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INTERNATIONAL UNION • ATLANTIC, G

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Seafarers Union

Atlantic, Gulf, Lakes & Inland Waters District

(See Supplement)

Vol. XXVII  
No. 13

SEA LOG

June 25  
1965

OFFICIAL ORGAN OF THE SEAFARERS UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO

JUNE 19, 1965

Medical Care  
necessary

It is the duty of the  
Health Service to provide  
physicians who volunteer  
their services.

The Seafarers International Union

OF NORTH AMERICA

675 FOURTH AVENUE • BROOKLYN, N. Y. 11232 • HYACINTH 9-6600

Dr. James Z. Appel, President  
American Medical Association  
535 N. Dearborn Street  
Chicago, Ill. 60610

Dear Sir:

The recent attack of an American Medical Association committee against federal medical care again demonstrates that in involving the question of medical care the AMA chooses the most restrictive course to frustrate or deny the services and care.

Perhaps the medical profession's tremendous scientific achievement and its role of leadership in our society are being assumed by the AMA.

Despite the fact that our country is the richest in the world, there are still vast areas of blight where people lack even the most elementary medical care. It is in this area that the organized medical profession should be directing its efforts, rather than

Both the people in this nation and the medical profession might be better served if your organization were guided by the hopes and aspirations of America's future than the

PH:AP

THE NEW YORK TIMES, SATURDAY  
S.A.M.A. Attacks Federal  
For Seamen as Un

Special to The New York Times  
CHICAGO, June 18 — The report that the Federal Government provides for American-flag seamen should be halted, a committee of the American Medical Association said today.  
The seamen do not need it and it is a subsidy provided to no other industry, the committee on Federal Medical Service said in a report published in the current edition of the association's journal.  
The committee noted that the Government did have a legitimate responsibility to provide medical care to certain special groups of Americans — members of the armed forces and dependents, disabled veterans, Federal employees, and such wards of the Government as Indians on Federal reservations.  
"However, seamen sailing under the American flag do not now appear to be legitimately categorized with these groups," the report said.  
Most of the arguments for continuation of the seamen's program assume that conditions that brought about establishment of the Marine Hospital Service in 1793 are still valid, the committee said.  
But there has been a change since that service, predecessor of the Public Health Service, was established.

International Union

OF NORTH AMERICA • AFL-CIO

675 FOURTH AVENUE, N. Y. 11232 • HYACINTH 9-6600



June 22, 1965

American Medical Association medical care for seamen once virtually every instance of medical care in our society, in a progressive position, tend to diminish the availability of medical

care, so notable for its achievements could fulfill its obligation by recognizing and utilizing its capabilities as well.

Our country is the richest in the world, there are still vast areas of blight where people lack even the most elementary medical care. It is in this area that the organized medical profession should be directing its efforts, rather than

Both the people in this nation and the medical profession might be better served if your organization were guided by the hopes and aspirations of America's future than the

Very truly yours,

Paul Hall

Paul Hall  
President



# Bill Repealing Section 14b Makes Progress In House

The House Labor and Education Committee-approved bill to repeal Sec. 14(b) of the Taft-Hartley Act will be reported out and a rule sought for floor debate, Chairman Adam Clayton Powell (D-N.Y.) announced recently.

Powell's announcement came following a meeting of committee Democrats on the status of the 14 (b) repeal measure, after the chairman had earlier indicated he would hold up further action pending movement of a measure on the fair employment

section of the Civil Rights Act of 1964.

The committee chairman told reporters his decision to seek full House action on the repeal bill was buttressed by indications at the party caucus that a majority of Democrats on the committee would intro-

duce measures to strengthen Title VII of the civil rights law.

The House committee approved the 14(b) repeal bill June 10 by a 21-10 vote. At Powell's request, a subcommittee held a special evening hearing June 15 on a hastily-drafted bill amending the Civil Rights Act. Every congressman

present and the two witnesses — Clarence Mitchell, speaking for the Leadership Conference on Civil Rights, and AFL-CIO Legislative Director Andrew J. Biemiller—rejected the effort to link the two issues.

Mitchell, who heads the Washington office of the National Association for the Advancement of Colored People, said the move would be playing into the hands of those who "would be delighted if they could bury both bills."

He and Biemiller voiced strong support for strengthening the Civil Rights Act, but stressed that both the details of the changes to be sought and the timing of the legislative drive required more consideration. The equal employment opportunity provisions of the Civil Rights Act have not yet gone into effect, becoming applicable on July 2.

The subcommittee, at a meeting the next morning, formally concurred in this reasoning. It adopted a resolution supporting the principle of improving the ban on job discrimination. But it declared that efforts to do this are more likely to be successful if the views of the new Equal Employment Opportunity Commission and other interested government agencies are received.

It agreed to hold further hearings on the issue after finishing its work on amendments to the Fair Labor Standards Act, also before the same subcommittee.

### No Link Favored

Subcommittee Chairman James Roosevelt (D-Calif.) told newsmen (Continued on page 23)

# Strike On Atlantic, Gulf Curtails Shipping Activity

NEW YORK—A strike by the Marine Engineers Beneficial Association, the National Organization of Masters, Mates and Pilots and the American Radio Association against several shipping companies on the Atlantic and Gulf Coasts was entering its second week as the LOG went to press. The unions began their walkouts when their contracts expired with the companies which are members of two maritime industry associations—the American Merchant Marine Institute and the Tanker Services Committee.

The MEBA is striking against nine member companies of the AMMI which operate passenger and cargo vessels on the Atlantic and Gulf coasts. Eight of the AMMI companies are recipients of federal operating subsidies. The MMP's walkout is directed at 16 member companies of the Tanker Services Committee.

Four SIUNA unions have extended contract deadlines by sixty days from the June 15 expiration date in accord with a special report approved by the Union's delegates at the recent Twelfth Biennial Convention in Washington. The report was signed by the International's four deep sea affiliates—the Atlantic and Gulf District, the Sailors Union of the Pacific, Marine Firemen and Watertenders and Marine Cooks and Stewards. The Staff Officers Association, another SIUNA affiliate, and the Radio Officers Union, also agreed to the extension of the deadline.

Each of the three unions in-

volved in the strike has successfully completed negotiations on new contracts with a third industry group, the American Maritime Association. The new pact covers 225 dry cargo vessels owned by companies which are AMA members. The ARA has also negotiated a new pact covering AMA tanker companies.

### Reach Accord

The Marine Engineers have reached agreement on new contract terms with member companies of the Tanker Services Committee, while desk officers represented by the MMP have completed bargaining on a four-year memorandum of understanding with operators belonging to the Pacific Maritime Association.

The chief issue over which both the MEBA and MMP negotiators are conducting their hardest bargaining is the problem of manning scales, with special emphasis on newly automated ships. Other issues in the negotiations between the Marine Engineers and the AMMI include improvements in the pension system and the question of who will be named to arbitrate grievances under the new contract.

The unions involved in the walkout have agreed to permit vessels carrying military cargoes to sail, despite the strike.

## Icelandic Trade Unionists Visit SIU Headquarters



A delegation of Icelandic trade-unionists recently visited the SIU hall in New York and were shown around the LOG office by SIU rep Arni Bjornsson. From left to right, they are Richard Sigurbaldursson, Office and Store Clerks Union; Ingimundur Erlendsson, Reykjavik Factory Workers Union; Arni Bjornsson; Haraldur B. Sumarlidason, Reykjavik Carpenters Union; and Hilmar Hallvardsson, Sheet Metal Workers Union.

## International President's REPORT



By Paul Hall

The U.S. labor movement has never been able to count the American Medical Association as one of its friends in its unending struggle to better the lives of the nation's working men and women. In fact, whenever the AFL-CIO supports the passage of a new law to improve the country's health, education or welfare, we can almost always expect the AMA to oppose it with arguments which went out of date when the steam engine was introduced.

For this reason, we in maritime labor should not be too surprised over the recent attack by the AMA on the medical and hospital care provided for American seamen by the U.S. Public Health Service hospitals.

At this particular time, no one in the trade union movement should be surprised at AMA maneuvers designed to strike at long-established measures enacted to help the American people lead healthy, productive lives. After having fought tooth and nail against the passage of federally aided hospital and medical care for the elderly for the past eight years, the AMA leadership has now been rebuffed. With Congressional approval of the King-Anderson medicare bill due momentarily, AMA members court disaster and tragedy as they publicly call for a "strike," once the legislation is signed into law.

For the record, we would like to remind the AMA that the Federal hospital program for seamen was established to meet the special requirements and character of maritime employment. The AMA may not be able to understand the hard facts of maritime life, primarily that seamen must work without the availability of medical care for long periods of time while they are at sea.

Since the typical seaman's time on shore is controlled by the arrival and departure schedule of his ship, his medical and hospital care needs have to be at facilities that are easily accessible after months of sailing. These facts are as true today as when the Government first started its Marine Hospital Service.

Just for the sake of argument, what kind of medical treatment could today's seaman count on if the Government followed the AMA's advice and closed down the P.H.S. hospitals. It is hard to imagine who would insure that adequate medical facilities would be available for the transient seaman, who often comes and goes with the tides.

The Public Health Service hospitals, on the other hand, are specifically set up to deal with the problem of the transient seaman. Their strategic locations along the coast lines of the United States are a guarantee that today's seaman can receive the medical treatment he needs without the inevitable complications of lengthy admitting procedures, complex billing practices and other examples of red tape that plague today's typical hospital patient.

## John Strong, 62, Dies; Headed IBT Local 807

NEW YORK—John E. Strong, president of Teamsters Local 807, and a widely respected trade unionist, died in the Long Island Jewish Hospital here June 15, at the age of 62. He had been ill for several months.

Brother Strong was elected to the presidency of the 10,000-member Local 807 in 1943 after working as a truck driver for twenty years. Elected with Brother Strong, as secretary-treasurer, was the late Thomas L. Hickey. One of the largest Teamster general trucking locals, 807 is known as the "waterfront teamsters local."

Under Brother Strong's leadership, Local 807 and the SIU maintained a very close working trade-union relationship. Local 807 officials had appeared before SIU membership meetings on several occasions over the years. Following the 1954 Local 807 elections, SIU President Paul Hall administered the oath of office to elected officials at the local's membership meeting.

Local 807 is affiliated with the Maritime Port Council of Greater New York Harbor and Brother Strong was a member of the Council's Strike and Organization committee. He had also been a former secretary of the Teamsters Joint Council No. 16.

As president of Local 807, Brother Strong instituted many innovations. He was instrumental in starting the local's pension and welfare fund, of which he became

a trustee. He also started the local's union newspaper and edited the publication until his death.

A Requiem Mass was celebrated



John Strong

in the Roman Catholic Church of Our Lady of the Miraculous Medal.

Brother Strong is survived by his wife, the former Lillian Brady; three sons, John E., Jr., Brian and Dennis; a daughter, Mrs. Jean Fenlon; a half brother Joseph Morgan; three half sisters, Mrs. Anna Conklin, Mrs. Catherine McCarthy and Mrs. Rose Mackritis, and ten grandchildren.

The SIU expressed its sympathies to the family and to the officers and members of Local 807.



## AMA Would Bar U.S. Seamen From USPHS Hospitals

Rebuffed by the public, by Congress, and by much of its own membership on its attempts to defeat proposed Medicare legislation, the American Medical Association, through its committee on Federal Medical Service, is now attacking the role of Public Health Service Hospitals in providing medical care for American merchant seamen.

The AMA committee, in a recent meeting in Chicago, has decided that providing medical care to merchant seamen is no longer an appropriate function of the Federal Government. The committee recommends that the care be halted, and the 12 USPHS hospitals closed.

The AMA, which admits to having spent almost \$4 million since 1949 in lobbying against passage of medical care for the aged through social security, proposes that to replace the USPHS hospital care, doctors could "volunteer" for a two-year tour of duty to take care of merchant seaman, while at the same time fulfilling their military service requirements. Also suggested by the group are various possible health insurance or prepayment mechanisms to assure that seamen can get medical care when they need it.

### SIU Protest

SIU President Paul Hall in a letter addressed to AMA president Dr. James Z. Appel, protested this latest display by the association of its callous disregard for the health and welfare of the American public by its attempt to "frustrate or deny the availability of medical services and care" to American seamen. The SIU suggested that "Perhaps the medical profession, so notable for its tremendous scientific achievements could fulfill its role of leadership in our nation by recognizing and assuming its social responsibilities as well."

The SIU points out that despite the fact that our nation is the richest in the world, "there are still vast areas of

blight where people lack even the most elementary care." "Both the people in this nation and the medical profession might be better served if your organization were guided by the hopes and aspirations for the best of America's future than the worst of its past," the SIU letter concludes.

Meanwhile, at the AMA's annual convention which is meeting this week in New York, AMA president Dr. James Z. Appel, conceded the fact that the Medicare Bill will pass and become law despite the AMA's colossal expenditure of money and its huge campaign of propagandizing and lobbying against it. The measure has already been approved by the House, where its provisions and coverage were increased by the Legislators considerably above even what President Johnson had originally asked for, and is now being considered by the Senate Finance Committee.

### Elderly Picket AMA

While 500 members of the New York Congress of Senior Citizens, an association of elderly persons who are the hardest-hit by the astronomically high costs of necessary medical care, picketed outside the AMA's annual meeting to protest the association's stubborn anti-Medicare stand, doctor-delegates inside were split wide open on whether they would adhere to and comply with the law-of-the-land when the Medicare bill is passed.

A delegate representing Ohio doctors declared that Ohio physicians were determined "not to go along with Medicare." The Ohio group is sponsoring a resolution to boycott Medicare when it is passed, or in other words, is calling for a doctors' strike.

## AMA Shelled Out Nearly \$4 Million Fighting Medicare

WASHINGTON—The vast sums of money which the American Medical Association admits to having already spent in its anti-Medicare lobbying and propaganda is a frightening index of the power and financial resources which this doctors' group has wielded in the past to thwart improvements in health and medical care for vast segments of the American people—especially those least able to pay.

In the first three months of 1965 alone, the association reported spending \$951,570 for anti-Medicare lobbying. The figures were released at the AMA's New York Convention this week.

Only twice in the past has lobbying spending by any organization exceeded \$900,000 according to the authoritative reporting service Congressional Quarterly. Both times the big-spender was also the AMA and both times the money was spent fighting proposals for medical care similar to Medicare.

The AMA plunked down \$1,552,683 in 1949 and \$1,326,078 in 1950 to defeat medical care proposals made by President Harry S. Truman.

With this vast expenditure of money the AMA managed to delay passage of this much-needed legislation for 15 years. With passage of Medicare now predicted as certain even by the AMA itself, the association has turned its vast resources to the task of denying American merchant seamen the excellent medical care which has been theirs in U.S. Public Health Service Hospitals since 1798 (see story above).

### MAC Subcommittee Recommends Gov't Aid

## SIU Supports Proposals Aimed At Strengthening U.S. Bulk Carrier Fleet

WASHINGTON—A special subcommittee report recommending subsidies and tax advantages for operators in the declining U.S. bulk carrier trade was presented at a meeting of the President's Maritime Advisory Committee held here this week. The SIU voiced its support of the recommendations embodied in the report.

The subcommittee report suggested that such vessels be guaranteed at least one-third of America's foreign waterborne trade, that construction and operation of these bulk-carriers receive Government aid, and that operators of bulk-carrier tonnage be given special tax advantages.

The special subcommittee was composed of Lane Kirkland, executive assistant to AFL-CIO President George Meany; Theodore W. Kheel, lawyer and maritime arbitrator; and J. Paul St. Sure, president of the Pacific Maritime Association. The full Maritime Advisory Committee is made up of 17 representatives from maritime labor, management, and Government.

Noting that American-flag ships at present carry less than 10 percent of U.S. trade and that 85 percent of that trade consists of bulk cargoes, the subcommittee recommended:

- That American vessels be entitled to transport about one-third of all foreign-trade cargoes.
- That the operation of dry bulk carriers be aided by Federal building and operating subsidies.
- That an import quota, reserving a fixed share of 30 percent of all imports of crude and refined petroleum products, be established for American tanker vessels.

At the meeting, Commerce Secretary John T. Connor, co-chairman of the MAC with Labor Secretary W. Willard Wirtz, announced the creation of a "task force" to "maintain close liaison and relationship" with the Advisory Committee and the subcommittees "as a means of achieving discussion and consideration."

The Secretary said that it was hoped that in about a month there will be a series of meetings between members of the government task force and the appropriate subcommittees.

In addition to the three major recommendations printed above, the special subcommittee also recommended that:

- Savings achieved through increased ship productivity brought about by new construction of more modern vessels be allocated specifically to the development and construction of additional vessels.
- Such savings should also provide interim relief to any seamen temporarily displaced by increased ship productivity.
- Ships to be built under the program should be constructed in American shipyards to assure con-

tinued American shipbuilding capabilities.

• Until the new ships are built, present cargo preference laws should be continued, and once the new ships are available it should be no excuse for confining cargo preferences for American ships to any percentage of the available cargoes. It should be possible to grant preferences up to 100 percent certainly for government cargoes, as long as the ships are available.

• The present Oil Import Program should be extended and a requirement added that a reasonable proportion of the petroleum and petroleum products imported

by this country shall be carried on American-flag vessels. This would be entirely consistent with the purposes of the program, would impose no undue burden on the producers of foreign oil, and would afford a logical and appropriate mechanism to aid in the achievement of an affirmative maritime policy.

• U.S. firms engaged in the production of foreign oil, who have succeeded in avoiding U.S. taxes by registering their vessels under foreign (runaway) flags, should make some contribution to the national interest in a viable maritime industry. The argument that such a requirement would constitute flag discrimination, inviting retaliation by other maritime nations, is not persuasive.

## Rap Navy's Proposal To Buy British Ships

WASHINGTON—Representatives Emanuel Celler and Hugh L. Carey of New York have called for an investigation of a plan by the U.S. Navy to purchase \$50 million worth of new ships from England. In issuing their sharp criticism of the Navy purchase plan, both Congressmen drew attention to the government's plan to close down the Brooklyn Navy yard, supposedly because the country has an excess of shipbuilding capacity.

Representative Celler emphasized the contradiction in government policy which would permit the purchase of ships from a foreign power while the closing notice was being posted for the Brooklyn yard, which has always been used to build support ships and vessels.

### No "Effective Control"

Speaking of the 9,600 men employed at the Brooklyn facility, Congressman Carey said that the proposed measure "is certainly not fair to the shipyard workers." He also criticized the purchase plan on the grounds that the U.S. would have no effective control over inspection, procurement and bidding if the vessels were built outside the U.S.

Representative Carey demanded to know why this country seemed intent on giving this bonanza of jobs and contracts to British labor and business firms when the U.S. shipbuilding industry desperately needed this type of work.

The Navy's projected deal with the British shipbuilders also drew the fire of Representative Celler because it would make the U.S. balance of payments problem more difficult, in direct contravention of President Johnson's request for action to curtail the outflow of dollars from the U.S.

### U.S. Yards Ignored

The Navy's plan also was condemned by Edwin M. Hood, president of the Shipbuilder's Council of America, who charged the action demonstrated a "complete

lack of awareness of the plight of both private and naval shipyards in this country.

He reminded the Navy that its own Chief of Naval Operations, Admiral David McDonald had said in a 1964 speech that the U.S. must be vitally concerned with "preserving and maintaining our repository of trained manpower resources found in our shipyard facilities."

Hood declared that the British shipbuilding industry could not build better ships than those constructed in American yards. "They have no experience with precise standards of quality control and assurance reliability which U.S. shipyards are required to maintain," he asserted.

## SEAFARERS LOG

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## Five SIU Oldtimers Retired On Pensions

The Seafarer's Welfare Plan has approved the pensions of five additional SIU veterans. The five new pensioners join the growing list of Seafarers whose retirement years are made secure by lifetime SIU pensions.

The five additional pensioners who will receive monthly \$150 pension checks are James Crist Mitchell, 44, Percy J. Libby, 70, Charles M. Kellog, 65, James Dudley Feurtado, 70, and Ralph William Bocco, 64.

Mitchell joined the SIU in the port of Norfolk, Virginia, sailing as a bos'n in the deck department. Born in Pennsylvania, he now makes his home in Seattle, Washington. He last sailed aboard the Alcoa Explorer.

Libby signed on with the SIU in the port of New Orleans, Louisiana, sailing as a bosun in the deck department. A native of



Mitchell



Libby

Maine, he now makes his home in New Orleans with his wife Iris. He last shipped out aboard the Del Norte.

Kellog, an SIU veteran of 27 years, sailed as an AB in the deck department after joining the SIU in the Port of New York. Born in

## SIU Adds Clinic In Seattle

SEATTLE—The Seafarers Welfare Plan has announced that SIU members shipping from this port may now take advantage of full medical examination and treatment facilities at the SIU-Pacific District Medical Examination Center located at 700 Broadway. The new clinic is being operated according to a joint arrangement between the SIU Pacific District and the Pacific Maritime Association.

Seafarers will now be required to have a clinic card if they register in Seattle.

The new SIU Medical Examination Center will be under the direction of Dr. Leo J. Rosellini. Examinations of Union members will be conducted according to the same procedures used at the SIU-Pacific District-PMA clinic in San Francisco.

In addition to the Pacific coast medical facilities, Seafarers now have the benefit of full medical clinic services available in the ports of Boston, New York, Philadelphia, Baltimore, Norfolk, Jacksonville, Tampa, San Juan, Mobile, New Orleans and Houston.

LET 'EM KNOW...  
WRITE TO THE LOG

## SIU Pensioner



Seafarer Marion Sharpe, last off the Steel Apprentice (Isthmian) where he sailed in the deck department, picked up his first regular monthly \$150 pension check recently at New York headquarters. Sharpe will spend his retirement at home in Toms River, N.J. with his wife and daughter. He has been an SIU member for over 25 years.

New York, he now lives in Baltimore, Maryland. He last sailed aboard the Seamar.

Feurtado sailed in the deck department, after joining the SIU in the port of Miami. A native of Nicaragua, he now makes his home in New Orleans. His last voyage was aboard the SS Del Sud.

Bocco signed on with the SIU



Feurtado



Bocco

in the port of Detroit, Michigan, sailing as a member of the galley department. Born in Oswego, New York, he now makes his home there with his wife Mary. He last sailed aboard the American.

## R-T-W Group Calls Laws Benefiting Workers "Immoral"

WASHINGTON—Minimum wage laws, safety rules and the union shop are all "immoral" in the opinion of the National Right to Work Committee's leadoff witness at House hearings on repeal of Sec. 14(b) of the Taft-Hartley Act.

The Rev. Frederick C. Fowler of Duluth, Minn., board chairman of the "right-to-work" organization, also testified that ideally workers should have the "right" to work longer hours for lower wages than their shopmates and the government shouldn't interfere with employment of Mexican braceros on U.S. farms.

Fowler, a fundamentalist minister who has spoken at right-wing functions acknowledged that there is "definitely disagreement" with his viewpoint by other theologians "but I can't see the reason for it."

Leading clergymen of three faiths—representing the National Council of Churches, the Central Conference of American Rabbis and the National Catholic Welfare Council—have joined in urging repeal of Sec. 14(b) and upholding the right in every state of workers and employers to agree to a union shop.

Fowler contended that workers cannot be "free" under a union shop and "ultimately they will feel insecure, inferior, not true and able men." He described Sec. 14(b) as "the clause that refreshes."

The National Right-to-Work Committee, claiming to speak for "the grass roots of America," chastised the nation's biggest employers for not opposing repeal of Sec. 14(b). The "work" committee's executive vice president, Reed E. Larson, accused "the giant corporations of America" of "callousness" on the issue.

Asked why companies which initially fought union organization bitterly seem to have accepted the union shop, Larson replied that they had agreed to the union shop

as the price of avoiding "costly strikes which would look bad on the financial report at the end of the year."

If that were the case, he was asked, why aren't most big companies supporting "right-to-work" laws which would ban the union shop without any risk of strikes over the issue?

"I think the industrial relations people have gotten lazy," Larson replied, and "accommodated themselves to the fact that the union is running their industrial relations policy."

Also appearing for the work committee was its president, S. D. Cadwallader, who claimed that "millions" of union members are opposed to the union shop but "do not dare to speak out publicly."

Subcommittee Chairman Frank Thompson, Jr. (D-N.J.), sponsor of the 14(b) repeal bill, told the three witnesses that the common "thread" in their testimony seemed to be "opposition to collective bargaining."

Fowler said in reply to questioning that he personally favored a national "right-to-work" law prohibiting the union shop in every state, although the organization did not take that position. Larson, added, however, that if 14(b) were repealed, the "work" committee would then support a nationwide ban on the union shop rather than press for re-enactment of the state option clause.

## Type Minutes When Possible

In order to assure accurate digests of shipboard meetings in the LOG, it is desirable that the reports of shipboard meetings be typed if at all possible.

## The Atlantic Coast



By Earl (Bull) Shepard, Vice-President, Atlantic

### Strikebreaking Still Legal In N.Y.

Unfortunately, an attempt to outlaw the activities of professional strikebreakers in New York State failed recently when the State Senate failed to pass a bill banning the employment of persons who regularly offer to replace workers in a struck place of business. Earlier in this year's session, the senators had rejected a similar bill because they were dissatisfied with the definition of "professional strikebreaker." Although the amended bill actually had a majority of the senate's votes, it was five short of the thirty "ayes" needed for passage. Observers consider the bill dead for the remainder of this session, although the Assembly passed it earlier this year.

New York

Shipping dropped off slightly in New York although the current pace of activity is still brisk. The outlook for the coming period looks good.

Guy (Frenchie) De LaBaere and Pete Vicare, two steward department aces, recently piled off the Transglobe which completed the "oo-la-la" run to France. Frenchie was so impressed by the time he had that he's sitting tight until he can catch a return trip.

SIU men in the New York hall have been giving the glad hand to Mariano Gonzales who they are always happy to see. Mariano recently finished a trip as AB on

the Elizabethport. Antonio Alfonso, who has been shipping as chief steward on the Geneva for the past few months, has turned up in New York. He is looking forward to lending a hand in crewing up the geophysical ships.

Boston

Things have been on the slow side on the Boston waterfront during the past two weeks. However, activity is expected to pick up during the coming period. Three oceanographic ships are scheduled to crew up in the next few weeks, and the pace of jobs calls should speed up correspondingly.

Joe DiSanto has been telling his friends that he will stay put until a coast hugging puts in here. Joe, who has been in the Union for 20 years now, is going to school for his fireman's license. His last ship was the Transoceans where he shipped as chief pumpman. John Rubery is an oldtime SIU member who just got out of dry dock after sailing on the Sea Pioneer as bosun. He says he will grab the first job to hit the board.

Philadelphia

The shipping situation is due for a change for the better after having been on a good level for the last few weeks. Barney Gabor says he will take the first FWT or oiler job on a coast-wise ship that hits the board. Barney spent two glorious months taking it easy after getting off the Cities Service Baltimore. Charlie Moss is holding out for a cook or baker's job on one of those newly converted Calmar C-4s to come into port. His last ship was the Losmar.

After putting in ten weeks studying horse flesh possibilities at local tracks, Bruno Wotorski admits that he'll take the first bosun's job that comes along. A 20-year SIU man, Bruno's last ship was the Overseas Eva. John Hummell just paid off the Alcoa Runner and claims that this is the company for him. Right now he is looking for a passenger BR slot on anything flying the Alcoa flag.

Baltimore

Shipping has been on the slow bell lately, but prospects look decidedly brighter for the immediate future. Four ships, the Columbus, Losmar, Wilmar and Chilore are expected to start crewing up soon.

Cold weather was unable to dismay the high spirits of the members of the Baltimore Port Council as they assembled for their annual moonlight boat cruise recently. The event was rated a

big success and everyone says that they can't wait for next year's outing.

Vernon Sawyer is back in circulation after being in drydock for the past two weeks. Now that he is back on his feet, he tells us that he is waiting for a far east run. Vernon last sailed as electrician on the Colorado. Barley Joyner just got off the Hastings and says that he'll stick it out in the hall until he finds a European run on a Waterman ship. George Register is waiting for a bosun's job on a long run to India or the far east. After sailing under the SIU banner for the past 20 years, George says his best voyages have been on tankers.

Norfolk

The shipping situation in Norfolk has been moving at a good clip and is expected to remain brisk for the coming period. The Penn Challenger is due in for a pay off, which should re-fill the hall with some familiar faces. Four sign-ons and four in-transit visits just about cleaned all the old faces out of Norfolk in the last two weeks.

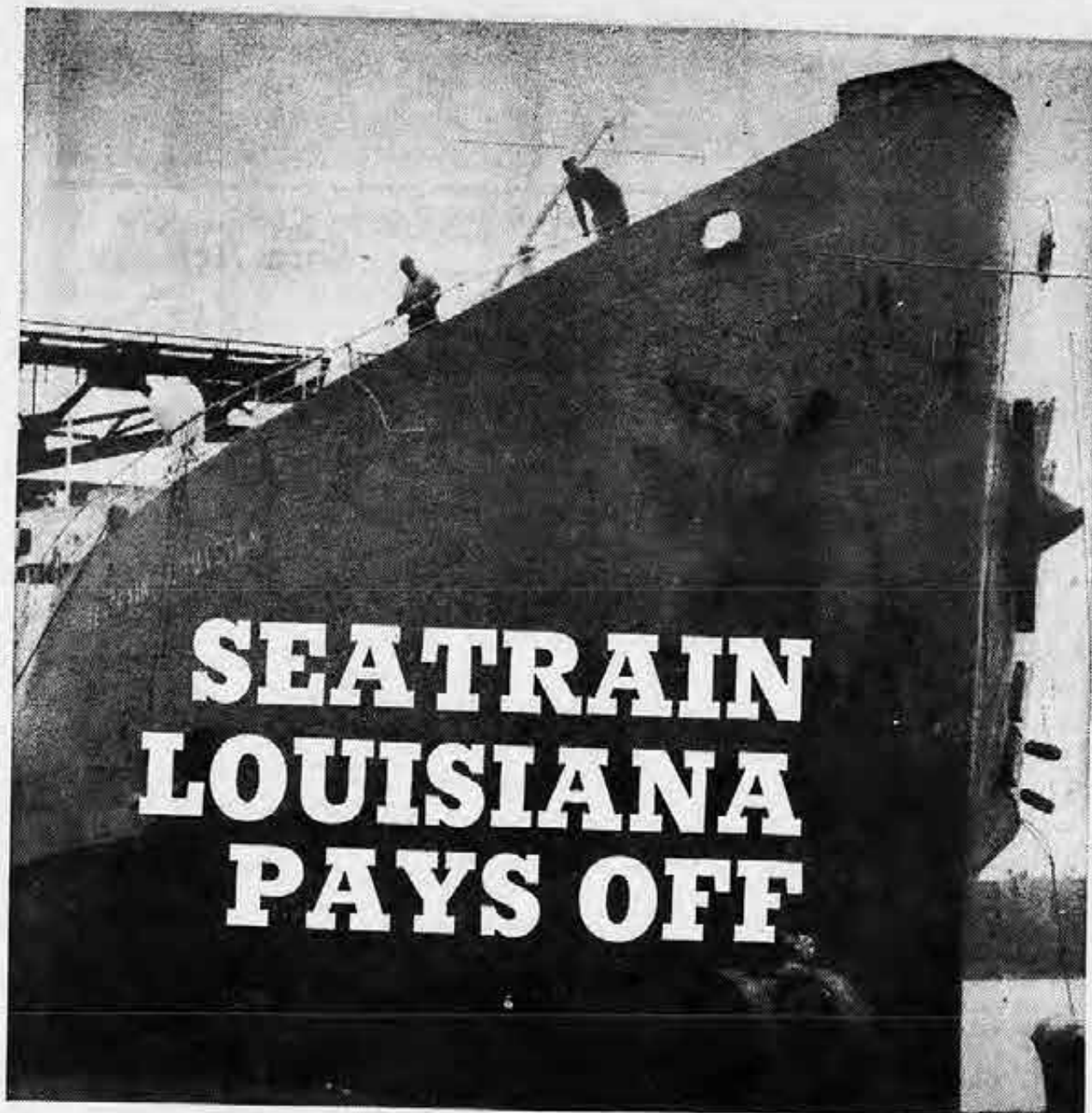
Now that he has his FFD, Charlie Phelps is hoping to ship out soon. His last ship was the Steel King where he held a wiper rating. Alfred Everett piled off the Eagle Traveler when he heard she was about to head for India. Since Alfred is something of a homebody, he tells us he will hold out for another coastwise tanker. Stephen Arales is a cook who also got down off the Eagle Traveler recently. He has been telling the boys at the hall that he hopes to move out soon. R. P. Nelson has been getting congratulations on his becoming a full book SIU man. His last job was second electrician on the Steel Chemist.

Puerto Rico

Following the lull that developed in the Dominican Republic situation, Puerto Rico Lighterage boats began delivering Sea-Land trailers to Santo Domingo again. This essential service was temporarily suspended after the revolution began there. The Alcoa Ranger was also scheduled to call at Santo Domingo this past week.

After spending several months as an AB on a Bryn Mawr tug, Henry Bentz is back in the hall waiting for a deep sea wagon. Several familiar faces around the hall, Phil Rubish, Calixto Gonzalez, Humberto Ortiz, Esteban Marrero and Perfecto Benitez have been working as standbys in the past few weeks.





**SEATRIN  
LOUISIANA  
PAYS OFF**



There was still work to be done up on deck just prior to payoff. Taking good care of the lines here are SIU deck department crewmembers (l-r) A. Sandino, bosun "Tex" Jacks, and Elmer Witzke.



Deck department member Elmer Witzke and M. Bass of the galley gang (standing, l-r) and ship's delegate Bob Blanchard (seated) give SIU reps Charles Stansbury and Pete Loleas a rundown of the voyage.



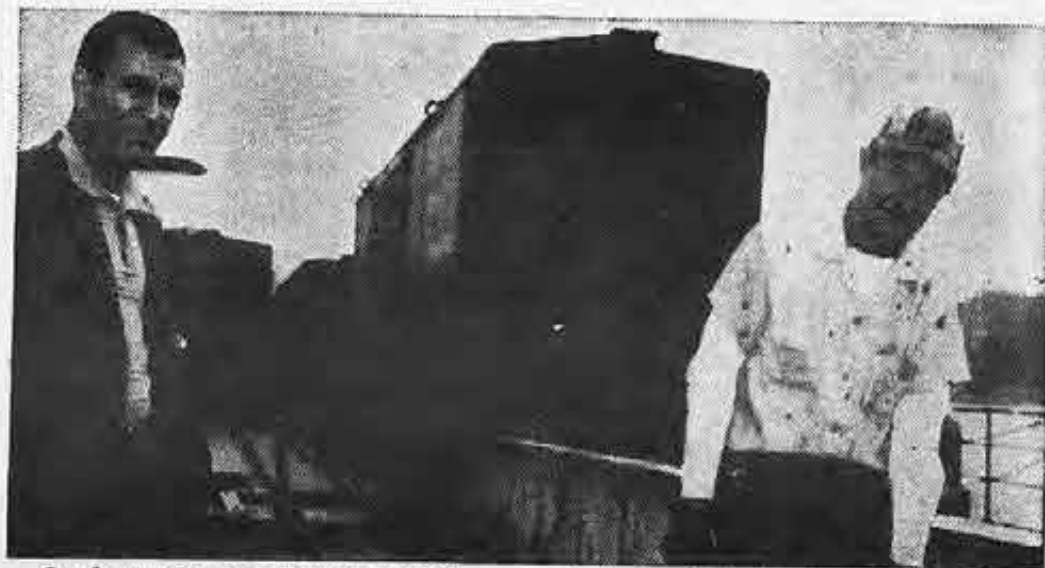
Seafarer George O'Berry, (left), who sails as baker flashes that famous "payday smile" as company representative counts out the long green stuff.



Still thinking about payoff, baker O'Berry was still smiling as he took care of some chores in the galley, where there's always some work to be done.



Possibly expecting to be paid all in nice, shiny silver, deckman Corlis Vernon (left) appeared for payoff wearing sunglasses.



Seafarer George Tsirkas (left), was all dressed up to go ashore after payoff when he stopped to chat with fellow deck department member Ernie Kolenovski, who was adjusting a turnbuckle.





SEAFARERS ROTARY SHIPPING BOARD



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

June 5 to June 18, 1965

Ship Activity

The shipping situation took a dip during the last reporting period as only 1,088 Seafarers answered job calls as compared with 1,255 in the last period.

West Coast shipping showed a mixed pattern with job calls well up in Seattle but down in Wilmington and San Francisco.

With a slowdown in the pace of shipping, registration rose sharply to a figure of 1,344 as compared with last period's 1,187.

The departmental job breakdown remained fairly consistent with recent trends. Deck department job calls maintained their position of strength, holding their own against last period's statistics.

The seniority picture showed no serious changes over the past two weeks. Seafarers holding Class A books accounted for 53% of the total job calls as compared with 55% during the prior period.

Shipping activity showed a mixed pattern when compared with the previous period. Payoffs rose from 56 to 59 while sign-ons dipped from 40 to 38 and in-transit visits dropped from 98 to 96.

Table showing ship activity by port for various locations including Boston, New York, Philadelphia, Baltimore, Norfolk, Jacksonville, Tampa, Mobile, New Orleans, Houston, Wilmington, San Francisco, and Seattle.

DECK DEPARTMENT

Table for Deck Department showing registered and shipped numbers for Class A, B, and C across various ports.

ENGINE DEPARTMENT

Table for Engine Department showing registered and shipped numbers for Class A, B, and C across various ports.

STEWARD DEPARTMENT

Table for Steward Department showing registered and shipped numbers for Class A, B, and C across various ports.

SUMMARY

Summary table showing total registered and shipped numbers for Deck, Engine, and Steward departments, plus Grand Totals.



# Jobs

By Cal Tanner, Executive Vice-President



## U.S. Shipbuilding Declines

The publication of the latest world-wide shipbuilding statistics indicates that nothing has occurred in the U.S. during the last few months to halt the alarming decline of the American ship construction industry. In a report which surveyed total shipbuilding for the past year, the Shipbuilders Council of America found that the industry has suffered its worst year since 1956.

What makes these reports even harder to read is the fact that the shipbuilding industry in the rest of the world was hitting a new record during the first three months of 1965. While this boom in ship construction was gaining momentum, the U.S. was sinking to an abysmal tenth place among the world's shipbuilding nations.

These statistics do more than graphically tell the tale of the slumping U.S. shipbuilding industry. They are symptomatic of the shocking state into which the whole U.S. maritime industry has fallen. The U.S.-flag merchant fleet has dwindled away over the years until America has become a fifth-rate maritime power.

A rapidly aging and deteriorating fleet combined with governmental inaction are almost a sure guarantee that the U.S. merchant marine is going to continue its decline.

One very elementary way to halt this steady decline would be an expansion of governmental construction aid to the bulk carrier segment of the nation's fleet. This important step, combined with broader operating subsidies and effective enforcement of the cargo preference statutes would do a major part of the all-important job of getting our fleet back on its feet.

The enactment and implementation of these policies would also get the sadly lagging shipbuilding industry back on its feet. Once the government commits itself to restoring the American-flag fleet to its rightful place on the world's oceans, it is obvious that U.S. shipbuilding will have the task of actually building the vessels that will make up this new, modern fleet. The Shipbuilders Council also reported that during 1964 only 16 merchant vessels, totaling 223,800 gross tons were built by American yards. In the twelve previous months, 34 merchant ships with a total of 421,800 tons were produced.

The U.S. shipbuilding industry can not long continue to suffer this type of rapid decline year after year. If this trend continues, the valuable pool of skilled manpower that depends on the industry for its living will have to turn elsewhere for employment. The construction facilities, specialized machinery and other tools of this important craft cannot be maintained for any length of time as inactivity settles over the ship yards.

It is obvious that the shipbuilding industry cannot be permitted to go the way of the village blacksmith. Not only is the fate of the U.S. merchant fleet intimately intertwined with its continued existence, but the country's national security also has an important stake in its survival.

The need for action in Washington is clear. For the sake of our nation, its merchant fleet and its irreplaceable ship construction workers, we hope that far-reaching policies to build up the American-flag and the shipbuilding industry will be speedily enacted.

## Four Rail Tugmen Join Pension Ranks

Four more members of the SIU Railway Marine Region recently joined the growing ranks of SIU-RMR men already on the SIU pension roster as their applications were approved by the SIU Welfare Plan.

The four new RMR pensioners are John Lotz, 58, Charles Henry Diehl, 62, William G. Schnitzel, 65, and Edward J. Otten, 65.

Lotz joined the RMR in the port of New York, sailing as a deck hand. Born in New York, he now makes his home in Staten Island with his wife Catherine. Lotz last sailed for the Baltimore and Ohio Railroad.

Diehl sailed in the deck department, joining the RMR in the port of New York. Born in Union



Lotz



Diehl

City, New Jersey, he now makes his home in North Bergen, New

Jersey with his wife Antionette. He last sailed for the New York Central Railroad.

Schnitzel joined the RMR in the port of New York, shipping as a



Schnitzel

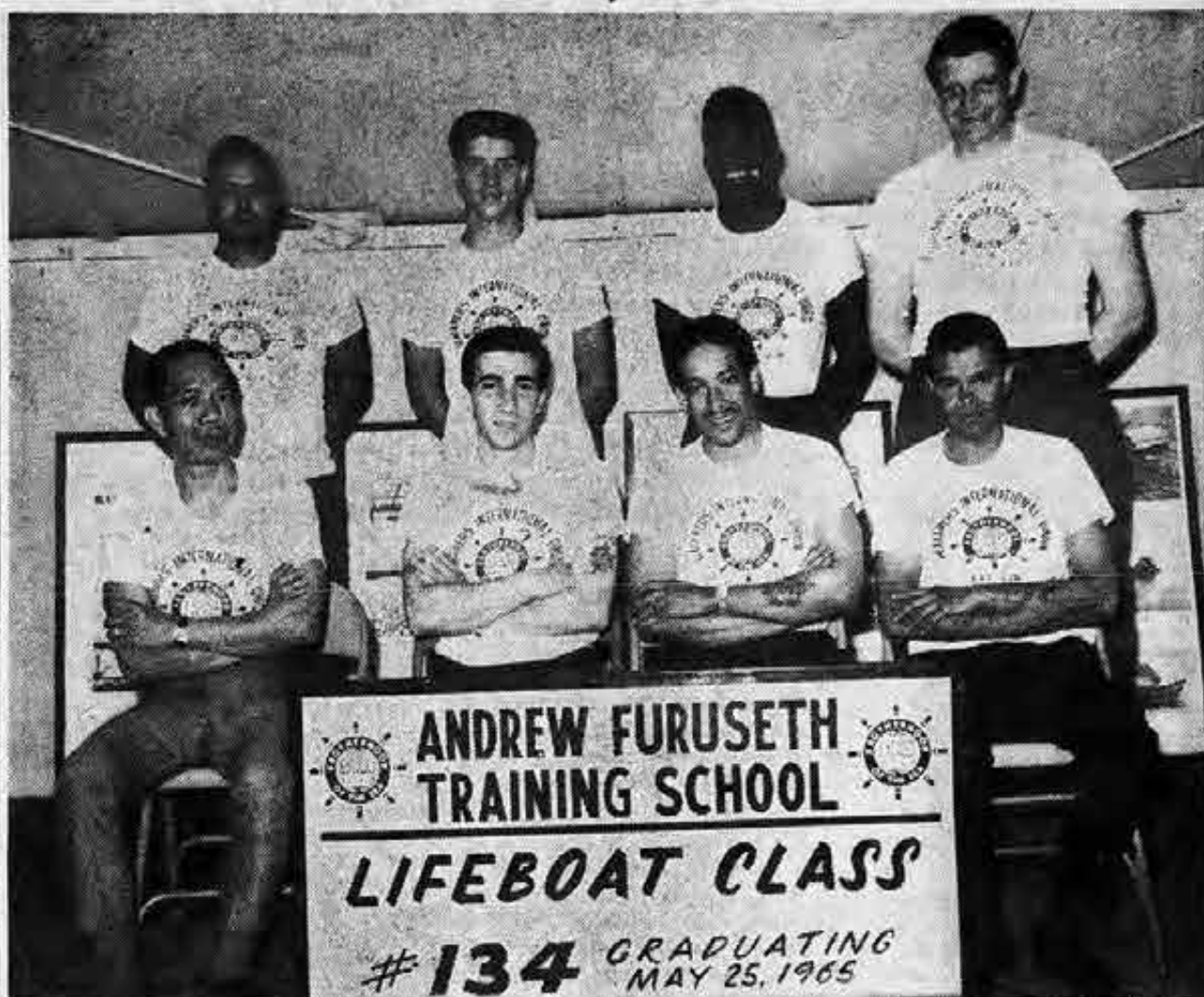


Otten

floatman. Born in New York, he continues to make his home there with his wife Antoinette. He last sailed for the Erie-Lackawanna Railroad.

Otten signed on with the RMR in the port of New Jersey, sailing as a member of the deck department. Born in Hoboken, New Jersey, he now makes his home in Jersey City with his wife Helen. He last shipped for the Erie-Lackawanna Railroad.

## Welcome Aboard, Class No. 134



Graduates of Lifeboat Class 134 smile happily after completing all requirements for their Coast Guard lifeboat tickets. Members of Class 134 are (l-r front) Andres Ygama, John Natoli, Howard Knox, Pedro Pinott; (l-r rear) Ray Alamo, John Yodice, Joe N. Brown and instructor Arni Bjornsson.

## AFL-CIO Urges Wage-Hour Amendments As Aid To Poverty

WASHINGTON—The minimum wage law amendments now before Congress are "anti-poverty" legislation designed to improve the lot of the "working poor" and "must be viewed in that light," AFL-CIO President George Meany declared recently.

In a statement delivered on Meany's behalf to a House Labor subcommittee, AFL-CIO Legislative Director Andrew J. Biemiller and Research Director Nathaniel Goldfinger spelled out AFL-CIO proposals that went beyond President Johnson's Administration recommendations in many areas.

In his recommendations, Johnson had said that the question of a higher basic minimum wage was not whether it should be introduced, but "when and by how much" above the present \$1.50 an hour it should be raised. The AFL-CIO statement said labor had "very direct answers to these questions... The time is now and the amount should be \$2 an hour."

The AFL-CIO observed that the Administration would expand protection to 4.6 million more workers by covering employees of hotels, motels, restaurants, laundries and hospitals and by covering enterprises with gross receipts of \$250,000 instead of the \$1 million that is now the cutoff point. A modification proposed by labor, the statement said, would expand protection to 800,000 more workers, making a total of 5.4 million.

The Administration's proposal for an overtime penalty rate of doubletime pay rather than time and a half has been urged by labor for years. It was pointed out, but the AFL-CIO believes the doubletime rate should take effect after a 40-hour week rather than after 45 hours, as provided in the Administration bill.

"It is our deep conviction that

a 35-hour workweek is both essential and inevitable," the statement declared in welcoming President Johnson's call for a report on the subject from his Commission on Automation.

The AFL-CIO presented its discussion of wage-hour issues on the basis of a detailed appendix analyzing current economic realities — the low wages paid many workers in uncovered industries, the capacity of industry to adjust to a \$2 an hour minimum wage rate, the desirability of doubletime pay for overtime, the case for a shorter workweek in the face of automation and the

spreading prevalence of schedules already requiring less than 40 hours a week.

The 129 unions affiliated with the AFL-CIO "are unanimous" in supporting basic amendments to the Fair Labor Standards Act, the statement said, but observed that in a broader sense the Federation appeared in this instance "not primarily for its own membership [but] as spokesman for the victims of poverty; for the 20 percent of the American people who are presently denied a share in this affluent society."

The amendments taken together (Continued on page 14)

## SIUNA Convention Guests



SIUNA Convention guests Steve Leslie (left), President of International Union of Operating Engineers' Marine Division, Local 25 and IUOE General President Hunter Wharton, were among the speakers at the recent 12th Biennial SIUNA Convention in Washington.



# Cuba Blacklist Holds Firm At 237 During April-May

WASHINGTON—The United States blacklist of foreign-flag ships doing business with Communist Cuba held constant at 237 vessels during April and May, according to the latest report issued by the Maritime Administration.

Since the last MA report, one ship was added to the blacklist and one was removed after leaving the Cuban trade. The new addition was the 10,426-ton French-flag freighter Arsoine. The deletion was the 5,923-ton Pakistani-flag vessel Jhelum.

The Jhelum's owner, the National Shipping Corporation of Karachi, agreed not to allow the Jhelum or any other ships under their control to engage in commerce with Cuba. The action by the Pakistani company raises to 83 the number of ships removed from the blacklist since its inception in 1963.

In all, 823 western-flag vessels have agreed to avoid the Cuban trade during the last two years. The 237 ships, totaling more than 1.6 million tons, that remain on the list are mainly British-and-

Lebanese-flag. Most of the major British and Lebanese companies have already agreed to the boycott.

Those that have not are the small tramp operators who find doing business with Castro more lucrative than equivalent U.S. trade. The blacklist denies U.S. government-generated cargoes to ships trading with Cuba. A measure introduced in Congress that would ban all ships in the Cuban trade from entering U.S. ports is meeting opposition from the State Department.

The Congressional measure, introduced by Congressman Paul Rogers (R-Fla.) has the support of maritime labor. The SIU has endorsed the International Longshoremen's Association's decision to refuse to load any ships that have visited Cuban ports.

# Scientist Proposes Undersea Colleges

NEW YORK—Tomorrow's student of oceanography may get his education on a campus whose buildings will be covered by barnacles, rather than ivy, according to a startling proposal recently made by a world-famous ocean scientist. The plan envisions students attending classes, doing research work and living in dormitories all located beneath the surface of the sea. In the event that our "Salty Joe College" of the future tires of the educational grind, he can pop up to the surface and relax at the ocean-side resort, planned to be part of a larger World Center of Oceanography.

Plans for a proposed \$10 million oceanographic and sea resort complex were unveiled by Dr. Athelstan Spilhaus, dean of the University of Minnesota's school of Technology and famed ocean researcher. The organization actually sponsoring the plan for the center is the Oceanographic Society, a non profit group which is dedicated to using sea research for the benefit of mankind.



Dr. Spilhaus' World Center of Oceanography would include not only a university, but also an associated research laboratory, and a sea resort located on a harbor. If the Oceanographic Society is successful in raising funds for the project, the center will be established in a coastal state.

### Booklet Tells Story

While Dr. Spilhaus and the society may sound somewhat visionary in their plans for the center, they have published an 80-page booklet which includes cost estimates, rough sketches of the buildings and other details of the project. According to the brochure, the Oceanographic Center will have a harbor to service research vessels. This installation would stay in touch with an underwater exploration facility which would be fully equipped with classrooms, living quarters, pressure chambers, fish corrals and submarine pens.

Overlooking the harbor would be the world's first full-fledged oceanographic university where students would prepare for bachelor, masters or doctoral degrees in the marine sciences.

According to the Oceanographic Society, the proposed center would play a key role in conducting research into ocean farming, undersea transportation and navigation, underwater survival, undersea exploration, weather control and obtaining power from ocean sources.

The World Oceanographic Center is definitely more than just a pipedream to Dr. Spilhaus and his associates. In a recent appearance before a group of New York industrialists to raise funds for the project, the Minnesota University professor urged that private industry should develop the vast resources of the ocean, instead of leaving the field completely to the government. "The ocean's bottom is at least as important as the moon's backside," he declared.

# Beef Box

By Robert A. Matthews, Vice-President, Contracts, & Bill Hall, Headquarters Rep.

In response to a number of inquiries concerning beefs recently settled by the Joint Clarifications Committee, we are again reprinting some of the important decisions made by this group.

One such question that was put before the committee regarded compensation for cleaning tanks.

**Problem:** Deck Department members were required to chip and remove pitchomastic from the bulk-heads of a cofferdam which had never carried water, oil, or any other product. The contract did not contain a provision covering this specific matter and the Company paid straight overtime to the Deck Department members who performed the work while on watch.

**Answer:** The Committee agreed that for any work performed in a cofferdam or void tank which had not contained water, oil, creasotes, etc., the men required to perform the work will be compensated at straight overtime for the watch on deck and at overtime and one-half for the watch below.

One question submitted to the committee for consideration regarded wages in reference to coastwise voyages, nearby foreign voyages, domestic articles and harbor payrolls.

**QUESTIONS:** Are crewmembers to be paid day for day regardless of length of voyage or payroll period when on coastwise voyages, nearby foreign voyages, on domestic articles, or on harbor payrolls.

**ANSWER:** Despite past practices and a clarification regarding coastwise articles of six-month's duration having been enacted at the May 29, 1962 meeting of the Joint Clarifications Committee, the above question had arisen. In consideration of the foregoing, the Joint Clarifications Committee unanimously agreed that sea men will be paid day for day on all ships on coastwise voyages, nearby foreign voyage, domestic articles, or on harbor payrolls regardless of the length of articles or payroll period and whether or not the afore-mentioned periods occur between termination of one set of foreign articles and the signing of the next foreign articles.

The Clarifications Committee also made this ruling on companies that are bidding for Penalty Cargoes.

In order to maintain a competitive position for the companies, it is unanimously agreed that in each case where a company is bidding for Penalty Cargoes, the company shall notify the American Maritime Association and request a waiver of Section 30 (e) of the Freightship Agreement, the Association shall then so notify the Seafarers' International Union which will give earnest consideration to the company's request. Upon agreeing to such waiver, the union shall advise the crew members of the specific vessel that the provisions of Section 30 (e) are waived for that lading and substituted in its place is the following:

"When sulphur in the amount of 25% or more of the dead-weight carrying capacity is carried on a vessel, each member of the unlicensed personnel shall be paid extra compension of \$10.00 per voyage."

The following question was submitted to headquarters from Leo Feher aboard the Western Hunter and deals with the engine utilityman.

**Question:** "What are the duties of the Engine Utility?"

**Answer:** The Engine Utilityman shall be required to assist Engineers in all Engine Department work. All work that is overtime for Wipers during the regular working hours, with the exception

of repair work, shall be overtime for an Engine Utilityman when performing the same type of work. The Engine Utilityman may be required to replace any unlicensed member of the Engine Department when such member is sick, injured or missing. A Utilityman shall be required to have qualifications as Oilers, Watertenders and Firemen.

### Money Due

The Contracts Department is holding checks from the settlement of various beefs for the Seafarers listed below. These men are urged to pick up their checks from Headquarters or notify the department where the checks may be mailed.

A check for disputed overtime aboard the Robert Conrad is being held for Readius R. Wheelington.

L. Harvey has a check held for him for disputed overtime for tank cleaning aboard the Manhattan.

Disputed overtime checks for Edward Jensen, Robert Smith and George Stanley from a beef on the Hercules Victory are available at headquarters.

Checks covering transportation are waiting for Thomas Hanson, Edward Epinger and Donald Kershaw who sailed on the Valiant Hope.

Nicholas Sakellarides has a check coming to him for subsistence aboard the St. Lawrence.

A check resulting from the settlement of a transportation beef aboard the Ames Victory is being held for Ralph Jones.

The settlement of two beefs aboard the Niagara has resulted in checks for disputed overtime for Richard Neceman and Francis M. Greenwell; for disputed lodging for John Bennett, Joseph Cayou, William Knapp and Warren Weiss.

The department is holding checks for the payment of one day's wages on the Natalie for James Boone, Spiros Cassinis, Howard Gibbs, Alfred Kirkconnel, Jose Ortiguerra, Frank Valerie and Aldolph Vante.

Seymour Sikes has a check coming to him for disputed overtime aboard the Transorleans.

Checks for disputed overtime on the Penn Carrier are available for Earl Beamer and Walter Smith. A beef on the Seatraining New York over disputed lodging allowance has made checks available for Pedro Actuca, Francisco Bayron, Luis Cantino, Luis Cepeda, William Dooling, James Gleason, Eugene Langstrand, Ruben Neron, Odd Olsen, Fred Paterson, Earl Resmondo, Francisco Rodriguez, Juan Rodriguez, Samuel Setliff and Alfonso Vallejo.

Settlement of a check for a restrictive dispute on the Transhartford has yielded a check for Thomas Gannon (or Gannos).

# The INQUIRING SEAFARER

**QUESTION:** Would you rather work the day watch or the night watch, and why?

**David C. Smith:** I prefer to work the day watch. It gives me free time to watch the sunrises and sunsets at sea. I've seen many spectacular horizons while sailing. Also, of course, like most people I find that it is a great deal easier to sleep at night than during the day.



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**Vagn Anderson:** I'd rather work at night. I like to be done by 9 A.M. Then when I finish I can go ashore and put some time in on the beach. I like to take the sun and air on my time off and so, naturally, I prefer to be off during the daylight hours. And I still have time to sleep.



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**Antonio Romero:** I'd much rather work during the day. In the first place I'm used to it. In the second place, I sleep better at night because I'm used to that too. In addition, I would rather have my time off during the evening when most ports are livelier and more interesting.



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**George H. Rowland:** I'll take the day watch. I'm preparing to take the Bar Exam next year and I find that I study better at night. I also find that it is sometimes somewhat difficult to make the switch-over to sleeping during daylight hours. I guess the body gets used to a routine.



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**E. Pantoja:** I'll stick with the day shift. You get a better rest working days and sleeping nights. You have more energy and work more easily the next day. Also, I prefer to take my time off during the evening. I do my share of bouncing around and like to take a good sampling of the port nightlife.



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**P. Sernyk:** I prefer to work days, probably most of all because I really enjoy just taking it easy and relaxing all evening. Also, working days allows a man to keep his regular eating and sleeping patterns. Working nights can throw a guy off his normal schedule and this can prove uncomfortable.



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**SPAD**

**Seafarers  
Political Activity  
Report**



**MONTANA AFL-CIO OFFERS DISTRICTING PLAN**—The Montana AFL-CIO is taking direct action to insure that the U.S. Supreme Court's landmark "one-man-one-vote" ruling is put into effect in the state. The labor federation has asked a three-judge federal court for permission to file its own proposed plan to reapportion the now unrepresentative state legislature. The judges have scheduled a hearing July 7 on two citizen suits—one asking that existing legislative districts be declared illegal under the U.S. Supreme Court's apportionment decision, and the second requesting that two existing congressional districts be outlawed. At a pre-trial hearing, the judges strongly indicated that they might issue their own reapportionment plan since the 1965 session of the legislature adjourned without acting on the issue, while the court was holding up action on the two lawsuits. The state federation's brief declares that union members are predominantly urban residents and that existing malapportionment hurts urban voting strength the most. The court declared existing legislative districts illegal last January.

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**MORE HOUSING CONSTRUCTION NEEDED**—The need for more U.S. housing was brought into sharp focus by Bert Seidman, AFL-CIO European Economic Representative, who spoke in Geneva before the Committee on Housing, Building and Planning of the Economic Commission for Europe. Seidman declared that the U.S. needs 2.5 million units of new housing per year if the real needs of the American people are to be met. He told the committee that last year U.S. housing starts totaled less than 1.6 million units. "Thus, we believe that housing output should be stepped up rapidly to a much higher level," he declared. Seidman explained that more housing construction would give employment to tens of thousands of workers now unemployed. "It would also move us more rapidly toward the realization of our national commitment to a decent home for every family," he said. The AFL-CIO representative said that although the Johnson Administration's housing proposals would move the country toward the achievement of our housing goals, they still are far short of the construction program supported by the labor movement.

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**LABOR BACKS HIGHER TIRE STANDARDS** — Legislation that would protect the American motorist from unsafe and inferior automobile tires is being urged by the AFL-CIO. Calling for an end to the confusing "mish-mash" in the grading and labeling of tires, AFL-CIO Legislative Director Andrew J. Biemiller has urged Congressional action in setting up a system of basic safety and performance standards. In a letter to Senate Commerce Committee Chairman Warren G. Magnuson (D.-Wash.) giving labor's endorsement of a uniform, federally enforced system of tire grading and labeling, Biemiller wrote, "We believe it is absolutely vital to the safety of the American people that all automobile tires conform to federal minimum safety and performance standards. The AFL-CIO legislative director charged that many new cars are equipped with unsafe tires which are not even adequate for normal use. He also said the "confusing mish-mash" in tire labeling and grading makes it impossible for the consumer to make an intelligent choice among competing brands. Buyers are not alone in attempting to figure out how safe a tire is or how long it will last, according to Biemiller. He declared that tire dealers were often completely unaware of the safety and performance features of the products they sold.

**LABOR ROUND-UP**

A three-year contract providing a wage-benefit package of more than 29 cents per hour has been won by the Textile Workers Union of America for the 7,500 synthetic fiber workers of the American Viscose Division of the FMC Corporation. The new contract covers workers in Lewistown, Marcus Hook and Meadville, Pa.; Parkersburg and Nitro, W. Va.; and Front Royal, Va. Under the terms of the new pact, American Viscose workers will get a two-step, 19 cent wage increase and a \$5 raise in monthly pension payments.

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A new two-year contract with a 15 cent wage increase and other benefits has been won by the Cement, Lime and Gypsum Workers with the Ideal Cement Company of Cleveland, Ohio. The newly signed contract also has a new three-year supplementary unemployment benefit plan and a one-year extension of the pension agreement with new benefits. Other improvements include the liberalization of holiday policy and gains in vacations, group insur-

ance for employees and dependents and sickness and accident benefits. Local unions will now ratify the new pact.

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The Potters Union has completed contract negotiations with seven chinaware manufacturing firms, winning wage raises of 14 cents per hour over a 32-month period for 1,900 employees who work in four states. The new pact provides a 5 cent per hour increase as of June 1, an additional 6 cents on Aug. 1, 1966, and 3 more cents on Aug. 1, 1967. The seven companies, which operate in New York, Ohio, Pennsylvania and West Virginia, also will increase payments to the union health insurance plan.

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The Foundation for Cooperative Housing recently elected Secretary Joseph D. Keenan of the International Brotherhood of Electrical Workers and Secretary Boris Shishkin of the AFL-CIO Housing Committee as trustees at a meeting held in Washington, D.C.

**"Well Then—I'll Fight You!"**



SEAMAN  
SEAFARERS LOG

Battered and reeling from the beating it took from Congress, the public and some of its own members because of its blind opposition to Medicare, the American Medical Association has gone another few steps backward in recent weeks. The AMA's anti-progress guns, their barrels worn thin from overuse, have now been turned against the American seaman.

The AMA is calling for an end to hospital and medical care for seamen in USPHS hospitals. In a way, this move might have been expected because the AMA seems to automatically oppose anything that benefits the health and welfare of any segment of the American people.

The continuing and stubborn opposition of the A.M.A. to Medicare and its cynical proposal of a worthless "Eldercare" plan has already led to an alienation of the public.

Unable to compromise their own consciences with the hypocritical stand of the AMA on so many issues, many doctors who belong to the association are publicly divorcing themselves from the against-everything thinking of the AMA.

The USPHS hospitals have always provided quality medical care for the seaman. They are conveniently located in major U.S. cities and are immediately accessible to those who require medical care. The many thousands of seamen who have utilized these hospitals since their inception, and are alive and healthy useful citizens today because of the prompt and excellent medical care they received, is a testament to the value of these facilities.

As it did with its infamous "Eldercare" ploy, the AMA has sent up a series of trial balloons to hide the cynicism of its attack

on the health and welfare of seamen. The AMA talks vaguely of doctors "volunteering" to care for merchant seamen while at the same time fulfilling their military service requirements.

The AMA talks vaguely about insurance or prepayment programs which could provide hospital and medical care for seamen on a national or international scale. The AMA does everything, in fact, but talk sense.

The USPHS hospitals could be closed if merchant seamen were removed from their caseloads, the AMA reports. This is untrue because the USPHS hospitals provide care for a great many Americans besides seamen. But following the AMA's so-called thinking, it is clear that all the hospitals in America could be closed if all the sick and injured were turned out into the streets.

At a time when the pace of social change is quickening to provide improved health care for more of the American people, the AMA is attempting to deny medical care to seamen and other U.S. citizens.

It is ironic that at a time when the need for adequate medical care is so urgent, the AMA, a doctors association, advocates putting an end to hospital and medical care for seamen in USPHS hospitals and eventually the closing down of all USPHS facilities. The SIU, along with the rest of maritime labor has consistently opposed any changes which would weaken the Public Health Service program which was instituted for seamen and other U.S. citizens in 1798. Any attempt by the government or the AMA to abridge or eliminate the high quality medical care obtainable at USPHS facilities will be fought by the SIU and the AFL-CIO Maritime Trades Department.



# Cuba Blacklist Holds Firm At 237 During April-May

WASHINGTON—The United States blacklist of foreign-flag ships doing business with Communist Cuba held constant at 237 vessels during April and May, according to the latest report issued by the Maritime Administration.

Since the last MA report, one ship was added to the blacklist and one was removed after leaving the Cuban trade. The new addition was the 10,426-ton French-flag freighter Arsoine. The deletion was the 5,923-ton Pakistani-flag vessel Jhelum.

The Jhelum's owner, the National Shipping Corporation of Karachi, agreed not to allow the Jhelum or any other ships under their control to engage in commerce with Cuba. The action by the Pakistani company raises to 83 the number of ships removed from the blacklist since its inception in 1963.

In all, 823 western-flag vessels have agreed to avoid the Cuban trade during the last two years. The 237 ships, totaling more than 1.6 million tons, that remain on the list are mainly British-and

Lebanese-flag. Most of the major British and Lebanese companies have already agreed to the boycott.

Those that have not are the small tramp operators who find doing business with Castro more lucrative than equivalent U.S. trade. The blacklist denies U.S. government-generated cargoes to ships trading with Cuba. A measure introduced in Congress that would ban all ships in the Cuban trade from entering U.S. ports is meeting opposition from the State Department.

The Congressional measure, introduced by Congressman Paul Rogers (R-Fla.) has the support of maritime labor. The SIU has endorsed the International Longshoremen's Association's decision to refuse to load any ships that have visited Cuban ports.

# Scientist Proposes Undersea Colleges

NEW YORK—Tomorrow's student of oceanography may get his education on a campus whose buildings will be covered by barnacles, rather than ivy, according to a startling proposal recently made by a world-famous ocean scientist. The plan envisions students attending classes, doing research work and living in dormitories all located beneath the surface of the sea. In the event that our "Salty Joe College" of the future tires of the educational grind, he can pop up to the surface and relax at the ocean-side resort, planned to be part of a larger World Center of Oceanography.

Plans for a proposed \$10 million oceanographic and sea resort complex were unveiled by Dr. Athelstan Spilhaus, dean of the University of Minnesota's school of Technology and famed ocean researcher. The organization actually sponsoring the plan for the center is the Oceanographic Society, a non profit group which is dedicated to using sea research for the benefit of mankind.

Dr. Spilhaus' World Center of Oceanography would include not only a university, but also an associated research laboratory, and a sea resort located on a harbor. If the Oceanographic Society is successful in raising funds for the project, the center will be established in a coastal state.

### Booklet Tells Story

While Dr. Spilhaus and the society may sound somewhat visionary in their plans for the center, they have published an 80-page booklet which includes cost estimates, rough sketches of the buildings and other details of the project. According to the brochure, the Oceanographic Center will have a harbor to service research vessels. This installation would stay in touch with an underwater exploration facility which would be fully equipped with classrooms, living quarters, pressure chambers, fish corrals and submarine pens.

Overlooking the harbor would be the world's first full-fledged oceanographic university where students would prepare for bachelor, masters or doctoral degrees in the marine sciences.

According to the Oceanographic Society, the proposed center would play a key role in conducting research into ocean farming, undersea transportation and navigation, underwater survival, undersea exploration, weather control and obtaining power from ocean sources.

The World Oceanographic Center is definitely more than just a pipedream to Dr. Spilhaus and his associates. In a recent appearance before a group of New York industrialists to raise funds for the project, the Minnesota University professor urged that private industry should develop the vast resources of the ocean, instead of leaving the field completely to the government. "The ocean's bottom is at least as important as the moon's backside," he declared.



# Beef Box

By Robert A. Matthews, Vice-President, Contracts, & Bill Hall, Headquarters Rep.

In response to a number of inquiries concerning beefs recently settled by the Joint Clarifications Committee, we are again reprinting some of the important decisions made by this group.

One such question that was put before the committee regarded compensation for cleaning tanks.

**Problem:** Deck Department members were required to chip and remove pitchomastic from the bulk-heads of a cofferdam which had never carried water, oil, or any other product. The contract did not contain a provision covering this specific matter and the Company paid straight overtime to the Deck Department members who performed the work while on watch.

**Answer:** The Committee agreed that for any work performed in a cofferdam or void tank which had not contained water, oil, creasotes, etc., the men required to perform the work will be compensated at straight overtime for the watch on deck and at overtime and one-half for the watch below.

One question submitted to the committee for consideration regarded wages in reference to coastwise voyages, nearby foreign voyages, domestic articles and harbor payrolls.

**QUESTIONS:** Are crewmembers to be paid day for day regardless of length of voyage or payroll period when on coastwise voyages, nearby foreign voyages, on domestic articles, or on harbor payrolls.

**ANSWER:** Despite past practices and a clarification regarding coastwise articles of six-month's duration having been enacted at the May 29, 1962 meeting of the Joint Clarifications Committee, the above question had arisen. In consideration of the foregoing, the Joint Clarifications Committee unanimously agreed that sea men will be paid day for day on all ships on coastwise voyages, nearby foreign voyage, domestic articles, or on harbor payrolls regardless of the length of articles or payroll period and whether or not the afore-mentioned periods occur between termination of one set of foreign articles and the signing of the next foreign articles.

The Clarifications Committee also made this ruling on companies that are bidding for Penalty Cargoes.

In order to maintain a competitive position for the companies, it is unanimously agreed that in each case where a company is bidding for Penalty Cargoes, the company shall notify the American Maritime Association and request a waiver of Section 30 (c) of the Freightship Agreement, the Association shall then so notify the Seafarers' International Union which will give earnest consideration to the company's request. Upon agreeing to such waiver, the union shall advise the crew members of the specific vessel that the provisions of Section 30 (c) are waived for that lading and substituted in its place is the following:

"When sulphur in the amount of 25% or more of the dead-weight carrying capacity is carried on a vessel, each member of the unlicensed personnel shall be paid extra compensation of \$10.00 per voyage."

The following question was submitted to headquarters from Leo Feher aboard the Western Hunter and deals with the engine utilityman.

**Question:** "What are the duties of the Engine Utility?"

**Answer:** The Engine Utilityman shall be required to assist Engineers in all Engine Department work. All work that is overtime for Wipers during the regular working hours, with the exception

of repair work, shall be overtime for an Engine Utilityman when performing the same type of work. The Engine Utilityman may be required to replace any unlicensed member of the Engine Department when such member is sick, injured or missing. A Utilityman shall be required to have qualifications as Oilers, Watertenders and Firemen.

### Money Due

The Contracts Department is holding checks from the settlement of various beefs for the Seafarers listed below. These men are urged to pick up their checks from Headquarters or notify the department where the checks may be mailed.

A check for disputed overtime aboard the Robert Conrad is being held for Readus R. Wheelington.

L. Harvey has a check held for him for disputed overtime for tank cleaning aboard the Manhattan.

Disputed overtime checks for Edward Jensen, Robert Smith and George Stanley from a beef on the Hercules Victory are available at headquarters.

Checks covering transportation are waiting for Thomas Hanson, Edward Epinger and Donald Kershaw who sailed on the Valiant Hope.

Nicholas Sakellarides has a check coming to him for subsistence aboard the St. Lawrence.

A check resulting from the settlement of a transportation beef aboard the Ames Victory is being held for Ralph Jones.

The settlement of two beefs aboard the Niagara has resulted in checks for disputed overtime for Richard Neceman and Francis M. Greenwell; for disputed lodging for John Bennett, Joseph Cayou, William Knapp and Warren Weiss.

The department is holding checks for the payment of one day's wages on the Natalie for James Boone, Spiros Cassinis, Howard Gibbs, Alfred Kirkconnel, Jose Ortiguerra, Frank Valerie and Aldolph Vante.

Seymour Sikes has a check coming to him for disputed overtime aboard the Transorleans.

Checks for disputed overtime on the Penn Carrier are available for Earl Beamer and Walter Smith. A beef on the Seatrain New York over disputed lodging allowance has made checks available for Pedro Actuca, Francisco Bayron, Luis Cantino, Luis Cepeda, William Dooling, James Gleason, Eugene Langstrand, Ruben Negrón, Odd Olsen, Fred Paterson, Earl Resmondo, Francisco Rodriguez, Juan Rodriguez, Samuel Setliff and Alfonso Vallejo.

Settlement of a check for a restrictive dispute on the Transhartford has yielded a check for Thomas Gannon (or Gahnoa).

# The INQUIRING SEAFARER

**QUESTION:** Would you rather work the day watch or the night watch, and why?

**David C. Smith:** I prefer to work the day watch. It gives me



free time to watch the sunrises and sunsets at sea. I've seen many spectacular horizons while sailing. Also, of course, like most people I find that it is a great deal easier to sleep at night than during the day.

**Vagn Anderson:** I'd rather work at night. I like to be done by 9 A.M. Then when I finish I can go ashore and put some time in on the beach. I like to take the sun and air on my time off and so, naturally, I prefer to be off during the daylight hours. And I still have time to sleep.



**Antonio Romero:** I'd much rather work during the day. In the first place I'm used to it. In the second place, I sleep better at night because I'm used to that too. In addition, I would rather have my time off during the evening when most ports are livelier and more interesting.



**George H. Rowland:** I'll take the day watch. I'm preparing to take the Bar Exam next year and I find that I study better at night. I also find that it is sometimes somewhat difficult to make the switch-over to sleeping during daylight hours. I guess the body gets used to a routine.



**E. Pantoja:** I'll stick with the day shift. You get a better rest working days and sleeping nights. You have more energy and work more easily the next day. Also, I prefer to take my time off during the evening. I do my share of bouncing around and like to take a good sampling of the port nightlife.



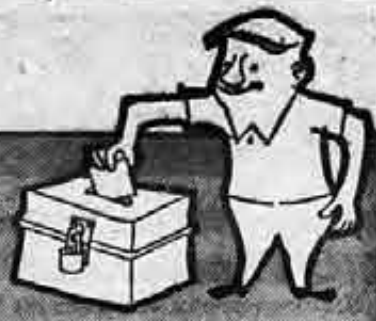
**P. Sernyk:** I prefer to work days, probably most of all because I really enjoy just taking it easy and relaxing all evening. Also, working days allows a man to keep his regular eating and sleeping patterns. Working nights can throw a guy off his normal schedule and this can prove uncomfortable.





**SPAD**

**Seafarers  
Political Activity  
Report**



**MONTANA AFL-CIO OFFERS DISTRICTING PLAN**—The Montana AFL-CIO is taking direct action to insure that the U.S. Supreme Court's landmark "one-man-one-vote" ruling is put into effect in the state. The labor federation has asked a three-judge federal court for permission to file its own proposed plan to reapportion the now unrepresentative state legislature. The judges have scheduled a hearing July 7 on two citizen suits—one asking that existing legislative districts be declared illegal under the U.S. Supreme Court's apportionment decision, and the second requesting that two existing congressional districts be outlawed. At a pre-trial hearing, the judges strongly indicated that they might issue their own reapportionment plan since the 1965 session of the legislature adjourned without acting on the issue, while the court was holding up action on the two lawsuits. The state federation's brief declares—that union members are predominantly urban residents and that existing malapportionment hurts urban voting strength the most. The court declared existing legislative districts illegal last January.



**MORE HOUSING CONSTRUCTION NEEDED**—The need for more U.S. housing was brought into sharp focus by Bert Seidman, AFL-CIO European Economic Representative, who spoke in Geneva before the Committee on Housing, Building and Planning of the Economic Commission for Europe. Seidman declared that the U.S. needs 2.5 million units of new housing per year if the real needs of the American people are to be met. He told the committee that last year U.S. housing starts totaled less than 1.6 million units. "Thus, we believe that housing output should be stepped up rapidly to a much higher level," he declared. Seidman explained that more housing construction would give employment to tens of thousands of workers now unemployed. "It would also move us more rapidly toward the realization of our national commitment to a decent home for every family," he said. The AFL-CIO representative said that although the Johnson Administration's housing proposals would move the country toward the achievement of our housing goals, they still are far short of the construction program supported by the labor movement.



**LABOR BACKS HIGHER TIRE STANDARDS** — Legislation that would protect the American motorist from unsafe and inferior automobile tires is being urged by the AFL-CIO. Calling for an end to the confusing "mish-mash" in the grading and labeling of tires, AFL-CIO Legislative Director Andrew J. Biemiller has urged Congressional action in setting up a system of basic safety and performance standards. In a letter to Senate Commerce Committee Chairman Warren G. Magnuson (D-Wash.) giving labor's endorsement of a uniform, federally enforced system of tire grading and labeling, Biemiller wrote, "We believe it is absolutely vital to the safety of the American people that all automobile tires conform to federal minimum safety and performance standards. The AFL-CIO legislative director charged that many new cars are equipped with unsafe tires which are not even adequate for normal use. He also said the "confusing mish-mash" in tire labeling and grading makes it impossible for the consumer to make an intelligent choice among competing brands. Buyers are not alone in attempting to figure out how safe a tire is or how long it will last, according to Biemiller. He declared that tire dealers were often completely unaware of the safety and performance features of the products they sold.

**LABOR ROUND-UP**

A three-year contract providing a wage-benefit package of more than 20 cents per hour has been won by the Textile Workers Union of America for the 7,500 synthetic fiber workers of the American Viscose Division of the FMC Corporation. The new contract covers workers in Lewistown, Marcus Hook and Meadville, Pa.; Parkersburg and Nitro, W. Va.; and Front Royal, Va. Under the terms of the new pact, American Viscose workers will get a two-step, 19 cent wage increase and a \$5 raise in monthly pension payments.



A new two-year contract with a 15 cent wage increase and other benefits has been won by the Cement, Lime and Gypsum Workers with the Ideal Cement Company of Cleveland, Ohio. The newly signed contract also has a new three-year supplementary unemployment benefit plan and a one-year extension of the pension agreement with new benefits. Other improvements include the liberalization of holiday policy and gains in vacations, group insur-

ance for employees and dependents and sickness and accident benefits. Local unions will now ratify the new pact.



The Potters Union has completed contract negotiations with seven chinaware manufacturing firms, winning wage raises of 14 cents per hour over a 32-month period for 1,800 employees who work in four states. The new pact provides a 5 cent per hour increase as of June 1, an additional 6 cents on Aug. 1, 1965, and 3 more cents on Aug. 1, 1967. The seven companies, which operate in New York, Ohio, Pennsylvania and West Virginia, also will increase payments to the union health insurance plan.



The Foundation for Cooperative Housing recently elected Secretary Joseph D. Keenan of the International Brotherhood of Electrical Workers and Secretary Boris Shishkin of the AFL-CIO Housing Committee as trustees at a meeting held in Washington, D.C.

**"Well Then—I'll Fight You!"**



SEAMAN  
SEAFARERS LOG

Battered and reeling from the beating it took from Congress, the public and some of its own members because of its blind opposition to Medicare, the American Medical Association has gone another few steps backward in recent weeks. The AMA's anti-progress guns, their barrels worn thin from overuse, have now been turned against the American seaman.

The AMA is calling for an end to hospital and medical care for seamen in USPHS hospitals. In a way, this move might have been expected because the AMA seems to automatically oppose anything that benefits the health and welfare of any segment of the American people.

The continuing and stubborn opposition of the A.M.A. to Medicare and its cynical proposal of a worthless "Eldercare" plan has already led to an alienation of the public.

Unable to compromise their own consciences with the hypocritical stand of the AMA on so many issues, many doctors who belong to the association are publicly divorcing themselves from the against-everything thinking of the AMA.

The USPHS hospitals have always provided quality medical care for the seaman. They are conveniently located in major U.S. cities and are immediately accessible to those who require medical care. The many thousands of seamen who have utilized these hospitals since their inception, and are alive and healthy useful citizens today because of the prompt and excellent medical care they received, is a testament to the value of these facilities.

As it did with its infamous "Eldercare" ploy, the AMA has sent up a series of trial balloons to hide the cynicism of its attack

on the health and welfare of seamen. The AMA talks vaguely of doctors "volunteering" to care for merchant seamen while at the same time fulfilling their military service requirements.

The AMA talks vaguely about insurance or prepayment programs which could provide hospital and medical care for seamen on a national or international scale. The AMA does everything, in fact, but talk sense.

The USPHS hospitals could be closed if merchant seamen were removed from their caseloads, the AMA reports. This is untrue because the USPHS hospitals provide care for a great many Americans besides seamen. But following the AMA's so-called thinking, it is clear that all the hospitals in America could be closed if all the sick and injured were turned out into the streets.

At a time when the pace of social change is quickening to provide improved health care for more of the American people, the AMA is attempting to deny medical care to seamen and other U.S. citizens.

It is ironic that at a time when the need for adequate medical care is so urgent, the AMA, a doctors association, advocates putting an end to hospital and medical care for seamen in USPHS hospitals and eventually the closing down of all USPHS facilities. The SIU, along with the rest of maritime labor has consistently opposed any changes which would weaken the Public Health Service program which was instituted for seamen and other U.S. citizens in 1798. Any attempt by the government or the AMA to abridge or eliminate the high quality medical care obtainable at USPHS facilities will be fought by the SIU and the AFL-CIO Maritime Trades Department.



# Jobless Pay Overhaul Vital To Nation's Welfare

WASHINGTON—The nation's unemployment system is "largely obsolete" and the cure is a modernized system combined with the country's newly-developed manpower training program. These are the conclusions of an analysis on the future of jobless compensation by Raymond Munts, assistant director of the AFL-CIO's Department of Social Security.

The report, entitled "A new role for jobless insurance" appeared in the June issue of the American Federationist, a monthly publication of the AFL-CIO.

Such a modernization—recommended by Pres. Johnson and embodied in the pending McCarthy-Mills amendments to the Social Security Act—would restore protections to jobless workers that have been eroded and "pump purchasing power into the economy to minimize recessions and aid economic recovery."

"The twin recessions of 1958 and 1961" exposed the existing federal-state jobless insurance program as "too fragile" to withstand a "major crisis" after 30 years of gradual deterioration,

Munts wrote, and the new "constructive manpower programs" offer the chance of reform that "promises to dovetail."

The "obsolescence" of the present jobless insurance program is indicated in several ways, the analysis says:

- All but two states, in 1939, provided maximum insurance payments of 50 percent or more of a jobless worker's previous weekly wage, but in 1965 only nine states provide insurance at that level. Twenty-five states offer a maximum benefit of 40 to 50 percent of weekly wages, 18 states have a maximum below 40 percent.

- "Disqualifications" have spread under state laws to deny or limit benefits to workers because of "misconduct" discharges, voluntary quits, pregnancy or other causes.

- An "experience rating" device attached to the tax system under which employers contribute to unemployment insurance funds has helped cut reserves, and states hesitate to impose special taxes not paid by competing employers elsewhere.

- Rapid technological change has created a class of "long-termed unemployed" who may have lost "a lifetime skill, a career," with loss of jobs, and these become "exhaustees"—those whose benefit periods have run out.

- Summed up, only four of 10 unemployed today are entitled to benefits under the varying state laws, and of each "five dollars lost through unemployment, only one dollar is returned to the income stream in the form of benefits."

Even worse, the Federation analysis points out, is the inconsistency of the jobless insurance program with the new manpower programs—training and retraining, area redevelopment, anti-poverty—in which people "are encouraged to upgrade themselves, to train and prepare" for substitute jobs or better jobs.

A middle-aged man who lost his

job in a closed southern weaving shed decided to enter a New Jersey school to learn a new skill, for example—and was denied jobless benefits because of his school attendance.

A Cleveland machinist went to West Virginia to discuss a new job and discovered his weekly benefit was cut in half, because Ohio law requires this for anyone who leaves the state even to job-hunt.

The Johnson Administration's proposal, expressed in the bill sponsored by Chairman Wilbur D. Mills (D-Ark.) of the House Ways & Means Committee and Senator Eugene J. McCarthy (D-Minn.), would give unemployment insurance "a new and more creative role" and correct the weaknesses "built into the system at birth," the Munts analysis says. It would:

- Require the states, in steps, to raise maximum benefits to two-thirds of the average state wage, with a benefit floor of one-half each worker's wage.

- Require a six-month benefit period under state law and extend federal benefits thereafter for another six months to the long-term unemployed, with benefits also payable while a worker participates in an approved training program.

- Expand coverage to about 5 million workers not now protected.

- Set limits on disqualification provisions under state law, both under the statutes and in application.

- Strengthen the financing by raising the taxable wage rate from \$3,000 to \$5,600 a year, repealing the "experience rating" feature that allows employers to cut tax liability, authorizing federal grants in aid to states with abnormally high benefit costs. The federal grants and extended benefits would be partly financed from general Treasury revenues, rather than special taxes, thus recognizing the national impact of high-level long-term joblessness.

## The Gulf Coast



By Lindsey Williams, Vice-President, Gulf Area

### SIU Represented At ILA Convention

SIU representatives were on hand last week as guests of the International Association of Longshoremen at their Fifty-Fifth Annual Convention of the South Atlantic and Gulf District. ILA delegates of locals from Savannah, Ga. to Brownsville, Tex. convened in Galveston, Texas from June 14 through June 18. Speakers at the convention included Teddy Gleason, ILA president; James Reynolds, assistant secretary of Labor; and H. S. (Hank) Brown, president of the Texas AFL-CIO.

The SIU, the Greater New Orleans AFL-CIO and the Texas and Louisiana AFL-CIO are supporting a "don't buy" campaign organized by Local 1175, United Packinghouse, Food and Allied Workers against Neuhoff Brothers Meat Packing company of Dallas, Texas. The campaign was organized after the Neuhoff Company refused to bargain in good faith with the Packinghouse Workers and was found guilty of a series of unfair labor practices by the National Labor Relations Board. Neuhoff markets its products in Texas and Louisiana under the following brand names: "Neuhoff's," "Tennessee Farm," "Lone Star," "Country Club," and "Super Right." All Seafarers and their families are urged to support the Packinghouse Workers by cooperating in this "don't buy" campaign against Neuhoff's.

The Louisiana legislature recently approved a "Two-Term" bill for state governors, permitting the state's chief executive to serve two consecutive four-year terms in office. This new law will go into effect only if the state's governors approve a constitutional amendment permitting the change. The amendment will appear on the ballot in the November, 1966 election.

At the present time the state constitution limits a governor to one four-year term. However, there is no restriction on the numbers of terms that a governor might serve, as long as there is a one-term lapse between re-election. If the amendment passes, the present incumbent, Governor McKeithen, will be entitled to run again in 1968.

Although the Louisiana AFL-CIO originally supported a tenure-of-office law that would allow a governor to run for office as many times as the people of the state chose to vote for him, the federation found the "Two-Term" amendment acceptable, calling the new measure "sound and workable."

Much of the controversy over the "Two-Term" bill was centered on the need for limiting the powers of the governor. The Louisiana AFL-CIO finds much of this concern is well-founded. The federation's president, Victor

Bussie, has been appointed a member of a special committee to study this matter, and a report containing recommendations on proposed changes will be submitted to the next regular session of the legislature.

Captain Richard E. McNeely, president of the Crescent River Port Pilots Association and a member of the New Orleans MTD, recently was elected skipper of the Propeller Club.

#### Mobile

Shipping has been on the slow bell in Mobile during recent weeks, but the outlook is expected to improve in the near future. Among the SIU oldtimers in the Union hall is deck department veteran William Wade who last sailed on the *Monarch of the Sea* on the Puerto Rican run. William Sellers is waiting impatiently for his FFD which he expects to get in the near future. He has been spending his time with his wife and children at their home in Chunchula, Ala., since he paid off his last ship, the *Alcoa Roamer*.

Bowman McNulty is currently chomping at the bit to get a chief electrician's slot. He last sailed on the *Oceanic Cloud*. After taking several trips to India aboard the *Transindia*, Oscar Cooper swears that he will grab the first pumpman's job to hit the board, no matter where it takes him. Harvey Ridgeway, who shipped on the *Jean LaFitte* as chief steward for the past few years, has been telling the boys that he wants to do a little cooking for a change.

#### Houston

Shipping activity in Houston fell off a bit from the previous period, but is expected to pick up again in the next few weeks. W. R. Collins has put in a month taking it easy on the beach and is now looking for a run to the far east. His last ship was the *Del Santos* which took him to South America and West Africa. E. R. (Buzz) Bryant recently piled off the coastal trailership *Beauregard*, and is now waiting for a long trip anywhere, "as long as she doesn't come back for a while."

R. C. Grimes tells the boys in the hall that he'll take anything that comes along. His last trip was on the *Santa Emilia* where he held a bosun's rating. R. A. Carter is all smiles since he got his FFD after being in drydock since March when he suffered a back injury on the *Aldina* in Bizerte, Tunisia. A. Perez has been telling his friends in the hall about the good trip he finished recently aboard the *Tamara Gulden* to Haifa, Israel. Perez has been shipping as chief cook for the last 25 years.

## Joint Effort To Study 'Black Current'

TOKYO—The Black Current, a warm and benevolent stream that circles the Pacific Ocean will this summer become the object of the greatest oceanographic survey yet undertaken.

The hundred-mile-wide swath of dark water that travels in a counter-clockwise direction along the edges of the Pacific from the South China Sea to the coast of California will be explored and probed by 27 research ships from seven nations.

The information collected by the study, which may last as long as four years, will most likely prove the most valuable to commercial fisheries. Weather studies, especially those relating to typhoon patterns, will also benefit greatly from the research.

Scientists from Japan, the United States, the Soviet Union, Hong Kong (Britain), Nationalist China, South Korea, the Philippines and South Vietnam will try to learn about the current's exact origin, the reasons for its color and water temperature, fluctuations in its course and its favorable influence on fish.

The study is being conducted by the United Nations Educational, Scientific and Cultural Organization through the Intergovernmental Oceanographic Commission. About 2,000 checkpoints for the collection of data will be established. The study will be divided between seven ocean areas, with four of them to be located in Japan.

The U.S. and the Russians will each supply three large, up-to-date oceanographic vessels. Japan will supply 15 smaller research ships. Data collection will include temperature measurements at the surface and at varying depths, salinity measurements, and studies relating to oxygen content of the water, nutrient salts, measurements of current flow, depth soundings, weather observations, plankton samplings and the collection of biological material from bottom samplings.

### St. Louis SIU Taxi Workers' Victory Celebration



St. Louis taxi workers and Seafarers celebrate recent victory by SIUNA-affiliated Transportation Services and Allied Workers Union Local 1 over Teamster raid bid. Joining the celebration (front row, l-r) are: Chicago port agent Frank (Scottie) Aubusson; SIU vice president Al Tanner; TSAW Local 1 president Lloyd Young; TSAW district secretary-treasurer Joe Abata; TSAW district president Dominic Abata; and SIU vice president Robert A. Matthews.





By Al Tanner, Vice President

and Fred Farnen, Secretary-Treasurer, Great Lakes

### Detroit Shipping Climbs

Shipping continues to improve each week of the season in Detroit. The S. T. Crapo, Huron Portland Cement Company, almost collided with a Canadian Laker the other day. Both vessels passed within inches of each other. One of our Patrolmen was aboard the Crapo at the time. He said the General Alarm was sounded and all hands hit the deck. No doubt the recent sinking of the Cedarville was still fresh in everyone's mind.

#### Buffalo

Shipping in this Port has remained pretty good and we are managing to fill jobs as they come in; however, we still have a shortage of rated men.

In a special meeting called by the Maritime Trades Department Buffalo Port Council, we met with the Directors of the Port Authority regarding the closing of two elevators in this Port, which would effect some six hundred jobs on the waterfront.

A sub-committee was formed to compile exactly what effect this would have on individual unions. From this data they will submit a brief to the Secretary of Agriculture in Washington in an effort to have the job situation in this Port improved.

#### Chicago

Shipping for the past period again has been exceptionally good, with most of the jobs going to the rated men. As predicted last season, we are short across the Board where rated men are concerned.

Those Seafarers who did not take advantage of the Winter lull are now seeking higher paid jobs going off the Board. If they had taken their upgrading exams as constantly suggested, they would now be in the position of making that extra dough. At this time, it only takes two days or so to complete the Coast Guard exams, and it is urged again that those on the beach make this important move.

## Labor Supports Longshore Job Security Bill

NEW YORK—Organized labor is giving its full support to the International Longshoremen's Association in urging that Governor Rockefeller sign into law a bill that would close the Waterfront Commission's longshore register.

The measure, introduced by State Senator Thomas Mackell (Dem.-Queens), was approved in both the State Assembly and the Senate, and is currently awaiting final action by the Governor. The ILA, fully supported by organized labor, has urged such legislation to improve job security and employment stability on the waterfront.

The Mackell Bill would close the longshore register now and end the Waterfront Commission's control over longshore employment three years from now by allowing the union to negotiate with management to set up hiring halls which would be administered jointly by the two parties.

Presently, longshoremen are hired through halls run by the Waterfront Commission. If the bill is signed into law by Governor Rockefeller, the ILA would be able to negotiate the improved hiring hall system during the 1968 contract talks.

SIUNA President Paul Hall wired the Governor, urging him to sign the measure.

"It is widely acknowledged that the closing of the longshore register is necessary to protect the security of longshore workers," Hall's wire said.

In Chicago, the most important function at this moment is the contract negotiation with Yellow and Checker Cab Company in behalf of the 6,000 cab drivers employed by these two companies. At a mass rally recently, Chicago Cab drivers unanimously voted to give the union the right to strike in the event of negotiation breakdowns. The strike apparatus is ready to move at a moment's notice, although at this time, it appears that a good contract is in sight. Negotiations will resume to that end.

Leon Striler has recently been discharged from the Veterans Hospital here in Chicago, and is the first SIU man to be entered and discharged from one of these facilities and the new system. We all join in passing our respects and regrets at the passing away of Mr. David Lasky, Sr., the father of Dave Lasky, Jr., Chicago resident and shipper.

#### Frankfort

The shortage of rated men in the Port of Frankfort remains a problem. As soon as an AB appears for registration, he is shipped out. The Ann Arbor ferries are preparing for their summer schedules and will be putting extra Porters and Maids on all operating vessels within the next few days.

Arnold Transit Company contract negotiations are continuing and a meeting was held on June 16, 1965 in St. Ignace, Michigan.

Gt. Lakes District members were saddened by the unexpected death of Harry G. Willey, Book No. 8837, June 11th, 1965. Harry was the 8-12 Fireman on the SS City of Green Bay.

#### Alpena

Shipping in the Port of Alpena has kept a steady pace with very few members registered on the Board. Ronald Byers and Larry Johnson are back in the Hall waiting for that certain ship, after spending quite some time on the U. S. Gypsum and Steamer H. N. Snyder.

There are a lot of new faces in this Port, but they don't stay long before they too are shipped out.

#### Cleveland

Although shipping has slowed down in this area for entry ratings, AB's, Firemen, and Oilers are having no difficulty in getting jobs. Since the first of March, this Port has issued a total of 357 clearances for both permanent and temporary jobs, and we have not reached the mid-season mark as yet.

### Lakes Benefit



Death benefit check for SIU Great Lakes member Alex Schneider was received recently by his brother Joe Schneider, shown here with his wife.

### Affects States Bordering Lakes

## Low Lakes Water Levels Hinder Industrial Growth

CHICAGO—The continuing shipping crisis caused by low water levels in the Great Lakes may put a damper on future industrial expansion in the states bordering on the Lakes, an iron ore executive warned at recent hearings of the International Joint Commission.

The low water levels has raised the cost of delivering iron ore from the Lake Superior mines to the steel mills because ore ships must travel with lightened loads, Robert W. Taber, the iron company executive said.

Taber warned that low levels were catching up with most ships and putting a dent in their earnings, as well as providing a handicap in the competitive battle against foreign ore imports.

"As the companies add up all the competitive factors to be con-

## SIU Fights Proposed Waterway 'User' Tax

WASHINGTON—The SIUNA has voiced its strong opposition to the Administration's proposal for a two-cent-a-gallon tax on fuel used by the nation's inland water carriers.

The SIUNA's 12th Biennial Convention, which ended June 1 in Washington, declared that the waterway user tax "would place a destructively heavy burden upon the inland water carriers" by reducing the already slim competitive advantage they enjoy over truck and rail transportation.

The waterway user tax is a recurrent theme brought up regularly by both Democratic and Republican Administrations. In the past these proposals have been on each occasion defeated by Congress.

The tax, recently called for by President Johnson in a message to Congress, would cost waterway operators an estimated \$8 million annually.

The nation's railroads are plugging hard for passage of a waterway user tax as part of their continuing campaign to downgrade and undermine the inland water carriers.

#### Inherent Savings

Inland water carriers have been able to withstand the competition from the railroads because of the fact that bulk cargoes, both dry and liquid, can be moved more cheaply by barge than by any other mode of transportation.

The user tax would cut this competitive advantage however, and allow the railroads to wind up their well-oiled rate-cutting machinery to force the inland water carriers out of business. With the field to themselves, the railroads would then be free to boost their rates to whatever the traffic would bear, which would be almost anything they decided to charge since they would have virtually no competition.

## Urban Bill Would Aid Big Cities

WASHINGTON — The Urban Affairs bill, designed to give the millions who live in the nation's sprawling cities a voice at the highest level of government, passed the House on June 16 by a vote of 217 to 184, the closest majority yet given the Administration on a key measure.

The bill will create a Department of Urban Affairs in President Johnson's Cabinet to oversee and provide aid to the cities on such vital items as transportation, housing and redevelopment. The department would become the 11th Cabinet-level agency.

Republicans generally voted against the bill, with the exception of eleven Congressmen who came mainly from big city constituencies. A similar bill was defeated in the House three years ago during President Kennedy's administration.

Rather than create an entirely new department, the bill would raise the present Housing and Home Finance Agency to the Cabinet level. That agency already oversees most of the Federal Government's housing and mass transportation programs.

The most likely candidate for the Urban and Housing Affairs Cabinet post is Robert Weaver, the present head of the Housing and Home Finance Agency. If President Johnson selects Weaver for the job, he will become the first Negro to have a Cabinet seat.

The House-approved bill will now go to the Senate, where it is assured of a comfortable majority.

## Special Ships Seen Useful In Alaskan Trade

WASHINGTON — A survey of the usefulness of Alaska ports, many of them severely damaged in last year's earthquake, by the Maritime Administration has pointed to the use of large submarine tankers, hydrofoils and surface effect craft in the future.

The Marad report, called the "Survey of the Ports of Alaska," said that the dock facilities of the nation's largest and most remote state have an importance far greater than their size would indicate. With only rudimentary rail and road communications, Alaska is heavily dependent on sea traffic for the bulk of its trade.

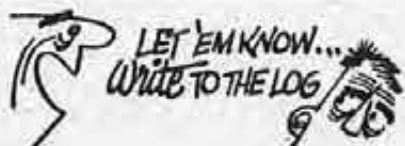
Big submarine tankers, able to operate beneath the ice packs, would play a role if the state's petroleum resources were sufficiently developed. Channels could be excavated through the use of nuclear energy, the report said. Shallow ports could greatly increase their tonnage handling capabilities through the use of hydrofoils and surface effect ships.

The long range recommendations of the survey include pre-planning and site reservation for up-to-date port areas and port-related industries and the planning of port facilities someday able to handle an increase in the export of natural resources from Alaska.

## Matson To Get Modern Facility In Portland, Ore.

PORTLAND, Ore. — A \$1.2 million modernization program of the SIU Pacific District-contracted Matson Navigation Company's containerized freight facility here is scheduled to begin this fall for completion by late summer next year.

Designed to serve the Matson service between the Northwest and Hawaii, the modernization program will be completed in three major stages. This will include installation of several special cranes designed to handle the type of containers Matson uses at its San Francisco, Los Angeles and Honolulu terminals, reinforcement and docks, and paving and fencing a large area for parking and storage of Matson containers.





# Wage-Hour Law Amendments Called Key To Poverty War

(Continued from page 7)

er, it pointed out, would constitute a "massive attack on poverty from two directions" — one by raising minimum wages and covering more workers, the other by spreading employment through a shorter workweek and penalty doubletime pay for overtime.

"It is bad enough to have 3.5 million unemployed and millions more who can find only part-time work," the federation presentation continued. "It is even worse" that 30 percent of the 7.2 million families rated as "poor" in 1963 "had a full-time worker who as trying to pay the bills" yet these 2 million workers "were unable to support themselves and their families from their earnings."

"We do not believe any employed worker should be forced on the welfare rolls to survive" or that "taxpayers' money should be used as a subsidy for low-wage employers," it declared.

The statement observed that the reasons for a \$2-an-hour minimum could be drawn from the economic facts. The present \$1.25 an hour amounts to \$50 a week, \$2,600 a year, for a worker employed full time, whereas the official Social Security Administration's "poverty budget" now requires a borderline annual income of \$3,130 for a family of four.

The "modest but adequate" budget for a family of four, it continued, "amounts to \$6,418 a year at today's prices, or better than \$3 an hour for a 40-hour week."

A \$2 wage would be at least "a realistic step forward," and anything less is "legislated poverty," it stated.

The "myth" that a higher minimum wage may "cut down job opportunities or drive enterprises out of business" deserves to be exploded, the statement said. The detailed analysis filed with the subcommittee pointed out that a 1964 Department of Labor report on effects of 1961 minimum wage law improvements showed "no dis-

cernible effect on the nationwide level of employment in the industries affected" and "no rise in layoffs in low-wage industry groups." There has never been a time when the Labor Department has had any economic "damage" to report as a result of an increased minimum wage, the AFL-CIO added.

On coverage, the Meany statement pointed out that Administration proposals would for the first time bring some 4.6 million of 13 million left-outside workers under minimum-wage protection, but that this would still allow big enterprises to escape coverage of certain small units of their operations. "We think this is inequitable," the AFL-CIO said, in urging a language change to blanket in 800,000 additional workers.

On overtime pay rates, the federation statement said bluntly, "we want to discourage overtime" by raising the penalty pay to doubletime rather than time and a half.

No one can predict how many jobs would be directly created by a doubletime provision, Meany's statement said, but the overtime now worked is estimated as the equivalent of 1.5 million fulltime jobs, "and it is our conviction that doubletime will discourage employers from scheduling overtime."

The federation was emphatic in urging the subcommittee to consider a statutory 35-hour workweek not because 40 hours is "too long" but because soon, "even under the most favorable circumstances, there simply won't be enough 40-hour jobs to go around." Existing unemployment would probably be reduced to a "reasonable minimum" if Congress should pass all the job-promoting measures now pending, the statement said, but it would offer "only a breathing-spell" because of the "undiminished growth of the labor force and the inexorable advance of automation."

The attitude of official business spokesmen is one of "doom and gloom," it observed, about the

"horrifying impact of a 14.5 percent wage increase, which would be the result of cutting the workweek to 35 hours while maintaining earnings."

"No one is proposing such drastic action," the AFL-CIO said. "Manpower productivity is now increasing at about 3.5 a year . . . and simply by reducing hours in that proportion, we could have a 35-hour week in less than five years."

"Education is important, and wiping out discrimination is important," the Meany statement emphasized to the subcommittee, but "poverty will not be ended until there are jobs at good wages for all."

## Motorboat Competition Hits Gondoliers

VENICE, Italy—The unwritten law of the modern age that says that everything must get bigger and faster if it is to survive is beginning to find application on the watery boulevards of this city, and the gondoliers don't like it one bit.

The men who man the sweep oars on the small, graceful and romantic craft that have made Venice famous are slowly being forced out of business by motorized water taxis and big tour boats that carry 50 or more passengers. To fight back, they have threatened to motorize their own craft.

Venetians haven't ridden in gondolas for ages. The main bulk of gondola business comes from tourists. The visitors, it seems, would rather ride in the bigger, speedier boats that offer a bus-like tour of the historic points of Venice.

Part of the problem has to do with price. The gondoliers charge in the neighborhood of \$5 an hour — about the same charged for a handsome cab ride in New York's Central Park. The cost is too high for almost all Venetians and for many of the new crop of budget-minded tourists now traveling in Europe.

In the 16th century, the city had more than 10,000 gondolas; today there are less than 500. To ease their plight, the gondoliers are asking for some sort of subsidy from the city fathers so that they can continue their service without resorting to becoming motorized water taxis.

They are counting on the fact that the city realizes that a Venice without gondolas would be like a Rome without fountains or a Paris without the Eiffel Tower.

## Quitting Ship? Notify Union

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



By Frank Drozak, West Coast Representative

## Key Bills Before Calif. Legislators

With the 1965 session of the California legislature fast drawing to a close, members of both houses still have to take action on a number of key measures of vital importance to the labor movement. One of labor's top priority measures, the Citizens Job Protection Bill has been pigeon-holed in the Assembly without much hope for positive action by the close of the session.

Another important bill, providing for increased revenues for the troubled state disability insurance fund is stalled in an Assembly-Senate conference committee. Observers aren't too optimistic about a vote being taken to break this deadlock. Members of the California AFL-CIO are also extremely dissatisfied with the plainly inadequate Unemployment Insurance bill that has emerged from the Assembly Finance and Insurance Committee. If the committee votes to approve the committee's bill, which is now on the floor, the state's unemployed will be shortchanged for years to come.

The Sacramento legislators have acted on the Limited Workmen's Compensation bill after a blue ribbon study commission had spent a great deal of time in drawing up recommendations on this important problem. Unfortunately, the lawmakers missed the boat again, making only two important changes in the current workmen's compensation set-up, and ignoring several other significant suggestions made by labor and the study commission.

### San Francisco

The shipping picture in San Francisco continues to remain good as the *Ames Victory*, *Ocean Evelyn* and *National Seafarer* crewed up during the past two weeks. Prospects for the future continue to look good with at least eight ships due to arrive from the east and far east in the coming period. There is a need for rated men in the deck and engine departments as well as for entry ratings in all three departments.

Among the SIU oldtimers visiting the hall lately has been J. Carroll who has been making the runs to Japan as AB or DM. He told us that he'd like a change of scenery and will hold out for a trip to the east coast after being California-bound for so long. E. R. Ray, veteran cook, arrived in port after coming up from Houston to catch the *Natalie*.

### Wilmington

Shipping activity slowed down in Wilmington during the past period, with little change likely in the near future. During the past two weeks the *Fairport* paid

off and the *Montpellier Victory*, *Yorkmar*, *Los Angeles* and *Portmar* stopped in-transit.

Carter Chambers, an SIU pensioner who lives in the Los Angeles area, dropped in the hall recently to talk over old times with some of his former shipmates. Chambers said he was very happy to have the opportunity to come over and visit regularly with his old sailing buddies. Fred Lynum is back in town visiting with his family. He just finished a six-month trip as cook on the *Western Hunter*.

### Seattle

Shipping activity has been on the upswing in Seattle and the future continues to look pretty bright. Ships paying off recently were the *Penn Sailor*, *Robin Hood*, *Henry Hudson* and the *Cottonwood Creek*. In addition, five ships stopped in-transit.

John Carey, who last shipped on the *Western Clipper* as an AB, told us that the thing he appreciates most about the SIU Welfare Plan, is the help it gives his parents. Carey is currently sitting tight for a good run to the far east.

## Seafarers Covered By War Risk Insurance

NEW YORK—Seafarers are covered by an agreement with SIU companies that provides SIU members with war risk insurance and area bonuses should they sail in the officially designated Vietnamese com-

bat area. The shipping operators have signed an agreement in accordance with Article II, section 66 of the Collective Bargaining Agreement which calls for the negotiation of bonuses and/or insurance upon official announcement of a specific area as a combat zone. President Johnson signed an executive order on April 25, 1965 designating Vietnam and adjacent waters as a combat zone.

After describing the official combat zone with exact coordinates, the agreement provides that a seaman who is employed on a vessel in the designated area shall receive an area bonus of one hundred percent of his base monthly rate of pay, which will be paid in addition to his regular wages.

According to the agreement, the shipowner must also pay for the cost of insurance to cover a seaman for the length of time spent in the combat zone. The schedule of payments for this insurance

will be \$20,000 for loss of life, disability, dismemberment or loss of functions. The policy will pay \$500 for loss or damage to personal benefits.

If a vessel is attacked, fired upon or struck by a mine of either belligerent, the agreement provides a vessel attack bonus of \$300 will be paid to each crewmember. Physical damage to the ship or injury to a crewmember must result from the attack if this bonus is paid. Only one attack bonus will be paid per voyage.

The agreement also holds that unlicensed crewmembers will be paid \$200 as a harbor attack bonus if a harbor within the combat zone is attacked while a vessel is visiting it. The payment of a vessel attack bonus as a result of a ship being struck while in a harbor precludes the payment of the harbor attack bonus.

The provisions of the agreement are retroactive to 12:01 A.M., April 24, 1965.

## N.Y. Senate OKs Barge Canal Takeover By U.S.

NEW YORK—The New York State Senate has voted to turn over the New York State Barge Canal system to the Federal Government. The future of the system is still in doubt however, because the bill authorizing the turnover must still clear the Assembly and the Federal Government must agree to accept the facility.

The bill authorizing the transfer cleared the Senate by a vote of 33 to 23. Governor Rockefeller has not yet taken a public stand on the issue either, and his approval is necessary under the 1959 amendment to the state constitution which makes the turnover possible.

The 500-mile inland waterway system has been described as so greatly in need of repairs and improvements that the state would have to spend anywhere from \$100 to \$200 million to put it in condition once more. Turned over to the Federal Government however, federal funds would be available to rework and modernize the system, which would bring about an upswing in inland waterway business in the state and benefit many

segments of the community with cheaper freight rates and improved accessibility to state and national markets.

The canal now carries about three million tons of cargo yearly, the bulk of it petroleum products. It extends from Lake Erie at Buffalo to the Hudson River at Troy. A northern branch runs to Lake Erie at Oswego. Another branch, the Champlain Waterway, extends to the St. Lawrence River at Montreal.

Expansion of the canal under federal jurisdiction would allow barges to travel across its length in tandem. Currently, barges can transit the locks and curves of the canal only in single file. By widening the canal and making other improvements, experts believe that traffic can be raised an average of three percent yearly. The savings involved in transportation would amount to \$27 million a year, it is felt.



**SEAFARERS PORTS OF THE WORLD**

**SIERRA LEONE**



The atmosphere of Freetown is a relaxed one by Western standards. The nation's economy is built on a growing trade in iron and diamonds.



Freetown's small shops contain many handcrafted articles, with much of the work done outdoors on the shops' doorsteps under the African sun.



Old frame structures line a street in one of Freetown's older business districts. Modernization is slowly changing the face of the city.

Freetown, the capital city and chief port of the small West African state of Sierra Leone, is a busy trade center with its economy built on the twin foundations of diamonds and iron, the nation's two main resources.

Discovered by the Portuguese explorer Pedro de Cintra in the 15th century, Freetown was settled in 1787 by the English. De Cintra is responsible for the name Sierra Leone—Portuguese for Lion Mountains.

Sierra Leone's most precious resource are the diamonds mined out of her hills. Iron ore plays the next most important role in the economy, followed by palm kernels, coffee and cocoa. Among the SIU-contracted companies with vessels in the Freetown trade is Delta Line.

Freetown's small shopping and entertainment area is located about three miles from the Queen Elizabeth II Quay, and may be reached by taxi. Seafarers whose vessels anchor in the harbor will find the Government Wharf within easy walking distance of the downtown area. The principal thoroughfare, two blocks in from the harbor, is Westmoreland Street. Other principal commercial streets in the city are Howe, Rawdon, Gloucester, Charlotte and Wilberforce.

The Paramount Hotel on Government Avenue is the best and most modern hostelry in town. About a mile and a half from the city's center, on Mereweather Road, is the Government Resthouse which has a good restaurant and bar. The Odeon Cinema, a movie theatre that shows English-language films, is located on Westmoreland Street. The city's other movie house, the Cotton Tree, is located on Walpole Street. Both theatres are air-conditioned.

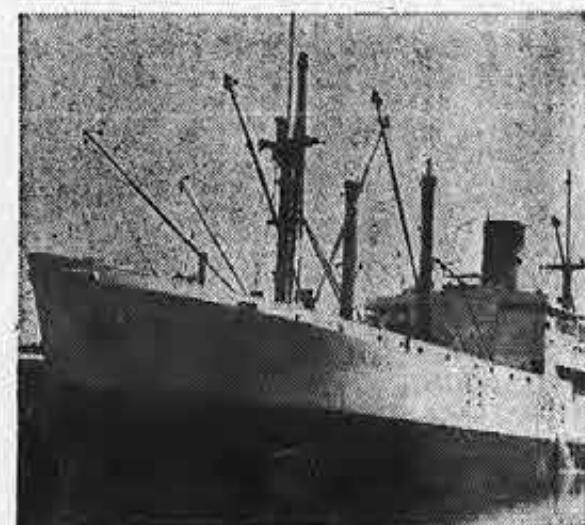
Among the relatively few tourist attractions in Freetown are the Old Wharf Steps built in 1818 and known as the Portuguese Steps and the Cathedral of St. George on Water Street. A small museum with artifacts and displays showing the history of the nation can be found in Pademba Road.

West of Freetown can be found many fine ocean beaches, where swimming, fishing and skin-diving are all reported to be excellent. At the far end of Lumley Beach, eight miles or so west of Freetown, the Palm Beach Club and the Cape Club serve meals.

Diamonds are Freetown's speciality, and other locally produced and finely made handicraft goods may be found in the bazaar quarter of the city.



A woman of the Susu tribe performs an intricate and spirited dance.



SIU-manned Del Rio makes regular stops at Freetown.



SIUNA Alaska Fishermen Protest Illegal Fishing

# Japanese Salmon Raids Continue In North Pacific

JUNEAU, Alaska—Japanese high sea fishing boats are continuing to raid red salmon schools in the Bristol Bay area despite a warning by the SIUNA-affiliated Alaska Fishermen's Union of a total boycott of Japanese goods if the practice persists. The warning was given in the form of a resolution, which was endorsed unanimously by convention delegates at the SIUNA convention which ended in Washington early this month.

The Bureau of Commercial Fisheries announced last week that a Bureau inspector aboard a patrolling Coast Guard aircraft had discovered five Japanese gillnetters operating east of the "abstention line" created by the North Pacific Fisheries Treaty. The USCG cutter Wachusett was ordered to intercept the Japanese boats.

Salmon Scaree

Alaska's Bristol Bay red salmon fishermen have had their livelihoods threatened by the continuing Japanese encroachments east of the line, which was created to allow a sufficient number of Bristol Bay salmon to reach maturity so that commercial fishing operations in Alaska could continue.

Repeated violations of the Treaty by Japanese fishermen have depleted the stocks of immature salmon and have threatened the very existence of the Alaskan fishing and canning industry. The Japanese, using gillnets and other gear which American fishermen are forbidden from employing, have taken enormous quantities of salmon within recent years.

The Coast Guard reported the incident to Washington, where the State Department said it would await a formal report before taking the matter up with the Japanese Government. According to the provisions of the treaty, violators are supposed to be turned over to their own nations for punishment. A spokesman at the Japanese embassy in Washington said that if the violations are found to be legitimate, appropriate action will be taken.

The delegates to the 12th

biennial convention of the SIUNA recently concluded in Washington, passed a resolution urging the "government of Japan to intercede to prevent the Japanese fishing fleet from entering the defined area during the defined period," and urging the U.S. Government to pass appropriate legislation "without delay to prevent a recurrence of this and similar fishery problems."

The resolution warned that "should Japan persist in her

efforts to take American salmon in the defined area and defined period, the Seafarers International Union of North America" should "go on record to endorse and support a boycott of Japanese imports."

The SIUNA resolution was sponsored by president George Johansen of the Alaska Fishermen's Union and President James D. Ackert of the Atlantic Fishermen's Union.

SIU Supports House Measure

## Bill Would Give Fishermen Voice In Sale Of Catch

WASHINGTON—The SIU has taken a strong position in favor of legislation before the House which would guarantee American fishermen a fair price for their catch by allowing them to bargain collectively with fish wholesalers at the dock.

Testifying recently before a subcommittee of the House Committee on Merchant Marine and Fisheries, SIU Washington representative Thomas Meyer spoke on behalf of seven SIUNA affiliated fishermen's unions in favor of a bill, (H.R. 3955) introduced by Representative Thomas Pelly (D-Wash.)

At the present time, fishermen have no voice in negotiations between the boat owners and wholesalers in establishing a fair price for their catch. Under present law, the Justice Department has ruled that participation by fishermen's organizations in these negotiations constitutes a violation of the Anti-Trust laws.

Urging support of the bill on behalf of the SIUNA and its affiliated fishermen's unions, Meyer pointed out that H.R. 3955 would

"enable American fishermen to earn a just return for their labors by permitting them to negotiate a fair price for their catch."

"All other sectors of the fishing industry ashore have a right to bargain for their wages," Meyer pointed out, "but not the men who go to sea. We consider this manifestly unfair to the fishermen upon whose productivity and efforts the entire industry is dependent."

Meyer spoke on behalf of the Alaska Fishermen's Union, Atlantic Fishermen's Union, Bering Sea Fishermen's Union, Cannery Workers and Fishermen's Union of San Diego, New Bedford Fishermen's Union, Seine and Line Fishermen's Union of Monterey County and the Seine and Line Fishermen's Union of San Pedro. A representative of the Alaska Fishermen's Union was also present at the hearings and he gave full support to the proposed legislation.

### Discussing East Coast Fishing At Convention



Delegates from SIUNA-affiliated fishermen's union's got together with Congressman Hastings Keith (R-Mass.) during the 12th Biennial SIUNA Convention in Washington to discuss a bill Keith has introduced into the House to create a \$50 million a year program to explore and develop the fisheries, minerals and other natural resources of the Continental Shelf along the East Coast. Shown above (l-r) are Keith; Jacob Ostensen of the New Bedford Fishermen's Union; Austin Skinner, New Bedford Fishermen's Union and Jim Ackert, Atlantic Fishermen's Union.

Your SIU Clinic




By Joseph B. Logue, MD, Medical Director

### How To Get Around The Devil's Elbow

When a stranger in western Pennsylvania wanted to go from Saltsburg to New Alexandria, he was directed to go out past Mother Murray's cabin, up the Muttontown Hill, around the Devil's Elbow, and then to turn left just past Snodgrass's barn. To a native, these directions seemed crystal clear. "You can't miss it," he told the stranger.

One could easily transpose these directions into some of the instructions given patients at the end of visits to their physicians, as reported in MD COLUMN of Group Health Association of America, Inc. If patient and doctor were both "native" to the areas of health under discussion, the directions would be meaningful and the route to cure just "couldn't be missed." On the other hand, the patient and physician all too often do not fully communicate with each other, even when a set of directions seemed clear at the time they were given. When it comes to doing what is called for, confusion arises.

Under the tense situation of the office visit, with all of its stresses and anxieties, the patient frequently cannot voice his real complaints and may only listen to part of the directions. Mothers with small children are likely to be distracted while trying to listen. The physician, too, finds his interest divided among the patient, the condition under treatment, and the complexities of the remedy.

There is no intent on the patient's part to deceive the physician by only telling part of his troubles, nor on the physician's part to confuse the patient by a series of less-than-intelligible directions. The situation of the office visit is in itself booby-trapped by anxieties, false assumptions of mutual understanding, the tyranny of words, and the complexity of modern-day medicine.

The best results of the visit will come only if each party to the conversation establishes that the patient and doctor not only talk the same language but know the landmark — can recognize Snodgrass' barn as well as distinguish right from left.



#### VACATION TRAVEL TIPS

The Public Health Service recently issued its annual reminder that for entry or reentry into the United States, a valid certificate of vaccination against smallpox is required. Dr. Louis Jacobs, Chief, Division of Foreign Quarantine, said, "We urge all international travelers to arrange for vaccinations as soon as their plans are made, because vaccinations do not provide immunity until several days after they are received."

All travelers who enter the U.S., including Americans returning to this country, are required to have a valid certificate of vaccination against smallpox. The vaccination certificate becomes valid eight days after successful vaccination, and is valid for three years.

Vaccinations should be recorded on an International Certificate of Vaccination document which can be presented to public health quarantine officials here and

abroad. To be accepted for international travel, vaccination certificates must be validated with the stamp of the local or state health officer of the area in which the immunizing physician practices.

The only other immunization requirements for entry or reentry into the U.S., is vaccination against yellow fever and cholera for persons arriving from countries where there are cases.

The Public Health Service, however, also recommends that immunization against tetanus, diphtheria, and polio be brought up to date, and suggests immunization against typhoid for most international travel.

Even though the smallpox vaccination for all areas, and yellow fever and cholera immunizations for some areas, are the only ones required, the above recommended precautions can assure a more healthful and safe trip.

**SEAFARERS AND THEIR FAMILIES CAN OBTAIN THESE VACCINATIONS AT NO CHARGE AT THE SIU CLINICS LOCATED IN MOST PORTS.**

### Hospital-Bound? Bring Discharges

Seafarers are again reminded to bring their discharges when they check into stateside hospitals, so that eligibility for SIU hospital benefits can be readily established and payments can be made promptly. A number of instances have been reported recently, especially in the outports, where Seafarers in the hospital have neglected to bring sufficient proof of seafaring with them, causing delays in benefit payments. Whenever possible, Seafarers should have discharges available showing at least one day's seafaring in the last six months plus 90 days in the last calendar year.

### SIU Clinic Exams—All Ports

EXAMS THIS PERIOD: April 1 - April 30, 1965

Port	Seamen	Wives	Children	TOTAL
Boston.....	7	0	1	8
Baltimore.....	111	26	27	164
Jacksonville.....	20	0	0	20
Houston.....	157	1	0	158
New York.....	355	45	40	440
Norfolk.....	36	0	0	36
Philadelphia.....	63	24	7	94
Tampa.....	8	3	0	11
San Francisco.....	97	3	0	100
New Orleans.....	223	18	18	259
Mobile.....	86	3	1	90
*San Juan.....	10	16	13	39
<b>TOTAL.....</b>	<b>1,173</b>	<b>139</b>	<b>107</b>	<b>1,419</b>
*3/21/65 to 4/20/65				





Pearl dealer above uses a simple mechanical device to grade natural pearls according to size. In spite of the recent growth of a big cultured pearl industry, most notably in Japan, a necklace of carefully matched natural pearls is still a much sought-after prize for those with the money to spend.

## Persian Gulf Wealth Includes Oil, Pearls

Beneath the warm waters of the Persian Gulf oil port of Bahrain lies another treasure that is, in its own way, more valuable than the vast petroleum deposits which have brought many SIU-contracted tankers to that part of the Middle East.

The other treasure is pearls.

Though the pearl industry has been in decline in recent years because of the development of a cultured pearl industry in Japan, the "fish eyes," as the Bahrainis call them still manage to bring about \$500,000 yearly. Before 1930, pearls contributed \$8 million yearly to the Bahrain economy.

Despite the sweeping modernization of Bahrain caused by the discovery of oil, pearl diving techniques have changed little over the last three thousand years. Two thousands years before Christ, the Assyrians searched the area for pearls.

The pearls are gathered by expert divers who work from dhows — the traditional Arab small craft. Boats collect from the many small fishing communities at the start of each pearling season and head out to the oyster beds. The divers, wearing nose clips made of bone or tortoise shell, attach ropes about their waist and to their feet. The foot rope is attached to a heavy stone, used as a weight.

### Divers Go To 80 Feet

The diver has a basket hanging around his neck to put the gathered oysters in. He is lowered by his waist rope to a depth of 60 to 80 feet. The diver is completely dependent on his "puller," the crew member who holds the other end of the rope about the diver's waist.

When the diver reaches the bottom, the weight around his leg is removed and pulled to the surface. From that time on, he is completely dependent on his waist rope. The average Bahrain diver is able to stay below for up to three minutes. In that time, he can gather and place in his basket about ten oysters.

The shells gathered in the basket are taken back aboard the dhow by the diver. On deck, before all crew members, the shells are opened, and any pearls found are given to the captain. On reaching port, the pearling boats wait for itinerant buyers to come aboard. Prices for the pearls are then set confidentially between the buyer and the captain to discourage haggling.

The proceeds are then divided among the crew according to an established formula. The pearl divers take special pride in their work. They cooperate with each other and are known for their courage in the face of bad weather, man-eating fish and other dangers.

### Cultured Versus Natural

The difference between cultured pearls and the natural pearls found in the Persian Gulf and other places depends on how the pearl itself is created by the oyster. The making of a pearl is a fascinating process.

It begins when a grain of sand or other foreign substance enters the open shell of the oyster. The sand particle irritates the shellfish, which emits a substance to neutralize the irritant. Gradually, the substance released by the oyster builds a hard coating around the original irritant.

With time, depending on the size of the oyster, the little globe grows larger and larger. Thus a pearl is formed. In cultured pearls, the oyster is opened when it reaches a certain age and the outside irritant is introduced by man. Cultured pearls have come to overshadow, in volume if not in quality, the natural pearls obtained in the South Seas.

Natural pearls bring a greater return, however, since they are more highly prized. A necklace made of matched natural pearls, for instance, will bring a much higher price than a similar necklace made from cultured pearls.

# Supreme Court Ruling Limits Unions' Anti-Trust Immunity

WASHINGTON—The Supreme Court has sharply limited the area of union immunity to charges of antitrust law violations in bargaining on wages, hours and working conditions.

In parallel decisions viewed by labor lawyers as opening both unions and employers to multiple lawsuits and damage

claims, the court held that antitrust immunity does not exist if a jury finds from "clear evidence" that the union "has agreed with one set of employers to impose a certain wage scale" on employers "in other bargaining units."

The AFL-CIO, though not directly involved, viewed the cases of major importance and intervened as friend of the court in a brief urging the court to uphold the immunity doctrine previously considered to be spelled out in the labor law expressly approved by Congress.

The key decision, involving the Mine Workers and a small coal company, sent back for trial in U. S. District Court in Kentucky an antitrust law suit for triple damages against the union. The company charged that in a multi-employer contract with the Bituminous Coal Association, involving automation, wages and welfare-fund payments, an agreed purpose was to drive out smaller competitors by imposing the same wage and welfare-fund requirements.

The 6-3 majority opinion was written by Associate Justice Byron R. White.

In the second case, involving the Meat Cutters and the Jewel Tea Co. in Chicago, the court agreed in another 6-3 split that Jewel could not maintain an anti-trust action against the union for threatening the company with a strike to obtain the same opening-and-closing hours previously accepted by a multi-employer Food Retailers Association.

The reasoning of Justice White in this case was that a trial court had previously ruled that the union was dealing with Jewel at "arms-length . . . in pursuit of its policies, and not at the behest of or in combination with" other Food Association employers.

### Dissent

In a strongly-worded dissent to both the White opinions, Associate Justice Arthur J. Goldberg charged that the majority had repeated errors stretching across a half century in refusing to give full effect to "congressional actions designed to prohibit judicial intervention via the anti-trust route in legitimate collective bargaining."

Labor lawyers observed that White's majority opinion in the coal case carried a footnote explicitly stating that "unilaterally, and without agreement with any employer group to do so, a union may adopt a uniform wage policy . . . even though it may suspect that some employers cannot effectively compete if they are required to pay the wage scale," and that "a union need not gear its wage demands to those which the weakest units in the industry can afford to pay."

The immunity to trial on anti-trust law charges is "forfeited" under certain allegations, they note, but the court majority left open the questions of the weight of evidence needed to prove an illegal conspiracy and whether unions might not establish the reasonableness of uniform wage demands.

Goldberg, in his dissent cited statute after statute—the Clayton Act, the Norris-LaGuardia

Act, the Wagner Act, Taft-Hartley Act, Bacon-Davis and Walsh-Healey laws, the Fair Labor Standards Act—to argue that Congress has expressly declared that the "labor of a human being is not a commodity or article of commerce," and that antitrust laws do not prohibit the "elimination of price competition based on differences in labor standards."

The thrust of national law in labor policy, he said, is to encourage collective bargaining as a means of securing industrial peace and Congress has made bargaining on wages, hours and working conditions "mandatory."

"It makes no sense to turn anti-trust liability of employers and unions concerning subjects of mandatory bargaining on whether the union acted 'unilaterally' or in 'agreement' with employers," Justice Goldberg continued.

"The history . . . shows that labor contracts establishing more or less standardized wages, hours and other terms and conditions of employment . . . are often secured either through bargaining with multi-employer associations or through bargaining with market leaders that sets a 'pattern' for agreements with other employers."

Goldberg in an unusually intense oral statement from the bench labeled the Mine Workers decision

"the most important labor case to reach the court" since the Jones & Laughlin case in 1937, when the justices upheld the Wagner Act as constitutional.

Congress "intended to foreclose judges and juries from making essentially economic judgments in antitrust actions by determining whether unions or employers had good or bad motives," he continued. "It is precisely in this area of wages, hours and other working conditions that Congress has recognized that unions have a substantial, direct and basic interest of their own to advance."

Yet a jury would be allowed under the majority decision in the Mine Workers case, he said, to find that a wage scale was too "high" and thus "became arbiters of the economic desirability of the wage scale in the nation's coal industry."

If unions are held liable under the antitrust laws for collective bargaining activities regarding "mandatory bargaining would also be subject to antitrust penalties, criminal and civil."

"My view," Goldberg wrote, is that Congress intended in basic national labor law that "collective bargaining activity on mandatory subjects" should not be subject to antitrust law attack.

The majority decision, he said, "will severely restrict free collective bargaining."



## Shipboard

By Fred Stewart & Ed Mooney  
Headquarters Representatives



## The Importance of Being "Shipshape"

"Shipshape" is an ancient word as far as Seafarers are concerned. It has been with us a long time and refers—or it used to—to the proper and neat stowage of gear and maintenance of machinery aboard ship. Shipboard equipment, be it on deck, in engine department spaces, cargo spaces, crew's quarters or the galley, is subject to breakdown and disorder from vibrations, movement, the abuses of the sea or other environmental factors. Naturally, conditions of this kind call for attention, maintenance, repair or replacement. Correcting those mechanical conditions is the job of the Seafarer in the department concerned.

"Shipshape," however, can also refer to the condition of the man who sails on the ship as well as the condition of the various gear aboard the ship. "Shipshape" in this new meaning can refer to mental and physical matters for the individual Seafarer. The state of one's mental equipment, thinking processes and common sense are all items to keep "shipshape." So is the fitness of one's body and its state of health. While each man must use his own individual method and means of keeping "shipshape," there are certain suggestions to this end that have been tested by time.

Seafarers aboard ship should endeavor to get as much rest and food as they need, without overdoing either. They should endeavor to remain clean even though the temptation to slackness in this regard is very great. They should insist on safe working conditions. Lastly, they should make creative use of their recreation time through reading or some other hobby that will provide the proper mental stimulation.

A quote from Andrew Furuseth, the patron saint of American Seafarers, on the occasion of the enactment of the first Seamen's Act in 1915, sums up the real meaning of being shipshape. It says:

"Remember (seaman) that under the American Flag you are a free man. Remember, that with freedom comes responsibility. Remember always, that at sea you are an individual part of the crew of the vessel. Remember, that at sea, you are under the law rising from the common danger—the common hazard. This commands self-sacrifice and the duty to obey all lawful orders, to do it promptly and efficiently. Upon this depends the safety of the vessel, the safety of the passengers, the cargo and the crew—your shipmates' and your own."

"In a safe harbor you are under the law of freedom. Your body belongs to yourself. The estimate in which we are held by our fellow-men depends mostly upon the use we make of that which is admittedly our own."



# Labor Hails Bill To End Immigration Inequities

WASHINGTON—President Johnson's decision to "phase out" the national origins quota system in his Administration's proposed revision of the immigration laws was hailed by AFL-CIO Legislative Director Andrew J. Biemiller in testimony before a Senate Judiciary subcommittee.

"The labor movement, whose heritage is intricately interwoven with that of immigrant forebears and immigrant brethren, can most heartily endorse his proposal to terminate this manifestly unjust and discriminatory system," Biemiller declared.

### Two Views

Americans regard themselves as "warm-hearted" and "hospitable," he observed, but added that "often we are not thought of in this light overseas."

"This is largely because the national origins quota system conveys abroad an impression of ethnic meanness and racial bigotry," he explained. "As a people we place a high value on principle and integrity of purpose, but there can be no integrity in the advocacy of high principle and the advocacy of low prejudice."

The bill would raise the total number of immigrants to be admitted under a new pooled quota system 158,000 to 165,000 a year. Biemiller maintained the nation can accept "many more," and urged that a study be undertaken to determine how many can be admitted without "adversely affecting employment or the general economy."

### Responsibility

"The AFL-CIO is, of course, mindful of its responsibilities not only to our members but to all those who work for a living," he said. "While employment remains

## Safer Subs Is Aim Of 'Sub Tubs'

Like rub-a-dub-dub, U.S. submariners may someday be escaping from disabled submarines two men in a tub—the tub being two aluminum hemispheres 36 inches in diameter which fit together tightly to form a spherical capsule of great strength.

Right now, should a deep-diving submarine become disabled, the survival chances of the men aboard are almost zero. But two New York mechanical engineers think they have come up with the answer.

The halves of the spheres fit together and can be stacked aboard a sub in sufficient numbers to afford a means of escape for the entire crew. Should an emergency arise requiring an "abandon ship" order, here's what would happen according to the inventors:

The crew would file into the sub's escape chamber, and two at a time would enter the escape capsules. The capsules would be sent through a hatch to float up the surface like ping pong balls in a bathtub. The capsule would be strong enough to protect the men inside from the tremendous pressure of the water around them. On the surface the submariners would pop the top off the capsule and, wearing life preservers, await rescue, bobbing around in the waves in their aluminum tubs.

The inventors admit that the capsules are yet to be tested with men inside. Tests with laboratory animals are scheduled soon.

at high levels, unlimited immigration would be a disservice to everyone — including the immigrants. The criteria according to which immigration is limited must of course be neither arbitrary nor discriminatory. We should apply only such limitations as our legitimate interests demand, but limits are necessary."

Biemiller noted that the Administration amendments include a proposed preference classification for persons "capable of filling particular labor shortages." He expressed the AFL-CIO's agreement that "such a preference is proper," but maintained the legislation should spell out a requirement that such job shortages be permanent and not temporary or seasonal.

In all instances where a determination has to be made of a shortage of skill needs or labor, he said, the "ultimate responsibility and authority" should be vested

in the secretary of labor, "who alone has the data and expertise to make such determinations."

Biemiller emphasized this position in discussing amendments dealing with the temporary admission of immigrant aliens to perform "temporary services or labor," with special reference to actors.

### No Braceros

He restated the AFL-CIO position that the temporary importation of foreign farm workers be "absolutely" prohibited and declared AFL-CIO members are willing to pay higher prices for farm commodities if they are necessary to assure fair wages for field and processing workers.

"The provisions (of this bill) are not hasty, unstudied or ill-considered," he concluded. "On the contrary, they have long been advocated by men of good will. The need for them has long been recognized. They are long overdue."

## Warns Of High Electric Rates

# AFL-CIO Opposes Weakening Of Federal Power Commission

WASHINGTON—Every American family would face the threat of higher electric bills if Congress weakens the regulatory authority of the Federal Power Commission, the AFL-CIO warned recently.

Legislative Director Andrew J. Biemiller expressed labor's "strong opposition" to a bill introduced by Florida Senators Spessard L. Holland and George A. Smathers which would bar the FPC from regulating wholesale power rates in a large segment of the industry.

### Test Case

Biemiller told the Senate Commerce Committee that the bill "is a test of whether the rights of America's electric power consumers will be respected, and whether the welfare of these consumers will be protected."

Labor has a direct interest in the issue, he said, because members of AFL-CIO unions and their families — numbering some 50 million Americans — are the nation's "largest single group of consumers."

President Johnson's consumer

adviser, Mrs. Esther Peterson, and Federal Power Commission Chairman Joseph C. Swidler also spoke out strongly against the bill.

"Too much is at stake here for silent," Mrs. Peterson wrote Chairman Warren G. Magnuson (D-Wash.) of the Senate Commerce Committee.

### End of Responsibility

Swidler warned that passage of the Holland-Smathers bill "would mean the end of responsible regulation of this nation's electric utility systems."

The industry-supported bill would exempt from federal regulation electric utilities operating within a single state. Its effect would be to overturn a 1964 Supreme Court decision upholding the authority of the Federal Power Commission to regulate wholesale power sales.

Biemiller expressed labor's "serious misgivings" at the alliance of private utilities and state regulatory commissions in support of the bill to curb federal jurisdiction.

"Far too often," he warned, the slogan of "states' rights" serves as a "smokescreen concealing the abdication of state responsibilities to regulate effectively in the interests of the consumer public."

### Bad For Consumer

The private electric power companies, Biemiller said, are the nation's largest industry. The Holland-Smathers bill, he charged, would be bad for America's consumers of electric power and bad for the general welfare of the nation.

He told the Senate committee that the immediate effect of the bill would be to exempt 55 of the nation's 189 biggest electric power producers from FPC regulation—even though "each of these 55 companies constitutes an integral part of an interstate power exchange network." The other big electricity wholesalers, he "escape federal regulations simply by creating new companies at the state line."

Loss of regulatory power over wholesalers rates, he stressed, "would almost inevitably result in high power costs to the consumers as the unregulated giant utility systems raise the prices they charge to the power-distributing companies, the companies which retail electric power to consumers."

Biemiller charged that the bill "would impose upon state regulatory commissions a burden which few, if any, are capable of performing adequately."

# YOUR DOLLAR'S WORTH

## Seafarer's Guide to Better Buying

By SIDNEY MARGOLIUS

### Trading Stamps Are No Bargain

What this column has been warning about for some time—that rising supermarket profit margins are pushing up food prices—now has been demonstrated by the Federal Trade Commission in testimony before the National Commission on Food Marketing.

Knowledge of these revelations can help you defend your family against excessive payments for food, especially in the current period of rising prices.

These facts contradict the U.S. Department of Agriculture's persistent campaign claiming "food is a bargain," because, among other reasons asserted by Agriculture Secretary Freeman, "food marketing, from the farm to the city supermarket, has grown in efficiency."

The comprehensive testimony by Willard Mueller, Director, FTC Bureau of Economics, shows that in truth, supermarkets now are taking an increasing percentage of the consumer's food dollar, while the consumer is having to pay more, and farmers are getting a smaller percentage.

Here are the facts affecting your pocketbook: Back in 1947-52, supermarkets had reached their best efficiency and were taking, in case of three large food chains, only 15 cents of the dollar you pay for food. Thereafter, the "margin" taken by these chains began a steady rise, reaching 20.6 cents in 1963. This is an increase of 37 per cent in their share of your food dollar, and a leading factor in today's higher prices.

Another survey, based on figures from both large and small chains, shows an increase from 18.1 per cent in 1955 to 22.2 per cent in '63.

The curious aspect, directly affecting you, is that supermarkets really have been riding along on their public image as low-cost operators. It is true that the early supermarkets back in the Depression were cheap. They operated on margins of 10-4 per cent. Price competition was vigorous then, Mueller points out. But now their margins have risen to where they are not only higher than in 1947-52, but even higher than in the small chain stores of the 1920's.

### Advertising Increase

Out of the main reason for the increase in supermarket margins, Mueller reports, is an increase in the stores' cost of advertising, trading stamps and giveaways, from about eight-tenths of 1 per cent of sales in 1955, to 2.12 per cent in 1960. In contrast, wage costs, often blamed for rising prices, went up less than 1 percentage point. Thus supermarkets' expenditures for advertising and trading stamps increased 157 per cent, while payroll expenditures increased 9 per cent, with some of this increase attributable to extra services.

Another important factor in the rise of food prices, Mueller's report shows, is the increase in supermar-

ket "occupancy" costs, mainly the rents the big modern supers have to pay the developers of shopping centers, the more-elaborate modern markets, and the "over-building" of supermarkets, with resulting excess capacity.

But the point Mueller emphasizes is the role trading stamps have played in pushing up prices. "Trading stamps may prove an effective promotion technique for an individual store because they expand its demand," he testified. "But they lose most of their effectiveness once a majority of food retailers in an area adopts them. They tend to increase costs by an amount nearly equal to the cost of stamps (to the retailer)."

Incidentally, you've been paying out of your own pocketbook for all the double stamp offers and game prizes ("Let's Play C-A-S-H") supermarkets have been "giving away" recently. Mueller finds that such practices especially have raised supermarket promotion expenses in the past two or three years.

Not only retailers but grocery manufacturers have played a role in pushing up food prices unnecessarily. In their drive to get more shelf space, grocery manufacturers have created "a proliferation of products, promotion deals, coupons, etc., many of which ultimately spell higher operating costs for retailers," Mueller points out.

So when the Agriculture Department boasts that American consumers enjoy a great abundance, such as 262 different brands, varieties and can sizes of vegetables found in one supermarket, keep in mind that you pay for this variety whether you need it or not.

One of Mueller's revelations that moderate-income families need to know about, is that sometimes a food chain may charge more in an area it dominates than where it is not a strong competitor. Once a chain has achieved a dominant position, it may charge higher prices in that community, or higher prices in specific stores in the community, or offer fewer "specials."

What these facts mean to you when buying food is that:

- Supermarkets emphasizing giveaways such as double stamps and cash prizes for games and other giveaways, tend to have higher operating costs which have to be reflected in their prices.

- Supermarkets with expensive fixtures and fancy buildings, and/or giving special services such as "kiddie korralis," also tend to have higher operating costs.

It pays to compare prices in some of the less well-known supermarkets in the area as well as the dominant one. The chain trying to get a foothold in your area may be competing more energetically on price. The only way to know is to shop and compare.

YOUR UNION MEETINGS ARE IMPORTANT TO YOU—ATTEND THEM!





### Notify Union On LOG Mail

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

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

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

**VOLUSIA (Suwannee), April 11—** Chairman, A. Bendheim; Secretary, A. W. Morales, Brother E. P. Cover resigned as ship's delegate and was extended a vote of thanks. Brother A. Bendheim was elected to serve as new ship's delegate. Items of safety were discussed. Repair list submitted including major and minor repairs.

**CITY OF ALMA (Waterman), May 16—** Chairman, Joseph Moody; Secretary, LeRoy Johnson. All is running smoothly. All repairs were taken care of. No beefs reported by department delegates.

**COUNCIL GROVE (Cities Service), April 18—** Chairman, J. McKreth; Secretary, W. Smith. Ship's delegate reported that the bosun and his deck

to bosun for building deck chairs and awning for crew's recreation room. \$36.00 in ship's fund. Discussion about obtaining ice machine and to have company order same for next voyage. Captain wants to put off painting galley, hospital etc. due to ship going into drydock.

**ROBIN GRAY (Robin), May 2—** Chairman, Bill Nuckols; Secretary, Owen McCabe. \$18.14 in ship's fund. No beefs reported by department delegates. Discussion on hazardous conditions aft at #3 and #4 hatches. No catwalk for #4 hatch.

**DUVAL (Suwannee), March 28—** Chairman, Robert H. High; Secretary, Pete L. Triantafillos. Brother Robert H. High was elected to serve as ship's delegate. He reported that everything is going along smoothly. No beefs reported by department delegates.

**SEATRAN GEORGIA (Seatrains), May 25—** Chairman, Milton Poole; Secretary, Herbert C. Justice. Brother Antonio Molis was elected to serve as ship's delegate. Discussion on food. Some disputed OT in engine department.

**SACRAMENTO (Oriental Exporters), May 16—** Chairman, G. Bozec; Secretary, B. McNally. Ship's delegate reported that everything is running smoothly. Brother Robert Kennedy was elected to serve as new ship's delegate. Crew would like to hear about the new contract. Vote of thanks to the steward department and to the 4-8 watch for helping to clean up the messroom.

**PUERTO RICO (Motorships), May 28—** Chairman, A. Romero; Secretary, A. Aragon. Beef between carpenter and chief mate to be brought to attention of patrolman. One man missed ship at Port Newark.

**SEATRAN NEW JERSEY (Seatrains), May 27—** Chairman, E. Jimenez; Secretary, R. Iglesias. Brother L. W. Roberts was elected to serve as ship's delegate. Few hours disputed OT in deck department. Vote of thanks to the steward department.

**ERNA ELIZABETH (Albatross), May 15—** Chairman, Michael Fritch; Secretary, Gustav Lueth. Discussion on retirement plan. No beefs reported by department delegates.

**OCEAN ULLA (Maritime Overseas), May 30—** Chairman, D. L. Parker; Secretary, J. H. Nelson. Ship's delegate reported that all is well. Little disputed OT in deck department to be settled by patrolman. Vote of thanks to the steward department.

**CONSTITUTION (Pringle), April 8—** Chairman, Adolph Lange; Secretary, Michael Danko. Crew agreed to start a ship's fund by donating \$25 per man per month. Nothing else reported.

**OVERSEAS JOYCE (Maritime Overseas), May 16—** Chairman, John H. McElroy; Secretary, W. McGraw. Disputed OT to be settled by patrolman. Claim for compensation for no heat or hot water at Hoboken shipyard and at Rotterdam also to be settled by patrolman. Engine room head and showers need painting. A rousing vote of thanks to the steward department and galley force in particular for excellent food.

## DIGEST of SIU SHIP MEETINGS

department are doing a fine job painting crew's quarters, passageways, messhall, and repairing door locks. The engine department is also doing a fine job making many items needed. The steward department is doing a bang-up job serving good food. No beefs reported by department delegates.

**COUNCIL GROVE (Cities Service Oil Co.), May 16—** Chairman, Scotty; Secretary, Owens. One man left ship in Sicily. No beefs reported by department delegates. Vote of thanks to the ship's delegate.

**ROBIN GOODFELLOW (Robin Lines), May 17—** Chairman, Averill Bearden; Secretary, Eugene Conrad. Chief engineer requested crewmembers to conserve fresh water as much as possible. \$26.50 in ship's fund. Some disputed OT in each department. Special vote of thanks to the steward department, especially to the baker, Brother Harry Souther, whose efforts have been outstanding and appreciated by all hands. Patrolman to be contacted at payoff regarding the cleaning of certain passageways that are now being cleaned by the saloon pantryman and messman.

**ALCOA MASTER (Alcoa), March 21—** Chairman, H. R. Hallman; Secretary, R. Anderson. No beefs reported. Brother H. R. Hallman was re-elected to serve as ship's delegate. Discussion on food. Discussion on keeping natives out of house in foreign ports. Discussion on cleaning laundry and library rooms.

**ALCOA MASTER (Alcoa), May 23—** Chairman, John Cantrell; Secretary, S. F. Manard. No beefs reported by department delegates. Motion made to keep unauthorized personnel out of galley. Slop chest to be restored at Singapore.

**WILD RANGER (Waterman), May 16—** Chairman, H. Connelly; Secretary, B. Erlinger. Vote of thanks extended

## From the Ships at Sea

Another long hot summer lies ahead for Seafarers. The sun is just a little bit hotter and brighter than it was a couple of weeks ago, while the mercury continues to climb to new heights. Iced drinks at coffee break time and light hot-weather menus are making their annual appearance. Sleeping

is a common sight on deck in the evening, and foc'sle fans are getting a good workout. Aboard the Steel Flyer (Isthmian) Ship's Delegate **Arthur Lindsey** (L-575) reports that the crew has put in a request for additional quantities of ice to be served at meal-times. "Ice is the surest way I know to beat the heat," Lindsey says. "Whether you put it in drinks, suck on it or just look at it, ice is bound to have a cooling effect."



**Lindsey** J. W. Craft, sailing as ship's delegate aboard the Beloit Victory (Maritime Carriers), couldn't agree more. "In fact," says Brother Craft, "the crew has asked that their ice box be moved into the mess hall for the hot season."

Aboard the Santa Emilla (Liberty and Navy Trading Company), the sun is more of a problem than the heat. So, naturally, the crew has requested that an awning be installed aft. Says ship's delegate **Michael F. Curry**, "an awning will provide the necessary shade for the men who have to work topside under the blazing sun. Sort of like a giant beach umbrella."

The crew sailing aboard the Manhattan (Hudson Waterways) extends a vote of thanks to SIU representatives for their prompt and efficient implementation of the repair list submitted at last pay-off. "The efficiency, dedication and concern of our Union representatives is a matter of pride to all SIU Brothers," says ship's delegate **Ira K. Coats**. "There's nothing like knowing that the Union stands behind you. With the SIU, Seafarers sail with confidence and security."

**Coats** Roy L. (Lucky) Pritchett, delegate aboard the Haleyon Panther (Haleyon SS Company) sends on the crew's vote of thanks to the electricians for operating the movie projector. "Saturday night at the flicks is a pleasure now that we have real pros running the projectors," declares Brother Pritchett.



The crew aboard the Long Lines (Isthmian) want it known that the steward department who mans the

Long Lines' galley have done a wonderful job of preparing and serving the excellent shipboard menus. According to ship's delegate **William Jones** absolute cleanliness was noted and commended in the galley at all times during the voyage. Not only was the steward department awarded an all hands vote of thanks, but they received a full round of applause from all members of the crew during the ship's meeting.

According to ship's delegate **J. McKreth** the A-1 crew sailing the Council Grove (Cities Service) is enjoying a fine voyage. "The boatswain and his deck department are terrific," announces Brother McKreth. "They are doing a fine SIU job painting crew's quarters, passageways and the messhall. Ditto on the job they've done repairing doorlocks. The Engine department is also contributing its share of fine repair work as well as constructing many needed items for the crew. As for the steward department, they came in for a vote of thanks for the bang up manner in which they have been serving food in the SIU tradition. One sad note," concludes Brother McKreth, "a collection has been taken up for the fireman who had to leave the ship due to his wife's illness."



**McKreth** Herbert Knowles, delegate aboard the Del Santos (Delta Lines) reports that a letter of thanks was sent to the SS Hope for the hospitality extended to the Del Santos crew during a stay-over in Conkary. "As West Africa runs go, this was a good one," says Brother Knowles. "The weather was fine. The only real hot weather we ran into was in Abidjan. Brother Libby, our deck maintenance, was on his second straight trip over. He was kept real busy in Monrovia visiting old friends. But twice is enough for Brother Libby and after this trip he'll be looking for another run."

Wives, fiancées and sweethearts of Seafarers sailing aboard the SS Ocean Ulla (Maritime Overseas) are all smiles since receiving the news that the crew has voted to consider taking up a small voluntary collection the proceeds of which will go toward paying for future phone calls. "Girls all over the world are probably waiting anxiously by their phones right

this minute," says delegate **D. L. Parker**. "And with a crew of red-blooded Seafarers like this one, you can't blame them."

Seafarers aboard the Pilot Rock (Columbia) extended a hearty vote of thanks to the captain and licensed officers for the prompt and efficient attention given to the fireman who was hospitalized in Port Suez. "Also," reports delegate **George Brady**, "everybody is getting fat and cheerful thanks to the service of steward **Henry L. Durham** and the excellent meals prepared by chief cook **Nolon**, third cook **H. C. Burnseed**, and baker **G. Luke**."

Delegate **Averill Bearden**, sailing aboard the Robin Goodfellow (Robin Lines), passes along the crew's special vote of thanks to the entire steward department. "Even among this outstanding galley crew," reports Brother Bearden, "the efforts of the baker shone like a beacon light. His pastries were so light and fluffy that to keep them from floating off the plates they had to be ballasted with raisins, fruits and nuts."

Thanks to the efforts of the captain and chief mate aboard the Coe Victory (Victory Carriers), the familiar sounds of nightly tv are circulating throughout the ship, as Seafarers settle back to enjoy their favorite video programs. "Shipboard entertainment is a must," says delegate **Daniel Browning** (B-262). "The entire crew wishes to extend a heartfelt vote of thanks to the captain and chief mate for installing a tv set aboard the ship in the port of Chicago."

Summer is steaming up the atmosphere in the waters sailed by the SS McKee Sons (Amersand Steamship). According to delegate **Bob Mahon**, the boys are asking for additional porthole fans and screens. "It's not much different from shoreside preparations for the hot weather," he says.

Delegate **Leon Striler** reports that the boys are glad to see that helmsman **Alibi Mike** from Marine City is back on the job aboard the **Henry Steinbrenner** (Kinsman Transit). "With old Alibi at the wheel," says Brother Striler, "the Henry S. stays right on course. Mike has a built in compass that hones in on the destination while he's working and points straight to the messhall when he's off. In fact Alibi hasn't missed a single meal or coffee break yet. His record remains, as always, unmarred," says Brother Striler.

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Summer is steaming up the atmosphere in the waters sailed by the SS McKee Sons (Amersand Steamship). According to delegate **Bob Mahon**, the boys are asking for additional porthole fans and screens. "It's not much different from shoreside preparations for the hot weather," he says.

Delegate **Leon Striler** reports that the boys are glad to see that helmsman **Alibi Mike** from Marine City is back on the job aboard the **Henry Steinbrenner** (Kinsman Transit). "With old Alibi at the wheel," says Brother Striler, "the Henry S. stays right on course. Mike has a built in compass that hones in on the destination while he's working and points straight to the messhall when he's off. In fact Alibi hasn't missed a single meal or coffee break yet. His record remains, as always, unmarred," says Brother Striler.

Seafarers aboard the Pilot Rock (Columbia) extended a hearty vote of thanks to the captain and licensed officers for the prompt and efficient attention given to the fireman who was hospitalized in Port Suez. "Also," reports delegate **George Brady**, "everybody is getting fat and cheerful thanks to the service of steward **Henry L. Durham** and the excellent meals prepared by chief cook **Nolon**, third cook **H. C. Burnseed**, and baker **G. Luke**."

Delegate **Averill Bearden**, sailing aboard the Robin Goodfellow (Robin Lines), passes along the crew's special vote of thanks to the entire steward department. "Even among this outstanding galley crew," reports Brother Bearden, "the efforts of the baker shone like a beacon light. His pastries were so light and fluffy that to keep them from floating off the plates they had to be ballasted with raisins, fruits and nuts."

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# Seafarer Proves His Vote Counts

Retired Seafarer Bud Knuckey urges that all fellow SIU members take a more active roll in the political struggles that concern them, both as union men and individual citizens.

"Direct participation," says Brother Knuckey in a recent letter to the LOG, "gets results. Political office-holders are elected officials, and as such are always sensitive to the expressed feelings of their constituents."

"Recently," he continues, "I read of proposed legislation to discontinue the USPHS hospitals. I immediately got off a hot line to my Congressman, Bill Cramer, who although a republican, seems to take a reasonable approach to such matters."

"Representative Cramer responded right away. He informed me that there is legislation in the hopper—the H.R. 7268 Bill—designed to amend the Merchant Marine Act of 1936 in order to protect and promote the health of seamen on U.S. vessels. He promised to give the matter his careful consideration."

"Congressman Cramer assured me that when the bill is presented in the House, my views 'will be carefully borne in mind.'"

"Bill H.R. 7268 is only one of

the many legislative proposals before congress that vitally effect the welfare of Seafarers everywhere. There are many others, such as the move to repeal the infamous 'open shop' clause of the Taft-Hartley Bill—section 14b.

"Let your congressman know where you stand on these issues. Let him know that they are a matter of vital concern to you. Tell him that not only your well-being—but your vote—depends upon them. You'll be surprised how much weight your voice carries."

"Seafarers must take advantage of the ballot to press for political answers to their needs," Knuckey said. "They must also avail themselves of every line of communications open to those who represent them in the Congress. Our problems, especially those in the maritime industry, are not insoluble. Remember, the government is elected by the people to serve the people. To raise our standards of living, we have to raise issues by raising our voices," he concluded.

## LOG-A-RHYTHM:

### The Messenger By The Sea

By Roy Lee Hinson

While leaning against a battle ship,  
A messenger was sent to give a tip.  
He said, don't be so down and out young man,  
Your prayer was given into the masters hand,

He loves you much and your prayer he heard,  
When you prayed according to his word,  
A man in England bearing thy same name,  
Whom people tried to calm and tame.

His spirits broke down, his body did too,  
His enemies said, the old boy is through,  
He was treated just like Thee,  
Misrepresented until the people could not see,

The tales kept rolling around and about,  
Until the King sent out his faithful scout,  
He said find out all about the matter,  
Bring the tales and his story together,

He sent for the tired and worn out scolder,  
He said file the reports in a brand new folder,  
He sent for the man tired and battle scarred,  
Whom people long ago from fellowship had barred,

His strength was renewed in old age to such,  
While enemies who lived were all in ditch,  
His enemies were punished for taking a chance,  
To harm one that was given a golden olive branch.

So cheer up old boy, don't be so sad,  
What the King did for him, the Lord will do for any lad,  
Worship the Lord God and serve no other,  
What he did for him, he will do for another.

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

I would like to receive the SEAFARERS LOG—  
please put my name on your mailing list.

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## UNFAIR TO LABOR

DO NOT BUY

Action in the marketplace offers a method for trade unionists to assist each other in their campaign for decent wages and better conditions.

Seafarers and their families are urged to support a consumer boycott by trade unionists against various companies whose products are produced under non-union conditions, or which are "unfair to labor." (This listing carries the name of the AFL-CIO unions involved, and will be amended from time to time.)

"Lee" brand tires  
(United Rubber, Cork, Linoleum & Plastic Workers)

✚ ✚ ✚

Eastern Air Lines  
(Flight Engineers)

✚ ✚ ✚

H. I. Siegel

"HIS" brand men's clothes  
(Amalgamated Clothing Workers)

✚ ✚ ✚

Sears, Roebuck Company  
Retail stores & products  
(Retail Clerks)

✚ ✚ ✚

Stitzel-Weller Distilleries  
"Old Fitzgerald," "Old Elk"  
"Cabin Still," "W. L. Weller"

Bourbon whiskeys  
(Distillery Workers)

✚ ✚ ✚

J. R. Simplot Potato Co.  
Frozen potato products  
(Grain Millers)

✚ ✚ ✚

Kingsport Press  
"World Book," "Childcraft"  
(Printing Pressmen)  
(Typographers, Bookbinders)  
(Machinists, Stereotypers)

✚ ✚ ✚

Jamestown Sterling Corp.  
Southern Furniture Mfg. Co.  
Furniture and Bedding  
(United Furniture Workers)

## What's Cooking?

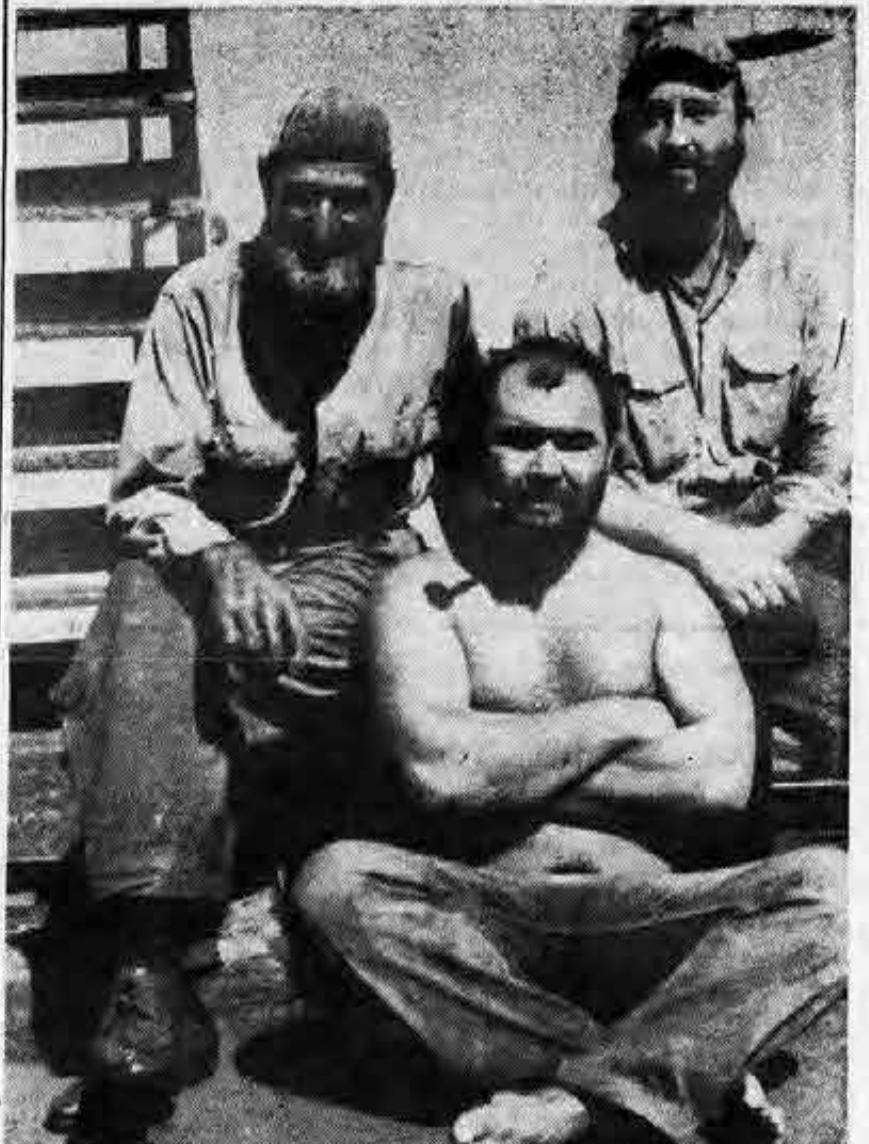


Chief cook Ted Aldridge was caught stirring things up on the Bienville (Sea-Land) by engine room shutterbug John J. Reidl. What the camera couldn't capture, however, was the heavenly aroma and out-of-this-world flavor of the chow.

## 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.

## Barber's Paradise



Seafarers J. (Blackie) Connors, C. H. Mohulehua and L. Bartlett (l-r) smile through their foliage as Seafarer Alfredo Del Valle zeroes in with the camera. The deck department trio has gotten so used to the beards that they grow on the Transindia's last voyage that they say they'll feel naked once the barber gets a shot at them.

**DEL MUNDO (Delta), May 16**—Chairman, Thomas C. Deale; Secretary, Edmond P. Sahuque. Captain thanked all crewmembers for maintaining an accident-free record. Vessel is now in its second year of accident-free safety record. Vote of thanks was given to all delegates for a job well done, and to all Union brothers for their cooperation in making the voyage a pleasant one. Vote of thanks to the steward department for an exceptionally good job. Motion made that bosun and ship's delegate contact company boarding officers about getting step ladders for the deck department.

**SEATRAN LOUISIANA (Seatrains), May 16**—Chairman, R. Blanchard; Secretary, V. Corlis. \$29.70 in ship's fund. Patrolman to be contacted regarding repairs and some disputed OT. Request that he obtain Seatrain agreement. Otherwise everything is running smoothly.

**HENNEPIN (Redland), May 26**—Chairman, Ben Sprague; Secretary, J. Siedlecki. \$7.00 in ship's fund. No beefs reported. Discussion on various procedures. It was suggested that a patrolman visit the ship at reasonable intervals.

**FLORIDIAN (South Atlantic-Caribbean), May 30**—Chairman, W. Banks; Secretary, A. Kastenhuber. Discussion held regarding SIU Pension Plan. All agreed that the age requirement should be lowered. Brother Waldo Banks was re-elected ship's delegate.

**DETROIT (Sea-Land), May 30**—Chairman, R. Hunt; Secretary, Tom Scardelis. No beefs reported by department delegates. Some disputed OT in steward department. Brother H. Sojak was elected to serve as ship's delegate. Few suggestions made regarding food.

**PONCE (Sea-Land), May 22**—Chairman, John Roberts; Secretary, Stephen Fulford. Brother Stephen was elected to serve as ship's delegate. Department delegates reported that everything is running smoothly. Ship's delegate held general discussion.

**DEL AIRES (Delta), May 30**—Chairman, Bobby Williams; Secretary, C. W. Johnson. No beefs reported by department delegates. Everything is running smoothly. Some disputed OT in deck and engine departments.

**OCEANIC TIDE (Trans World Marine), May 31**—Chairman, John R. Tilley; Secretary, W. Lovitt. Everything is running smoothly. No beefs reported by department delegates.

**CITIES SERVICE NORFOLK (Cities Service), May 30**—Chairman, William Morris, Jr.; Secretary, A. Bryant. Brother E. Dougett resigned as ship's

delegate and crew extended a vote of thanks for a job well done. Brother Kirk Anderson was elected to serve as new ship's delegate. No beefs were reported by department delegates.

**MARORE (Venore Transportation), June 8**—Chairman, John Thompson; Secretary, Walter Walsh. Some disputed OT to be turned over to boarding patrolman. Repair list was turned over to chief mate and chief engineer. Most of the repairs have been completed.

**FAIRLAND (Sea-Land Service), May 27**—Chairman, Philip F. Erok; Secretary, Philip F. Erok. Discussion held on various subjects. Several resolutions were submitted. \$2 in ship's fund.

**DEL SUD (Delta), June 12**—Chairman, J. Tucker; Secretary, H. Crane. No beefs were reported by department delegates. \$74.26 in ship's fund. \$88.04 in movie fund.

**SEAMAR (Calmar), June 11**—Chairman, Robert K. Holt; Secretary, George Litchfield. No beefs reported

## DIGEST of SIU SHIP MEETINGS

by department delegates. Vote of thanks extended to the steward department.

**PENN VANGUARD (Penn Shipping), June 8**—Chairman, F. D. Zellner; Secretary, James Krebser. Some disputed OT to be taken up with boarding patrolman. Motion made that ship be fumigated, and jury toilets installed before next sign on. Vote of thanks to the steward department for good performance. Crew's lockers to be replaced. No launch service in India.

**SEATRAN LOUISIANA (Seatrains), June 8**—Chairman, Tex Jacks; Secretary, V. Corlis. Brother B. Blanchard resigned as ship's delegate but was re-elected. \$32 in ship's fund. Some disputed OT in deck department.

**OCEAN ULLA (Maritime Overseas), May 30**—Chairman, D. L. Parker; Secretary, James M. Nelson. Ship's delegate reported that all is well. Everything is running smoothly. Little disputed OT to be taken up with boarding patrolman. Vote of thanks extended to the steward department.



### Grateful For SIU Scholarship

I would like to take this opportunity to express my thanks to the Seafarers Union which has made possible the wonderful \$6,000 scholarship which my daughter Linda has recently been awarded. The honor and sense of pride that accompany such an award are tremendous. The scholarship, lifting such a great part of the financial burden of sending a

ber, one so steadfast in enduring extreme pain, long and excruciating medical treatment, a man who faced every day with the fine toughness with which my brother did during the three years of his illness. His amazing courage was deeply touching to me.

Once again, thank you all.  
Yours sincerely,  
Sarah Gallaspy Henton

### Appreciate Aid In Time Of Need

To the Editor:  
I would like to express my appreciation and thanks to the Union representatives for their assistance in transferring my husband from St. Margaret's Hospital in Hammond, Indiana to the USPHS Hospital in Chicago. The Public Health Service transferred my husband so that he could receive extended treatment at the Baltimore Public Health Service Hospital. I want to thank the union for the kindness shown to me.

I also appreciate the Christmas bonus that my husband received, and the S&A benefits that I received each week and which permitted me to accompany my husband to Baltimore and remain with him there. A special thank-you to all the union representatives who helped me with my personal problems.

Sincerely yours,  
Mrs. Elmer Koch

### Pensioner Lauds Welfare Plan

The day I received a letter from our Port Agent stating that my pension had been approved by the Welfare Board and that my first check was waiting for me at the Union Hall was the happiest day of my life.

Another example of what the Union has meant to me is the aid the SIU extended to my wife when she was so ill that she required a serious operation. The Union stepped in to help pay the medical bills and, I can assure you, it was quite a hefty sum.

Fraternally yours,  
Charles Goldstein

### 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.

daughter through college, is a benefit for which I shall be eternally grateful to the Seafarers Union.

With a family of five children—all of school age—I don't have to convince anyone of the enormous help the scholarship will provide to our family. In fact, even as I write, the realization of how many times a family with five children utilizes benefits of the welfare plan and clinic is brought home to me.

Once again, I wish to express my sincere thanks to everyone connected with the fine SIU scholarship program.

Sincerely yours,  
Arthur Schwarmann

### Thanks Union For Help

I want all to know how grateful I am to the Seafarer's Welfare Fund for the check sent to me as the beneficiary of my brother, Eugene Carleton Gallaspy.

The Union's expression of sympathy was deeply appreciated. Losing my good brother was a hard blow for me. So few of my family are left now. I doubt that the Seafarers have ever had a more manly mem-



Seafarer Woody Dickson has found an oriental paradise—complete with full jugs of wine, cheap loaves of bread, and a lovely lady or two. Where is this port of pleasure? According to Brother Dickson, you don't have to go any further than a little bit of heaven in South Korea called Pusan.

"All the boys off the Sacramento agree that Pusan is well on its way to becoming the biggest and best port in the entire Far East," declares Brother Dickson, who sails SIU in the steward department. "And believe me, we know what we're talking about. After being here for three weeks, I can honestly say that we've experienced only satisfaction and hospitality. The Korean

"Every Seafarer ought to try a sulphur bath at least once," exclaims Brother Dickson. Like the well-known tv ad says: for the first time in your life, you feel really clean.

"Of course," he pauses thoughtfully, "most of the men seem to prefer the regular baths. I guess it's the service," he adds with a grin.

In either case, a session at the bath house costs 260 Wan and includes a fine, private hotel room.

#### Liquor A Bargain

Prices are amazingly cheap throughout the port. For example, Korean whiskey is 70c-a-quart and Vodka runs \$1-a-jug.

"The liquor in Pusan is A-O.K.," announces Brother Dickson. "Korean drinks are surprisingly good and you can easily pick up non-native brands if you prefer them."

#### Night Life

The Seafarer out for a good time has no problem in Pusan. Nightlife and entertainment abound — and, once again, the price is right. The USA NCO Service Club, open to Seafarers, provides a warm American welcome to the boys off ship. The club features a 10-piece band and a menu on which no item costs more than 25c. From 7 p.m. till 11 p.m. on Monday nights, everything goes for the astoundingly low price of one thin dime.

"The NCO club is great," says Brother Dickson. "Everyone there is as friendly and helpful as can be. The place really swings and they don't try to knock the bottom out of your billfold. It's an absolute must in Pusan."

#### Ravages Of War

Pusan, like so much of South Korea, has expended heroic stores of energy and effort rebuilding after the ravages of the war that swept the country in the early Fifties.

"A lot of the boys who served during the Korean Conflict will remember Pusan," says Brother Dickson. I can only suggest that they return for another visit un-

der these new and happier circumstances. No kidding, it's really terrific."

#### A Little Bit Of Eire

The Sacramento has brought a little bit of Eire to the South Korean shores, and it is rumored that on certain sultry evenings oriental perfumes and old eastern melodies are heard to mingle softly with the faint tenor strains of "Danny Boy" and "Brennan on the Moor."

"Yes, with the Sacramento in port, the Irish are well represented here," Brother Dickson says. Prominent among us is the ship senator, RFK—Robert F. (Slack-Away) Kennedy. Also wearing the green in proud Irish fashion are Joe Haggerty, Barney McNully, Ed Garretty, Alex McIlheney, M. (Mr.) Roberts, Bob Coughlin and quite a few other sons of St. Patrick's Land. With a crew like this, we could have won the Irish War of Independence single-handedly."

The Irish-American Seafarers



people are among the friendliest and most hospitable in the world. And, boy oh boy," he adds, "they sure know how to live."

#### Bathing Beauties

Among the heavenly pleasures available on this once war-torn peninsula, the Saturday-night bath ranks high. Bathing in South Korea is an experience all its own, quite different from an ordinary bout with soap and suds in the States. In the first place, it's automated—that is to say, the bather doesn't have to do any of the work. But this is automation with a difference! While the tired Seafarer leans back in the tub and relaxes, a lovely young Korean maiden soaps him up, scrubs him down and rinses him off—and all at no extra charge.

"Wow!" says Brother Dickson. "I mean, wow."

If you get bored with this kind of service, or if you just plain want to be alone, Pusan offers a large variety of sulphur baths. The water is specially pumped into each tub from a unique system of sulphur pits and springs.



and South Korean citizens are getting along famously.

"Some of these Korean lads must have kissed the Blarney Stone," ventures Brother Dickson.

According to Brother Dickson, whether you're Irish or not, if you're a Seafarer you'll love Pusan.

"So com'on down," he concludes with a laugh and a wave of the arm.

A long-time member of the SIU, Dickson sails as a cook in the steward department.

**ROBIN GOODFELLOW (Robin Line),** March 27—Chairman, Artimo Vasquez; Secretary, Eugene Conrad. Request made that each crewmember make a donation of 50 cents to build up the ship's fund. Amount on hand from previous voyage is \$6.50. No beefs reported by department delegates. Brother Artimo Vasquez was re-elected to serve as ship's delegate.

**STEEL EXECUTIVE (Isthmian),** June 6—Chairman, B. Gary; Secretary, R. Hutchins. \$22.50 in ship's fund. No beefs reported by department delegates.

### DIGEST of SIU SHIP MEETINGS

**COE VICTORY (Victory Carriers),** June 6—Chairman, Alonzo Bettis; Secretary, Bertrand Wright. No beefs reported by department delegates. Vote of thanks to the captain and the chief mate for getting TV sets aboard in Chicago. Vote of thanks to the steward department.

**McKEE SONS (Amersand),** May 14—Chairman, Bob Mahon; Secretary, R. Preston. Crew desire information on raise in wages and new contract. Crewmembers agreed to donate 25 cents each month to ship's fund.

**ISHPEMING (Buckeye),** May 24—Chairman, Joe Vogelheim; Secretary, Cliff Hentges. No beefs reported.

**MANHATTAN (Hudson Waterways),** June 3—Chairman, Sam McDonald; Secretary, I. K. Coats. Letter was sent to headquarters regarding meal and port time clarifications. Ship's delegate to speak to captain about shore repair gang working in and around crew's quarters. Vote of thanks to the steward department.

**THE CABINS (Texas City Refining),** May 8—Chairman, T. James; Secretary, H. C. McCurdy. Brother T. James was elected to serve as ship's delegate. One man missed ship. Entire crew pulling together. No beefs were reported.

**PANOCEANIC FAITH (Pan Oceanic Tankers),** May 25—Chairman, Kenneth Collins; Secretary, Kenneth Collins. Brother Lowderback was elected to serve as new ship's delegate. All repairs and paint jobs will be done as soon as possible. Everything is running smoothly.

**PETER REISS (Reiss),** May 23—Chairman, William Goshoff; Secretary, Michael Aemagost. It was suggested that each crewmember donate 25 cents to ship's fund. New contract should specify routine duties more clearly. The crew expressed their thanks to a great galley crew.

**LOSMAR (Calmar),** May 20—Chairman, Benjamin Mignano; Secretary, Benjamin Mignano. No beefs reported by department delegates. Vote of thanks to the steward department for a job well done.

**COMMANDER (Marine Carriers),** May 30—Chairman, L. Karaluns; Secretary, T. Drzewicki. \$6.05 in ship's fund. No beefs reported by department delegates. Motion made to see why crew can't have a relief crew when these coal boats hit the dock. Most men don't get a chance to send their money home.

### Mourning For Shipmate



Seafarers aboard the Robin Trent mourn the loss of their shipmate Jack Ross, who was buried at sea in accordance with his last wishes. "I have spent most of my life at sea," he said, "and I wish to remain a part of it." The funeral service was read by the Master, F. J. Lanso, who recited the 23rd Psalm.



# SIU ARRIVALS and DEPARTURES

All of the following SIU families have received maternity benefits from the Seafarers Welfare Plan, plus a \$25 bond from the Union in the baby's name:

Tracy Smith, born April 30, 1965, to the Hanable Smiths, Mobile, Alabama.

Anita Ulrich, born April 15, 1965, to the Carl S. Ulrichs, Port Huron, Texas.

Troy Michael Lange, born April 5, 1965, to the Milton Langes, Gretna, La.

Laura Karn, born February 24, 1965, to the William Karns, Honor, Mich.

Bernadette Pasuchanics, born March 29, 1965, to the Michael Pasuchanics, River Rouge, Mich.

Tracy Johnson, born May 2, 1965, to the Lofton Johnsons, New Orleans, La.

Patrick and Susan Zyla, born April 7, 1965, to the Richard J. Zylas, Glen Burnie, Md.

Theresa Helen Collins, born May 7, 1965, to the Charles F. Collins, Philadelphia, Pa.

Johnny Thomas Raynor, born March 4, 1965, to the Oscar Raynora, Lafollette, Tenn.

John Bryant, born May 6, 1965, to the Marshall D. Bryants, Duluth, Minn.

David Landreville, born May 14, 1965, to the Lucian A. Landrevilles, Hessel, Mich.

Stanley Kazmierski, born February 10, 1965, to the Stanley Kazmierskis, Phila., Pa.

Donnie Rachelle Adrain, born April 2, 1965, to the Sylvan J. Ardoins, Pasadena, Texas.

Tze Ah Wong, born May 6, 1965, to the Jack Wongs, New York, New York.

Rolando Garcia, born March 18, 1965, to the Vincente Garcias, Hitchcock, Texas.

Teresa Stockman, born March 26, 1965, to the Harry L. Stockmans, Frankfort, Mich.

Earnest Phillips, born May 3, 1965, to the Earnest M. Phillips, Morgan City, La.

Annie Zepeda, born November 16, 1964, to the Maurilo Zepedas, Houston, Texas.

Brandon Wright, born April 12, 1965, to the Alfred Wrights, Beaumont, Texas.

Juan Gonzalez, born January 15, 1965, to the Juan I. Gonzalezs, New Orleans, La.

Emery Roy Collins, born March 3, 1965, to the Henry Collins, Orange, Texas.

Marilyn Kay Talevich, born April 23, 1965, to the Leonard Talevichs, Texas City, Texas.

David Michael Lewis, born May 10, 1965, to the Jesse Lewis, Norwalk, Calif.

Ronald Sylvester, born March 27, 1965, to the Eddie Sylvester, Mobile, Ala.

Gary Michael Cullen, born June 9, 1964, to the James Cullens, Arlington, New Jersey.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan (any apparent delay in payment of claims is normally due to late filing, lack of beneficiary card or necessary litigation for the disposition of estates):

Joseph F. Czech, 38: Brother Czech succumbed to a liver disease on April 30, 1965 at his home in Brooklyn, New York. Sailing in the deck department, he joined the Union in 1957. He was buried in the St. Mary's Calvary Cemetery, Middletown, Conn. Surviving is his sister Mrs. Julia Rasch.



F. C. Taylor, 57: Brother Taylor was killed in an accident aboard the Robin Hood on January 19, 1965. A member of the SIU since 1963, he sailed in the deck department. He is survived by his sister Mrs. Rose Mary Swilling. Place of burial was Seoul Foreigners' Cemetery, Seoul, Korea.



Hugh Earl Boyle, 63: Brother Boyle succumbed to sleeping sickness April 9, 1965 in Rural Charevoix, Michigan. A member of the steward department, he joined the Union in 1960. He was buried in Detroit, Michigan. Surviving is his nephew Daniel J. Greene.



Hertford Bryan Rice, 52: A brain hemorrhage proved fatal to Brother Rice in the Norfolk USPHS Hospital, on April 17, 1965. A member of the union since 1957, he sailed in the deck department. He is survived by his wife Bernice Marie. Place of burial was Warden Grove Cemetery, Lowland, North Carolina.



Michael E. Pappadakis, 68: Brain injury proved fatal to Brother Pappadakis on May 4, 1965 at his home in New Orleans. A member of the steward department, he joined the Union in 1941. He was buried in St. Louis #3 Cemetery, New Orleans, La. Surviving is his sister Irene Cassieri.



Franklin Hazel St. Mary, 57: Brother St. Mary succumbed to a heart attack Feb. 12, 1965 at the Bandar Shahpour Quarantine Hospital, Iran. He sailed as an FWT in the engine department, joining the union in 1947. He was buried in Pensacola, Florida. Surviving is his sister Mrs. Rosa Gearhold.



Frederick Wrafter, 60: Brother Wrafter died of natural causes May 13, 1965 at the Staten Island USPHS Hospital. A member of the Union since 1955, he sailed in the steward department. He is survived by his sister Margaret Wrafter. Place of burial was St. Charles Cemetery, Pinelawn, N.Y.



John E. Ross, 53: Brother Ross died of pneumonia April 15, 1965 in the Chicago USPHS Hospital. A member of the union since 1943, he sailed as a bosun. He is survived by his nephew Ronald M. Agulnick. Place of burial was Forest Hills Cemetery, Boston, Mass.



# Directory of UNION HALLS

## SIU Atlantic, Gulf, Lakes & Inland Waters

**PRESIDENT**  
Paul Hall

**EXECUTIVE VICE-PRESIDENT**  
Cal Tanner

**VICE PRESIDENTS**  
Earl Shepard  
Lindsey Williams  
Al Tanner  
Robert Matthews

**SECRETARY-TREASURER**  
Al Kerr

**HEADQUARTERS REPRESENTATIVES**  
Bill Hall Ed Mooney Fred Stewart  
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BOSTON 177 State St.  
BOSTON 177 State St.  
DETROIT 10225 W. Jefferson Ave.  
DETROIT 10225 W. Jefferson Ave.  
DETROIT 10225 W. Jefferson Ave.  
DETROIT 10225 W. Jefferson Ave.

**HEADQUARTERS** 675 4th Ave., Bklyn  
HYacinth 9-6600

**HOUSTON** 5904 Canal St.  
Paul Drosak, Agent Walnut 8-3207

**JACKSONVILLE** 2608 Pearl St., SE, Jax  
William Morris, Agent ELgin 3-0987

**MIAMI** 744 W. Flagler St.  
Ben Gonzalez, Agent FRanklin 7-3564

**MOBILE** 1 South Lawrence St.  
Louis Nelra, Agent HEMlock 2-1754

**NEW ORLEANS** 630 Jackson Ave.  
Buck Stephens, Agent Tel. 529-7546

**NEW YORK** 675 4th Ave., Brooklyn  
HYacinth 9-6600

**NORFOLK** 115 Third St.  
Gordon Spencer, Acting Agent 622-1892

**PHILADELPHIA** 2604 S. 4th St.  
John Fay, Acting Agent DEwey 6-3818

**SAN FRANCISCO** 850 Fremont St.  
Paul Gonsorich, Agent DOuglas 2-4401

**SEATTLE** 2505 1st Ave.  
Keith Terpe, Hq. Rep. Phone 723-8594

**SEATTLE** 2505 1st Ave.  
Ted Babkowski, Agent MAIN 3-4334

TAMPA 312 Harrison St.  
Jeff Gillette, Agent 229-2788

WILMINGTON, Calif 505 N. Marine Ave.  
Frank Boyns, Agent TERminal 4-2528

## Great Lakes

**SECRETARY-TREASURER**  
Fred J. Farnes

**ASSISTANT SECRETARY-TREASURER**  
Roy Boudreau

ALPENA 127 River St.  
EL 4-3816

BUFFALO, NY 735 Washington  
TL 3-9259

CHICAGO 9383 Ewing Ave.  
So. Chicago, Ill. SAGinaw 1-0733

CLEVELAND 1420 West 25th St.  
MAIN 1-5450

DULUTH 312 W. 2nd St.  
Randolph 2-4110

FRANKFORT, Mich. 415 Main St.  
Mail Address: P.O. Box 267 ELgin 7-2441

HEADQUARTERS 10225 W. Jefferson Ave.  
River Rouge 18 Mich. Vinewood 3-4741

## Inland Boatmen's Union

**NATIONAL DIRECTOR**  
Robert Matthews

**GREAT LAKES AREA DIRECTOR**  
Al Tanner

BALTIMORE 1216 E. Baltimore St.  
EAStern 7-4900

BOSTON 376 State St.  
RICHmond 2-0140

HEADQUARTERS 675 4th Ave., Brooklyn  
HYacinth 9-6600

HOUSTON 5904 Canal St.  
Walnut 8-3207

JACKSONVILLE 2608 Pearl St., SE, Jax  
ELgin 3-0987

MIAMI 744 W. Flagler St.  
FRanklin 7-3564

MOBILE 1 South Lawrence St.  
HEMlock 2-1754

NEW ORLEANS 630 Jackson Ave.  
Tel. 529-7546

PHILADELPHIA 2604 S. 4th St.  
Tel. 622-1892-3

NORFOLK 115 Third St.  
DEwey 6-3818

TAMPA 312 Harrison St.  
Tel. 229-2788

## GREAT LAKES TUG & DREDGE REGION

**REGIONAL DIRECTOR**  
Robert Jones

**Dredge Workers Section**  
**ASSISTANT DIRECTOR**  
Richard L. Tillman

BUFFALO 94 Henrietta Ave.  
Arthur Miller, Agent TR 5-1536

CHICAGO 2300 N. Kimball  
Tryve Varden, Agent ALbany 2-1154

CLEVELAND 1420 W. 25th St.  
Tom Gerrity, Agent 621-5450

DETROIT 2308 Hubbard St.  
Harold Von, Agent TA 5-5723

DULUTH 305 W. 5th St.  
Paul Greco, Agent RA 2-3732

SAULT STE. MARIE  
Address mail to Brimley, Mich.  
Wayne Weston, Agent BRimley 14-R 5

TOLEDO 423 Central St.  
Leslie Willard, Agent 243-0859

## Tug Firemen, Unemen, Oilers & Watchmen's Section

**ASSISTANT DIRECTOR**  
Tom Burns

ASHTABULA, O. 1644 W. Third St.  
John Mero, Agent WOODman 4-8332

BUFFALO 18 Portland St.  
Tom Burns, Agent TA 3-7095

CHICAGO 9383 Ewing, S. Chicago  
Robert Affleck, Agent ESsex 5-8570

CLEVELAND 1420 W. 25th St.  
W. Hearn, Pro-Tem Agent MA 1-5450

DETROIT-TOLEDO 12948 Edison St.  
Byron Kelly, Agent 14595 Regina,  
Allentown Park, Mich.  
386-6264

DULUTH Box No. 68  
South Range, Wis.  
Ray Thomson, Agent EXport 4-4283

LORAIN, O. 115 E. Parish St.  
Sandusky, Ohio  
Harold Rullisatz, Agent MAIN 8-4573

MILWAUKEE 2722 A. So. Shore Dr.  
Joseph Miller, Agent SHERman 4-6645

SAULT STE. MARIE 219 Brady St.  
John Bernard, Agent MEIrose 2-8963

Toledo 2706 109th St.  
Owen Cone, Agent RA 6-4823

## RAILWAY MARINE REGION

HEADQUARTERS 69 Montgomery St.  
Jersey City 2, NJ HENDERSON 3-0104

**REGIONAL DIRECTOR**  
G. P. McGinty

**ASSISTANT REGIONAL DIRECTORS**  
E. B. Pulver R. H. Avery

BALTIMORE 1216 E. Baltimore St.  
EAStern 7-4900

NORFOLK 115 Third St.  
622-1892-3

PHILADELPHIA 2604 S. 4th St.  
DEwey 6-3818

## United Industrial Workers

BALTIMORE 1216 E. Baltimore St.  
EAStern 7-4900

BOSTON 276 State St.  
RICHmond 2-0140

HEADQUARTERS 675 4th Ave. Brooklyn  
HYacinth 9-6600

HOUSTON 5904 Canal St.  
Walnut 8-3207

JACKSONVILLE 2608 Pearl St. SE  
ELgin 3-0987

MIAMI 744 W. Flagler St.  
FRanklin 7-3564

MOBILE 1 S. Lawrence St.  
HEMlock 2-1754

NEW ORLEANS 630 Jackson Ave.  
Phone 529-7546

NORFOLK 115 Third St.  
Phone 622-1892-3

PHILADELPHIA 2604 S. 4th St.  
DEwey 6-3818

TAMPA 312 Harrison St.  
Phone 229-2788

# Know Your Rights

**FINANCIAL REPORTS.** The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed CPA audit every three months by a rank and file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn.

**TRUST FUNDS.** All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall consist equally of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

**SHIPPING RIGHTS.** Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:  
Earl Shepard, Chairman, Seafarers Appeals Board  
17 Battery Place, Suite 1930, New York 4, N.Y.

Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

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

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

**PAYMENT OF MONIES.** No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstance should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be reported to headquarters.

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

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

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

**SEAFARERS POLITICAL ACTIVITY DONATIONS.** One of the basic rights of Seafarers is the right to pursue legislative and political objectives which will serve the best interests of themselves, their families and their Union. To achieve these objectives, the Seafarers Political Activity Donation was established. Donations to SPAD are entirely voluntary and constitute the funds through which legislative and political activities are conducted for the benefit of the membership and the Union.

If at any time a Seafarer feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Paul Hall at headquarters by certified mail, return receipt requested.



# Schedule of Membership Meetings

## SIU-AGLIWD Meetings

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

New York	July 6	Detroit	July 9
Philadelphia	July 6	Houston	July 12
Baltimore	July 7	New Orleans	July 13
Mobile	July 14		

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## West Coast SIU-AGLIWD Meetings

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

Wilmington	San Francisco	Seattle
July 19	July 21	July 23

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## Great Lakes SIU Meetings

Regular membership meetings on the Great Lakes are held on the first and third Mondays of each month in all ports at 7 PM local time, except at Detroit, where meetings are held at 2 PM. The next meetings will be:

Detroit	July 6—2 P.M.
Alpena, Buffalo, Chicago, Cleveland, Duluth, Frankfort, Duluth	July 6—7 P.M.

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## SIU Inland Boatmen's Union

Regular membership meetings for IBU members are scheduled each month in various ports. The next meetings will be:

Phila.	July 6—5 P.M.
Baltimore (licensed and un-licensed)	July 7—5 P.M.
Houston	July 12—5 P.M.
Norfolk	July 8—5 P.M.
N'Orleans	July 9—5 P.M.
Mobile	July 10—5 P.M.

## RAILWAY MARINE REGION

Regular membership meetings for Railway Marine Region-IBU members are scheduled each month in the various ports at 10 AM and 8 PM. The next meetings will be:

Jersey City	July 12
Philadelphia	July 13
Baltimore	July 14
Norfolk	July 15

## GREAT LAKES TUG AND DREDGE REGION

Regular membership meetings for Great Lakes Tug and Dredge Region IBU members are scheduled each month in the various ports at 7:30 PM. The next meetings will be:

Detroit	July 12
Milwaukee	July 12
Chicago	July 13
Buffalo	July 14
†Sault Ste. Marie	July 15
Duluth	July 16

(For meeting place, contact Harold Ruthsatz, 118 East Parish, Sandusky, Ohio).

Cleveland	July 16
Toledo	July 16
Ashtabula	July 16

(For meeting place, contact John Mero, 1644 West 3rd Street, Ashtabula, Ohio).

⚓ ⚓ ⚓

## United Industrial Workers

Regular membership meetings for UIW members are scheduled each month at 7 PM in various ports. The next meetings will be:

New York	July 6
Baltimore	July 7
Philadelphia	July 8
†Houston	July 12
Mobile	July 14
New Orleans	July 13

\* Meetings held at Labor Temple, Newport News.

† Meeting held at Labor Temple, Sault Ste. Marie, Mich.

‡ Meeting held at Galveston wharves.

# SEAFARERS IN DRYDOCK

All hospitalized Seafarers would appreciate mail and visits whenever possible. The following is the latest available list of SIU men in the hospital:

**USPHS HOSPITAL NEW ORLEANS, LA.**  
 Paul O. Arceneaux  
 Gervais J. Babin  
 Stanley J. Barras  
 Riley F. Beech  
 Ardeel Burkett  
 Joseph Childress  
 C. A. Christ  
 James Corjer, Sr.  
 W. J. Covignac  
 Clifford Cummings  
 A. E. Cunningham  
 Richard H. Dacla  
 F. P. Dougherty  
 Harvis C. Dyas  
 Allen A. Ellis  
 W. R. Gammons  
 J. G. Gautreaux  
 George C. Gierczic  
 Clinton Gill  
 Carl C. Harris  
 Hughey Hodges  
 F. H. Hauck

**USPHS HOSPITAL SEATTLE, WASH.**  
 E. A. Ainsworth  
 M. Acosta  
 C. Jensen  
 W. G. Kelly  
 E. E. Korchick  
 C. W. Lane

**USPHS HOSPITAL NORFOLK, VA.**  
 John Armstead  
 E. Canonigado  
 Ellis W. Cottrell  
 James C. Everett  
 Herbert Fentress  
 Wm. E. Grimes  
 Albert Jones

James G. Potter  
 Norman Sawyer  
 Floyd Simmons

**USPHS HOSPITAL GALVESTON, TEXAS**  
 Wayland Ashcraft  
 Jack D. Brock  
 H. B. Butts  
 Walter M. Cutter  
 Charles Copeman  
 Douglas Claussen  
 Hugh Groves  
 Raymond Henry  
 George B. Little  
 Paul M. Landry

**USPHS HOSPITAL BALTIMORE, MD.**  
 Sidney Buger  
 Raymond Collins  
 Allen Cooper  
 Michael Duco  
 Charles W. Hall  
 Harry Hastings  
 Philip Jeffers  
 Eric Johnson

**USPHS HOSPITAL JACKSONVILLE, FLA.**  
 A. E. Harris  
 C. M. Dials

**USPHS HOSPITAL SAN FRANCISCO, CALIF.**  
 Lawrence Bartlett  
 Apron Castillo  
 William Doran  
 F. De Los Reyes  
 Sicto Escobar  
 Robert H. Hall  
 James A. McCavley

**USPHS HOSPITAL STATEN ISLAND, NEW YORK**  
 V. Anderson  
 Paul Bates  
 Conway Beard  
 James Bergeria  
 M. Burgess  
 Robert Burton  
 Michael Cekot  
 Angelo Ciano  
 Dan Couaney  
 George Crabtree  
 Chester Coumas  
 Dan Doheny  
 E. D. Duffy  
 Dominick Fois  
 Thomas Gordon  
 Al Hirsch  
 Martin Horner  
 David Horton

Melvin Willis  
 George Winfield

Cecil C. Morris  
 W. H. McDonald  
 Joseph Prabeck  
 L. C. Pickhart  
 Louis J. Prince  
 Lawrence Springer  
 Chas. B. Young, Jr.  
 Joseph T. Vaughn  
 Edward C. Yeaman

James LaBenz  
 Dennis Marcoly  
 Ellwood Perlie  
 Daniel Piccerelli  
 Paul Stinchland  
 Joseph Wilaszak  
 C. E. Williamson  
 John J. Yendral

W. L. Nihem  
 H. M. Galphin

Pablo R. Ojera  
 Thomas Parrett  
 Juan L. Pagan  
 Arthur G. Sigler  
 H. Shellenberger  
 Carlos L. Sy

Charles Jackson  
 Hans Jacobsen  
 Derek Lamb  
 James Lennon  
 Michael Loretto  
 Thor Lovas  
 John Lynch  
 M. Makatangay  
 Michael Marcello  
 C. P. Marcotti  
 Robert McDavitt  
 Gordon Miller  
 Harvey Morris  
 Frank Moran  
 Kurt Olsen  
 Owen Quinn  
 Julio Quinonez  
 E. Reyes

Mario Reyes  
 John L. Roberts  
 Joe Saxton  
 A. Scaturro  
 Alivio Seraga  
 Frank Sherry

**USPHS HOSPITAL DETROIT, MICHIGAN**  
 Ahmed M. Ali  
 Thayer A. Ahmed  
 Anna Bond  
 Gerald Fast  
 Francis Gooley  
 Luther Henderson  
 Art Himebaugh  
 Anselm Kenny  
 Chas. Kodauko  
 James Keller  
 Joseph Lambert  
 Stephen Lenchak

**USPHS HOSPITAL FORT WORTH, TEXAS**  
 B. Deibler  
 Abe Gordon  
 Thomas Leahy

**SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK**  
 Daniel Gorman  
 A. Gutierrez  
 Edwin Harriman

**ST. VINCENT'S HOSPITAL GREEN BAY, WISCONSIN**  
 Percy Johnson

**U.S. SOLDIERS HOME HOSPITAL WASHINGTON, D.C.**  
 William Thomson

**USPHS HOSPITAL MEMPHIS, TENNESSEE**  
 James McGee

**V.A. HOSPITAL HOUSTON, TEXAS**  
 Thomas Manion

**V.A. HOSPITAL WEST HAVEN, CONN.**  
 Paul Kolesnick

**V.A. HOSPITAL HINES, ILLINOIS**  
 Oscar Kvaas

**V.A. HOSPITAL LONG BEACH, CALIFORNIA**  
 R. Asenault

**V.A. HOSPITAL ANN ARBOR, MICHIGAN**  
 Robert Asbahr

# Sec. 14b

(Continued from page 2)  
 that "every member" was opposed to linking 14(b) repeal to the civil rights issue.

The Roosevelt subcommittee hearing on amendment of Title 7 of the Civil Rights Act was held on a bill sponsored by Roosevelt and Representative Ogden R. Reid (R-N.Y.) which would:

- Extend the ban on job discrimination to cover all establishments in industries affecting commerce with eight or more employees. The present law initially covers places with 100 or more employees, dropping in three annual steps to coverage of 25 or more workers.

- Add on top of the conciliation and eventual court procedure of the present law a provision enabling the Equal Employment Opportunity Commission to issue a cease and desist order, reviewable and enforceable in court, where it finds a pattern of unlawful employment practices requiring urgent remedy.

Mitchell and Biemiller expressed some reservations as to whether superimposing administrative enforcement over the present structure would be the most effective way of combatting job discrimination. Mitchell asked for time for the cooperating civil rights groups to seek a consensus on the issue. But it would be "a tragedy," he said, if a hasty patchwork job of amending the law proved inadequate.

Biemiller, accompanied by AFL-CIO Associate Counsel Thomas E. Harris, stressed labor's repeated efforts to have enacted stronger enforcement powers on fair employment. He associated the AFL-CIO "completely" with Mitchell's statement and the position of the Leadership Conference, with which the AFL-CIO is affiliated.

Several subcommittee members said they thought the chairman of the Equal Employment Opportunity Commission, Franklin D. Roosevelt, Jr., should testify before a bill was acted on. The subcommittee chairman, brother of the agency head, said FDR, Jr., preferred to wait until his commission had some experience under the present law before testifying in an official position on needed changes.

# PERSONALS and NOTICES

**Robert G. Schlager, S-293**  
 Please contact your wife as soon as possible!

⚓ ⚓ ⚓

**Dick Bondi**  
 You are asked to contact your sister Ernestine Herman at 100 East 1st Street, New York, New York.

⚓ ⚓ ⚓

**H. Landis**  
 You are requested to contact your brother John H. Landis.

⚓ ⚓ ⚓

**Jim West**  
 Please contact your wife Barbara at 47-37 45th Street, Queens, New York.

⚓ ⚓ ⚓

**Joseph Francis Spieler**  
 Tom Bartley is holding your gear for you at his home in Baltimore, Maryland.

⚓ ⚓ ⚓

**Mel Heller**  
 Please contact your brother Bob.

⚓ ⚓ ⚓

**Nat D'Scostino**  
 You are requested to contact your wife Marge at the new house.

⚓ ⚓ ⚓

**Peter Scott**  
 Please contact your father in Houston, Texas.

⚓ ⚓ ⚓

**Harry Thompson**  
 Please contact your wife. A check is awaiting you at home.

⚓ ⚓ ⚓

**B. Moore**  
 You are asked to contact your sister Belle in New Orleans.

⚓ ⚓ ⚓

**Robert Priestly**  
 Your shipmate Hal is holding your gear for you in Baltimore.

⚓ ⚓ ⚓

**Gene Johnson**  
 You are requested to contact your wife Miriam. She is holding

mail for you from your cousin Mary Ann and your cousin Jane.

⚓ ⚓ ⚓

**R. Mills**  
 Please get in touch with your mother at 375 Riverside Drive, New York, N.Y.

# Benefits

(Continued from page 8)  
 all such benefits received after the first day of employment during such period of alleged disability.

(e) **Hospital Expense Benefit**—An eligible who is not entitled to treatment at a USPHS facility and who is hospitalized during any period for which he is entitled to receive the S&A benefit, shall also be entitled to receive hospital benefits according to the Schedule for Dependents' Benefits.

(f) **In-Hospital Benefit**—If an eligible is entitled to receive the in-hospital benefit, the Plan shall pay only an amount which together with such payments shall equal \$8 per day. If an eligible is still confined after having received the S&A benefit payment for a maximum of 39 weeks, he is still entitled to receive the in-hospital benefit.

(g) Failure of an eligible employee to place himself under treatment promptly or to comply with medical care or instructions will be deemed cause for disqualification from benefits.

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 TO SPEED DELIVERY

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## 1964—Record Year For SIU Welfare Benefits

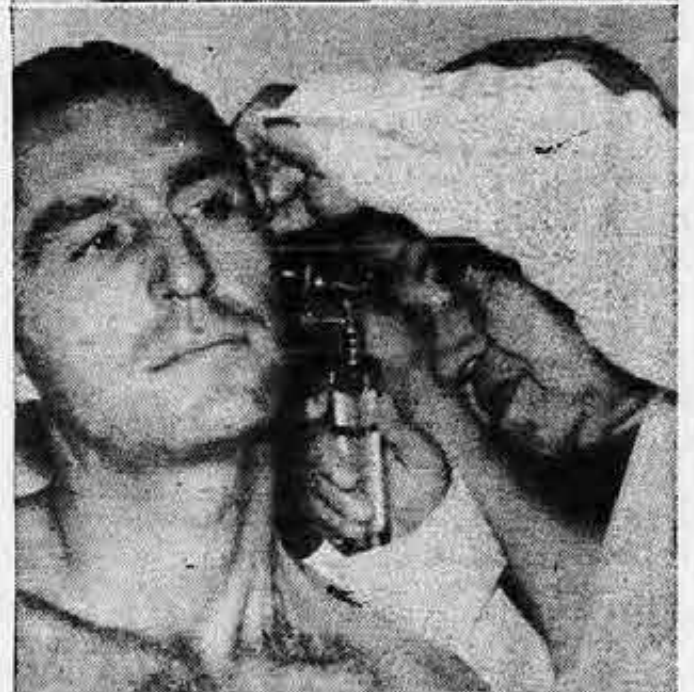
**A** new record high was reached in 1964 for total benefits paid by the Seafarers Welfare and Pension Plans. The plans paid out a total of \$4,797,978.93 in welfare and pension benefits to SIU members and their dependents, covering a wide range of benefits including hospital, maternity, dependent, optical, death, out patient and pensions.

The increase in welfare and pension benefits represented an increase of over \$1,100,000 more than was paid out to Seafarers and their dependents the previous year.

During 1964, Seafarers on pension collected \$1,071,450 as contrasted to \$793,050 in pension checks in the previous year. Dependents benefits registered the sharpest increase during 1964 as \$1,309,163 was paid to members of SIU families, while in 1963, \$834,914 was paid to dependents.

Over \$858,500 was paid in hospital benefits last year in comparison to \$753,756 in 1963. Survivors of departed Seafarers collected \$820,695 in death benefits last year in contrast to the \$712,313 paid in 1963.

In paying these record benefits during 1964, the SIU Welfare and Pension Plans have demonstrated conclusively that Seafarers can be confident that their Union stands ready to give maximum assistance should they or their families be stricken with sickness, accident, old age or death.







**TEXT OF**

**SIU**

**CONSTITUTION**

*For SIU Atlantic, Gulf, Lakes And Inland Waters District*



# CONSTITUTION

## THE SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA—

### ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT

Affiliated with American Federation of Labor — Congress of Industrial Organizations

(As Amended May 12, 1960)

#### PREAMBLE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### Statement of Principles and Declaration of Rights

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

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

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

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

#### I

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

#### II

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

#### III

No member shall be deprived of his membership without due

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

#### IV

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

#### V

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

#### VI

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

#### VII

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

### CONSTITUTION

#### Article I

##### Name and General Powers

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

#### Article II

##### Affiliation

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

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

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

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

#### Article III

##### Membership

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### Article IV

##### Reinstatement

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

#### Article V

##### Dues and Initiation Fee

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

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

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

#### Article VI

##### Retirement from Membership

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

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

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

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

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



## Article VII System of Organization

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

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

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

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

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

## Article VIII

### Officers, Headquarters Representatives, Port Agents and Patrolmen

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

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

## Article IX

### Other Elective Jobs

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

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

B. Committee members of:

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

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

## Article X

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

#### Section 1. The President.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### Section 2. Executive Vice-President.

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

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

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

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

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

#### Section 4. Secretary-Treasurer.

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

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

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

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

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

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

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

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

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

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

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

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

He shall supervise and be responsible for the activities of all

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

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

#### Section 8. Director of Organizing and Publications.

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

#### Section 9. Headquarters Representatives.

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

#### Section 10. Port Agents.

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

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

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

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

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

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

#### Section 11. Patrolmen.

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

#### Section 12. Executive Board.

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

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

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

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

#### Section 13. Delegates.

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

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

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

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

#### Section 14. Committees.

##### (a) Trial Committee.

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



# CONSTITUTION

## THE SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA— ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT

Affiliated with American Federation of Labor—Congress of Industrial Organizations

(As Amended May 12, 1960)

### PREAMBLE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### Statement of Principles and Declaration of Rights

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

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

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

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

#### I

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

#### II

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

#### III

No member shall be deprived of his membership without due

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

#### IV

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

#### V

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

#### VI

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

#### VII

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

## CONSTITUTION

### Article I

#### Name and General Powers

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

### Article II

#### Affiliation

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

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

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

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

### Article III

#### Membership

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### Article IV

#### Reinstatement

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

### Article V

#### Dues and Initiation Fee

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

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

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

### Article VI

#### Retirement from Membership

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

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

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

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

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



## Article VII System of Organization

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

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

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

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

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

## Article VIII Officers, Headquarters Representatives, Port Agents and Patrolmen

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

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

## Article IX Other Elective Jobs

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

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

B. Committee members of:

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

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

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

**Section 1. The President.**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Section 2. Executive Vice-President.**

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

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

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

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

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

**Section 4. Secretary-Treasurer.**

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

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

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

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

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

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

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

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

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

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

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

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

He shall supervise and be responsible for the activities of all

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

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

**Section 8. Director of Organizing and Publications.**

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

**Section 9. Headquarters Representatives.**

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

**Section 10. Port Agents.**

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

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

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

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

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

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

**Section 11. Patrolmen.**

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

**Section 12. Executive Board.**

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

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

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

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

**Section 13. Delegates.**

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

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

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

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

**Section 14. Committees.**

(a) Trial Committee.

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



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

**(b) Appeals Committee.**

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

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

**(c) Quarterly Financial Committee.**

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

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

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

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

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

**(d) Strike Committee.**

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

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

## Article XI

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

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

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

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

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

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

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

## Article XII

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

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

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

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

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

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

(d) He is a citizen of the United States of America; and  
(e) He is not disqualified by law.

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

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

## Article XIII

### Elections for Officers, Headquarters Representatives, Port Agents and Patrolmen

**Section 1. Nominations.**

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

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

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

Dated: .....  
Signature of member

Book No. ....

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

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

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

**Section 2. Credentials Committee.**

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

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

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

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

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

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

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

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

**Section 3. Balloting Procedures.**

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

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

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

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

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

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

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

**Section 4. Polls Committees.**

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## Article XIV Other Elections

### Section 1. Trial Committee.

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

### Section 2. Appeals Committee.

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

### Section 3. Delegates.

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

## Article XV Trials and Appeals

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



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

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

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

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

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

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

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

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

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

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

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

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

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

**Section 11.** At the next regular meeting of the port where Headquarters is located, after receipt of the notice of appeal, the notice shall be presented, and shall then become part of the minutes. An Appeals Committee shall then be elected. The Vice-President in charge of contracts is charged with the duty of presenting the before-mentioned proceedings and all available documents used as evidence at the trial to the Appeals Committee, as well as any written 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:

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

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

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

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

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

(e) The Appeals Committee may recommend lesser punishment.

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

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

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

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

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

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

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

#### Article XVI Offenses and Penalties

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

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

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

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

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

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

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

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

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

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

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

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

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

#### Article XVII Publications

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

#### Article XVIII Bonds

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

#### Article XIX Expenditures

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

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

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

#### Article XX Income

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

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

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

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

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

#### Article XXI Other Types of Union Affiliation

To the extent permitted by law, this Union, by majority vote of the membership, may provide for affiliation with it by individuals in a lesser capacity than membership, or in a capacity other than membership. By majority vote of the membership, the Union may provide for the rights and obligations incident to such capacities or affiliations. These rights and obligations may include, but are not limited to (a) the applicability or non-applicability of all or any part of this Constitution; (b) the terms of such affiliation; (c) the right of the Union to 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 Quorums

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

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

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



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

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

**Article XXIII**  
**Meetings**

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

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

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

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

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

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

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

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

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

**Article XXIV**  
**Definitions and Miscellaneous Provisions Relating Thereto**

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

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

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

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

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

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

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

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

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

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

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

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

**Article XXV**  
**Amendments**

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

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

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

**Article XXVI**  
**Transition Clause**

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

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

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

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

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

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

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

**EXHIBIT A**

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

**I**

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

**II**

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

**III**

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

**IV**

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

**V**

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

**VI**

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

**VII**

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

**VIII**

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

**IX**

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

**X**

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

**XI**

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

**XII**

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

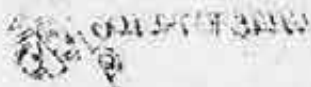
**XIII**

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



### **EVERY SEAFARER IS GUARANTEED**

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



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