when the Italian food series began.

The big favorite with the crew

was that old standby, spaghetti and meat balls. To make sure his dishes were up to par, Danny had the sauce simmering for five hours in true Italian style.

As the ship's delegates put it in a letter which appeared in the LOG previously, "Without a doubt, we believe that today this ship is one of the best feeding vessels among our SIU contracted ships."



Steward Danny Piccerelli (right), relaxes after a day's work on the Golden City with some of his shipmates. Photo was taken on a previous voyage of the vessel to Hamburg, Germany.

## Greece Victory Takes On Navy

THULE, Greenland—Someone once said that Greenland was nothing but barren rock and ice. This might be true in some respects but the Greece Victory (South Atlantic) defied the ice and 600 Navy men, challenging the Navy ship Taconic to a softball game. Out-numbered but not outfought, we bowed at the end, but not until we had put up a good fight.

The Taconic replied with an affirmative if they could manage to pick up a team from the 600 men they had to choose from. Our problem in getting a team was simpler in a way. With a 33-man unlicensed crew we could practically include everybody.

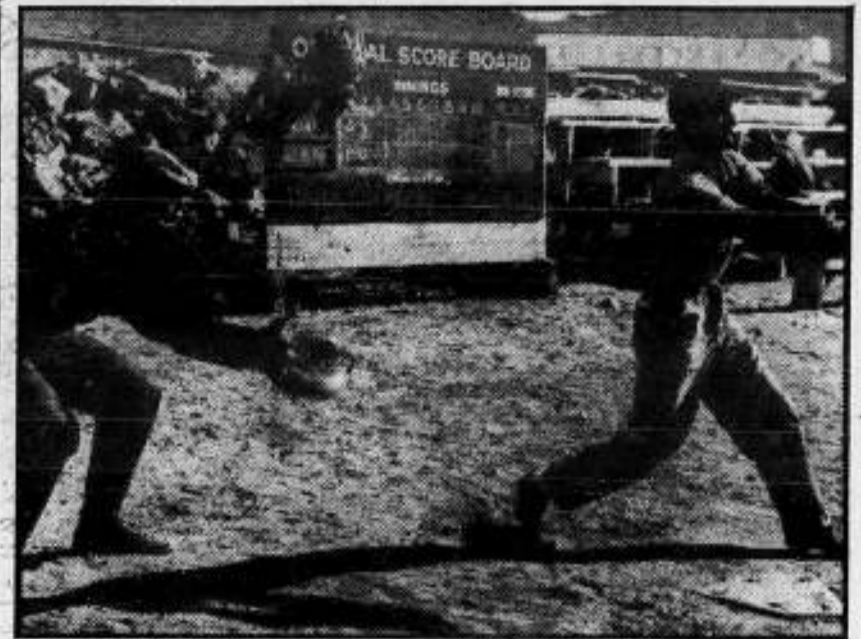
### Real Warm Day

Mother Nature saw to it that she could not defeat us so she broke down and gave us a nice Saturday afternoon with the temperature 50 degrees plus. Believe me, that's beautiful weather for softball here.

After shifting to the pier Saturday morning, we made a bee-line to the ball field (Pluktufik Park). About a mile from the park we saw what looked like the whole US Navy. It turned out to be just a section from the Taconic.

### 'Where's The Team'

We went onto the field with butterflies in our stomach which greatly increased when the Navy manager asked casually "When will the team arrive?"



Greece Victory's backstop, Roswell Sanderlin, waits in vain for the pitch as Navy's J. Peterson meets one on the nose during Greenland softball game.

We pretended we did not see the astonishment in his eyes when we replied, "This is it." The game, which turned out to

be a track meet, went along pretty smooth during the first few innings. They only got 12 runs in the first 4 innings while we collected 6 in our 4 tries. Then all hell broke loose. The Navy must have thought that home plate was "Moscow" because in the next 3 frames they stormed across it 20 times. We succeeded in getting one man home.

Final score, Navy 32, Greece Victory 7.

Our rooting section which consisted of Captain Shaw, Chief Mate Burke, and Third Mate Crosby, tried to console us in our moment of defeat.

When the two-hour marathon was over and everyone was congratulating each other on his playing we began to realize how lucky we were. Here we were 3,500 miles from home and still able to enjoy and share each other's excitement in one of America's favorite pastimes.

Roswell Sanderlin

## Leading the Dog's Life Isn't So Bad Sometimes

It shouldn't happen to a dog, as they say, but some time ago Whitey Tomlinson paid \$350 for a pedigreed dog in a foreign country. He left his new pet at home and made another trip. When he returned he was bitten by the said dog. I understand he's the only one the puppy would bite.

Speaking about dogs recalls the fellow who says his dog gets better food and better care than he does. The pup even has a fan to cool him off during the summer. Perhaps that's the reason the owner prefers to ship out . . . Other pedigreed canine fanciers are Joe Martello and Lindsey Williams.

Noland Guldry celebrated his 32nd birthday on the way to South America recently. Many of the boys joined in the party and Stanley Wright helped entertain the guests . . . Nick Bastes preparing a letter to Dorothy Dix inquiring on how to escape three women who are after him in Buenos Aires.

### Home With Mrs.

The reason why John Zimmer can't be found when the ship hits Rio is that his missus lives there. They have a little place along Copacabana Beach . . . Clarence "Red" Cobb working with Jake Cobb (no relation) on the Del Norte. Jake is the mixologist and Red serves the drinks. Clarence says he will save his money and buy a home.

Moses Milano, formerly sailing

out of New Orleans, has recently opened a bar there. It's called Moses' Bull Run Lounge . . . Some time ago George Thayer had his picture taken at a studio. Several days later he was given \$100 and told his picture would appear in other studios throughout the country. I myself saw George's picture down on Canal Street, New Orleans. I can easily understand why he won.

### Clear Ship

Several weeks ago I paid a visit to the Iberville (Waterman) and found it to be one of the cleanest ships I ever saw. I found everything spotless in the galley and messhalls. Let's have more ships like her . . .

Bill Murphy, who worked for a long time as bartender on passenger ships, is now sailing coastwise out of New York on the above mentioned ship . . . Ernest Lopez was injured by swinging cargo in Saxtos several months ago. He remained there with internal injuries but should be back in the States by now. "Salty" Dick

## LOG-A-RHYTHM: My Bakin' Back

By Jesse Watkins

In southern waters, sunshine rays  
Are healthful, there's no doubt.  
We love those warm and sunny  
days  
That make us run about.  
But this will make of me a wreck  
And put me out of sorts,  
Reclining on an upper deck  
With nothing on but shorts.

## Quiz Corner

- (1) Which is farther south, the tip of Africa, or the tip of South America?
- (2) According to law, what is the minimum number of persons that may create a riot?
- (3) A man spent one-fifth of his pay for clothes, two-thirds for board and room and had \$40 left. How much was he paid?
- (4) Is horse-racing in the US run clockwise or counter-clockwise?
- (5) Weather maps show that several places may have the same temperature at the same time. Are the lines that connect such places called isobars or isotherms?
- (6) In the face of a US Constitutional requirement that in order to be President, a person must be a natural born citizen, were any Presidents of the US born foreign subjects?
- (7) Four of the following have some characteristic in common. Select the one which differs: onyx, snow, milk, ivory, flour?
- (8) A sum of money was divided equally among a certain number of people. If there had been six more people involved, each would have received \$2 less, and if there had been two people less, each would have received \$2 more. How many people were there and how much did each receive?
- (9) Who was "light, and like a fairy, and her shoes were number nine?"
- (10) If a diamond were burned, what would the resultant product be?

Quiz Answers on Page 21

**Feminine Hair Clipper**



Among Honolulu's many attractions are lady barbers like the one shown here trimming a customer's hair. Photo by Seafarer Joseph Heckl.

**Need Pix Of Foreign Ports**

The SEAFARERS LOG has need for pictures of foreign ports of call for use in a coming series. Any Seafarers who have pictures they have taken in ports they visited are requested to send them to the LOG.

They can be pictures taken in the port, shots of your ship, pictures of dockside activity, shots of Seafarers while on shore leave in a foreign port, or just pictures you took of the place while ashore. They're all needed.

Any pictures you send will be returned if requested. So gather up those pictures you took and mail them to the SEAFARERS LOG, 675 Fourth Avenue, Brooklyn, NY.

**The SPORTS LINE**

By Spike Marlin

The other day we decided to find out how our old friend Focus Coyle was making out. We stopped by at his place and rang the bell. When he opened the door he took one look at us and scowled, "Scram ya bum!"

We jammed our foot in the door to keep him from locking us out. Why, we protested, was he so inhospitable?

"After what I dropped on Matthews on your say-so," he snarled, "I shouldn't even speak to ya. The worst of it was they wouldn't even let me watch on television to see how my dough was makin' out."

**Serious Problem**

Well let's forget about that, we answered. There's a woman problem that we wanted to consult with him about.

"Don't come to me with those kind o' headaches," he replied, "I got my own. My girl Ethel Chloride an' me ain't hittin' it off. She's a real cold dame. I start fannin' the breeze with her and the first thing ya' know she evaporates on me. I turn around and she ain't there anymore."

We explained that this particular woman problem had nothing to do with affairs of the heart. We said we were trying to find out why the Russian women gave the American girls such a shellacking in the Olympic games.

**Muscle-Women**

It seems, we continued, that the Russian women came up to Helsinki packing a lot more muscle than the American team, and walked off with medals in events like the shot put, discus throw and

gymnastics where beef and brawn make the difference.

Judging from the photos we saw of the Russian women, they all ran to five foot five and 190 pounds. Why some of them looked like they could hold down a bouncer's job in a lumberjack's ginmill.

We wanted to know what was wrong with the American girls. Why couldn't they feed up on steaks and chops and setting up exercises and put on a better showing like they did in the swimming and diving events?

**Swinging the Ax**

"Aw that's easy to explain" he snorted. "These Russian dames are workin' just like a man all the time. They're drivin' trailer rigs and busses or swingin' an ax, or running a locomotive or a drill press just like the men. Why there was a bunch of them durin' the war that was AB's on the Russian ships."

Did he mean to imply, we asked, that the Russian womenfolk were a tougher breed because they were doing heavy duty jobs while American girls were tapping typewriters and worrying about dates, dances and clothes?

"Sure that's it." Focus exclaimed. "Ya take my girl Ethel. The other day I ask her to walk four blocks to the movie. No, she puts up a fuss she gotta take a cab because her high heels is hurtin' her."

Well we concluded, the Olympic games proved one thing. American men may not be soft but American women are certainly softer.

Focus wrapped that one up with an unanswerable question, "Would ya' want 'em any other way?"

**Stray Mines Still Menace Ships**

We had quite a bit of excitement on the Barbara Frietchie when we received news of live mines adrift on our sea lane en route from the Philippines to San Pedro, California.

The ship was going along smoothly in fair weather when we received a radio report, "mine sighted adrift, 400 miles southwest of the 180 degree meridian and directly in your course." It was one of the many World War II mines that are still drifting about endangering ships and men.

**Extra Lookouts**

Captain Allie immediately gave orders for extra lookouts on bow, bridge and masthead, with the en-

gine department alerted for possible emergency.

As we approached the area it brought to mind the days and nights of terror and nervous tension all of us endured while sailing during World War II.

Our anxiety was ended when the 2nd mate spotted the death-dealing machine at approximately 1 PM the next day. She was aimlessly drifting in the path of shipping, still a danger to life and property after ten years. It was one of the larger variety of mines with detonators still sticking out from its shell. Any ship striking it would face disastrous consequences.

Our ship made a wide circle around the mine, taking its position and later informing the Navy and Coast Guard where it was so they could put it out of action.

There are reportedly many of these mines still adrift in various oceans and they are a source of

disaster now and then to unfortunate ships and small boats.

To those brains in Washington, DC, who have consistently tried to cut out the mine area bonus this should serve as a reminder that danger and death still ride the seas.

I'd like to invite them to sail with us through these mine infested areas, share with us the tension and do a little sweating like we did. Perhaps then they will realize that \$2.50 a day is cheap for the risk of the lives of American seamen who sail these treacherous areas.

John J. Jelletie



Jelletie

**Angelina Proud of Seagoing TV**

Recently I was on the only freighter that I know with a television set. That is the Angelina which is believed to be the first Liberty and perhaps the only freighter in the world to boast a set that works when at proper distances from the television stations.

For instance, we arrived at Norfolk early one Friday morning and at 3:50 PM we started for Baltimore enjoying the television shows most of the time that the stations were on the air that night. In the port of Baltimore the set worked the same like in any home.

**17-Inch Model**

This piece of package entertainment was bought by the former crew paying \$6 apiece from the captain down to the wipers. It is a 17-inch RCA table model. Most of that crew got off when the ship caught fire in the Delaware Ship Canal while following a ship that ran into an oil barge.

The ship did spend some time at a New York shipyard and naturally had to call for almost a whole new

crew. The new crew voted at a shipboard meeting to open a ship's fund and to give \$2 apiece with an eye toward making sure that repairs when needed do not stop the set from working for lack of money

to pay the serviceman.

Luis A. Ramirez

(Ed. note: Incidentally, all Cities Service tankers running coastwise have television sets on them, installed by the company.)

**GALLEY CLEANINGS**

The LOG opens this column as an exchange for stewards, cooks, bakers and others who'd like to share favored food recipes, little-known cooking and baking hints, dishes with a national flavor and the like, suitable for shipboard use. Mail in your suggestions. Here's Chief Steward George H. Seeberger's recipe for "Hawaiian Sauce."

The galley on a ship is a dangerous place to experiment and tinker in, especially when your "captive" messmates can't "try the place around the corner" if your culinary researches fall flat.

That's why Chief Steward George H. Seeberger seems to have such a surefire method for trying out something new. Seeberger concocted a new sauce when he worked at a summer resort hotel and sprung it on the cash-paying customers without advance notice. The fact that it went over big is a tribute to his skill and "scientific" curiosity, but what's more important, it spared a hard-working SIU crew from playing the involuntary role of guinea pig.

If you're going to play around with something new, don't just put it to the crew and figure it a bust if it doesn't go over. For one thing, you should try it yourself—or at least call for volunteers. For an-

other, the failure of a dish means that many hungry appetites unappeased and the waste of good food to the bargain.

But this isn't to discourage creating something new and fresh for the menu. It's just a call for moderation and serious consideration for the 40-odd otherwise unsuffering stomachs.

Here's "Hawaiian Sauce," which Seeberger says has become a standard on the menu at the hotel where he tried it and aboard ship as well. Take a 3-quart saucepan full of water, add 2½ teaspoons of red coloring, ¼ pound butter, a dozen whole cloves, a level teaspoon of ground cinnamon, 2 oranges run through a meat grinder, 8 pineapple slices diced small, ¼ tin corn syrup, ¼ pound sugar and boil the contents until all ingredients are blended.

Use cornstarch to thicken to a fine running texture and serve on baked sugar-cured ham, not Virginia ham. It will mean a pleasing change from the usual baked Virginia ham. (Feeds 40.)

**Seafarer Sam Says**

**DON'T SIT ON THOSE DISCHARGES!**

**THE VACATION PLAN AGREEMENT SPECIFIES THAT A SEAFARER MUST APPLY FOR HIS MONEY WITHIN ONE YEAR OF THE PAYOFF DATE OF HIS OLDEST DISCHARGE. APPLY PROMPTLY—COLLECT THAT DOUGH!**



Ramon Ramirez, OS, mends his clothes on Angelina while the rest of the crew watches television.

## Fake SUP Men Get Quick Boot

To the Editor:

It might be of interest to other Union brothers to know that while the Fairport was in San Francisco during the early part of July, two men came aboard and endeavored to solicit funds allegedly for SUP brothers on strike.

When these men were challenged by the ship's delegate Walter Craig, to show proof and sanction from the SUP to do this, they were at a loss for the proper credentials.

In fact they didn't even have any seamen's papers.

After being discredited and being exposed as phonies it was obvious that they were quite anxious to depart from this vessel without further ado.

Alex R. Webber

## Very Little OT For Galley Gang

To the Editor:

This is the second time I'm writing a letter to the LOG, and I think it's ample time to voice my opinion about the stewards department. I still maintain it's the best and most-worked department and gets the least pay for it.



Bruce

Someone once said the Army travels on its stomach and all the crews of SIU ships do likewise. The only overtime the stewards department can look forward to is weekends and holidays, sougeeing, and cleaning iceboxes.

The deck department make their overtime daily. Even the wipers got a substantial raise. The stewards department's only hope is that the negotiating committee won't forget us when the new contract comes up.

The steward, with all his responsibilities on the ship, should get at least as much as the 3rd mate. He and Atlas should be blood brothers. The only thing is Atlas carries the world, while the chief steward carries the ship where it pertains to food and paper work, and still has to man his department properly.

The messmen have to be on duty at all times serving the grub. They should also be classed as daymen with a substantial raise in pay.

Leo Bruce

## Disability Benefit Boon For Men

To the Editor:

It is a pleasure to express my sincere gratitude to the personnel of our Union for their untiring efforts toward obtaining the many advantages we now enjoy.

I personally rejoice at the news of our recently acquired disability pension of \$65 per month to the brother Seafarer that is no longer physically able to drag his carcass around the world and whose hull is damaged and compelled to go into drydock at a marine hospital for periodic repairs.

At present there are about 60 brothers undergoing such repairs in the Staten Island USHPS and from the sentiments they express, they are happy knowing that their interests are being well cared for on the outside.

Thanks To Doctors

I stated on previous occasions our sincere thanks to the doctors, nurses and the attendants for the care rendered and the kindness shown during their sojourn in this hospital. We regret the loss of Dr. Harold Malone of the dental department. He was a swell guy and we Seafarers will miss him.

While we have carried the \$20

assessment towards the purchase of our new Union halls, at the same time let's not forget we have more imperative obligations to dispose of, namely the hotel at Brooklyn headquarters. I look forward to all brothers making this a concentrated thought at all times until one day that thought will be a realization. How nice it would be to the brother after being discharged from the hospital as physically unfit knowing he now has his pension and has a place of abode to meet his former shipmates and feel at home.

Keep Men Together

It would keep us all together instead of roving around from bow to stern looking for suitable rooms in various ports not to talk of the financial saving involved.

I might say in closing that I had a chat with Brother George Arnold who is a recipient of one of our first checks as a disabled brother. We talked old times and memories, and believe me brothers, the yarns of the hardships of the past were shocking to hear. Thanks to organized labor for securing the degree of emancipation we now enjoy.

Paddy Farrell

## Ex-Member Aids Ship Libraries

To the Editor:

As a retired book member, I feel that a vote of thanks is due another retired member for the outstanding work he is doing on behalf of seamen in the Miami area.

Brother Vince O'Reilly is now a law student in the University of Miami. Despite a heavy program of studies Brother O'Reilly finds time to assemble collections of books for not only SIU ships but nearly all ships that visit the Miami area.

Collects Books Himself

There is no local branch of the Merchant Marine Library Association in Miami and the books are solicited for and collected by Brother O'Reilly, for which his only pay is a vote of thanks from the Ponce and other SIU ships visiting this port.

In addition to his studies and the library work, Brother O'Reilly finds time for active membership work in local associations furthering the shipping industry in this area, particularly the Propeller Club of the University which is sponsoring this library project.

The least we as seamen can do is to extend our thanks not only to Brother O'Reilly but to the Propeller Club as well.

George F. Switzer

## Army Man Just Sweating It Out

To the Editor:

I've been reading letters from former seamen now in the Army and requesting information on what to do to get released from the service so they could go back to sea again. I would like to say that I am one of the unfortunate men that was pulled off my ship and put in the Army. I have tried twice to get out without success so I am sweating out the months until I get my discharge. The last trip I made was to West Africa aboard the Del Rio.

I've been reading about the new books and they sure are an improvement on the old ones. I would like to say hello to all my friends and former shipmates and I would very much like to hear from any one of them.

Pfc Cecil Futch  
US 53051278  
MASH 822 8th Au.  
APO 301, San Francisco

# LETTERS

## Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of August 6, 1952, and are subject to change without notice.

England, New Zealand, South Africa: \$2.80 per pound sterling.  
Australia: \$2.24 per pound sterling.  
Belgium: 50 francs to the dollar.  
Denmark: 14.45 cents per krone.  
France: 350 francs to the dollar.  
Holland: 3.80 guilders to the dollar.  
Italy: 625 lire to the dollar.  
Norway: 14 cents per krone.  
Portugal: 28.75 escudos to the dollar.  
Sweden: 19.33 cents per krone.  
India: 21 cents per rupee.  
Pakistan: 30.2 cents per rupee.  
Argentina: 14.2 pesos to the dollar.  
Brazil: 5.4 cents per cruzeiro.  
Uruguay: 52.63 cents per peso.  
Venezuela: 29.85 cents per bolivar.

## SIU Has Become Best In World

To the Editor:

I have been a member of this Union since 1940, not quite two years since its inception (you might say its boyhood). I have watched it grow into the best maritime union in the entire world. There have been many changes from 1940 up through 1952.

First, we are enjoying the highest wages and best working conditions ever known in the maritime industry. Not only do we have the best conditions and wages, but within our organization we have derived benefits that are unequaled by any other maritime union, such as welfare benefits including an insurance policy of \$2,500 that is handed to us on a silver platter.

\$100,000 In One Port

In this port alone (Mobile) the Welfare Plan has paid out more than \$100,000 to the membership. Who in the world would have ever thought we as Union men and seamen would live to see this happen in our organization?

Another thing that surprised me was the benefits for babies. Well, brother, that is a great thing for all SIU members and families.

Own Union Halls

Second, in the past we did not own our halls and everytime there was a strike we had to move or take a lot of abuse from the landlord and the law. Now we have our own halls in most of the ports and I can tell you brothers one thing, when you voted "yes" on the \$20 building assessment you voted for your future and your family's future as well as your Union's future.

We are now confronted with a very serious matter, the changing of our constitution. You must have a principle and policy for the Union to follow and that means that you must have laws and by-laws to govern your organization.

When our organization was first formed we had to draw up a constitution. At that time, the SIU was very small and without any money to work with. We had a constitution that was okay for the time being.

Changes Necessary

Now we have grown by leaps and bounds and everything has been changed but our constitution. It has come to a point where it must be changed to conform with our growth. There are many points that needed changing, and one part that I like very much is the statement of principles and declaration of rights. In my mind and what I know as a Union member, this is one of the best worded articles that could be inserted into any Union

constitution. Read it brother. It is self-explanatory.

When the constitution is put to a vote, do your organization and yourself justice. Vote "yes."

As an oldtimer in the SIU I want to congratulate our officials for thinking and planning for our future welfare in the best maritime union in the world. I have talked with quite a few of the oldtimers and younger members of the Union and all seem to be of the same opinion—there's nothing too good for the SIU. That means me and you.

D. L. Parker

## Strict Engineer Sleeps Soundly

To the Editor:

Some engineers would excuse their fireman if he went to sleep on watch and some engineers even looked the other way if the fireman wasn't in good shape on watch or didn't stand the watch.

But on the Angelina, the engineers are real strict. They would even make trouble for a man getting sick on watch.

One of our firemen got sick in San Juan and took relief to go to the hospital. The engineer was all worked up because he wasn't notified. The fireman tried to notify him but the engineer on watch wouldn't get up. He was too sound asleep.

T. Weber

## Crewmen Burgled On Archers Hope

To the Editor:

We have a thief aboard the Archers Hope who has twice broken into the crew members' lockers in the past week and stolen a considerable amount of money.

Every effort is being made to catch this guy.

I hope that the membership will take action against shipboard thieves inasmuch as they are not needed in this Union and only cause a great deal of trouble to their shipmates and all concerned.

Ed "Slim" Parsons

## Grateful For Baby Benefit

To the Editor:

I would like to express my gratitude in behalf of my wife and family on receiving the \$200 maternity check and also the \$25 defense bond which our Union kindly gave my new baby.

I feel proud and fortunate to belong to the best sailors union in the US as far as conditions, wages and other things. Also I would like to mention that my wife and I look forward and enjoy reading the LOG which means so much to both of us.

Chester Krupinski



Chester Krupinski proudly displays baby bond while his wife holds his fourth daughter, Nancy Lee.

## Steward's Job Has Burdens

To the Editor:

I have never written to the LOG before but I think it's time that all stewards took notice of the way they have become the forgotten men. When it comes to raises in pay I'm sure that everyone must realize that the stewards have been left behind.

It certainly is a known fact that stewards have more responsibility than any unlicensed man aboard ship. In fact on some ships the steward seems to be held responsible for anything that happens even if it is the concern of some other department. Most crewmembers appreciate the fact that it is a good steward and a good stewards department that makes for a happy ship.

We all know that we have the best Union in the maritime industry and the best negotiating committee along with it. I'm sure the negotiating committee realizes that a steward's responsibility entitles him to a considerable increase in pay and that they will bear that fact in mind in the next negotiating session. Then we won't be the forgotten men any longer.

Wesley Young

## He Approves Of New Constitution

To the Editor:

Being one of the fellows who was on the beach when the copies of the resolution on the new constitution were handed out I've had a chance in between the job calls to look it over pretty carefully.

After reading it, the first thing that came to mind was that this new constitution really goes out of its way to protect the rights and privileges of the members. I like the way everything was put down in black and white about how trials are held, the elections and work of committees and so on.

There's some men who don't seem to realize just how important this business of new constitution is. After all the SIU isn't like the Government where if you don't see eye to eye with somebody about a law you can hire a lawyer to take it up with the Supreme Court. For the Union, everything has to be down on paper in so many words because that written constitution is where we go to find out what's what.

Looking at it from that point of view this constitution that we're going to vote on looks like a darn good document.

Tom Murr

## Thanks SIU For Maternity Pay

To the Editor:

I thank you so very much for the check and the baby bond. I was very glad to receive it. My husband has been going to sea for the last 13 years. I receive the SEAFARERS LOG at home and I like to read it very much because there are lots of things about my home town, New Orleans. Thank you for everything.

Mrs. James McCoy

## Thanks Brothers For Blood Aid

To the Editor:

It is with deepest gratitude and appreciation that I thank all those brothers who so wholeheartedly answered my call for blood donors during the recent illness of my cousin, Claire Mulgrew.

I'm sorry to report that in spite of their cooperation she succumbed to the illness and was buried last week.

Patrick J. McCann

### Crew Praises BME Engineers

To the Editor:  
We, the crewmembers on the Steel Recorder (Isthmian) consider it a privilege to sail with a gang of engineers like this ship has. The men are all members of the BME, including Anderson as chief, with the others being Dewey Keehn, Gregory Just, Van Hefston and Thompson.

If all ships had engineers like these it would surely be a happy day.

Nason Nunn  
Engine delegate

### Kathryn Seaman Injured In Fall

To the Editor:  
Just a few words to let the fellows know that A. B. Vallejo was seriously injured on the Kathryn last week while it was in San Juan harbor.



Vallejo

Vallejo fell off a boom he was working on and landed on the deck. He was unconscious for two days and is now in the San Juan hospital.

I'm sure he would appreciate any visits or letters from his friends.

Juan Reyes

### Skipper Makes A Happy Ship

To the Editor:  
I took the Fort Hoskins out of Boston on the 20th of July. I was on her last year at about this time and I would like to say what a swell skipper we have.

He is only the relief while the regular one is on his vacation, yet he was good enough to see that the new men had plenty of cigarettes before we put out to sea. We all think that was a swell thing to do.

All the guys on the ship seem to be a regular bunch. The food is good, thanks to the steward and a good stewards department. Everybody speaks highly about everyone else and that is good for morale. It's a pleasure to be on this job.

Robert L. Anderson  
Ship's delegate

### Seacoral Crew Enjoys Japan

To the Editor:  
At our last meeting on the Seacoral before arrival in the states, a motion was carried that you should receive a letter on behalf of the crew. Here 'tis!

After 21 days or so, we made it into Yokohama, steaming like a crippled sea turtle. Gad but terra firma was a stranger to all hands as were several other necessary luxuries.

#### Too Much Navy

From there we took our hangovers to Yokasuka. A real swell port, only 19 million Navy jokers stationed there. But a 1,000 yen note and a taxi put you back in Yokohama. Many yen were spent on this shuttle ride.

Then we went into Kobe for a while. Since it was only a 36 hour stop, the mate knocked off all hands save the gangway watch. From Kobe we carried our paralyzed heads back to Moji. This is one mighty fine port but when we sailed from there on the 4th of July everyone was packing an unhappy overhang. Guess they must get their tari from the same brewery.

#### No OT Disputes

This proved to be a short two month trip. There was absolutely no performing and the crew got along keen. There wasn't an hour disputed overtime in any of the three departments, and plenty of

time off in all ports. The chow was great and the crew praised the steward department for their bang-up job in port as well as at sea. Nobody thought the trip would be anything like as good as it was, which proves that the ship has nothing to do with a trip. It's the crew that makes them good with cooperation from topside.

Captain R. V. Tallan was right there with the draws in every port and cooperated with the crew at all times.

#### Boost For Mate

By unanimous vote we gave a boost to Chief Mate Roy E. Perry. It wouldn't be possible to give a deck gang any more cooperation than he did. He was the MM&P dispatcher for the port of Los Angeles the past four years and still carries a paid up SUP book.

"On the wagon" Bill Parks almost made it, but not quite.

A bunch of well-satisfied Seafarers—with each other, the ship and the trip—are Tommy Lyons, Bob Flever, Virgil Candel, Johnny Morris, Louis Romero, Red Saunders, "Deadeye" Young, Raymond Greenstreet and all the others.

Terry Paris

### Seafarer's Wife Comes To States

To the Editor:  
Two of the 12 passengers aboard the Citrus Packer (Waterman) are Mrs. Ticer and her eight-month-old son, Dan Ticer, Jr. Mrs. Ticer is a citizen of the Netherlands; from Amsterdam, and is the wife of Brother Dan Ticer, at present sailing with Waterman.

They were married a few years ago while Dan was on a Waterman ship that stopped at Amsterdam, and now Mrs. Ticer has gotten her entry into the US. The crew of the Citrus Packer offers hearty welcome to Mrs. Ticer and best wishes.

Frank Gaspar  
Ship's delegate

### Steward's Wages Due For Change

To the Editor:  
The many letters written to the LOG with regards to the inadequate wages of the Steward Department as compared to the other two departments were discussed by the Steward Department of the De Soto. They are unanimous in recommending that our negotiating committee endeavor to rectify this inadequacy in coming negotiations. The steward's wages is a glaring example of this.

The steward's wages since the old Shipping Board era has not kept abreast with the wage structure in the maritime industry. In those days when a dollar was worth 100 cents, the steward's wages was \$45 more than the bos'n and even \$10 more than the radio operator.



Reyes

Now it is considerably less than these two, despite the fact that the steward's duties and responsibilities are increased due to the increase in manning scales and the carrying of up to twelve passengers on most of our contracted ships.

#### Overtime Clause

Before and during the last war, this discrepancy was rectified by the liberal overtime clauses of our contracts at the time. Subsequent clarifications and modifications of the said clauses have nullified this overtime. He not only lost the overtime for painting, but also the over-

# LETTERS

### Beatrice Crew Aided Reyes

The July 11 issue of the SEAFARERS LOG carried a story about the transfer of Seafarer Mario Reyes from the Beatrice to the Puerto Rico so he could get home for his son's funeral.

The story mentioned that the Puerto Rico crew donated \$100 to Reyes but failed to mention that his shipmates on the Beatrice had also held a muster for him and presented him with \$188.50 from the crew.

time for supervising overtime work.

A bosun receives overtime for supervising the painting of a mess-room without touching a paint brush, but a steward cannot collect overtime for supervising the soogeeing of same. If he actually soogees to get overtime, it is a sure bet that some crewmen will call him a chiseler for not giving this overtime work to other members of his department.

Another thing which requires improvement is the steward's conditions aboard ships. The commendable policy of our Union in weeding out the gashounds and irresponsibles has improved the stewards' conditions aboard, as this segment of our membership has been mostly responsible for giving them unnecessary hard times. But there are still certain unfair conditions a steward has to endure.

#### An Eight Hour Day

Calling the steward at any time of the day for various types of services is highly unfair. Every member should realize that the steward, like the rest of the crew, works only eight hours a day, and he should not work longer without overtime.

Waking up the steward in the middle of the night to put out more night lunch is a very base practice which the membership should stop. No one can say that any steward was ever responsible for the night lunch running out. A substantial portion of it is always put out by the galley force as a part of its routine.

Those who come aboard during the night and find the night lunch consumed have no justification in waking up the steward or to put out more, nor are they practicing Union brotherhood by calling him names and seeking to ostracize him should he refuse their demand.

Another unfair practice is the unkind epithets the steward receives for performing his contractual duties. He is sometimes called a "company stiff" or worse when he tries to conserve ship's supplies and property. In my opinion a good steward who conserves ship's supplies and equipment is equally a good Union man as he protects and conserves what his Union has fought and obtained for him and his Union brothers.

#### Aided In Gains

Many stewards have been instrumental in getting improvements aboard ships either in the picket lines or in their normal course of duties. It is normal for them to wish to protect them. However, this statement is not intended to defend any steward, who, wishing to make an impression on the company, deprives the crew of their normal and legitimate necessities.

Many members in the deck and engine departments have said that they would not sail as steward for any amount of money. They know the score. They know that the steward is blamed for many things he is not accountable for. He is, at most times, "between the devil and the deep blue sea."

In conclusion, I too believe that the stewards should receive a sub-

stantial increase commensurate with his duties and responsibilities. I would also suggest, that our Union should endeavor to minimize those unfair conditions and practices created by our own members which make the stewards' life aboard ships sometimes unbearable. Let us not make them the forgotten members of the SIU.

Philip M. Reyes

### Old Ships Can't Be Like Newer Ones

To the Editor:  
It must be taken into consideration when you fellows sign on these old ships like the Steel Ranger, you can't get the conditions that you get on a new ship. This was one of the worst trips I made in years. There was so much complaining on here that even the sea gulls left us.

When signing on these ships you have to sweat it out. All this beefing and squawking only makes the trip tough for all hands. Don't forget, it's a job and the money is clean.

Joseph Cantin  
Ship's delegate

### 'Tickled Pink' With Vacations

To the Editor:  
Just a word from New Orleans where shipping's fair, the weather is good and the gals lovely to look at.

All hands are tickled pink on the functioning of the Welfare Plan and particularly the vacation pay. I collected once last winter and spent a fine ten days in Florida on the proceeds.

I collected again a couple of weeks back, but ain't a-tellin' where that went.

I know many of our members appreciate the efforts of our Bill Fredericks here in New Orleans in keeping up with the many applications.

Paul T. Cassidy

### Fairland Voyage Hits Sour Note

To the Editor:  
This is a little word from a big ship, the Fairland (Waterman). We have had quite a rugged trip. Many things have happened and we are all pretty much disgusted. I'm sure most are ready to call it quits upon our arrival in New York on or about August 18. That goes for the mates and engineers too.

The patrolman that pays this ship off will not need his earphones. In my 38 years this is the damndest.

Regards to all our brothers from the crew of the Fairland.

Tom B. Patton

### Leave Is Scarce On Purplestar

To the Editor:  
We've been out for 33 days on the Purplestar (Triton) and haven't had any shore leave yet. The boys are all looking forward to our next stop. It's a swell bunch of fellows all around and the grub is the very best. We'll send a more complete report later on.

W. Fernhout

### Steward Cracks Tanker's "Safes"

To the Editor:  
The Royal Oak has changed its course since the temporary steward came aboard and made momentous changes in the department. You probably are familiar with complaints that came to headquarters through delegates, one major one being about the steward aboard and the bad meals.

Well he is on vacation and the one here now is one of the best and the crew hopes he stays on.

The crew blithely nicknamed the new steward, Karl Karlson, the "safe cracker" because he opened lockers and storerooms (the boys had called them safes) and allegedly made some strange discoveries. For some time the crew sensed something was mysteriously wrong but that feeling is forgotten now.

#### Capable Management

The spirit of the Royal Oak is sailing in brighter horizons since the steward department is now managed by a capable, efficient and affable all-around fellow. If you watched Karl Karlson concoct one of his delicious salads or even cook an omelet you would realize he has many years of culinary experience. This he shares wholeheartedly with everybody.

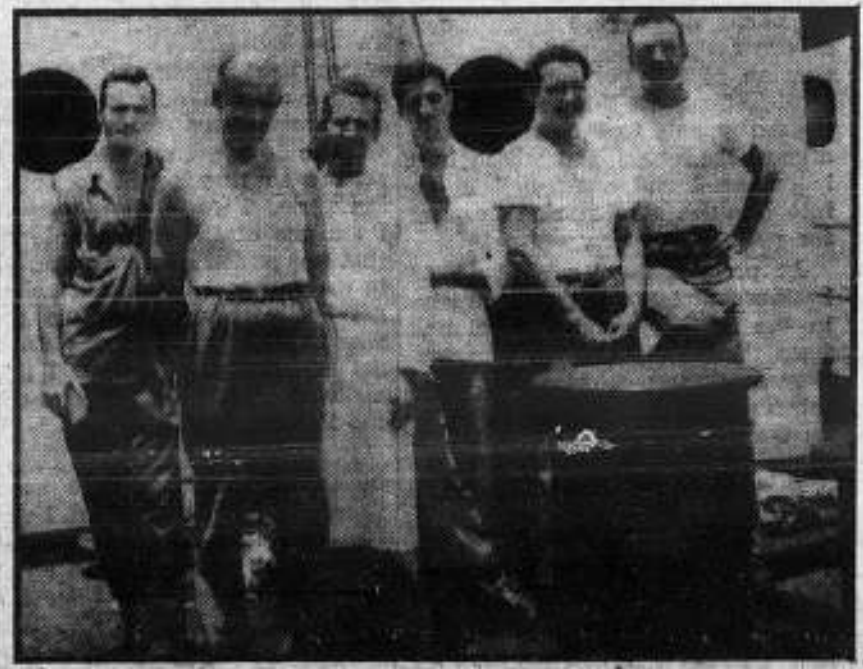
The menus are very substantial and varied, his chief concern being in his job to ascertain that everybody is satisfied. The crew can anticipate a hearty and tempting meal and don't come to the mess hall with any trepidation. The old saying that a way to a man's heart is through his stomach has a significance aboard a ship in that the way to keep a crew together is to feed it right.

#### Not One Beef

Since Karlson climbed up the gangway there hasn't been a beef of any kind aboard the ship. Beefs, as anyone from a wiper to a captain can tell you, arise from discontent primarily due to inadequate variety in menus and the way food is prepared.

Sailing is not all rainbows and beautiful sunsets as a whole, so bad meals can make it miserable. A corner lunch counter is easy to reach when one is ashore and an appetite needs appeasement, but at sea, the seaman depends on the magnitude of indulgence shown by a steward.

William Calefate



Frisk of the Royal Oak, its new steward, Karl Karlson (second from left) is shown with his galley gang that is keeping the crew happy and well fed at mealtimes.

# ... DIGEST of SHIPS' MEETINGS ...

**BENTS FORT (Cities Service), July 13**—Chairman, not listed; Secretary, Allison Hebert. Motion passed to see the patrolman about getting more milk and a different brand of coffee. Chief engineer will be consulted about the condition of the washing water. Ship's delegate reminded the crew about not bringing liquor aboard and also told them to make arrangements for time off before going ashore.

**AMEROCEAN (Blackchester), June 14**—Chairman, John R. Tilley; Secretary, R. M. Katz. Vincent Walgrath was elected ship's delegate unanimously. Draw list should be made up ahead of time, before arrival in Spain. Ship's delegate asked that there be no performing, on shore or at sea. General cleanliness of the vessel was discussed, as well as return pantry equipment. Storm doors and ports are to be put on the repair list.

**July 6**—Chairman, John R. Tilley; Secretary, Donald J. Addison. Captain wanted repair list turned in immediately, so that it can be wired to the company. Beef against mate doing sailor's work will be turned over to the patrolman. Patrolman should see the company about putting a washing machine on board for the crew, as per agreement. The present washer, bought by the crew is in need of parts and is getting old. Suggestion was made that it be kept as a spare, for washing working gear. Wind scoops screens should be obtained for all foc'sles and messrooms for the next voyage. All books should be turned in, so that they can be exchanged in Baltimore for the next trip.

**BESSEMER VICTORY (South Atlantic), June 15**—Chairman, John Gelliaty; Secretary, Emil A. Gomez. Repair lists are to be turned in as soon as possible. Two men were lost on the trip. Minor beefs will be taken up with the patrolman. Motion was passed not to sign on until repairs have been completed. Steward's department got a vote of confidence for the trip. Crew members getting off should leave the foc'sles clean. Suggestion was made to bring to the attention of the patrolman the captain's refusal to have the ice boxes cleaned.

**MONROE (Bull), July 3**—Chairman, J. B. Fulham; Secretary, Jean Auger. 12-to-4 foc'sle should be checked, as water is bailed out every day. Repair list has been given to department delegates.

**ARCHERS HOPE (Cities Service), July 6**—Chairman, Frank Vincent; Secretary, Merrill E. Johns. One man missed ship in Lake Charles as well as eastern ports. Motion was passed to increase the milk supply taken aboard in port. Fresh bread will be taken on in Lake Charles as well as eastern ports. There is \$22 in the ship's fund. Each delegate will check his department for extra glasses and other stewards department gear and see that it is returned. Stewards department got a vote of thanks for a job well done. Discussion was held on installing awnings on fantail as the ship has no recreation room.

**RAPHAEL SEMMES (Waterman), July 4**—Chairman, A. Sixtrunk; Secretary, P. Reed. Charge was made that bosun showed partiality in knocking men off

from work; bosun denied the charge. Cleaning of the life jackets was put on the repair list.

**ROBIN LOCKSLEY (Seas Shipping), April 20**—Chairman, De Vite; Secretary, S. Pierson. Painting of black gang and stewards foc'sles will be done on weekends as overtime. Steward will see the skipper about painting department foc'sles. Crew agreed to pay \$1 apiece for movies.

**May 11**—Chairman, Kenneth Roberts; Secretary, S. Pierson. Discussion was held on the menus. Discussion was held on the ability of the second cook. Bosun requested crewmembers not to soak clothes in kerosene before putting them in the washing machine.

**June 8**—Chairman, K. Roberts; Secretary, S. J. Pierson. Captain did not order milk at Durban because the dairy was closed for a holiday. Ship's delegate will see the captain about having deck and stewards department foc'sles painted. There has not been much increase in variety of menus. Beverages should be varied. Deck department is out of disinfectant. Voluntary donations for the ship's fund will be accepted at the first draw.

**June 29**—Chairman, K. Roberts; Secretary, S. L. Pierson. Foc'sles due for painting have been taken care of. Repair lists have been handed to department heads. After meetings on menus, chief cook reported to the captain that the crew has been picking on him. Suggestion was made that the ship's delegate see the skipper about painting the messrooms while the ship is in drydock. Everyone who asked for a cot has gotten one. Stewards department has not taken its turn to clean the laundry.

**MARORE (Ore), June 23**—Chairman, A. Nickels; Secretary, R. Hill. There is \$9.50 in the ship's fund. More cream and coffee should be put out at night.

**TRINITY (Carras), no date**—Chairman, Osborne R. Williams; Secretary, no name.



Captain refuses to get new gear for crew. First assistant refused to fix fans for deck department.

**GREECE VICTORY (South Atlantic), June 23**—Chairman, R. Sanderlin; Secretary, Amos Baum. James Davis was elected ship's delegate by acclamation. Motion was passed to use tablecloths at all times. Deck and engine departments will clean the laundry and scuttlebutt and recreation room. All hands were asked to cooperate in taking care of the washing machine. Steward requested that the use of towels and pillow cases for oil and cleaning rags be discontinued.

**July 19**—Chairman, J. E. Rogers; Secretary, Amos Baum. Motion was made that the company put a new washing machine on the ship as the present one belongs to the Union, and that the patrolman be informed of this. Suggestion was made that the ship's delegate contact the patrolman about painting the messhall. Ship's delegate said that the patrolman will be told of one incompetent member who should not in the future be shipped above the rating of OS.

**SUZANNE (Bull), July 19**—Chairman, W. Blantani; Secretary, W. Blantani. Man who missed ship will be reported to the patrolman. Motion was passed to keep the bench on the poop deck for the sole use of the crew. Ship's delegate will ask the captain to alternate boat drill morning and afternoon, so as not to disturb the same watch. Norman Maffie was elected ship's delegate by acclamation.

**FORT HOSKINS (Cities Service), July 15**—Chairman, Ed. P. Avrard; Secretary, Stanislaus P. Beangez. There is a balance of \$34.47 in the ship's fund. One man will be reported to the patrolman for missing ship. Discussion was held on keeping the messhall clean. Delegates will prepare repair lists to hand over to the captain.

**ALCOA CLIPPER (Alcoa), July 19**—Chairman, R. White; Secretary, Lonnie Hargensheimer. One man missed ship in Guanta and one man was left in New Orleans due to illness. Motion was passed to speak to port official about another washing machine for this ship, due to the number of men carried in comparison with freighters. Discussion was held on the ship's doctor running out of medicine and not having enough when leaving New Orleans. Suggestion was made to have the ship's delegate see the captain and port officials about straightening this out, if necessary.

**KYSKA (Waterman), June 29**—Chairman, Pete Walsh; Secretary, N. Sikes. One officer failed to join the ship in San Francisco. Repair list will be made up by departmental delegates and turned over to the ship's delegate. Suggestion was made to have lifeboats and motors repaired and put in working order; about half the time motors will not start. Safety equipment needs repairing. Suggestion was made to have the patrolman check the slopchest before sailing on the next voyage, since there has been nothing in it for five trips.

**STRATHPORT (Strathmore), July 16**—Chairman, E. Yistan; Secretary, J. Mullin. Most of the repairs have been made, but the washing machine was not fixed as agreed before sailing. Motion was passed that all members donate \$1 to the ship's fund. Messhall should be kept clean. Cooks should check stores before reaching San Pedro.

**WANDA (Epiphany), July 28**—Chairman, George E. Odum; Secretary, Fred Serrill. Delegate reported everything running smooth, except for some dirt piled up in the laundry after using it.

## 'Can-Shakers' Have No OK

The membership is again cautioned to beware of persons soliciting funds on ships in behalf of memorials or any other so-called "worthy causes."

No "can-shakers" or solicitors have received authorization from SIU headquarters to collect funds. The National Foundation for Infantile Paralysis is the only charitable organization which has received membership endorsement. Funds for this cause are collected through normal Union channels at the pay-off. Receipts are issued on the spot.

Treasurer reported \$50.01 in the ship's fund. Voluntary donations to the fund would be welcome.

**CANTIGNY (Cities Service), May 6**—Chairman, G. Galliano; Secretary, P. V. Hammel. Repair list was drawn up and will be turned in upon arrival. Steward was asked to order chlorodyne to solve the coach problem. Suggestion was made that the cooks have more rice on the menu.

**WESTERN FARMER (Western Navigation), July 13**—Chairman, not listed; Secretary, Vincent E. Menfe. Ship's delegate reminded all members signing off to strip their bunks and leave rooms in good shape. Steward department got a vote of thanks for a job well done. Motion was passed to have the patrolman check to see that summer fruits were ordered, as the steward asked. Steward should check jams and preserves, and order more if necessary. Everyone should be careful of the washing machine. Throwing trash and cigarette butts through the portholes should be stopped.

**STEEL RECORDER (Isthmian), July 6**—Chairman, Frank Crider; Secretary, L. W. Gregson. Motion was passed to have union officials see the company representative about innerspring mattresses for all unlicensed personnel. There is \$92.02 in the ship's fund. Cots should be returned to the steward before the end of the voyage.

**STEEL VENDOR (Isthmian), June 29**—Chairman, John Santos; Secretary, Jerry J. Palmer. Ship's delegate reported that much of the painting requested on the repair list had been turned down by department heads and the captain. En-

## NOTICES

Four men who paid off the Strathport at St. Helene, Oregon, on or about May 31, 1952, can collect transportation by contacting Strathmore Shipping Co., 52 Broadway, NYC.

Robert Glenn Denny

Your selective service board has classified you 2A until September, 1952.

Leonard F. Lewis  
Herman S. Smith

Get in touch with Dry-Trans Corp. regarding money due from trip on Cecil N. Bean. Write 25 Broadway, NYC.

The following men should get in touch with the dispatcher at the Baltimore SIU hall regarding payment of money loaned to crewmember on Steel Flyer: Ralph W. Wilkins, Richard Keeler, Megus H. Black.

Samuel Langham

Your papers and discharges, turned in at the hall in Mobile, have been forwarded to the hall in New York and can be obtained there with proper identification.

Ex-SS Wanda

The following men have back port time pay coming from Epiphany Tankers and should write 39 Broadway, NYC, to obtain same: Benjamin Bellamy, Gardner Bonley, Robert W. Campbell, Nathan R. Cartwright, Stephen T. Dent, Daniel Fitzpatrick, George Fowler, Thomas Handley, John J. Harty, Herbert J. Holland, Moses Lampel, Charles I. Pollard, Emil J. Roussell, Jr., Andrew J. Snider, Charles I. Terry, Jose Vasquez, Henderson M. Young.

gine delegate reported lack of cooperation by the first assistant engineer and the chief engineer over petty disputes with the wipers. Motion was passed to notify the port agent in the port of pay-off that the crew would like a copy of all items now on the repair list which will be submitted at the close of the voyage and that the company had approved for completion before the next voyage. If these items have not been done, unlicensed personnel shall use their privilege to sign clear of the ship's articles at their own request by notifying the master and the Union of their desire to pay off.

**CAPE EDMOND (Alcoa), June 22**—Chairman, R. Barnes; Secretary, M. G. Whale. R. Barnes was elected ship's delegate by acclamation. Extra condiment rack for the messroom will be made and installed. Several lockers need repairing. Greater care should be taken of the washing machine, which should be left clean and should be turned off after use.

**July 12**—Chairman, Lee Roy Eckhoff; Secretary, George Whale. Several minor repairs have been completed. Repair list will be handed to the patrolman. Stewards department got a vote of thanks for a job well done.

**WESTERN RANCHER (Western Navigation), June 29**—Chairman, R. C. Lundquist; Secretary, C. A. Newman. All repairs listed have been made. Steward asked that all dirty glasses be put on the drainboard, and not in the sink.

**HASTINGS (Waterman), July 13**—Chairman, E. R. Brown; Secretary, W. E. Cullpepper. Two men left ship on sailing day. L. D. Richardson was elected ship's delegate by acclamation. Suggestion was made that a drying room be set up for the crew and that a mat be placed inside steering engine room, to cut down the tracking of oil in the crew's recreation room. Captain should furnish a letter or statement explaining why milk cannot be purchased in Germany.

**BRADFORD ISLAND (Cities Service), June 29**—Chairman, Ray Wright; Secretary, Cliff Martin. Messman was hospitalized in Puerto La Cruz; Chief cook was hospitalized in Aruba. Ray Wright was elected ship's delegate; E. Murphy was elected ship's treasurer. Ship's fund now stands at \$4. Two men missed ship in Ponce. Beef was made against the baker about cleanliness, a matter which came up at several meetings. Baker said he would try to do better. Crew was asked to keep the messhall cleaner.

**ALCOA POINTER (Alcoa), July 16**—Chairman, Frank Russo; Secretary, Harry Peek. Deck department replacement was left behind in Georgetown. Motion was passed that each department delegate make up a sanitary supplies requisition and submit it to their respective department heads. During this trip engine and deck departments have had practically no cleaning gear, and their department them. Chief mate has agreed to paint decks and spot sougee bulkheads. Department delegates should see that each bed is stripped and each room neat and clean for the payoff. Offenders will be turned over to the patrolman and ship's delegate for appropriate action. New fans will be installed this trip. Vote of thanks was given to the galley force for an exceptionally good job done in extreme heat and for good food.

**CLARKSBURG VICTORY (Mississippi), January 6**—Chairman, A. A. Kessen; Secretary, W. Pennington. Ship's fund is now \$34.27. Motion was made to have all stores for the three departments sent to the ship at least two days before sailing, so that the delegates can check them. Motion was passed to use the ship's fund for any emergency that arises, but only by vote of the crew. Vote of thanks went to the steward department for the way the food was prepared and served. Crew should be more careful of the washing machine. Delegates should check the slopchest to make sure there are enough supplies. Repairs should be turned in to department delegates, who will take the list to their department heads.

**May 8**—Chairman, not listed; Secretary, Barton H. Meade. Captain told the stew-

ard he would fill the stewards departments on returning to Japan. Hand vote was called on letting the chief cook stay chief cook. Majority decided they are satisfied with this cook. Everyone was asked to take better care of the washing machine and to return cups to the pantry and try to keep the messhall cleaner.

**QUARTETTE (Standard), July 13**—Chairman, Blackie Connors; Secretary, R. F. Grant. Delegates reported no beefs. Motion was passed to send a representative to headquarters if possible to see about cots and other Union matters, and to inquire about a library exchange. Deck engineers will make any foc'sle keys needed. Trash should not be thrown on deck. Steward reported that fresh stores have been requisitioned.

**November 16**—Chairman, J. Wade; Secretary, A. A. Kessen. \$4.02 in the ship's fund should be turned over to the new ship's delegate. All members will donate to the fund for the upkeep of the washing machine and for the purchase of reading materials. Each crewmember will donate whatever he wants to. Crewmembers should be properly dressed during meals. Repairs should be turned in to department delegates as soon as possible.

**LONE JACK (Cities Service), July 14**—Chairman, Red Lafrige; Secretary, A. Baker. There is \$52 in the ship's fund. One wiper missed ship in Lake Charles. Chief mate will be consulted on repairing couches in rooms before entering or while in shipyard.

**ARCHERS HOPE (Cities Service), July 13**—Chairman, H. R. Phillips; Secretary, H. R. Phillips. Pantryman asked that the pantry sink be repaired, since it has been out of order for three weeks; the fan has been out of order for one week. Ship's awnings for the fantail will be installed first on ships without recreation rooms, so this ship should receive one very soon. F. N. Vincent was elected deck delegate. Suggestion was made that the steward move the dry stores midship so that the room can be used for the three deck maintenance. Men that boarded in Lake Charles and Baltimore were asked to donate \$1 to the ship's fund. Chief engineer will be asked to check the plumbing. Men were cautioned not to smoke forward of the stack on the open deck.

**CARRABULLE (National Navigation), July 7**—Chairman, G. Gillispie; Secretary, A. Goldsmith. One man failed to join the ship at Bayonne. Brother Gillispie was elected ship's delegate. Treasurer reported \$89.29 in the ship's fund. One more electric fan is needed in each foc'sle. Suggestion was made to have each member donate \$2 to the ship's fund. Galley crew should cut down on the noise. Each department delegate should make up a repair list and turn it over to the ship's delegate.

## PERSONALS

**John Popovich**  
Please contact Earl Gilman. Write him c/o SIU hall in Brooklyn.

**Eugene V. Sobczak**  
Get in touch with your brother at 8026 Coles Ave., Chicago.

**Willard (Tugboat) Layton**  
I'm out of the Marines and now shipping from Mobile. Get in touch with me through Mrs. Lopez, W. L. Hammock.

**Charles McKee**  
Anxious to hear from you. Write soon. Floren Weintraub, Hawley, Pa.

**Harold Fred Hurlburt**  
Your mother is anxious to hear from you. Write her c/o Avon Hotel, 58 Exchange St., Buffalo, NY.

Editor,  
SEAFARERS LOG,  
675 Fourth Ave.,  
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## Quiz Answers

- The tip of South America.
- Three.
- \$300.
- Counter-clockwise.
- Isotherms. Isobars connect places having the same barometric pressure.
- Yes, eight of them. Since no one would have been eligible for the office at the time the Government was first founded, under the requirement of natural born citizenship, the Constitution included a clause making those citizens who were citizens of the US at the time of the adoption of the Constitution eligible. Of the first nine Presidents, eight were born when the colonies were ruled by Great Britain.
- Onyx. All the others are white in color. Onyx is a mineral consisting of layers or veins of different colors.
- Six people; \$4.
- Clementine, in the old song of the same name.
- Carbon dioxide, since diamonds are crystallized coal.

## Puzzle Answer

U	L	L	A	S	A	C	A	G	R	A
M	O	A	T	P	I	E	L	A	O	N
P	O	R	T	L	A	N	D	E	L	M
A	O	R	T	A	S	V	A	N		
D	E	B	R	I	S	R	U	S	E	
A	V	A	N	E	T	M	I	S	T	S
M	E	L	D	R	U	M	U	T	A	H
E	N	T	E	R	G	A	G	O	R	O
I	R	A	N	R	U	N	N	E	R	
S	A	M	M	O	B	I	L	E		
P	L	O	T	S	A	N	P	E	D	R
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R	E	E	D	S	E	R	S	E	E	K



# Seein' The Seafarers

With Walter Siekmann

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

After looking around a bit, it looks like the Manhattan Beach USPHS Hospital is really a feeder. Under Dr. John L. Wilson, it now has a system where the patients can choose their food from a menu. It has 350 beds, with 330 of them for seamen and 20 for vets and Coast Guard. An average of 338 beds are filled throughout the year and about 600 patients are admitted during the year.

Al Thompson is doing real well at Manhattan Beach. After he was admitted there, he met a pretty gal patient, and now he's married to her. He expects to get out soon and says he's going to be looking for one of those coastwise Seatrains. His wife will be staying there for a little while after he gets out, so he wants a berth where he can visit her pretty often.

Over at Staten Island USPHS Hospital James "Poop Deck" Lewis is keeping all the patients entertained with his stories about his old times. His favorite is about how all the guys ran around Chartres Street in New Orleans wearing life jackets after a ship was torpedoed in the mouth of the Mississippi River.

Bill Atechson over at Staten Island sends his thanks to all his brothers who donated blood for his recent operation. He's also got a lot of thanks for the SIU Welfare Plan benefits which, he says, "not only takes care of cigarette and day-to-day expenses, but also leaves a few dollars a week to send home."

Sure looks like the Seafarers around New York are getting all sons and no daughters. Last week all the babies around here were boys. Ismael Galarce was one of the proud papas, and the boy is named after him. Ismael's 42 and this is his first child. He says that the good pay and conditions he's gotten on SIU ships was what convinced him to stop being a bachelor and get married and raise a family.

Pedro Perez and his wife just added their first son to their family. He and his wife both belong to seafaring families, with his father still sailing, and his wife's brother, Julio Bernardo, another Seafarer. Pedro wants the new son to be a ball player, but his wife wants the boy to be a doctor. Either way, Pedro says, the SIU is going to play a big part in the boy's future. Pedro says it's only in the SIU that he can make the kind of money he's making. All his children have bank accounts and insurance policies, with the SIU's baby bond the first money credited to young Perez's name. Pedro and his family are even talking about buying a house now.

Alexander Peffanis is another SIU Brother over at Staten Island. He's been going to sea since 1912, and figures that, since the SIU is taking care of current expenses with the Welfare benefits, he'll be able to convalesce in Hot Springs, Ark.

Maurice Bernstein over at Staten Island is still having a tough time, having just undergone more serious surgery. "Bernie" is an oldtimer on the waterfront and a pioneer in the SIU.

Here's some advice to the guys on board ships that might help make more pleasant voyages for the guys who just got out of the TB hospitals. A lot of guys give the cold shoulder to a guy who just finished a bout with TB, but it sure isn't necessary. When a guy gets discharged from the marine hospital and gets his fit for duty slip, he's absolutely cured. In many cases he's kept in the hospital for months after the tests come out negative, just to make sure that there is no sign of the disease recurring.

Herbert Muncie over at Staten Island figures to be back in Baltimore or Norfolk soon, but he says he's going to have a wild time convalescing back in the farm country first. He got off a Bloomfield ship with a hurt leg.

Francis Wall just got out of Staten Island for a couple of weeks and says he's going back to his home in Brooklyn to look over the local political situation.

Space doesn't permit mentioning all the names of the Seafarers in hospitals, but don't forget that if any of your old friends are in dry-dock, they sure appreciate getting a few letters once in a while, and if you're in port, it helps them a lot if you take a little time to stop up and see them.

All the guys in the hospitals send their regards to those who are still able to sail, and they all express their confidence in the Union. As Carroll Harper at Staten Island says, "If I came in off a big payoff, \$15 wouldn't mean too much, but when you're in the hospital and really need some money, it sure is wonderful, and it sure is wonderful to belong to a Union that will look out for you when you need it."

## FINAL DISPATCH

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

**Gunvald E. Nilsen, 46:** A pulmonary condition caused the death of Seafarer Gunvald E. Nilsen in the Staten Island Hospital on June 5. A native of Norway, Nilsen is survived by a sister, Nelly Osa of Havgesund, Norway. The body was sent to Havgesund for burial.

**Ruperto Rivera, 58:** Brother Rivera passed away in the USPHS Hospital in Baltimore on July 12,

1952. He had been sailing with the SIU in the engine department since 1945. Surviving is his wife, Marta Rivera, of 197 Kane Street, Brooklyn, N.Y. Burial was in Evergreen Cemetery, Brooklyn.

**Robert F. Larsen, 50:** Brother Larsen died in the Staten Island USPHS Hospital on June 14, 1952 of natural causes. He joined the SIU in September 1947 in the port of Norfolk. His sister, Mrs. Hellen Sparks of 810 E. Main Street, Norfolk, Va., survives him. Burial was in Forest Lawn Cemetery, Norfolk, Va.

## SIU Visiting Day At Manhattan Beach Hospital . . .



Making the rounds on visit to Manhattan Beach USPHS hospital, SIU Welfare Services Director Walter Siekmann ran into oldtimers Vic Milazzo (left) and James F. Lawler, both reported coming around fine under hospital treatment. Milazzo found the latest LOG issue welcome reading matter, as Lawler tore into some mail addressed to him at the SIU hall in Brooklyn.

## How To Get Disabled Pay

Any totally disabled Seafarer, regardless of age, who qualifies for benefits under the Seafarers Welfare Plan, is eligible for the \$15 weekly disability benefit for as long as he is unable to work. Applications and queries on unusual situations should be sent to the Union Welfare Trustees, c/o SIU Headquarters, 675 Fourth Avenue, Brooklyn 32, N.Y.

## Mixed Reaction



Little Ismael, Jr. (top), son of Seafarer Ismael Galarce, doesn't seem too impressed by news that mom and dad have just received \$200 birth benefit at their Long Island home, but Kelley Lee Pearson of Seattle (bottom) is all excited over it. She qualified dad John Pearson, now aboard the Coe Victory, for first baby pay in that port.

## RECENT ARRIVALS

- All of the following SIU families will collect the \$200 maternity benefit plus a \$25 bond from the Union in the baby's name.
- Ferdinand Greef, Jr.,** born June 2, 1952. Parents, Mr. and Mrs. Ferdinand Greef, 2426 Maryland Ave., Baltimore, Md.
  - Michael Olin Miller,** born June 30, 1952. Parents, Mr. and Mrs. Robert Olin Miller, 207 Beale Street, Cumberland, Md.
  - Raymond Edward McCormack,** born July 7, 1952. Parents, Mr. and Mrs. John McCormack, 108-33 103rd Street, Ozone Park 18, N.Y.
  - Glenn Weiss,** born June 26, 1952. Parents, Mr. and Mrs. Joseph Weiss, 51 Avenue D, New York 9, N.Y.
  - James Didrick Bailey,** born May 26, 1952. Parents, Mr. and Mrs. Charles N. Bailey, 113 Eslava Street, Mobile, Ala.
  - Donna Marie Geiyer,** born July 6, 1952. Parents, Mr. and Mrs. Jack Geiyer, 2103 Randall Avenue, Bronx, N.Y.
  - Sharon Jeanette McCoy,** born May 14, 1952. Parents, Mr. and Mrs. James McCoy, 1125 East North Ave., Baltimore, Md.
  - Laurence Wilson Hill,** born June 27, 1952. Parents, Mr. and Mrs. Thomas F. Hill, 1273 Fisherman's Road, Norfolk, Va.
  - Israel Santos, Jr.,** born July 27, 1952. Parents, Mr. and Mrs. Israel Santos, 1208 Southern Blvd., Bronx 59, N.Y.
  - Miriam Luz Diaz,** born May 14, 1952. Parents, Mr. and Mrs. Miguel E. Diaz, Puerto Real, Puerto Rico.
  - Debra Gall Edwards,** born June 25, 1952. Parents, Mr. and Mrs. Bobby E. Edwards, Box 292, Graham, N.C.
  - Elizabeth Reed,** born June 30, 1952. Parents, Mr. and Mrs. Paul E. Reed, 265 Pineview Lane, Spring Hill, Ala.
  - Orchid Levett Taylor,** born June 20, 1952. Parents, Mr. and Mrs. Richard F. Taylor, 1722 N. Fulton Ave., Baltimore 17, Md.
  - Leslie Clifford Saxon,** born June 25, 1952. Mr. and Mrs. Dewey M. Saxon, 411 So. Franklin St., Mobile 21, Ala.
  - Annette Sierra,** born July 13, 1952. Parents, Mr. and Mrs. Martin Sierra, 530 Atlantic Ave., Brooklyn 17, N.Y.
  - Antonia Guillen,** born April 16, 1952. Parents, Mr. and Mrs. Antonio Perez Guillen, 77 Varet Street, Brooklyn, N.Y.
  - Katherine Annette Brown,** born May 19, 1952. Parents, Mr. and Mrs. Aycock Brown, Jr., Manteo, N.C.
  - Ismael Galarce, Jr.,** born July 10, 1952. Parents, Mr. and Mrs. Ismael Galarce, 43 St. Marks Place, Brooklyn, N.Y.
  - Beverly Drew Reid,** born May 16, 1952. Parents, Mr. and Mrs. Glenn A. Reid, 109 W. Channel Road, Santa Monica, Calif.
  - Kelley Lee Pearson,** born April 16, 1952. Parents, Mr. and Mrs. John W. Pearson, 1254 Orr Street, Seattle 8, Wash.
  - Purino Casem,** born July 1, 1952. Parents, Mr. and Mrs. Joseph F. Casem, 2562 Peace Court, New Orleans 17, La.
  - Rolland Aaron Newton,** born July 15, 1952. Parents, Mr. and Mrs. Charles Newton, 122 S. Decater St., Montgomery, Ala.
  - Suzanne DeLoach,** born April 21, 1952. Parents, Mr. and Mrs. Leo B. DeLoach, 926 D Madison St., Chickasaw, Ala.
  - Tony Phillip Warren,** born April 17, 1952. Parents, Mr. and Mrs. Kenny R. Warren, 617 Main Avenue SW, Hickory, N.C.
  - John Eugene Whitlock, Jr.,** born July 22, 1952. Parents, Mr. and Mrs. John E. Whitlock, 63 Island City Homes, Galveston, Texas.
  - Robert Edward Robertson,** born June 27, 1952. Parents, Mr. and Mrs. Robert Robertson, 161 E. Randall Street, Baltimore 30, Md.
  - David Anthony Marine,** born May 19, 1952. Parents, Mr. and Mrs. Daniel T. P. Marine, 607 So. Hennessey Street, New Orleans 19, La.
  - Mary Agnes Cooper,** born May 12, 1952. Parents, Mr. and Mrs. Samuel H. Cooper, 355 Government Street, Mobile, Ala.
  - Peter Virgilio Perez,** born July 14, 1952. Parents, Mr. and Mrs. Pedro Perez, 74-49 260th Street, Glen Oaks, LI, N.Y.



*is your protection!*

The SIU Constitution is the basic bulwark for defense of the democratic principles and ideals Seafarers have fought for and preserved since they founded this Union in 1938.

The Constitution in effect today is the same document that was written by the determined men who established the Union. The document they wrote was adequate to unite them in a common cause. It was not adequate, however, to meet all the needs of the future.

The inadequacy of the original SIU Constitution, together with its inconsistent and, in some cases, even contradictory provisions, pointed to the necessity for its revision. The proposed amended SIU Constitution, the text of which is published in this issue of the SEAFARERS LOG, was born of this necessity. The amended document retains the rights and safeguards guaranteed under the original Constitution, but it states them more clearly and directly. In addition, it sets forth many other SIU democratic principles which were not provided for in the existing Constitution, but which have been established through usage and custom as accepted SIU policy and procedure.

Your Union, conscious of its responsibilities as a body of seafaring men in a democratic society, adheres to the principle of guaranteed individual rights. The strength of any organization depends on its collective and individual freedoms. Those freedoms, defined in the amended SIU Constitution, can best be safeguarded by an alert, informed membership. Therefore,

**KNOW YOUR RIGHTS AS A SEAFARER!**





Aug. 8  
1952

# SEAFARERS LOG

Const.  
Suppl.

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

To better protect  
every Seafarer's  
inalienable rights

## 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 following pages of this supplement to the SEAFARERS LOG contain the full text of a resolution embodying a proposed amended Constitution of the Seafarers International Union, Atlantic and Gulf District.

This amended Constitution was proposed, as is set forth in its preamble, "in order to form a more perfect Union." It is designed to better protect the economic, social and political rights and freedoms deemed by Seafarers to be inalienable. It retains and reaffirms the rights guaranteed by the Union's original Constitution. It spells out, for the first time, certain safeguards and privileges which were overlooked by those who drafted the original constitution; but which since then have become accepted, through Union custom and usage, as necessary to an orderly and democratic way of life for every Seafarer.

The proposed revised Constitution if approved at its third reading will be voted upon by Seafarers in a 30-day referendum in all SIU ports on all coasts. Nearly a year of careful study and comparison with many types of constitutions, both union and others, was invested in the document before a preliminary draft was drawn up and recommended to the SIU membership by the Port Agents and headquarters officials following a conference at the headquarters branch. This draft has been given two full readings in regular membership meetings. Then it was sent to a constitutional committee elected by the membership. The proposed amended Constitution printed herein is the product of a final careful reading and study by this Committee. It will now be read a third time, along with the Committee's recommendations, in all ports.

This careful study and effort was undertaken to provide a complete, easy-to-understand Constitution that, together with the procedure provided for its amendment, will serve as an entirely adequate policy-shaping guidebook for the SIU of the future.

*Proposed* REVISED SIU CONSTITUTION

# Resolution

WHEREAS, the undersigned Port Agents, officials, and representatives were assembled at Headquarters for the purpose of discussing and taking action on all matters involving the general welfare of the Union and the membership, and

WHEREAS, one of the major matters taken up was the fact that the Constitution of the Union, which has not been amended in any substantial degree since it was adopted in 1938, and

WHEREAS, the present Constitution was prepared at a time when the Union membership, functions, and apparatus were very small as compared to our operations today, and

WHEREAS, many articles of the present Constitution are obsolete and unhandy in the light of the Union's development, and

WHEREAS, it is our belief that the present size and scope of operations requires a more streamlined and up-to-date document to fully cover all Union objectives and purposes, and

WHEREAS, we also believe that the following proposed Constitution more adequately spells out the responsibilities, rights and privileges of Union membership, and the duties, obligations and responsibilities of the officials, all in the interest of greater efficiency, and consistent with the Union's democratic principles, therefore,

## BE IT RESOLVED:

That the following proposed amended Constitution be presented to the membership for action thereon in accordance with Article XXIX of the present Constitution.

### 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:

#### I

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

#### II

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

#### III

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

#### IV

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

#### V

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

#### VI

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

#### VII

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

#### VIII

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

### CONSTITUTION

#### ARTICLE I

##### NAME AND GENERAL POWERS

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

#### ARTICLE II

##### AFFILIATION

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

#### ARTICLE III

##### MEMBERSHIP

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

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

##### OBLIGATION

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

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

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

This time shall not run:

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

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

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

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

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

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

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

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

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

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

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

#### ARTICLE IV

##### REINSTATEMENT

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

#### ARTICLE V

##### DUES AND INITIATION FEE

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

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

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

#### ARTICLE VI

##### RETIREMENT FROM MEMBERSHIP

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

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

Section 3. Any person in retirement for a period of six months or more shall be restored to membership, except as herein indicated, by paying dues for the current quarter, as well as all assessments accruing and newly

levied during the period of retirement. If the period of retirement is less than six (6) months, the required payments shall consist of all dues accruing during the said period of retirement, including those for the current quarter, and all assessments accrued and newly levied during that period. Upon such payment, the person in retirement shall be restored to membership, and his membership book, appropriately stamped, shall be given to him.

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

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

#### ARTICLE VII SYSTEM OF ORGANIZATION

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

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

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

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

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

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

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

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

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

#### ARTICLE IX OTHER ELECTIVE JOBS

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

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

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

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

##### Section 1. The Secretary-Treasurer

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

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

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

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

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

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

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

At the first regular meeting in August of every election year, the Secretary-Treasurer shall submit to the membership a pre-balloting report. This report shall recommend the number and location of Ports, the number of Assistant

Secretary-Treasurers and Agents, and the number of Port Patrolmen which are to be elected for each Port.

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

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

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

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

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

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

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

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

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

##### Section 2. Assistant Secretary-Treasurer

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

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

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

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

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

##### Section 3. Port Agents

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

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

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

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

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

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

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

(h) The Port Agent shall designate which members at

that Port may serve as representatives to other organizations, affiliation with which has been properly permitted.

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

##### Section 4. Port Patrolmen

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

##### Section 5. Meeting Chairmen

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

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

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

##### Section 6. Delegates

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

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

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

##### Section 7. Committees

###### (a) Auditing Committee

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

###### (b) Trial Committee

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

###### (c) Quarterly Financial Committee

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

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

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

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

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

###### (d) Appeals Committee

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

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

###### (e) Negotiating and Strike Committee

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

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

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

Negotiating and Strike Committee shall submit the report and recommendations upon completion of the negotiations, and may submit interim reports and recommendations, in the same manner above set forth.

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

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

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

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

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

Secretary-Treasurer  
Assistant Secretary-Treasurer  
Port Agent  
Patrolman

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

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

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

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

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

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

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

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

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

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

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

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

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

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

##### Section 1. Nominations

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

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

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

##### Section 2. Credentials Committee

(a) A Credentials Committee shall be elected at the first

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

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

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

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

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

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

##### Section 3. Balloting Procedure.

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

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

(c) Balloting shall take place in person, at Port Offices, and shall be secret. No signature of any voter, or other distinguishing mark, shall appear on the ballot, except

that any member may write in the name or names of any member or members, as appropriate, for any office, or the job of Port Agent or Patrolman.

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

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

##### Section 4. Polls Committees

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

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

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

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

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

At the end of each day's voting the Polls Committee, in the presence of any member desiring to attend, provided he observes proper decorum, shall open the ballot box or boxes, and place all of that day's ballots therein in an envelope together with a copy of the roster of that day's voting. The envelope shall then be sealed. Each member of the Polls Committee shall sign his name across the flap of the said envelope with his book number next to his signature. The Committee shall also place the date on said envelope, as well as a certificate that the said box or boxes were opened publicly, that all ballots for that day only were removed, and that all of those ballots are enclosed in the envelope dated for that day. This envelope shall then be replaced in the ballot box. The ballot box shall then again be locked and sealed and the key shall be placed in an envelope. This envelope shall then be sealed, and the members of the Committee shall sign their names across the flap of this envelope and place their book numbers thereon, together with the date. It shall be the responsibility of the Port Agent to see that this envelope with the key is properly safeguarded until turned over to the Polls Committee the following morning. In addition, the Polls Committee shall deliver to the Port Agent duplicate copies of the roster, the unused ballots and reports as set forth in this section, any files that may have been given, the ballot box or boxes, and all the stubs collected both for the day and those turned over to it.

The Port Agent shall keep the rosters, unused ballots, ballot box or boxes, and stubs, under lock and key until duly called for as herein set forth. The Port Agent shall insure that no person illegally tampers with the ballots, stubs, rosters, or ballot boxes while they are under his custody. A third copy of the rosters for that day shall be mailed by the Polls Committee, or the Port Agent, to Headquarters.

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

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

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

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

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

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

(e) The report of the Committee shall be made up in sufficient copies to comply with the following requirements: two copies shall be sent by the Committee to each Port Agent and the Secretary-Treasurer prior to the first regular meeting scheduled to take place subsequent to the close of the Committee's proceedings or, in the event such meeting is scheduled to take place four days or less from the close of this Committee's proceedings, then at least five days prior to the next regular meeting. Whichever meeting applies shall be designated, by date, in the report, and shall be referred to as the "Election Report" meeting. As soon as these copies are received, each Port Agent shall

post one copy of the report on the bulletin board, in a conspicuous manner. This copy shall be kept posted for a period of two months. At the Election Report meeting, the other copy of the report shall be read verbatim.

(f) At the Election Report meeting, there shall be taken up the discrepancies, if any, referred to in Section 5-B of this Article, and the recommendations of the Tallying Committee submitted therewith. A majority vote of the membership shall decide what action shall be taken thereon, if any, which action, however, shall not be beyond ordering a special vote to the extent reasonably indicated by the reported discrepancies. The same procedure shall apply to all members appealing from denials of their protests by the Headquarters Tallying Committee, which appeals may be taken, by the said member, by addressing a letter or telegram to each Port, c/o the Port Agent, in which shall be set forth the facts regarding the appeal from the dismissal of his protest, the member's name, and his book number, with a copy to Headquarters. It shall be the duty of the Port Agent to submit this appeal to the Election Report meeting at his Port. The protesting member is charged with making this appeal prior to the holding of this meeting. Special votes ordered in accordance with this paragraph shall take place at the Port where the claimed discrepancy or denial of the right to vote occurred. In such case, the Port Agent shall have the functions of the Tallying Committee as set forth in Section 5-C of this Article, insofar as the said Section 5-C deals with the terms of such special vote.

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

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

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

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

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

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

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

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

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

#### ARTICLE XIV OTHER ELECTIONS

##### Section 1. Auditing Committee.

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

at the meeting, provided that any member eligible to serve may nominate himself.

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

##### Section 2. Quarterly Financial Committee.

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

##### Section 3. Trial Committee.

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

##### Section 4. Appeals Committee.

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

##### Section 5. Negotiating and Strike Committee.

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

##### Section 6. Meeting Chairman.

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

##### Section 7. Delegates.

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

#### ARTICLE XV TRIALS AND APPEALS

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

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

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

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

after the next regular meeting, at which meeting the Trial Committee will be elected.

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

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

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

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

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

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

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

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

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

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

**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 preemptory termination of such affiliation and, (d) the fees required for such affiliation. In no event may anyone not a member receive evidence of affiliation equivalent to that of members, receive priority or rights over members, or be termed a member.

**ARTICLE XXII****FORMULATION OF SHIPPING RULES**

**Section 1.** The formulation of shipping rules shall not be deemed part of any routine administrative task. Shipping rules governing the details of the assignments of jobs and governing conduct and procedure connected therewith may be issued and take effect only after approval by a majority vote of the membership. Shipping rules duly issued shall be deemed to be Union policy.

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

**ARTICLE XXIII****QUORUMS**

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

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

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

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

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

**ARTICLE XXIV****MEETINGS**

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

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

**ARTICLE XXV****AGENTS' CONFERENCE**

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

**Section 2.** The Agents' Conference may discuss and prepare reports and recommendations on any part of the Union's activities, policies and plans. The adoption of any such recommendation by a majority vote of the membership shall make the provisions thereof binding Union policy, until modified or otherwise altered by a majority

vote of the membership provided such recommendation is not inconsistent with the provisions of this Constitution.

**ARTICLE XXVI****DEFINITIONS AND MISCELLANEOUS PROVISIONS RELATING THERETO**

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

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

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

- The Constitution
- Union policy, and
- Custom and usage of the Union

in the indicated priority.

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

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

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

**Section 7.** The term "Election Year" shall be deemed to mean that calendar year prior to the calendar year in which elected officials and other elected job-holders are required to assume office. The first election year shall be deemed to be 1954.

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

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

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

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

**ARTICLE XXVII****AMENDMENTS**

This Constitution shall be amended in the following manner:

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

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

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

**ARTICLE XXVIII****TRANSITION CLAUSE**

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

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

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

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

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

## Constitutional Committee's Report

We, the undersigned members of your Constitutional Committee, submit the following report and recommendations:

1. This Committee consists of six members, two representatives of the deck department, two representatives of the engine department and two representatives of the stewards department. We were elected on the floor of the regular membership meeting of July 30, 1952, in the Headquarters-New York Branch in accordance with the Constitution of this Union. Under the present Constitution, we were required to make a full study of the resolution containing the proposed amended Constitution and to make a report of our findings and recommendations.

2. In carrying out our duties we found that all constitutional requirements in the submission of this resolution were met. The resolution containing the proposed amended Constitution was read in its entirety at the July 16, 1952, regular membership meetings in all ports and was accepted by the members present. It was read a second time in all ports at the regular membership meetings of July 20, 1952, written copies of same were given to all members at this Meeting and again was accepted by the membership.

3. The Committee has read the entire Resolution word

by word. Each section has been studied in detail to determine its effect on the rights and protections of the membership, as well as its effect upon the general welfare of the Union.

4. We found that the proposed amended Constitution not only keeps all of the rights and safeguards of the present Constitution but goes considerably further in that it establishes in writing all of the guarantees and privileges that did not appear in the original Constitution.

5. It is our sincere belief that the document shows every evidence of having been drafted by its proposers for the purpose of better protecting the rights of the members and the welfare of the Union. We feel that we could not make any change that would improve upon it for these purposes.

Therefore we recommend to Headquarters that it submit this report to all of the ports within the Union with the following recommendations, so that it can be acted upon simultaneously at the regular membership meetings on August 13, 1952.

1. That upon concurrence with this report by the membership at the Ports holding Membership Meetings on August 13, 1952, the resolution containing the proposed

amended Constitution be placed on a secret referendum ballot for a 30-day period with voting to begin in all Ports on August 13, 1952, and to continue up to and including September 17, 1952.

2. That the Editor of the SEAFARERS LOG publish our report in its entirety together with the complete text of the Resolution and the proposed amended Constitution in the August 8, 1952, issue of the LOG so that the membership at sea and shore may have full opportunity to read and study the document before voting commences.

The undersigned wish to go on record as recommending the approval of this Report and the ratification of the proposed Constitution. We feel that in doing so, we will have a Constitution of which every Union member may be proud.

**DECK DEPARTMENT:**

s/Charles Palmer, Book N. P-13

s/John Ziereis, Book No. Z-12-Chairman

**ENGINE DEPARTMENT:**

s/M. McCoskey, Book No. 20289

s/W. J. Szostak, Book No. S-120

**STEWARDS DEPARTMENT:**

s/Cliff Wilson, Book No. W-101

s/Alonzo M. Milefski, Book No. M-80

SUMMARY of the *Proposed* REVISED SIU CONSTITUTION

**ARTICLE I—Name and General Powers:** Designates the name of the union and defines its general powers.

**ARTICLE II—Affiliation:** Provides for affiliation of the Atlantic and Gulf District with the Seafarers International Union of North America, the American Federation of Labor and other bodies as may be determined by a majority vote of the membership.

**ARTICLE III—Membership:** Sets forth that new members may be admitted under rules set by a majority vote of the membership—Defines certain eligibility requirements that must be met by candidates for new membership—Provides relief for members who may be unable to pay dues because of incapacity beyond their control—States the Union's oath of obligation—Outlines rules for suspension and dismissal for non-payment of dues and assessments—Rights of membership to expel those who might support dual and hostile groups.



**ARTICLE IV—Reinstatement:** Gives the membership the right to set rules for reinstatement of dismissed members.

**ARTICLE V—Dues and Initiation Fee:** Retains the existing dues schedule, initiation fee and method of payment—Provides dues may not be changed except by constitutional amendment—Permits the membership, by majority vote, to waive dues and initiation fees for organizational purposes only.

**ARTICLE VI—Retirement from Membership:** Defines the procedure by which a Seafarer may retire his book and outlines the method of reinstatement.

**ARTICLE VII—System of Organization:** Designates the departments of the Union and provides for administrative authority.

**ARTICLE VIII—Officers:** Designates the following as elective officers: the Secretary-Treasurer, Assistant Secretary-Treasurers and Port Agents and Patrolmen.

**ARTICLE IX—Other Elective Jobs:** Provides that meeting chairmen, delegates and members of certain committees must be elected by the membership.

**ARTICLE X—Duties of Elective Officers:** Defines the duties of the Secretary-Treasurer, Assistant Secretary-Treasurers, Port Agents, Patrolmen, Meeting Chairmen, Delegates and members of the Auditing, Trial, Quarterly Financial, Appeals and Negotiating and Strike Committees—Provides procedure for filling vacancies in office—Requires all Port Agents to file weekly financial reports—Establishes membership control over actions and reports of officials and committees.



**ARTICLE XI—Wages and Terms of Office:** Provides that the Secretary-Treasurer, Assistant Secretary-Treasurers, Port Agents and Patrolmen shall serve for two-year terms and that their wages shall be set by a majority vote of the membership—Provides for hiring and dismissal of other 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—Retains the Union's existing balloting procedure—Describes balloting procedure in detail—Provides for election of five-member Polls Committees and six-member Tallying Committees to conduct elections and tabulate results—Sets for the manner for installation of officers.

**ARTICLE XIV—Other Elections:** Provides procedure for election of meeting chairmen, delegates and members of the following committees: Auditing, Quarterly Financial, Trial, Appeals, Negotiating and Strike—Defines qualifications for these positions.

**ARTICLE XV—Trials and Appeals:** Reaffirms the right of every member to a fair trial by an impartial committee of his Union brothers.

Lists in detail the procedure for bringing charges and for presenting charges to the membership—Provides for election of five-member trial committee and defines Committee's procedure and duties—Requires that accused must be confronted by the accuser—Gives accused right to representation by a brother member before the trial committee—Requires presentation of the Committee's findings to the membership for acceptance, rejection or modification by a majority vote of the members—Provides procedure for appeals.

**ARTICLE XVI—Offenses and Penalties:** Lists in detail the offenses for which a member may be brought to trial—Places limitations on penalties that may be imposed upon members found guilty of such offenses—Gives a member the right to waive trial and accept an automatic penalty for infractions not involving suspension or dismissal from the Union—Provides for trial by meeting acting as committee as a whole for offenses committed during course of meeting.



**ARTICLE XVII—Publications:** Gives the membership the right to authorize the publication of a newspaper and other literature.

**ARTICLE XVIII—Bonds:** Provides for bonding of officers and employes of the Union under such conditions as may be determined by the membership.

**ARTICLE XIX—Expenditures:** Provides that the membership shall determine policies or specific instructions with regard to expenditures.

**ARTICLE XX—Income:** Defines the Union's sources of income—Sets forth the duty of members to require Union representatives to give them a receipt for any payment of money to the Union—Provides that no assessment may be levied unless approved by a two-thirds majority of the valid ballots cast by the members in a secret election—Gives membership power to set up general rules for assessment balloting—Provides for the Union to derive income from dividends, interest and legitimate business operations.



**ARTICLE XXI—Permits:** Retains the existing requirement that rules for issuance of permits must be determined by the members.

**ARTICLE XXII—Formulation of Shipping Rules:** Guarantees, as does the present 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.