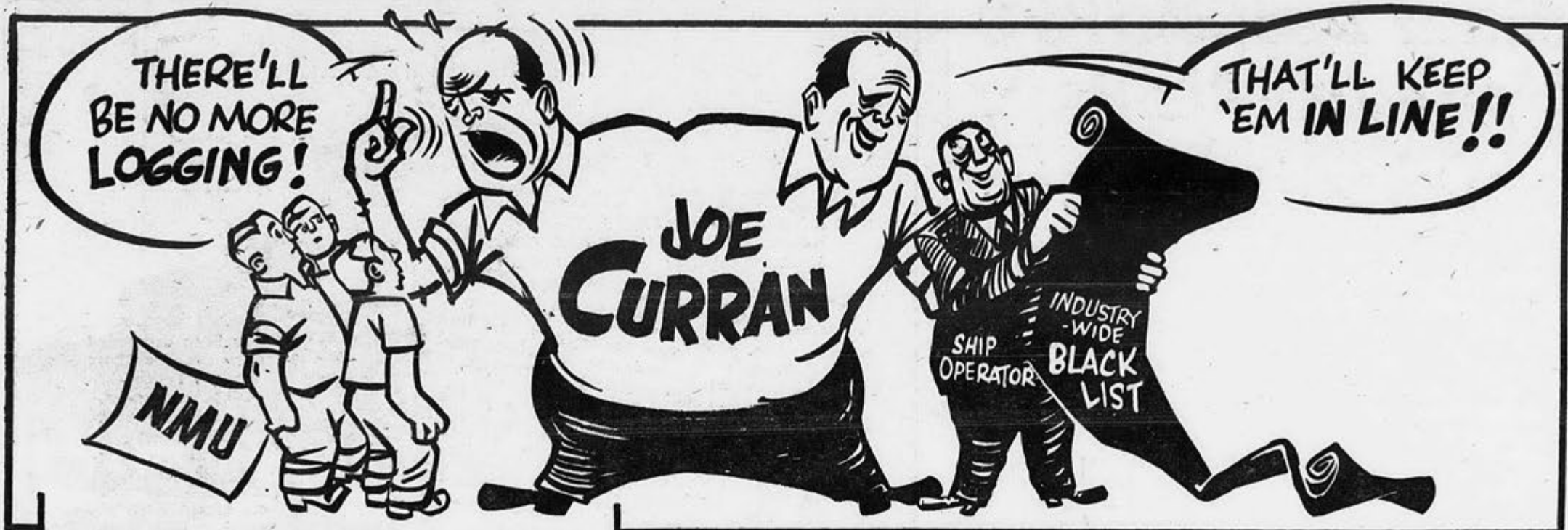


• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL-CIO •



NMU, SHIP CO'S OKAY INDUSTRY BLACKLIST

BULLETIN—The SEAFARERS LOG learned this week that an industry-wide blacklist has been established by the American Merchant Marine Institute with the full cooperation of the NMU. The system allows the operators to refuse to hire any NMU member who was ever fired off an NMU ship. A central records bureau is maintaining the blacklist. (For full details, see stories on pages 2, 5).

Defense Dep't Stand:

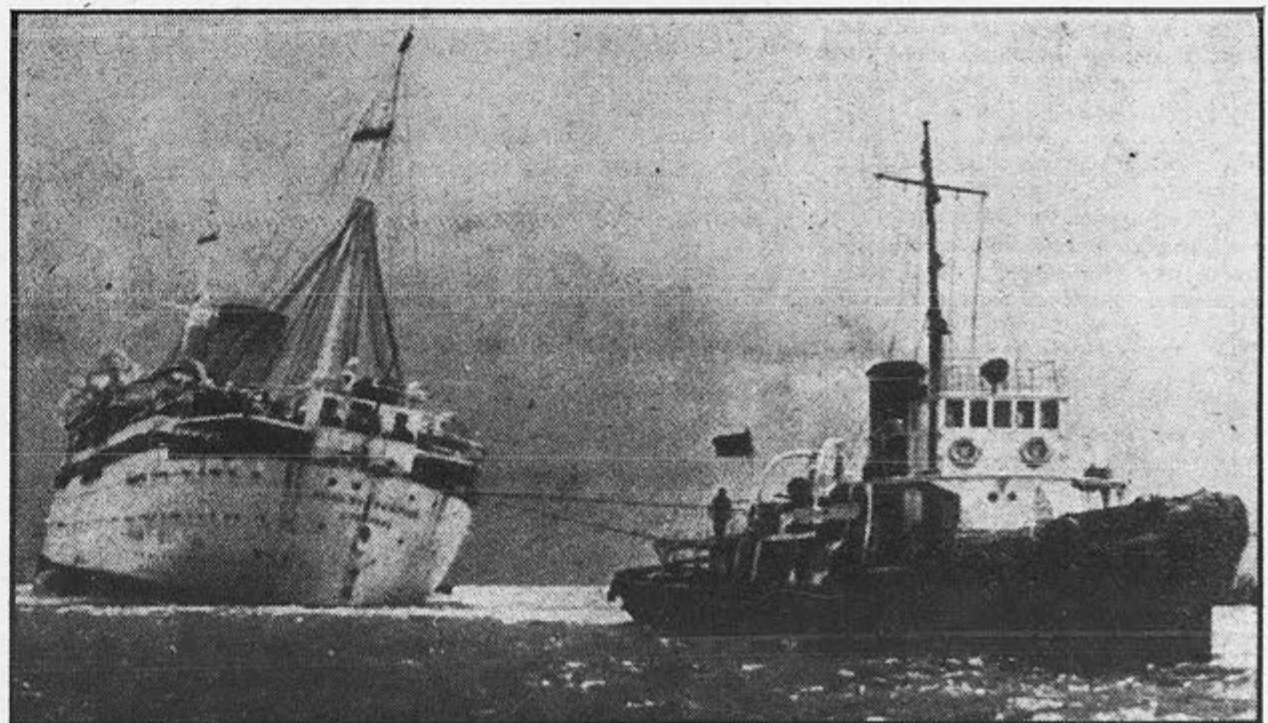
US MERCHANT SHIP BUILD-UP 'VITAL NEED'

—Story On Page 3



Book Check. Seafarers N. Richie (above, left) and J. J. Devine present books to New York meeting officials before balloting began last week on election of a six-man rank and file quarterly financial committee. Both made berths on the committee, which is now conducting regular audit of Union's books, records and files at headquarters.

Under Strain. Finally underway again after a week's delay, the 500-passenger British cruise ship *Reina del Pacifico* (left) is shown during refloating efforts off Bermuda by the tug *Justice*. She ran aground during a squall a few miles out of Bermuda en route to Liverpool, England. Confronted with a 30-degree list, she was righted after removing cargo.



REPRINTED IN THIS ISSUE

YOUR SIU CONSTITUTION

ALSO SIX MONTHS REVIEW OF SIU TRIALS AND APPEALS

NMU OK's INDUSTRY-WIDE BLACKLIST

Secret Deal Perils Men's Job Rights

The National Maritime Union and its contracted operators have negotiated an arrangement which gives the operators a free hand to blacklist any seaman who has been employed on NMU-contracted ships, the SEAFARERS LOG learned this week. The go-between in the new blacklist system is none other than the Marine Index Bureau, an outfit that was used by a labor spy apparatus to finger SIU men in the course of the Cities Service organizing drive.

Under the industry-wide blacklist system, any seaman who was ever fired off his job on any NMU ship can be denied his employment rights in the industry with the full approval of the NMU. Thus far, no announcement of the new sys-

the files of the Marine Index.

• For a dollar bill, Marine Index will gladly pass the information on to any shipowner who might be considering hiring the man.

• The shipowner has the authority, with the full approval of the NMU, to refuse to hire the man if his name shows up on the listings, no matter how old the entry is or what the reason.

For practical purposes it means that NMU members have been stripped of all job security as of April 30, 1957, when the blacklist formally took effect. The militant delegate who gets into hot water with the officers, the seaman who is simply the victim of a personal dislike, or the man who is fired without reason by a bucko skipper can be fingered and barred from the industry forever.

Since there is no time limit on the files, the companies can reach back two, five or ten years, if need be, if they or the NMU leadership are looking for an out to get rid

(Continued on page 5)

AMMI Promoting Ship Combine

The development of the secret NMU-AMMI blacklist is just one aspect of a campaign now being promoted by a group of lawyers, AMMI officials and other interested parties to establish a huge cartel-type combine in the shipping field and monopolize US shipping. Such a campaign, if successful, would mean a monopoly of US subsidy expenditures.

By harnessing the NMU membership, lock, stock and barrel, the combine is convinced it has a key to control of US subsidies and the taxpayers' money.

The SEAFARERS LOG is currently examining and developing additional information concerning the activities of this combine. Further details will be explored in future LOG issues with a view toward initiating a full-scale Congressional inquiry into how the industry is disposing of the taxpayers' money.

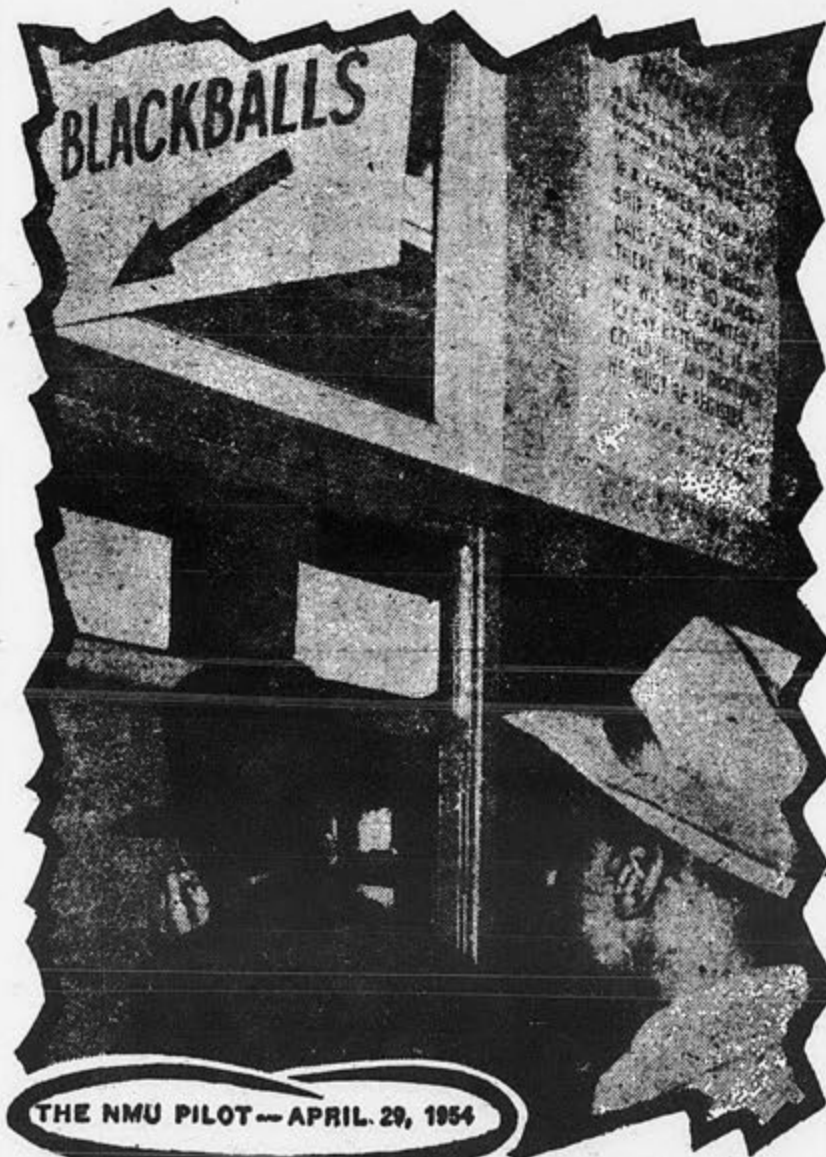
tem has yet been made in the "NMU Pilot" although the machinery started operating early in May of this year. The NMU-contracted United States Lines has operated a similar system on its own for many years.

List Similar To 'Fink Books'

The blacklist system as negotiated by NMU President Joseph Curran is more or less a revival of the old "fink book" system of the 1930's whereby seamen were to carry a continuous discharge book. Skippers blacklisted them then by entering disparaging remarks about a seaman's character or ability in the "fink book." Now the NMU has centralized and refined the old system for use wherever NMU men sail.

Interestingly enough, the negotiations of the blacklist fitted tightly into the now well-known Stalinist-type pattern which has been employed for many years by Curran. Accordingly, the negotiations for the blacklist were carried on secretly under a cloak of heavy drumfire against the SIU, accusing the Union of a variety of sins against seamen.

Here's how the blacklist works: Whenever an NMU man is fired, a record of the firing goes into



US Lines' Blacklist Role

The industry-wide blacklist may be something new, but it is an old story as far as United States Lines is concerned. For years, as the SEAFARERS LOG has pointed out on several occasions, the NMU has maintained a blacklist for United States Lines and even has an office in its headquarters which openly operates the blacklist.

Seamen can be blacklisted by US Lines for such "offenses" as refusing to sign on for another trip. Now, US Lines, with the cooper-

ation of the NMU, has succeeded in spreading the blacklist throughout the NMU-contracted fleet.

Incidentally, John Franklin, president of the US Lines, and NMU President Joseph Curran are co-chairmen of the so-called (Continued on page 5)

American Merchant Marine Institute, Inc.

11 Broadway New York 4

April 30, 1957

TO ALL STEAMSHIP COMPANIES AND AGENTS HAVING CONTRACTUAL RELATIONS WITH THE NATIONAL MARITIME UNION OF AMERICA

Dear Sir:

...This problem was taken up with the National Maritime Union and the union indicated a desire to cooperate...the employment clause in the...bargaining agreement was amended... As a corollary to this revised employment clause, the Committee...has developed a system...The plan calls for all companies to send in...information concerning...breaches of discipline...when the man reports for employment, the company can evaluate his background...as to hiring...

Company...log be...ported...out the shipping industry, has for many years provided of seamen to subscribing steamship companies. The plan to send in...beginning at once...information concerning the discipline. Then, these companies will be able to obtain...of each man...

has been concerned...reasons...the National...draft proposals...the collective...need not...line records,

On the basis of the announcement in the NMU "Pilot" of October 25, 1956, that the "practice of logging had been eliminated" it was reported by some ship operators that the NMU might allow the shipowners complete authority to fire or blacklist crewmembers missing work or watch, in exchange for eliminating the practice of logging.

'Pilot' Confused
The confusion over the manner in which the NMU intended to apply the logging restriction arose from reports in the NMU "Pilot."

Excerpts (above) from letter sent to all NMU-contracted companies by Ralph Casey, AMMI president, announcing the start of the blacklist. At right is LOG clipping which predicted the system.

—from Seafarers Log, 11/9/56

Seamen Unprotected; Can't Appeal Blacklist

One of the worst features of the newly-instituted NMU blacklist is the lack of any form of appeal from its operations, or any provision for informing the seamen why he is not being hired. The lack of such provisions and the blanket right to blacklist any man fired for any one of a dozen reasons, lumps all seamen into the same boat with the performers, weathounds and other foul-ups.

All any skipper has to do is note in the log that a man was fired for "disciplinary reasons" and that is all any company needs to blacklist him. If a company wants to, it can dip back into the files as many years back as it likes to get an excuse for not hiring a seaman. Ten years from now, it can turn down a man who was fired off a ship in 1957.

The net effect is to destroy NMU men's job security and make a mockery of the rotary hiring system.

Often Grudge Firings

Seafarers and NMU men well know that seamen are often fired off ships for reasons which have nothing to do with essentials of shipboard discipline. The "NMU Pilot" itself highlighted this fact in its last issue in reporting that 21 crewmembers of the Isbrandtsen ship Columbia Heights were charged with "mutiny" by the skipper because they refused to sail unless the engine room was properly ventilated.

No doubt these men could wind up in the Marine Index file for subsequent blacklisting.

Several typical incidents which could cause blacklisting would be these:

• A chief steward is fired after repeatedly arguing with the skipper over purchasing additional stores.

• A deck delegate is bounced after he catches the chief mate

working on deck and puts in for overtime for the gang.

• The chief engineer fires a black gang delegate who raises a beef about the refusal of the engineer to order necessary repairs made to showers and the washing machine.

In other words, the real targets of the blacklist are not necessarily the narcotics addicts, performers and other foul-ups (who, incidentally, are already subject to losing seamen's papers through Coast Guard action) but could be the militant union seamen who try to enforce the contract.

SEAFARERS LOG

July 19, 1957 Vol. XIX No. 15



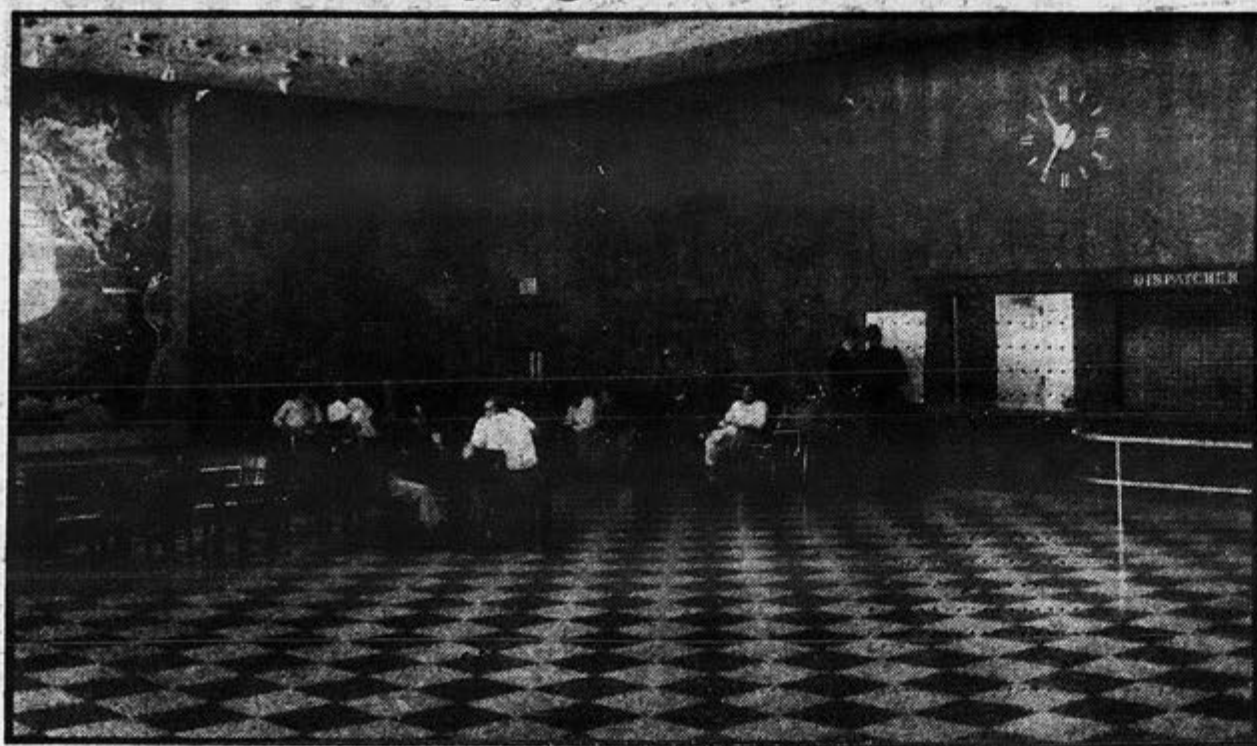
PAUL HALL, Secretary-Treasurer
HERBERT BRAND, Editor, BERNARD SEAMAN, Art Editor, HERMAN ARTHUR, IRWIN SPIVACK, AL MASKIN, JOHN BRAZIL, Staff Writers, BILL MOODY, Gulf Area Representative.

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Good Shipping Clears MFOW Hall



Large, impressive hiring and meeting hall on ground floor of the Marine Firemen's new headquarters in San Francisco dwarfs handful of MFOW men still on the beach during good shipping right now. New hall opened last month replaces structure that had to be vacated to make way for highway project. Restaurant occupies the rest of the main floor, recreational facilities and union offices cover second floor and garage is in basement.

AFL-CIO Body Holds Coal Hearing

A two-week breather in the crewing of the American Coal ships is due to come to an end this weekend with the arrival of the Harry Glucksman at Norfolk for replacements. Pending the calling of jobs for the Glucksman, a check-up on the shipboard count shows the SIU holding a lead of nine, 103 to 94, over the National Maritime Union. One ship in the fleet is carrying 29 men because of a mix-up in the hiring when five ships came in during one week.

With no ships in port, the center of attention in the coal beef shifted to Cincinnati where the two-man committee appointed by AFL-CIO President George Meany held a mediation meeting with the unions involved.

The committee, consisting of George Harrison, president of the Brotherhood of Railway and Steamship Clerks, and Jacob Potofsky, president of the Amalgamated Clothing Workers, heard the parties to the dispute on July 8 in the headquarter's offices of the Railway Clerks union. The meeting had been called after an appeal by the Masters, Mates and Pilots and the Marine Engineers Beneficial Association for "earliest possible" action on the dispute.

MM&P and MEBA representatives were at the gathering as well as SIU Secretary-Treasurer Paul Hall, and NMU President Joseph Curran. After thorough discussion of various phases of the beef, Harrison and Potofsky announced that they would forward a series of recommendations to President Meany offering possible settlement proposals.

Further Postponement

Meanwhile, the National Labor Relations Board has ordered another postponement on hearings dealing with unfair labor practice charges and an election in the coal fleet. Action on election procedure has been stymied thus far by NMU's refusal to accept the mechanics of voting as proposed by the Board.

The Board had suggested that notices be posted on all ships calling for an election and instructing the company not to favor the NMU by any action between now and an election date. The NMU, which has been the beneficiary of repeated company favoritism, objected strenuously to the posting of such notices.

Still pending before the Board are a number of SIU unfair labor practice charges against the company because of the company's discrimination against Seafarers,

including a rash of firings of SIU oldtimers on the ships.

Despite the firings, the SIU has persistently maintained its lead over the past several weeks winning 103 jobs to 88 jobs won by NMU. The NMU had an original edge of six "frozen" jobs on the Coal Miner.

Another factor in the coal operation is the persistent decline in coal shipping rates to Europe. The rates slipped to a low of around \$5.50 a ton the past few days. Other figures published recently have shown a decline in bituminous coal production in the US this year as European mines make a comeback.

Coal Ship System: Mate Fires Wiper

In desperate efforts to assist the National Maritime Union on the American Coal ships, company-union ships' officers have fired more than a dozen Seafarers to date on a variety of trumped-up charges. Despite these company moves, and an initial handicap of six jobs in favor of the NMU, the SIU continues to cling to a 103 to 94 lead in the coal ship fight.

Typical of the firings was the treatment of Seafarer Candelario Ramos, wiper, who was booted off the Cleveland Abbe, after making three trips, on the specific orders of the chief mate. The mate instructed the chief engineer that Ramos was to be fired even though the chief was reluctant to lose him because he was one of the best workers on the ship.

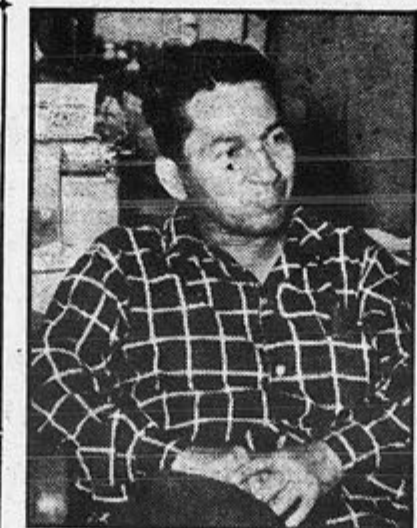
As Ramos explained it, "I was sitting in the crew messhall when the chief mate barged in. He called, 'Hey you, Puerto Rican, come here. Go up and see the skipper.'

Incidentally, all the skipper wanted to see him about was to square his slop chest account for the trip.

Asked to Take Off Hat

"I told the chief mate as pleasantly as I could that he should speak more politely to me. Besides that he was wearing his hat and I suggested to him that he should take off his hat when he came into the messroom as that is the practice on all ships that I have been on.

"The next thing I knew the chief mate went to the chief engineer in the saloon mess and ordered him to fire me because I told him to take his hat off. He was hollering



Seafarer Candelario Ramos, FWT, visits LOG office to describe how District 50 chief mate engineered his firing from the coal ship Cleveland Abbe. He sailed wiper with ACS.

'I am his superior' when the chief engineer tried to calm him down. "When it came time to sign on for the fourth trip I was all ready to sign but the company man came up to me and told me I was fired. This is the first time in the last eight years that I have had to go to Joralemon Street for the unemployment insurance."

Ramos added that the District 50 officers were doing every thing

(Continued on page 10)

Pentagon Calls Shipping 'Vital' To US Defense

WASHINGTON—A strong statement from the Department of Defense has put to rest rumors that it had withdrawn support from the US merchant fleet as a key factor in US Defense planning. On the contrary, Navy Secretary Thomas S. Gates, Jr., told the House Merchant Marine Committee that a "large, modern and well balanced American merchant marine is positively vital to our defense planning..."

"Without it," he continued, "neither the military effort nor the war economy of our nation could be supported."

For several weeks now, there had been reports of a "new concept" of defense planning for the nuclear age. The concept had it that the merchant marine would no longer be a factor in a future war on the theory that such a war would be over in a matter of days before shipping could play any role.

If this outlook were adopted, it would knock the props out from under US Government aid to maritime, including construction and operating assistance, since such aid is largely construed as being in the interests of national defense.

While supporting a large, modern fleet as "vital," Gates re-endorsed the Department's view that ships under the runaway flags are to be considered as under the "effective control" of the US for defense purposes. Another Navy spokesman, appearing before the Senate Foreign Commerce Committee, supported the sale of 67 US reserve ships to foreign nations. The sales have been attacked by the SIU and other maritime unions as weakening the competitive position of US shipping.

Shipowner groups have also opposed these sales, but have supported transfers to runaway flags, indicating that they have no objection to weakening the US merchant marine as long as they own the biggest piece of the shipping placed under the foreign flag.

Gates' attitude on the subject of flag shipping indicated that Defense would prefer ships to fly the

American flag under ideal conditions, but that he was willing to accept the "effective control" idea over runaway shipping as second best.

Couldn't Get Manpower

He conceded that in an emergency, the US would face a difficult problem in finding reliable crewmembers for the runaway flag ships, crewmembers who could come only out of the US manning pool.

The SIU and other maritime groups have argued that wholesale transfers foreign take away the jobs of American seamen and reduce the manpower available for shipping needs accordingly. Continuation of such transfers then, not only raises a competitive bugaboo for US-flag shipping, but tends to deprive it of adequate manpower for expansion and emergency needs.

Touching on another area, Gates expressed concern over the dwindling number of American-flag tramp ships. He did not explain how this concern equated with the Department's policy of supporting ship transfers. Tramp shipping has been hardest hit by the transfer program.

Indications that the Maritime Administrations "transfer and build" program for subsidized operators is making headway were shown in Gates' testimony to the effect that the liner America could be run under the flag of a NATO country as far as the Defense Department is concerned. Subsidized ship owners are seeking the right to transfer existing ships foreign in return for construction of new vessels under subsidy contracts.

Huge 'Bergs Peril Ships In Atlantic

The Coast Guard has reported that a dense flow of icebergs drifting south of the Grand Banks has forced transatlantic shipping to delay a shift to the shorter summertime route between Europe and the Western Hemisphere. It was in this area that the White Star Liner Titanic, founded and sank on April 14, 1912.

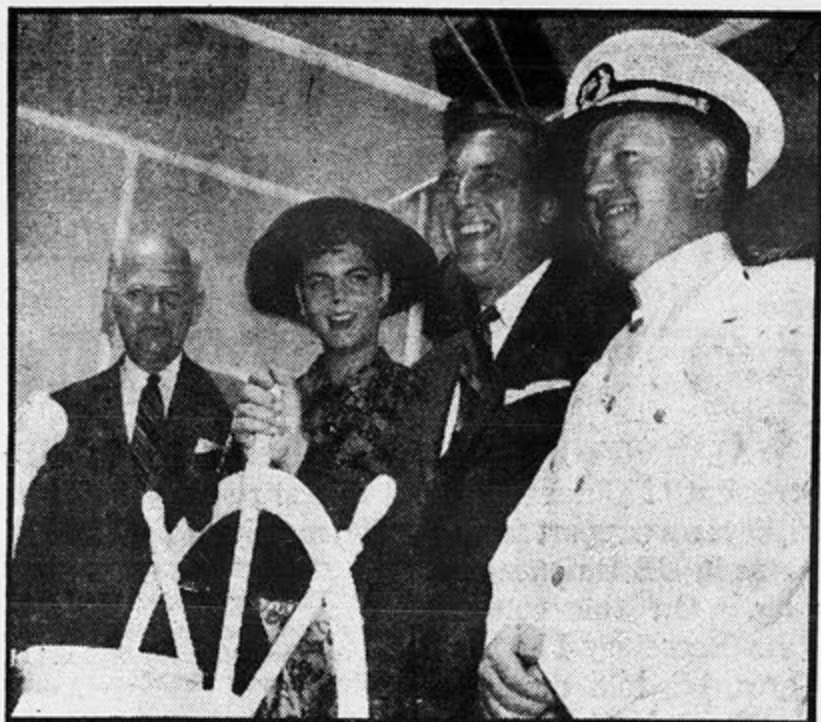
Unusually heavy ice has been reported in the Labrador Current and on the east slope of the Grand Banks during the past five weeks. A Coast Guard patrol is standing by the largest of the southernmost icebergs below the Banks, sending reports throughout the North Atlantic every four hours.

At least eight big icebergs have been spotted drifting in a southerly direction about 80 miles north of the Track A, the winter shipping route, and only 20 miles north of Track B, the route now being used. The northernmost summer route, Track C, is closed.

SCHEDULE OF SIU MEETINGS

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

- July 24
- August 7
- August 21
- September 4



Start of service between the new Alcoa terminal in Port Newark and the Caribbean is marked by company president William C. White (left) and Governor and Mrs. Robert B. Meyner of New Jersey aboard the SIU-manned Alcoa Partner. Capt. T. Haagenen, master of the Partner (right), took part in the shipboard ceremonies.

Alcoa Inaugurates Port Newark Pier

NEWARK—New Jersey Governor Robert Meyner took part in ceremonies aboard the Alcoa Partner inaugurating a new Alcoa service between New Jersey and the Caribbean.

The occasion was the first sailing of an Alcoa vessel from the company's new up-to-date terminal facilities at Port Newark. Alcoa has been servicing the Caribbean area for nearly 40 years and recently moved its terminal facilities from New York to Port Newark because of the modern and efficient cargo handling facilities offered at this new port development.

The Governor sent a first voyage memento consisting of a leather bound volume about the area's port facilities to Venezuelan President Perez-Jimenez. Mayor Leo Carlin of Newark also sent a first-voyage memento, a Jersey-made Weston light meter, to Felicia Rincons de Gautier, Mayoreess of San Juan, Puerto Rico.

The ceremonies were attended by more than 35 government, port and steamship officials. The Governor and his wife were luncheon guests of the company aboard the Alcoa Partner.

House Votes Farm Aid To Red Nations

WASHINGTON—The House has passed legislation permitting the Government to barter surplus farm products with Iron Curtain nations. The action clears the way for the remainder of the promised surplus deal of \$95 million for Poland, more than one-half of which has already been granted. The surplus program comes under the provisions of the '50-50' law.

The measure is another step away from the heretofore steadfast rule against trading with Communist nations. It is a link in the program of aiding weak Communist nations to break away from Russian domination.

The proposal does stipulate that the Government can not make any deal with Russia, Red China, or any area controlled by the Chinese Communists.

The provision is part of a compromise bill extending the Agricultural Trade and Assistance Act for another year. This bill increases from \$3 to \$4 billion the amount of commodities which may be sold for foreign currencies, and makes available another \$300 million worth of commodities for famine and disaster relief and the like.

The bill provides that within 60 days after such an agreement is made for foreign currency, a full report must be made to the Congress and the Senate and House Appropriations committees. Twenty-five percent of such foreign currencies accruing abroad should be used for loans to private business to assist development of foreign agricultural markets.

Tankers Supply Hub Business

BOSTON — Shipping has been fair in this area during the past period with Class "B" men taking the majority of the jobs. Next period, reports James Sheehan, should be better. There is an expected payoff of a tanker coming in from an eleven-month trip and most of the men, he said, will be anxious to hit the beach for awhile. The Winter Hill will also be in this coming week and there will be some jobs on her.

There were four vessels paying off and signing on in this area during the past two weeks. The Government Camp (Cities Service) paid off and signed on twice during the period. The other vessels were the Bradford Island (Cities Service), and the Pan Oceanic Transporter (Penn. Nav.).

Want To Sail Engineer? See BME

The Brotherhood of Marine Engineers is now recruiting licensed men to fill open jobs resulting from new contracts and expanded service by several of its operators. It prefers men who have come up from the foc'sle with its affiliated unions, men who know their jobs and share the outlook of the SIU of NA. If you're interested in using your ticket, consult the nearest BME representative, or inquire at any SIU hall.

Shipping Round-Up & Forecast

June 26 Through July 9-

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	7	9	6	4	3	4	16	17	33
New York	71	21	61	13	54	8	186	42	228
Philadelphia	37	6	25	2	12	1	74	9	83
Baltimore	43	15	35	25	26	21	104	61	165
Norfolk	13	2	3	10	4	5	20	17	37
Savannah	5	0	10	2	8	1	23	3	26
Tampa	11	2	6	4	13	2	30	8	38
Mobile	50	15	28	5	25	13	103	33	136
New Orleans	75	15	36	12	69	11	180	38	218
Lake Charles	16	5	8	7	6	3	30	15	45
Houston	23	10	21	11	13	5	57	26	83
Wilmington	15	6	9	4	8	4	32	14	46
San Francisco	27	19	7	11	15	6	49	36	85
Seattle	16	16	18	8	12	6	46	30	76
Total	409	141	273	118	268	90	950	349	1299

Port	Shipped						Total A	Total B	Total C	Total Ship.			
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C							
Boston	6	4	0	1	3	0	8	9	3	20			
New York	68	14	10	73	21	12	43	8	184	43	30	257	
Philadelphia	23	5	5	12	7	16	11	2	4	46	14	25	85
Baltimore	21	11	5	27	10	5	12	5	2	60	28	12	98
Norfolk	4	0	0	1	1	0	0	4	1	5	5	1	11
Savannah	3	1	2	5	2	1	5	0	0	13	3	3	19
Tampa	4	2	2	4	4	0	4	1	2	12	7	4	23
Mobile	21	5	4	11	9	8	12	3	0	44	17	12	73
New Orleans	42	17	3	43	9	7	46	11	8	131	37	18	186
Lake Charles	10	5	1	9	6	1	4	0	1	23	11	3	37
Houston	21	13	14	20	10	20	15	7	5	56	30	39	125
Wilmington	5	1	0	1	1	0	6	3	0	12	5	0	17
San Francisco	7	3	6	6	7	1	7	2	2	20	12	9	41
Seattle	7	9	0	7	4	5	10	3	4	24	16	9	49
Total	242	90	52	220	94	76	176	51	40	638	235	168	1041

SIU shipping during the past two weeks slipped back to the lowest point since March and the second lowest total for the year so far. The decline follows several periods of relatively good shipping. There is every sign shipping will pick up again in the coming weeks.

Total shipping for the period was 1,041. The overall registration for the District, totalling 1,299, was way out in front.

Only five A&G ports showed an increase over the previous report, but none of the gains was of any real consequence. These ports were Boston, New York, Philadelphia, Savannah and Houston. Apparently New York is holding its own, although other major ports slowed up.

All of the West Coast ports, plus Baltimore, Tampa, Mobile, New Orleans and Lake Charles declined. In addition, Norfolk stayed the same: slow. Most ports expect some improvement in the current period.

Black Gang Even

Registration and shipping were even in the engine department, but far apart on deck jobs. There was a little less lag in the case of shipping and registration for the steward department.

The seniority totals show slight declines for class A and class B shipping, all of which was taken up by class C. Class A accounted for 61 percent of the jobs dispatched, class B for 23 percent and class C men for the remainder.

The following is the forecast port by port:

Boston: About the same . . . **New York:** Good . . . **Philadelphia:** Good . . . **Baltimore:** Fair . . . **Norfolk:** Slow . . . **Savannah:** Slow . . . **Tampa:** Fair . . . **Mobile:** Fair . . . **New Orleans:** Good . . . **Lake Charles:** Fair . . . **Houston:** Good . . . **Wilmington:** Fair . . . **San Francisco:** Should improve . . . **Seattle:** Good.

Waterman Beats RR Bid; Delta Line 'Not For Sale'

WASHINGTON—The owners of Waterman-Pan Atlantic Steamship Corp. won a clear-cut victory before the Interstate Commerce Commission when that agency ruled that McLean Industries Inc. had legal right to own the steamship operations. By making the ruling, the ICC accepted Waterman's surrender of its intercoastal operating rights as Arrow Line.

Ownership Under Attack

The McLean ownership had been under attack from the major East Coast railroads on the grounds that it constituted illegal operation of both a trucking company and a steamship company. At the time of the purchase, the McLean family owned and operated McLean Trucking.

The ICC examiner found that while the company had been illegally acquired in the first instance, the McLean family had divested its control of McLean Trucking and consequently should be permitted to continue to operate Waterman-Pan Atlantic through McLean Industries.

Examiner Reversed

The ICC decision reversed a finding of a hearing examiner. Had the agency upheld the examiner, the McLean group would have been compelled to sell its holdings in Waterman-Pan Atlantic.

The complaint instituted by the railroads was obviously prompted by the fear that the new owners would make Waterman-Pan Atlantic a powerful competitor in the coastwise and intercoastal services. The energetic activities of the McLean group are now coming to fruit in the form of the first true containership services due to start next month.

Mississippi Rejects Bids

In another important development affecting an SIU-contracted shipping company, Harry X. Kelley, president of Mississippi Shipping,

announced that the company's board of directors had rejected merger proposals from both Lykes Brothers and W. R. Grace and Company.

Kelley declared that the directors decided it was "more desirable" for Mississippi to continue as an independent shipping operation.

Mississippi, incidentally, is reported as owning 262,500 shares of Lykes Brothers.

Pursers Win 6% Raise

The Staff Officers Association has announced the signing of a new agreement granting a 6 percent wage increase and other benefits for pursers on the Atlantic and Gulf coast steamship companies.

Meanwhile, the National Labor Relations Board election for representation of pursers on the Mississippi Shipping Company vessels is still going on. Voting will continue until Aug. 31. The election is the result of an organizing drive by the SIU-affiliated pursers union aboard the Delta Line ships.





Seafarer John W. Logan (right), one of four seaman-winners of SIU scholarships in 1957, checks over shipping picture with New York dispatcher Scotty Aubsoson. He'll try to make one more trip before starting school in the fall.

Scholarship Licks Seafarer's \$ Woes

The urge to get a college education came to Seafarer John Logan after nine years' sailing and two in Uncle Sam's Army. When he got started in 1956 though, he got off the ground with a bang. In his first year and a half of school he made the Dean's list and came up with an SIU scholarship besides.

A native of Poughkeepsie, a thriving city on the banks of the Hudson about 75 miles north of New York, Logan started sailing in 1945 at the age of 17. He became an SIU member the following year and put in several years' sea-

time as fireman and electrician on SIU ships.

In 1954, Uncle Sam tapped him on the shoulder and he went off for a two-year Army hitch. While in service he decided he would go to school when he got out.

He enrolled in New Paltz State Teachers College, a division of the (Continued on page 15)

La. Labor Aids 'Audrey' Relief

LAKE CHARLES, La.—Seafarers and other union men here are volunteering in a coordinated effort to relieve some of the losses caused by Hurricane Audrey. Victor Bussie, president of the Louisiana State Labor Council, has organized a committee known as Labor's Disaster Relief Committee to start building projects and fund-raising campaigns for the people of Cameron County and other hard-hit areas.

The committee, consisting of representatives from each of the council's affiliated unions, has set up programs to help rebuild the wiped-out parish. The state's carpenters, plumbers, electricians, and painters have formed building teams, and have volunteered their weekends to help construct complete homes for those stricken people who are unable, financially or physically, to do so. The materials for the project will be furnished by the Government.

It is planned that under the well-coordinated program engineered by skilled rescue and construction men, each team will be able to complete one house every two days. The Lake Charles Council will furnish the necessary transportation, food and shelter for the volunteer workers.

Seafarers in the area, reports Leroy Clarke, Lake Charles port agent, are doing all they can to help. They will furnish whatever manpower and materials are at their disposal when the work starts. "Our cooks," he said, "can certainly cook the grub for the workers and we can also work as helpers to the skilled crafts."

Meanwhile donations are pouring into the relief fund from all parts of the nation. The New Orleans Central Labor Council has been instrumental, Clarke said, in raising a large sum for the fund.

SEAFARERS IN ACTION

The crew of the Cities Service tanker Chiwawa wished to express their gratitude to Lake Charles port agent Leroy Clarke for sending a radiogram to the vessel inform-



Tatum

ing them of the welfare of their families in the hurricane-hit area. A motion made by W. Tatum and seconded by F. Reid to donate the ships fund for the relief of the victims of Hurricane Audrey was unanimously carried.

✚ ✚ ✚

Seafarer Paul Whitlow, ship's delegate on the City of Alma, was congratulated by the crew for the time and effort he put into creating a fine relationship "between the crew and officers for a smooth running ship."



Whitlow

✚ ✚ ✚

Ship's delegate John G. Brady on the SS Antinous wrote that at

the last meeting, he was asked to convey a message from the Captain to the crew that "this is one of the best crews that he has ever sailed with, and that he appreciates it." It adds up because Brady said there were no beefs to report.

✚ ✚ ✚

Delegates also made the reports during the past two weeks for their fine performance.

"A rising vote of thanks and appreciation for the resigning ship's delegate for the last trip, Nick Nickle, was called for by the chairman and freely given by all," was the report from the Mary Adams.



Nickle

✚ ✚ ✚

All delegate jobs on the SS Hastings are in good hands, according to meeting secretary J. E. Wells. "All are capable of keeping the ship running in SIU Style." The delegates are Aden Ezell, Jr., Ralph Taylor, John W. Mullis, and Matt Oswald. And the crew of the Steel Executive asked W. Morris to remain as ship's delegate because of the fine job he had been doing in that capacity. It all goes to prove that good delegates are well appreciated.

NMU Blacklist Perils Job Rights

(Continued from page 2)

of someone who is not to their liking.

Further, the system sets up an industry-wide dossier making a seaman's personal records wide open to any kind of snoop, busybody or troublemaker who thinks it worth his while to spend a dollar for information about a

Logging Beef Was Cover-Up

Last fall, when the SIU negotiated a "one for one" limit on shipboard loggings, it's objective was to do away with purely arbitrary and unreasonable fines by ship captains.

The SIU's success infuriated the NMU which for some time had been unsuccessful in seeking to establish a logging limit. The NMU then, for reasons which have since become clear, attempted to convince the world that 1) the SIU had "sold out", 2) the NMU was "first" with a loggings limit and 3), the NMU had done away with loggings altogether even though its agreement was a "one for one" clause like the SIU's.

What had happened became clear last week. It was necessary for Curran to exaggerate and mislead on the loggings issue because Curran had traded away the men's employment rights in the industry by agreeing on a blacklist in return for a loggings limit. The SIU, by achieving a loggings limit ahead of NMU—without any weakening of Seafarer's job rights, had pulled the teeth out of Curran's plans.

particular individual.

The industry-wide blacklist was drafted under cover of a series of vicious attacks on the SIU by Curran. Its groundwork was laid last fall at the time Curran was blasting the SIU for signing an agreement which outlawed two for one loggings on the ships. While shrieking "SIU sellout on loggings" Curran took the same loggings arrangement from the AMMI. In turn for the dropping of two for one logs, Curran agreed that the shipowners would have the right to fire or blacklist NMU members who were logged.

As the SEAFARERS LOG pointed out on November 9, 1956, "On the basis of the announcement in the 'NMU Pilot' of October 25, 1956, that 'the practice of logging had been eliminated' it was reported by some ship operators that the NMU might allow the shipowners complete authority to fire or blacklist crewmembers missing work or watch, in exchange for eliminating the practice of logging."

Revised Employment Clause
The next step was revision of the NMU's employment clause. This was done over a period of weeks and the revision was completed in February. Ralph Casey, president of the American Merchant Marine Institute, quoted the amended clause as stating, "the Union need not register in their employment offices men who, by reason of discipline records, are not considered suitable for employment. Of course, the company retains the right to reject prospective employees who are not satisfactory to the company."

An abbreviated copy of this clause without a word of explanatory material was buried in the March 14 NMU "Pilot." This was the same issue in which Curran launched an attack on the SIU as

"betraying the hiring hall!"

The new employment clause cleared the way for the blacklist machinery which Casey announced to the companies on April 30, 1957. "For some time," Casey wrote, the employers have "been concerned with situations where a man fired by one company for disciplinary reasons finds employment with another company. This problem was taken up with the National Maritime Union and the Union indicated a desire to cooperate . . . finally, the employment clause in the collective bargaining agree-

ment was amended. . . .

"As a corollary to this revised employment-clause" the companies have worked up a system whereby "breaches of discipline . . . concerning which an official log book entry is made and for which the man is subsequently fired will be reported to the Marine Index Bureau."

Casey goes on to urge "all companies to send in, beginning at once," information about the firings. "Then these companies will be able to obtain, by teletype or telephone, disciplinary history, if

What Is Marine Index?

Marine Index Bureau, Inc., which is handling the blacklist machinery for the NMU at \$1 per head, is a "private eye" agency which specializes in investigations of seamen's injury cases. It also maintains files on such cases for the shipowners.

Marine Index will be remembered by Seafarers for its involvement in the labor spy apparatus developed by William Potter Lage, who at the time, was one of the attorneys for the Cities Service Oil Company. The apparatus was disbanded following a labor-management relations investigation by a Senate Labor Committee group. Lage is no longer associated with Cities Service.

Bruno Augenti, head and major stockholder in Marine Index, was questioned at these hearings on September 26, 1950. Augenti submitted a sworn statement to the effect that he had lent one of his employees, Louis Scotti, to Lage. This loan came after "conversations with Mr. Lage . . . Mr. Lage would tell us about his activities with the Cities Service Company . . ."

Scotti then went to see Lage and was assigned to fingering SIU men so that the Cities Service hiring boss could refuse to hire them. "I was supposed to report to Mr. Hanaway any men who were seated in that hiring hall (Cities Service office—ED.) who were members of the SIU . . ."

Scotti continued, "I would sit in this hiring hall in the morning . . . and I would try to recognize their faces . . . after sitting there for about an hour or two, I walked down to . . . Beaver Street and would stand across the street . . . and try to notice any men who were seated at the hiring hall at 70 Pine Street who were hanging around the SIU hall . . ."

"I did tell Mr. Hanaway . . . that there were a few men, and I gave him the description of these men, that were seen sitting in the hiring hall, the Cities Service hiring hall, and seen going into the SIU hall . . ."

Another part of the spy apparatus fingered SIU men on Cities Service ships with the result that hundreds were fired. These men subsequently collected over \$150,000 in back wages in an NLRB settlement.

any, of each man dispatched to its ships by the union."

Any Man for \$1

A second letter from Marine Index, dated May 8, goes into greater detail as to how the operation works and how the agency will be happy to finger seamen for the operators at \$1 per head.

" . . . all companies," the letter says, "are to forward to this bureau . . . information from all official log book entries resulting in a man's being fired."

"Upon receipt of this form the Bureau will code this information and transfer it to a 3 x 5 index card which will be placed in the Bureau's master files. . . ."

"Whenever an individual . . . is dispatched for employment . . . this bureau will then submit a full report of previous loggings. . . ."

" . . . those companies who wish to receive reports on the Log Entry Service may do so on a 'per report' basis for which a charge of \$1 per report will be made."

US Lines' Blacklist

(Continued from page 2)

"Labor-Management Committee," a US Lines lobby which on various occasions has fought to keep a monopoly of North Atlantic trade and passenger routes in the company's hands at the expense of the industry at large.

Curran's participation in this "labor-management committee" and the committee's emphasis on the desires of management as opposed to the interests of seamen was one of the reasons for the destruction of working unity between American Maritime unions under the CAMU set-up.

After 25 Years— \$91 Monthly Pay

Every time a US maritime union goes out for a wage increase, the shipping journals editorialize that US seamen's wages are "excessive," and complain that US ships have difficulty meeting foreign competition accordingly. If US unions had listened to these complaints years ago about keeping wages "in line" with the competition, seamen would still be making \$100 a month.

Here is how one British seaman

describes his conditions in a recent letter to the LOG. The man in question is employed by the Union Castle Line.

"The conditions of service in your mercantile marine," he writes, "seem much better than ours. For instance, I am a night watch keeper, on duty at sea every night during the trip from 9:30 PM until 7 AM with NO nights off when in port.

"My salary is 32 pounds, 10 shilling a month (\$91 at the official rate of exchange—Ed.). Out of this I have to allot my wife some and buy my uniform. The English companies do not supply free uniforms. However, after 25 years at sea I got used to it!"

Obviously if American seamen are going to enjoy an American standard of living they have to be paid on the American scale. Any other course would simply strip US ships of American manpower and lead to the wholesale transfer or lay-up of the US merchant fleet.

Seaway Bid To Keynote IBL Parley

CHICAGO—Emphasis on the shipping potential promised by the full opening of the St. Lawrence Seaway in 1959 is expected to keynote the convention of the AFL-CIO International Brotherhood of Longshoremen opening here Monday at the Hotel Sherman.

Firmly entrenched in the Great Lakes area on both sides of the border due to the major economic gains of the past four years, the IBL discounts the "pie in the sky" promises put out by the independent International Longshore's Association this week. The ILA has just wound up its own convention here.

Great Lakes locals of the orphaned ILA were among the first to break away when the ILA was ousted from the American Federation of Labor in 1953 and form the cornerstone of the new AFL-CIO dockers' union. Since then, the ILA has tried, without success, to woo them back. Newspaper accounts point out that even the stevedoring firms see little basis for the ILA campaign.

"There are loud noises but little action," an official of one Lakes' firm declared to newsmen.

Both IBL President Larry Long and E. L. "Buster" Slaughter, secretary-treasurer, are old Great Lakes' hands and led the break-away from the ILA. The AFL issued a charter for a new democratic longshoremen's union in 1953 when it bounced ILA on charges of "racket domination."

Prospects for vastly accelerated shipping activity, coupled with expanded opportunities for longshoremen, are in the offing when the full Seaway opens two years from now. So far, foreign-flag operators have dominated the field, but the Seaway route for certain offshore runs has already been declared an "essential" route for Government subsidies by the Federal Maritime Board, and US-flag companies are angling for shallow-draft vessels to put in service right away.

When completed, the Seaway will provide a 27-foot channel for sea-going vessels as far inland as Duluth, Minn., creating a fourth United States "coastline." Although most shippers are still dragging their feet and slow to come up with plans for the use of the Seaway, both longshore and seamen's unions recognize the organizing possibilities when the waterway comes into regular use two years from now.

In this connection, the next convention of the SIU of North America has been slated for Montreal, Canada, in the spring of 1959; to coincide with the formal Seaway opening.

Recent Arrivals

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

Michel Henry Culpepper, born June 10, 1957, to Seafarers and Mrs. William E. Culpepper, Norfolk, Va.

Maurice Duke Duet, born May 15, 1957, to Seafarer and Mrs. Maurice Duet, New Orleans, La.

George Francis Hargroves, born May 26, 1957, to Seafarer and Mrs. Carl Hargroves, Jenkintown, Pa.

Edward Robert Going, born June 13, 1957, to Seafarer and Mrs. Edward Going, Brooklyn, NY.

Robert Earl Kiedinger, born March 7, 1957, to Seafarer and Mrs. Robert E. Kiedinger, Galveston, Texas.

Marie Ann Chermie, born May 16, 1957, to Seafarer and Mrs. Jack B. Chermie, Gretna, La.

Ronald Paul Lightell, born June 21, 1957, to Seafarer and Mrs. Paul G. Lightell, New Orleans, La.

Leticia Rodriguez, born June 8, 1957, to Seafarer and Mrs. Augustin Rodriguez, New York City.

Betty Joe Mammae, born June 21, 1957, to Seafarer and Mrs. Albert Hammac, Mobile, Ala.

Kevin Michael Allison, born June 3, 1957, to Seafarer and Mrs. Cornelius Allison, Norristown, Pa.

Harold Monroe Gaskill, born June 19, 1957, to Seafarer and Mrs. Horace B. Gaskill, Sealevel, NC.

Carol Jane Wasmer, born June 11, 1957, to Seafarer and Mrs. Francis E. Wasmer, Kansas City, Mo.

Rebecca Hally Siar, born June 17, 1957, to Seafarer and Mrs. Richard C. Siar, Elmira, NY.

Jo Ann Williams born June 28, 1957, to Seafarer and Mrs. Charles H. Williams, Plateau, Ala.

Charles Dale Tate, born April 15, 1957, to Seafarer and Mrs. Jasper J. Tate, Lake Charles, La.

Daniel Francis Patten, born April 26, 1957, to Seafarer and Mrs. Eugene F. Patten, Fall City, Washington.

Worth Holding

On To



The standard injunction about ladders and gangways is "always keep one hand free to hold on to the rail." It may be old, but it still rates as a very sound piece of advice.

Figure it this way. If your life is worth holding on to, then it's certainly worth your while to hang on to that rail. Sure it makes two trips out of one now and then, but it may save you from an extra trip nobody wants to make—the trip to the hospital.

An SIU Ship Is A Safe Ship

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Insurance, Housing Problems

Life Insurance: I'm 35, have two dependants, and own my own home carrying a 30-year, \$8,000 mortgage. Due to bad decisions when I left service I converted my GI insurance to a \$2,500 20-year-pay plan, which I now realize is totally inadequate protection for a family. According to an article by U.A.L. Capt. G. C. Kehmeir, one-year renewable term insurance is the most economical buy for a wage earner. I have contacted a savings bank which sells five-year renewable term insurance. Are savings banks cheaper? I have a group life insurance policy from a previous employer which I was allowed to convert to a whole-life policy of \$1,000, at an annual premium of \$20.25. It's been in force three years. I was thinking of surrendering it for its cash value and purchasing term insurance which would double the face amount for the same premium. I also have a \$5,000 policy paid for by my employer. If I'm laid off in the future, my protection will be reduced further. Do you recommend insurance which pays off the mortgage if the husband died?—W.L., Wantagh, NY.

Answer: Assuming you have a wife and one child and earn at least \$4,200 a year, if anything happened to you your family would get \$162.80 a month from Social Security until your child became 18. Then your widow would get nothing until age 62, at which time she'd get \$81.40 a month. To supplement this payment and especially help provide for the gap in widow's payments, figure it takes about \$9,500 of private life insurance to provide \$50 a month for 20 years, \$14,000 to provide \$50 a month for 30 years, \$19,000 to provide \$100 a month for 30 years, etc. Term insurance is the least costly way to provide a large amount of protection for a young family on a wage-earner's income. One-year term renewable insurance is the most flexible plan but five-year term is also quite flexible, and reasonable in cost. Group life insurance is your best bet, since costs are lowest. Furthermore, a group policy paid by your employer is non-taxable. You have to earn \$1.20 in cash wages to buy a dollar's worth of insurance (which your employer may be able to buy for 50 or 60 cents), because you pay income tax on your cash earnings. Thus, 50 or 60 cents that your employer may lay out for group insurance would save you \$1.20. Savings bank insurance is very reasonable but it is available only in New York, Massachusetts and Connecticut.



Financing a Home: "We are buying a home for \$13,250, and the FHA appraisal is for the same amount. We will pay down \$1,950 and \$88 a month for 30 years, including taxes and insurance. The house payment alone is \$62.83 which brings the total cost in 30 years to \$22,618. We presume this is usual as all places cost almost double by the time one is through paying. When we make a payment doesn't that mean we pay interest only on the balance of the principal? We were told by the interviewer at the bank that the one-half percent of the 5 1/2 percent interest rate was for mortgage insurance. In case one or the other of us died the house would be automatically paid off. Also, the closing costs are \$400. That does not sound like a gray market, but you would know."

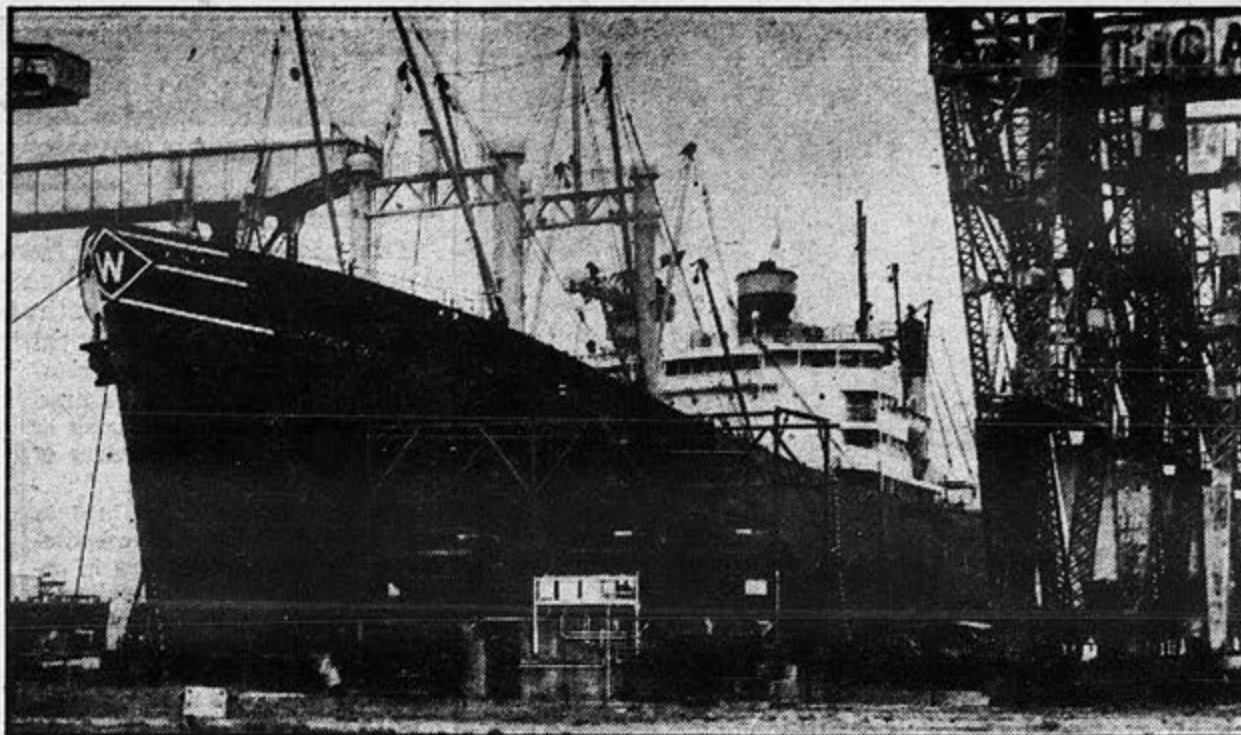
"Can we buy extra on the principal if we have a few hundred more to put on it, or does the contract have to state this can be done? I presume we can deduct the five percent interest on our income-tax return but not the one-half percent? Can we deduct the taxes and insurance too? When claiming such deductions does one have to use the long form and list all other deductions or can one use the short form and still claim the above deductions? I am 44 and my husband is 50. This house deal is new to both of us but it will be as cheap to buy as rent for rents are climbing all the time. It takes two employed people to pay for a decent apartment here."—Mrs. R.L.T., Santa Monica, California.

Answer: Yes, each payment includes interest only on the balance of the principal. If this is an FHA mortgage, the bank interviewer was wrong in stating one-half of one percent mortgage insurance fee will pay the balance of the mortgage in case of death. This particular kind of "mortgage insurance" only insures the lender against any loss if you don't meet the payments.

The closing costs of \$400 for this price house, in this writer's opinion, do constitute a gray market in home financing and are even a little high for the legal gray market. FHA permits the lender to charge closing costs of one percent of the original amount, plus costs of title policy, recording fee, survey and stamp tax. FHA will review these closing costs before it finally approves the mortgage, and will reject them if it considers them excessive.

Prepay On Principal

You can prepay up to 15 percent of the original of an FHA mortgage each year without penalty. Over that amount, you pay a penalty of one percent of the original principal, or less if the total FHA insurance premiums paid cover the required amount. When the mortgage is finally paid up, there is a good chance some of the FHA premium will be paid back to you or the final mortgagor, since the one-half percent fee is so high FHA already has a surplus of \$365 million. On your income tax, you can deduct the five percent interest and the property taxes, but not the FHA insurance premium, nor the fire insurance. You have to use the long form and itemize all your deductions to take advantage of the interest and tax deductions. Any penalty for prepayment, also is deductible.



First of ten conventional C-2s undergoing conversion to containerhips, the Gateway City is shown in early shipyard photo before addition of sponsons and removal of booms. Movable deck cranes fore and aft, addition of 72 feet in width and enlarging of hatches and cargo holds will enable her to carry 226 loaded truck trailers in regular coastwise service. The ship should be ready to take SIU crew next month.

First P-A Boxship Due Soon

Seafarers have already been introduced to two variations of the seagoing trailership in little more than a year, and will have a chance to try out a third in the next few weeks.

Next month, Pan-Atlantic plans to unveil the first of ten lift-on "container-ships" when conversion is completed on the Gateway City, a former C-2.

She will be teamed with the likewise converted Azalea City to offer regular weekly sailings between New York (Port Newark), Miami, Houston and Tampa.

Eight other onetime conventional C-2s will eventually be added to the service, along with calls at New Orleans, Baltimore, Philadelphia and possibly Boston and Providence as well.

Pan-Atlantic has operated a "piggy-back" truck trailer service with modified T-2 tankers serving New York and Houston since April, 1956. Special platform decks built onto four SIU-manned tankers enabled them to carry as many as 60 loaded truck trailers on ballast voyages southbound and both trailers and oil northbound.

The SIU-contracted TMT Trailer Ferry Inc. last winter put the first of two converted landing ship docks into the first authentic US-flag, "roll-on-roll-off" service. Special cabs jockey truck trailers and other types of vehicles aboard the TMT Carib Queen under their own power for storage above and below decks. This ship was on the transatlantic run to Europe for several trips and now operates between Florida and the Caribbean islands.

Under Own Power

These ships differ from the "piggy-back" tankers and the coming containerhips because the vehicles, in the TMT set-up, go aboard ship under their own power via special loading ramps. In the case of the "piggyback" vessels, the trailers are hauled on and off the platform decks by mammoth shore-side cranes installed at Pan-Atlantic's own coastwise terminals.

The innovation of the new "containerhips" is that instead of conventional booms they will carry their own movable deck cranes fore and aft with a lift of 30 tons and thus require no shore-based facilities. More ports can be serviced in this type of operation since only a dockside apron on which trucks can maneuver is needed.

In addition, special hinged jib extensions, or sponsons, have been added, which will overhang the ships' sides during loading and will fold inboard when loading is completed. These will add 72 feet to the ships' width, improving dockside stability. Cargo hatches and storage holds have also been mod-

fied, so that up to 226 loaded trailers can be stowed above and below decks each trip. Trailers will be stored five deep in the holds.

The Company embarked on the containership program using converted C-2s because it could modify most of the C-2s, which it already had, for what it would take to build only one special vessel from scratch.

At the time Pan-Atlantic undertook the "piggyback" tanker con-

versions, it had planned to build brand-new ships, but later on, when the tanker-trailer operation proved profitable, sought to charter up to 20 Government tankers which it would have modified in the same manner. Its failure to get Congressional authorization spiked this move, and led to the containership idea.

The company has Government approval to transfer its four "piggyback" ships once the containerhips are in service.

LABOR ROUND-UP

The last of three strikes by NY City Construction unions was settled when 3,000 sheet metal workers voted to accept an 81-cents-an-hour three-year package increase. The other two, the ornamental ironworkers and steamfitters, settled early last week. Although the strike of 16,000 cement manufacturing workers is still in progress, the settlement of the sheet metal dispute will enable much construction to resume. But the Building Trades Employers Association said that the city's \$400 million-a-year building construction industry is still hard hit by the cement strike.

Talks are being scheduled with both small and big cement producers as more members of the Cement, Line & Gypsum Workers are joining the major strike. At present there are a total of 13,000 employees out on strike. A settlement reached at the Marquette Cement Co. called for a 16-cents hourly "package" deal, with an averaged 13.6 cents in wage increases. It is hoped that this would be the key to other settlements throughout the industry. A major obstacle to a settlement was reached in the Marquette agreement with a "sub-contractors clause." This prevents contracting out of work normally done by union members.

Arbitration attempts to settle a strike between 550 members of the AFL-CIO Oil, Chemical, and Atomic Workers Union and the Socony Mobil Co. at its East St. Louis refinery have again fallen through. They disagree mainly on the retroactive date of a 6 percent

wage increase which has been accepted by the employees. The strike is entering its fifth week. Production of most of the plant's gasoline, fuel oil, coke and jet airplane fuel has been halted since the strike started on June 9. The striking members are refinery workers and marketing employees.

Some 3,000 striking New Jersey carpenters have voted to accept a new contract calling for an immediate pay rise of 35 cents an hour. The men, members of the Central NJ District Council of the AFL-CIO United Brotherhood of Carpenters and Joiners of America, have been out on strike since June 3. The contract also includes another increase of 15 cents an hour on October 1, and 20 cents an hour more on May 30, 1958. Before the settlement, the carpenters had been earning \$3.45 an hour.

The California State Federation of Labor has charged that "right-to-work" advocates "are talking and preaching civil war." They are turning labor and management against one another in ways which can only leave ugly scars of hatred and bitterness, the Federation said. In an attempt to stamp out a movement which is pushing "wreck" laws at local levels, the council announced plans for a co-ordinated statewide labor campaign. Several counties in California have enacted local "right-to-work" ordinances. Although a superior judge has barred the use of one such law in the City of Red Bluff, it did not effect the validity of such statutes on a county-wide basis.



Dr. John L. Wilson (center) rises to thank SIU officials and USPHS staff medical personnel who honored him for his years of service in NY area marine hospitals at SIU-sponsored gathering last Friday. Looking on are SIU Mobile Port Agent Carl Tanner (left) and Secretary-Treasurer Paul Hall.

New York, New Orleans Hosp. Chiefs Swap Posts

Two Public Health officers who are well known to Seafarers have swapped posts as medical directors of the US Public Health Service hospitals in New York and New Orleans.

The administrative shifts will put Dr. John L. Wilson in charge of the New Orleans facility, as Dr. John N. Bowden takes over at Staten Island. Before he moved over to Staten Island, Dr. Wilson had been medical of-

a memento of his New York tour of duty.

The inscription lauded his many kindnesses to seamen who were patients at the two institutions. Staten Island is the service's largest general hospital, providing facilities for all of New York harbor.

Before completing his tour at the Crescent City facility, Dr. Bowden took the occasion, in a letter to New Orleans SIU Port Agent Lindsey Williams, "to express my appreciation to you and the membership of your Union for the assistance that you have given me.

'Excellent Relations'

"During the four years and nine months that I have been here in New Orleans, the relationships between the hospital and your Union have been excellent. This is of great value to us who attempt to serve you. You have assisted us by aiding in keeping the blood bank supplied, by the donation of gifts for the use of the patients, and in many ways too numerous to mention."

A fellow of the American College of Hospital Administrators, Dr. Bowden is a past president of the New Orleans Federal Business Association and a member of the New Orleans Hospital Council.



New head of Staten Island PHS hospital, Dr. John Bowden, is shown at desk in New Orleans.

ficer in charge at the Manhattan Beach, Brooklyn, PHS installation.

At a gathering arranged by the SIU last Friday in appreciation for his services to seamen over the years, Dr. Wilson was presented with an inscribed desk clock as

REVIEW of TRIALS and APPEALS

FROM NOVEMBER 16, 1956 TO MAY 15, 1957



Trial committees, elected from the rank-and-file membership in SIU ports throughout the Atlantic and Gulf District, handled eight trials of Seafarers accused of violating the provisions of the Union constitution, during the past six months.

Although the right of appeal is guaranteed under the constitution to any Seafarer found guilty by the committee, none of the accused availed themselves of this privilege.

All of the proceedings, held in conformity with the SIU constitution, are summarized below in accordance with the Union's policy of keeping the membership informed as to such proceedings. The current half-year summary is the ninth that the LOG has printed.

Procedures adopted in SIU membership trials follow closely the methods used in courtrooms. The accused is judged by a trial committee composed exclusively of rank-and-file members and, on which Union officials are barred from serving. The accuser must be present to confront the accused.

The accused has the right to cross examine witnesses, to call for witnesses in his own behalf, including character witnesses, and to call on any other Union member

to assist him, if they so desire, in preparing his defense.

Before the trial can begin, proper notices must be given the accused of the charges against him. These charges must be read at membership meetings to determine if they are properly brought under the constitution. The membership at those meetings also acts on the findings of the trial committee.

The constitution specifies in detail the headings under which charges can be brought, and limits the penalties that can be imposed for the various offenses.

Under the appeals provisions procedure, a Seafarer found guilty of violating the provisions of the constitution is entitled to appeal to another rank-and-file committee elected by the membership, or he may take an appeal to the international convention.

The names of the accused and accusers in the following summaries are omitted for the purpose of publication.

Raymond Perry, P-117; Adam Buchacz, B-389.

Findings: Guilty as charged on counts 1 and 2, fined \$50 for each count. Guilt established on third count also, but as it appears to be a duplication of charge No. 2, it is dismissed.

February 7, 1957

Accused: PB-5909; Accusers: H-272, B-1. Charges: 1-AWOL from duty on six different occasions, and unable to perform duties on another occasion due to own misconduct. 2-Went ashore against orders, returned drunk, bringing whiskey aboard against orders-second offense. Third violation was withdrawn from charge.

Trial Committee: J. Felton, F-81; E. C. deBautte, D-208; C. Hartman, H-34; S. Ertitz, E-43; A. L. Lake, L-41.

Findings: Fined \$50 on first charge, fined \$50 and three months suspension on the second charge.

February 21, 1957

Accused: B-765; Accuser: T-5. Charges: Accused neglected his duty while a crewmember aboard the Del Santos. Some of the notations from the official log are failure to turn to and perform duties, in quarters during working hours without permission, failed to turn to to secure for sea, failure to assist unmooring, returning to vessel, leaving and returning later.

Trial Committee: Louis O'Leary, O-6; Emil Herek, H-423; G. Metting, M-31; Michele Liuzza, L-485; H. Marumoto, M-447.

Findings: The committee finds the accused guilty as charged and recommends that he be suspended from the Union for a period of two years.

February 21, 1957

Accused: PB-10510; Accuser: T-3. Charges: The accused neglected his duties while on ship. Noted from the official logs are: returning to vessel drunk and unfit for duty, absent from duty without permission, under the influence of alcohol while at sea and unfit for duty, excessive drinking while at port and unfit for duty.

Trial Committee: G. Metting, Jr., M-31; P. Valentine, V-72; L. O'Leary, O-6; E. Herek, H-423; M. Liuzza, L-485; D. Molina, M-680.

Findings: The committee finds the accused guilty and recommends that he be suspended from the Union for a period of two years.

February 21, 1957

Accused: F-372; Accuser: T-5. Charges: Accused of failure to return to ship, neglect of duties, drunk and unfit for duty.

Trial Committee: G. Metting, Jr., M-31; P. Valentine, V-72; L. O'Leary, O-6; E. Herek, H-423; M. Liuzza, L-485; D. Molina, M-680.

Findings: The committee finds the accused guilty of four different counts, two others being dismissed. They recommend that he be fined \$50 on each of the four counts, payable after making a trip.

November 29, 1956

Accused: PB-9322; Accuser: H-315

Charges: 1-Accused deliberately interfered with execution of duties of an official of the Union by persisting in instructing a Class C man to fail to join the SS. Venore. 2-Appeared in the Union offices in a disorderly condition and refused to cooperate with Union representatives. 3-Drunk, disorderly and abusive in Union hall.

Trial Committee: T. Urbina, U-16; F. Argental, A-377; A. H. Blanchette, B-645; H. E. Fossett, F-193; L. J. Zimmerman, Z-22.

Findings: Guilty as charged. Fined \$50 for each count.

December 13, 1956

Accused: D-385; Accusers: C-1, H-6, D-3

Charges: Accused charged dispatcher with favoritism in shipping local men, and with using improper procedure in shipping men, attempted to tear up records concerning procedure for those jobs. 2-Bringing disrepute on Union and officials by misconduct outside Union hall. 3-Abusing dispatcher and interfering in his discharge of duties. 4-Disorderly conduct in Union hall while drunk.

Trial Committee: A. Stracciolini, S-855; J. Pops, P-135; G. Pagano, P-196; C. Rice, R-330; J. Batson, B-713.

Findings: Accused refused to appear as per the constitution. Found guilty and committee recommended that he be expelled from the Union on the first charge. On the second charge, suspension for two years and \$50 fine. Fined \$50 each on the third and fourth charges.

January 24, 1957

Accused: G-211; Accuser: M-350

Charges: 1-Failure to report for port watch. 2-Failure to report second day for port watch. 3-Reporting on ship drunk, bringing whiskey on ship, threatening chief engineer. Union officials had to go down and remove accused from ship.

Trial Committee: J. Booker, B-613; W. H. Mason, M-775; J. Davis, D-310; W. L. Compton, C-96; J. B. Harris, H-200.

Findings: Committee recommended \$50 fine for each of the counts.

January 24, 1957

Accused: P-48; Accuser: A-2

Charges: 1-Vilifying and threatening official in the course of his duties. 2-Refusing to leave premises closed to public after refusing to identify himself as a member. 3-Refused to cooperate with Union officials after identifying himself as a member.

Trial Committee: Jesse Baugher, B-140; Golden Parker, P-49; John Seiferth, S-166;

MFOW Seeks Welfare Boosts

SAN FRANCISCO-Delegates to the coastwise conference of port agents of the SIU-affiliated Marine Fireman, Oilers, Watertenders and Wipers Association have recommended changes in the union's welfare and pension plans, and in other union procedures.

The agents suggested that the union officials contact the welfare plan trustees as to the advisability of including hospitalization for dependent parents of single union members, and a limited plan for doctor's calls. They also called for an increase in

the amounts allowed under the surgery schedule.

It was also recommended that negotiations be held with the West Coast shipowners to do away with the sixty-day clause in the present vacation setup, and substitute a "12 months" accumulated time basis. Under the present plan, if a member sails with one line for six months' accumulated time basis and does not re-ship with it within sixty days for another six months, he loses the added two weeks vacation time. Under the proposed basis however, any time put in on any West Coast company would be pooled to make a seaman's 12 months' accumulated time count for the extra vacation.

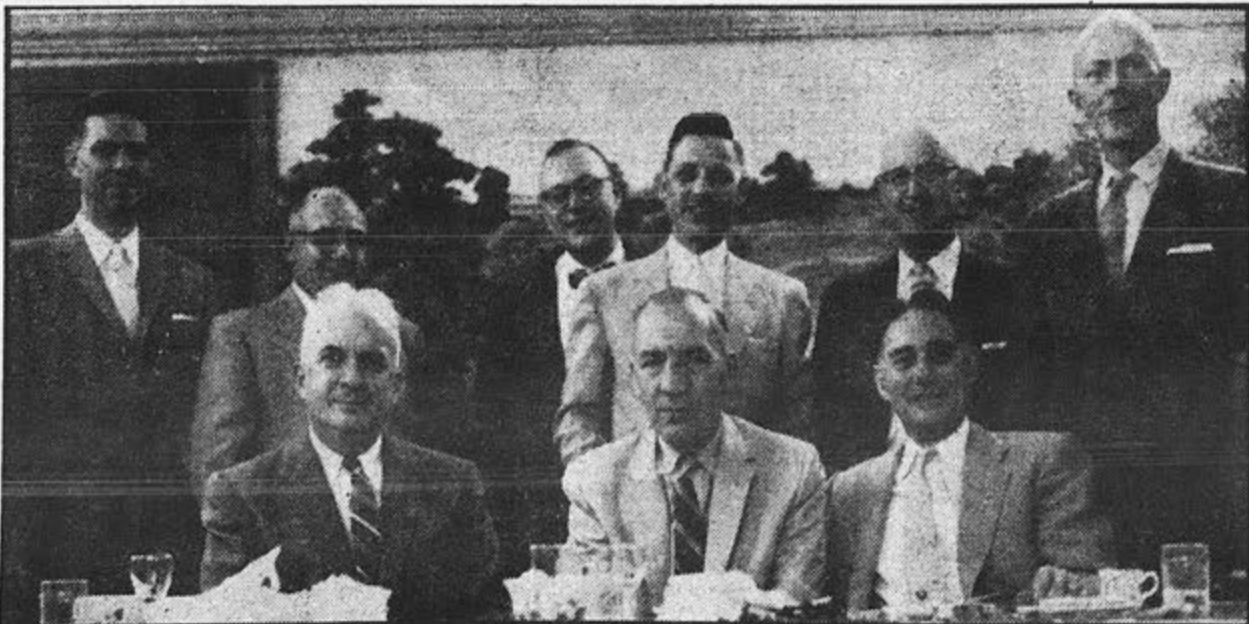
The delegates selected a committee to bring the constitution up to date, and incorporate various changes made in recent years.

In reviewing shipping conditions, the agents thought that the union might again take into consideration the possibility of having standby gangs in the different ports.

Upon completion of the amalgamation of the pension plans now in process, they felt that benefits paid under the plan could be increased. In conjunction with this they proposed that all men receiv-

ing pensions should be allowed to vote in any regular referendum ballot, although they would not be allowed to have voice or vote at membership meetings.

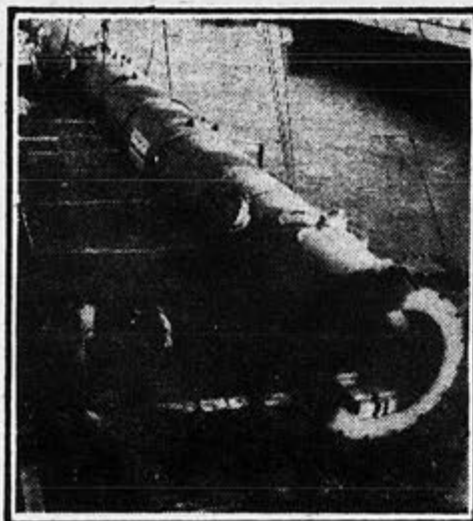
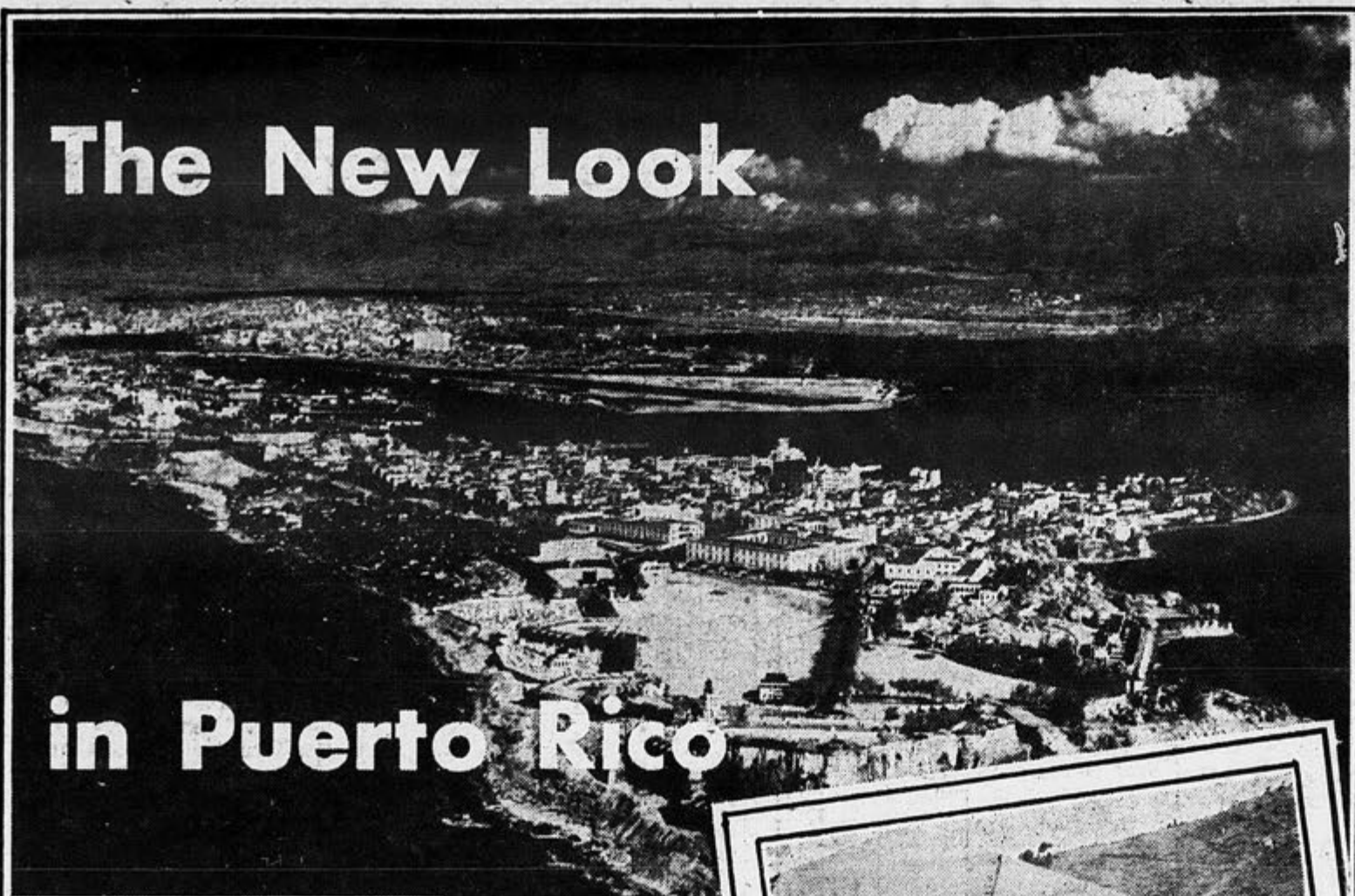
It was also recommended that the dues of the membership should be changed to a basis of \$30 a quarter, or \$120 a year, and that this amount should include all assessments.



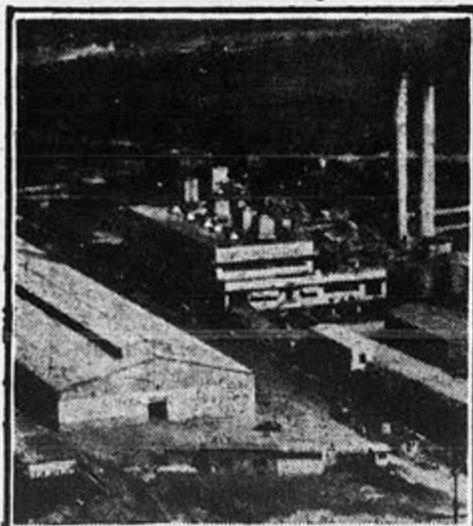
Among the medical staff directors from Staten Island marine hospital who honored Dr. John L. Wilson (seated, center) for his services as medical officer in charge were (seated, l to r) Dr. F. S. French, Dr. Wilson, Dr. L. Johnson; standing, Dr. D. C. Miller, Dr. R. H. Moore, Dr. I. Maurer, Dr. W. W. Carpenter, Dr. P. E. Walker and Dr. T. Perrin. The affair was sponsored by the SIU.

The New Look

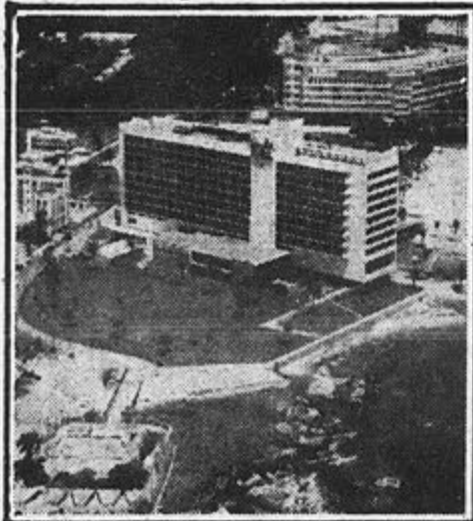
in Puerto Rico



Huge tower is lowered to Bull Line Brooklyn dock for shipment to PR oil refinery.

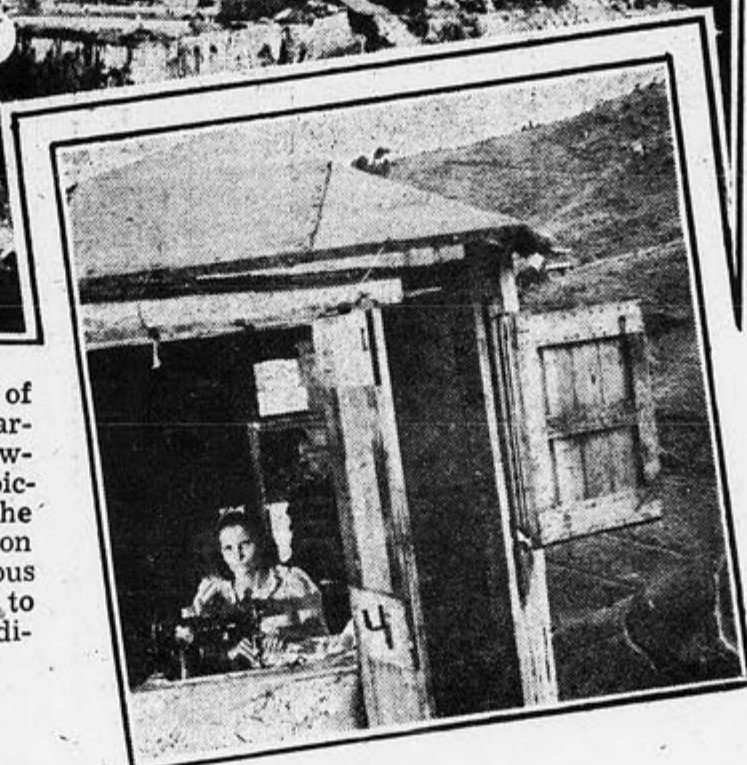


Thermoelectric plant near San Juan helps fill growing demand for electric power.



Famed Caribe Hilton Hotel testifies to growth of tourism as a Puerto Rican industry.

The old Puerto Rico of eroded hillsides, tarpaper shacks and low-paid homework as pictured at right is the target of "Operation Bootstrap." Vigorous efforts are underway to eliminate these conditions.



Traditionally an area of poverty and industrial backwardness, the island of Puerto Rico is striving mightily to boost job opportunities, living standards and future expansion through "Operation Bootstrap." Among other aspects, the program involves development of industry and improvement of housing.

Seafarers have an important stake in the program which has brought 405 new industrial establishments to the island in the past ten years. Since SIU-contracted companies such as Bull, Waterman, Alcoa and TMT are the major steamship services to the

island, the expansion of island industry promises a parallel expansion of trade and job opportunities for SIU men.

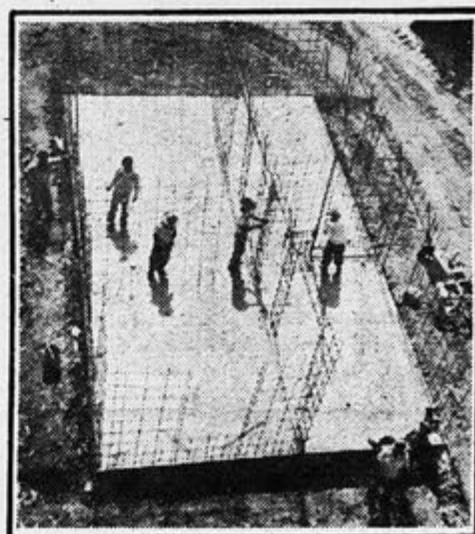
In addition, the SIU and the International Brotherhood of Longshoremen between them represent what is probably the largest organized labor force on the island and as such play a vital role in the future of Puerto Rico's trade union movement.

Pictured here are a few of the aspects of the "new look" in Puerto Rico as opposed to the old agricultural and homework economy, which held the island in thrall for many years.

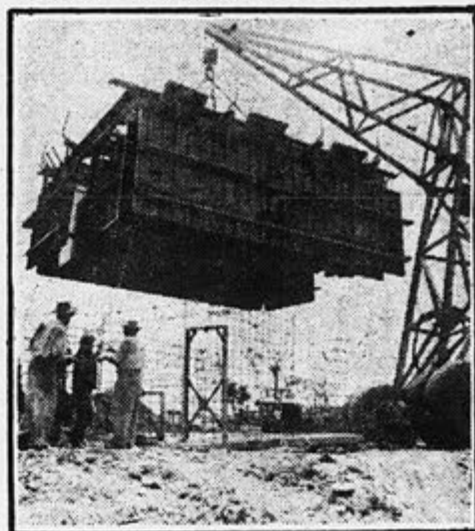


Keeping pace with the "new look," SIU recently moved to new quarters in San Juan which it shares with the International Brotherhood of Longshoremen.

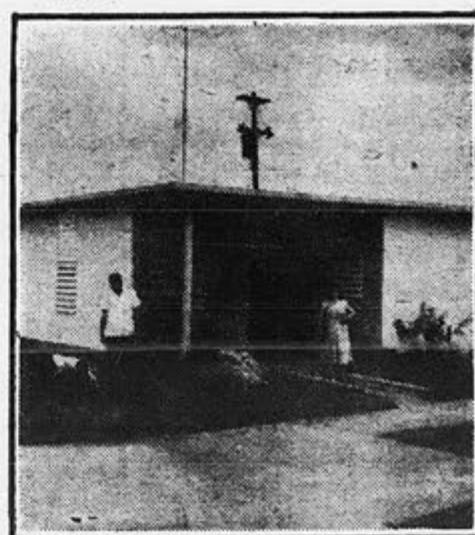
New methods of homebuilding, pictured below, are being employed to lick severe housing problem. Several huge projects are underway on the island under the lead of the International Basic Economy Corporation, a Rockefeller-sponsored organization designed to assist backward economies. Int'l Ladies Garment Workers Union is sponsoring one of these projects.



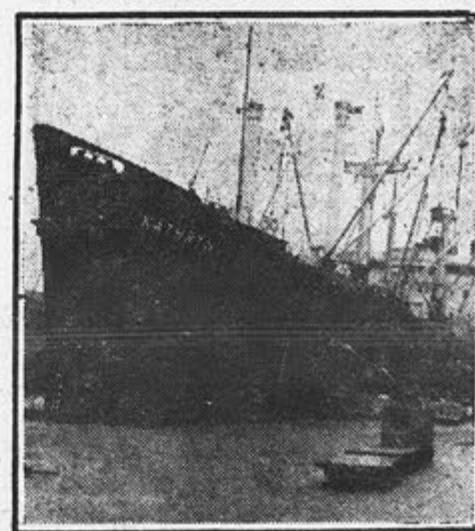
After concrete slab is poured, workmen set up framework of steel reinforcement rods.



Crane then deposits framework in place for pouring of concrete walls.



Results are neat, attractive homes with lawns, paved streets, sewers and other needs.



Island's growth means plenty of cargo for SIU ships such as Bull Line's Kathryn.



MCS oldtimer Sigvart Johnson (left) gladhands MCS patrolman Wilder Smith in New York before heading back to Norfolk for another crack at an American Coal job. Johnson had been on the Casimir Pulaski.

Coal Ship Mate Fires Engine Man

(Continued from page 3)

possible to give the NMU members every edge including the handing out of overtime." The chief engineer told me that if I made more overtime than the NMU men, then the NMU men would quit the ship. 'If the NMU loses the election he said, 'then I lose my job.' So he and the other engineers were doing everything to see to it that the NMU men got the overtime."

Further commenting on the type of men District 50 is "supplying" the coal ships Ramos reported that after the first trip the company fired the captain, the chief and all the other officers except one mate and one engineer. "On the way over on the first trip one of the engineers started running wild on the ship. The captain had to tie him up and put him in the sick bay. So one of the engine utilities was put to work to pinch-hit as the 3rd assistant."

MCS Vet, 70, Set For 2nd Coal Stint

Marine Cooks and Stewards oldtimer Sigvart Johnson is going to celebrate his 70th birthday next week in an unusual way—by throwing in for another job on the American Coal ships. Just off the Casimir Pulaski for a brief rest and refresher ashore, Johnson has headed back to Norfolk to help the SIU keep its lead over the National Maritime Union in the coal fleet.

The spry, agile oldtimer is typical of the many men who have come forward from the SIU West Coast affiliates—the Sailors Union of the Pacific, Marine Firemen's Union and Marine Cooks and Stewards Union and are doing a terrific job to win the coal ship battle. Carrying a 1908 discharge on US ships (he started sailing in 1905 from his native Norway) Johnson is a shoo-in for the next opening in his rating on the coal ships.

Scorn For District 50

Johnson was saloon mess on the Casimir Pulaski and had nothing but scorn for the District 50 officers aboard. "The rank and file got along pretty well," he said, "but those damn fink officers are all pro-NMU."

"The 1st and 3rd mates aboard did nothing but hardtime me in the saloon all trip," he said. "They were always coming in late for supper and making things tough in other ways."

Johnson, who hails from Seattle, flew in to Norfolk to make the coal ships. "I hadn't been able to sleep on the plane so when I got to the hotel in Norfolk at 5 PM I went to sleep. At 7:30 I was called to go to the doctor for examination and the next morning I was on the ship."

Was On Collier

His first American ship was actually back in 1907 on a coastwise collier run. In 1908 he went to the West Coast on a Union Oil tanker and has been shipping there ever since.

"I'm going back to Norfolk to

USPHS Has Last Say On Duty Slip

Under the SIU contract, US Public Health Service doctors have the final say on whether or not a man is fit for duty. If there is any question about your fitness to sail, check with the nearest USPHS hospital or out-patient clinic for a ruling.

stand by," he concluded, "and then after this is all over I'll return to the West Coast and take it easy."

INQUIRING SEAFARER

QUESTION: The tanker industry is planning some 40 offshore discharge stations, so that the new supertankers will not have to come into a dock. How do you think shore leave could be worked out under this kind of a system?

Louis Mazza, FWT: A man is certainly entitled to liberty, and with those popular Canadian ports, something will have to be done. The best thing I can think of is using shifts, four hours on, four off, or something of that nature during the unloading and refueling.

Gerald Sheehy, OS: Since some men on the ships want overtime, let them work while the company supplies launches to take the rest of the crew ashore. This way the Union will benefit doubly—first by the men having more overtime, and second by the company hiring more men to run the launches.

Call Erickson, Deck: I think the company should have a relief crew come aboard when the ship is pulling in, and have them unload. This way the entire crew could get leave at the same time. Some companies are doing this now and find it speeds up unloading, and creates better relations with the men.

LET 'EM KNOW!
Write TO THE LOG

Joe Wolanski, OS: Personally, I don't like the idea of a ship not entering port. The men are entitled to get off and enjoy themselves. The best way I see would be to work in shifts, some working while the others get leave and then they would get leave when the first gang comes back.

R. R. Teets, Oiler: If it is a short run, one-half the crew could work in one port while the other half works in the next port. If it is a long run, then they would have to use shifts, with some of the crew working the first few hours and getting the next off when the rest come back.

G. Morales, FWT: The company should use special taxis, three or four times a day, each time taking a part of the crew in as they come off duty. This is how it is done in Puerto Rico on the oil bunkers there. The taxis run day and night, and as far as I could see, everything was very satisfactory.

ALCOA CLIPPER (Alcoa), June 9—Chairman, E. Moyle; Secretary, L. Nicholas. 24 hours disputed overtime in deck dept. 336 hours disputed overtime in engine dept. All crockery, glassware and stainless steelware to be returned to galley.

ALCOA PEGASUS (Alcoa), June 9—Chairman, L. Phillips; Secretary, R. Ulatowski. Ship's fund \$10.63. Ship to be fumigated for roaches. Electrician's shower faulty—should be attended to. Keys to be made for crew's bathrooms.

ALCOA PURITAN (Alcoa), June 9—Chairman, J. Larkins; Secretary, J. Brasfield. Few hours disputed overtime, and delayed sailing. To see patrolman in New York. Reports accepted. Cups to be returned after

at Singapore to be inspected. Food not up to SIU standards will be returned and ship will not sail until \$t food is put aboard. Present food not edible.

FORT HOSKINS (Cities Service), May 25—Chairman, A. Van Dyke; Secretary, R. Mott. Two members oppose delegate's report. No disputed overtime. New delegate elected. Hot water heater in galley to be repaired. Thermostat not to be touched. One man drinking and late in relieving watch. Book read on duties of ship's delegate.

HURRICANE (Waterman), June 8—Chairman, G. Braxton; Secretary, H. Carmichael. New delegate to inform captain about new agreement—draws to be put out in every port, not every five days. No beefs, everything running smoothly. Report accepted. New delegate elected. Cups to be returned to pantry. Delegate to see engineer about shower head in deck dept.

MADAKET (Waterman), June 8—Chairman, P. Arthofer; Secretary, C. West. Cook left ship in Bremerhaven due to illness. Report accepted. Vote of thanks to 4-8 watch for cleanliness. Step ladder from gangway to deck should have hand rails. Lagging in deck dept. shower should be covered. Cut port hole in door leading to officers' quarters. Check top rung on foremost crosstree.

ROBIN LOCKSLEY (Seas Shipping), June 9—Chairman, V. DiGiacomo; Secretary, A. Notturmo. Ship's fund \$1. Some disputed overtime—to be referred to patrolman on arrival. Report accepted. Suggestion that purser be brought before patrolman regarding draws, slop chest, overtime and hospitalized seaman. Steward to requisition stores in Boston and if refused by captain to be referred to ship's delegate. Steward dept. beef on overtime to be referred to patrolman.

ROBIN TUXFORD (Robin Line), March 31—Chairman, H. Curry; Secretary, L. Harris. Ship's fund \$38.84. Present delegate retained. Pantry and messhall to be left clean. Washing machine wringer not to be too tight when wringing bulky clothes.

April 23—Chairman, J. Kumor; Secretary, L. Harris. Ship's fund \$18.45. Some beefs in deck dept. Discussion on Union overtime; deck and engine department painting.

June 9—Chairman, J. McKarrk; Secretary, L. Harris. Ship's fund \$3.49. Some disputed overtime. Vote of thanks to steward dept. for fine cooperation and fine job.

SANTORE (Ore Navigation), June 4—Chairman, C. Kellogg; Secretary, E. Debardeleben. New delegate elected. Discussion about members drinking and fighting aboard ship. Poem sent to LOG. Ship's fund \$4.60. Some disputed overtime—to be referred to patrolman. Delegate to see patrolman about mattresses ordered eight months ago. No effort made on company part to replace same. All mattresses to be checked upon arrival in port. Need new washing machine or old one repaired. Vote of thanks to organizing and negotiating committees for job well done regarding tugboats and American Coal ships.

SEAMAR (Calmar), June 9—Chairman, A. Christensen; Secretary, J. Bowman. Report accepted. New delegate elected. Members to be properly dressed in messhall at all times. Beef against steward dept. to be brought up thru proper channels. Beef on serving cold meat and soup. Delegate to be sure to type and mail in minutes.

SEATRAN LOUISIANA (Seastran), June 15—Chairman, S. Garcia; Secretary, V. Whitney. New delegate elected. Ship's fund \$36.79. Report accepted. Notified Union about behavior of 3rd mate. Discussion on light switch; two cold suppers per week; better grade of ice cream; dominos for crew to be bought from ship's fund.

SHINNECOCK BAY (Tankship Management), June 8—Chairman, R. Knoles; Secretary, B. Falk. All books and permits to be presented to boarding patrolman. Ship to be souged, especially passageways and fo'c'sles.

STEEL ADVOCATE (Isthmian), June 8—Chairman, O'Hannasey; Secretary, R. O'Dowd. Used \$4 of fund for workaway to purchase cigarettes. Messman left ship after a limit draw and failed to return. Was hired off beach by captain; worked one day and failed to sail with ship to States. Ship's fund 88c. Approximately 75 hours overtime. Repair list submitted. Resolution and motion to be re: penalty of one hour overtime for any member required to dump garbage back after or check steering engine (when there is no passage from eng. room), etc. when company fails to provide a catwalk on all deck cargo. New treasurer elected. Garbage not to be dumped aft midship house in port. Consult captain about washing down day after sailing. Clear deck of wire and lines. Second safety meeting held. In six weeks only one minor accident with no loss of time. Officers and crew show serious attitude toward safety program.

VALCHEM (Valentine Tankers), May 25—Chairman, G. Kersey; Secretary, W. Nests. Ship's fund \$29.50. Spent 50c to send important documents to seaman by registered mail. Sailed one dayman short. Some disputed overtime. Report accepted. Repair lists to be submitted. New delegate elected. New treasurer elected. Keep messhall and pantry clean when eating between meals. Discussion concerning trouble caused by an OS and dayman. Delegate to call Phila. SIU hall and send patrolman to ship to settle situation.

Digest Of SIU Ship Meetings

using. Corn bread to be cooked more often for dinner. Good cooperation among crew this trip.

BIENVILLE (Waterman), May 24—Chairman, W. Coufant; Secretary, A. Johnson. One AB walked off ship; replacement also walked off. Reported to H. Troclair. Cook drunk and performing. Failed to turn to for four days. Detailed report read at meeting—to be presented at port of payoff and placed in minutes. Ship's fund \$12.55. SIU tug victory communication. Discussion on use of laundry and bathrooms.

BEATRICE (Bull), June 16—Chairman, A. Isaac; Secretary, A. Friend. Repairs not completed. To be referred to patrolman. Very happy ship—no beefs—good chow—no fights—plenty night lunch. Need some beer. Report accepted. Showers and bathrooms to be locked in port. Delegate to contact patrolman about keys and locks. Vote of thanks to cooks.

CATHERINE (Drytrans), March 31—Chairman, F. Widegren; Secretary, C. Shirah. Ship's fund \$10.81. New delegate elected. No smoking in galley. Need two salt and pepper shakers on each table in messroom. May 12—Chairman, N. Pattersen; Secretary, C. Sherah. Beef on menu. Ship's fund \$10.81. To write headquarters about beef. Discussion on menu change. Need port hole screens, door keys for fo'c'sles.

DEL MAR (Miss.), June 4—Chairman, R. Stough, Jr.; Secretary, C. Dowling. Two men missed ship. One man rejoined ship; gear inventoried and will be left in New Orleans hall. Two clocks removed from lounge to be replaced. No major beefs. Ship's fund \$339.33. Purchased bulbs for projector and postage for films. No logs and no disputed overtime. Reports accepted. Suggest placing overtime slip totals in pay envelope. Present system inadequate. Two games scheduled—none played. Collected \$60 for athletic fund. Spent \$22 for shirts. Balance \$38. Suggest regular amount of money be set aside from fund for films. Movie projector to be checked and repaired. Need bulbs and springs for projector. Need new films. Motion to save only one complete set of records for preceding year over a year old and dispose of other material of no value. Suggest night lunch be put out earlier. Suggestion to read minutes of safety meetings and facts and findings be recorded in an effort to minimize accidents and stress safer working conditions.

DOROTHY (Bull), June 9—Chairman, G. Brannan; Secretary, T. Greaney. Everything running smoothly. Communications read and posted. Reports accepted. To contact patrolman regarding buttermilk. Delegates to post list of names and brand of cigarettes requested. Need new washing machine or repair old one. Question on grade and condition of meat received from the Hilton. Need new mattresses, metal straps and small springs in some rooms.

EDITH (Bull), June 15—Chairman, A. Adomakis; Secretary, M. McClure. Need new washing machine. Elected new delegate. Coffee discussion on whether to use coffee pots or urns.

FELTORE (Ore Nav.), June 4—Chairman, J. Wehe; Secretary, W. Strickland. One man critically injured at Sparrows Point. One man returned to hospital in Panama—did not return to ship. Sailed short deck engineer. Report accepted. Need bulletin board for recreation room. Vote of thanks to fireman for rescuing injured man from water.

JOSEFINA (Winchester), June 2—Chairman, A. Thero; Secretary, J. Mercier. Ship's delegate resigns. One man hospitalized—injured in Goa. Few hours disputed overtime. One man reported to patrolman. Few beefs in engine dept.; settled. New delegate elected. Any partially shown by steward to officers in regard to food will be reported to headquarters by special letter and he will be brought up on charges at payoff. All food and stores put aboard

'Out Of The Past'



Personals

Paul Magro

Please contact your brother-in-law, Salvatore Turco at Cambridge St., Burlington, Mass.

Fred O. Fleischmann

Would you please get in touch with your parents at 25-44 41 St., Long Island City, N.Y.

George E. King

Contact the Welfare Services Department in SIU headquarters in reference to important papers being held for you.

Andrew Danluk

Please send forwarding address for Dunkerque photographs to the LOG.

Would the person who was trying to get in touch with Harvey Hill concerning a bank deposit in Inglewood, California, please contact him at the SIU hall, 450 Harrison St., San Francisco, Calif.

Harvie Murray

Your sister, Mrs. Mary E. Amdahl, would like you to get in touch with her. Her address is 961 West MacArthur Blvd., Oakland, California.

Jerry and family

Troy Thomas received your cards and would like to hear from you. Please send him your correct address. He is located at PO Box 17, Waresboro, Ga.

Jack Devine

Your step-sister, Mrs. Florence Jannatte, would like to get in touch with you. Please contact her at Route 25 (box 48), Middle Island, Suffolk County, Long Island, N. Y.

Raymond Queen

It is very important that you contact your mother, Mrs. P. Queen, at Cove Gap, West Virginia.

For some short-sighted reason, company people high up in the maritime industry still hanker for the "bad old days" of the 1920's and 1930's. They look back with nostalgia to the times when the seaman was held in semi-servitude and treated with somewhat less consideration than a beast of burden. The blacklist system that these shipping officials have worked out with the connivance of the National Maritime Union comes straight out of this dismal past when the bucko skipper, the crimp hall operator and the shipowner were absolute lords of their respective domains.

In those days, the man who spoke up in protest against rotten food, vermin, low wages, or overwork was chased off the ship; usually without much ceremony either. Then when maritime unions on both coasts started showing signs of revival, the shipowners came up with the infamous Copeland "fink book" proposal which would have made every seaman carry a record of his "conduct" and "character," in a continuous discharge certificate.

Led by the Sailors Union of the Pacific, organized seamen gave the fink book the "deep six." But, now the shipowners have come up with another scheme which is far slicker and more dangerous. The entries will be made behind the seaman's back in the Marine Index files, and no NMU member will ever be able to tell when the lightning will strike him and leave him stranded high and dry on the beach.

No Hearings, No Appeals

No doubt apologists for the blacklist will proclaim piously that the working seaman has "nothing to fear"—that the blacklist is really only aimed at the performers and foul-ups. But the mechanics of the system show up this claim as a fraud. By concentrating all authority as it does in the hands of Marine Index and the shipowner; taking the word of the skipper as the final and absolute truth without any provision for appeal or any kind of hearing before an impartial group, on the charges, and finally, by not including any "statute of limitations" on the shipboard offense, the blacklist system clearly is designed as a club to keep seamen "in line." The shipowner is judge, jury and prosecutor all rolled in one. The plain fact of the matter is that any seaman in the NMU who is fired off a ship for any reason is now subject to being blacklisted out of the industry.

We can just imagine how some skippers, who are irritated by a crew delegate's insistence on contract enforcement, will react from now on. "I'll fix this SOB. I'll fire him and put it down in the logbook as a 'serious breach of discipline.'" Then that crewmember has had it.

As for the NMU leadership, its subservient role in establishing the blacklist is something for which it will have to answer to its own membership. From where we sit though, it strikes us as a pretty shabby spectacle and a mockery of trade union principle.

House Gets Bill To Give Sea Hiring Recognition

WASHINGTON—A bill to uphold the legal status of the hiring hall in both the maritime and construction industries has been introduced in the House by Rep. Thomas M. Pelly (R-Wash.).

It is virtually identical with an earlier measure put forward by Sen. Warren G. Magnuson to cover maritime hiring halls only (S.2029). Sen. Magnuson (D.) is also from the state of Washington.

The Pelly bill differs only where it would recognize not only the union-operated hiring hall, as in maritime, but also "a hiring hall operated jointly by employee and employer," as is the case in some sections of the building trades.

For the purposes of the Pelly

bill (HR 8422), hiring halls in all industries employing skilled and unskilled members of crafts or trades in building and construction operations would be covered.

Both measures cover licensed and unlicensed personnel in "off-shore, coastal, intercoastal, or inland transportation," as well as longshore operations. They have been referred for action to the labor committees in each chamber. Both have the full endorsement of the SIU and other maritime unions.

Hail 1st Graduates Of MCS Schooling

SAN FRANCISCO—Diplomas have been handed out to the first graduating class of the recently-dedicated Marine Cooks and Stewards training center at Santa Rosa, California.

A simple ceremony marked the completion of training for part of the students who entered the school on March 25, the first day of training in the center. Others who also began the class shipped out prior to graduation and will receive their diplomas after returning and completing their formal instruction. Presentation of the diplomas was made by Ed Turner, International vice-president, SIU of NA.

Present at the ceremony were union and employee representatives and civic leaders from Santa Rosa. Among the ratings receiving certificates were bakers, butchers, cooks, waiters and room stewards.

Agents Conference

At the same time the first formal agents' conference of the MCS got under way on July 1. On the agenda for consideration were the Union's participation in the various activities of the Maritime Trades Department, the welfare-pension plans, and clarification of certain shipping rules.

The agents also took into consideration the necessary procedure

for nomination and election of union officials in the first MCS election now coming up.

NY Reports Broad MAW Pact Gains

NEW YORK—Seafarers in this port have been kept fairly busy during the past two weeks helping the Marine Allied Workers Division organizational drive. At present, some 16 companies in the marine field have signed contracts, but a number more are expected to follow suit in the near future on completion of negotiations now going on.

In addition to these, reports Claude Simmons, port agent, the MAW has picketing going on with three other companies.

Shipping Back To Normal

On the shipping scene, things are getting back to normal in this area. Shipping for the past two weeks has been good with a fairly steady turnover in jobs on vessels paying off. There were 35 vessels in port during the past period. They included 22 paying off, five signing on and eight in transit. All of these ships were in good shape and running smooth, with no major beefs on any of them.

The following vessels paid off: Alcoa Ranger, Alcoa Partner, Alcoa Planter, Alcoa Roamer (Alcoa); Mankato Victory (Victory Carriers); Seatrain New Jersey, Seatrain New York (Seatrain); Calmar (Calmar); Frances, Beatrice, Elizabeth, Dorothy, Arlyn, Kathryn (Bull); Ideal X, Almema, Maxton (Pan-Atlantic); John B. Waterman (Waterman), Robin Doncaster, Robin Kettering (Seas); Steel Admiral (Isthmian) and the Council Grove (Cities Service).

The Atlantic Producer (Pan Oceanic Nav.); Steel Scientist, Steel Admiral (Isthmian); Jefferson City Victory (Victory Carriers) and the Robin Locksley (Seas) signed on.

The Val Chem (Heron), Alcoa Runner (Alcoa), Mankato Victory (Victory Carriers), Seatrain Georgia (Seatrain), Pennmar and Calmar (Calmar) and Isthmian's Steel Seafarer and Steel King called into port to be serviced.

Temporary Lull Hits San Fran.

SAN FRANCISCO—Job activity on the West Coast was quieter than usual during the past period. This port was very slow, shipping only 41 men. But this is expected to be only temporary and should pick up.

There were no vessels paying off and only two signing on. They were the Iberville (Pan-Atlantic) and Choctaw (Waterman). The Steel Director (Isthmian), Marymar, Kenmar (Calmar), Yaka, Andrew Jackson (Waterman) and Ocean Eva (Ocean Carriers) were in-transit.

Tampa Eyes Job Pick-Up

TAMPA—Although shipping was poor during the past period in this area, it is expected to pick up in the coming weeks. There were no vessels paying off or signing on.

There were six vessels calling at the port to be serviced. They were the Madaket, LaSalle, Antinous, Morning Light (Waterman); Steel Rover (Isthmian) and the Del Rio (Mississippi).

Santore Baker Knows His Dough

Nobody would be very surprised if the ship's reporter on the Santore got a big kick out of writing about the birthday party held recently for shipmate Edward J. DeBardelaben.

DeBardelaben, of course, is the reporter in question. He was agreeably "surprised" with a 22-pound cake for an impromptu birthday celebration by "one of the best in the field of baking, none other than Stanley 'Sea Gull' Wojton." (He's probably a weight-lifter, too!)

Obviously a good public relations man, DeBardelaben knows where his bread is buttered and spreads it around accordingly. As a reporter, though, he also should have found out about his own surprise party in advance, but we'll pardon the oversight this time.

Turning again to the baker, who is the real hero of this piece, DeBardelaben says "everyone is very satisfied with his work." If the breakfast pastry menu he cited is any indication, Wojton must make the Santore gang a real happy,

plump crew.

"For breakfast," says DeBardelaben, "we get hot raisin bread, Danish goodies of all kinds, cinnamon buns dipped in honey and fresh bread that stays fresh and soft for days." Wojton is no slacker either in making "every kind

of pie and cake you can name to give us something different every meal." Anytime the crew asks for something they get it the next meal. "The entire gang offers its best wishes to him for the future. No matter what ship he's on he'll always be tops with us."

Artisan Lauds Doctor's Aid



Some of the gang on the Steel Artisan gathers on deck for picture-taking after presentation of gift to Dr. and Mrs. L. N. Jentgen (rear, 4th and 5th from left), who were passengers on the last round-the-world run. Ship's delegate Harry Benner (front, 2nd from left) conveyed the crew's thanks for the couple's medical assistance and other help during the voyage, in the form of an engraved chronometer set. Photo by Marvin White.

LOG-A-RHYTHM:

Queen Of The River

By Roy Fleischer

Oh! She was a proud ship,
A wise and compassionate ship
As she stately traveled
Up the river,
Lifting her skirt in front
And letting it trail behind,
All lace and foam,
Spread like a peacock's tail
Across the blue water.

Now and then she dipped slightly,
Majestically,
Bowling to the waves
That clamored around her
For recognition,
Like a mob around any queen,
Even slapping her sides
In frenzied enthusiasm,
But she did not become ruffled
By such goings on,
Calm and composed,
She held her course,
Not once looking back
At the disorder behind her,
Eyes straight ahead
On the future,
Whistles blowing,
The queen of the river boats.

Editor,
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'Sea-Spray' By 'Red' Fink



"Give the house a drink..."

Asks No Let-Up On Performers

To the Editor:

In the last LOG (June 7, 1957) I read a piece that should have been written years ago. The writer should receive a medal for it.

The headline on the letter was indeed well put. It was "Homesteaders Taken To Task," and the writer was Brother M. Gottschalk. This man really did a wonderful job. He hit on the

another ship and do the same things all over again.

How long can we go on? We the membership must answer for this, and we can't take too long with it. Guys moan when a ship goes under foreign flag and cuss the company out, but they never stop to think that business must go on and can go on without them.

It happens in the factories ashore and will come in maritime, too. Go ashore and try to bluff your way. Try going to work gassed up—or have some of you tried it already and that's why you're back?

Bad Apple Ruins 100

There are a lot of wonderful guys going to sea, but there's always one foul-up to ruin 100 good men. Wake up, men. Our officials have a hard job to do; it's up to the rest of the membership to weed out the foul-ups and those who can't do a job even if it means revising our rules and regulations and getting guys mad.

Don't forget that you have to live with these men. It's no good beefing on a ship or at the payoff and then forgetting it. That's why it goes on and on. I think we should have a school for ship's delegates so they can be fully responsible for the foul-ups and pull no punches. Something must be done, and you and you alone must do it, for you are the membership and you are the Union.

Dave Barry

Letters To The Editor

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

homesteaders; now let me say a bit about the "chiefs."

We seem to have plenty of chiefs these days, but no indians. Everybody wants to sail bosun or steward or chief electrician or chief wiper. It doesn't matter what, as long as they are chiefs. The funny part about it is that many of the same ones who want to sail chief are the worst ones at their trade.

Can't Do Jobs

Some of these guys who won't sail in anything but a top rating have the nerve to tell other guys to do things they can't do themselves. Then if the next guy doesn't do it, the so-called bosun or steward raises hell.

Yet if one of these chiefs has to sail at a lower rating they are always the first ones to say that the guy they have to take orders from is a dumb bunny, and I don't mean bunny. In the last few years I have personally run into quite a few of these guys.

What really burns me up is that while they're in the Union hall, they always let you know what great guys they are and how they really tell those mates off. But once on a ship all they say to the mate is yes, yes, yes and, as long as the mate gives them overtime, the yesses really fly and to hell with their shipmates. It seems that the day of the shipmate is gone. These are the days of hurray for me and to hell with you.

Should Prove Ability

I am in favor of having every man who has a rating and those who are getting one to prove they are capable of doing their jobs and don't get them just because they have the seetime. It's time every man realized he is only hurting himself when he goes aboard a ship and can't do the job. Our agreements say we are responsible for putting capable men on a ship, but I sometimes wonder if we do.

I just came off a ship which had two daymen who weren't even good ordinary seamen. Yet one sailed bosun and the other carpenter. The carpenter couldn't go into a hold or a tank, and I don't even know what to say about the other one. He couldn't go anywhere but to the sack and the table. This may sound funny, but it isn't as funny as it sounds.

We have men at the head of this Union who are fighting to make it stronger and organize new companies, yet some guys keep fouling up and making trouble. There are some gas-hounds who pay \$50 fines on one ship, get off, go right on

Wants Pension Rules Eased Up

To the Editor:

I am one of the oldtimers on this American Coal beef and want to say that the hall on Colley Street in Norfolk is the finest set-up I've ever seen. Each and every person connected with the operation of the hall deserves a lot of credit.

Everything to make the oldtimers comfortable is and has been done. There are cigarettes, tobacco, ice cream, milk, cold drinks and the best of sandwiches, plus restaurants to go to at all times, if you like. The sleeping quarters are all in fine shape.

One meets no strangers at that hall, just a gang of old men who were called on to do a job. I'll truly say they responded ready for the call. Maybe after we win this deal the welfare plan will revise the disability-pension plan so that we who sailed 40 or more years ago and have made the sea our life's work can qualify.

Many of us will never get the 12 years of seetime now required, as we are all over 60 years old. And we would like to retire and take it easy for the time left to us. We are tolerated on the ships, though we know we are not wanted either by officers or crew.

This coal beef may be the best thing that could have happened for us old young men.

Robert W. Scales

Hails Tampa Blood Donors

To the Editor:

We'd like to thank all the brothers in Tampa, especially Anthony Blanchard for his donation of blood for my father, F. H. Delgado. He still is very sick in a local hospital with very little hopes for recovering.

It gives you a warm feeling to know you have friends at a time like this.

Mrs. John Croft

SAMUEL F. MILLER (Boston Shipping), June 15—Chairman, H. Higginbotham; Secretary, J. Smith. Overtime almost finished. Purchased books and magazines from fund. Ship's fund \$1. Some disputed overtime. One man hospitalized in Honolulu. Bosun stood watch—no day man available. All doors to be closed while in port except gangway door. People to be kept out. Washing machine to be fixed. Loud talking in passageways to be stopped. No spare fans aboard. Steward dept. given vote of thanks for good food and service.

ROYAL OAK (Cities Service), June 22—Chairman, J. Higgins; Secretary, D. Beard. Menus very unsatisfactory. Two men missed ship in Boston. No cooperation to improve menus as requested. Ship's fund \$2.68. Report accepted. Steward giving dept. lot of abuse when they claim overtime.

Digest Of SIU Ship Meetings

New delegate elected. Steward refuses to serve canned fruit, tomato juice or fresh tomatoes. More variety of meats and vegetables needed. Night lunch monotonous. Suppers not up to standard. Steward tight on desserts and sweets, also giving black gang a hard time on coffee. New rats to be removed from deck after using.

SEATRAN GEORGIA (Seatrains), June 22—Chairman, E. Vatis; Secretary, F. Gianagan. Safety minutes submitted. Vacation blanks and welfare cards available to all. Ship's fund \$32.40. Report accepted. Books and magazines purchased. Cantalopes and desserts to be kept in refrigerator until served. Need more fypaper in messroom.

SEATRAN NEW JERSEY (Seatrains), June 22—Chairman, J. Grilble; Secretary, P. Brody. Some disputed overtime. Reports accepted. Discussion on deck lights and fruits in season.

SEATRAN SAVANNAH (Seatrains), June 19—Chairman, P. Patrick; Secretary, J. Aysla. Ship's fund \$44.22. Reports accepted. New delegate elected. Deck dept. rooms to be painted and aft on fantail. Repair awning. Sanitary line clappers to be free.

STEEL DIRECTOR (Isthmian), June 10—Chairman, J. Rose, Jr.; Secretary, L. White. Repairs completed. Obtained new washing machine. Ship's fund \$15. New delegate elected. Need more cigarettes. Delegate requested proper handling of washing machine.

STEEL VOYAGER (Isthmian), June 15—Chairman, L. Eiland; Secretary, A. Tacey. Two men left ship in Bombay. One man failed to rejoin ship—headquarters notified. No launch service—one man missed ship.

TRANSATLANTIC (Tak), June 3—Chairman, P. Conley; Secretary, L. Pepper. Discussion on Sec. 23, Art. II. Letter to be written headquarters regarding lack of cooperation by master re: Union agreement on money draws in US currency and traveler's checks.

VALLEY FORGE (Penn. Nav.), May 26—Chairman, D. Martin; Secretary, W. Harris. New delegate elected. Ship to be brought up to SIU standards at end of trip. Draw will be in local currency because of Yugoslav laws. Sanitary men to clean laundry and recreation room. Repair list to be made up and sent from Yugoslavia so headquarters can handle matter with company office. This is first trip under SIU contract.

YAKA (Waterman), May 26—Chairman, J. Denis; Secretary, S. Joseph. Benches to be made for crew back aft. Screen doors put up back aft. Money draws put out in greenbacks and yen. Good safety record—no injuries—crew and skipper working to-

gether on safety precautions. Need extra LOGS. Ship's fund \$14.55. Man missed ship twice. Report accepted. Suggestion to stop chipping around messhall during lunch. Notified headquarters about poor sanitary conditions. Keep recreation room, pantry and messhall clean.

ARMONK (NJ Industries), April 29—Chairman, C. Cantwell; Secretary, D. O'Connor. No expectorating on deck. Captain will give US money. Doors to be closed in cold weather during meals. New delegate elected. Linen to be distributed on Friday instead of Sunday. Steward refuses to put out canned fruit, to be reported to captain.

June 9—Chairman, C. Cantwell; Secretary, D. O'Connor. If payoff not made on arrival there will be a draw. Cigarette butts not to be thrown in passageways. Some disputed OT. Request pay statements for speedy payoff.

MAXTON (Pan Atlantic), June 22—Chairman, J. Flinn; Secretary, M. Eschenko. All beefs squared away. Crew to give 24-hours notice before leaving ship. Ship's fund \$47.40. Some disputed overtime. Reports accepted. To purchase cribbage boards and playing cards from ship's fund. Cots to be placed inside when not in use. Recreation room to be kept clean.

OCEAN EVELYN (Ocean Trans.), June 16—Chairman, J. O'Rourke; Secretary, V. Chavez. Beef about chief mate working on deck. Some disputed overtime. New delegate elected. Repair leaking faucet in galley. Portholes in engine dept. need repairing and cleaning. Need porthole screens. Engineer to check heating system. Rooms below do not get any heat. Vote of thanks to steward dept. for fine job. Fine cooperation of delegates.

ALICE BROWN (Bloomfield), May 3—Chairman, J. Rawlins; Secretary, T. Schultz. Money draws to be in American money. Alcoholic beverages not allowed aboard. Cleanliness in messhall at night to be kept by everyone. Men on watch designated certain table and to be served first. Improve night lunches, include eggs, sardines, and cooked meat.

June 1—Chairman, A. E. Cunningham; Secretary, R. Wardlaw. Repair list turned in and started. Delayed starting time disputed some not entitled.

KERN HILLS (Fairland), May 8—Chairman, F. Throp; Sec. T. Ballard. No mail 45 days, sent wire to headquarters. No cots in Elat, to get them in Haifa. To see capt. about traveler's checks for next draw. Speak to capt. about chief engineer sending sick man on watch.

KATHRYN (Bull), June 9—Chairman, W. Ortiz; Secretary, A. Gonzalez. \$6 in ship's fund. Contacted patrolman about exhaust fan to be turned on in hot climate. Mirror in bosun's room to be put in. Exhaust fan for toilets needed too.

M V DEL VIENTO (Mississippi), May 24—Chairman, P. Piaselik; Sec. B. F. D'Ferrafiet. Discussed the repair list. Discussed the loggings aboard ship. One man was told to leave for no reason and this matter to be taken up with patrolman. Some disputed overtime and this also will be turned over to the patrolman. Have all mattresses inspected on board and have the bad ones renewed. This matter to be taken up with the patrolman for final results. The condition of the washing machine was discussed and it was agreed that we should consult the patrolman about it. The roaches are in every foc'sle and it was time that something was done about it. The steward agreed to canvas each foc'sle and make a list of the mattresses that needed to be renewed and to requisition same. Repair list was discussed and items added to it.

DEL MAR (Miss.), June 16—Chairman, R. Stough; Secretary, C. Dowling. Ship's fund \$128. All disputed OT settled. New delegate elected. Reports accepted. Movie projector to be repaired. All repairs completed.

GEORGE A. LAWSON (Penn Corp.), June 16—Chairman, J. Schmidt; Secretary, W. Dunham. One man short; captain promises man at next port o'call. New delegate elected. Ship's fund \$14.00. Coffee urn to be used at breakfast and coffee time; percolators at dinner and supper time. Beef on hot rakes not being ready on time. Ship to be fumigated for roaches.



Chief cook Burke grabs a smoke on deck after a hot day in the galley during the Alma's run to Europe.



Even with a stanchion in the way, it's easy to see that Alma had a good trip. Among those on the poop deck are Vega, FWT; Ziragano, deck engineer; Parker, oiler; Brock, DM; Benitz, OS, and Tatro, wiper. The photos by George Zalensky were sent in by Brock, ship's reporter.

NEW GERMAN PORT IS REAL TONGUE-TWISTER

It may sound like a sausage or a pastry, but Brunsbuttelkoog is really the newest port on Waterman's run to northern Europe.

The name of this town of 10,000 persons located at the southern end of the Kiel Canal proved to be a real tongue-twister for the SIU gang on the City of Alma, but neither this nor the generally chilly and damp weather in Europe at the time spoiled the crew's good time. Bremerhaven, Bremen, Rotterdam and Antwerp were the other ports of call along the way, so it's easy to figure why.

Two Mishaps

Only two events marred the trip, according to reporter K. A. Brock. First was the serious accident of a German longshoreman who fell from the lower 'tween deck to the bottom of the hold. Since he suffered severe injuries, this man's outlook was not too good at the time the ship left. A short hatch board was believed to be the cause of the mishap.

Once underway, six days out of Rotterdam, wiper R. Hutto got

Natalie? She's A Plain Stick-In-The-Mud Now

Saturday night was hardly the loneliest night of the week for the Natalie last June 29th in Yokohama. There was no lack of company for the ship.

Three Army fireboats, six Japanese fire companies and a couple of Navy tugs came alongside and on the dock to help whip a fire that broke out in number one hold. Most of the crewmembers who were ashore also came back during the night to help combat the stubborn blaze once word of it got around, ship's reporter Mike Michalik noted.

The fire broke out in a cargo of cotton about 10 PM Saturday and was finally brought under control

about 9 PM Sunday. "There was considerable damage," Michalik said, "and it looks like we'll be in the shipyard out here for a couple of months. Right now with half of Tokyo Bay in the three holds we're down by the head and stuck in about five feet of mud." There apparently were no injuries, contrary to earlier reports.

After first efforts to put the fire out with CO2 foam were unsuccessful, the ship was ordered away from the dock by the port director. It was feared the fuel tank might explode and endanger the lives of passengers aboard the APL round-the-world liner President Polk which was tied up ahead.

Tug Shifted Ship

Army tugs shifted the Natalie to the outer harbor at 2 AM Sunday after the blaze had spread, and the navy sent a salvage tug which pumped out most of the water, "but the ship is still stuck and listing."

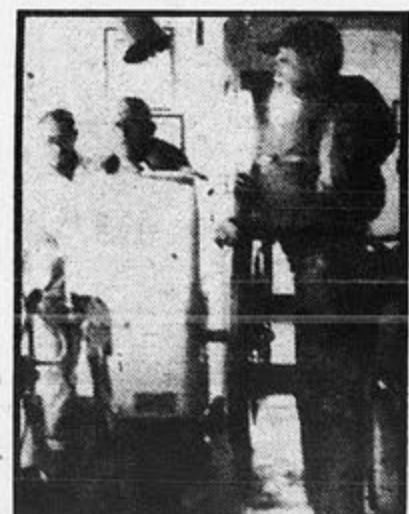
"For a while we thought she was going to sink when the water started pouring into the lower passageways and seeping into the engine room. But quick work by the navy salvage ship in hooking up about seven pumps quickly got things under control.

"On Sunday most of the crew was crying about the cargo of beer and whiskey that was destroyed in number two hold. As they are not members of Alcoholic Anonymous or the WCTU, you can see how deeply affected they were by the loss," Michalik added.

The ship had arrived from San Francisco the same day, so most of the crew was ashore that night.



Michalik



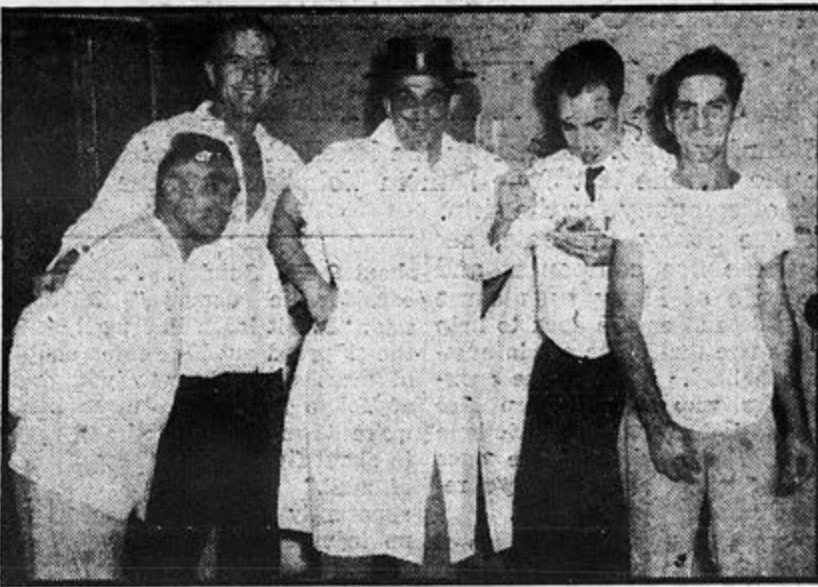
Little knowing they'd soon face the real thing, Tex Ringo is pictured at the wheel of the Natalie on her previous trip. Photo sent in by Pat Conley.

Burly

By Bernard Seaman



The Gang's All Here



The butcher, barber, bellboy and BR join messman Gaspar Noto (right) as they mug for a photo on the Del Mar. Pictured (l to r) are Tony Russo, barber; Frank Seefeldt, BR; Vic Romolo Jr., butcher; Bernie Guarino, bellboy, and Noto, who submitted the photo. Reporter C. M. Dowling sent it in. Everybody but Guarino gave the cameraman the glad-eye, but he seems to have something more interesting to occupy his attention.

Ray Queen (right) gives one of those "I-didn't-do-anything - whaddya - taking - my-picture-for?" looks to the shipboard photographer aboard the John B. Waterman while others in the gang take a breather on deck. Photo by Anthony C. Aronica. Below, the galley gang on the Dorothy steps up for a shot at the camera. Who's who is anybody's guess, since no one let us know who took the picture or who's in it.



Some of the boys on the John C. Kendall who ran out of razor blades on the way into Barcelona, Spain, show off the whisker-works on arrival. Up front (l to r) are Henry Bacon, OS, and Jim Brazell, wiper. C. Lanier, AB; Steamboat Ellison, OS; Aubry Smith, bosun, and Star Wells, carpenter, bring up the rear. Wells turned in the evidence.

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FORT WORTH, TEXAS
B. F. Deibler John C. Palmer
Siegfried Gnitke August Panepinto
W. E. Orzechowski
- VA HOSPITAL
HOUSTON, TEXAS
John P. Williamson
- USPHS HOSPITAL
MANHATTAN BEACH
BROOKLYN, NY
Manuel Antonana Benjamin Martin
Eladio Aris Albert Martinelli
Fortunato Bacomo Vic Milazzo
John J. Driscoll Joaquin Miniz
Robert E. Gilbert W. P. O'Dea
William Guenther George G. Phifer
Bart E. Guranick Graham Puissegus
Howard Hailey Winston Renny
Percy Harrelson S. B. Saunders
Taib Hassen G. E. Shumaker
Billy R. Hill Kevin B. Skelly
Thomas Isaksen Ernest Smallwood
Ira H. Kilgore Henry E. Smith
Ludwig Kristiansen Stanley F. Sokol
Frederick Landry Michael Toth
Leonard Leidig Harry S. Tuttle
Patrick McCann Virgil E. Wilmoth
Archibald McGuigan Pon P. Wing
Hubert McIsaac Dexter Worrall
- USPHS HOSPITAL
STATEN ISLAND, NY
Willard Blumen John Klepadlo
Simon Bunda Mauro Matonte
George F. Crabtree Ahmed Mehsein
Estaban Cruz Thomas Moncho
Raymond M. Davis Robert Parker
David B. Dunn Frank Paylor
Rufus Freeman Markos Potirladis
Burl Haire John H. Price
Hans Hanssen James Rist
Lowell Harris Salvador Rivera
Henry Herkinhein Jose Rodriguez
Oskar Kaelep Manuel Rodriguez
Alfred Kaju Joseph Wread

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.

Galveston PHS Offered Thanks

To the Editor:
During my recent stay and subsequent visits at the Galveston marine hospital I not only received the most excellent care but also such kind treatment that I would like to express my gratitude to the staff.
Particular thanks should go to Dr. R. B. Stewart, who went out of his way while off duty to pay me a special visit. He also

the Hudson River from there, and the Day Line does not operate on the East River. Brother Fleischer must have soared very high on his winged steed Pegasus.
But joking aside, the artist takes his liberties; the poet, poetical license, and Brother Fleischer tries. He has the poetical spirit. Wish him luck,
Auge Jorgens

(Ed. note: Since the poet's best defense is an offense, Roy Fleischer's poem is on page 12 of this issue.)

Letters To The Editor

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

went so far as to personally bring me to the ship. To him and the staff I wish to express my heartfelt gratitude.
James Sanlouzans

Daughter, 18, Graduates HS

To the Editor:
I am enclosing a picture of my daughter, Rosemary Genco, who just graduated from high school in Newton Falls, Ohio. Rosemary is 18 and was in the upper third of her class in grades. We are very proud of her.
She and my wife both read



Graduation Day was proud moment for pretty Rosemary Genco, shown outside new home in Newton Falls, Ohio.

the LOG when it arrives and they are well acquainted with the welfare benefits and all the other advantages we have in the SIU. I began sailing with the Union in 1944, but retired after World War II. I have been sailing continuously since 1949.

The house in the picture, incidentally, in our new three-bedroom home. We moved into it last March.

Vincent Genco

Wants Curb On Poet's 'License'

To the Editor:
Am looking forward to your next issue, containing the promised poem of Brother Roy Fleischer entitled "Queen of the River," which he composed while sitting on the Brooklyn Bridge watching a Hudson River Day liner churning past.
Would like to be on a ship with Brother Fleischer. What a lookout! What eyesight!!!
The Brooklyn Bridge has been undergoing repairs for many years and is consequently closed to pedestrians. You can't see

Union Welfare Services Lauded

To the Editor:
It was good to read a letter from a brother member in praise of our SIU Welfare Services Department in a recent issue of the LOG. Like a great many members, I have had occasion to contact Welfare for various reasons and am grateful for the assistance I have received at all times and for the successful conclusion of all problems.

Our Welfare Services Department is one of the most important units in our Union organization, and it is important in a more personal way as it so often deals with personal problems. We've always had a good welfare set-up in the past, but nothing to compare to the present one. Our officials are to be commended for welding together such a competent and efficient department as we now have, and for the tremendous work that they are doing for the membership.

Some of the problems these fellows have to deal with are pretty complicated, but they are ironed out smoothly and efficiently. A member is always made to feel welcome with a big hand and a smile regardless of how busy they may be. I think this later phase, the personal approach of these brothers in charge of Welfare which creates such a pleasant atmosphere, is largely responsible for the success of that department.

I was in the hospital on occasion and noticed that this same personal touch and friendly atmosphere was created each time the hospital was visited by one of these brothers from Welfare. It was much appreciated by our brother members who are patients in these hospitals. I'd like to see more letters written to the LOG by those who have been aided by Welfare Services.

The trouble is that, as members of the SIU always used to the best in everything, we grow a bit complacent and are apt to take too many things for granted. But I do think that when a person or group is doing a particularly terrific job a word of praise or commendation is in order. It gives those concerned a boost and I also think it's good for the morale of everyone.

Art Lomas

'Red' Gibbs Has A Social Note

To the Editor:
I would like to take this means to let my friends know of the engagement of my nephew, Russell Ardell Gibbs, to Delma Shylaske. They both live in Baltimore.

Russell joined the navy reserve air force about one year ago, so that kind of keeps the seagoing angle in the family. The wedding will be about July 20th.

Carl E. Gibbs

FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and the SIU death benefit is being paid to their beneficiaries:

Clarence A. Dowdy, 44: On June 10, 1957, Brother Dowdy died in Baltimore, Md. Death was due to a shipboard accident. He joined the Union in Norfolk on September 6, 1955, and was sailing in the steward department. Brother Dowdy is survived by his mother, Mrs. Eva Dowdy. Burial took place in Olive Branch Cemetery, Portsmouth, Va.



Wiley D. Slagle, 56: Brother Slagle died of a heart condition on August 24, 1956, in Neelyville, Mo. He joined the Union October 6, 1953, and sailed in the deck department. Place of burial is not known.



Frank J. Dovas, 67: Brother Dovas died of a heart ailment in San Francisco, on June 17, 1957.

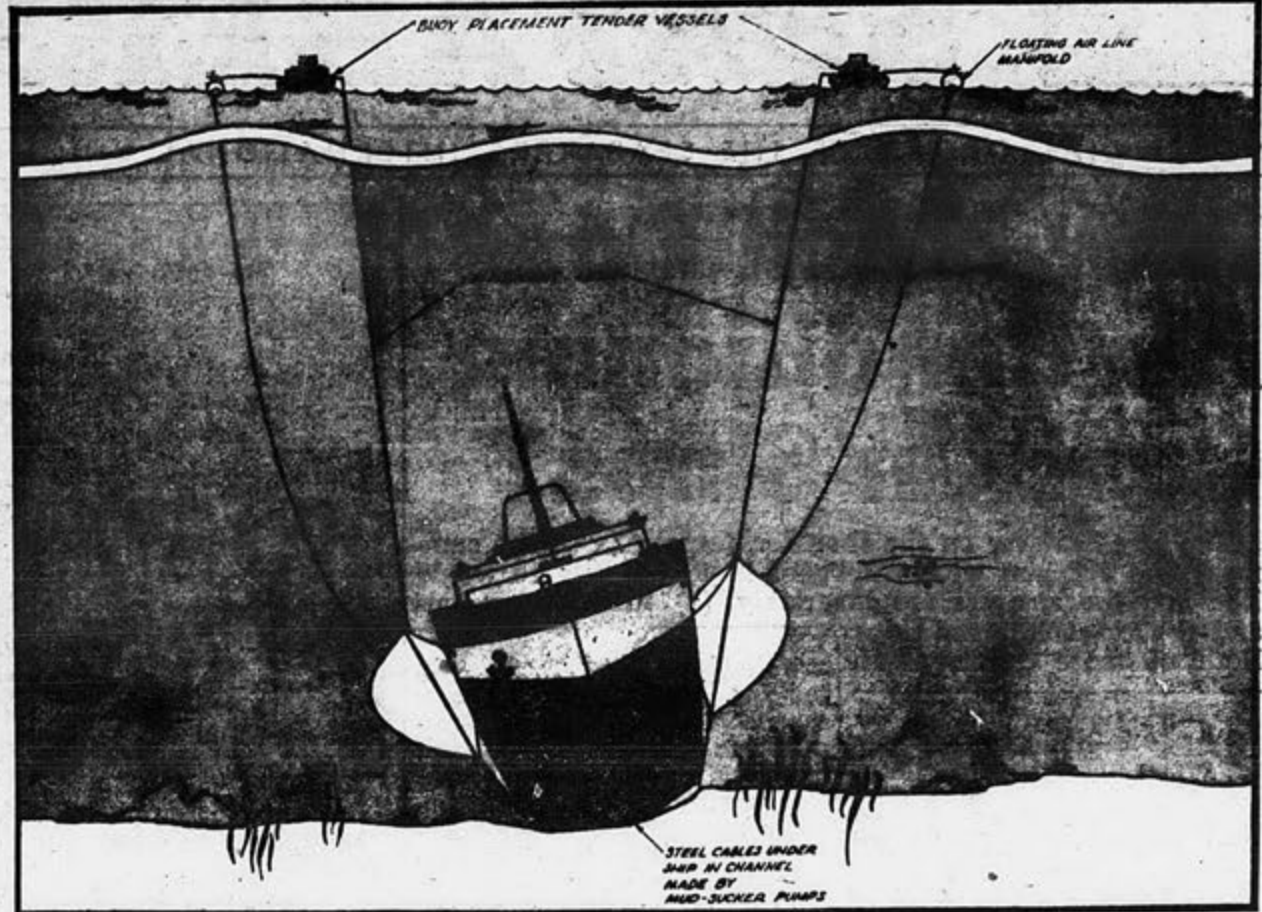
He joined the Union in New York and sailed in the steward department. Brother Dovas is survived by his wife, Mrs. Betty Dovas of Baltimore, Md. Place of burial is unknown.

Scholarship \$\$ Prove Big Help

(Continued from page 5)
New York State University system, in February, 1956, paying his way on the GI bill allowance and summertime sailing income. While at the school he decided to apply for an SIU scholarship and made the grade.

Now that he has the \$1,500 a year coming to him from the SIU, Logan is considering transferring to Albany State Teachers College which offers preparation for a secondary school license. "I couldn't make the grade financially without the SIU scholarship," he said, "unless I lived at home while going to school. Now that there's enough money coming in, I'm free to follow the course of study I prefer at another school."

Logan is currently sailing as chief electrician aboard the Seatrains Texas.



Artist's conception of how huge air-filled rubber tubes attached to sunken vessel by divers could be used in marine salvage jobs. The scheme has been proposed as a means of refloating the Italian liner Andrea Doria which went down a year ago after a collision off Nantucket.

Co. Plans To Refloat Wrecks

A new plan is being developed for salvaging sunken ships. Developed by the United States Rubber Company, the plan calls for the use of huge air-inflated rubber envelopes attached to the sides of the ship to give enough 'lift' to the sunken vessel.

Although it is in the experimental stage, civilian and Navy salvage experts are giving the idea some serious consideration. It is even possible, some claim, that it might provide the means to raise the Italian Line flagship Andrea Doria. The 29,000-ton vessel has been on the ocean floor off the Nantucket Shoals

since her sinking last July 25. The actual method employed is fairly simple. Engineers lower large rubber envelopes, 100 feet by 25 feet, reinforced by steel tire cords to the ocean bottom. Divers attach the envelopes to the vessel's hull by means of fasteners. Compressed air is pumped down

to the rubber containers through individual air lines running from tenders. The number of envelopes, of course, would depend on the amount of weight that had to be displaced.

Individual air lines connected to the envelopes make it possible to control the degree of inflation individually and in turn, by varying the pressure in the envelopes, aid in raising the vessel on an even keel.

Deflated Tanks

In case of extra heavy vessels, greater buoyancy could be created by filling the holds of the vessels with deflated tanks which would be inflated through air lines.

For practical purposes, the plan might make possible the salvage of valuable ore cargoes of numerous ships sunk off the Atlantic and Gulf coast during World War II. There are at least 40 ships, company engineers point out, between New York and Miami, which lie in 60 feet of water or less. Their steel scrap value alone is estimated at many millions of dollars.

Toronto, Coast Operators Sign With Canadian SIU

MONTREAL—The SIU Canadian District has won two more contract agreements, one extending representation to seamen on the tugs of Toronto Towing Company Limited, and the second terminating a 25-day strike against a Government subsidized ferry line.

The contract with Toronto Towing covers seamen on their tugs, scows and other marine construction equipment in and around the port of Toronto. The agreement includes wage increases from \$50 to \$141 retroactive to April 15, 1957, and a straight eight-hour day with basic overtime rates of \$1.62 per hour. The company also signed up for the District's welfare plan, agreed to provide standby rates for the off-season and granted numerous other benefits.

The company's operations extend from Cornwall to Leamington, Ontario. It has contracts for hauling scows and freight in Toronto's harbor. It also carries passengers to the various Lakes Islands during the winter months.

Seafarers working for the Coast Ferries Limited in British Columbia staged a 25-day strike before the company would come to terms regarding a new wage scale and various other benefits. The company's claim, that "the employees are happy out there" was quickly discredited when the Department of Labor, at the request of the union, held a strike vote of the employees concerned. Not one member voted against the strike.

The Minister of Labor stepped in after the company threatened to go out of business. The cabinet met in Victoria and adopted recommendations for a further sub-

sidy for this operation covering the Gulf Islands. After signing the subsidy agreement, the company came to terms with the Union. Among the benefits received were a 20 to 22 cents an hour increase, 37 to 40 cents an hour overtime increase, a guaranteed union shop and subsistence when away from home port. Seafarers were also given an annual leave pay of four percent, a welfare plan, and a 40-hour week.

Canadian National Strike

On another front, the union was forced to strike the government owned Canadian National Steamship Company when it refused to agree on wage increases. Hal C. Banks, SIU vice president pointed out:

"At the present time, an able bodied seaman, who is required by law to serve a three year apprenticeship to attain his rating, is paid exactly 88 cents an hour. A common laborer," he argued, "receives \$1.76 per hour."

"A family man required to work away from home in Canada today just cannot exist on 88 cents an hour. A single man cannot live under similar conditions for 88 cents per hour." Canadian National operates eight ships in the West Indies trade.

In the nine years that the company has been under contract with the SIU, he noted, the District has been forced to call only one strike.

Surprise At Home



Seafarer Augustin Rodriguez found surprise package Leticia Rodriguez when he arrived in NY home after trip on Alcoa Pointer.

EVERY SUNDAY DIRECT VOICE BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN AND SOUTH AMERICAN WATERS

"THE VOICE OF THE MTD"

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

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

- Every Sunday, 1915 GMT (2:15 PM EST Sunday) WCO-13020 KCs Europe and North America
- WCO-16908.8 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

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

How Much Does Air-Conditioning Cost On Ships?

Tap any Seafarer on the shoulder (especially in the summer) and ask him what shipboard improvements he would like and the answers are invariably (a) individual rooms and (b) air-conditioned ships. Both of these developments

Lake Charles Cleaning Up After Audrey

LAKE CHARLES—This city is slowly digging itself out of the trash and mud left all over the streets and buildings by Hurricane Audrey, said Leroy Clarke, port agent. "It will be a long hard job," he said, "but still, we were much better off than most of our neighboring communities, one of which Cameron, Louisiana, was completely wiped out."

Shipping Normal

Shipping too is just getting back to normal. There were 12 vessels calling into port during the past period. They were the Council Grove, CS Miami, Chiwawa, Government Camp, Cantigny, Winter Hill, CS Norfolk, Bradford Island (Cities Service); Ideal X, Maxton (Pan-Atlantic); Valchem (Heron) and the tug William S. Smith & Sons, out of New Orleans.

All were reported in good shape with the exception of a couple of clarifications for the crews which were quickly straightened out.

are slowly making headway in shipping, particularly in new supertankers now under construction. Before a few years are out they could become commonplace.

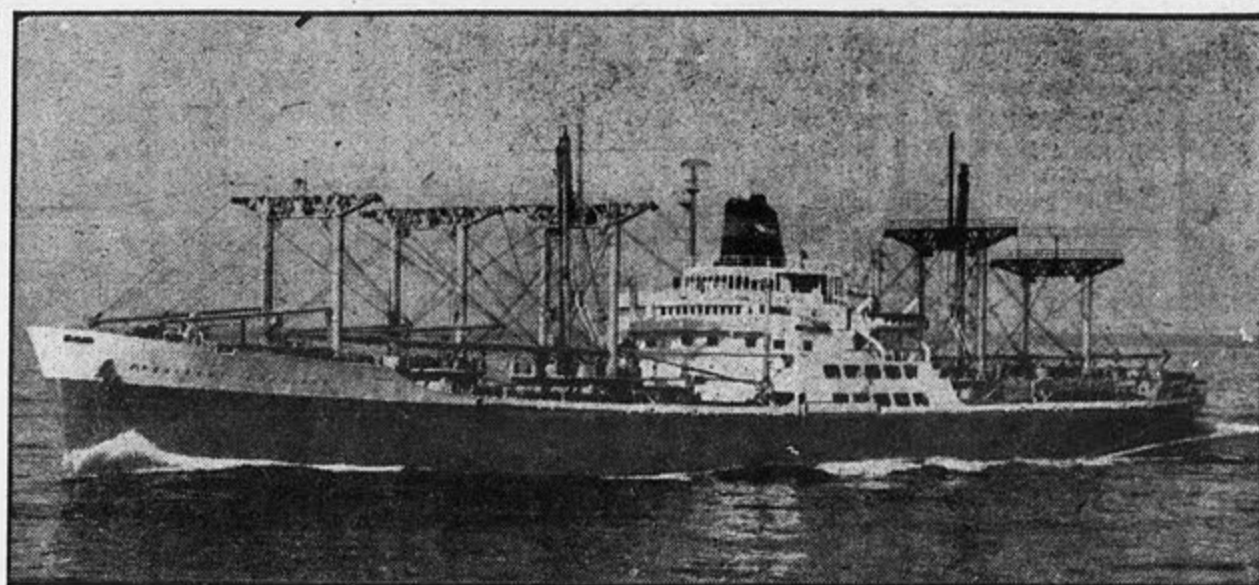
Up until now, it has been generally assumed that air-conditioning is a very costly item. But a recent article, in "Marine Engineering Log" of June, 1957, claims that the cost is much more nominal than would be expected. While open to question because it is written by an executive of an air-conditioning firm, it raises some interesting points on the subject.

30-Cents Per Man Daily?

The article's author, who is a representative of the Carrier Corporation, claims that air-conditioning for crews' quarters comes to between 15 and 30 cents per man per day over the long haul. For passenger accommodations the figure is a little higher, \$1 per day, based on the time spent aboard.

These figures, of course, apply to air-conditioning on new construction. Installing air-conditioning on already-existing merchant vessels would undoubtedly be far more costly and probably involve considerable overhauling of the ship's interior.

"Considering the costs," the author claims, "which may vary for different types of ships, air-conditioning will quickly pay for itself and will continue to return divi-



President Coolidge is one of four air-conditioned freightships operated by American President Lines on its round the world run. The four ships are converted Mariners manned by members of SIU Pacific District.

dends in the form of increased revenue, improved crew efficiency and maintenance of cargo quality."

Ventilators Already In

Elsewhere, he adds, "Contrary to common belief, the cost of complete air-conditioning, compared with the cost of ventilation, is not too great. It must be considered that fans, duct heaters, duct work, grilles, radiators and other accessories must be provided as a minimum for any vessel. The cost of the refrigeration plant and conditioning apparatus plus controls, therefore, is the major additional cost."

On the passenger ship side, the author estimates the additional cost of air-conditioning as \$1,000 per ton for the "cooling" capacity, based on a 3/4-ton capacity per stateroom. On a 500-stateroom ship, the cost comes to \$750 which over the life of the ship, he says, comes to \$85 per year per room.

Increase Efficiency

For crewmembers, the lower cost figure of 15 to 30 cents per day is based in part on the assumption that air-conditioning will reduce crew turnover and increase crew efficiency and work output. The author cites studies made in shore-side plants which figure a gain in efficiency of three to five percent as "a reasonable and conservative expectation." A gain of two percent, he adds, is sufficient to pay off the air-conditioning costs.

If the higher figure of 30 cents per man per day is valid, then on a typical cargo ship carrying a crew of 43 to 45 officers and men the absolute cost of the air-conditioning would be in the vicinity of \$400 a month without figuring on any gains in working efficiency. In terms of the total monthly wage bill covering overtime, feeding and other benefits of around \$30,000, the cost of the air-conditioning would come to a little more than one percent, assuming that the ship is busy all year.

On APL Ships

On the cargo ship side, air-conditioning has been installed on four American President Lines converted Mariners on the 'round-the-world run as well as on a number of new supertankers, many of them under foreign flags. Air-conditioning on passenger ships is already a "must" and no operator would dream of putting a new ship in the water without that feature unless he is prepared to run in the Alaska trade.

With US shipowners preparing for a major ship replacement program, it remains to be seen whether the operators will have the foresight to provide for universal air-conditioning on all their vessels.



New passenger ship Matsonia also boasts air-conditioning throughout all living and work spaces. Here three SIU Marine Cooks members relax in their fock'sle.

YOUR SEAFARERS WELFARE PLAN

**Hospital Aid
For Family**

The comprehensive family hospital-surgical benefits program has several features not normally found in plans of this type. It gives coverage to dependent parents and disabled Seafarers as well as to wives and children of Seafarers.

It also offers extended payments for as long as the patient is hospitalized and provides a sliding scale of surgical benefits, payments for doctors' visits to the hospital and hospital extras.

Requirements, like for most SIU benefits, are one day's seetime for the Seafarer in the previous 90 plus 90 days in the last calendar year.

SEAFARERS
INT'L UNION,
A&G DISTRICT



Unions Halt Hospital Group's Rate Boost

A bid by the Blue Cross hospital plan for a rate increase in New York was knocked on the head after prompt action by a group of AFL-CIO unions in the state. Over 200 unions wired the New York State Insurance Department demanding a public hearing on the company's application and on its claim of losses.

While the company filed claims of losses of \$4,600,000 last year, it was disclosed that its ledger assets amounted to over \$99 million, an increase of approximately \$2 million during 1956.

Last year Blue Cross spent \$2,400,000 for soliciting subscribers, and almost one-half million for advertising. The salary of the president was listed as \$58,796 while the combined salaries of the officers, directors, etc. amounted to \$5,961,566. In short, \$9 million of the \$112 million collected in premiums for the past year went for operating expenses, or approximately eight percent. The SIU Welfare Plan, for example, reported expenses of 4.9 percent.

So far this year, Blue Cross has raised its rates 17 percent in New Jersey; 11 percent in Durham, NC; 19.8 percent in Wilmington, Del., and 12 percent in Michigan. Meanwhile delegates to the

American Bar Association heard a pitch from an insurance lobby representative complaining of federal tax differentials and discriminatory regulation burdens being imposed on insurance companies and not on non-insured pension plans.

'Too Much Tax'

Albert Pike, actuary of the Life Insurance Association of America, told the insurance panel that insured plans suffered a "discriminatory tax burden" while non-insured plans did not. Besides that, he claimed, the non-insured plans avoided many of the regulations placed on insurance companies.

Other speakers urged the application of the rules governing insurance companies to non-insured employee pension plans. A proposal for a uniform system of disclosure and audit, standardization of terms and an actuarial review of all funds was urged by Adolf Berle, professor of law at Columbia University. The net worth of these (non-insured) plans, he said, would, within the next 30-50 years grow to almost \$90 billion.

CONSTITUTION

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

EVERY SEAFARER IS GUARANTEED

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

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

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

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

in the spirit of democratic trade unionism."

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

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



CONSTITUTION

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

(As Amended, August, 1956)

PREAMBLE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

STATEMENT OF PRINCIPLES AND DECLARATION OF RIGHTS

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

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

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

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

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

the Union.

II

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

III

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

IV

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

V

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

VI

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

VII

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

VIII

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

CONSTITUTION

ARTICLE I

NAME AND GENERAL POWERS

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

ARTICLE II

AFFILIATION

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

ARTICLE III

MEMBERSHIP

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

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

OBLIGATION

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

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

This time shall not run:

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

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

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

(d) While a member is in the Armed Services of the

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

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

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

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

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

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

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

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

ARTICLE IV

REINSTATEMENT

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

ARTICLE V

DUES AND INITIATION FEE

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

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

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

ARTICLE VI

RETIREMENT FROM MEMBERSHIP

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

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

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

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

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

ARTICLE VII

SYSTEM OF ORGANIZATION

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

(a) The Constitution

(b) Majority vote of the membership

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

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

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

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

ARTICLE VIII

ATLANTIC AND GULF DISTRICT OFFICERS, PORT AGENTS, AND PATROLMEN

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

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

ARTICLE IX

OTHER ELECTIVE JOBS

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

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

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

ARTICLE X

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

Section 1. The Secretary-Treasurer

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

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

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

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

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

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

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

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

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

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

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

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

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

(i) The responsibility of the Secretary-Treasurer may

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

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

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

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

Section 2. Assistant Secretary-Treasurer

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

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

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

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

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

Section 3. Port Agents

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

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

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

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

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

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

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

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

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

Section 4. Port Patrolmen

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

Section 5. Meeting Chairmen

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

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

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

Section 6. Delegates

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

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

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

Section 7. Committees

(a) Auditing Committee

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

(b) Trial Committee

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

(c) Quarterly Financial Committee

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

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

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

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

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

(d) Appeals Committee

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

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

(e) Negotiating and Strike Committee

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

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

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

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

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

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

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

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

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

Secretary-Treasurer
Assistant Secretary-Treasurer
Port Agent
Patrolman

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Section 1. Nominations

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

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

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

Section 2. Credentials Committee

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

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

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

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

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

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

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

Section 3. Balloting Procedure.

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

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

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

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

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

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

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

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

Section 4. Polls Committees

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ARTICLE XIV

OTHER ELECTIONS

Section 1. Auditing Committee.

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

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

Section 2. Quarterly Financial Committee.

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

Section 3. Trial Committee.

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

Section 4. Appeals Committee.

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

Section 5. Negotiating and Strike Committee.

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

Section 6. Meeting Chairman.

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

Section 7. Delegates.

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

**ARTICLE XV
TRIALS AND APPEALS**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(e) The Appeals Committee may recommend lesser punishment.

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

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

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

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

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

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

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

**ARTICLE XVI
OFFENSES AND PENALTIES**

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

(a) Proof of membership in any organization advocating the overthrow of the Government of the United States by force;

(b) Acting as an informer against the interest of the Union or the membership in any organizational campaign;

(c) Acting as an informer for, or agent, of the Company against the interests of the membership or the Union;

(d) The commission of any act as part of a conspiracy to destroy the Union.

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

(a) Wilfully misappropriating or misusing Union property of the value in excess of \$50.00;

(b) Unauthorized use of Union property, records, stamps, seals, etc., for the purpose of personal gain;

(c) Wilful misuse of any office or job, elective or not, within the Union for the purpose of personal gain, financial or otherwise, or the wilful refusal or failure to execute the duties or functions of the said office or job, or gross neglect or abuse in executing such duties or functions;

(d) Unauthorized voting, or unauthorized handling of ballots, stubs, rosters, verification lists, ballot boxes, or election files, or election material of any sort;

(e) Preferring charges with knowledge that such charges are false;

(f) Making or transmitting, with intent to deceive, false reports or communications, with knowledge of the falsity thereof, or unauthorizedly altering reports or communications which fall within the scope of Union business;

(g) Deliberate failure or refusal to join one's ship, or misconduct or neglect of duty aboard ship, to the detriment of the Union or its agreements;

(h) Deliberate and unauthorized interference, or deliberate and malicious vilification, with regard to the execution of the duties of any office or job;

(i) Paying for, or receiving money for, employment aboard a vessel;

(j) Wilful refusal to submit evidence of affiliation for the purpose of avoiding or delaying money payments to the Union, or unauthorizedly transferring or receiving evidence of Union affiliation, with intent to deceive;

(k) Wilful failure or refusal to carry out the orders of those duly authorized to make such orders during time of strike.

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

(a) Wilfully misappropriating or misusing Union property of the value under \$50.00;

(b) Assuming any office or job, whether elective or not, with knowledge of the lack of possession of the qualifications required therefor;

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

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

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

(a) Refusal or wilful failure to be present at sign-ons or pay-offs;

(b) Wilful failure to submit book to Union representatives at pay-off;

(c) Disorderly conduct at pay-off or sign on;

(d) Refusal to cooperate with Union representatives in discharging their duties;

(e) Disorderly conduct in the Union Hall;

(f) Gambling in the Union Hall;

(g) Negligent failure to join ship.

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

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

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

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

ARTICLE XVII PUBLICATIONS

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

ARTICLE XVIII BONDS

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

ARTICLE XIX EXPENDITURES

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

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

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

ARTICLE XX INCOME

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

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

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

(a) The ballot must be secret.

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

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

ARTICLE XXI

PERMITS AND OTHER TYPES OF UNION AFFILIATION

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

ARTICLE XXII

FORMULATION OF SHIPPING RULES

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

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

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

ARTICLE XXIII QUORUMS

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

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

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

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

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

ARTICLE XXIV MEETINGS

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

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

ARTICLE XXV

AGENTS' CONFERENCE

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

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

ARTICLE XXVI

DEFINITIONS AND MISCELLANEOUS PROVISIONS RELATING THERETO

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

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

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

- The Constitution
- Union policy, and
- Custom and usage of the Union

in the indicated priority.

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

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

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

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

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

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

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

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

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

ARTICLE XXVII AMENDMENTS

This Constitution shall be amended in the following manner:

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

Section 2. When a proposed amendment is accepted by a majority vote of the membership, it shall be referred to a Constitutional Committee in the Port where Headquarters is located. This Committee shall be composed of six members, two from each Department and shall be elected in accordance with such rules as are established

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

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

ARTICLE XXVIII TRANSITION CLAUSE

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

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

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

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

Section 5. The Secretary-Treasurer, the Assistant Secretary-Treasurer, all Port Agents and Patrolmen, and all others elected as a result of the balloting held by this Union during November and December of 1952, shall be deemed to have been duly elected in conformity with the provisions of this Constitution. From the date of adoption of this Constitution, they shall execute the powers and functions, and assume the responsibilities, of the said offices and jobs, as set forth in this Constitution. They shall hold office, pursuant hereto, until the expiration date of the terms of office set forth herein. The terms of Article XIII, only insofar as they apply to election of Officials, Port Agents, and Patrolmen, shall take effect the first election year.

SUMMARY of SIU CONSTITUTION



ARTICLE I—Name and General Powers: Designates the name of the union and defines its general powers.

ARTICLE II—Affiliation: Provides for affiliation of the Atlantic and Gulf District with the Seafarers International Union of North America, the American Federation of Labor and other bodies as may be determined by a majority vote of the membership.

ARTICLE III—Membership: Sets forth that new members may be admitted under rules set by a majority vote of the membership—Defines certain eligibility requirements that must be met by candidates for new membership—Provides relief for members who may be unable to pay dues because of incapacity beyond their control—States the Union's oath of obligation—Outlines rules for suspension and dismissal for non-payment of dues and assessments—Rights of membership to expel those who might support dual and hostile groups.

ARTICLE IV—Reinstatement: Gives the membership the right to set rules for reinstatement of dismissed members.

ARTICLE V—Dues and Initiation Fee: Cites the existing dues schedule, initiation fee and method of payment—Provides dues may not be changed except by constitutional amendment—Permits the membership, by majority vote, to waive dues and initiation fees for organizational purposes only.

ARTICLE VI—Retirement from Membership: Defines the procedure by which a Seafarer may retire his book and outlines the method of reinstatement.

ARTICLE VII—System of Organization: Designates the departments of the Union and provides for administrative authority

ARTICLE VIII—Officers: Designates the following as elective officers: the Secretary-Treasurer, Assistant Secretary-Treasurers and Port Agents and Patrolmen.

ARTICLE IX—Other Elective Jobs: Provides that meeting chairmen, delegates and members of certain committees must be elected by the membership.

ARTICLE X—Duties of Elective Officers: Defines the duties of the Secretary-Treasurer, Assistant Secretary-Treasurers, Port Agents, Patrolmen, Meeting Chairmen, Delegates and members of the Auditing, Trial, Quarterly Financial, Appeals and Negotiating and Strike Committees—Provides procedure for filling vacancies in office—Requires all Port Agents to file weekly financial reports—Establishes membership control over actions and reports of officials and committees.

ARTICLE XI—Wages and Terms of Office: Provides that the Secretary-Treasurer, Assistant Secretary-Treasurers, Port Agents and Patrolmen shall serve for two-year terms and that their wages shall be set by a majority vote of the membership—Provides for hiring and dismissal of other employes and personnel, subject to a majority vote of the membership.

ARTICLE XII—Qualifications for Elective Office: Sets forth that any member has the right to nominate himself for any office—Lists eligibility requirements for the various offices.

ARTICLE XIII—Elections: Describes procedure for nomination to office—Provides for election of a six-member Credentials Committee to inspect the candidates' eligibility according to rules of Constitution—Establishes safeguards for the right of a member to nominate himself to office. Describes the Union's balloting procedure in detail—Provides for election of Polls Committees to conduct elections and of a district-wide Tallying Committee, including members from New York, Baltimore, Mobile, New Orleans and San Francisco to tabulate results—Sets forth manner for installation of officers.

ARTICLE XIV—Other Elections: Provides procedure for election of meeting chairmen, delegates and members of the following committees: Auditing, Quarterly Financial, Trial, Appeals, Negotiating and Strike—Defines qualifications for these positions.

ARTICLE XV—Trials and Appeals: Reaffirms the right of every member to a fair trial by an impartial committee of his Union brothers.

Lists in detail the procedure for bringing charges and for presenting charges to the membership—Provides for election of five-member trial committee and defines Committee's procedure and duties—Requires that accused must be confronted by the accuser—Gives accused right to representation by a brother member before the trial committee—Requires presentation of the Committee's findings to the membership for acceptance, rejection or modification by a majority vote of the members—Provides procedure for appeals.

ARTICLE XVI—Offenses and Penalties: Lists in detail the offenses for which a member may be brought to trial—Places limitations on penalties that may be imposed upon members found guilty of such offenses—Gives a member the right to waive trial and accept an automatic penalty for infractions not involving suspension or dismissal from the Union—Provides for trial by meeting acting as committee as a whole for offenses committed during course of meeting.

ARTICLE XVII—Publications: Gives the membership the right to authorize the publication of a newspaper and other literature.

ARTICLE XVIII—Bonds: Provides for bonding of officers and employes of the Union under such conditions as may be determined by the membership.

ARTICLE XIX—Expenditures: Provides that the membership shall determine policies or specific instructions with regard to expenditures.

ARTICLE XX—Income: Defines the Union's sources of income—Sets forth the duty of members to require Union representatives to give them a receipt for any payment of money to the Union—Provides that no assessment may be levied unless approved by a two-thirds majority of the valid ballots cast by the members in a secret election—Gives membership power to set up general rules for assessment balloting—Provides for the Union to derive income from dividends, interest and legitimate business operations.

ARTICLE XXI—Degrees of Membership: Provides that rules for affiliation of individuals other than full members must be determined by the Union's membership.

ARTICLE XXII—Formulation of Shipping Rules: Guarantees, as did the previous Constitution, that shipping rules may not be revised unless approved by membership.

ARTICLE XXIII—Quorums: Provides that the quorum for a special meeting of any port shall be six members and the quorum for a regular Port meeting shall be seven members.

ARTICLE XXIV—Meetings: Sets the time and date for regular meetings at 7 PM on every other Wednesday—Exceptions are noted for holidays and failure to obtain a quorum.

ARTICLE XXV—Agent's Conference: Provides for an annual conference of Port Agents to be called by the Secretary-Treasurer.

ARTICLE XXVI—Definitions: Defines various terms used frequently in the language of the Constitution.

ARTICLE XXVII—Amendments: Details procedure for amendment of the Constitution by the membership.

ARTICLE XXVIII—Transition Clause: Provides for transfer of Union practices and procedures to regulation by proposed Constitution.