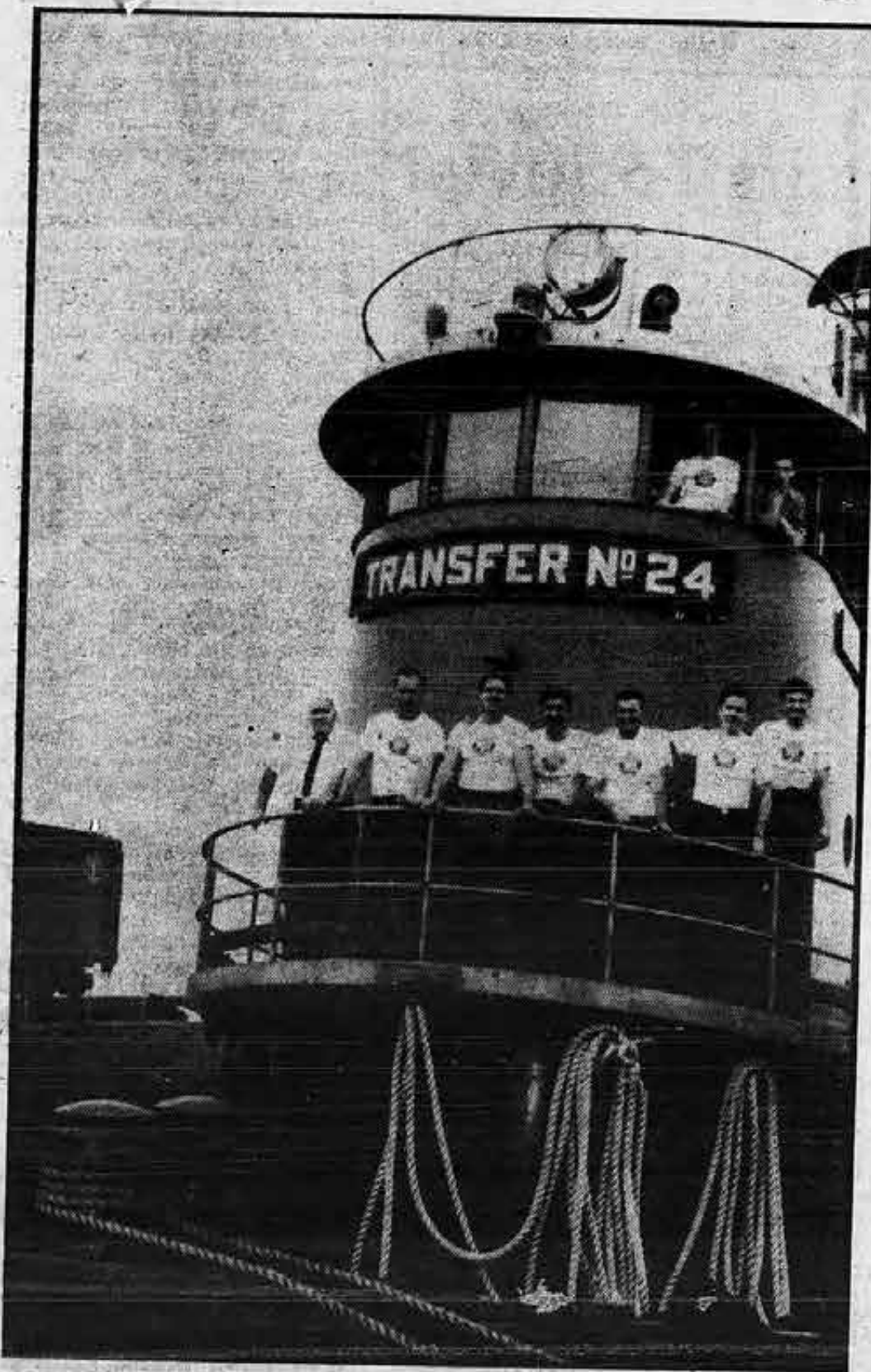




TWO MORE RR TUG FLEETS VOTE SIU

**NY Central, New Haven
Solid For SIU In Voting**

Story On Page 3



The shirts worn by these unlicensed deck hands of the New Haven railroad show where their sentiments were when they voted in recent elections. They're now members of the Railroad Marine Division of the SIU, along with men from NY Central, Pennsylvania and other fleets. (Story On Page 3.)

**Farm Bloc Bids
Congress Wreck
'50-50' Ship Aid**

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**MTD Asks Security
Check On Runaways**

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**More US Operators
Seek Foreign Ties**

Story On Page 3

TEXT OF
NEW

SIU CONSTITUTION

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Farm Bloc Opens Assault On '50-50'

WASHINGTON — The US Agriculture Department has launched a campaign to destroy the "50-50" law, and in the process a good portion of the US merchant marine and the jobs of thousands of US seamen. A bill sponsored by the Department has been introduced in the House Agriculture Committee, authorizing the Secretary of Agriculture to waive the "50-50" law when he felt that such legislation "interfered with" the sale of surplus agricultural commodities under long term contracts.

This legislation, if passed, would enable the Department to place all of its farm surplus cargoes on foreign-flag ships. In the process, by using ships which pay seamen \$75 to \$90 a month or less, the Department, in an election year, could throw a sop to the farm bloc by using the freight savings to purchase and dispose of additional surplus. The SIU, other US maritime unions, and American-flag ship operators are preparing to fight the legislation down the line.

The phraseology of the legislation, giving the Secretary of Agriculture the right to waive "50-50" when it "interfered with" the sale of surplus, reflects a situation about which American ship opera-

tors have long been complaining. Although the farm surplus sales are, in reality, a gift to the countries involved, there have been complaints that the countries on the receiving end have been insisting on the rights of their ships, or ships chartered by them, to carry the lion's share of the gift from the American taxpayer, thus depriving American ships and seamen of their rights under the law.

With the proposed new law, the Secretary of Agriculture would have a handy weapon to block American shipping from all but a tiny share of the surplus cargoes.

During the fiscal year 1959, the Agriculture Department spent \$120 million on freight costs for farm surplus which cost the Government over \$1.5 billion. The Department, when queried by the SIU, said it was unable to supply figures showing how much of this sum was paid to foreign and runaway ship operators, although these figures are obviously a matter of record.

However, based on prevailing

charter rates quoted by ship brokers, and assuming US ships got half of the cargo, a rough and ready figure would be about \$80 million paid to US ship operators and \$40 million to foreign-flag ships.

What the waiver authority would do is enable the Secretary of Agriculture to deprive the American shipping industry of most of the \$80 million worth of business on the ground that it "interfered with" the sale of the surplus. Foreign countries receiving the surplus would need little prodding to "balk" at the terms of the surplus agreements, giving the Secretary of Agriculture an opportunity to invoke the waiver privilege.

Then the Department, in turn, could try to sell the nation's farmers on the idea that it had trimmed costs of the surplus program and would have more money to spend on getting rid of more surplus. The victims of this squeeze play would be the ship operators who had to lay up their ships and the seamen who were stranded on the beach.



The Coast Guard vessel Relief—which was substituting for Ambrose Lightship is now in 90 feet of water after being sunk by freighter Green Bay last week off Rockaway Point.

NY Lightship Sunk; Ship Caution Urged

All ships coming into New York have been warned by the Coast Guard to navigate with caution near the site of Ambrose Lighthouse as a result of a shipping accident there on Friday, June 24. The Ambrose Light relief vessel was sunk in 90

feet of water when it was rammed in a fog by the American-flag freighter Green Bay.

All nine Coast Guardsmen aboard the Lightship vessel 505—which was on temporary duty there while the Ambrose was being overhauled—were rescued by the Green Bay. Ironically enough, the men were saved when they successfully launched a self-inflating rubber liferaft. Lifesaving equipment of this type had just been approved by the Coast Guard a few weeks ago for use as auxiliary lifesaving equipment on American-flag ships.

The nine men paddled around in the life raft until they were picked up by the Green Bay and later transferred to a hospital by a Coast Guard vessel. There were no injuries reported among crewmembers of either ship, with the Green Bay suffering only slight damage as a result of the collision.

The Green Bay, which is under contract to the NMU, was out-bound from Port Newark. She was held up at the scene while Coast Guard investigators quizzed the skipper and crew, but was allowed to continue on her way after the investigation was completed the same morning.

The Coast Guard vessel Yeaton stood by to act as lightship until a relief was available. Normally, the Ambrose Light, a familiar sight to Seafarers entering New York Harbor would have been in position at the scene, but it was in the shipyards for repairs at the time of the accident.

Reply to Queries On Union Stand:

Why SIU Opposes Union Visits To Soviet

by Paul Hall
President, SIU of North America

Delegations from several American trade unions have visited the Soviet Union or have accepted invitations to do so in the future. In the course of the visits they meet with Soviet labor delegations to "exchange information."

As a result of these visits, the SIU has been asked by people in the maritime industry whether it is considering sending such a delegation to the Soviet Union.

The SIU's answer, in a nutshell, is no. We will not send such a delegation to the Soviet Union. And the reasons for doing so are many and sound.

As the record clearly indicates, since its founding 21 years ago the SIU has been very firmly opposed to dealing with the Soviet Union and any of its instrumentalities. The SIU has consistently fought Communist penetration of the vital maritime industry wherever it has been in evidence—and with considerable success throughout the United States and Canada.

The SIU's experiences in dealing with waterfront Communists have confirmed over and over again the accusation that the Communist Party in this country is dedicated to the destruction of free trade unions as we know them and to their conversion into pawns of the Soviet Union and instruments of Soviet foreign policy.

This being true in the United States—and numerous examples could be cited of Communist Party use of unions to that end—it is doubly true on the Communist's home-stamping grounds, the Soviet Union. As has been pointed out by the AFL-CIO, the International Confederation of Free Trade Unions and others, the so-called trade unions in the Soviet Union are simply tools of the government. Their function is to carry out the policy of the Soviet government (this has been clearly stated many times by the Soviets themselves) and their officers, are to all respects and purposes, officials of the Soviet Union. Without exception, they are all members of the Communist Party, the elite group of two or three percent of the Soviet population which governs every form of public activity in that country.

Consequently, the Soviet "trade union" is no more a trade union than the labor syndicates which existed in Hitler's Germany or Mussolini's Italy.

Invitations to US unions to participate in exchanges of visits with Soviet "trade union" groups motivated by the Soviet's desire to obtain a cloak of respectability for their unions, no matter how sincerely American delegations may regard them as an opportunity to breach the barriers and infuse the Russians with American ideas of free trade unionism.

The justification given for these visits is that both sides, Americans and Russians, can impress upon each other the assets and virtues of their particular modes of living. The hope is that this will lead to some modification of the Soviet system to make it more like ours and consequently reduce the chances of crises and wars.

However, on second thought, it should be clear that the professional Communists and Government officials who front for a "trade union" movement in the Soviet Union are not interested in borrowing from our system and adopting our practices.

To do so, to accept the basic US union idea of freedom of action for workers, would be to strike at the roots of the Communist system. No Communist government could tolerate such ideas for one moment.

Why Soviets Seek Visits

Why then, do the Soviets encourage and seek out such visits by US unions? Their purpose is plain—to use such visits for propaganda sounding-boards, to tell the world, and particularly the uncommitted nations of Africa and Asia, that the organized workers of America endorse the Soviet position in world affairs.

Seafaring unions are particular targets of such Soviet blandishments and have always been, because their membership is in international trade and the industry itself is of great strategic importance. How well the Russians use world maritime unions to promote their cause was shown in April, 1959, when Harry Bridges was chosen to conduct a conference in Tokyo of fellow-traveling unions from various Pacific countries. The aim of that conference was primarily to drive a wedge between Japan and the United States, to create a climate of opinion in which Japanese and other Asian workers would be led to believe that American workers do not support their own government.

It is certain that American union delegations visiting Russia will vigorously defend free trade unions in their public statements

in the Soviet Union and will, with equal vigor, disclaim any intent of siding with the Soviet point of view against the Government of the US. But—and this is an important "but"—just as the Soviet government controls its "trade unions," it also controls all organs of communication and information. American labor delegations will find that their critical statements will be buried or suppressed. (It would hardly be expected, for example, that the Soviet press would publicize statements criticizing the suppression of freedom in Hungary.)

The Soviet propaganda machine will bend its energies to make it appear as if American workers are endorsing the Soviet Union's stand in world affairs and the workings of Soviet communism at home. Long after the American delegations go home and their words have been ignored or forgotten, world Communist propaganda will be using photographs and stories to create the impression of American labor support for the Soviet program.

Finally, there is another reason why American trade union visits to the Soviet Union are particularly undesirable at this time. This same month the President of the United States was to have visited that country, but the invitation was withdrawn and he was told he is unwelcome. Whatever anyone might think of President Eisenhower's policies and actions (and there is ample ground for criticizing them) in his official trips abroad he is the American nation for all intents and purposes. The rebuff given him by the Russians was a rebuff and affront to the entire American public, including, of course, the workers in American unions. Any visits by American trade union groups, on the heels of such a rebuff, will only be interpreted in the Communist world and in its controlled press as representing sympathy for this specific act of indignity toward the United States.

Even if the Soviet Union were a free nation, which it is not; even if it had legitimate trade unions, which it does not have; and even if it had a free press and radio, which is also non-existent; it is the SIU's position that organized labor would not be justified in meeting with the governing powers of a country which had just slammed the door in the face of the top elected representative of the United States, and thereby demonstrated absolute contempt for the American nation and its form of government.

SEAFARERS LOG

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New Meeting Procedure

One of the major changes in the SIU constitution is the new schedule of membership meetings. They will now be held monthly in the deep sea ports of New York, Philadelphia, Baltimore, Houston, New Orleans and Mobile. The port of Detroit has been added to the monthly schedule.

All meetings will be held at 2:30 PM, local time, for each of the seven ports concerned.

The meeting schedule calls for New York meetings on the first Monday of each month, following the first Sunday; Philadelphia, the first Tuesday; Baltimore, the first Wednesday, and Detroit, the first Friday.

Houston, New Orleans and Mobile will meet in the week following the above meetings, Houston on Monday, New Orleans on Tuesday and Mobile on Wednesday.

Special meetings at a port may be called at the direction of the port agent or area vice-president, between the hours of 9 AM and 5 PM. A two-hour posted notice of such special meetings is required.

Two More US Operators Would Hold Foreign Ties

WASHINGTON—As was to be expected, two more steamship companies, now subsidy applicants, have asked the Federal Maritime Board to continue foreign steamship operations and other foreign business relationships. One company already received approval.

Both Isbrandtsen and Waterman, who expect to receive subsidies shortly, had asked for waivers of the 1936 Merchant Marine Act, allowing them to retain foreign connections. The ruling was a natural outgrowth of a waiver given to States Marine Line permitting it to continue operating runaway-flag and other foreign-flag bulk ore and oil carriers.

Isbrandtsen had asked to retain a financial interest in the Canadian Foreign Steamship Company, which operates Dutch-flag ore and oil carriers running between Chile, US, Europe and Japan. The company is based on Nassau, the Bahamas, which is fast becoming a favored tax-free haven for shipping and other business ventures. The Board promptly granted a waiver claiming that "special circum-

stances" exist to permit continuance of this connection.

Waterman does not have a specific investment in foreign shipping operations but has shipping agencies in Antwerp and Rotterdam in which it has an interest. The Board has ordered a hearing on Waterman's bid to continue these relationships.

The States Marine case was widely-regarded as a key to the future operation of the Merchant Marine Act, which, as originally drafted, was designed to promote American-flag shipping. For that reason, the act barred a subsidized steamship company from having financial interests in foreign-flag ship operations.

By granting the waiver to States Marine, the Maritime Board has "amended" the legislation by agency decree to all intents and purposes.

Theoretically, once the States Marine waiver was granted, there is no reason for the Maritime Board to refuse waivers to any subsidized American-flag shipping company which wants to go into foreign-flag or runaway-flag operations. It is possible then, for small subsidized American-flag companies to operate many times their American-flag tonnage under foreign flags.

Free Rides For Gov't Men Banned

WASHINGTON — A perennial rider to shipping appropriation bills, the "no Annie Oakley" amendment, has finally been passed. Introduced each year by Sen. John Williams (Rep.-Del.), the bill prohibits American-flag steamship companies from giving free or reduced transportation abroad to US Government employees.

He had attached this bill as a rider to many maritime bills in the past, but it was always erased in House committee action in the course of reconciling Senate and House measures.

This year, with elections coming up, and a good deal of discussion in the press about Congressional expenses, the Senate passed the bill containing the rider without a dissenting vote, and the House leadership decided to go along, though not without some critical comment from the House side, calling the bill "unnecessary" and "unreasonable."

Williams had offered the amendment in the Senate every year since 1956. He has also been hostile, as a rule, toward appropriations for shipping subsidies.

Stewart Appointed To SIU Hq. Representative Post

Acting under the provisions of the SIU constitution, SIU President Paul Hall has appointed Freddie Stewart to the vacant post of headquarters representative. The vacancy was created when Joe Volplan was named head of the new Social Security Department by the trustees of the Seafarers Welfare Plan.

Volplan had been one of the three headquarters representatives under the revised SIU constitution set-up, the other two being Bill Hall and Ed Mooney. All three had the title of assistant secretary-treasurers under the old constitution.

One of the original members of the SIU when it was founded,



Stewart

Stewart was a volunteer organizer for the Union at the outset, and participated in a great many of the Union's major beefs. He also has many years' experience on the administrative level, having served in various official capacities with the Union since 1947.



Mooney



Hall

SIU Sweeps Vote Among New Haven, NY Central Tugmen

The SIU Railroad Marine Division has completed a clean sweep of seven major railroad and rail terminals in New York harbor as unlicensed deckhands of the New York Central and the New Haven railroads cast near-unanimous votes for the Union.

In the New York Central, the SIU got 121 out of 133 valid ballots cast. In the New Haven, the SIU's margin was 87 to 5. Both elections were conducted by the National Mediation Board under the Railroad Labor Act.

There are about 250 unlicensed deckhands employed by the two railroads whom the SIU will now represent. In previous elections, the SIU was victorious by 174 votes to 95 votes for the Teamsters Union in the Pennsylvania Railroad, by 70 to 7 in the Baltimore and Ohio and won all 51 votes at New York Docks, Bush Terminal and Brooklyn Eastern District Terminal.

All told, as a result of these seven elections, the SIU Railroad Marine Division represents about 850 men in the railroad tug industry here. Included in the group are men working for the Chesapeake and Ohio in Norfolk and the Western Maryland Railroad in Baltimore. These two lines have been represented by the SIU for some time now.

While most of the men involved work in and around New York harbor, there are some in Philadelphia and Norfolk, as well as in Connecticut ports. The SIU Railroad Marine Division, by virtue of the election results, is now a member of the Greater New York Harbor Council, the negotiating body for all AFL-CIO marine unions in the railroad tug field. Other ratings on the tugs include captains, engineers, oilers and cooks.

Aside from the railroad tugs, the SIU has a considerable representation in the tugboat field all along the Atlantic and Gulf Coast, in the Harbor and Inland Waterways Division. Tug companies in Philadelphia, Chesapeake Bay, Mobile, Tampa, New Orleans and Houston are under contract to the SIU.



Railroad tugmen give victory sign after New Haven Railroad men voted. Left to right, Terrence Devery, Tony Longueira, Ray McAllister and Walter Tyska, New Haven; Howard Brower, B&O, C. T. Murrell, C & O, Ed Pulver, Pennsy and John Dwyer, SIU rep.

NY Unions Considering Low-Cost Drug Program

Nine major New York unions, including the SIU, are studying a program which would supply their memberships with low-cost drugs and medication through their respective welfare plans. The plan anticipates establishment of a chain of non-profit drug dispensaries in the New York area.

The new program is an outgrowth of increasing complaints about the high cost of prescriptions. The complaints were climaxed at hearings of the Senate's anti-trust subcommittee in which testimony was given as to excessive charges and monopolistic practices indulged in by drug manufacturers.

Kefauver Hearings

The group, headed by Senator Estes Kefauver, heard testimony to the effect that some drugs were marked up several thousand percent over their actual production cost. Much of the cost of drug company operation, the committee was told, consisted of heavy advertising expenditures, distribution of samples and literature to physicians, and visits to physicians by "detail men" to persuade doctors to prescribe standard medication by brand names.

In many instances, the same formula is available at far cheaper prices if the physician would use the chemical name of the compound rather than the brand trademark.

The New York unions contemplate a system of prepaid drug insurance through their welfare plans, with employers contributing specific sums to cover the cost of operation. In turn, members covered by the plan would be able to buy drugs as prescribed by their

physicians at 30 to 35 percent less than the going retail charges.

Unions considering the plan, in addition to the SIU, are the Transport Workers, Garment Workers, Electrical Workers, Machinists, Auto Workers, Hotel and Restaurant Workers, Retail Clerks and Office Employees.

SUP Crews To Get Eye Care Plan

SAN FRANCISCO—The Sailors Union of the Pacific has announced plans for an eye care program similar to that now operating on the East Coast. It is based on eye examinations and glasses free of charge to its membership.

The vision program will be an integral part of the welfare benefits provided by the Sailors Union for SUP members.

The program will include free eye examination and visual analysis for any eligible member on request; eyeglasses free of charge to those members who need them; replacement of lenses free of charge each year, if needed, and frames every three years; reexaminations on an annual basis.

THE INQUIRING SEAFARER

QUESTION: How do you find the fishing on this run? (Asked of crewmembers of the intercoastal vessel, SS Losmar, in Philadelphia.)

James D. Bergeria, 3d cook: During a recent voyage on a Calmar ship, I took several hours off in Coos Bay, hired a guide and boat and spent the time pulling in a variety of fish. Salmon, the most popular variety in that area, give you a good fight. They're good eating, too. Our cook at the time prepared the take and it was quite tasty. Another good spot for this sport is Vancouver, BC.



Fred La Plant, oiler: I prefer to do my fishing around Newport, Ore. As a matter of fact, you can catch salmon right off the dock. About the biggest salmon I've hooked there weighed in at about 25 pounds. Mackerel and crabs are available too. The crabs there are enormous. There's a man who lives on the dock there who used to bring large crabs aboard for the skipper and crew sometimes.



Howard Stebbins, AB: Down Acapulco way in the Pacific is my favorite fishing grounds. Dolphin and king mackerel are very popular in that body of water. Also marlin. And speaking of marlin, I once hooked a giant marlin. He gave me a terrific fight. I believe it was the biggest thing I've ever had on a hook. Probably weighed well over 200 pounds. What a battle! He got away...



Norman Carthwright, OS: This is my first trip on any SIU ship, but I am looking forward to doing some fishing this time. I used to work on pleasure fishing boats out of Ft. Lauderdale, Fla. My job consisted of baiting the hooks and, after the guest snagged a fish, pulling it in for him. I helped land a whopper once: a 400-pound Mako shark. Our boats have caught as many as eight marlin a day in the waters off Mazatlan in the Gulf of Mexico.



Jess Puckett, chief steward: Although I do no fishing myself, I enjoy watching the crew fish off the stern and sometimes help pull the big ones aboard. However, I usually end up helping the cooks clean and prepare the take. You have to be careful when cooking certain types of fish, too. For instance, tuna is never used for anything but salads and sandwiches. Barracuda is good only when fried. Sauces for dry fish help, too.



Stephen Mosakowski, bosun: I've been sailing on Calmar ships since 1940 and do most of my fishing while the vessel is underway. Usually, I throw out at least 11 lines at a time. Best place to my way of thinking is this side of the Panama Canal off Cuba. I've lost several lines from tuna strikes in the Gulf of Mexico. I usually average about 28 fish a day from this venture, weighing up to 40 pounds.



ICC Head Admits Okaying Below-Cost Railroad Rates

WASHINGTON—Damaging admissions of several of the charges made against the Interstate Commerce Commission were extracted from Commission Chairman John H. Winchell in Senate Commerce Committee hearings.

Under questioning by Senator Clair Engle (Dem.-Calif.) Winchell admitted that the ICC did not insist that railroad freight rates reflect the full cost of railroad operation.

Domestic ship operators and the maritime unions have charged that the ICC regularly permits railroads to set up freight rates which are below actual cost of operation, in order to drive shipping companies out of business. Then, once the shipping competition is destroyed, the railroads are free to jack up the rates again. The railroads can carry such cargo at a loss because of the profits on their other commodities and runs in which ship competition is not a factor.

Winchell also conceded the following in the testimony:

- The ICC prefers selective rate set-ups rather than across-the-board rates. The selective rate device is the favorite tactic of the railroad in destroying shipping.
- Shipping should rightfully be protected from rail rates that

would be so low as to represent destructive competition.

- Most ICC staff members come out of the railroad industry and do the rate-setting for steamships. One Senator, A. S. Monroney (Dem.-Okla.) inferred that the ICC was in violation of the intent of the 1958 Transportation Act.

Single Rate Case Appeal Cost Seatrain \$241,000

WASHINGTON—An example of the kind of harassment which the steamship industry undergoes at the hands of the Interstate Commerce Commission was put into the record of the Senate Commerce Committee by the SIU-contracted Seatrain Line.

Detailing the company's experience in just one instance of illegal railroad rate-cutting, Seatrain said the single case will have cost the company \$241,000. "It is obvious the railroads, through a succession of similar cases, can bankrupt a small water carrier," Seatrain President John Weller wrote.

ICC Shenanigans

The case in question involved the carriage of pulpboard by Seatrain out of Savannah. Here is the sequence of events as detailed by Weller:

- 1) In October, 1959, the ICC approved a railroad rate reduction on pulpboard which was designed to deprive Seatrain of this cargo. The railroads reduced the all-rail through rate and refused to set up a joint rate with Seatrain that would be competitive with the all rail rate.
- 2) In November, 1959, the State of Georgia filed a complaint on behalf of Seatrain seeking to overturn the ICC decision.
- 3) It wasn't until May 5, 1960, that the Commission revoked part of its earlier pro-railroad decision, effective August 5, 1960. In its ruling the Commission held that to reduce the all-rail rate without simultaneously reducing the short

haul rate to the dock was clearly discriminatory.

"This is what Seatrain argued to the Commission in its petition for suspension of the all-rail rates last October, but the Commission allowed the unlawful relationship to go into effect, and it will continue in effect until August 5, 1960.

Innocent Party Hurt

"Thus the innocent party, Seatrain, has had to bear the brunt of the injury and has been barred from participation in this pulpboard traffic for ten months. We have also to bear the burden of expensive litigation before the Commission to have the unlawful relationship corrected."

The solution to this problem, Weller wrote, is to have the Commission suspend all reductions aimed at the destruction of shipping and shipboard jobs until such rates are investigated. At present, the ICC works the other way around, permitting the rate reductions to stay in effect even where they are being challenged as illegal.

SIU Wins Sugar Vote

SAN FRANCISCO — Despite a barrage of "hate SIU" literature and picket lines from Harry Bridges' ILWU, some 1,200 members of the Sugar Refinery Employees Union employed at the Crockett Sugar Refinery voted to affiliate with the Seafarers International Union.

The Crockett Sugar Refinery is located in nearby Crockett, California. The Bridges literature pulled out the old SAW about the SIU taking over jobs and claimed that Crockett Street would "run red with blood" if the SIU moved in.

Chartered by the AFL-CIO but having no affiliation, the Sugar Refinery Employee's Union voted 502 to 361 to affiliate with the SIU of NA. The Crockett Sugar Refinery is a subsidiary of the California & Hawaii Sugar Company. The Refinery is considered to be the largest in the world, capable of processing 7,000 tons of raw sugar annually.

The sugar Refiners will be a separate affiliate of the International.

Slack Time Forecast In N'Orleans

NEW ORLEANS—Although 11 ships paid off and 22 hit here in-transit, shipping could be classed only as "good," reports port agent Buck Stephens. Lean pickings are forecast for the coming two weeks, since only two payoffs are in the offing plus the fact that the Del Mundo is due to hit drydock during the period.

Ships paying off during the last two weeks were: Alcoa Partner, Alcoa Pegasus (Alcoa); Del Oro, Del Mundo, Del Norte, Del Santos (Miss.); Steel Director (Isthmian); Arizpa, Morning Light, Hastings, (Waterman); Royal Oak, (Cities Service).

Signing on were the Del Norte (Miss.) and Mount Whitney (Amer. Tramp).

Ships in-transit: Alcoa Clipper, Alcoa Roamer, Alcoa Ranger, Alcoa Corsair (Alcoa); Seatrain Savannah, Seatrain Georgia, Seatrain New York and Seatrain Louisiana (Seatrain); Del Aires (Miss.); Neva West (Bloomfield); Steel Seafarer, Steel Chemist (twice) (Isthmian); Claiborne Wild Ranger, Monarch of the Seas, Antinous (Waterman); Rebecca (Intercontinental); Couer D'Alene Victory and Longview Victory (Victory Carr.); Bradford Island (Cities Service) and Suzanne (Bull).

Lucile Gets 100% Citation



Captain H. H. Rose (right) skipper of the Lucile Bloomfield, receives congratulations for crew after ship rated 100 percent in USPHS sanitation inspection for fourth year. Others are Mr. Griffin, USPHS and O. C. Webster, company vice-president.

Engineers Win Big Tanker Outfit On Great Lakes

NEW YORK—Local 101 of the MEBA has won bargaining rights for the engineers in the nine-vessel Cleveland Tankers fleet, the largest such fleet on the Great Lakes. They won the election by a 28 to 6 ballot, in a vote conducted by an impartial umpire.

The election represents local 101's third straight organizing vic-

tory in the past month. Earlier, the engineers on 25 ships operated by Wilson Marine Transit and the Lake Fleet Division of the Republic Steel Corporation voted for MEBA representation. The votes were 45 to 19 in Wilson and 24 to 16 in Republic.

Won Wyandotte Vote

Local 101 also has won bargaining rights in the Wyandotte and Gartland fleets, operating 11 ships, since it launched its organizing drive in 1959.

The MEBA now represents the engineers in a majority of the Great Lakes tanker fleets. In addition to Cleveland tankers, the MEBA holds contracts with Sinclair Refining, National Marine Service and the Browning Line Tanker Division for their Great Lakes tank ships.

Cleveland Tankers operates out of Cleveland in a variety of Great Lakes trades. The ships carry petroleum products, gas and other liquid and vapor cargoes.

Notify Welfare Of Changes

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

Congress Bars Domestic Ship Use Of Foreign Midbodies

WASHINGTON—The move to "jumboize" domestic ships by lengthening them with foreign-built midbodies has been brought to a halt by Congressional legislative action. Congress has passed a bill prohibiting the practice and President Eisenhower is expected to sign it.

The legislation was touched off when the US Customs approved the importation of a tanker midbody, built in a foreign yard, to be used to enlarge a T-2 tanker and put it into service as a bulk-carrier on the Great Lakes.

Sea-Land Plans

Immediately after the Customs ruling, several companies, including the SIU-contracted Sea-Land Corp. were reportedly preparing to purchase midbodies in West Germany and other European countries for enlarging and converting tankers. Sea-Land was reported to be interested in purchasing six such midbodies, using them

on six T-2s and then converting the ships for use in its coastwise containership trade.

This stirred up a storm among American shipyards, which, under the law, have exclusive right to build vessels for the domestic trade as well as for subsidized shipping companies.

The legislation had the support of the Department of Commerce, and of leading Congressional supporters of US maritime. For example, Rep. John Shelley, (Dem.-Calif.) testified that unless the bill is passed, yards in Germany and Japan will get the bulk of domestic ship construction business in the form of conversion jobs. He, and other witnesses agreed that

the solution to the problems of domestic shipping lies not in building foreign, but in fair and equitable regulation of rates by the Interstate Commerce Commission and possible Government subsidies to domestic ships.

A Great Lakes company, Skarship Corporation, asked that the bill not be made retroactive to apply to contracts already in progress. The company pointed out that while the midbodies were built abroad, the conversion jobs, using the midbodies, would be handled in US shipyards.

The Pacific American Steamship Association openly opposed the legislation, pointing out that the financial plight of the coastwise trades was such that the operators could not build new ships in US yards or pay US midbody construction costs.

The PASA argued that domestic railroads, trucking industry and airlines are all permitted to import rail cars, trucks and planes.

Court Asked To Reverse Waterman Subsidy Okay

US Lines has asked the United States District Court for the District of Columbia to reverse a Federal Maritime Board decision in favor of subsidizing proposed European runs for the SIU-contracted Waterman Steamship Corporation.

Waterman applied for a subsidy on voyages to Europe on January 30, 1957, for cargo and passenger transportation. It asked for permission to have from 18 to

30 sailings per year between US North Atlantic ports and ports in continental Europe.

It also asked for the same number of sailings for its cargo ships in a Far Eastern run. The Waterman company obtained the ruling on the basis of its contention that service between the US and Europe is currently "inadequate." Under the 1936 Merchant Marine Act, no subsidies can be granted to ship companies unless it can be proved that service is inadequate.

US Lines which is contesting the finding operates on the same American-Europe run. It called the FMB finding "arbitrary and unreasonable, and unsupported by substantial evidence in record."

The crux of the argument is that service is adequate and that the FMB had no right to grant to subsidy.

Seafarer Sells Story Of Trip

Seafarer Eric Joseph's adventures behind the Iron Curtain during a "lone wolf" trip to that country in 1959 have been published by "Saga Magazine" under the title, "A Sailor's Shore Leave in Russia."

The story is nicely written and illustrated and it starts on Page 25 of the August issue of the magazine, which just hit the newsstands this week.

Onassis Wife Switches Flag

Multi-millionaire shipping magnate Aristotle Onassis—who divorced the United States some time back for the runaway flag—had the tables switched on him last week when his wife decided to change her "registry" and got a divorce from him.

The Onassis divorce is sure to have repercussions in the shipping business, as Mrs. Onassis came from the Livanos family, another group of major ship operators of Greek nationality under Greek and Liberian registries.

It had been reported previously that Onassis had established a relationship with famed opera singer Maria Callas.

SIU BLOOD BANK HONOR ROLL



The SIU blood bank supplies Seafarers or members of their families with blood anywhere in the United States. Seafarers can donate to the bank at the SIU clinic in Brooklyn. Listed here are a few of the Seafarers and others who have donated to the blood bank.

CASTRO, Alberto R.
CARLIN, George Patrick
DUNCAN, Thomas Barr
HANSEN, John R.
EMANUEL, Clifford W.
PACIFICO, Michael C.
PATTERSON, Frederick E.
LEN, Edward James
RUSSELL, James H.
MAROZAS, Peter A.
WIGGINS, James T.
LOWMAN, Henry R.
MOYLES, James R.
VALLE, Enrique E., Jr.
HERNANDEZ, William
HEGVIK, Johan O.
MATTEI, Remo L.
RIVERA, Luis F.
DIPAOLA, Ralph
HOLM, Dolph E.
FELICIANO, Amado
AMAT, Kasmolin
JOHNSON, Carl
FRIEND, Allen J.
BENNETT, Alan J.
GALLAWAY, James W.
HIRSCH, Alfred
LANDRY, Joseph R. R.
KOLONAS, Ioannis
WRIGHT, Ray A.
WONG, Frank
LADERACH, Richard R.
SIMMS, John W.
BOUCHER, Joseph E.
LOPEZ, Manuel
COLBERT, Thomas E.
MARTIN, Joseph R.
ISAAC, Albert
MANNETTE, James
KEITH, Donald H.

DWYER, Edward P.
HURTADO, Emanuel
LIAKOS, Gust
JUGAN, John
NAGY, Frank
SHLUFMAN, William
ABUNDO, Giovanni F.
DICKERSON, Howard
FERRARA, Andoni
ARCHER, Robert A.
YOUNG, James B.
FEIL, Robert J.

Reveal Fake Union Label

A couple of Cincinnati clothiers, who manufacture Crown and Headlight work clothes, have been caught putting so-called "union labels" on their merchandise, the AFL-CIO news department revealed recently.

The AFL-CIO there has warned all workers in the area to be careful about buying clothes with legitimate union labels on them.

As a result of workers complaints, the Clothing Workers in Cincinnati have started an organizing campaign and a petition for an election at the company plants has been filed with the National Labor Relations Board.

The next time you buy work clothes, look carefully to make sure the label is a genuine AFL-CIO one, and not an imitation.

Is Your Back Straight?

The oldest safety rule in the books is to lift heavy objects out of a crouch, with the back kept straight. Yet, like crossing against a red light, it is one of the rules that is most frequently violated. The consequences usually are a back injury—the kind of injury that can persist for months, or even a lifetime. Even when picking up a handkerchief, it's advisable to bend at the knee and not at the hips. A straight back can mean a happy and healthy voyage.



An SIU Ship Is A Safe Ship

YOUR DOLLARS WORTH
Seafarers' Guide to Better Buying

By SIDNEY MARGOLIUS

Unions, Co-ops Push Dental Insurance

Once more, labor unions and co-ops have taken the lead in solving a major family financial and health problem—the need for adequate dental care. Previously they pioneered in developing group medical-care plans, and more recently, have begun to change the faces of the cities with cooperative housing developments.

Now unions and health co-ops are vigorously developing dental-insurance plans. In 1958 the US Public Health Service listed 100 dental plans throughout the country. Its new report which will be out soon, lists 200 plans.

The largest number of the new dental plans are sponsored by unions, and many others jointly by employers and employees as a new trend in collective bargaining. A number are community-wide—sponsored by local group-health cooperatives and dental and medical societies. A few are sponsored by fraternal societies.

A good dental-insurance plan is a simple but extraordinarily effective idea. You pay a certain number of dollars a year, or your organization or employer pays them for you. In return your family gets preventive care to forestall dental troubles, and remedial care to correct any that do occur.

As with medical insurance, there are two types of dental insurance: "service" plans and "indemnity" plans. In service plans, the insurance covers all or most of any dental treatment your family needs without extra cost to you. In some cases the care is provided by the plan's own clinic.

"Indemnity" plans or combinations of "indemnity" and "service," work something like Blue Shield. You select the dentist. The insurance pays specified allowances for each service. If your income is below a certain limit, participating dentists agree to accept the allowances as payment in full. Families with higher incomes, or those using



non-participating dentists, pay any difference between the dentist's fees and the plan's allowances.

In still other dental plans, the insurance pays for periodic exams and X-rays, and other services are provided at reduced prices.

The preventive care provided by dental insurance, is the key idea. In dentistry perhaps more effectively than in any other field of health care, modern preventive care can avoid many of our present dental troubles.

Unfortunately, to save the cost many moderate-income families avoid going to dentists until teeth actually begin to ache or wobble. Then it's often too late to save them.

But if the family has prepaid dental insurance, there's no reason to bypass periodic exams and early treatment, except, possibly, because of lack of understanding of the need.

Recently Dr. Aurelia Toyer, representing the Metropolitan Consumer Council, told the New York State Joint Legislative Committee on Health Plans that nearly 40 percent of the American people receive no dental care during the course of a year. The amount of dental care noticeably varies with income. A Government study found that only 23 percent of the families with incomes between \$2,000 and \$3,500 seek dental care. Only 33 percent with incomes between \$3,500 and \$5,000, and 45 percent with between \$4,500 and \$7,000, get adequate dental care.

The preventive dentistry provided by dental insurance saves money as well as teeth. It finds and repairs cavities while still small, thus saving the expensive bridges that many people must have while still young. It also prevents premature loss of "baby teeth," which may cause crooked permanent teeth needing expensive orthodontic treatment. It also can help detect and treat gum conditions before they become so advanced that we lose our teeth altogether.

The other value of dental insurance is that it takes care of any big bills that do occur. It's a fact, says Dr. Toyer, that much of the money borrowed from small-loan companies is for medical and dental bills. Even banks now advertise "dental loans." Prepaid insurance enables families who can't lay out a big sum at one time, to provide ahead for dental bills, and save finance charges.

Once existing conditions are corrected, dental insurance can be quite reasonable. For example, Office Workers Local 153 in New York has insurance with Group Health Dental Insurance at a cost of \$1.65 a month for an individual, and \$6 for a family no matter how many children. The plan allows, for example, \$4 to \$10 for fillings, \$4 for extractions, up to \$410 for orthodontia for children, \$96 to replace one missing tooth, \$500 for a pair of full dentures, and other payments for almost all possible dental needs. The 4,700 participating dentists accept these payments in full for families with incomes under \$6,500.

Especially notable is Local 153's provision for a special one-time payment to correct existing conditions, including any needed dentures. This was financed by the local's welfare fund as "an investment in the dental health of our members." The one-time fee originally was set at \$50 for an individual and \$130 for a family.

But so much repair work was required that GHDI had to raise the existing-conditions rider to \$70 for an individual and \$160 for a family. It's still a desirable investment.

Navy Ship Gets Position 'Fix' Via Transmission From Satellite

A landmark in the history of maritime navigation was made last week when the US Navy used its new Transit II-A satellite to "fix" a ship, the first such operation in sea history. The navigation satellite was launched successfully last week.

Although the Navy declined, for security reasons, to say precisely what accuracy in navigation they achieved, it was reported that everyone connected with the project was "elated," and it was predicted that the satellite will make it possible to locate ship positions within a few hundred feet.

The Navy did indicate that by tuning in the satellite it was able to obtain an accuracy far better than now obtained by conventional navigational methods. In effect, the great success of the Transit II-A means that skippers and mates will be able to abandon their sextants, and astrolabes and that dead-reckoning will be a thing of the past. All they will have to do is "tune in" on the satellite, on a special radio receiver, which will give them fixes every hour or so.

Navy officials were reported to be "astounded" by the accuracy being obtained. "We didn't think we would do this well this early," one project official said.

The project is now "way ahead of schedule" and with additional funds it is hoped to have a functioning navigational system considerably before the original target date of 1962.

An earlier Transit satellite was launched in April, but its orbit was too irregular to be suitable for navigation.

It is reported that all equipment aboard the 42 pound "piggy-back" satellite is working perfectly, and although the Transit II-A is not orbiting exactly as planned—a 500 mile circular orbit was hoped for—it still is functioning well.

Limited navigation will be possible with the next Transit to be put up this fall. It will contain a memory storage device to tell ships its position. Ultimately the Navy plans to launch four such devices, to cover all the oceans. By utilizing a presently existing

series of ground tracking stations, vessels will be able to determine what the path of the satellites will be and from this information what the longitude and latitude of the vessel is at any given time.

Being able to determine a ship's position with great accuracy is of importance in cases in which a crewmember needs emergency medical attention or a fire breaks out on the vessel. The ships will now be able to make contact with rescue ships and planes with much more facility.



Drawing shows Transit satellite, one of which was shot aloft recently by the Navy. It will be used eventually in an all-weather electronic navigation system.

SIU Builds Up 'Frisco Blood Bank

SAN FRANCISCO — Shipping during the last period declined somewhat but it still was fair—46 men shipped during the two weeks and 64 men registered. Registration still continues to exceed the number of men shipping, but it is difficult getting some jobs filled when they come in—especially entry ratings.

The Seafarers here responded splendidly to a call for blood donors needed to repay the USPHS hospital for blood used by members. The SIU has repaid the full amount of 31 units owed, and has, in addition, built up a supply of 12 more units which are now being held at the Irwin Memorial Blood Bank. A supply is now being built up for any further needs with a surplus of 20 units is being aimed at.

All of the members are co-operating splendidly and are to be commended for their help.

Shipping should pick up during the next period. Several ships are due in transit within the next few days and a couple of payoffs are also scheduled.

During the last period two ships paid off, none signed on and six were serviced in transit. Most of the in transit ships came in during the last days of the period and all were in excellent shape, with hardly any beefs of any kind.

Paying off were the Choctaw and Maiden Creek (Waterman) and serviced in transit were the Erna Elizabeth (Albatross), Ocean Ulla (Ocean Transport), Steel Rover (Isthmian), Jefferson City Victory, (Victory), Iberville, (Waterman) and Losmar (Calmar).

LABOR ROUND-UP

A new "Association of Air Transport Unions" has been set up by seven unions which represent most of the country's airline employees. It was designed to counter the airline's mutual aid agreement put into effect in October, 1958, and to give "all possible and practical moral and financial support" to any AATU union that strikes.

The new association includes the Air Line Pilots, Flight Engineers, Machinists, Transport Workers, Air Line Dispatchers, Railway Clerks and Auto Workers.

Organized labor is growing in strength in Mississippi. Although Mississippi voters ratified a "right to work" amendment to their state Constitution, the amendment won by only a two-to-one margin instead of the expected five-to-one ratio. The Mississippi State AFL-CIO has also challenged the vote, claiming the balloting was a "quickie election" which didn't allow them sufficient time for preparation.

An 11-day "lockout" of members of Actors Equity by Broadway producers ended as the theatrical union gained the first pension plan for actors in the history of the legitimate theatre, plus additional benefits. It was the first shutdown along Broadway in 41 years.

Ten New York hospitals have been warned that unless they agree to collective bargaining they face a strike "anytime after June 23." Local 1199 of the Retail, Whole-

sale & Dept. Store Union said there will be no strike if hospital managements will agree to meet with union representatives, but that there will be one if the two groups do not get together. So far, the hospital managements have ignored the union.

The AFL-CIO has moved to end California growers' exploitation of farm labor. The Federation is planning to unionize farm workers this summer.

The AFL-CIO has chartered an Agricultural Workers' Organizing Committee and pledged manpower and support in a drive centered in the San Joaquin and Sacramento valleys of California.

Traditionally agricultural workers are poorly paid, and up until now, efforts to organize them have been unsuccessful.

Use Only One Mail Address

Seafarers with beefs regarding slow payment of monies due from various operators in back wages and disputed overtime should first check whether they have a proper mailing address on file with the company. SIU headquarters officials point out that reports received from several operators show checks have been mailed to one address while a beef on the same score is sent from another, thus creating much difficulty in keeping accounts straight.

Latest Runaway Party Line: 'We Treat The Natives Well'

"Panama and Liberia Place Prime Importance On Safety At Sea." If you don't believe it, the "American Committee for Flags of Necessity" a public relations front for runaway ship operators, is ready to convince all comers that this and other equally-dubious statements are the gospel.

The assertion on Panama and Liberia's non-existent "safety at sea" machinery is contained in a glossy, expensive and lavishly-illustrated booklet which the committee has sent to all newspaper editors. Featured in the booklet are the joys of living on and working for runaway-flag ships operated principally by major American oil companies.

Most of these ships, as the booklet points out, are modern and extremely large. The literature readily admits that these are wholly American-owned ships recently built by American companies, operating in American trade, but specifically registered under the flags of Panama, Honduras and Liberia to avoid payment of American wages to the crews who operate the vessels.

Money Not Mentioned

Carefully evaded in the booklet are dollars and cents figures on runaway wages as compared to the wages of seamen on American-flag American-owned ships; the fact that runaway-flag ships pay no taxes on their earnings to Uncle Sam, or to Liberia and Panama for that matter, and the fact that the seamen involved, hired all over the world, are totally-lacking in representation, job security or enforcement machinery for whatever shipboard conditions exist.

The implication conveyed by the booklet is that of a benevolent, smiling shipowner dispensing the benefits of food, clothing and shelter to the "starving natives out of the bush." It fits in with the point of view expressed by a Standard Oil attorney during one court proceeding who boasted that Italian seamen swim out to meet the ships in their desire for a berth.

Factory Overseas

The distribution of the brochure to newspaper editors to equate runaway-flag ships, operating in American trade out of American ports, with "a factory overseas" as the booklet puts it.

"If you have any further questions" the covering blurb advises editors, "please don't hesitate to write or phone (long distance phone calls will be accepted collect)."

The stepped-up propaganda campaign of the runaways is seen as reflecting their increasing concern with the inroads of the International Maritime Workers Union among runaway crewmembers, as well as their increasing difficulties in hanging on to special tax privileges here at home.

For example, the US Senate

voted last week to tighten up on depletion allowances in the mining industry, and mustered 30 votes for an unsuccessful effort to reduce the 27½ percent depletion allowance in the oil and gas industry.

With the runaways already getting favored tax treatment at home, they are out to justify the use of the runaway device to evade taxes on their shipboard operations—a double tax exemption.

NLRB Decisions

Also of concern to the runaways are cases pending in the courts and in the National Labor Relations Board as to the rights of US unions to organize US-based ships. In general, the unions have been arguing that a ship based in the US is much the same as a shore-side business and should be subject to US labor law accordingly.

The runaways' propaganda bro-

standards wages and working conditions by American maritime unions. The group, the American Committee for Flags of Necessity, has published a brochure showing seamen on such ships in spotless cabins and frolicking at swimming pools. The committee consists of twenty operators of ships that are registered in Panama.

"New York Times" characterized the runaways' brochure in this manner in its June-22, 1960 issue.

chore helps substantiate the union's claims when it boasts that the operators subject their ships to American Bureau of Shipping inspection. In the SS Florida case, the National Labor Relations Board, held in effect, that ships which participate in US commerce and subject themselves to US agency inspection cannot claim exemption from US labor law.

The basic concern of the runaways, of course, is that the seamen aboard these American ships should be kept isolated from union organization and ignorant of the details of union contracts on other American-owned vessels. While the booklet boasts that "Morale aboard American-owned Flags of Necessity ships is outstanding," the runaways will go to any extreme to keep their seamen from being contacted by US unions.

Obviously, if these seamen got the idea they were entitled to American wages, "morale" would

take a steep nose dive—particularly in cases where ships are manned by Asian seamen who, in the words of the brochure, "sign articles of agreement prescribed by their governments." Wage scales on national flag ships of Asian governments start at around \$30 per month, leaving major US corporations open to the charge of exploiting coolie labor.

Two Crews Can Collect Overdue Pay

BALTIMORE — Ex-crewmembers of the Pacific Venture and the Westport who have money coming to them are urged to contact this branch and claim their back pay, says Port Agent Rex Dickey. There are quite a few men who haven't made arrangements to collect this money, Dickey adds.

Shipping-wise, things were slow during the two weeks just passed, and more of the same is forecast for the period to come. Nevertheless, two ships—the Montego Sea and the Village—are expected to bid for charters next month and if things go well, the additional jobs should give a shot in the arm to this port.

The payoffs during the period just ended were on the Emilia, Evelyn, (Bull); Chilore, Bethtex (Ore); Jean, Mae (Bull); Portmar, Oremar Pennmar (Calmar).

Sign ons were: Venore, Chilore, Bethtex, Bethcoaster, Oremar (Ore).

Ships in-transit: Flomar, Texmar (Ore); Alcoa Pennant, Alcoa Puritan (Alcoa); Robin Goodfellow (twice) (Robin); Natalie (M'time O'seas); CS Norfolk, Royal Oak (Cities Service); Steel Admiral (Isthmian).

Shorthanded?

If a crewmember quits while a ship is in port, delegates are asked to contact the hall immediately for a replacement. Fast action on their part will keep all jobs aboard ship filled at all times and eliminate the chance of the ship sailing shorthanded.

Among Our AFFILIATES

A new deep sea operator, the Canuk Lines, has been signed by the SIU Canadian District. The company has two vessels, which have been brought back under the Canadian flag after operating foreign. Present plans call for the ships to operate in Arctic supply service for the summer and then go into the Atlantic tramp trade. The transfer of ships back to the Canadian flag is an unusual development after years in which the Canadian deep-sea fleet practically evaporated.

~ ~ ~

The Marine Cooks and Stewards Union has proposed that the US Government pull a couple of ships out of the reserve fleet to carry earthquake relief cargoes to Chile. If the proposal is carried out, the vessels would carry construction equipment, clothing, medical supplies and other essentials for some two million Chileans whose homes were destroyed by the quakes.

~ ~ ~

SIU Pacific District crewmembers have gone aboard the converted C-4 bulk sugar and container carrier, the Californian, operated by Matson Lines. On her first voyage, the ship is running out of New Orleans with a grain load for Honolulu.

~ ~ ~

The New Bedford Fisherman's Union is preparing for the annual scallop festival it holds each summer. The festival is a clambake-style affair which draws thousands of visitors and helps promote the sale of scallops.

~ ~ ~

A proposed new constitution for the Marine Firemen's Union has been set up for membership vote. The document has been published

in the "Marine Fireman" for membership inspection. All members will have an opportunity to cast their ballots on the amended constitution in voting periods of from 30 to 90 days.

France Puts Up \$\$ For Superliner

The government of France is putting out heavy cash for construction of a new passenger liner. A total of \$18 million will be put out in Government subsidy for construction of the new vessel, approximately one-third of its estimated cost.

The British are also discussing construction of a new superliner to replace the Queen Mary. Here too, some form of Government assistance is under consideration, a long-term loan at favorable interest rates.

Most other maritime nations also have some form of financial assistance to passenger ship operators.

The France will be 1,035 feet long, making it the longest passenger ship afloat. It is scheduled to make its maiden voyage to New York in the spring of 1962.

French shipbuilding subsidies, while not as high percentage-wise as those in the United States, actually represent equal or greater aid to ship operators, since the cost of construction in French yards is not much higher than other European yards.

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

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

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



the SEA CHEST

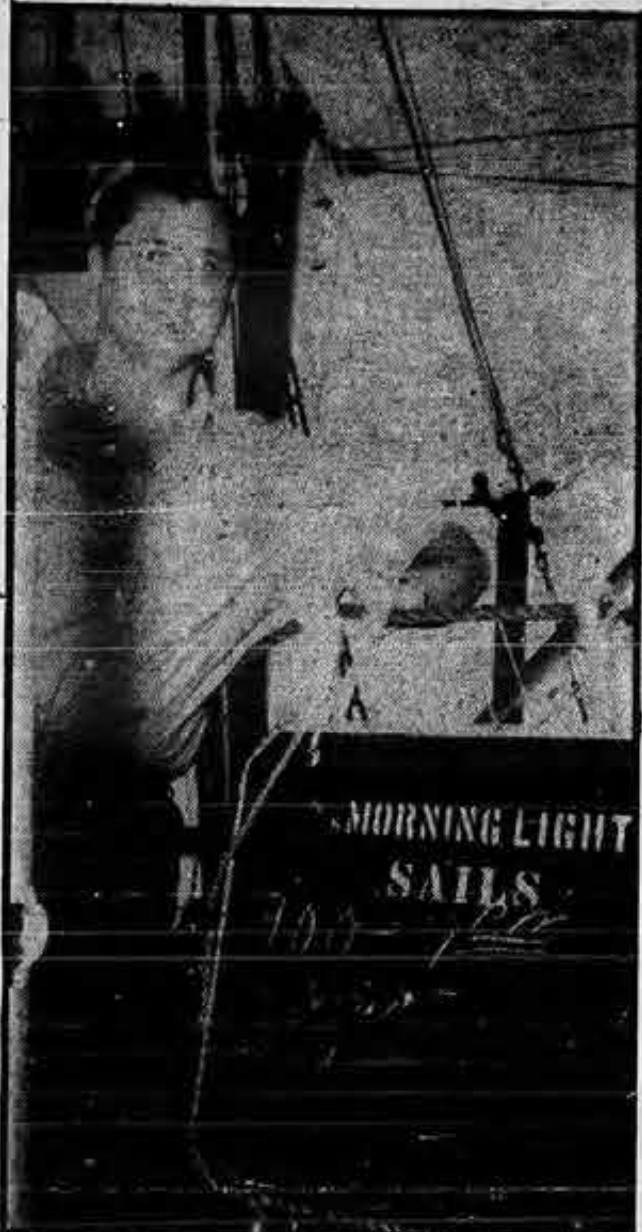
PANAMA AND
LIBERIA
PLACE PRIME
IMPORTANCE
ON SAFETY
AT SEA

As the Republics of Liberia and Panama have grown in size as maritime nations, they have gained added stature because of the special importance they place on the safe operation of ships which fly their flags. Both are signatories to the International Convention for Safety of Life at Sea (1948) and also to the International Loadline Convention (1930).

To assure compliance with provisions of these treaties and to meet insurance qualifications, The American Bureau of Shipping, or other respected international classification societies make periodic inspections of Pan-Lib-Hon vessels. Although a tiny maritime nation, Honduras has special provisions regarding the safety of ships. These are written into the Organic Law of the National Merchant Marine of the Republic of Honduras, and require annual inspection and certification by such agencies as the American Bureau of Shipping, British Corporation Registry of Shipping and Aircraft, Norwegian Det Norske Veritas.

American vessels registered in the two nations are expected to meet the same high standards of safety as those of the United States.

Excerpt from runaway slick brochure boasts of Panama and Liberia's devotion to safety, but fails to list a single instance of the existence of safety machinery in the two nations. Instead, it admits US agencies do the inspecting.



P. T. Luckens, AB, poses beside the ship's bulletin board. Next stop—Panama City.



David Weaver, AB, holds a strand of line which he intends to stow away.

SS MORNING LIGHT

MOBILE

SS CHOCTAW

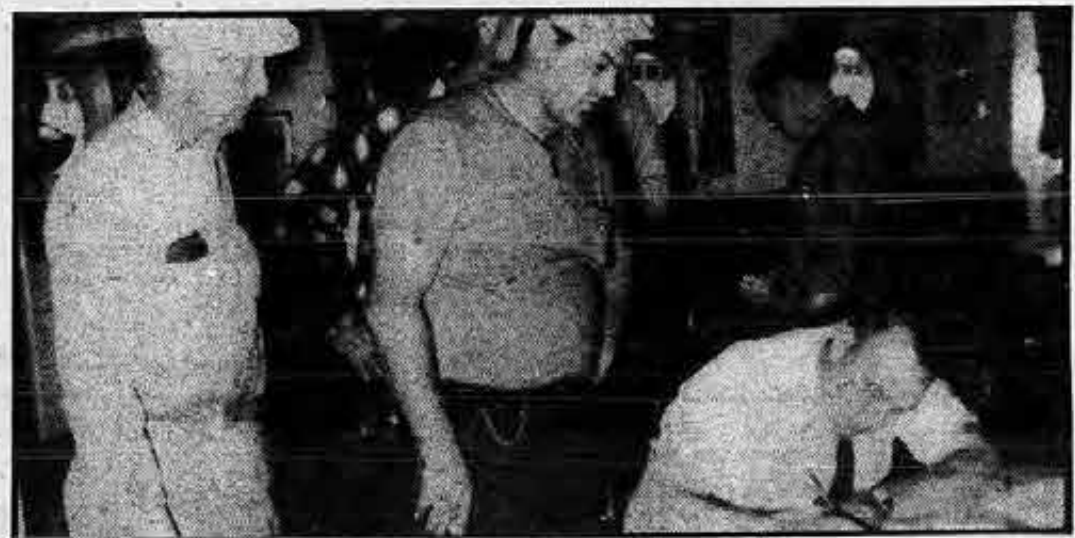
SAN FRANCISCO



Seafarers (l to r) E. Martinez, fireman; Vic Miorana, crew pantry; John Fairs, MM; and Carl Viga, oiler, "dig in" at chow time.



Tony Goncalves, A&G food representative (left) and S. Escobar, Choctaw steward, check over new "US Good" grade steaks.



Signing on in San Francisco aboard the Choctaw are Charlie Bush, bosun, and John Kichta, AB. Payoff was extra smooth.



Smiling galley gang on the Morning Light are (l to r) C. Breaux, utility; E. Bates, chief cook; Jerry Pow, 3rd cook and John Munnerlyn, chief steward.



Relaxing for a moment are (l to r) Max Stewart, wiper; Joe Alves, oiler; John Kuchta, AB; O'Rourke, chief electrician and C. Pegragosa, pantryman.

House Nixes Forand Bill; Backers Look To Senate

WASHINGTON—Backers of an effective program of medical care for retired Americans are looking to the Senate for assistance after the House passed a bill which would put aid to the retired on the basis of charity. The House acted after the labor-backed Forand

Senate Hits Brass Hats In US Jobs

WASHINGTON — The recommended appointments of two top military leaders to two civilian transportation agency posts, has resulted in criticism in the Senate as to whether military men are better qualified for civil posts over their civilian counterparts.

Vice Admiral Ralph E. Wilson (USN-Ret.) and General John S. Bragdon (USAF-Ret.) were nominated for membership on the Federal Maritime Board and the Civil Aeronautics Board, respectively. Wilson had been nominated to be a member of the FMB for a four-year term, fulfilling the post vacated by chairman Clarence G. Morse. Bragdon's proposed appointment was as an interim replacement for James Durfee.

While with the Defense Department, Admiral Wilson was one of the staunch supporters of the runaway-flag gimmick, which maritime unions regard as the greatest obstacle to a strong American-flag merchant marine.

Senator Clair Engle (Dem.-Calif.) advised the Senate group discussing the confirmation, that the Administration had found it easier to appoint retired career officers for public service than to look elsewhere to find qualified civilians.

A quick survey of various Government agencies, both administrative and regulatory, brought forth that a number of top-paid positions being occupied by retired and former high-ranking military personnel. Most of the positions held were found to be key policy spots.

In summation Senator Engle stated, "I believe that the Senate should refuse to confirm any retired military officers as heads of civilian agencies unless there are some obvious and overriding reasons. . . and that these appointments should go to competent and recognized civilians."

Bill, introduced by Rep. Alme Forand (Dem.-RI), was buried in the House Ways and Means Committee.

Financed Via Deductions

The Forand bill would have financed hospital and surgical insurance for retired Americans through the Social Security system, by boosting the Social Security tax deduction. Thus medical care for the aged would be an earned right. The bill passed by the House, and supported by the Administration would be a "handout" bill. Applicants for medical care would, for practical purposes, have to take a pauper's oath to qualify. The bulk of the Forand measure's supporters were opposed to any plan other than one on a contributive basis.

The Forand measure had the solid backing of the entire labor movement as well as many other organizations. In fact, the chief source of opposition to the measure came from the American Medical Association and the Eisenhower Administration, which took a rigid stand against a self-supporting medical insurance plan.

Ike's Bill Attacked

Critics of the Administration's "dole to the needy" attacked the inadequacy of the funds provided, the need to set up an entirely new agency to administer the program instead of using the existing Social Security machinery, and the policy of putting medical care on a charity basis.

They pointed out that even reasonably well-to-do retired oldsters have difficulty meeting heavy medical costs associated with the ills of old age.

The Administration bill would provide an appropriation of \$325 million a year out of Federal and State Funds. By contrast, the Forand Plan would have raised \$1.2 billion annually through increased Social Security payroll taxes, paid for by both workers and employers. It would not place any drain at all on the Federal budget.

It is expected that the Senate Finance Committee will bring out a bill based on the Forand principle and that Senate leaders will make an issue of this type of legislation which will be a factor in this fall's Presidential campaign.

KNOWING YOUR SIU CONTRACT



(This column is intended to acquaint Seafarers with important provisions of the SIU contract and will deal with disposition of various contract disputes and interpretations of the agreement. If Seafarers have any questions about any section of the agreement which they would like to have clarified, send them in to the editor of the SEAFARERS LOG.)

SIU STEWARD DEPARTMENT WORKING RULES. Duties of the Chief Cook. The chief cook is in charge of the galley . . . he shall be responsible for the general cleanliness of the galley and its equipment . . .

SIU STEWARD DEPARTMENT GUIDE. (3) Maximum sanitary and orderly conditions must be observed in all steward department facilities . . .

(7) All steaks and chops are to be grilled to individual order . . . Meats and roasts must be carved to order.

(8) No plates should be overlooked and only non-watery vegetables will be served on the same plate with the meat or other entrees. Other vegetables to be served on side dishes.

On one SIU-contracted vessel there had been a good many complaints as to feeding, to the degree that the crew had gone on record condemning the steward and the whole department. Investigation by the boarding patrolman established that the root of the trouble was the chief cook's lack of experience and his violation of steward department working rules and the steward department guide, both of which are addenda to the standard SIU contract. Specifically, there were violations of sanitary requirements, with the cook's clothing dirty and grease-spattered, as well as violations of the above-listed sections on feeding and service with meats prepared and cut up well in advance of the meal and food served in an unappetizing and unsightly manner.

The investigation found that aside from the chief cook the steward and other members of the galley crew had been living up to the terms of the agreement, and that the steward would have been justified under the contract, in dismissing the chief cook. The situation was resolved with the cook paying off the vessel and a replacement being ordered from the Union hall.

Timber Hitch Missile Men Track 9,000-Mile Atlas

SIU crewmen aboard the missile-tracking ship Timber Hitch (Suwannee) were in the front row at another historic "first" of the missile age—tracking of an intercontinental Atlas missile after a 9,000-mile flight.

The Atlas flight, which was launched from Cape Canaveral, Florida, on May 20, was the longest yet made by any missile, American or Russian. Fired from the southeast Florida base, the missile hit its target approximately 1,000 miles south of Capetown.

According to accounts in the Capetown press, quoting T. H. Mahoney, operations manager of tracking on the ship, the Atlas hit the sea just five miles from where the Timber Hitch was standing by.

The Hitch had picked up the firing on its electronic equipment a few minutes before the missile appeared in view. Then, Mahoney said, "We saw it against the background of the magellanic cloud

formation, about 35 to 40 miles up. As it pierced the atmosphere it went cherry red, turning to white as it came closer . . .

"It began to lose heat and color and we missed the actual splash into the sea about five miles away. The flaming cone lit the night from horizon to horizon. It was very spectacular."

No attempt was made to recover the missile nose cone, and contents, which weighed about 1,000 pounds. However, in July, 1959, there was a successful recovery of a similar Atlas nose cone on a shorter flight. At that time, two other SIU-manned missile ships, the Rose Knot and the Coastal Sentry, collaborated in the recovery of the nose cone.

Fish Fleet Gets Boost In Aid Bill

WASHINGTON—After nearly a year in the Senate, a program to provide assistance to American fishermen in construction of more modern fishing vessels has been passed by both Houses of Congress and signed by President Eisenhower. The program calls for 33 1/3 percent construction subsidies to enable American fishermen to compete with foreign fishing fleets. It will be of considerable benefit to several of the fishing fleets whose members are affiliates of the SIU of NA.

Under the law, American fishing vessels must be built in American yards where construction costs are higher than foreign yards. As a result, American fishermen have been in difficulties because they have been unable to keep pace with modern developments in the fishing field.

Many foreign fishing vessels are equipped with deep-freeze lockers, enabling the crew to clean and freeze the catch on the spot. This not only provides a tastier product, but enables the vessel to stay out longer and get a full load. Also, these factory ships, as they are known, are in a better position to bargain over prices in the wholesale market, unlike the fisherman who comes in with his catch on ice and has to unload it immediately to avoid spoilage.

The construction subsidy will be payable provided the applicant can show he is financially able to operate and maintain the proposed new fishing vessel, and that the plans and specifications of the vessel are suitable for domestic service. The subsidy will only be granted to replace lost, damaged, worn out or obsolete fishing vessels now under the American flag.

Quitting Ship? Notify Union

A reminder from SIU headquarters cautions all Seafarers leaving their ships to contact the hall in ample time to allow the Union to dispatch a replacement. Failure to give notice before paying off may cause a delayed sailing, force the ship to sail short of the manning requirements and needlessly make the work tougher for your shipmates.

BIENVILLE (Sea-Land), May 29—Chairman, F. Sullivan; Secretary, D. Gribble. Baker missed ship in Jacksonville. \$24 in movie fund. Motion to see patrolman about clothes dryer as soot gets on clothes when hung on deck. Motion made to start ship's fund.

VENORE (Mervyn), May 29—Chairman, H. Gerie; Secretary, J. Archie. Ship's delegate reports rebuilt washing machine put aboard and other repairs taken care of. No beefs reported.

CITIES SERVICE NORFOLK (Cities Service), May 31—Chairman, LeRoy Doty; Secretary, Ted Jones. Ship's delegate suggests that all beefs be presented at meetings so they can be taken up with patrolman. One man missed ship in Lake Charles. General discussion on ship business and welfare of crew. Everything running smoothly.

NORTHWESTERN VICTORY (Victory Carriers), June 1—Chairman, R. Maylock; Secretary, Brother Taylor. Everything going fine. \$4.53 in fund.

CALMAR (Calmar), No date—Chairman, N. Kondizolos. Delegate reports all repairs taken care of. No beefs. Vote of thanks to steward department.

STEEL ADMIRAL (Isthmian), Feb. 27—Chairman, Roy Poole; Secretary, Frank Timmons. Ship's delegate reports three men paid off in Long Beach; two hospital cases and one by mutual consent. Matter of medical

care being given crewmembers taken care of by agent in Wilmington. \$13.50 in ship's fund. Three draws in Manila, Bangkok and Singapore. Vote of thanks to steward department for well-prepared food. Suggestion to return cups to pantry.

May 31—Chairman, Frank Timmons; Secretary, E. A. Smith. Matter of crew restriction in Semarang, Indonesia to be taken up with patrolman in New York. Two crewmembers hospitalized in Penang. Beef to be taken up with boarding patrolman. \$14.02 in ship's fund.

BARBARA FRIETCHIE (Liberty Nav.), Chairman, Pat Donovan; Secretary, C. J. Mitchell. No beefs reported. \$11.57 in ship's fund. Crew to be quiet while watchstanders sleep. Discussion on mailing letters. Boats to put up a tarp over hatch.

CANTIGNY (Cities Service), May 24—Chairman, Ralph McDairies; Secretary, Robert Hartley. One man missed ship in Lake Charles. Crew reminded to close doors in port. Need new fans. Vote of thanks to steward department.

AZALEA CITY (Sea-Land), May 29—Chairman, R. Belliveau; Secretary, J. C. Thompson. No beefs reported. \$12.72 in ship's fund. Vote of thanks to steward department.

ALCOA RUNNER (Alcoa), May 24—Chairman, R. Theiss; Secretary, M. Simon. Ship's delegate reports discussion on three days lodging due in New Orleans. One man missed ship in Mobile, Ala. Each department to

take turns cleaning laundry. No beefs reported.

CAPT. NICHOLAS SYTHAS (Cargo/Tankship Management), April 2—Chairman, John Kulas; Secretary, Joshua M. Lundy. Deck and steward department quarters have been painted. Sink in bakers room will be replaced. Steward department short-handed but doing a good job. C and B men are reminded to see their department delegate when in doubt and to keep beefs within department.

DIGEST OF SIU SHIP MEETINGS

Voted on ship's fund and library. Will see mate for wind chutes and screens. \$10 advance at Jibouti. One man missed ship in Ft. Lauderdale. Repair refrigerator in crew mess-room. OT not equalized in engine department. Crew reminded to flush toilets. Also reminded to turn off washing machine. See about having engine department quarters painted out. One brother desires welsh rarebits and lamb chops.

June 5—Chairman, John Kulas; Secretary Joshua M. Lundy. One man

hospitalized in Bombay; Union notified. Expect a letter concerning restricted time at Bombay; also offers OT maintaining machines while in Bombay. Thanks to delegates for cooperation and thanks to steward department for job well done. Treasurer reports balance of \$5.50 in ship's fund. Some disputed overtime in engine department—two men short. Will check with chief engineer and captain concerning disputed OT, also total good overtime. Steward department delegate reports one non-union man picked up in Ceuta (US citizen). Still short one man; to be picked up at first port.

ARIZPA (Waterman), June 5—Chairman, Clyde Parker; Secretary, Gilbert Trasciari. One man missed ship in Antwerp—sent wire to ship saying foul play. Gear to be left in New Orleans. Some disputed OT; also delayed sailing.

DEBARDELEBEN MARINE NO. 1 (Debardeleben Marine), June 4—Chairman, W. Brightwell; Secretary, J. Thompson. Turned in list of beefs last trip in Houston and await results. According to captain we will pay off this time in Beaumont. M/S that crew will not accept payoff unless patrolman is on board ship.

NATALIE (MarHime Overseas), June 5—Chairman, N. Magashi; Secretary, L. W. Pepper. Deck delegate reports one man paid off in Honolulu. Engine delegate reports one man missed ship; one man deported; one man sent home for hospitalization. Some disputed OT. Haven't received LOGS

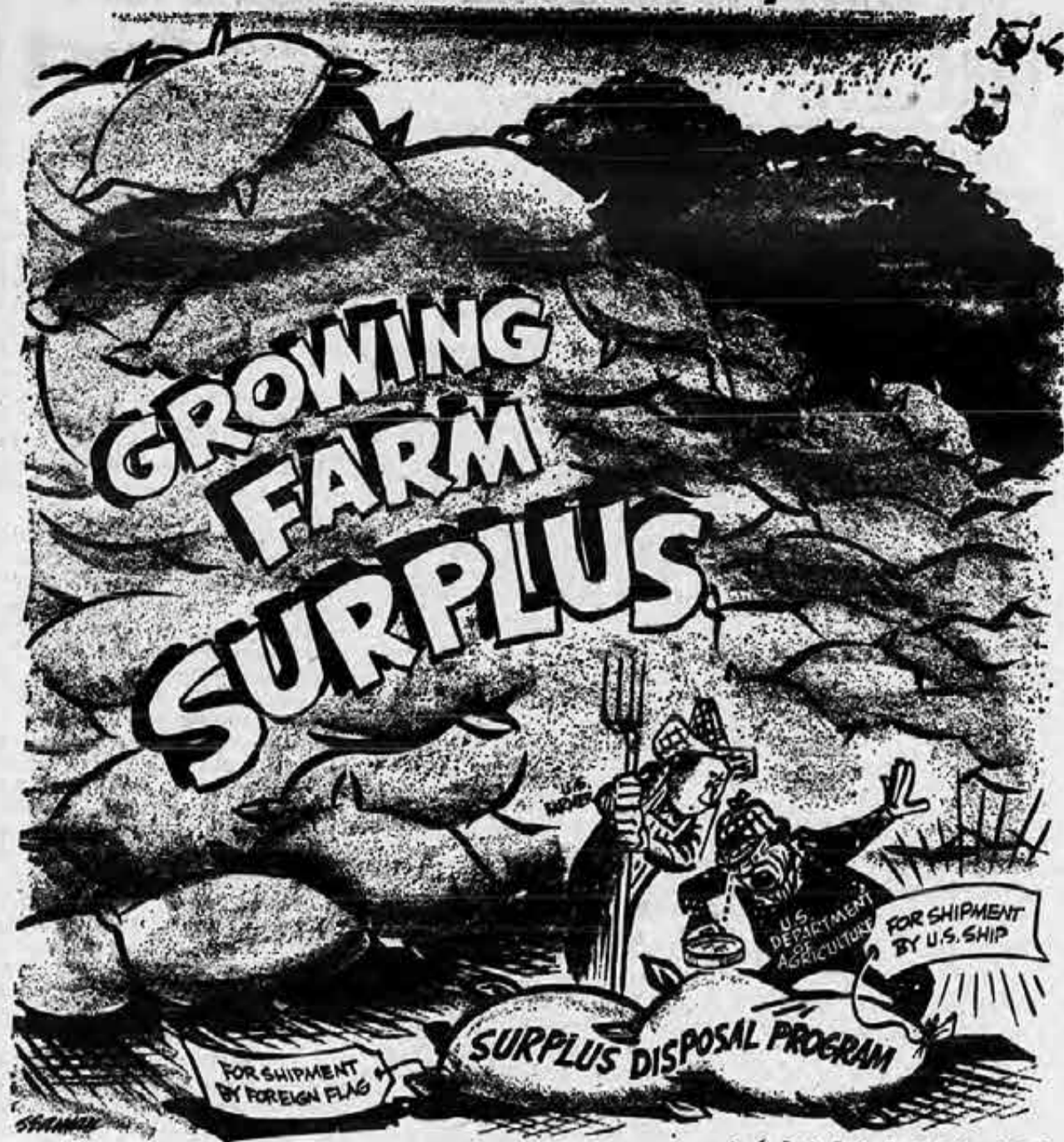
regularly. Food in general considered very poor; quality of meat and preparation of food to be taken up with patrolman upon arrival at first port.

STEEL ROVER (Isthmian), June 1—Chairman, J. F. Goude; Secretary, R. A. Sipsy. All beefs to be taken up with department delegates. \$38.25 in ship's treasury. No disputed OT. Engine toilet needs to be repaired. No hot water in cooks room. Hgt water in cold water showers.

MAIDEN CREEK (Waterman), May 8—Chairman, Sylvester Zygarowski; Secretary, Johnny P. Baliday. Ship's delegate reports that under new skipper there are a great deal of necessary things being done which have not been done and ignored for the past year. Also with assurance that we shall have sufficient American currency for advance money. Everything running smoothly. Ship's fund, \$11.72. No beefs reported. Suggestion to see captain and chief engineer about door on both sides of fidley, or if there is a way to install warning signal before doors open to prevent walking into it. Also suggested that all outsiders must be kept out of passageways, messhalls and pantries.

FAIRLAND (Sea-Land), June 5—Chairman, R. W. Simpkins; Secretary, Charles Goldstein. Ship's delegate reports that he talked to chief engineer about the shortage of ice. Chief okay to pull ice each day. No beefs reported. Crew to get a checker act. steam iron and radio for crew's use from ship's fund. A vote of thanks to steward department for job well done.

'Aha! Here's The Culprit!'



MA Okays Runaways' Flag Shift

WASHINGTON—The US Maritime Administration has recently approved the transfer of two more Liberian-flag Libertys to Greek registry. The step apparently was in response to the Greek government's invitation to runaway ships to return to the fold. New currency regulations have been drafted to make such transfers particularly attractive for Liberian-flag ships.

One of the two firms making request for transfer from Liberian to Greek registry listed its address as New York. Spiroa Polemis Sons Ltd., New York City, owners of the Liberian Liberty Theoketor filed the request in behalf of Luarca Compania Naviera. The other request was filed by the Belant Shipping Company, S.A., for the transfer of the Liberian Valor.

The latest action by the Greek government reflects the concern of Greek nationals over the successful inroads made by the International Maritime Workers Union on runaway-flag ships.

Many of the vessels involved in the sudden swing back to Greek registry were originally built for long-term charter to the US oil and bulk oil shippers, and operate under the control of large American oil, steel and aluminum concerns. Others are vessels that were originally-manned by US seamen but were subsequently transferred to runaway flags and then to Greek registry to avoid American labor unions and safety standards.

This being an election year and everybody in sight angling for the farm vote, it's understandable that the Department of Agriculture should be looking for a scapegoat upon whom to place the blame for the farmer's difficulties. That's the only logical explanation for the Department's sponsorship of a bill which would give the Secretary of Agriculture discretion to waive the "50-50" cargo law as it applies to the shipment of farm surplus products.

Should such a bill ever pass Congress, there is no doubt that it would be a serious blow to US merchant shipping and to the job opportunities of US seamen.

What the Department's bill boils down to is a willingness to sacrifice the shipping industry and seamen's jobs so as to be able to throw a pre-election sop to the nation's farmers. It is quite obvious, and the Department of Agriculture knows it, that destroying the "50-50" law and the jobs of American seamen with it, will make no appreciable contribution toward solving the farm surplus problem.

While this problem arises from many causes, including Government subsidy set-ups (which, incidentally, make shipping subsidies look like five-and-dime stuff) advances in agricultural technology and the inability of millions of people overseas to buy enough to eat, the Agriculture Department has picked on one insignificant aspect of the whole—the fact that it costs more to ship on American ships.

The Department wants to take US Government-owned cargo, paid for by Federal tax revenues, ship it all on runaway-flag and foreign-flag bottoms where seamen get paid \$75 to \$90 a month, or less, and then peddle the line to US farmers that it has removed an "obstacle" to marketing of farm surplus overseas.

The "obstacle" of course, is foreign ship operators' objections of American shipping having any share whatsoever of this Government-purchased cargo. The "gain" for farmers would amount to the dollars that the Department would save by shipping on low wage, tax-dodging runaway ships (mostly American-owned), dollars which the Department could then apply to making more surplus deals.

However, in the over-all picture, these savings would be a very tiny percentage, around two percent, of the total spent on farm surplus disposal.

There is nothing new about the hostility of Agriculture to US shipping. It's been expressed many times, the most recent being the Department's statement that the blacklisting of American-flag shipping by the Arab League was no concern of the Department's, even though it effectively-blocked many US ships from bidding on surplus cargoes.

In the last analysis, the Department's latest move to destroy "50-50" is simply an effort to cover up its utter failure to do an effective job of controlling farm surpluses.

Transferred TB Patients Find New Hospital Okay

A favorable report on the facilities and treatment offered by the Veterans Administration to tubercular seamen has been sent to the Union by Seafarer John Driscoll. Formerly a patient at Manhattan Beach Public Health hospital, Driscoll was transferred to the Veterans Administration facility at West Haven, Connecticut, when the Public Health Service closed Manhattan Beach on June 15.

"To begin with, it is a truly-remarkable hospital," Driscoll writes. "Relatively new . . . it covers more floor space than the PHS hospital at Stapleton . . . One building is used for general medicine and surgery; the other is for those being treated for pulmonary diseases."

One of the drawbacks at Manhattan Beach was that it had no surgical facilities, with the result that patients needing surgery had to be transferred over to Staten Island.

Chow Is Tops

"The food is very good, well-cooked and nicely served. There are, however, a number of restrictions which we did not have to contend with at Manhattan Beach. For example, positive patients must stay in their own wards. Passes, except for emergencies, are given only after two consecutive negative cultures; after three such cultures, week-end (72-hour) passes are permitted.

"Although restricted, every service we require is brought to the wards. This includes: barber service, daily newspapers, library service, and a shopping service performed by the Grey Ladies. A dayroom is located on each ward for TV and weekly (3 times) motion pictures. Various organizations such as the Legion and Jewish War Veterans conduct bingo games and other forms of recreation on the wards twice a week. There is also a canteen wagon which calls thrice weekly and which carries just about every item a man could need . . . The staff is a friendly group and always willing to assist whenever called on . . .

" . . . I can see no reason why the

Public Health Service cannot erect a modern building for the treatment of chest diseases, rather than spread its beneficiaries over the width and breadth of the country. For some reason . . . the PHS is rapidly becoming the stepchild of the present administration . . . our experience at Manhattan Beach is but a sample of its policy of improvisation, which replaces the long-range objectives that should be its aim . . ."

When Manhattan Beach was closed, patients were distributed among other PHS hospitals, principally New Orleans. Those who wished to stay in the New York vicinity were sent to West Haven, or St. Anthony's Hospital in New York City.

The closing of Manhattan Beach was based officially on the declining patient population as a result of advances in the treatment of tuberculosis, as well as the cost of operating the hospital. The cost had gone up because an adjoining Air Force base, which had shared power plant costs and other expenses, had been closed down and placed on the Government surplus property list. With Manhattan Beach closed, it is expected that the property will be auctioned off to a real estate developer.

Modern medical practice is to treat tubercular patients at general hospitals, such as West Haven, which have medical and surgical facilities.

When the closing was announced, the SIU notified the surgeon general of the PHS of its opposition to contracting out the patients to private or New York City hospitals where the standards of care and treatment might not be equivalent to that of a Federal Government facility. It called for treatment of the men at the PHS hospital or its equivalent.

Brazil Customs Hijacked Liquor, Skipper Charges

Though foreign customs men are known to go overboard with their jobs in most foreign countries visited by Seafarers, those in one Brazilian port will surely go down in history because of a recent charge of piracy placed against them by an American trader who claims they made off with his cargo of whiskey—worth \$100,000.

Passports Seized

Captain Sylvain Ledee, an American, said the liquor was hijacked in the Amazon territory of Amapa from his trading schooner, by two men who boarded the vessel from a Brazilian Coast Guard launch, accused him of smuggling and put him and his crew under arrest.

Captain Ledee said their passports were seized and the ship's manifest destroyed, (this ordinarily would not be done in a normal seizure, he noted). The Brazilians did not waste any time disposing of the cargo either. They sold it at auction for \$97,000 the same day. No legal advance notice of the sale was given.

Captain Ledee, part owner of the schooner was in the company of his son at the time of their arrest. He finally was able to report the occurrences to the American Embassy in a note smuggled out to Belem by a Brazilian naval officer who befriended and protected the pair from violence. But

by that time he and his son were released by local authorities and en-route to Belem by plane.

Meanwhile, joint American-British action was taken to prevent the sale of the schooner and obtain release for its crew.

In all there were 2,000 cases of scotch and 100 cases of French liquors lost to the Brazilian customs officials. And by this time, no doubt, it's all flowing freely—wherever it is.

Put Postal Zone On LOG Address

The Post Office Department has requested that Seafarers and their families include postal zone numbers in sending changes of address into the LOG. The use of the zone number will greatly speed the flow of the mail and will facilitate delivery.

Failure to include the zone number can hold up delivery of the paper. The LOG is now in the process of zoning its entire mailing list.

Hot Time On Robin Gray

SIU Man Carries OT Sheets All The Way

(The following article was submitted to the LOG by Seafarer Walter Schlect.)

Thought you might like to see the new type air mail letter that the Portuguese are putting out now . . . copied from the State-side ones I guess although they are not the same size. Get the banana motif on the outside.

We had a fire in the number five hold at about 6 AM on Friday, June 3. Of course I would have to be on gangway watch then and discover it. I notified the mate on watch and he sounded the alarm on the ship's system.

Real SIU Man

Seems we have one real SIU man aboard, an OS who shall be nameless. He came out of his forecabin with his lifejacket over his shoulders, his ID card in one hand and his OT sheets in the other.

The fire started in lower num-

ber five hold and spread to the upper tween decks. Capt. Ossward and chief mate Mouche handled it very well and kept damage to a minimum. Best of all, no one was hurt or overcome by smoke, though the captain had a close call in the lower hold, where he inhaled a bit of smoke and scratched his leg rather badly.

No Damage Estimate

I have no idea of the damage



Portuguese Air Mail Design

but would estimate it as more than \$50,000, as there were tractor parts and other machines and a couple of dozen refrigerators along with other stuff in that hold. There was a lot of smoke

damage, as the skipper used CO₂ to smother the flames.

I taught firefighting in the Navy during the last war and I thought the whole thing was handled rather nicely by both the officers in charge and the crew. The alarm really shook some people up.

We leave soon for Mombassa and expect to be there for a week, then back to Boston in mid-July and New York a day later.

Things are running smooth on the Robin Gray—not fights, no loggings (so far)—all in all, not a bad trip. At least the checks (allotments) don't bounce with this company. I read in the last LOG which we received, that the Rockland was sold and so I guess by the time we get back to Brooklyn the checks will be waiting.

There are two of us here from the Rockland . . . the deck engineer (Blythe) and myself, and we were wondering just what routine we have to go through to receive our checks.

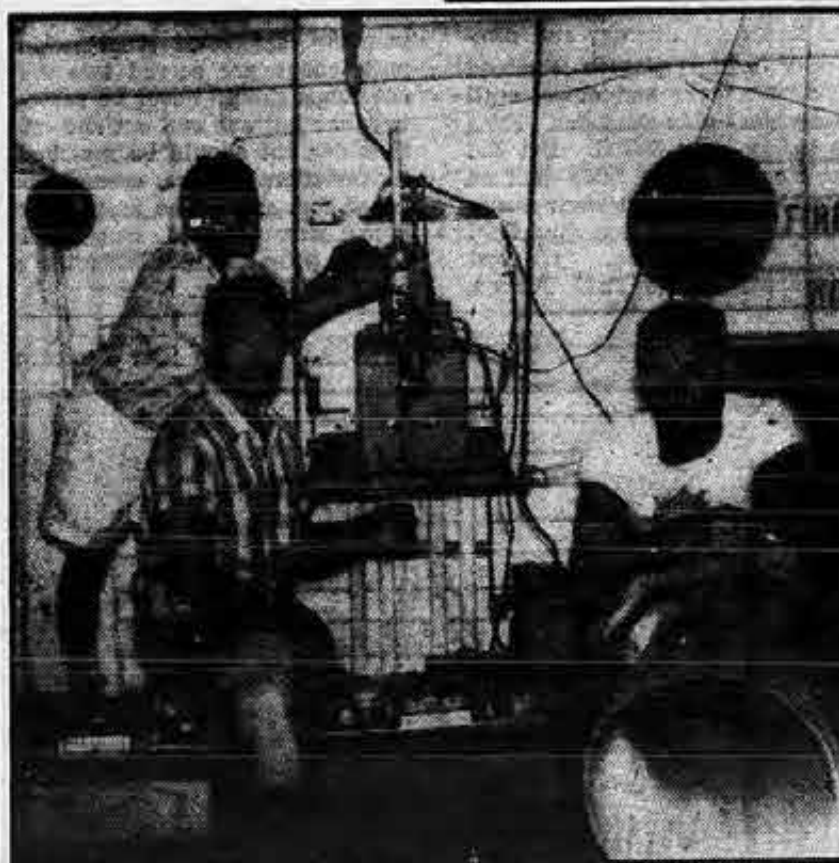
Photographs From The Fleet



Standing by the movie screen on the No. 4 hatch of the Steel Executive are (l to r) E. Vaher, carp.; L. Reis, AB, and R. Air, bosun.

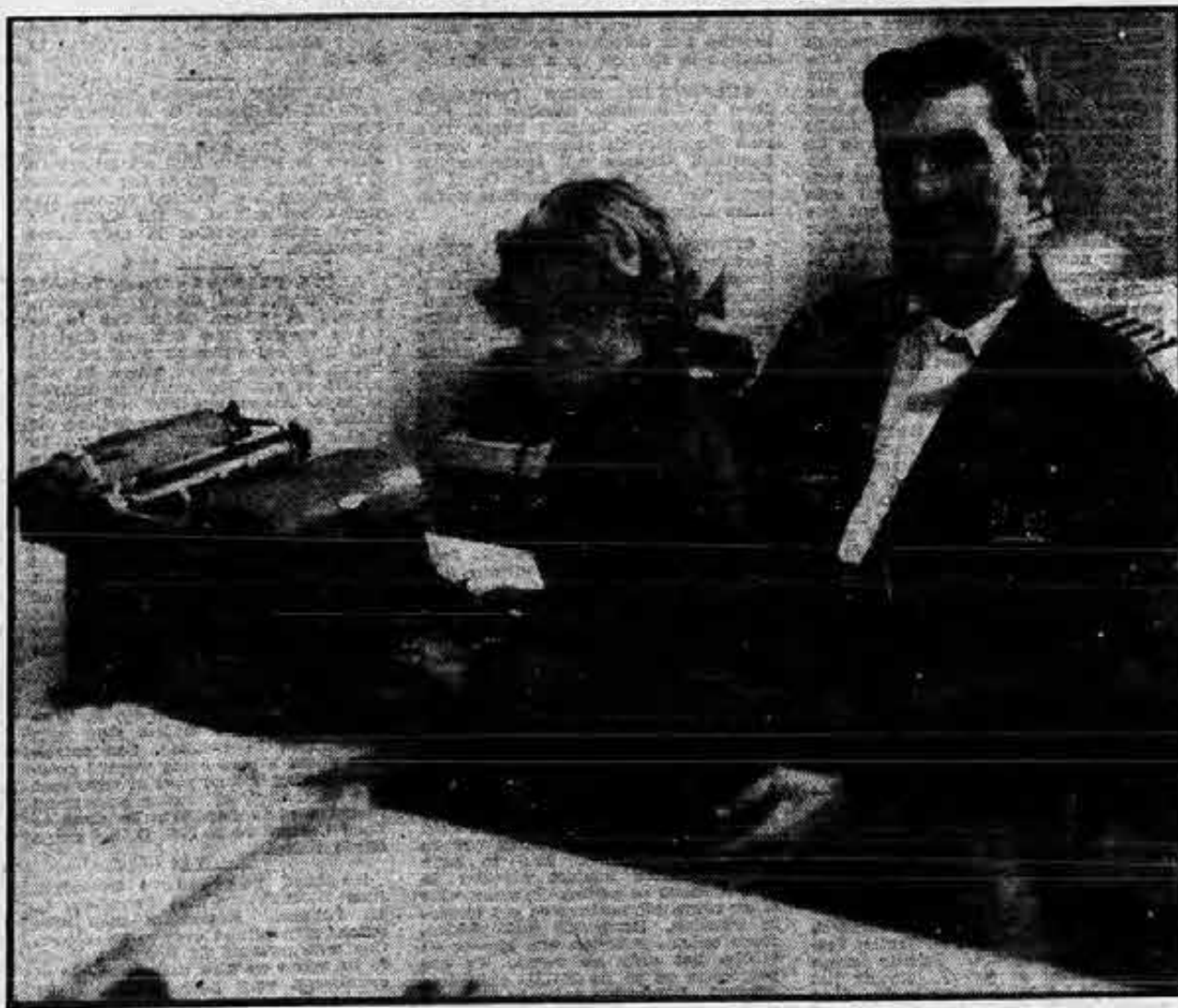


Felix Dayrit puts the finishing touches on a movie screen which he built aboard the Steel Executive in his off-time hours.



Working on a movie projector bought by money won by the Steel Apprentice in the Isthmian Safety Award contest of 1959 are (left to right) Dayrit, Paul Lopez, chief cook; and Elmer DeQuartel.

LOG 'Interviews' An Aspiring Typist



Recently, the SEAFARERS LOG had to turn down a "job application" from an attractive young blond. Her qualifications as a typist seemed to be in order, as the photo above shows. Unfortunately, she was a bit under-age—being three years old to be exact. Also, as will be noticed, she didn't do what every typist must—put a piece of paper in the machine.

The "applicant" is Mary Anne Graff, daughter of Seafarer Jerry Graff. The proud father volunteered to serve as a high stool so that the applicant could reach the keys, but was informed, regrettably, that his daughter would have to come back in about 15 years. Good secretaries are hard to find, so we're all anxiously waiting for 1975 to come.



Bosun's Blonde Bombshells



Little Laurey (just two years old) and Mark Henault pose for a snapshot. Their daddy, Joseph Henault, is currently bosun on the Mount Whitney.

FROM THE SHIPS AT SEA

Flashlighted Poker Parley

The failure of the power plant (by degrees) didn't phase the poker fanatics on the Rebecca in a recently-held poker game. The lights got dimmer and dimmer and the players strained their eyes more and more, until finally the lights went out. Even the safety light failed. But did that stop the enthusiasts—not on your life. They got their flashlights out and it was flashlight poker from then on. "We lost the plant," wrote Paul Franco,

telling about the evening. "But not one poker player."

Particulars On Pork Chops

The chowhounds are getting fancy on the Choctaw. One crewmember suggested that when pork chops are served two end cut chops should never be served together but one end cut and one shoulder cut should be matched. A variation on ice cream was asked for, as well as baskets for bread, new pitchers, soup bowls and a pound of strawberries a day.

SHIPBOARD SKETCHES

by Ben Graham



"He was painting the stack when the old man blew the whistle..."

RAPHAEL SEMMES (Sea-Land Service), June 4—Chairman, B. Varn, Jr.; Secretary, W. Blakeslee. No beefs. Repair list turned in. Most of the repairs taken care of. \$27.20 in ship's fund. One man got off ship in Jacksonville. Need repairs to deck department head and showers. Discussion on having cooler in recreation room aft to keep coles, etc., cool. Suggestion made to get clothes drier for crew as officers now have one. Vote of thanks to steward department for good food and service.

BEATRICE (Bull), June 5—Chairman, George McCarney; Secretary, Juan Colon. Ship's delegate reports that a wreath of flowers was sent to brother Red Campbell's home in Pittsburgh, accompanied by a telegram expressing our sympathy on the death of his mother. The toilet used by the longshoremen in San Juan is a definite menace to the health of the crew and some action must be taken to correct this intolerable situation. Discussion concerning safety meeting held with topside. Some disputed OT to be settled at payoff. Oge FWT quitting ship. M/S/C to donate a few dollars to the man who delivers the books from the AMMLA. M/S to set up a ship's fund. Motion defeated by a vote of 23 to 7. Ship's committee to meet with member of Food Plan to discuss obtaining more choice steak meat.

CHOCTAW (Waterman), April 18—Chairman, Charles H. Bush; Secretary, John A. Denals. Vote of thanks for flowers sent for Brother Zeleski's sister who passed away April 14. \$33.70 in ship's fund. No beefs reported. Ship's delegate to get the mail and passes. Agreed by membership to keep salesmen out of the passageways. Coffeetime pastry to be covered with plastic screens on side table. Library to be kept clean. Stand clear of gangway until deck department rigs the gangway.

May 21—Chairman, Walter Zeleski; Secretary, John Denals. Repair lists turned in. To see patrolman for American money draws in Korean ports and Japan and to have captain carry more money on here. Two men missed ship in Japan; rejoined. One man logged. Man detained in Yokosuka by Navy shore patrol—reason, for missing ship. See patrolman about follow through on repair list. \$33.70 in ship's fund. Several items to be clarified for deck department. No beefs or disputed OT. Good and welfare: Pork chops—no two end cuts or shoulder cuts on a plate, but one of each; 4 to 5 suppers on weekend; variation of ice cream; baskets for bread; new pitchers, soup bowls to be ordered; 63 x 90 sheets too small—68 x 100 size sheets to be ordered; one pound of strawberries daily. Lock heads, showers in ports. All safety meeting procedures should be given to patrolman. Donations list for merchant marine library posted. Welding to be done this trip.

CITIES SERVICE BALTIMORE (Cities Service), June 10, 1960—Chairman, George Phillips; Secretary, K. R. Marston. Repair list turned in. No beefs reported. Crew reminded to lock up ship's iron and ironing boards while in shipyard; keep feet off messhall chairs; use roach powder in all rooms—if no good, have ship fumigated.

MARORE (Ore Navigation), May 30—Chairman, F. O'Neill; Secretary, J. Bryant. No beefs reported. Repair list turned in. Coles to be returned at end of voyage; more coles ordered. See about getting new agitator for washing machine. Vote of thanks to steward department for food and service.

ALCOA RANGER (Alcoa), May 29—Chairman, J. S. Rueda; Secretary, L. J. Pate. No beefs reported. \$15.42 in ship's fund. Discussion on getting cantaloupe as they are in season. If not on board, steward to notify ship's delegate leaving Mobile.

REBECCA (Maritime Overseas), June 6—Chairman, W. M. Trolle; Secretary, J. Bregnam. Penalty cargo beef pending at payoff. Repair list turned in. Need a water cooler. Ship needs fumigation. Crew reminded to keep messroom clean at all times.

BEAUREGARD (Sea-Land Service), June 6—Chairman, M. Gottschalk; Secretary, M. Gottschalk. Suggestion that menus be more varied particularly on salads and seafood. Not enough fresh vegetables aboard. To see Food Committee about getting scallops and watermelons. All else running smoothly. Galley to be painted. \$7 in ship's fund given to ship's delegate for wires. One man hospitalized in Houston. M/S to install awning aft so that crew can sleep on deck during hot weather.

ELEMIR (Oceanic Petroleum), June 8—Chairman, Shadrock Gray; Secretary, James P. Balderston. Crew asked to return cups to pantry after coffee time and from wheel house at night. Discussion re food coming to the table cold—chief cook will remedy this situation. Clarify what articles we settled under—anker or dry cargo. Need copies of agreement for all delegates; copies of forms for ship's minutes; overtime sheets for all departments.

ROSE KNOT (Suwannee), June 6—Chairman, Harry White; Secretary, John Steeber. Two men got off in Recife. Beefs to be taken up with port agent on arrival. Crew asked to remove all coles from deck and return same to steward before ship gets to port; also to remove all radio antennas.

DEL MAR (Mississippi), June 12—Chairman, H. J. Mass; Secretary, E.

P. Achee. Bosun asked cooperation on dumping garbage in foreign ports. No beefs reported. Need water cooler in steward department lounge. \$182.53 in ship's fund from previous voyage.

TEXMAR (Calmar), May 29—Chairman, D. Stone; Secretary, Andy Gowder. No beefs reported. Departments to take turns cleaning laundry. Don't take light bulbs out of passageways. Keep recreation room and pantry clean at night.

ALCOA PENNANT (Alcoa), June 9—Chairman, J. Davis; Secretary, J. Gates. Word from captain on crewmembers coming back late. Repair list turned in and will be compiled with this trip. Member hospitalized in St. Thomas PHS hospital with broken leg to be flown to Baltimore PHS hospital on June 7th.

TITAN (Cargo Tankship), May 30—Chairman, F. J. McKresh; Secretary, D. Forrest. Discussion on cigars marked "tax exempt" on which tax was paid on vessel by members. Washing machine has lightweight household motor which is not holding up—recommend heavy duty motor be installed. Request that books be returned to library once read. Safety committee of unlicensed personnel, headed by bosun and consisting of one member from each department, elected. Good crew. Excellent food. Some disputed OT. One man missed ship due to injury. Warning issued

DIGEST OF SIU SHIP MEETINGS

to crewmembers to keep quarters locked in port. Need additional fo'c'sle keys. Vote of thanks to membership and delegates for their cooperation in shaping up a new ship.

GULFWATER (Metro Petroleum), June 4—Chairman, Stephen M. Fulford; Secretary, Sanford Kemp. Two men hospitalized; reported to headquarters. Captain will order enough steward stores at the Suez Canal to make the States. No serious beefs. Some disputed OT.

CITIES SERVICE MIAMI (Cities Service), June 14—Chairman, D. L. Reed; Secretary, L. P. Hagmann. Faucets in all rooms have been fixed. Sanitary system will be fixed in shipyard; also blower in messhall. Better grade toilet tissue. Guards giving physical search in Lake Charles. Steward asks that after using cot it be placed where it won't blow over side. Steward utility ordered out of Houston failed to report. Discussion held on setting third table in messhall; voted down. Fresh coffee wanted for lunch and dinner. Do away with steam tables. Check on why man was fired for no reason.

MAIDEN CREEK (Waterman), June 12—Chairman, George Hildreth; Secretary, Zysla Zygarowski. One man missed ship. All repairs to be taken care of. Saw captain about logs and he said they would stay that way. \$11 in ship's fund. Some disputed OT. Discussion on safety meeting.

DEL NORTE (Mississippi), June 12—Chairman, E. Stough; Secretary, J. Whited. No beefs; good trip. Balance in ship's fund, \$199.40. M/S to get new movie screen and have projector overhauled; money to come out of ship's fund. M/S to have water fountain repaired and hot and cold water line to laundry sinks put in by shore personnel. M/S to have movie director contact supplier in New Orleans re prices, changing with other ships, etc.; otherwise get movies in Houston. Suggested that pickles, fresh onions, radishes, etc. appear on tables, not only on menu. To see patrolman as to no R.O.B. cigarettes allowed. Discussion on ways to avoid rush and bottleneck at breakfast line.

ALCOA POINTER (Alcoa), May 8—Chairman, W. Wandell; Secretary, T. F. Greeney. Everything running smoothly. No beefs reported. Few hours disputed OT. Vote of thanks to steward department. June 13—Chairman, W. Wandell; Secretary, T. F. Greeney. Ship's business to be taken up with patrolman at payoff. Have patrolman look into roach situation aboard. Vote of thanks to steward department.

LOSMAR (Calmar), May 26—Chairman, R. E. Hunt; Secretary, E. Johnston. Ship's delegate reported on repairs. Rifle incident. Port time charges. Beef result on no hot water previous voyage. Port screens aboard and new piping for hot water line. General discussion on quality and quantity of meat put aboard.

SEATRAN GEORGIA (Seatrains), June 18—Chairman, Joe McLaren; Secretary, T. Moller. TV has been repaired. Sent letter to Mr. Chapdelaine and SIU requesting permission ship dock Edgewater early July 4th and sail July 5th. \$2.68 in ship's fund. Bill paid for TV repairs \$87.40. Will see patrolman about having bids cars away from crew's quarters, topside. Request there be no TV on meal hours. Vote of thanks to outgoing ship's delegate.

OCEAN EVELYN (Maritime Overseas), June 11—Chairman, M. Stierne; Secretary, Alex Jones. Discussion that there be no payoff until disputed OT is settled. Also see patrolman about

water cooler in crew recreation room. Safety director to be asked to come on board and see conditions of ship. Vote of thanks to steward department.

PENN TRANSPORTER (Penn Shipping), June 11—Chairman, M. Rosecrans; Secretary, Edward Miller. No beefs reported. Suggestion to put lime in garbage cans to keep flies down while we are in port.

MARORE (Ore), June 8—Chairman, D. Emerick; Secretary, C. Bedell. Repair list turned in. See patrolman about getting ship fumigated as roaches are taking over ship. Fan moved in stbd messmen's room to give better ventilation. Keep noise down in passageways after 10 p.m. Get some wind scoops for rooms that are short.

EAGLE VOYAGER (See Transport), June 12—Chairman, A. Romero; Secretary, S. U. Johnson. Two men hospitalized; one in Japan and one in India. Brothers asked to be careful when working on deck. Everything running relatively. No reply from headquarters as yet to past correspondence. \$31.11 in ship's fund. Cost of radiogram sent to headquarters concerning Joe Carroll's hospitalization deducted from original balance of \$34. Replacement made in Japan is SIU member. Second replacement is not a Union member and will be replaced at the end of this voyage. One man short in steward department. Decide that ship's delegate will set time for meetings.

SAMPAN HITCH (Suwannee), June 10—Chairman, Jack E. Nelson; Secretary, Rudy P. DeBolsieffe. Photographs sent to ship's log on successful Polaris shot. Sampan Hitch was host to Asst. Secretary of the Navy and Washington personnel. New washing machine arrived Trinidad.

STEEL DESIGNER (Isthmian), May 4—Chairman, W. A. Hendershot; Secretary, A. J. Violante. Bosun elected safety representative. Extra roster requested. Each fo'c'sle was issued spray bomb; ship to be fumigated in States.

GALLOWAY (Overseas Navigation), June 12—Chairman, C. Majette; Secretary, W. Todd. Everything running smoothly. American money to be declared in Poland. Mail all letters to NY address. No agents for company in Belgium and Holland as yet. Report about refusal of the captain to allow radio operator in crew mess recreation.

ALCOA PEGASUS (Alcoa), June 12—Chairman, Red Rosoff; Secretary, Donald F. Meese. Draw list to be taken up for New Orleans. Captain will give out draw as soon as ship docks. No one knows where he will payoff as yet. Beef on three delayed sailings. About one-third of repairs taken care of so far. Men getting off please turn in keys for rooms to delegate or department head. Vote of thanks to steward for a job well done.

OCEAN JOYCE (Maritime Overseas), May 20—Chairman, W. Arlinghaus; Secretary, R. Mills. One man missed ship in Calcutta. His gear was sent to the SIU hall in Seattle. Suggested we keep laundry in better order. Effort to be made to get as many repairs made before end of voyage as possible.

PORTMAR (Galmar), June 5—Chairman, J. Simmons; Secretary, F. Winterly. Three men logged. One man hospitalized in Panama. See patrolman about wipers being worked overhead during hottest part of trips east and west. Copy of motion concerning shortage of foodstuffs to be given to Food Committee in NY. Galley range needs fixing.

NATALIE (Maritime Overseas), June 6—Chairman and Secretary, L. W. Pepper. Names of men who missed ship turned over to patrolman. One man paid off in Honolulu. Beefs to be taken up with patrolman. Food considered very poor quality.

VENORE (Marven Steamship), June 10—Chairman, Harry Gerber; Secretary, W. T. Fazenkin. Request that benches be put in recreation room. Return cups to pantry. Don't leave coles on deck. Leave soda in icebox unless it is your soda. Washing machine to be repaired.

PENN TRADER (Penn Shipping), June 16—Chairman, J. D. Cummins; Secretary, Frank Kastura. Things are running smoothly; good crew. Turn in all extra linen as well as dirty linen.

JOSEFINA (Liberty Navigation), June 13—Chairman, Peter Luketic; Secretary, S. T. Arales. Ship's delegate reports everything in good shape. Captain will put out a money draw in checks and only \$5 American money. One man in engine department sent home from Port Everglade, Fla. for hospitalization. No replacement available due to holiday. \$1.20 in ship's fund. Keep cover on garbage can at all times and empty it aft. Keep non-crewmembers out of passageways and conduct business only in recreation room. Suggestion made to show movies for orphans with movie equipment aboard.

THETIS (Rye Marine), June 12—Chairman, D. J. Nelson; Secretary, F. T. DiCarlo. Steward to buy ice in next port as the ice machine does not make ice for the three meals. Discussion on trying to get another messman for crew's mess as it is too big for one man. Crew to dress for dinner and not come to messhall attired in draws. Keep messhall clean.

FINAL DISPATCH



The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan:

Stanley J. Swienchoski, 49: Brother Swienchoski died of natural causes while a patient at the Polyclinic Hospital, New York City, April 10, 1960. He had sailed in the SIU engine department since May, 1951. He is survived by his son, Stanley E. Swienchoski, of New York City. Burial was in St. Peter and Paul Cemetery, Taylor, Pa.



Paul Rogosch, 58: Brother Rogosch died of a heart ailment in New Orleans, Louisiana, November 7, 1959. He sailed in the SIU deck department since November, 1938. The only known survivor is Lenesse Daigle, daughter to the late Vivian Daigle, appointed administratrix to the Rogosch estate.



Virgil Sandberg, 59: Brother Sandberg died of a heart ailment while a patient in a New York hospital. He had sailed in the SIU engine department since August, 1951. His only listed survivor is a friend, Mrs. Mary Hecker, of New York City. Burial was in the New Montefiore Cemetery, Farmingdale, Long Island, New York.

Loyd McGee, 55: Brother McGee died of natural causes while a patient at the Methodist Hospital, Brooklyn, May 9, 1960. He had sailed in the SIU steward department since October, 1943. He is survived by his widow, Mrs. Helen McGee, also of Brooklyn. Burial was in the Greenwood Cemetery, Brooklyn.



Personals And Notices

Mason Hall
Contact B. F. Bond, Box 195, CMR Holloman AFB, New Mexico.

Tommy Hawkins
Write me at 2519 South Cuyler Avenue, Berwyn, Illinois. William Scott.

Anyone who remembers seeing Alvie Means in Mobile during July of 1958, please write to him, with a statement to that effect, c/o Route 1, Lexington, Indiana. This is urgent.

Wallets, seamen's papers, etc. are being held for the following in the vault, NY hall:

Benny Pritkin, E. C. Brown, E. T. Cunningham, Francisco Gianlcco, H. Jurgenson, F. E. Lillard, A. L. Obletree, J. W. Robertson, I. Rosvold, John Trost, V. Walrath and H. C. Wilson.

William R. Dixon
Please contact S. Baker, 1315 South 26th Place, Lawton, Oklahoma. Phone: Elgin 5-4577.

Max Portner
Friends are anxious to contact you in regard to appraisal of small piece of property in Catskills. Get in touch with H. Krumholz, c/o Yorkville Hungarian Restaurant, 350 East 81 Street, New York, NY.

Chin Ling
Contact your wife at No. 2 Readymoney Bldgs., Block 11, 2nd Floor, Clare Road, Byculla, Bombay, India.

John Murray
Important you contact your son, c/o Gerner, same address as before.

Ex-Pacific Ocean Crew
Wages and overtime for crewmembers now available as ship has been sold. Contact Newton Schwartz, 310 West Building, 817 Main Street, Houston, 2, Texas.

SIU BABY ARRIVALS



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

Russella Louise Brooke, born May 3, 1960, to Seafarer and Mrs. Osborne M. Brooke, Prichard, Ala.

Arthur Thomas Castro, born April 15, 1960, to Seafarer and Mrs. Arturo Castro, Houston, Tex.

Carol Sue Chianese, born May 26, 1960, to Seafarer and Mrs. James O. Chianese, Brooklyn, NY.

Louis Anthony Filippetti, born April 27, 1960, to Seafarer and Mrs. Luis A. Filippetti, Baltimore, Md.

Frances Victorine Gomez, born May 29, 1960, to Seafarer and Mrs. Francis F. Gomez, Mobile, Ala.

Eric Alois Leiter, born March 15, 1960, to Seafarer and Mrs. Alexander J. Leiter, Newark, NJ.

Patricia Quintanilla, born March 17, 1960, to Seafarer and Mrs. Ramon Quintanilla, Philadelphia, Pa.

Karen Elizabeth Smith, born April 4, 1960, to Seafarer and Mrs. La France T. Smith, Mobile, Ala.

Stephen A. Wilt, born May 26, 1960, to Seafarer and Mrs. James E. Wilt, Harrisburg, Pa.

Daniel Garcia, born May 2, 1960, to Seafarer and Mrs. Trinidad Garcia, Galveston, Tex.

Lisa Jensen, born March 23, 1960, to Seafarer and Mrs. Erik H. Jensen, Brooklyn, NY.

Eunice Marie Kirchner, born May 16, 1960, to Seafarer and Mrs. Ralph Kirchner, Arnold, Md.

Brenda Georgette Leache, born May 20, 1960, to Seafarer and Mrs. Marvin Leache, Galveston, Tex.

Vicki Melinda Webster, born May 5, 1960, to Seafarer and Mrs. Milton Webster, Seattle, Wash.

Jeannette Knoll, born April 5, 1960, to Seafarer and Mrs. Bernard P. Knoll, Houston, Tex.

Adrian Charese Burke, born

June 3, 1960, to Seafarer and Mrs. John S. Burke, Mobile, Ala.

Eileen Celkos, born June 10, 1960, to Seafarer and Mrs. Edward Celkos, Philadelphia, Pa.

Barbara Curry, born June 4, 1960, to Seafarer and Mrs. Leon R. Curry, Fletcher, NC.

Mark Anthony Czosnowski, born March 30, 1960, to Seafarer and Mrs. Edward Czosnowski, Baltimore, Md.

Stanley P. Gondzar, born May 17, 1960, to Seafarer and Mrs. Stanley P. Gondzar, Baltimore, Md.

Donna Lee Hamilton, born May 4, 1960, to Seafarer and Mrs. William C. Hamilton, Ft. Lauderdale, Fla.

Bennie E. Ireland, born May 26, 1960, to Seafarer and Mrs. Bennie Ireland, Baysboro, NC.

Darrel Clyde Kendricks, born May 29, 1960, to Seafarer and Mrs. Dewey C. Kendricks, Mobile, Ala.

Roy Marines, born May 22, 1960, to Seafarer and Mrs. Manuel Marines, Cleveland, Ohio.

Sandra Louise Young, born June 2, 1960, to Seafarer and Mrs. Charles A. Young, Carlisle, Pa.

Health Center Urges Early Exam Renewal

The Medical Department of the Seafarers Welfare Plan urges Seafarers whose clinic cards are expiring to get them renewed in advance and not wait until the last minute. This is particularly true in cases where a man has just paid off a ship and expects to be ashore awhile.

If the examination at the SIU clinic is taken immediately, then if there is any need for medical treatment it can be obtained through PHS without the man having to delay shipping out again.

Unfortunately, there have been instances where Seafarers have waited until they threw in for a job and got a shipping card before deciding to renew their clinic cards. In one such recent instance, it was discovered upon examination that Seafarer had a hernia, and consequently, he had to turn back his shipping card and check into the hospital for treatment.

Had he taken his exam as soon as he had paid off, he could have had the matter attended to and shipped out again without delay.

It is not necessary to wait until the year is up to get the clinic card renewed at the SIU health centers. This can be done as much as two months in advance of the expiration date.



EVERY SUNDAY | DIRECT VOICE BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN AND SOUTH AMERICAN WATERS

"THE VOICE OF THE MTD"

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

WFK-39, 19850 KCs Ships in Caribbean, East Coast of South America, South Atlantic and East Coast of United States.

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

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

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

Every Sunday, 1915 GMT (2:15 PM EST Sunday)

WCO-13920 KCs Europe and North America

WCO-16998.8 KCs East Coast South America

WCO-22407 KCs West Coast South America

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

WMM 25-15607 KCs Australia

WMM 81-11037.5 Northwest Pacific

MARITIME TRADES DEPARTMENT

Bloomfield Lists Pay Due

The following is a list of Seafarers who have unclaimed wages due them from the Bloomfield Steamship Company. Seafarers whose names are on the list should write the company, enclosing their "Z" number and Social Security number. Write to Bloomfield Steamship Company, PO Box 1450, Houston 1, Texas.

P
Glen L. Patton
Dorsey Paugh
Albert L. Pence
Veikko Pollanen
Joseph Poturalski
James F. Praylor
Henry J. Principe

R
Horace C. Rains
Stanley C. Reinch
Harold E. Restucher
Vernon S. Riddle
Olave W. Rosenberg
Roland P. Roxbury
George Rubin
David Rude
Frank J. Ryland

S
John H. Sauerbeber
Joseph Scramuzza
Edward M. Seeley
Paul M. Seidenberg
Bernard E. Shepherd
F. B. Shinault

James L. Shipley
Clarence D. Shively
Alonso D. Sistrunk
Allen J. Smith
Frederick V. Smith
John T. Smith
Richmond C. Spears
Chester I. Spinks
John P. Stanford
A. R. Stevenson
Truman L. Sustaire
William K. Sutherland
Mitchell J. Szlanfucht
Ferdynand Szoblik

T
Benjamin H. Tolbert
Edward E. Talbot
Nikoll Taska
Evis J. Thidobeaux
Joseph R. Touart
Billy T. Townsend
Hillard L. Trahan
Sidney D. Turner
Homer A. Turpen

U-V
Fred E. Umnoltz

Albert F. Valloton
George Van Etten
David F. Van Horn
William Vanson
George P. Veziris
A. Villarreal

W
Lyndon G. Wade
Frank Wahlfarch
Richard K. Wardlow
Clifford R. Weimer
Norman H. Whipple
Edward Wicak
James A. Wilkie
George A. Williams
James R. Williams
Charles R. Wilson
Orie A. Wilson
Roland A. Wiman
Robert P. Woolard
John J. Word

Z
Paul Zilman
Eric G. Zetterquist

MTD Asks Security Check On Runaway Ship Crews

WASHINGTON—With America's heavy industry vitally-independent on raw materials imports carried on runaway-flag ships, the MTD has formally called for the extension of Coast Guard security checks to runaway ship crewmembers. The MTD proposal was made at hearings before the House

Committee on Un-American Activities on a bill to strengthen and reactivate the screening program for seamen.

Ray Murdock, SIU's Washington counsel, testifying on behalf of the Seafarers Section of the Maritime Trades Department which includes the SIU and NMU, pointed out that the lack of such clearance for runaway ship crews leaves US industry vulnerable to being crippled in the event of any international emergency.

An NMU representative also testified in support of the MTD's position.

Murdock pointed out that in any screening program American seamen's rights must be preserved. "We do not believe the maintenance and preservation of effective security regulations require the destruction of civil rights and particularly the right of due process."

In dealing with the runaway ship issue, Murdock cited the fact that practically all the bauxite used by

the US aluminum industry comes on runaway ships, about a third of the nation's iron ore and virtually all of the country's oil imports. These industries "depend upon foreign-flag ships manned by foreign crews, whose actions in the event of war are unpredictable."

Runaway ships, he noted "are manned by foreigners recruited in many different areas. Some of them have Italian crews. Many of them have crews recruited in Latin America. Some of them we have examined are manned almost exclusively by Cubans. No security check whatever is made on these foreign seamen. The Coast Guard has no jurisdiction over them. They represent a potential plague of security risks who will have easy access to our waterfront facilities. If the process is allowed to continue" (registering ships under the runaway-flags) "soon there will be many more foreign seamen working on American-owned ships than American seamen. We do not believe that foreign Communists and foreign subversives are any more desirable than American subversives."

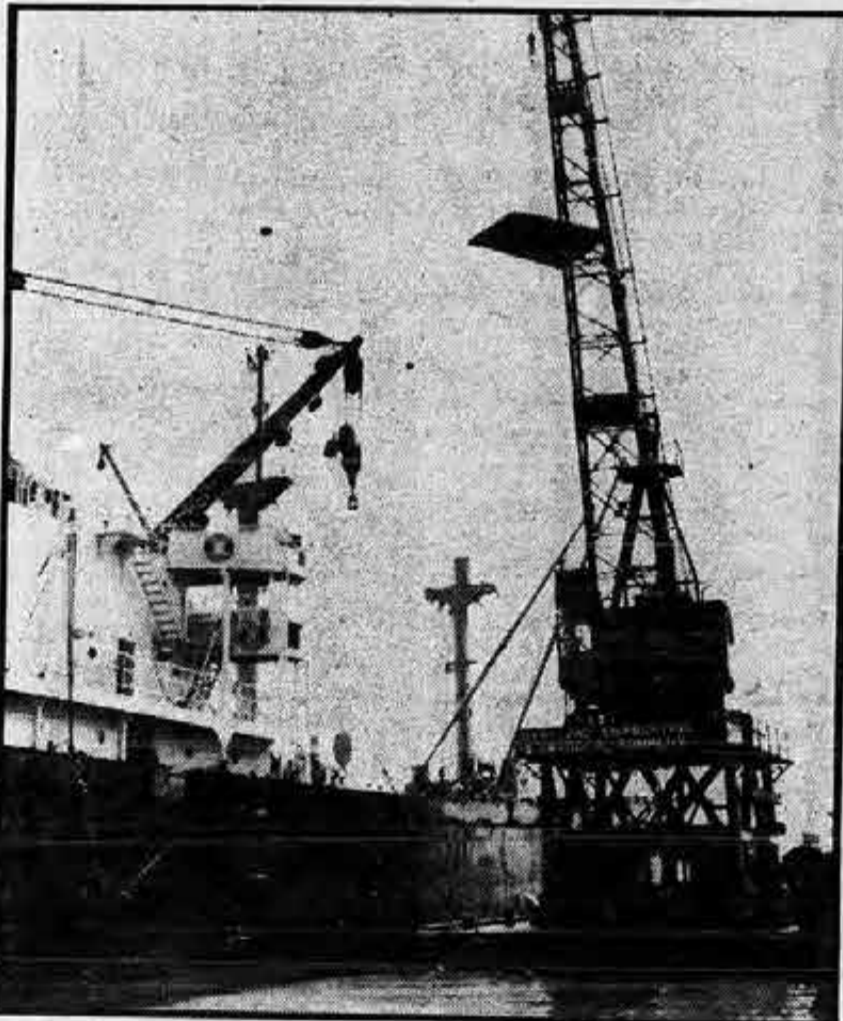
Wants Bill Amended

Consequently, Murdock asked that the bill be amended to cover all merchant vessels owned by citizens of the US, no matter what their flag of registry.

The bill before the committee is an effort to put teeth back into the previous screening program which was rendered ineffective by Federal court rulings. The courts had held that seamen who were denied seamen's papers by the Coast Guard refused to permit that confrontation, the entire screening program collapsed. A number of "screenoes" are now sailing on US ships as a result of the program's failure. Evidently, an administrative decision was made that it was more important to conceal informants than to keep potential subversives off merchant ships.

However, runaways ship's crews have never been screened, and these vessels would be logical targets of Soviet infiltration, particularly since the many of the countries in which these crews are recruited have strong Communist parties.

Greek Liberty Carries US Steel Load To Russia



SIU-HIWD tugs at Baltimore assisted Greek freighter Evie which ran aground there last week. Above, giant crane unloads steel plates in effort to get ship off bottom.

BALTIMORE—SIU-manned tugs of the Curtis Bay Towing Company here helped haul a Greek-flag Liberty off the mudflats near Fort Carroll here last week. The routine operation was spiced by the fact that the Evie had a cargo of American steel in her holds headed for Russia. The tugs are manned by members of the SIU's Harbor and Inland Waterways Division.

The Evie's steel cargo is of the kind that is used to make automobile bodies, and that is what it is ostensibly destined for. This is the second such cargo picked up here in the past month. The Danish-flag Siewka, loaded similar cargo, plus fertilizer. The steel came from mills in the Cleveland and Pittsburgh areas.

There was speculation on that despite the Soviet's great strides in steel manufacture, the country does not make enough steel of a

type suitable for consumer products, even allowing for limitations on production of automobiles, refrigerators and similar items in Russia.

The Evie was headed for Leningrad when she ran aground. She was held up for five days while floating derricks removed 1,400 tons of cargo and 1,000 tons of bunkers so that she could be floated at high tide. HIWD representatives in Baltimore noted that the ship was so hard aground that she was practically up on dry land.

The Evie was one of the Liberties sold by the US under the Ship Sales Act back in 1947. She is not one of the ships transferred out by Maritime under the so-called "effective control" program.

Norfolk 'Fair,' Outlook Same

NORFOLK—Shipping conditions were pegged at "fair" for the last two weeks and should stay about the same for the next two, reports Paul Gonsorchik, port agent.

There were two payoffs registered during the period—the Zephyr Hills (Pan America) and Bents Fort (Cities Service). These same two ships also signed on.

Other sign-ons included the Venore and Marore (Ore).

Those ships in transit were: Steel Director, Steel Seafarers (Isthmian); Morning Light, Yaka, Afoundria and Antinous (Waterman); Couer D'Alene (Victory Carr); Ocean Evelyn, Natalie (M'time O'seas) and Robin Goodfellow (Robin).

SCHEDULE OF SIU MEETINGS

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

New York	July 5
Philadelphia	July 5
Baltimore	July 6
Detroit	July 8
Houston	July 11
New Orleans	July 12
Mobile	July 13

Desalted Sea Water Made In Lifeboats

"Water, water everywhere, but nary a drop to drink" may soon become an obsolete quotation if a new apparatus for desalting sea water is widely-adopted. A Dutch concern has developed a desalting device which, when installed in a lifeboat, can supply usable drinking water for the occupants by removing the salt from sea water.

Known as the "Salvator 10," the device uses a series of membranes pumps and a hand-operated generator. Passage of an electrical current through the salt water causes the salts to pass through a series of membranes and collect in one side of the device, while the desalted water enters another chamber. It is claimed that the device can produce two gallons of drinking water every three hours.

The device was demonstrated at the recent International Conference on the Safety of Life at Sea.

SIU Signs New Missile Agreements

Crewmembers of the SIU-manned Suwannee Steamship missile fleet are now working under a standard freight ship agreement as a result of a new contract negotiated by the Union. The agreement includes all the standard freightship provisions on working rules. It also includes specifications covering such items as the manning scale for the boat that is used to pick up nose cones and divers and other rules governing the specialized operations of the missile-tracking fleet.

Suwannee presently operates six knot-type ships on the South Atlantic missile-firing range. The vessels have been converted for missile-tracking purposes with installation of considerable electronic gear. They carry Navy technicians, divers and other specialists as well as an SIU crew for ship operation purposes.

on the ball

NEWS HEADLINES IN REVIEW



PRESIDENT EISENHOWER HOME AFTER MIXED RECEPTION IN ASIA... JAPANESE TOUR DROPPED FOLLOWING ANTI-AMERICAN RIOTS IN TOKYO.



KHRUSHCHEV STRESSES PEACEFUL COEXISTENCE, VICTORY OVER CAPITALISM THROUGH ECONOMIC MEANS... RED CHINA INDICATES DISAGREEMENT.



FLOYD PATTERSON FIRST HEAVYWEIGHT CHAMPION TO REGAIN TITLE WITH K.O. OF JOHANSSON IN 5TH ROUND AT POLO GROUNDS



ISRAEL MAKES DIPLOMATIC APOLOGY TO ARGENTINA OVER SEIZURE OF NAZI MASS MURDERER ADOLF EICHMANN. LATTER TO BE TRIED IN ISRAEL.



KENNEDY TOP-HEAVY FAVORITE FOR DEMOCRATIC PRESIDENTIAL NOMINATION AS BANDWAGON MOVES INTO HIGH GEAR, NEW YORK AND CALIFORNIA BACKING SEEN.



SENATE COMMITTEE REPORT, SIGNED BY DEMOCRATS AND REPUBLICANS, HITS ADMINISTRATIONS HANDLING OF U-2 SPY FLIGHTS OVER RUSSIA.



TEXT OF

SIU

CONSTITUTION

For SIU Atlantic, Gulf, Lakes And Inland Waters District

**As Amended, 1960
By Secret Ballot
Vote Of Membership**

CONSTITUTION

THE SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA—

ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT

Affiliated with American Federation of Labor—Congress of Industrial Organizations

(As Amended May 12, 1960)

PREAMBLE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Statement of Principles and Declaration of Rights

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

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

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

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

I

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

II

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

III

No member shall be deprived of his membership without due

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

IV

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

V

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

VI

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

VII

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

CONSTITUTION

Article I

Name and General Powers

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

Article II

Affiliation

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

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

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

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

Article III

Membership

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Article IV

Reinstatement

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

Article V

Dues and Initiation Fee

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

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

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

Article VI

Retirement from Membership

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

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

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

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

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

Article VII System of Organization

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

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

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

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

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

Article VIII

Officers, Headquarters Representatives, Port Agents and Patrolmen

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

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

Article IX Other Elective Jobs

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

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

B. Committee members of:

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

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

Article X

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

Section 1. The President.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Section 2. Executive Vice-President.

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

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

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

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

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

Section 4. Secretary-Treasurer.

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

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

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

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

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

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

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

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

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

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

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

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

He shall supervise and be responsible for the activities of all

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

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

Section 8. Director of Organizing and Publications.

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

Section 9. Headquarters Representatives.

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

Section 10. Port Agents.

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

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

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

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

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

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

Section 11. Patrolmen.

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

Section 12. Executive Board.

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

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

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

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

Section 13. Delegates.

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

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

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

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

Section 14. Committees.

(a) Trial Committee.

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

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

(b) Appeals Committee.

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

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

(c) Quarterly Financial Committee.

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

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

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

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

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

(d) Strike Committee.

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

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

Article XI

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

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

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

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

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

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

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

Article XII

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

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

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

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

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

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

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

(e) He is not disqualified by law.

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

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

Article XIII

Elections for Officers, Headquarters Representatives, Port Agents and Patrolmen

Section 1. Nominations.

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

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

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

Dated: _____

Signature of member

Book No. _____

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

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

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

Section 2. Credentials Committee.

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

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

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

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

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

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

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

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

Section 3. Balloting Procedures.

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

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

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

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

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

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

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

Section 4. Polls Committees.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Article XIV Other Elections

Section 1. Trial Committee.

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

Section 2. Appeals Committee.

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

Section 3. Delegates.

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

Article XV Trials and Appeals

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

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

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

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

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

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

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

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

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

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

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

- Accept the findings and recommendations, or
- Reject the findings and recommendations, or
- Accept the findings, but modify the recommendations, or
- Order a new trial after finding that substantial justice has not been done with regard to the charges. In this event, a new trial shall take place at the port where headquarters is located and upon application, the accused, the accusers, and their witnesses shall be furnished transportation and subsistence.

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

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

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

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

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

- No finding of guilt shall be reversed if there is substantial

evidence to support such a finding and, in such case, the Appeals Committee shall not make its own findings as to the weight of evidence.

(b) In no event shall increased punishment be recommended.

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

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

(e) The Appeals Committee may recommend lesser punishment.

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

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

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

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

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

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

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

Article XVI Offenses and Penalties

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

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

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

- Willfully misappropriating or misusing Union property of the value in excess of \$50.00.
- Unauthorized use of Union property, records, stamps, seals, etc., for the purpose of personal gain;
- Willful misuse of any office or job, elective or not, within the Union for the purpose of personal gain, financial or otherwise, or the willful refusal or failure to execute the duties or functions of the said office or job, or gross neglect or abuse in executing such duties or functions or other serious misconduct or breach of trust. The President may, during the pendency of disciplinary proceedings under this subsection, suspend the officer or jobholder from exercising the functions of the office or job, with or without pay, and designate his temporary replacement.
- Unauthorized voting, or unauthorized handling of ballots, stubs, rosters, verification lists, ballot boxes, or election files, or election material of any sort;
- Preferring charges with knowledge that such charges are false;
- Making or transmitting, with intent to deceive, false reports or communications which fall within the scope of Union business;
- Deliberate failure or refusal to join one's ship, or misconduct or neglect of duty aboard ship, to the detriment of the Union or its agreements;
- Deliberate and unauthorized interference, or deliberate and malicious vilification, with regard to the execution of the duties of any office or job;
- Paying for, or receiving money for, employment aboard a vessel, exclusive of proper earnings and Union payments;
- Willful 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;
- Willful failure or refusal to carry out the order of those duly authorized to make such orders during time of strike.
- Failure or refusal to pay a fine or assessment within the time limit set therefor either by the Constitution or by action taken in accordance with the Constitution.

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

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

(c) Misconduct during any meeting or other official Union proceeding, or bringing the Union into disrepute by conduct not provided for elsewhere in this Article;

(d) Refusal or negligent failure to carry out orders of those duly authorized to make such orders at any time.

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

- Refusal or willful failure to be present at sign-ons or pay-offs;
- Willful failure to submit Union book to Union representatives at pay-off;
- Disorderly conduct at pay-off or sign-on;
- Refusal to cooperate with Union representatives in discharging their duties;
- Disorderly conduct in the Union hall;
- Gambling in the Union hall;
- Negligent failure to join ship.

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

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

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

Article XVII Publications

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

Article XVIII Bonds

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

Article XIX Expenditures

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

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

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

Article XX Income

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

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

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

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

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

Article XXI Other Types of Union Affiliation

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

Article XXII Quorums

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

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

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

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

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

Article XXIII
Meetings

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

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

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

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

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

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

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

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

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

Article XXIV
Definitions and Miscellaneous Provisions
Relating Thereto

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

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

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

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

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

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

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

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

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

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

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

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

Article XXV
Amendments

This Constitution shall be amended in the following manner:

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

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

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

Article XXVI
Transition Clause

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

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

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

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

Section 5. All officers and other jobholders elected as a result of the balloting held by this Union during November and December of 1958, who are serving at the time of the adoption of this amended Constitution, shall continue to serve, without reduction in salary, in the office most closely related to the one held prior to that adoption, and for a term not to exceed that for which he was elected in the balloting held in 1958. For this purpose the following table sets out the new office and job, the present nearest equivalent in terms of functions presently performed, and the identity of the person occupying it. The adoption of this amended Constitution shall constitute ratification of this table.

New Title	Individual	Old Title
President	PAUL HALL	Secretary-Treasurer
Executive Vice-President	CAL TANNER	Assistant Secretary-Treasurer
Vice-President in charge of Contracts and Contract Enforcement	CLAUDE SIMMONS	Assistant Secretary-Treasurer
Vice-President in charge of the Atlantic Coast	EARL SHEPPARD	Assistant Secretary-Treasurer
Vice-President in charge of the Gulf Coast	LINDSEY WILLIAMS	Assistant Secretary-Treasurer
Vice-President in charge of the Lakes and Inland Waters	AL TANNER	Boston Port Agent and Administrative Director of Great Lakes District
Secretary-Treasurer	VACANCY	(To be filled by the President in accordance with Constitution)
Headquarters Representative	BILL HALL	Assistant Secretary-Treasurer
Headquarters Representative	ED MOONEY	Assistant Secretary-Treasurer
Headquarters Representative	JOE VOLPIAN	Assistant Secretary-Treasurer

Since no elected officer or jobholder currently performs the functions of the new office of Secretary-Treasurer, that office shall be filled by the President pursuant to Article X, Section 1(j) of this Constitution. From the date of the adoption of this Constitution, the officers, as above described, shall execute the powers and functions, and assume the responsibilities of the said offices as set forth in this Constitution.

EXHIBIT A

Minimal requirements to be contained in Constitution of subordinate bodies and divisions chartered by or affiliated with the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District.

I

All members shall have equal rights and privileges, subject to reasonable rules and regulations, contained in this Constitution, including secret election, freedom of speech, the right to hold office and the right of secret votes on assessment and dues increases, all in accordance with the law.

II

No member may be automatically suspended from membership except for non-payment of dues, and all members shall be afforded a fair hearing upon written charges, with a reasonable time to prepare defense, when accused of an offense under the Constitution.

III

This Union is chartered by (and/or affiliated with), the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, and this Constitution and any amendments thereto, shall not take effect unless and until approved as set forth in the Constitution of that Union.

IV

An object of this Union is, within its reasonable capacity, to promote the welfare of, and assist, the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District.

V

The charter (and/or affiliation) relationship between this Union and the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District shall not be dissolved so long as at least ten members of this Union, and the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District acting through its Executive Board wish to continue such relationship.

VI

No amendment to this Constitution shall be effective unless and until approved by at least a two-thirds vote of the membership in a secret referendum conducted for that purpose. In any event, the adoption of this Constitution and any amendments thereto, will not be effective unless and until compliance with Article II of the Constitution of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District is first made.

VII

The Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District shall have the right to check, inspect and make copies of all the books and records of this Union upon demand.

VIII

This Union shall not take any action which will have the effect of reducing its net assets, calculated through recognized accounting procedures, below the amount of its indebtedness to the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, unless approved by that Union through its Executive Board.

IX

So long as there exists any indebtedness by this Union to the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, that Union shall have the right to appoint a representative or representatives to this Union who shall have the power to attend all meetings of this Union, or its sub-divisions, or governing boards, if any, and who shall have access to all books and records of this Union on demand. This representative, or these representatives, shall be charged with the duty of assisting this Union and its membership, and acting as a liaison between the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District and this Union.

X

So long as any unpaid per capita tax, or any other indebtedness of any sort, is owed by this Union to the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, such indebtedness shall constitute a first lien on the assets of this Union, which lien shall not be impaired without the written approval of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District acting through its Executive Board.

XI

The per capita tax payable by this Union to the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District shall be that which is fixed in accordance with the terms of the Constitution of that Union.

XII

This Constitution and actions by this Union pursuant thereto are subject to those provisions of the Constitution of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District pertaining to affiliation, disaffiliation, trusteeships, and the granting and removal of charters.

XIII

This Union shall be affiliated with the Seafarers International Union of North America through the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District. It shall share in, and participate as part of, the delegation of that District to the Convention of the Seafarers International Union of North America in accordance with the provisions of the Constitution of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District.

EVERY SEAFARER IS GUARANTEED

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