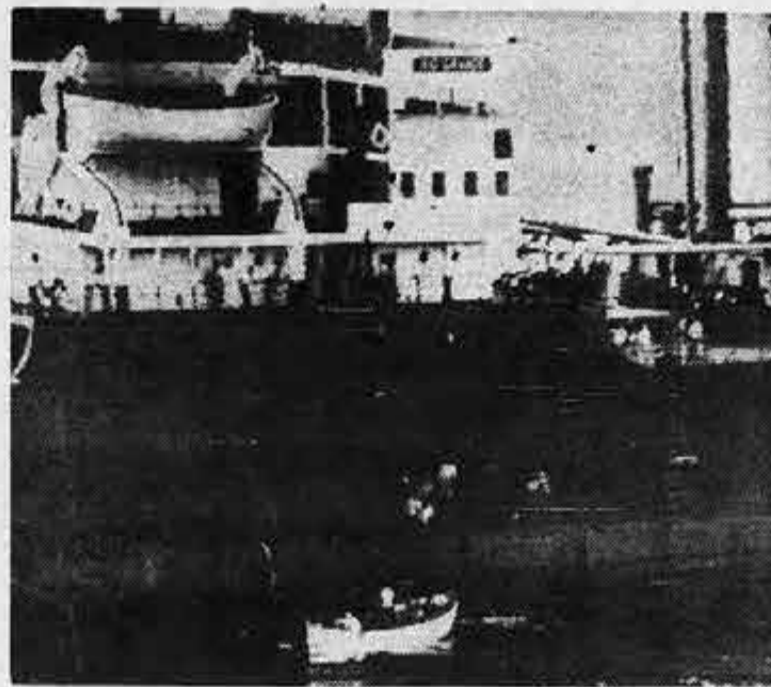




## SIU SHIP AIDS LINER RESCUE



**Rio Grande  
Takes Part  
In Atlantic  
Mercy Fleet  
—Saves 76**

Survivors of ill-fated Greek liner Lakonia scramble aboard SIU-manned freighter Rio Grande after rescue Monday in mid-Atlantic. Of 1,027 crew and passengers, 127 are dead or missing. (Story on Page 3.)

## DOMESTIC SHIP BILLS GET SENATE HEARING —RAIL RATE-CUTS HIT

Story On Page 2

## SIU Crushes Raid By IBT | NLRB Okays Tanker Pact

Story On Page 3

Story On Page 2

Complete Text

**Seafarers International Union**

Atlantic, Gulf, Lakes & Inland Waters District

**CONSTITUTION**

In This Issue

# Hearings Open In Senate On Domestic Shipping Aid

WASHINGTON—The Senate Merchant Marine and Fisheries Subcommittee has completed two days of hearings on two proposals that would provide the first construction aid for the US-flag domestic shipping industry. The bills, sponsored by Sen. E. L. (Bob) Bartlett (D-Alaska), call for Government aid toward new construction either here or abroad for the domestic trades.

Hearings opened here December 11 and wound up a day later, subject to recall early next year, when Government spokesmen and others are slated to give their testimony regarding both proposals.

Testimony so far has been generally favorable to the bills. Support has come from both labor and management representatives, as well as several Senators.

Sen. Maurine Neuberger (D-Ore.) was among the supporters of both measures, in line with an earlier announcement. She was sponsor of the bill passed by Congress last year that opened the domestic trades to foreign ships for the first time since 1920 in the interests of US Pacific Northwest lumber growers.

Although her bill, covering the lumber trade from US continental ports to Puerto Rico, has since expired, a two-year extension was approved by the Senate three weeks ago. However, it still must pass the House.

Under the Bartlett proposals, S. 1773 calls for a direct subsidy on construction of new vessels for domestic operations, up to a ceiling of 55 percent. The subsidy could go as high as 60 percent in the case of reconstruction or conversion.

The other measure (S. 1774) would allow construction in foreign yards, if common carriers in the domestic trades are denied direct subsidy or if no action is taken by the Secretary of Commerce on a subsidy application within six months.

Most of the testimony so far

has centered favorably on S. 1773, with opposition developing to the other plan that would allow for overseas construction.

### Seatrains Testimony

Testimony by John L. Weller, president of SIU-contracted Seatrain Lines, one of the few remaining domestic operators, endorsed both measures. There is "no benefit whatever...by continuing the present myth which supposes that

domestic ship lines are able to subsidize the shipyards," he declared.

Weller also cited railroad rate-cutting practices as one of the prime causes for the decline in US domestic shipping. His statement prompted a remark by Sen. Bartlett that the complaint was a "good one" and that his subcommittee will "try to get around" to examining the problem.

# NLRB Ruling Backs SIU Manning Rights

WASHINGTON—The general counsel of the National Labor Relations Board has upheld the New York regional director's finding against an attempt by the National Maritime Union to upset an established

collective bargaining relationship held by the SIU involving the 106,000-ton supertanker Manhattan (Hudson Waterways).

NLRB General Counsel Arnold Ordman ruled that the purchase of the stock of the Manhattan Tankers Company by an SIU-contracted operator in December, 1962, made possible a "valid accretion" to the new owner's existing fleet.

Seafarers have been manning the big tanker since last March, during which time the giant vessel has been operating primarily in the grain trade. Hudson Waterways has been under an SIU contract for several years, operating a number of tankers and specialized bulk ships.

In seeking to upset the SIU pact which went into effect for the Manhattan after the change in ownership from the Niarchos shipping interests to Hudson Waterways, the NMU filed charges with the labor board, alleging that the Manhattan Tankers Company had acted unfairly.

In doing so, the NMU took a position directly opposite to its stand in the Robin Line-Moore McCormack case. The NMU has been under AFL-CIO sanctions for some time as a result of its attempt to raid SIU jobs in the Robin Line over 18 months ago.

The rulings of the NLRB's regional director in New York held that no violation of the law had been shown, that the charges were filed too late under a six-month statute of limitations, and that the mode of transfer of the vessel, through the sale of a vessel, was insignificant.

Meanwhile, the Manhattan inaugurated the first offshore loading operation at the Port of Houston last week, when she took on 32,000 tons of grain while lying 6

miles out to sea. The giant tanker is too big to get up the 50-mile Houston ship channel.

The Manhattan, which is the largest US tanker, anchored off Galveston Bay after taking on about 75,000 tons of grain at Baton Rouge, La. It could not take on a full load there and still get back to sea.

From Houston the additional grain load was ferried out to the Manhattan on two smaller ships.

The total cargo of about 107,000 tons is destined for East Pakistan. The Manhattan was loaded out of the Mississippi in a similar operation last summer.

## Job Confab At San Juan



Scenes from recent automation conference in San Juan co-sponsored by SIU of Puerto Rico shows SIU President Paul Hall (top) addressing session, with John I. Snyder, Jr., President, US Industries, Inc.; Donna Felisa Rincon de Gautier, Mayoreess of San Juan, and Keith Terpe, president, Puerto Rico SIU, on rostrum. Above, conference delegates from Trinidad, Barbados and Grenada, including (2nd from left) Basil Douglas, vice-president, SIUNA-affiliated Seamen's & Waterfront Workers Trade Union of Trinidad.

# Factory Fire Was Near-Miss

NEW YORK—A three-alarm blaze which roared through a toy factory only one block from SIU headquarters here last week, brought out some 75 firemen and 15 pieces of fire-fighting equipment before it was under control.

Original news and local radio reports that the SIU hall itself was on fire stirred some commotion in the area for a time and tied up telephone lines at headquarters for an hour on Thursday, December 19. SIU switchboard operators were kept busy reassuring callers that the fire report did not involve headquarters.

The blaze reportedly broke out from an overheated sewing machine being used in the Abel Toy and Novelty Company plant on Fourth Avenue and 22nd Street. The SIU hall is on Fourth Avenue between 20th and 21st Streets.

SIU Vacation Plan and accounting department offices which are

located separately on 21st Street were closest to the source of the fire, but were not damaged.

Forty employees of the factory were forced to flee the building coatless in the bitter cold. An estimated \$1,900 in wallets and purses was left behind and destroyed in the fire.

### Traffic Snarled

The plant owner, Thomas Panarella, estimated the loss by damage to the factory at \$100,000. The fire was under control by 3:15 PM, but fire-fighting apparatus in the area snarled traffic until evening while firemen continued to keep a watch on the damaged structure.

The fire began in on the first floor of the toy factory, then spread through all floors of the four-story brick building. The heaviest damage was reported to a supply of stuffed toy animals stored on the second floor.

## Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK. Use of this address assures speedy transmission on all messages and faster service for the men involved.

# SIU Ports Hold Annual Yule Fetes

An estimated several thousand Seafarers, families and guests attended festive holiday dinners in all ports this week, to mark the traditional Christmas Day celebrations ashore. The holiday meals in port followed similar festivities attended by some 4,000 persons on Thanksgiving Day last month.

Arrangements for the Yuletide fetes were similar to those in past years. Dinners were held in all halls where ample dining facilities were available or in nearby restaurants.

In addition to the Christmas victuals, Seafarers in all authorized Stateside hospitals received a holiday bonus of \$25 if they were hospitalized for one or more days during the period from December 23-25. The \$25 bonus was accompanied by a carton of cigarettes or cigars besides the normal hospital benefit they received.

The holiday bonanza involved all hospitalized men with at least one day of employment during the immediately-preceding 12-month period.

An extra \$25 payment was also provided for all SIU pensioners on the retirement roster as of December 1, in addition to their regular \$150 monthly benefits.

## SEAFARERS LOG

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Firemen pour water into blazing factory on 22nd Street and 4th Avenue, one block from SIU headquarters. News reports originally listed SIU building as site of the fire last week. No one was reported hurt.

# LOG Prints Constitution 21st Time

For the 21st time since 1953, the full text of the SIU constitution is reprinted in this issue of the SEAFARERS LOG as an aid to the membership. The document spells out the rights and responsibilities of all Seafarers.

The constitution, covering the SIU Atlantic, Gulf, Great Lakes and Inland Waters District, is carried as an eight-page supplement in the centerfold. The practice of reprinting the Union constitution at six-month intervals in the LOG began after the adoption of a resolution at an SIU Port Agent's Conference held at Union headquarters in 1953.

Amended three times during the past ten years, the SIU constitution was completely revised in 1952 to conform with changing practices in the Union and industry. It was modified in 1956, and then was again revised in May, 1960, to reflect the establishment of a new district union structure plus expanding Union activity and membership.

On all occasions, the amendments and revisions carried by overwhelming majorities of the membership in secret ballot voting by Seafarers in all ports.

The periodic reprints of the constitution as part of the LOG regularly provide the membership with an up-to-date copy of the text, and help keep all hands familiar with their rights and duties as Union members. The last reprint was in the July 12, 1963 issue of the LOG.

# Aden Union Curbs Hit By ICFTU

**BRUSSELS**—The International Confederation of Free Trade Unions has lodged a protest with British Commonwealth officials over the arrest and detention of Aden trade union leaders outside the British protectorate of Aden in the Middle East.

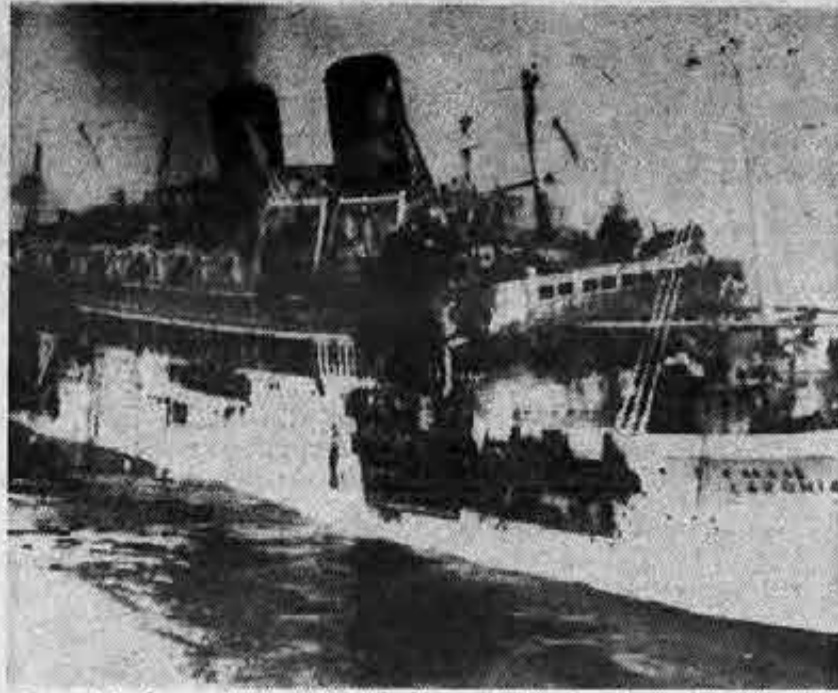
The trade unionists are Executive Council members of the Aden Trades Union Congress, including General Secretary Abdullah Alasnag. Reports received at ICFTU headquarters here say that the ATUC leaders are being detained outside Aden, are ill-treated and are on a hunger strike.

Use of ATUC offices also has been forbidden, according to the overseas report.

Protests have been made by the ICFTU to Duncan Sandys, British Secretary of State for Commonwealth Relations & Colonies, and to Sir Kennedy Trevaskis, High Commissioner for Aden and the South Arabian Federation.

In a telegram sent by Omer Becu, ICFTU General Secretary, to Trevaskis on December 13, ICFTU emphasized that the detention of the Aden unionists constituted a violation of trade union rights which the ICFTU could not tolerate. Becu urged safeguards for due process of law so that the Aden trade union movement could function without interference.

In an earlier message to Sandys, Becu said that the international trade union movement was gravely disturbed at the news that a number of Aden trade union leaders had been arrested without reason. He asked for full information and a prompt investigation.



Smouldering, smoky Greek liner Lakonia lies abandoned in the Atlantic after passengers and crew quit the ship Monday, and were rescued by an armada of rescue ships from many countries. The liner is now under tow by a Norwegian tug, headed for Gibraltar.

# SIU Ship Rescues 76 In Liner Fire

**NEW YORK**—The SIU-manned freighter Rio Grande arrived at Funchal in the Madeira Islands early this week with 76 survivors of the Greek passenger vessel Lakonia, which burned and was abandoned in the Atlantic about 180 miles north of Madeira on Monday, December 23, with a revised estimate of 96 dead and 31 missing.

A spokesman at offices of Rio Grande Transport Inc. here confirmed that its vessel was the rescue ship named in news dispatches. The Rio Grande was identified as both Brazilian and American in various news stories.

The 20,314-ton Lakonia had 1,027 passengers and crew aboard for a holiday cruise to Madeira and the Canary Islands from Southampton, England, when fire broke out Sunday night, December 22, and spread out of control.

A frantic SOS brought all ships in the area racing to the disaster scene. On her way home to Baltimore from Bombay, India, with general cargo, the Rio Grande, a C-2, was among the ships which responded.

Lakonia survivors praised the efficient action of the Rio Grande's SIU crew, who managed to pluck 76 persons from the Atlantic. One man, a London cab driver, who with his wife and son had spent the entire disaster night in a swamped lifeboat, described the rescue this way:

"Waves kept rolling over us all

the time. You don't know how we felt when the Rio Grande played her spotlights on us.

"The Americans came down ropes, risking their lives to take us aboard . . . When we got on deck they pulled off our clothes,



Map pinpoints location of Lakonia disaster north of Madeira islands, where she was bound on a holiday cruise.

wrapped us in blankets and rushed us to a clean bunk. They washed and dried our things, and gave us hot soup and coffee. They were wonderful . . ."

The largest group of survivors consisted of 475 persons taken aboard the 5,686-ton Argentine ship Salta. The British tanker Montcalm picked up 244 survivors and 15 dead. The Belgian freighter Charlesville rescued 28 survivors and picked up six bodies. The Panamanian-flag Maha took aboard 28 survivors and three dead and the British liner Stratheden rescued an unknown number of survivors. In addition, the British aircraft carrier Centaur, which carried out a long air-sea search for survivors, arrived at Gibraltar with 55 bodies.

Many of the passengers, most of whom were British, were at a party when the fire was first discovered. (Continued on page 7)

# SIU Clinics Continue New Saturday Hours

**NEW YORK**—All SIU medical centers will be open again this Saturday, December 28, for the third week in a row, to provide medical examinations for Seafarers. The new Saturday service began December

14 and is being continued indefinitely at the six mainland clinics plus the center at San Juan, Puerto Rico.

The Saturday morning service swung into operation after arrangements were made early this month to assure that the clinic hours would match those for regular job calls in the affected ports. The clinics are open between the hours of 8 AM and 12 noon each Saturday at all seven centers.

All ports where the clinics are operating report that the added service has been well received.

### For Seafarers Only

The new Saturday service is intended for the use of Seafarers only at the present time. Free diagnostic services in the fully-equipped clinics remain available for both SIU men and their families during the regular clinic hours on weekdays, Monday through Friday. There is no change in the usual procedures for these examinations.

Due to the increase in the hours during which the clinics are open, Seafarers who normally come in to register or ship on Saturday have the advantage of being able to get a clinic exam between job calls. The shipping rules under the agreement between the Union and its contracted operators provide for regular job calls on Saturday in addition to those on weekdays.

SIU clinics are located in Brooklyn, New Orleans, Mobile, Baltimore, Houston and Philadelphia, as well as San Juan. The Philadelphia clinic shares the facilities of the International Ladies Garment Workers Union in that city. All of the centers provide exams for Seafarers' wives, children and depen-

dent parents, plus Seafarers themselves.

The chief function of the clinics is to provide health protection for Seafarers and their families by detecting illness or disease in the early stages of development, while they may still respond to treatment.

# SIU Nips Teamster Raid By 6-1 Count

**PHILADELPHIA**—The SIU United Industrial Workers dealt another decisive defeat to Jimmy Hoffa's Teamsters, overwhelming Teamster Local 158 by a 183-30 vote in a National Labor Relations Board election held at the Hussmann Refrigeration Company on December 13.

The election took place on the premises of the Hussmann plant in nearby Woodcrest, NJ. Local 158 had petitioned the NLRB for an election at the Hussmann plant shortly before the SIU-UIW contract with the company was due to expire. Hussmann employees have been represented by the SIU United Industrial Workers for many years.

### New Contract

Negotiations for a new contract at Hussmann are to begin shortly. A membership-elected committee has been meeting with Union representatives on a regular basis to draft contract proposals that represent the suggestions of all Hussmann employees.

This is not the first time that SIU-UIW members in this area have turned back a raiding attempt by the Teamsters. In NLRB voting conducted last June among workers of the Esco Manufacturing Company, the SIU-UIW won 24 votes to the 11 cast for the Teamsters.

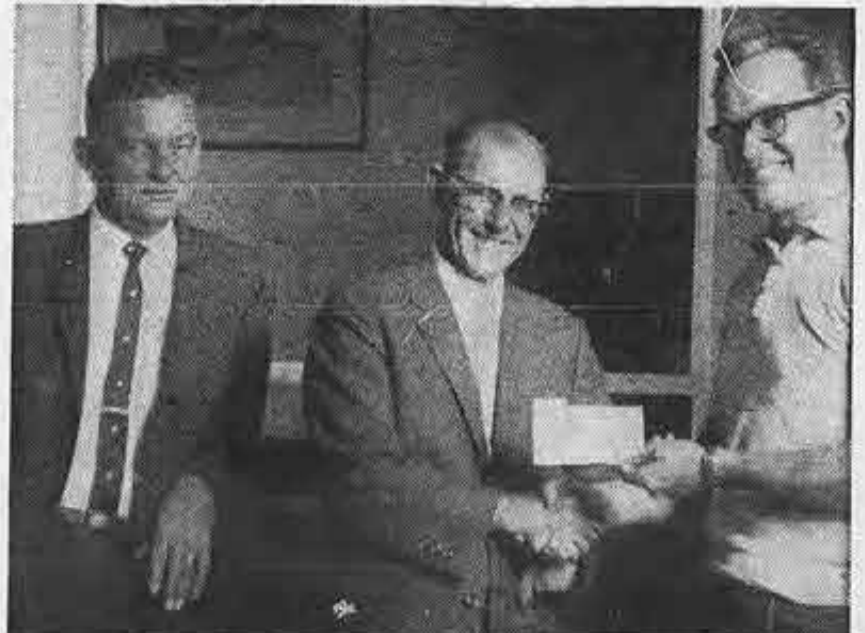
In a separate election held at the A. A. Gallagher Warehouse earlier, the SIU-UIW beat back another Teamster Local 158 raiding attempt by a 2-1 margin.

Last year, Local 158 also claimed majority support at another SIU-UIW plant, the Southwark Co-operative Company. But despite its claim of overwhelming support among the workers, Local 158

shied away from a secret ballot vote. Both the UIW and the company had consented to an election that would settle the representation issue.

The Hussmann Company manufactures refrigerated counters and freezers for food supermarkets, and employs approximately 235 workers.

# Collects Vacation In 'Frisco



That big smile lighting up Seafarer Ralph Mills (center) is for the big \$1,500 SIU vacation check being presented to him in Wilmington by SIU Port Agent George McCartney. Mills paid off on the West Coast after a long trip on the tanker Atlas (Tankers & Tramps). Food Plan consultant Dave Nunn (left) looks on.





# SEAFARERS ROTARY SHIPPING BOARD



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

December 7-December 20, 1963

SIU shipping this period produced considerably less job turnover than usual for a pre-holiday period, which resulted in a dispatch total of only 1,315 jobs shipped. The figure indicates that last period's total of 1,642 jobs included the peak of the holiday turnover that traditionally marks this time of year.

At the same time, registration rose from last period's high of 1,408 to a still-higher 1,646. The net affect was to increase the number of men registered on the beach by last weekend to 3,672.

All but three ports fell off in shipping this period, with Philadelphia, Mobile, New Orleans, Wilmington and Seattle showing the biggest losses. New York, Baltimore and Norfolk listed the only increases. Compared to New

Orleans, Houston showed a slight dip in the Gulf. On the West Coast, San Francisco declined but was still kept relatively busy.

Ship activity (see right) was also on the slow bell this period, as both payoffs and sign-ons declined. However, there were 20 more in-transit ship visits reported, which helped the situation by producing some calls for replacements.

Among the seniority groups, class A job takers held back on throwing in for berths, enabling class B and C men to garner 51 percent of all jobs shipped. Class B men took 36 percent of the jobs, up a point from last period, and class C filled the same 15 percent as they did before.

## Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	0	0	4	4
New York	13	2	28	43
Philadelphia	5	1	2	8
Baltimore	8	4	10	22
Norfolk	1	1	6	8
Jacksonville	0	0	7	7
Tampa	0	0	7	7
Mobile	5	4	5	14
New Orleans	6	9	19	34
Houston	6	6	39	51
Wilmington	0	0	4	4
San Francisco	1	3	8	12
Seattle	1	0	4	5
<b>TOTALS</b>	<b>46</b>	<b>30</b>	<b>143</b>	<b>219</b>

## DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped			Registered On The Beach CLASS A				Registered On The Beach CLASS B							
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS			GROUP				GROUP							
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	1	4	1	6	0	0	0	0	1	0	0	1	0	1	1	2	0	0	0	0	1	2	0	3	4	14	4	22	0	2	3	5			
New York	38	38	17	93	4	20	27	51	25	49	9	83	2	13	20	35	0	7	6	13	83	35	13	131	98	106	27	231	9	44	55	108			
Philadelphia	2	10	2	14	1	11	7	19	2	7	0	9	0	4	3	7	1	1	3	5	9	7	5	21	13	20	6	39	1	6	10	17			
Baltimore	18	19	8	45	0	9	9	18	12	15	2	29	3	9	12	24	0	4	1	5	29	24	5	58	43	59	13	115	0	12	36	48			
Norfolk	6	8	1	15	1	0	2	3	5	13	2	20	0	1	1	2	0	0	0	0	20	2	0	22	16	19	2	37	1	1	12	14			
Jacksonville	0	3	1	4	0	8	3	11	2	2	1	5	0	1	0	1	0	1	0	1	5	1	1	7	7	14	2	23	2	12	16	30			
Tampa	1	5	1	7	0	0	1	1	1	0	1	2	0	0	1	1	0	0	0	0	2	1	0	3	4	12	2	18	0	1	4	5			
Mobile	12	18	1	31	0	8	4	12	4	13	1	18	4	8	3	15	1	0	0	1	18	25	1	34	33	30	7	70	0	3	13	16			
New Orleans	34	48	10	92	3	14	35	52	20	25	4	49	1	11	20	32	0	8	4	12	49	32	12	93	86	91	26	203	4	30	75	109			
Houston	30	34	15	79	2	12	14	28	21	22	13	56	5	8	15	28	2	6	7	15	56	28	15	99	56	79	19	154	1	26	23	50			
Wilmington	5	5	1	11	0	2	6	8	3	3	0	6	0	0	0	0	0	1	0	1	6	0	1	7	12	13	0	25	0	7	9	16			
San Francisco	7	16	3	26	2	6	4	12	7	8	2	17	4	4	7	15	0	7	1	8	17	15	8	40	23	30	2	55	3	17	22	42			
Seattle	10	5	3	18	0	8	4	12	2	2	1	5	5	3	2	5	0	5	4	9	5	5	9	19	19	13	6	38	0	18	8	26			
<b>TOTALS</b>	<b>164</b>	<b>213</b>	<b>64</b>	<b>441</b>	<b>13</b>	<b>98</b>	<b>116</b>	<b>227</b>	<b>105</b>	<b>159</b>	<b>36</b>	<b>300</b>	<b>19</b>	<b>63</b>	<b>85</b>	<b>167</b>	<b>4</b>	<b>40</b>	<b>26</b>	<b>70</b>	<b>300</b>	<b>167</b>	<b>70</b>	<b>537</b>	<b>414</b>	<b>500</b>	<b>116</b>	<b>1030</b>	<b>21</b>	<b>179</b>	<b>286</b>	<b>486</b>			

## ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped			Registered On The Beach CLASS A				Registered On The Beach CLASS B							
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS			GROUP				GROUP							
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	1	1	1	3	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	1	6	1	8	2	3	5	10			
New York	10	44	7	61	7	26	26	59	11	34	3	48	4	23	21	48	0	10	4	14	48	48	14	110	47	99	12	158	18	45	53	116			
Philadelphia	0	6	4	10	0	3	3	6	0	4	1	5	0	2	1	3	0	2	4	6	5	3	6	14	1	25	6	32	0	9	6	15			
Baltimore	5	32	4	41	1	14	10	25	6	19	1	26	0	11	3	14	0	1	2	3	26	14	3	43	14	65	11	90	0	30	23	53			
Norfolk	1	3	2	6	1	2	2	5	2	6	2	10	0	2	3	5	0	3	0	3	10	5	3	18	3	11	3	17	1	6	3	10			
Jacksonville	1	4	0	5	0	2	1	3	1	1	0	2	0	1	2	3	0	1	0	1	2	3	1	6	0	10	0	10	2	3	6	11			
Tampa	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	0	1	1	2	0	13	0	13	0	2	2	4			
Mobile	4	17	4	25	0	6	7	13	3	5	4	12	0	2	4	6	0	0	1	1	12	6	1	19	5	29	4	38	0	16	9	25			
New Orleans	6	51	8	65	5	33	25	63	5	22	5	32	3	25	14	42	1	5	0	6	32	42	6	80	27	79	13	119	4	47	62	113			
Houston	12	32	5	49	5	21	15	41	9	26	5	40	4	20	14	38	0	3	3	6	40	38	6	84	15	50	3	68	6	26	33	65			
Wilmington	1	2	0	3	0	1	2	3	0	0	0	0	0	1	0	1	1	1	2	4	0	1	4	5	6	13	3	22	1	13	9	23			
San Francisco	7	9	3	19	3	3	6	12	0	7	0	7	0	3	4	7	3	3	1	7	7	7	7	21	9	38	3	50	2	5	15	22			
Seattle	5	10	0	15	0	2	1	3	0	0	0	0	0	1	1	2	1	0	1	2	0	2	2	4	8	29	4	41	1	6	5	12			
<b>TOTALS</b>	<b>53</b>	<b>211</b>	<b>38</b>	<b>302</b>	<b>24</b>	<b>113</b>	<b>98</b>	<b>235</b>	<b>37</b>	<b>124</b>	<b>24</b>	<b>182</b>	<b>12</b>	<b>91</b>	<b>67</b>	<b>170</b>	<b>6</b>	<b>29</b>	<b>20</b>	<b>55</b>	<b>182</b>	<b>170</b>	<b>55</b>	<b>407</b>	<b>136</b>	<b>467</b>	<b>63</b>	<b>666</b>	<b>37</b>	<b>211</b>	<b>231</b>	<b>479</b>			

## STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped			Registered On The Beach CLASS A				Registered On The Beach CLASS B										
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS			GROUP				GROUP										
	1-8	1	2	3	ALL	1	2	3	ALL	1-8	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-8	1	2	3	ALL	1	2	3
Bos	0	1	4	1	6	0	0	1	1	0	0	1	0	0	1	1	0	0	1	1	1	1	1	3	1	1	4	2	8	0	0	5	5					
NY	19	8	13	32	72	2	2	15	19	17	5	8	15	45	2	2	21	25	0	0	22	22	45	25	22	92	26	57	26	77	186	8	6	42	56			
Phil	1	2	4	5	12	1	0	2	3	1	2	1	4	8	0	1	1	2	0	0	3	3	8	2	3	13	2	4	4	13	23	0	1	4	5			
Bal	3	11	7	18	39	2	4	12	18	0	6	3	4	13	1	1	13	15	9	1	16	17	13	15	17	45	24	12	17	29	82	2	2	27	31			
Nor	2	2	0	2	6	0	0	4	4	1	2	2	3	8	0	1	3	4	0	0	1	1	8	4	1	13	2	7	5	2	16	0	3	10	13			
Jac	0	1	1	2	4	0	0	3	3	0	0	0	0	0	1	0	2	3	0	1	0	1	0	3	1	4	2	3	3	3	11	2	3	2	7			
Tam	0	1	1	2	4	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	3	1	0	3	4	0	2	2	10	14	0	2	1	3				
Mob	3	4	1	4	12	0	0	2	2	2	0	0	4	6	0	0	5	5	0	0	3	3	6	5	3	14	7	16	9	18	50	1	0	13	14			
NO	7	23	13	26	69	1	1	39	41	1	12	7	18	38	0	0	35	35	0	0	8	8	38	35	8	81	37	26	23	73	159	2	2	71	75			
Hou	7	21	8	9	45	3	2	22	27	15	4	2	11	32	4	0	25	29	2	0	15	17	32	29	17	78	14	31	13	20	78	1	0	25	26			
Wil	1	4	1	0	6	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3	10	3	3	19	0	1	4	5					
SF	2	3	2	7	14	2	0	6	8	0	2	1	6	9	0	0	3	3	0	0	5	5	9	3	5	17	12	11	5	25	53	2	2	14	18			
Sea	3	3	2	4	12	1	2	10	13	0	2</																											

## SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



### Use Extra Care Handling Hot Lines

Burns from hot water or steam rank high among the more serious accidents which may occur aboard ship. Special care should be taken any time work must be done on hot water or steam lines, because either one, with the addition of pressure, can be extremely dangerous. Whenever work has to be done on or near a steam line containing hot water, some special precautions are in order to avoid the danger of severe burns.

First, tightly shut off the valves at each end of the line under repair to eliminate the pressure supply of the hot water or steam in the line.

Open all drains in the section of line you are working on and be sure the drains are clear and draining properly. Allow enough time for the line to drain thoroughly.

Next, check the line by feeling an uninsulated section of pipe or flange to be sure the line is thoroughly drained and cool to the touch.

When opening a flanged joint in the line or when removing a valve bonnet, stand clear and loosen the bolts just slightly. Don't remove the bolts yet. Tap in a wedge and open the flange joint slightly, still standing clear. By use of this method, any hot water still not drained from the line may be safely controlled as it finally drains off fully. If excess water and/or pressure should become evident at this point, the bolts may be safely retightened until the line is drained.

If this procedure is followed carefully, it will be impossible to get burned by a sudden rush of hot water. Flange bolts should be removed only after flanges have been slowly separated about one quarter of an inch apart. When all draining is done under safe, controlled conditions, all bolts can be removed safely and repairs can begin.

For complete safety when working on hot water or steam lines, it is important not to rush, even though time is often at a premium when these repairs are undertaken. Slow down and take a little extra time to be sure the line is thoroughly drained before opening the joint wide enough to cause danger. The safe way is always the quickest way in the long run.

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With the holiday season in full swing, it's time again to give some thought to the special dangers this festive time of year brings with it.

A major hazard at this time of year is fire. Home-made wiring on Christmas trees can be like striking a spark in a tinderbox. For safety's sake, use only UL-approved commercial wiring. Excess paper strewn about from leftover gift wrappings are good fire fuels, so clean these up as soon as possible. The tree itself, as it dries, is also good fuel for a fire, so be careful with cigarettes and matches any time you are near.

(Comments and suggestions are invited by this Department and can be submitted to this column in care of the SEAFARERS LOG.)

# Secret Ballot Begins Jan. 20 On Proposed Dues Increase



Six-man constitutional committee met after election at headquarters on December 13 to recommend procedures for secret balloting on the proposal for an SIU dues increase. Around the table (l-r) are Mauro Matonte, Angelo Romero, J. A. Puglisi, L. C. Barnes (chairman), Kenny Singh and Robert McCullough. Their report was adopted at special meetings on December 16.

**NEW YORK**—A secret ballot referendum of Seafarers in all ports will begin on January 20, 1964 on the question of a proposed increase in SIU membership dues. Under the terms of the constitution and the report of a six-man rank-and-file committee, the secret balloting will continue through February 18, 1964.

The proposal for a dues increase originated in the form of a resolution adopted at the regular SIU headquarters membership meeting on December 2. It then was carried at subsequent meetings in Philadelphia, Baltimore, Houston, New Orleans and Mobile which ended on December 11.

On December 13, after the wind-up of voting at the Mobile meeting, a six-man committee of Seafarers was elected at headquarters to study the proposal and prepare a report with its recommendations, including voting procedures for a secret referendum ballot of the SIU membership.

In issuing its report, the committee cited the applicable provisions of the constitution and the finding that the proposal for a dues increase has been accepted by the membership, subject to a secret ballot referendum. The committee report was adopted at special meetings in all constitutional ports on December 16.

The resolution proposes an increase in dues of \$10 per quarter from the present \$20 to \$30 per quarter, effective January 1, 1964. It cited the need for an increase due to the higher cost of Union operations and services to provide maximum job security and protection for SIU members. (The full text of the resolution was carried

in the last issue of the LOG and is embodied in the report of the constitutional committee reproduced below.)

Secret balloting on the proposed dues increase will be conducted in accord with the SIU constitution. This provides for the election of rank-and-file polls committee in all ports where voting is conducted each day.

The constitutional committee also recommended that the Royal National Bank, Manhattan, shall be a repository of all ballots until the close of voting. It called for the election of a six-man committee on February 24 at headquarters to conduct the tallying and certify the results.

## Report Of The Constitutional Committee

December 13, 1963

Having been duly elected, in accordance with provisions of the constitution, at a special meeting called for that purpose in the Port of New York at 10:00 AM on December 13, 1963, we, the Committee, submit this report and recommendations:

Article XXV of the constitution reads as follows:

"AMENDMENTS. This constitution shall be amended in the following manner:

"Section 1. Any full bookmember 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 bookmembers, 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 bookmembers, 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 re-

sults of the vote on the amendment."

At the regular membership meeting held in the Port of New York on December 2, 1963, the following resolution was submitted:

"WHEREAS, the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, has traditionally maintained a position of leadership in the maritime industry in the establishment of benefits, services and security for its membership and

"WHEREAS, the SIU has consistently maintained an effective organizing program that has resulted in the maximum job security and protection for its members, and effective Union operation, with the best job to member ratio of any Union in maritime and

"WHEREAS, the Union is continually striving to develop new programs and activities to maintain its members' job security and

"WHEREAS, in order to achieve these objectives, the Union has been most active in organizing and has maintained a program in order to safeguard the membership's interest and security, and has pursued its objectives before legislative bodies and agencies throughout the Government and

"WHEREAS, these problems grow ever more complex each day because of the state of the industry and the complexities of present-day union operations in every area and

"WHEREAS, every member recognizes that it is essential to the well-being of the Union and the entire membership to maintain and expand the Union's services and activities in every area affecting our job security and

"WHEREAS, the cost of all materials and services, legal and otherwise, has been steadily mounting in the industry and

"WHEREAS, the members of all other maritime unions have recognized and dealt with these problems of rising costs by providing increased income for Union operations and

"WHEREAS, it now becomes imperative that we do likewise in the interest of maintaining job security and full protection for the membership of this Union and continued effective Union functioning, NOW THEREFORE BE IT

"RESOLVED that the dues of the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, be increased by ten dollars (\$10.00) per quarter from the present twenty dollars (\$20.00) to thirty dollars (\$30.00) per quarter effective January 1, 1964 and BE IT FURTHER

"RESOLVED that if the membership approves this resolution, it shall be submitted to the membership for a secret, referendum ballot in accordance with the provisions of the constitution, AND BE IT FINALLY

"RESOLVED that if the membership approves this resolution, the secret vote shall commence no earlier than January 2, 1964."

Submitted by: Al Kerr, Book K-7

The membership voted to accept this resolution. The resolution was thereafter submitted to all constitutional ports, commencing at Philadelphia on December 3 and ending at Mobile on December 11. Headquarters has made available to us the results of the voting on the resolution in all the constitutional ports. It is the finding of this Committee that a majority of the membership in the regular membership meetings held in the constitutional ports voted to accept the proposed amendment as embodied in this resolution.

The Committee does not desire to recommend any changes, substitutions or deletions in the proposed amendment. The Committee recommends that the proposed amendment be submitted to the membership for a secret ballot in accordance with the procedure outlined in Article XIII, Section 3 (b) through Section 5, of the constitution, as provided for in Article XXV thereof. The Committee further recommends, with respect to Section 3 (g) of Article XIII, that such balloting commence on January 20, 1964 and continue through 5:00 PM on February 18, 1964.

The Committee further recommends that the Royal National Bank, 20 West 48th Street, New York, New York, shall be a repository of all ballots in accordance with the provisions of Article XIII, Section 4 (e) of the constitution.

The Committee further recommends that the Union Tallying Committee consisting of six (6) full bookmembers, two (2) from each of the three (3) departments of the Union, be elected from headquarters port at a special meeting to be held there on February 24, 1964 at 10:00 AM.

The Committee finally recommends that the President cause to be held a special meeting in each constitutional port at 2:00 PM on December 16, 1963 for the purpose of acting on this report and recommendations, a copy of which shall be sent by teletype to the port agent at each constitutional port.

Fraternally submitted by:

L. C. Barnes, B-13, Deck, Chairman; J. A. Puglisi, P-474, Deck; K. S. Singh, S-938, Engine; M. J. Matonte, M-453, Engine; A. Romero, R-616, Steward; R. McCulloch, M-385, Steward

# JFK

All Americans and the world shared the loss of John F. Kennedy, 35th President of the United States, on November 22, 1963. The selections here typify the tributes received from Seafarers, wives and ships at sea.

## Requiem For John F. Kennedy

On the tragic day of Friday, November 22, 1963, we, the American people and the free world lost a great president, John F. Kennedy. Although he was with us but a short time, his honest conviction and good will shall be with us always.

This great republic was founded and established on the same principles President John F. Kennedy stood for. I sincerely hope we have learned a lesson on what we and the world have witnessed. Hate brings on hate, which ends in violence as well as disorder, for "Light is the truth," talk is cheap and actions speak for themselves. When we learn about ourselves, then and only then, will we know others. And never forgetting, "E Pluribus Unum."

Our task, however small, shall never rest until all of the people of the world have justice, freedom and the right to happiness. Perhaps we will not see when this is accomplished. But it shall be worth striving for before the people of the twentieth century can rest. For pain brings blood . . . May John F. Kennedy rest in everlasting peace.

David Kendrick  
Chillicothe, Ohio

## Good-Bye, Mr. President

(Dedicated to Mrs. John F. Kennedy)

It happened fast, without a word,  
Three great piercing shots were heard,  
A man slumped in his car.

It was too late, the bullet stopped  
And hit him in the head,  
That was the worst news we could hear,  
Our President was dead.

He left behind, a little boy,  
Who doesn't understand,  
Why anyone would hurt his dad,  
He was a perfect man.

I know his wife could feel the pain,  
For she was part of him,  
She's grieving now because he died,  
Oh, how she must have cried and cried.

But life goes on and on, you see,  
And in our hearts, I know,  
We will remember John Kennedy,  
Everywhere we go.

Mrs. William Cachola  
Dundalk, Md.

## Five More SIU Oldtimers Retire On Union Pension



Hansen



Hendershot



Martin



Osmundsen

NEW YORK — Approval of five additional SIU oldtimers for pension benefits brings the total number of Seafarers retired on \$150 per month to 108 this year. The total is the highest for a single year since the pension program first went into effect.

The previous record was set in 1962, when 83 oldtimers retired on Union pension benefits.

All of the latest additions to the pension list are receiving benefits on the basis of disabilities which prevent them from following their chosen profession at sea. They are: Niels C. Hansen, 63; William A. Hendershot, 60; Steven W. Martin, 65; Oskar Osmundsen, 70, and Cornelio A. Rodriguez, 56.



Rodriguez

A member of the deck department, Hansen has been sailing with the SIU since 1944, when he signed on in the Port of New Orleans. His last ship was the Del Norte (Delta). Hansen, a resident of New Orleans, is a native of Denmark.

Hendershot first joined up with the SIU at the Port of Baltimore in 1945. He had sailed in the deck department and carried a bosun's ticket. A native of West Virginia, Hendershot lists his home today as Long Beach, Calif. His last ship was the Jean Lafitte (Waterman). His mother, Mrs. M. C. Hender-

shot, of Miami, is listed as next of kin.

A native of New York, Martin travelled down to New Orleans to join the SIU in 1947. He sailed steadily in the engine department, and last signed off the Del Santos (Delta). He carried a rating of chief electrician. Martin will live in retirement in New Orleans with his wife, Katherine.

Osmundsen, born in Norway, had been a member of the engine department since he started shipping with the SIU 16 years ago. He began sailing with the Union out of New Orleans, and was last aboard the Coe Victory (Victory Carriers). Osmundsen makes his home in Wilmington, Calif.

Shipping in the deck department, Rodriguez has been sailing with the SIU since 1939. A native of Puerto Rico, he first joined the Union in New Orleans. After signing off his last ship, the Short Hills (Waterman), Rodriguez settled into his home in New York with his wife Cruz.



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.)

Eastern Air Lines  
(Flight Engineers)

⚡ ⚡ ⚡

H. I. Siegel

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

⚡ ⚡ ⚡

"Judy Bond" Blouses  
(Int'l Ladies Garment 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)

## JFK Praised In Poem

I saw you in your office, sir,  
A man who stood out tall,  
Man of courage, great and true, sir,  
You stand above them all.

I saw that you were busy, sir,  
To right the wrongs of man,  
As head of this great nation, sir,  
You faltered not, but ran.

The path you took upon this earth,  
No one can say you shirked;  
The loving kindness of your own hearth  
Though dark, evil minds were irked.

I cannot say, "Goodbye," sir,  
Words come to me so slow;  
For the method and your passing, sir,  
Dealt to all a terrible blow.

I do not say "Goodbye," sir,  
I will just say "So long."  
For I believe in Him, Sir,  
With Whom your spirit will live on.

"In His likeness God made man,  
Ye are the temple wherein He dwells."  
Deny ye not the power, man!  
For He alone can calm the swells.

Eugene A. Stanton  
New Orleans, La.

## For This Our Time

Amonast ten million births, none less.

A man is born his kind to bless,  
The cross of leadership he bears,  
For lesser ones with whom he shares  
The hopes, the fears, the toils, the dreams  
Of life. Of greater strength he deems  
This not a cause for selfish pride.

He lives to serve and walks beside  
All men alike. Uncensoring, sure,  
He sees them as himself is—pure,  
In faith unwavering he knows  
Himself. God led wherever he goes.

And such a one ourselves have known,  
And faced as friend. This one alone  
For this our time. But that is more  
Than we had hoped to know before  
He passed our way. Innately there abides a prayer,  
In every human heart to share,  
Tho' but vicariously the stage  
That stars the great of every age.

This we have shared a brief bright while  
Adored the man, his voice, his smile,  
Now no death has silenced him—yet we  
Have learned how good great men can be.

Estella Anderson King  
Vernon, Texas

## It Couldn't Happen Here

He rose this day to speak of peace,  
At noon his day was done.  
His speech unspoke, his life betrayed,

By some assassin's gun.  
Lofty words fall short,  
When emotions want to speak,  
A man who led us well  
Did not live out this week.

And tell us you who did this deed,  
What purpose did you serve?  
You bought your spot in history,  
And this of course takes nerve.

November twenty-second,  
Nineteen sixty-three,  
The day someone killed JFK  
In the land of the free.

And no one knows who did it,  
And shock is in the air,  
And chills run up and down our backs,

Who says he doesn't care?  
But worst of all in every heart,  
A chill of sudden fear,  
We told the world and  
taught our kids

That this can't happen here.  
Lionel S. Kilberg  
November 22, 1963

SS Steel Worker at Sea  
23 November, 1963  
Enroute, Karachi, Pakistan

## To The Editor

Today, November 23, 1964, is a day that shall be remembered by all Americans as well as all the people of the world. This morning, even though the sun was shining over this SIU vessel, a mood of gloom and remorse was very evident among all the members of this crew.

The faces of all the brother members had that certain sign of disbelief and concern imprinted as only the human heart can produce. It was very evident that the American people had lost a great President, a great man and a friend of all the world.

Is it not often that you will see a happy and contented crew walk around with a look of concern on their faces as it is now evident. Many members of the crew including myself still have that feeling of disbelief and the hope that we are only having a bad dream.

Every available radio on this vessel is tuned in on the English-speaking stations waiting to hear more news of this tragic event.

It is at a time like this that the American people, regardless of race, color, creed, religious belief, Republican or Democrat, unite as one in their earthly feelings. "That all men are created equal," is what this great union believes in and that is what this great man, John F. Kennedy, fought for and possibly died for.

Even though we are some 18,000 miles away from America, our hearts along with the rest of the American people rest beside our late, great President, John F. Kennedy.

Now November 22, 1963 shall be recorded as the day on which the American people and the world lost a great man who died for something in which he firmly believed.

Robert Mooney

# The INQUIRING SEAFARER

**QUESTION:** Now that 1963 is just about over, how did the year stack up with you?

**George St. Clair:** For me it was a good year. Shipping was good, I made a lot of money and this year I got my AB ticket. But, although I made good money, I spent a lot, so I'm ready to ship out again as soon as possible. So, the year's not quite over for me yet.



↓ ↓ ↓

**Lee Reborn:** It was a pretty good year for me. I worked about six months, and had nice three-month vacations here and in Houston. I made enough money in the six months, so now I'm taking it easy for the rest of the year. I got my AB ticket too this year, so I figure things were all right, all around.



↓ ↓ ↓

**George Pagan:** I just got back to New York from sailing about eight months this year, so I did all right in '63. I would say that it has been a good year for me. I'm going to take it real easy for a while, then I'll be ready to sail again after the first of the new year.



↓ ↓ ↓

**Harry Collier:** Well, I managed to make a living this year, but it doesn't go much further than that. It ended up about the same as any other year, just another year. I wouldn't say it was any better or any worse than last year. It was no different.



↓ ↓ ↓

**Bill Holland:** It was a great year. Shipping was much better than usual, and I did real well this year. I'd say, stacking it up against the last few years, 1963 was about the best for shipping. At least I had no trouble getting a ship. I hope next year is as good as this one.



↓ ↓ ↓

**All Faroun:** I sailed about six months this year, but I spent more time on shore than usual. Otherwise, I think it was a good year for shipping, one of the better years. I think, though, that I will try to ship more next year. As far as the shore was concerned, nothing much happened, just another year.



## 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, the headquarters report and minutes forms are then airmailed 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.

## SOCIAL SECURITY REPORT

Joseph Volpian, Social Security Director



## Shorter Workweek Asked By AFL-CIO

The approach of the new year signals an intensified campaign by the AFL-CIO before Congress and the country on the question of a reduced workweek for American workers. The lead article in a recent edition of the "AFL-CIO News" points out this appeal to Congress for a shorter workweek, coupled with higher penalty pay for overtime, as legislation that is "urgently needed" to bring about full employment in the US.

Full employment under a 40-hour week "is becoming an increasingly remote dream," Legislative Director Andrew J. Biemiller told a House Labor Subcommittee. He outlined labor's program for a 35-hour week without loss of pay, as the Government's latest job statistics showed a new rise in unemployment—to 5.9 percent of the workforce.

Biemiller told the House unit that unless the nation can make "real progress" in creating jobs, the unemployment problem "will grow to the point where it will eat away at the very fabric of our society."

The AFL-CIO spokesman urged Congress to open up immediate job opportunities for a million unemployed by requiring employers to pay double-time for overtime work, rather than time-and-one-half, and by simultaneously extending coverage of the Federal wage-hour law. He said the basic workweek should be cut to 35 hours—over a period of years, if necessary—to put additional millions to work.

No "single solution" can bring about full employment, Biemiller said. A tax cut, stepped-up public works and a liberal monetary policy all are needed to "lift economic activity and create jobs," the AFL-CIO spokesman declared. But he stressed that "additional measures are essential. Without them, unemployment will continue to linger and to fester."

Biemiller noted that many employers find it cheaper to schedule overtime work at time-and-one-half rates than to hire or recall additional employees and take on added fringe benefit expenses. This, he said, has largely nullified the original purpose of premium pay—to discourage overtime work and spread employment. He added: "This has created the paradox of substantial overtime in a period when millions of workers are jobless and when millions more are compelled to work part-time because full-time jobs are not available."

The AFL-CIO spokesman acknowledged that an immediate substantial reduction in the workweek without a cut in weekly wages would boost labor costs for employers, since hourly wages would have to be raised. He made these points, however:

- If the workweek were cut back gradually and productivity continues to rise at its present rate, wage increases could be absorbed without a rise in unit labor costs and without higher prices.
- Full employment would lift consumer demand, leading to increased production and lower unit labor costs.
- Unemployment is not without economic and social cost—to business as well as to other segments of the community. To the extent that shorter hours reduce unemployment, they will also reduce the economic burden of joblessness.

It is "nonsense," Biemiller said, to contend that a 35-hour week

would cut down the nation's productive power. "We are not talking about less production," he told the Subcommittee. "We are talking about more production, sustained by greater purchasing power stemming from higher employment."

Labor does not consider the 40-hour week "unreasonable" or exhausting and "we wish everyone could work 40 hours," he said.

He stressed that in a period when the labor force is growing, automation is reducing opportunities for employment. Most of the increase in employment during the past ten years has been in state and local government jobs, he pointed out. Some economists estimate that the number of full-time jobs in the private sector of the economy has actually declined.

(Comments and suggestions are invited by this Department and can be submitted to this column in care of the SEAFARERS LOG.)

# Labor Assist Spurs New Orleans Voting

NEW ORLEANS—Seventeen of some 35-labor-backed candidates won easily in primary balloting here on December 7, and 8 others will take part in run-off elections on January 11. The run-off will include a race for governor between deLesseps S. Morrison and John J. McKeithen.

Morrison won the highest number of votes in the December 7 primary against second-running McKeithen, but lacked a majority because of the number of candidates in the race. The state AFL-CIO Committee on Political Education has not officially endorsed either candidate, although it announced that both were favorable to labor.

### Pro-Labor Candidates

COPE-backed candidates who gained enough votes to stay in the race but not enough to win in the original primary are the following:

**For State Senate, from Jefferson, St. Charles and St. John the Baptist Parishes:** Jules G. Mollere.

**For House of Representatives, Orleans Parish:** Ward 7, Rodney A. Buras and Arthur A. Crais; Ward 9, Edward L. Boesch and Ernest J. Hessler, Jr.; Ward 16, Kenneth C. Barranger. **In Jefferson Parish,**

## Now's Your Chance For That Yacht

ALLENTOWN, Pa.—If you have dreams of owning and sailing your own yacht, but you haven't got the loot—this may be your chance. There's a new credit company just for yachts, designed as a one-stop shopping deal with your friendly yacht dealer.

The Bertram Yacht Division of the Nautec Corp. announced the creation of a new company—Bertram Credit Corp.—as a subsidiary of the General Acceptance Corp. The new company will finance both dealers and purchasers so that the customer can buy his yacht and finance in one stop.

And, dealers, under the plan, will be able to buy yachts during the off-season and pay for them during the selling season. Purchasers will finance through the dealers.

Bertram expects to reach sales approaching the \$5-million mark in the current fiscal year.

## Greetings From Baltimore



One way to idle away some time between job calls is to exercise a cuedstick at one of the game tables in the Baltimore SIU hall. The congregation here includes (l-r) P. Prosper, James Everett—who's eying a shot for the side pocket, Art Redmond, Fred Seroul and A. Pessepere.

James E. Beeson and A. (Jim) Ward.

COPE also added to its list of recommended candidates the following office-seekers:

**For House of Representatives, Orleans Parish:** Ward 1, Stephen K. Daley; Ward 6, Thomas A. Early, Jr.; Ward 9, Donald L. Fortier; Ward 13, Joseph A. Barreca. **From Jefferson Parish:** Louis G. Desoulier, Jr., William J. Dwyer and Francis E. Lauricella. **St. Bernard Parish:** Samuel B. Nunez, Jr.

**For President, Jefferson Parish:** Thomas F. Donelon. **For Sheriff, Jefferson Parish:** Alwynn J. Cronvich. **For Judge, 1st Jefferson Parish Court:** Cyril J. Gracianette.

**For Democratic State Central Committee, Orleans Parish:** Ward 1, Gustave E. Betz, Jr.; Ward 6, Michael J. Cusimano; Ward 7, Llewellyn J. Scanlon; Ward 9, Joseph G. Landrieu, Jr., Michael George Markay, Jr., and Louis Pomes; Ward 10, Carolyn Gay Labouisse; Ward 11, Margaret P. McIlhenny; Ward 12, Ethel I. Manning; Ward 15, Joseph C. Cadro, and Ward 16, George F. Klumpp. **For Jefferson Parish:** Daniel A. Boudreaux, James K. Duckworth, Dr. Joseph E. Dugas, Jr., Harry A. Pitre and Emmanuel D. Russell.

**For Jefferson Parish Council:** District 2, Anthony Caramonta; Districts 1 and 2 (at large), Harold L. Molaison; District 3, George J. Ackel; District 4, Anton Pilney; Districts 3 and 4 (at large), Jacob H. Sciambra; Councilman-at-large, Charles J. Eagan. **For Sheriff, St. Tammany Parish:** John W. Levenson.

## SIU Ship Aids Liner

(Continued from page 3) covered. It spread quickly as passengers and crew began to take to the lifeboats. Many leaped overboard in life jackets. Soon afterward, the Lakonia was racked by a series of explosions which reportedly blew the steel plates from one third the length of her hull.

As survivors began arriving in port, many complained about panic and faulty safety equipment. They cited leaking lifeboats with pumps which quit working almost immediately, davits that broke while boats were being lowered, flashlights that were missing or didn't work, and emergency lockers whose doors were either rusted or painted shut and couldn't be opened.

The fire apparently started from a short-circuit in a barber-shop which was taxed to well above its capacity by female passengers having their hair done in preparation for a big party.

The Lakonia is the former Dutch liner Johan van Oldenbarevelt, which was built in 1930. She was insured for \$3 million. A refitting by the new Greek owners was completed only last week.

The same owners operate two other liners, the Greek-flag Arkadia and the Liberian-flag Olympia. Some of the Lakonia survivors are traveling home to England from Funchal on the Arkadia, but a number reportedly refused to board the Greek liner and awaited other transportation. A Norwegian tug, the Herkules, is now attempting to tow the burned-out Lakonia to Gibraltar.

# Runaway Fleet 'King' Proposes Juicy Deal

MIAMI—Daniel K. Ludwig, the reputed king of the runaways, is reportedly toying with an idea which would insure his crown for a long time to come. He proposes to use some of his fleet of runaway ships to transport "runaway orange juice" into the US from Panama by way of the Virgin Islands.

Ludwig is one of the biggest individual runaway operators in the world, and undoubtedly one of the richest, with a fortune estimated to range between a quarter and a half billion dollars.

Seafarers may remember him from the time in 1960 when the SIU helped to tie up the 44,000-ton bulk ore carrier, the Ore Monarch, in Philadelphia, as part of its campaign to win decent wages and conditions for the crews of runaway-flag vessels. The Ore Monarch was operated by Universe Tankships, a Liberian subsidiary of National Bulk Carriers which Ludwig established in 1936.

Florida citrus growers, who are still suffering from last winter's freeze which battered their crops, are up in arms over Ludwig's latest proposal. The new scheme is to bring Panamanian juices duty-free into the US by way of the Virgin Islands. The citrus growers fear this would open the floodgates to other alien citrus crops.

Virgin Islands Citrus, Inc., a Ludwig subsidiary, proposes to grow oranges on 1,700 acres of St.

Croix and to set up a processing plant where the local concentrate would be mixed with the product of 7,500 acres the company owns in Panama.

US Government sources have been playing down the fears of the Florida citrus growers, much the same way they play down the dangers to the US-flag shipping fleet posed by runaway ships. They say that the entire operation would be limited to 4 percent of US frozen concentrate production, and would be unlikely to turn out even that big.

Seafarers however can readily understand the fears of the Florida growers, after their own experience with the ineffectiveness in US handling of the 50-50 cargo law, most recently in the Russian wheat deal, where foreign flags have been allowed to steal 90 percent of the cargoes.

Ludwig's major shipping companies—all personally owned—are National Bulk Carriers, Universe Tankships and Seatankers, Inc. He also owns almost 85 percent of the American-Hawaiian Steamship Company.

Earlier this year, Ludwig plunked down a cool \$100 million for a 15 percent interest in the Union Oil Company of California.

## On Camera



Movie screen provided backdrop for Joe Algina, Seafarers Safety Director, during talk at last week's guest session of the Seafarers Educational Forum at SIU headquarters. Algina spoke on shipboard safety after safety film was shown to Seafarers attending Forum classes.

## SIU FOOD and SHIP SANITATION DEPARTMENT

Cliff Wilson, Food and Ship Sanitation Director



### Sharp, Well-Kept Tools Are Essential

A workman takes care of his tools because such care assures that he will have a dependable, accurate tool to work with tomorrow. This applies to the steward, the other men in his department and to everyone else aboard ship. For the cooks, maintenance of meat-cutting tools is especially important because of their frequent use and the extra margin of safety involved when a tool is properly maintained.

It is a fact that a really sharp knife is safer to use than a dull one and this applies doubly to meat tools, which are used either for cutting or for trimming purposes.

**Meat Grinders:** The meat grinder should be taken apart after each use, and each part washed, scalded and air-dried. The plate and knife should be replaced in proper position. Running a few pieces of bread through after grinding fatty meats will be a big help in removing grease and makes cleaning the grinder easier.

**Knives, Cleavers and Saws:** These must be kept sharp both for ease of handling and for safety. Knives should be sharpened on a water or oil stone, as a power driven dry stone may ruin the temper in the cutting edge of a fine blade. Sharpen a knife first on the coarse side of the stone to put a bevel on it, then on the fine side of the stone to remove the "feather edge." Finish the edge and keep it sharp by using a smooth steel. A rough steel may turn the edge.

Use each tool properly and only on the job for which it was designed. Using a good tool to do the wrong job, a job for which it was not designed, will ruin it. Never use knives for cutting bones which should be sawed, and never use meat knives for cutting rope, sacks, paper or wood. A meat saw should be used on bones and never for sawing wood. A cleaver is for cutting chop bones and should never be used for cutting wire, driving nails or opening crates or cans.

To preserve the fine cutting edge of knives, never throw them together in a dish pan, drawer or box. This will dull the edges. Knives should be washed in warm water, rinsed, and wiped with a clean dry cloth. Don't let the cutting edge come in contact with other cutlery. Knives should not be left in hot water for long periods because this will cause the wooden handles to expand. Later, when they dry and shrink, the rivets and handles will become loose.

When not in use knives should be kept in a special rack to protect the edges.

Maintenance of meat-cutting tools should include care of the meat block, which plays an important part in the cutting process. The block should be kept dry. The wood will expand and become soft if moisture from wet meat, brine and blood is allowed to soak into the wood. Also the glued joints

may become loose, and bacteria and germs may get into the cracks.

The top of the meat block should be scraped and brushed after each use. The block will be much easier to keep clean if blood and moisture from meat are not given a chance to soak deeply into the wood. Keep a thin layer of salt on the meat block whenever it is not in use. At the end of the day, clean the block thoroughly with a steel scraper and brush. The block will then be thoroughly clean and will dry out overnight. This assures a clean, odorless, sanitary block. Never use water to clean the block.

Maintain the same bevel on the edges of the block that it had when new, to prevent splitting and chipping of outside boards. The block should also be turned periodically so all parts of the cutting surface will wear down evenly. This will assure both ease of operation and safety.

(Comment and suggestions are invited by this Department and can be submitted to this column in care of the SEAFARERS LOG.)



# Train Porters' Pact Brings 40-Hr. Week

WASHINGTON—The AFL-CIO Brotherhood of Sleeping Car Porters averted a strike last week when an agreement was reached on a new contract with 53 railroads and the Pullman Company.

Union President A. Phillip Randolph called the settlement "a notable victory" that gave union members a 40-hour workweek, a wage increase, and a "measure of job protection."

The new contract, Randolph said, is "full achievement of our goal" regarding the 40-hour week or 173-hour work month. The union had particularly sought the protection of jobs where sleeping car operations are taken over by the railroads from the Pullman Company.

### Threatened Strike

Prior to the signing of the new contract, the Porters had voted by a 98 percent margin to strike on December 20 if their workweek was not shortened. A threatened strike earlier was put off when the late President Kennedy named a special panel of mediators.

The workweek cut will be reached in stages beginning January 1. The present monthly work schedule calls for 205 hours. By July 1, 1965, the workweek will be down to the regular 40-hour week, or 173 hours per month.

The SIU had pledged its full support to the Porters in a wire sent to Randolph on December 17, while the pact talks were stalemated. The SIU "stands ready to assist Sleeping Car Porters in every way possible," the Union declared.

"We are in complete sympathy with your union's demands on the railroads in behalf of your membership and wish to assure you of our full support in the event strike becomes necessary."

# Subsidy Bid Set Aside For Year

WASHINGTON — The Maritime Subsidy Board has deferred action on a request of SIU-contracted Bloomfield Steamship for a new 20-year agreement on an operating differential subsidy.

The Subsidy Board said it wanted more time for a thorough consideration of the application. It extended Bloomfield's present nine-year-old agreement for a year, to December 31, 1964. The present subsidy covers Trade Route 21 (US Gulf/United Kingdom and Northern Europe).

Under the Federal ship-operating-assistance program, a qualified operator is reimbursed for the difference between domestic and lower foreign-flag costs. To get the subsidy, the operator must agree to provide a minimum and maximum number of sailings a year and to replace his ships with modern tonnage. Bloomfield must maintain a minimum of 23 and a maximum of 27 sailings a year on TR 21 to continue receiving its differential subsidy.

Bloomfield is also seeking to expand its subsidized operation to TR 13 (US Gulf/Mediterranean) and TR 22 (US Gulf/Far East).

Other SIU-contracted companies seeking operating differential subsidies are Waterman Steamship and Isthmian Lines. Waterman has been seeking Federal assistance since 1957 and Isthmian since 1956.

## SIU SOCIAL SECURITY BULLETIN BOARD

### SIU Welfare, Vacation Plans

Cash Benefits Paid — October, 1963

	CLAIMS	AMOUNT PAID
Hospital Benefits .....	8,188	\$ 73,081.49
Death Benefits .....	38	97,584.94
Pension-Disability Benefits .....	491	73,650.00
Maternity Benefits .....	53	10,740.40
Dependent Benefits .....	1,089	98,577.33
Optical Benefits .....	413	4,462.53
Out-Patient Benefits .....	5,712	38,002.24
Vacation Benefits .....	1,447	478,974.71

TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD... 17,431 \$875,073.64

### SIU Clinic Exams—All Ports

October, 1963

Port	Seamen	Wives	Children	TOTAL
Baltimore .....	147	43	18	208
Houston .....	129	16	10	155
Mobile .....	45	8	10	63
New Orleans .....	285	16	13	314
New York .....	456	47	32	535
Philadelphia .....	146	26	19	191
TOTAL .....	1,208	156	102	1,466

### SIU Blood Bank Inventory

October, 1963

Port	Previous Balance	Pints Credited	Pints Used	TOTAL ON HAND
Boston .....	5	0	0	5
New York .....	146½	30½	55	122
Philadelphia .....	31	0	0	31
Baltimore .....	60	0	0	60
Norfolk .....	17	0	0	17
Jacksonville .....	22	0	0	22
Tampa .....	4	0	0	4
Mobile .....	19	0	12	7
New Orleans .....	56½	0	7	49½
Houston .....	4½	6	8	2½
Wilmington .....	3	0	0	3
San Francisco .....	6	5	3	8
Seattle .....	15	0	0	15
Totals .....	389½	41½	85	346



Although hours were long and life uncertain in the old days, there was at least one nice part about working conditions in the pre-industrialized society. Lack of machinery made for quieter and far less tense working places, on ship or shore. Problems of noise control have been neglected, until recently scientists began turning their attention to the dangers of machinery racket. The following article summarizes a report—"Engineer Noise On Board Merchant Ships"—published in the "International Labor Review," a publication of the International Labor Organization (ILO).



Wherever permitted, the study urges the removal of crew quarters to amidships to give the sailors a respite from the constant drumming of the engines.

On the many ships already in the water, approaching middle or even old age, these refinements are economically (and, in many cases, structurally) impossible.

One suggestion is a simple pair of ear plugs or ear muffs resembling a radio operator's headset. This innovation, however, has not met with a particular amount of success. Surveys among the guys who make the difference—the black gang—report rejection of the use of cumbersome and hot muffs, as being far too uncomfortable in the already-burning atmosphere of the engine room. And, say the boys in the hole, oil and grit collect inside the ear-protecting devices.

Any Seafarer who was landlocked in the Army will remember the splitting headaches artillerymen reported, after wearing those tiny pink ear plugs for any extended period.

There are, however, some improvements which can be slapped on just about any ship which still retains the ability to stay afloat. Local screening of various work areas with a double-glazed enclosed control cabin—resembling a sentry box—and lined with a sound absorbent material, does reduce the sound to a great extent, minimizing the extreme danger of loss of hearing.

The engine room, surprisingly enough, is not the most difficult area to control, because the noises assailing the ear are fairly constant there.

Seamen tend to become attuned to the noises, and the experienced engine department sailor unconsciously settles himself to the consistency of the drumming noises. His brain only registers the noise when some part of the machinery has gone amiss, and the usual noises blaring forth are replaced by a different and unusual sound. This he immediately translates into a problem that may need immediate attention.

The ear which is accustomed to a steady stream of roughly the same noises is abnormally sensitive to a sudden, highly-pitched noise which may be part of his job, but is not constantly drumming at his hearing apparatus.

These sudden noises which bang at the ear are the most damaging. And, they are almost impossible to control.

quiet apartment housing his better half and a few screaming kids. Instead, he must contend with engine vibrations and unwanted sound for weeks, sometimes months, at a time.

In the ILO article, the following is used to describe the special din faced by the man who goes down to the sea in ships:

"Coming directly from the engine, the many-pitched vibrations caused by moving parts, the dull explosive roar of fuel burning in cylinders or boilers, the high-frequency whine of turbines, the high-pitched squeals of reduction gears, the grind of moving parts in contact and the insistent rumble of intake air create a complex noise which assails the human ear through most of the range of hearing, while enclosure of the engines in the tight metallic box of the engine compartment adds reflected airborne sound to the total noise level. In addition, vibrations travel through the engine mountings and connections to bulkheads and decks, which pass them on to the engine room air."

Where loud-voiced conversation is difficult, permanent and incurable loss of hearing through damage to the inner-ear structure is a possibility, according to the report.

Elsewhere, the article cites the following:

"... A great increase in noise level has resulted from the growing use of diesel propulsive machinery and the trend towards higher power and higher rpm generated by lighter main propulsion engines installed in a smaller engine compartment. For example, sound intensity in the engine room increased some ten times when low-speed diesels replaced the early opposed piston engine, and 100 times with the arrival of the high-speed, higher-power diesel. Increase in sound energy has placed maritime engineers among the groups of workers most exposed to high level noise, which include men working in heavy industry or in proximity to large internal combustion or jet engines."

DEAFNESS is not the only hazard faced by the man aboard ship as a result of this clashing, screaming, booming cacophony of disturbed air. The study reveals that the merchant mariner also faces such stresses as muscle tension, pulse increases and rises in blood pressure.

These problems are associated with discomfort, ill humor, lack of well-being and anger at the source of the noise. The ability to

perform demanding work is reduced along with morale, and momentary lapses may cause errors. Theoretically, at least, the clamor may be responsible also for difficulties with family and friends, insomnia and emotional instability.

Attacking the problem is no easy matter, the ILO points out. But the possibility of structural improvements in ships now being built is a reality, and several innovations are either being studied, or are already in the practical stage.

Good results have been claimed in achieving less noise by simply cutting the reduction gear teeth more accurately, improving the balance of moving parts and increasing the weight of stationary parts.

Sound-absorbing lining in superchargers has a lesser but still very real effect on noise reduction, as does equaling the number of impeller blades on the supercharger so that the frequency response is outside the range of 3,000 to 5,000 cycles per second. This particular range of sound is found to be far more damaging to the inner ear than other frequency ratings, both higher and lower.

Further good results were achieved by the placement of acoustic hoods over air blowers, high-speed generators and reduction gears; and the addition of elastic engine mountings to reduce engine vibrations has been successful.

OTHER AREAS of the ship also were pegged as danger points in the study. To reduce the clatter facing the deck man likely to find himself on the intensely-vibrating navigation bridge, a better location for the engine ventilation system was found, and auxiliary machinery has been moved to diminish structure-borne vibrations that raise another sort of racket.

## SIU CONTRACT DEPARTMENT



By Robert A. Matthews, SIU Vice-President, Contracts & Contract Enforcement

(This column will be a regular feature of the SEAFARERS LOG to deal with contract matters and job issues in the SIU and maritime that develop from time to time. Seafarers are urged to write directly to the SIU Contract Department at headquarters regarding any comments or suggestions on these issues.)

Questions on different sections of the SIU agreement keep coming up from time to time, as delegates and crewmembers seek clarification and interpretation of job situations that develop aboard ship. We've found that publication of these items has been helpful on various ships, so we continue to urge Seafarers to send their letters with the all possible details that can assist in a determination.

Recently, headquarters received a letter from Brother Calvin Hirsch, delegate on the SS Hudson, who posed the following questions.

**QUESTION #1:** "Please clarify overtime for weekdays, 8 AM to 5 PM, and Saturdays, Sundays and holidays, such as, installing a bilge pump in a lifeboat and cementing seams in pontoons for a bulk carrier."

**ANSWER:** Installing bilge pump and cementing pontoons—if the bosun or deck maintenance and watchstanders perform this work at any time they are entitled to overtime.

**REFERENCE:** Standard Freightship Agreement, Article III, Section 11 (b)—"The working hours at sea and in port for all men classified as day workers shall be from 8 AM to 12 noon, and 1 PM to 5 PM, Monday through Friday. Any work performed by day men outside of these hours shall be paid for at their regular overtime rate, except for such work as defined in Article II, Section 18."

**QUESTION #2:** "Please clarify overtime for weekdays, 8 AM to 5 PM and Saturdays, Sundays and holidays, for such work as building a box for the Lyle Gun."

**ANSWER:** Building box for Lyle Gun—This is considered a car-

pen's duties. If the bosun, deck maintenance or watchstanders perform this work between 8 AM to 5 PM, Monday through Friday, they shall be entitled to overtime. If they perform this work at any time other than during their regular working hours, they shall be entitled to overtime and one-half.

**REFERENCE:** Standard Freightship Agreement, Article III, Section 12 (c)—"When members of the deck department are required by the officer-in-charge to perform regular carpenter work they shall be paid straight overtime for their watch on deck and overtime and one-half for their watch below."

Headquarters also recently received a letter from Brother Bill Russel, who posed the following question:

### Don't Delay On Heat Beefs

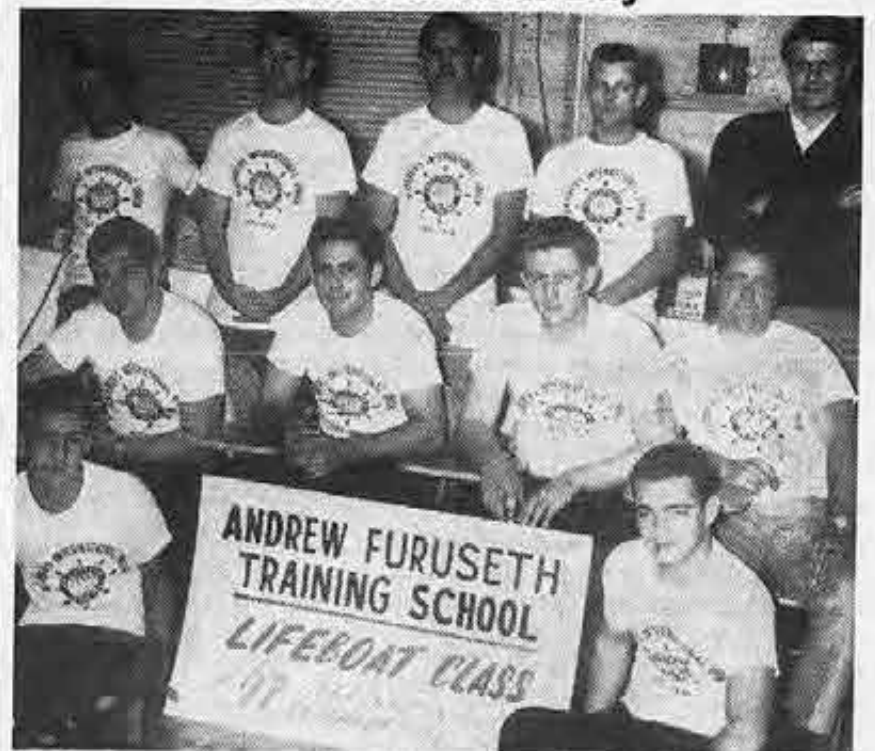
Now that the cold weather is here, Seafarers are reminded that heating and lodging beefs in the shipyard can be easily handled if the ship's delegate promptly notifies the captain or chief engineer and shows them the temperature reading at the time. Crewmembers who beef to themselves about the lack of heating but wait three or four days before making the problem known to a responsible ship's officer are only making things tougher for themselves. The same applies when shipyard workers are busy around living quarters. Make sure you know where and when the work was done so that the SIU patrolman has the facts available in order to make a determination.

**QUESTION:** "The night cook and baker shall work day work. His hours shall be set forth by the steward in all ports. I would like to know if this applies to overseas ports in foreign countries. The agreement states in American ports, in all ports!"

**ANSWER:** This section of the agreement applies to all ports anywhere in the world.

**REFERENCE:** Article V, Section 4, of the Standard Freightship Agreement—Working Hours. "In American ports, the night cook and baker shall work on a schedule between 6 AM and 6 PM as set forth by the steward except on days of arrival. In all ports, the night cook and baker shall work on a schedule between 6 AM and 6 PM as set forth by the steward except on days of arrival."

### It's Graduation Day



Only three classes short of the 100-mark, SIU lifeboatmen's training school graduated class number 97 at headquarters recently, when group shown here received Coast Guard tickets. In front (l-r) are Randy Del Prete, Cecil Moore; middle, Nick Sakallanides, Joe Lucas, Charles Ownes, Marvin Mizelle; rear, James Mainella, James Gillian, Robert Ybarra, Allen Born and instructor Arni Bjornsson.

## Presidential Dinners



Trio of Thanksgiving Day diners at SIU headquarters last month included members of SIU West Coast affiliates from several APL ships. Pictured (l-r) are Tony Corbo, President Jackson; Arthur Ceto, President Adams, and Louis R. Seifery, President Monroe.

## Canada SIU Lady Cook Again Stumps TV Panel

MONTREAL—The ladies of the SIU continue to stump the experts. The latest woman Seafarer to pit her unusual occupation against the guesses of a TV quiz show panel of experts is a French-Canadian tug-boat cook, Emilienne Lapointe, a crewmember of the SIU of Canada-crewed McAllister tug Yvonne Dupre.

Only one of the three panelists on the French version of "To Tell The Truth," shown on Channel 10 here, was successful in identifying her correctly.

To play the game, the panel is given information about a contestant's occupation and must guess which of three people to appear before them is the person described.

### Pretty Chief Cook

Another woman cook on a McAllister tug stumped the experts

completely a year ago when she appeared on the nationally-televised show "What's My Line?" in the US. The panelists were unable to guess that glamorous French-Canadian Seafarer Pauline Letendre, who appeared on the show, was actually chief cook on the McAllister tug Felicia. Pauline walked away with the \$50 top prize for completely fooling the experts with her unusual occupation.

The ladies work eight months out of the year, seven days a week in the galley during the shipping season on the Canadian side of the Lakes.

## Took Part In Cuba Swap

# SIU Ship 'Hosts' Stamp Design

WILMINGTON, Calif.—The Waterman freighter Morning Light, the only unsubsidized American-flag ship to participate in the Cuban prisoner exchange deal that ended several months ago, apparently figured prominently in the design of the new US postage stamp honoring the 100th anniversary of the International Red Cross.

Manned by an SIU crew, the Morning Light was the eighth supply ship used by the American Red Cross in the prisoner exchange program that began just before last Christmas. She sailed from New Orleans with a \$4.5 million shipment of emergency supplies for Cuba on May 14, returning to the States with a number of Cuban refugees and relatives of the prisoners.

A report here by Fred Russell, Wilmington branch Red Cross chairman of public information, said the design for the 5-cent stamp issued October 29 in Washington was based on a photograph taken by Red Cross photographer Rudy Vetter who traveled aboard the Morning Light to Cuba.

Approximately 120 million of the IRC centenary stamps are being printed in black, red and white for nationwide distribution.

The Morning Light carried some 8,000 tons of baby food and medical stores that were part of the \$53 million in supplies turned

over to Cuba. The shipments began last December, resulting in the pre-Christmas release of 1,113 prisoners.

Various American companies and private individuals donated the ransom cargoes through the Red

Cross. The AFL-CIO Maritime Trades Department and the SIU participated in the early shipping arrangements by helping underwrite the cost of longshore labor in moving the original cargoes to and from Cuba.

## SIU MEDICAL DEPARTMENT



Joseph B. Logue, MD, Medical Director

## New Hope For Overworked Hearts

Two announcements of special significance to working men and women were issued recently by the American Heart Association, which conducts the nationwide "Heart Fund" campaign in February.

First was a report that the death rate from diseases of the heart and blood vessels among family breadwinners—men in the 45-64 age bracket—has dropped by 6 percent since 1950.

Second was an article published in the Association's scientific journal, "Circulation," in which two University of California scientists showed that labor's loss in income as a result of premature death from circulatory diseases was an estimated billion dollars in a single year. Another \$830.4 million was lost that year in unearned wages because of cardiovascular disabilities.

The 6 percent drop in the death rate resulted primarily from a 22% decrease in the mortality rate from stroke and a 44% decrease in the death rate from high blood pressure in men aged 45-64. These gains offset a 4% rise in the death rate from coronary disease (heart attacks), the most serious of the cardiovascular diseases.

These two reports underscore that while great strides have been made in combating heart disease, much remains to be done. Diseases of the heart and blood vessels are the costliest in dollars to the nation's working men and women. More important still, these diseases are perhaps our greatest health enemy.

Each year they take more lives in the United States than all other causes of death combined. Among persons under 65, including the breadwinners upon whom the family's well-being depends, they

caused almost 250,000 deaths in 1962.

The American Heart Association reports the investment of nearly 90 million "Heart Fund" dollars since 1949 in research seeking causes, prevention and cures for heart ailments. Millions more have been spent on professional and public education, to initiate community programs for aiding heart patients, and to establish rehabilitation and vocational services which make it possible for many stricken workers to return to their jobs.

Chief among the diseases involved are: heart attack (toll, 500,000 lives annually); stroke (kills 200,000, disables millions); high blood pressure (5 million are affected); rheumatic fever (afflicts 500,000 school-age children); and inborn cardiac defects (30,000 babies are born each year with such defects).

The 6 percent death rate decrease is termed "the first relatively sustained improvement we have seen" by Dr. James V. Warren, past president of the Heart Association. An intensive educational program has also drastically altered the fatalism with which the public used to view heart disease and strokes.

People are seeking medical advice earlier, Dr. Warren reports, and rehabilitation is far more vigorously pursued than ever before. Physicians today are also better informed about how to diagnose, treat and prevent heart diseases.

The main goal of the AHA still is to lessen the threat of premature death to the family breadwinner—the man in the prime of life. "Although we have not yet made significant inroads against the toll taken by arteriosclerotic heart disease, the improvement with respect to strokes and hypertension suggests that the goal is within our capability," Dr. Warren adds.

(Comments and suggestions are invited by this Department and can be submitted to this column in care of the SEAFARERS LOG.)

## Quitting Ship? Notify Union

A reminder from SIU headquarters cautions all Seafarers leaving their ships to contact 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.

# YOUR DOLLAR'S WORTH

## Seafarer's Guide to Better Buying

By Sidney Margolius

### 1964—A Year Of Reasonable Costs

This January we have to discard our usual annual forecast of another sizeable rise in living costs. For 1964, the prospect is for fairly stable prices. In fact, an alert family that knows how and when to buy, should be able to reduce some of its basic expenses and have more money for other family goals.

Especially look for sharp price cuts and big sales in the annual January clearances. Unusually warm weather in some regions earlier this winter and the gloom cast over Christmas shopping by the assassination of President Kennedy, have left stores with heavy inventories, particularly of clothing and gift items.

In general, you can expect a year of reasonable food prices. Cheap beef especially is going to be a big help. You also can expect a continuation of low prices for clothing, with the exception of somewhat higher prices on wool garments.

This also will be a good year to shop for home equipment. An increasing number of appliances is available at genuine bargain prices. Too, retail prices of both new and used cars are sagging a little.

But your problem in 1964 will be higher price tags on medical care; on some housing expenses, especially home operation and repairs; on commercial recreation such as movie admissions, and on auto maintenance and insurance.

Here is a checklist of specific price prospects to help guide you in selecting good values in 1964:

**Food prices** will be relatively stable this year; some important ones even will be cheaper. You can make budget savings by using more of the especially-abundant foods. Especially good buys in 1964 will include beef (in exceptionally large supply); eggs; poultry; pork (during the winter and spring); tuna fish (now selling at the lowest prices in recent years); Maine sardines, and canned corn.

Frozen orange juice concentrates will continue expensive, even if a little less costly than last year. More smart consumers will switch to canned juices such as grapefruit juice.

**In clothing**, take advantage of the January sales, especially to fill in your needs of coats, suits and other wool garments; also, hosiery. Rising wool prices are expected to boost prices of men's suits, coats and other wool clothing later this year. Some hosiery manufacturers also have announced price boosts which will affect prices of nylons in coming months.

**In household appliances**, you will be able to find both low prices and

improved designs this year. Particularly low in price are refrigerators, washing machines and dryers, vacuum cleaners and ranges. Zig-zag sewing machines also are getting cheaper.

One of the most interesting new developments is the self-cleaning range introduced by one large maker (General Electric). This is accomplished by a special high temperature setting. However, the new device so far is available only on the more-expensive models.

Another work-saving range is the new model (introduced by Hotpoint), with slide-out oven walls coated with non-stick finish. The special finish makes the slide-out walls easy to sponge off in a sink.

In refrigerators, the news is the (G.E.) model that comes with a counter work area. The freezer section forms the base of the counter area, and the refrigerator is above the recessed counter.

In washing machines, a significant development is increased capacity, with three manufacturers introducing 14-pound washers (Norge, Easy and Hotpoint). Previous largest capacity was 12 pounds. The new big-capacity machines usually have large agitators, stronger components and increased oscillation to handle the heavier loads.

**In furniture and rugs**, some furniture lines and floor coverings, especially wool rugs, will cost a little more in '64. For furniture, we advise shopping the February sales. In rugs, more consumers will turn to nylon rugs which are holding closer to present levels. Grade for grade, nylon and wool are both durable, but wool has some edge in resiliency and soil resistance.

**Housing** remains the big budget problem, with construction costs again three percent above a year ago as we enter '64. Renters will find landlords in some cities offering more concessions. Real-estate interests are finding over-priced new apartments more difficult to rent.

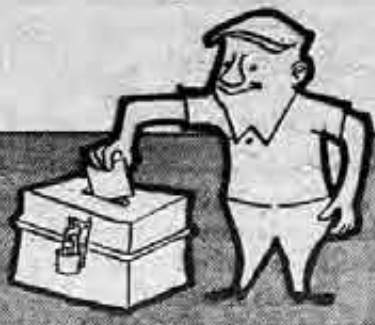
In 1964, low-cost individual houses—those under \$15,000—will be even harder to locate. Builders are expected to concentrate on homes in the \$15,000 to \$25,000 range. The concentration on more-expensive dwellings and luxury apartments is ominous for the economy as a whole, and the construction industry in particular. This kind of construction usually signals the mature stage of a building boom, just before a recession breaks.

However, 1964 will be a good year to expand or renovate a home, or refinance a mortgage. Prices of a number of important building materials have declined, including those on asphalt roofing, heating equipment and plywood.

As we enter 1964, mortgage interest rates are a good one-half of 1 percent below a year ago. They now average as low as 5¼ percent in New England; 5½ to 5¾ in the Midwest; 6 percent in the South and 6 to 6¼ in the Far West.

**SPAD**

**Seafarers  
Political Activity  
Report**



**CONVENTION STRESSES POLITICAL EDUCATION.** Labor in politics got a full share of attention at the recent AFL-CIO convention in New York, spotlighting the importance to the trade union movement of the 1964 elections. The 167-member AFL-CIO General Board, reviewing labor's register-and-vote campaigns of 1960 and 1962, determined an even greater effort is demanded if success in 1964 is to be assured.

It placed special emphasis on the need for a full-time officer to be assigned to political activity in every union and a person in every local to implement the program. The General Board discussed the political challenge of extreme right-wing elements to labor and to liberal government and asserted the trade union movement must fight back by insuring the greatest possible participation in political decision-making.

The best single weapon labor has in this struggle, the Board indicated, is manpower enlisted on the side of good citizenship.

Earlier, the AFL-CIO convention had approved a resolution calling on every local union to appoint a person responsible for registering unregistered unionists and members of their families and for getting out the vote on Election Day. The 1964 AFL-CIO register-and-vote campaign will be financed by a voluntary five-cent per member assessment voted by the Executive Council in October.

In other convention action on the political front, the AFL-CIO called for equality of citizenship at the polls by redistricting "malapportioned state legislatures and Congressional districts" which deny fair representation to urban voters. The resolution embodying the AFL-CIO stand on reapportionment pointed out the rural minority—some 30 percent of total population—still controls most state legislatures and has disproportionate influence in the US House of Representatives.

The resolution said, "... one form of malapportionment feeds another. It is the rural-dominated state legislatures which have control over the apportionment of Congressional districts."

The resolution called for support of a bill by Rep. Emanuel Celler (D-NY) which would require Congressional districts to be of "reasonably equal population and of compact boundaries." It concluded: "Only through Congressional action, presidential leadership, enlightened court decisions and public demand can truly representative apportionment become a reality, with every citizen possessing equal strength at the ballot box and in the voting booth. Only when the concept of one man, one vote, is fully observed will democracy be fully achieved."

**LABOR ROUND-UP**

**The Brown Shoe Company plant, in a non-union area in northeast Mississippi, went union after a five-year organizing effort by the Boot & Shoe Workers.** The vote was 238-161 over the fierce opposition of industrial and merchants' groups and the town's only newspaper. The union had been defeated twice before by the same forces. Management of the firm, it was reported, took no part in the anti-union campaign since it enjoys businesslike relations with the union in other plants.

**Automation protection is one of the major provisions of a new two-year pact won by the Los Angeles Newspaper Guild with the "Herald-Examiner."** The contract was ratified by 800 Guild members two hours before a strike deadline. Under its terms, management is required to notify the union six months in advance of technological changes, and to meet with the Guild to work out implementation of the changes with "the least adverse effect on employment opportunities." It is the first such clause in a Guild contract.

**Foreign Payoff? Leave Clean Ship**

Seafarers are reminded that when they leave a ship after articles expire in a foreign port, the obligation to leave a clean ship for the next crew is the same as in any Stateside port. Attention to details of housekeeping and efforts to leave quarters, messrooms and other working spaces clean will be appreciated by the new crew when it comes aboard.

**The National Labor Relations Board has issued a complaint charging that the "New York Mirror" committed an unfair labor practice by shutting down on October 16 with no advance notice or consultation with three unions it has bargained with for 39 years.** A January 20 date has been set for a hearing on the charges. Pressmen's Local 2, Stereotypers Local 1 and Newspaper Guild Local 3 filed the charges after the Mirror went out of business. Its name, good will and other assets were sold to the "New York Daily News."

**A settlement of strikes that began November 1 at eight Westinghouse Electric Corp. plants has been announced by the International Brotherhood of Electrical Workers.** The IBEW strikes involving 12,000 workers protested a proposed company-wide seniority plan. New three-year contracts provide wage increases and preservation of plant-wide seniority at several locations. Application of a new seniority plan at other locations is limited to one percent of the bargaining unit during the first 18 months.

**Special training to ready them for carpenter apprenticeships will be provided to 100 unemployed Washington youths as part of a program arranged jointly by the AFL-CIO, the United Brotherhood of Carpenters and the US Department of Labor.** A majority of the trainees will be out-of-school, out-of-work Negro youths ranging in age from 17 to 21. They will be prepared for skilled jobs through the special training program, which is the first in a series financed jointly by the AFL-CIO and the Labor Department.

**'Maybe I'll Do Better In This One ...'**



The year now ending has not made any sharp difference in the general decline of US-flag shipping. The drift in the Federal Government's maritime policy is virtually unchanged; the promises go unfulfilled.

The wheat deal and the proposed 50-50 division of grain cargoes for the Soviet bloc has not materialized. Our Cuba trade policy regarding foreign shipping to Castro's island wavers.

Washington's belated attempts to enforce adherence to the 50-50 cargo law by US agencies provokes new nose-thumbing gestures by foreign owners and governments around the world.

Congress has been preoccupied with anti-strike proposals for maritime and little else of significant help to the industry. It has already enacted the first peacetime compulsory arbitration law in US history to curb railroad workers and their unions.

The nation's highest court has given run-

away-flag ship operators a green light and, for the present, exemption from US maritime union organizing attempts. It has cut the safeguards protecting US seamen's pay rights in ship bankruptcy situations.

Officially, US public and private planners and agencies favor a strong US-flag merchant fleet. Behind the scenes, and in their dealings with each other, their actions run counter to this view.

All in all, 1963 has not been one of our better years, although Seafarers have been able to enjoy better than fair shipping, and new ship operations and jobs keep coming along to plug gaps here and there. But anyone who's been around during most of the 15 years that the SIU has been in existence will find today's year-end picture not much different from any other.

Shipping always has been a rough-and-tumble business, so why should '63 change anything? And besides, who can tell what next year may be like?

**Safety At Sea**

The sea has claimed another ship, this time the Greek passenger liner Lakonia, which burned in the Atlantic this week with a reported loss of 127 persons either missing or dead. The gay cruise ship had left Southampton, England, with 1,027 passengers and crew.

Ships of all nations, including an SIU-manned vessel, responded to the SOS and kept the disaster toll low by plucking some 900 survivors from the water.

The disaster-stricken vessel is still afloat, under tow to Gibraltar, which apparently attests to a basically-sound construction. So the drama in this instance is unlike that involving the Andrea Doria sinking seven years ago, when 50 persons lost their lives in a collision between the Italian liner and the Swedish liner Stockholm off Nantucket.

But the threat of disaster rides with every ship that puts to sea. It is an ever-present danger to seafaring men and their passengers. To cut this danger to a minimum, the US has set some of the highest safety standards in the world for its ships.

Unfortunately, at sea as on land, or in the

air, it often takes a major tragedy to point up the importance and urgency of such safety regulations. The Doria sinking, and its attendant loss of lives, should have spurred prompt worldwide action to improve ship safety around the world.

Yet it took four years before an international conference on sea safety was convened at London in 1960 and, despite the three years that have passed since then, the recommendations of that gathering are still not in full effect throughout the maritime world. The lessons of 1956 go unheeded.

Instances of panic and faulty safety equipment were described this week by survivors of the Lakonia, which undoubtedly led to an increased loss of life. The fire that gutted the ship has been attributed to overloaded electrical wiring, again putting the harsh glare of publicity on the lack of adequate safety in the world's maritime fleets.

It is painfully clear that action still is needed to bring necessary safety standards to the fleets of the world. Action, rather than lip service, is necessary now to assure proper safety standards on ships of all nations before more lives are lost needlessly.

# SIU ARRIVALS and DEPARTURES

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):

**Alva Ony Moreland, 52:** Brother Moreland died of accidental causes at his home in Groves, Texas, on May 25, 1963. He had shipped in the steward department since 1952. He is survived by a sister, Miss Lela May Moreland, also of Groves. Place of burial was in the Oak Bluff Memorial Park Cemetery, Port Neches, Texas.



**Russell Elmer McLeod, 61:** Natural causes took the life of Brother McLeod in the Seattle (Wash.) USPHS Hospital on September 5, 1963. He had sailed in the steward department since 1955. Surviving is his son, Patrick Joseph McLeod, of Honolulu, Hawaii. Burial was at the View Crest Abbey Cemetery, Everett, Wash.



**Darwin P. Carroll, 48:** Brother Carroll died of a lung ailment at the Jackson Hospital, Montgomery, Ala. on August 7, 1963. Sailing since 1947, he had shipped with the SIU in the engine department. He is survived by a sister, Mrs. Margaret C. Glausier, of Montgomery. Burial was at Bethel Baptist Church Cemetery, Troy, Ala.



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:

**Colleen Jackson,** born September 7, 1963, to Seafarer and Mrs. Jimmie Jackson, Humble, Texas.

and Mrs. Charles Rogers, Baltimore, Md.

**Mary Jo Weekly,** born April 4, 1963, to Seafarer and Mrs. Joseph E. Weekly, Gulfport, Miss.

**William Cachola,** born August 21, 1963, to Seafarer and Mrs. William V. Cachola, Baltimore, Md.

**Villa Burke,** born September 9, 1963, to Seafarer and Mrs. Timothy H. Burke, Ogdensburg, New York.

**Kimberly Lynn Edwards,** born September 27, 1963, to Seafarer and Mrs. Howard Lloyd Edwards, Owosso, Mich.

**Mary Frances Henley,** born October 7, 1963, to Seafarer and Mrs. James B. Henley, Rincon, Ga.

**Gary Alan Bertrand,** born October 8, 1963, to Seafarer and Mrs. Emmett J. Bertrand, Port Arthur, Texas.

**Barry Hayaski,** born September 21, 1963, to Seafarer and Mrs. Harry Hayaski, Wilmer, Ala.

**Todd James Hunt,** born September 21, 1963, to Seafarer and Mrs. Michael Hunt, Philadelphia, Pa.

**Robert Walter Miller,** born August 28, 1963, to Seafarer and Mrs. William H. Miller, Baltimore, Md.

**Sean Mark Charette,** born October 20, 1963, to Seafarer and Mrs. Marvin B. Charette, Bayfield, Wis.

**Amelia Leonard Thompson,** born August 30, 1963, to Seafarer and Mrs. Clem Thompson, Mt. Ulla, North Carolina.

**Pamela Weaver,** born August 6, 1963, to Seafarer and Mrs. Gleason Weaver, Houston, Texas.

**Francis Gillis,** born August 22, 1963, to Seafarer and Mrs. Douglas Gillis, Detroit, Mich.

**Troy Bennett,** born September 8, 1963, to Seafarer and Mrs. Bobby G. Bennett, Gulliver, Mich.

**Sharon Lynn Fleming,** born September 24, 1963, to Seafarer and Mrs. Thomas Fleming, Hyde Park, Mass.

**Julie Elizabeth Rogers,** born September 14, 1963, to Seafarer

## SIU Team



Ashore at the same time in New York, Seafarer father-and-son team are pictured together in headquarters hiring hall. Dad **Candido Bonfont** (standing) ships out on deck, and son **Luis Bonfont** sails in the steward department. New York is home port for both of them.

# 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, LOUISIANA**
- Edward Achee
  - George Armstrong
  - Richard Barnes
  - James Benoit
  - Daniel Bishop
  - Wilbert Burke
  - George Burleson
  - Byrd Buzbee
  - Steve Crawford
  - Howard Curry
  - Julius Ekman
  - George Flint
  - Eugene Gallaspy
  - Jesse Green
  - Sanford Gregory
  - Seifert Hamilton
  - Earl Hardeman
  - Herbert Hart
  - Charles Hooper
  - Melvin Hughson
  - Walter Johnson
  - Foster Juneau
  - William Kirby
  - Duska Korolia

- Lester Sturtevant
- Jose Toro
- Eladio Torres
- Julian Vista
- Ernest Vitou
- Yu Song Yee
- Ward Hoskins
- Daniel Covaney
- William Cameron

- USPHS HOSPITAL BALTIMORE, MARYLAND**
- James Archie
  - Louis Baxter
  - John Bergeria
  - Edmund Brett
  - John Bryant
  - Antonio Carrano
  - James Doyle
  - Hector Durate
  - Julius Fekete
  - Fredof Fondila
  - Monroe Gaddy
  - Gorman Glas
  - John Hannay
  - Lawrence Holbrook
  - Gustave Loeffler
  - Thomas McLaughlin

- VA HOSPITAL GALVESTON, TEXAS**
- Raymond Anderson
  - Robert Alvarado
  - Henry Bort
  - Leslie Dean
  - John Gribble
  - George Howard
  - William Hightower
  - James Hodges
  - Nicholas Korsak
  - Raymond Anderson
  - Maurice LaVoie
  - Abraham Mander
  - Robert Peters
  - Roy D. Peebles
  - Merl Walters
  - Quint Zambeano
  - Mayo Brasseur

- USPHS HOSPITAL SAN FRANCISCO, CALIFORNIA**
- Charles Allen
  - Edward Brezina
  - Arthur Brown
  - Joe Eboole
  - Sixto Escobar
  - John Ratliff
  - Charlie Gedra
  - Manuel Lopez
  - Kenneth Peden
  - Henry Schorr

- USPHS HOSPITAL CHICAGO, ILLINOIS**
- Erick Johnson
  - Edward Bates
  - Ernest Peterson
  - J. M. Watkins

- USPHS HOSPITAL STATEN ISLAND, NEW YORK**
- John Aba
  - Arturo Alderete
  - Pedro Arellano
  - Dominick Blacrak
  - Felix Bonfont
  - John Buenday
  - Thomas Clark
  - Well Denny
  - Stanley Derelo
  - Charles Dougherty
  - Harold Duchox
  - Thomas Duncan
  - Carl Ernest
  - Martin Fay
  - Charles Ferial
  - Theodore Gerber
  - Ventura Gilabert
  - Edward Glazder
  - Richard Green
  - Edwin Harriman
  - Ralph Hayes

- USPHS HOSPITAL NORFOLK, VIRGINIA**
- Jesse Brinkley
  - John Fitchette
  - William Hathaway
  - James Marks
  - William Mason
  - Clarence Riggins
  - Joseph Wallace
  - George Williams

- USPHS HOSPITAL MONTGOMERY, ALABAMA**
- Herman Hickman
  - James McGee
  - Frank Martin
  - Arthur Nelson
  - Raymond Arsenault
  - Mohamed Said
  - Abbas Samet
  - Juan Soto

- USPHS HOSPITAL MEMPHIS, TENNESSEE**
- James McGee
  - Frank Martin
  - Arthur Nelson
  - Raymond Arsenault

**Ernest P. Janosko, 61:** Brother Janosko died in the Portuguese Hospital, Salvador, Brazil, from a stomach ailment on June 7, 1963. He had sailed with the SIU in the deck department since 1944. He is survived by a sister, Mrs. W. Kish, of Bedford, Ohio. Burial was in the United States.



**Louis William Peed, 50:** Brother Peed died of a heart attack in India on August 17, 1963. Shipping in the engine department, he had sailed with SIU since 1943. He is survived by his wife, Mrs. Lillian Peed, New Orleans, La. Burial was in New Orleans.



## Backs Seatime Rule On Pension

To the Editor: I would like to second the thought in the LOG (Oct. 4) by Brothers Paul Zellner and Ludwik Borowik on men working ashore and wanting a pension. It seems to me that some of us want to have our candy and to eat it too. We should realize that this is impossible.

If a seaman, and I put the emphasis on "seaman," is working toward the day he can retire, the only way he can do so is by going to sea. If he's working ashore to get his so-called "seatime" for benefits, that's something else. But first let's come up with something feasible on the retirement for full-time seamen.

Brother C. L. Cousins in the same LOG mentions that eligibility should be based on the completion of 20 years as a paid-up member in good standing. Well, I know some of our brothers who are paid up in dues are sailing as mates and engineers on SIU-contracted ships.

They can be paid up and in good standing, but are they eligible for a pension from our plan? This is obviously something that still has to be worked on.

No one who's working ashore from time to time on odd jobs should be able to come in and say the requirements for an SIU pension are too high at 12 years or 15 years. Eligibility has to be tough; otherwise, any-

one could retire and before you know it, the whole membership will be on retirement.

In most jobs, the required time for a pension calls for 15 to 20 years on one job in continuous service. Now this can't be the way with us, not for seamen today.

I want to have a retirement plan to look forward to as bad

## 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.

as anyone else, and I want to see it provide more than \$150 per month—and soon.

But we're not making any headway on this, according to some of the suggestions I've seen in the past. Our plan has got to be a little stiff and should be paid according to seatime only, so that a man can retire with enough to live on.

William R. Cameron  
SS Mankato Victory

## Blood Data Card Is Called Vital

To the Editor: Every publication of the LOG is delivered to my home and I enjoy reading it very much. The copy in front of me —

November 1—has a letter from Harry N. Schorr among those submitted to the editor, urging that each seaman's blood type be added on the back of our yearly medical card. I strongly back up this request.

I recall how in 1957 I shipped out as bosun on the MV Tag Knot in Mobile, and we would make a trip to Santa Rosalia, Mexico (Gulf of California) and back again every month and ten days. I held that ship down for four trips.

The last trip, while in the Gulf of California, I had several of the men working in the No. 4 'tweendeck. On that deck, a hinged hatch cover (steel) was hooked up aft in an upright position. The vessel was underway and, due to its slight roll and propeller jarring, the cover got unhooked and fell on the leg of an ordinary seaman.

He lost quite a bit of blood until a tourniquet could be applied. An amphibian plane was dispatched from the Canal, but the man died on the way down, from the loss of blood.

Had each member of the crew on that ship — or any ship — known his blood type, that seaman could have been saved. I cannot remember his name, but his home was in Pearl River, La.

Frederick H. Garretson

## Hits Runaway Assist By Navy

To the Editor: How about a nice strong editorial on the slanted newspaper stories regarding the Cuban jet

attack on the runaway, flag of convenience bulk carrier J. Louis, which the US Navy saw fit to aid at the expense of American taxpayers?

Nobody saw fit to mention that the greedy slob who operates it, the so-called American, is avoiding the taxes to pay for help, aid and assistance, and was employing one American in a crew of 49.

John T. Bowman

## Welfare Again Eases Burdens

To the Editor: As I sit with pen in hand, I think over the years how the SIU welfare program has helped in paying hospital and doctor bills for us.

Now again, with the death of my husband, Harry K. East, the benefit check has helped relieve the burdens of the family.

I wish to thank all of the officers and officials of the Union for being so good to us over the years my husband was a member of the SIU. He was proud to belong to a strong union like the SIU and I am proud to be among its members as one big family.

I shall always try to uphold everything Harry worked for while he was a living member.

I also wish to thank the SIU representatives here in Texas for the help extended to the family in our hours of grief.

Mrs. Roberta East

'Sea-Views'

—By Joseph L. Tremblay



"I may as well tell you right now where I stand. I don't like blondes..."

**AZALEA CITY (Sea-Land), Oct. 30**—Chairman, J. Ripetti; Secretary, R. Funk. \$5.12 in ship's fund. Some disputed OT in engine department. G. Castro was elected to serve as ship's delegate. Crew requested to be a little more quiet when men are sleeping. TV for crew mess and transportation from ship to bus stop requested from company. Vote of thanks to steward department for good feeding and service.

**TRUSTCO (Commodity Transportation), Sept. 15**—Chairman, none; Secretary, J. Quintayo. Second pumpman was elected to serve as ship's delegate. Trip has been smooth and captain has been very cooperative in

to put out draw as money arrives in Yokohama. No beefs reported by department delegates. Crewmembers requested to cooperate on use of washing machine. Steward requests that dirty linen be turned in. Request for better grade of coffee.

**NEW YORKER (Seatraders), Nov. 4**—Chairman, S. Berger; Secretary, D. C. Jones. One man missed ship in Baltimore. Captain wants list of all men getting off in Norfolk. D. C. Jones was elected as ship's delegate. Request made to take up collection for TV antenna. Vote of thanks to the steward department for job well done.

**BIENVILLE (Sea-Land), Nov. 7**—Chairman, Van Whitney; Secretary, Carlos Diaz. Disputed OT and delayed sailing will be handled by patrolman. The ship's fund and TV fund will be left on the ship. Cash is to be turned in to the captain and given to the next crew. Vote of thanks to the cooks for well-prepared food.

**DEL AIRES (Delta), Oct. 28**—Chairman, D. Wilson; Secretary, F. S. Paylor. Ship's delegate reported everything okay. J. Spivey resigned as ship's delegate and C. James was elected to serve in his place. Two nights' lodging disputed in deck and engine departments.

**DEL SUD (Delta), Nov. 3**—Chairman, Robert Callahan; Secretary, Vincent J. Fitzgerald. Hans Spiegel was elected to serve as ship's delegate. \$101.31 in movie fund and \$29 in ship's fund. Everything running smoothly. Discussion on company policy regarding men being laid off enroute from Houston to New Orleans. Discussion on getting membership together and contacting headquarters regarding retirement plan.

**NATALIE (Maritime Overseas), Oct. 28**—Chairman, Robert W. Ferrandiz; Secretary, E. Feyen. Ship's delegate requested all members getting off in New York give 24-hour notice. All repairs completed except on galley scuppers and the awning back aft. A few hours disputed OT in deck department. Transportation beef will be presented to patrolman on arrival.

**STEEL ARCHITECT (Isthmian), Nov. 3**—Chairman, Vincent McCloskey; Secretary, Leo M. Morsette. John Geroge was elected to serve as ship's delegate. \$13 in ship's fund. No beefs reported. Vote of thanks extended to bosun. Crew pantry needs to be painted. Tanks should be cleaned as water is rusty. Request to have food plan representative aboard.

**TRANSGLOBE (Hudson Waterways), Oct. 18**—Chairman, H. Dombrowski; Secretary, E. Hansen. Two men missed ship. Gear and property all checked and locked up. Disputed OT and beef between 1st assistant and BR to be settled in New York. H. Dombrowski was elected to serve as new ship's delegate. Vote of thanks to steward department for vast improvement in cooking.

**MANKATO VICTORY (Victory Carriers), Nov. 17**—Chairman, John Dunlop; Secretary, Ralph Hernandez. Crew was allowed ashore at Moll due to epidemic of cholera. \$15.89 in ship's fund. Vote of thanks to steward department for job well done. Due to fact that ship is going to be laid up upon arrival at San Francisco, it was decided by majority vote to raffle off the television set. Ship's fund is also to be given to the winner.

DIGEST of SIU SHIP MEETINGS

the matter of draws, etc. Safety meeting held with captain, officers and all department delegates. Many practical suggestions were made. Joe Aires, patrolman from Philadelphia hall, handled many beefs the crew had on last trip with complete satisfaction all the way. Ship's crew extended thanks.

**Oct. 27**—Chairman, V. G. Swanson; Secretary, J. Quintayo. Discussion on holding meeting before payoff with patrolman and food plan representative regarding repairs and food aboard ship. Captain extended vote of thanks to crew for its cooperation. Vote of thanks given to night cook & baker, bosun and gangway watch for their cooperation. Few hours disputed OT in deck department.

**STEEL DESIGNER (Isthmian), Oct. 27**—Chairman, J. W. Arellano; Secretary, R. Wilman. No beefs reported by department delegates. W. Chandler was elected to serve as ship's delegate. Vote of thanks extended to entire steward department.

**PENN TRADER (Penn Shipping), Oct. 27**—Chairman, S. Emerson; Secretary, D. E. Edwards. Repair list was made up and the majority of repairs have been completed. Disputed OT for crew while in Chittigong to be turned over to patrolman. Entire crew warned not to enter messroom in underwear at any time. \$3.61 in ship's fund. Schedule to be posted for cleaning of laundry.

**DEL SANTOS (Delta), Nov. 12**—Chairman, John W. Atstatt; Secretary, Adam Hauke. Ship's delegate reported everything running smoothly. Few hours disputed OT expected to be collected at payoff. Suggestion made to have all fo'c'sles souged and painted. Suggestion made to send letter to headquarters regarding a pension plan. Ship should be fumigated.

**ROBIN TRENT (Robin Line), Nov. 3**—Chairman, M. Beasley; Secretary, G. Trosclair. Motion made to open a baggage room in all halls for the membership. This to be referred to headquarters. Patrolman to be contacted regarding draws being cut pretty close. Food representative to be contacted regarding cold drinks when ship is in port.

**HEDGE HAVEN (Hedge Haven Farms), Nov. 18**—Chairman, R. Blair; Secretary, A. D. Allain, Jr. Captain

From the Ships at Sea

Aside from remarks on good feeding and service, safety reminders seem to be uppermost in the items that come up at ship's meetings around the SIU fleet. One important safety note was offered recently at the meeting on the Alcoa Runner (Alcoa), when ship's delegate Charles V. Tucker

cautioned all hands to wear shoes to fire and boat drills, not wooden or rubber clogs. This type of leisure footwear is not recommended, Tucker pointed out, because they cause nasty spills and accidents on ladders and deck padeyes.

The Trustco (Commodity Transportation) reports that all is not "sweetness and light" in relations between the US and Venezuela, despite reports in the daily press to the contrary. As far as US seamen are concerned, "the people are not very friendly in Venezuela," and this can probably be seconded by many a tankerman who's made the trip before. Ship's delegate J. R. Miller and meeting chairman V. L. Swanson also noted that the skipper sent his compliments to the crew for its stand-out behavior in Alexandria while in the Middle East. The night cook & baker—nameless—drew thanks on his own for a good job.

On the Bonanza (Transasia), crewmembers have asked that the deck padeyes be painted a special color, as they are a hazard at night



Tucker Miller

particularly in heavy seas. Melvin H. Jones, acting as ship's delegate, meeting chairman and secretary all rolled into one, passed on this safety reminder.

The Del Valle (Delta) reports that the fishing is pretty good in some of the spots along its route in West Africa, for those who are interested in that sport. There are some good shoreside attractions out there also, from all accounts.

A sad note was forwarded from the Del Norte (Delta) after the sudden death of oldtimer Alvin Whitney in Rio de Janeiro on November 19. Whitney was taken ashore after much delay in obtaining a local doctor and eventually was sent back aboard from the hospital so that he could travel back to the States with the ship. But death intervened, despite the efforts of ship's doctor R. Glabe, stewardesses C. B. Bennett and A. A.



Ending a long and happy 70-day stay anchored just out of Yokohama, Seafarers on the Zephyrhills are now on their way home. Pictured (l-r) with some of the local beauties are Dwight Skelton, Claude Sturges and Doug Clarke.

Good-Bye Al, Good-Bye Pal

By Harry Wolowitz

(Ed. note: The following was written at sea aboard the Del Norte on November 19, 1963, a few hours after the death of Seafarer Alvin Whitney.)

Family man, Al Whitney, that was his name,  
A squareshooter who played the game.  
Honest to goodness seaman and a friend in need,  
No matter what race or creed.

Then last night at one, your poor heart gave out,  
Never a whimper, moan, not even a shout.  
You had all kinds of attention, Al, you can believe that's true,  
Had a pro for a doctor, he gave his all for you.

We've had all kinds of doctors on these Delta Line ships  
We sincerely hope Doctor Glabe makes a few more trips.  
Doctor Glabe, you've proven your mettle, we all sing your praise.  
And we'll keep on singing, Doc, the rest of our days.

So, "Rest in Peace" Al, old friend.  
This is just goodbye, not the end.  
You're in capable hands with Our Lord up there,  
With never a worry, trouble or care.

We all miss you, Al, we want you to know,  
You were a real shipmate, always ready to go.  
So let these few parting words be our esteem for you,  
From everyone aboard, signed captain and his crew.

Lanza, Bill Sistrunk and others who worked hard and tirelessly to try and keep Whitney comfortable. (A verse tribute to Whitney appears elsewhere on this page. —Ed.)

Comments about Thanksgiving holiday dinners fill many of the meeting minutes. The Council Grove (Cities Service) expresses thanks for "a bountiful Thanksgiving dinner." . . . The same goes for the Producer (Marine Carriers), Steel King (Isthmian), Alcoa Runner (Alcoa) and Transglobe (Hudson Waterways). . . . Special thanks went to John J. Schaller, night cook & baker on the Alamar (Cal-



Jones Lanza

the best in his trade" by his shipmates.

Yokohama A Fine Port But 70 Days Is Enough

Up until a couple of days ago, the crew of the Zephyrhills (Pan American Overseas) was enjoying one of the longest stays "in port" anyone can remember. And it was in one of the nicest leave ports a Seafarer can visit—Yokohama, Japan.

But all good things must sooner or later end, so the Zephyrhills now is back out in the Pacific, all hands turned to, bringing her home. Just why she stayed in port on a slow boat to nowhere for

some 70 days is unknown to the members, but not many are griping about it.

The master of the ship, Captain Jean, helped the crew to enjoy its extended stay just outside of Yokohama by being "most generous with the draws, securing the mail, getting passes extended, and purchasing stores when they were needed," according to Seafarer Dwight Skelton, the ship's delegate.

The pass extensions were especially important to crewmembers, because they were anchored beyond the outer breakwater, so that sea watches had to be maintained. The launch ride to the city itself took thirty minutes each way, which cut an hour off their shore time.

All this enforced rest and relaxation was fine, says Skelton, especially since the men knew their allotments were being paid. With their stay in Yokohama, they've lopped some eight months off the articles for a 12-month period.

Some members of the crew began to wonder if they were only staying there to enjoy the winter, or if there were plans to make them citizens of Japan. Maybe it was a good thing the Zephyrhills finally did go back to sea.

# Warm Springs' Trip Top-Rated By Crew

By Seafarer Bob (Red) Darley, Book D-405

Good ship, good skipper, good company!

Seafarers completing a four-month trip on a newly-contracted SIU vessel used these laudatory terms to describe the ship, captain and company, on their arrival in Galveston for pay-off. The vessel came home clean, with no beefs, and a good sign of the way the voyage went was the fact that several of the crew signed on again for another trip.

Crewmembers aboard the ship, the Warm Springs (Columbia), were particularly warm in their praise of Capt. Donald Swann. At the last shipboard meeting just before termination of the voyage, they unanimously commended Capt. Swann for his fairness, spirit of cooperation, humanitarian attitude and general excellence as a shipmaster. He acted in a fair and just manner in every transaction with the crew, it was pointed out at the meeting.

Chief mate Eli Feldman, chief engineer Dominick Spalia and first assistant Charles E. McCallister followed the precedent set by Capt.

department is concerned, I've never had a better one."

The crew also lauded the company for putting top-quality stores aboard the ship and living up to the contract provisions. The quality of the stores was far above average.

Chief cook George Williams and baker Vincent Young, assisted by 3rd cook Dale Brignac, made the most of the first-rate stores and served up consistently great food to match the gourmet-style menus prepared by chief steward Roy Ayers. Officers described Ray Cuccia, steward utility, as one of the best bedroom stewards going to sea. Although messmen Russell (I Wanna Go Home) O'Quinn and Hubert (Purty Boy) Kleinpeter and pantryman Majid (Bandit) Coyle were making their first trip to sea and got off to a slow start, they wound up the trip doing their

## Routine Work On The Patriot



Close-ups on the Alcoa Patriot (Alcoa) picture two members of the SIU crew going about routine tasks while the ship was in the Port of Baltimore. At left, crew messman A. DeJesus checks the fresh milk supply in the crew's refrigerator after some thirsty grade A drinkers have had their fill. John Rambo, OS (right), secures safety line for newly-painted life-ring on deck of the Alcoa freightship.

## 25th SIU Year Ages Him, Too

When the 25th anniversary of the SIU and SIUNA was marked in a special supplement of the LOG last month, the event provided a special reminder to Seafarer E. Wiley (Bouney) Carter.

Reading about the anniversary aboard the Kenmar (Calmar) enroute through the Panama Canal, "all of a sudden it dawned on me that I too am 25 years older since our Union began in 1938," Carter recalled.

Receipt of the LOG issue caused many reminiscences for Carter about how far the Union has come. "We had our ups and downs, but we always managed to forge ahead to better things, weathering the storm for our Brotherhood."

The war years were almost too much for the 44-year-old bosun. He reports he first went down with the old Robin Hood, which was closely followed by the Chetac, both torpedoed in 1942. Then, after losing the William L. Marcy in 1944, Carter recalls how he threatened to quit the sea and "become a landlubber."

As far as Carter is concerned, the repeated sinkings he went through during the war amply qualify him to be in the picture the LOG ran as part of its anniversary edition: The "American Day" parade at New York in 1942, when Seafarers marched under a banner proclaiming them as survivors of enemy torpedoes. Publication of the photo was what brought all of the past to mind.



Darley

Cuccia

McCarthy

Crawford

Swann in maintaining good officer-crew relations. McCallister had sailed with the SIU for several years before obtaining a license and Feldman is a former member of the Sailors Union of the Pacific.

The Warm Springs, a Liberty, was the first vessel of the new company to come under the SIU banner and has just completed her first voyage with a Seafarer crew. Other Columbia ships have been signed to an SIU contract since that time.

As for his first SIU crew, Capt. Swann had this to say: "The fine condition of the ship speaks for itself, and where the steward

jobs in an efficient and professional manner.

The deck department, headed by veteran bosun Jack Procell of New Orleans, really turned out and did a job in keeping with the highest traditions of good SIU seamanship. The sailors brought the old Liberty in neat as a yacht and painted from stem to stern. Other members of the deck gang included Cholley (Parson) Johnson, Bill (Mr. Boozy) Johnson, Robert (San Juan Red) Donahue, Eric Odenheim and myself, able seamen; and Gene (Big Cat) Darley, Jerry (Lover) LaGrange and Donald (Poker) McCoy, ordinary seamen.

"They're a helluva good bunch and I'll be happy to have any of them with me again anytime," said Feldman of the deck department.

Black gang members, the guys who keep the old up and down going 24 hours per day, were Jerry (Turk) McCarthy, engine utility; Big John Luther, Homer (Thunderbird) Paschall and Buck (Patio) Nixon, oilers; Joe (High-pockets Red) Henry, Lloyd (Crew-cut) Crawford and Marshall (B.S.) Smith, firemen; Blackie (Doctor) Nowberry, bull wiper.

In summing up the long India voyage, of which more than three months was steaming time, crewmembers termed it "a very good trip, all-in-all."

**ALCOA VOYAGER (Alcoa), Oct. 7—**Chairman, V. S. Kuhl; Secretary, E. Canonizado. Ship's delegate reported ship is in bad need of repairs. Water cooler was on the blink the whole trip, and need at least 3 new water coolers. There is insufficient ice and cold water and all showers are boiling hot. Expected payoff is in the Gulf. Crew requests more variety of night lunches.

**GATEWAY CITY (Sea-Land), Oct. 13—**Chairman, O. N. Lopez; Secretary, S. M. Simos. Discussion regarding heating system back aft. Suggestion made that draws be put out in small bills. Brother Soto was elected to serve as ship's delegate. Ship needs to be fumigated.

\$20.28 in ship's fund. Two hours disputed OT in steward department for delayed sailing. The sailing board was set for 1500 and sailed at 1800. Members in the deck department requested that the chief officer should have watch call men 30 minutes early, instead of giving them only 15 minutes.

**SEATRAN TEXAS (Seatrains), Oct. 20—**Chairman, S. Kliderman; Secretary, E. O. Johnson. Ship's delegate reported everything running smoothly. New ship's delegate to be elected. Vote of thanks to Brother Frits, former ship's delegate, for wonderful job. Discussion on having the patrolman clarify Seatrain contract for engine department.

**RAPHAEL SEMMES (Sea-Land), Oct. 20—**Chairman, Frank Allen; Secretary, Edward B. Biss. No beefs reported by department delegates. \$15.26 in ship's fund. Motion to have patrolman see port steward to have new full-size blankets put aboard. Present blankets are too short and full of holes.

**ROBIN GRAY (Robin Line), Oct. 20—**Chairman, Rocco Albanese; Secretary, I. Buckley. Some disputed OT in deck department to be taken up with boarding patrolman. Motion made in regard to disputed OT in Beira. Ship should not pay off until all is settled for all concerned. Letter was sent to headquarters requesting clarification.

**DEL NORTE (Delta), Oct. 20—**Chairman, Andrew A. McCloskey; Secretary, Bill Kaiser. Ship's delegate reported on discussion with patrolman on deck department work, positioning of gangway and various disputed items covering all three departments. Ruben Bellety elected to serve as ship's delegate for next voyage. Motion made to send letter to New York and New Orleans about company knocking men off on the weekend and on holidays in Houston and Buenos Aires while men are still on articles. Another motion to advise hall to do something about longshoremen making unnecessary noise while ship is in New Orleans and some men are sleeping.

**LONG LINES (Isthmian), Oct. 14—**Chairman, Edward C. Martin, Jr.; Secretary, William Sanford. Ship's delegate reported that disputed OT will be referred to Baltimore patrolman. Captain said there will be no general layoff. \$1.95 in ship's fund. Proposed amendment to the agreement regarding overtime work was overwhelmingly approved by crew. Crew requests copies of agreement for this vessel. Members feel that any future agreements should provide that steaming gang and cable gang are two separate departments. Discussion on future agreements at time of sign-on, which should be added as rider to the articles.

## DIGEST of SIU SHIP MEETINGS

**STEEL CHEMIST (Isthmian), Sept. 27—**Chairman, George Finkles; Secretary, Michael Kindla. Ship's delegate reported that the biggest beef is money draw at Calcutta in rupees. Captain promised to have sufficient amount of travelers checks for next trip. New washing machine promised by chief engineer. It was voted that everyone donate \$1 to ship's fund at payoff. One crewmember was given a rough time by topside for making a safety suggestion.

**PANOCEANIC FAITH (Panoceanic), Oct. 13—**Chairman, Marcel Jette; Secretary, C. L. Fisher. Ship was delayed in San Juan. Question on penalty for delayed sailing time to be discussed with patrolman in New York. Motion submitted that there should be voting machine installed in all SIU hiring halls, to be used for any and all voting activity, with a maximum period of time allowed for vote on any union business. The condition of the gangway should be brought to the attention of the Safety Department. Members getting off are requested to leave their keys in footlockers. Vote of thanks given to the steward department, the steward and the cooks for meals well served.

**SEATRAN NEW JERSEY (Seatrains), Oct. 27—**Chairman, Lawrence H. Chapman; Secretary, James M. Nelson. Ship's delegate reported that all repairs have been handled. \$29.19 in ship's fund. No beefs reported by department delegates.

**ERNA ELIZABETH (Albatross Tanker), Oct. 20—**Chairman, William C. Joyner; Secretary, Samuel Doyle.

## Use Only One Mail Address

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



# SIU BULLETIN BOARD

**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. Should any member, for any reason, be refused his constitutional right to inspect these records, notify SIU President Paul Hall by certified mail, return receipt requested.

**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. If, at any time, you are denied information about any SIU trust fund, notify SIU President Paul Hall at SIU headquarters by certified mail, return receipt requested.

**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, first notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Max Harrison, Chairman, Seafarers Appeals Board  
17 Battery Place, Suite 1930, New York 4, N.Y.

Also notify SIU President Paul Hall at Union headquarters by certified mail, return receipt requested. 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. In addition, notify SIU President Paul Hall by certified mail, return receipt requested.

**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 called to the attention of SIU President Paul Hall by certified mail, return receipt requested.

**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 SIU President Paul Hall by certified mail, return receipt requested.

**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 SIU President Paul Hall at headquarters by certified mail, return receipt requested.

**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.

## KNOW YOUR RIGHTS

### Schedule Of SIU Meetings

SIU membership meetings 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	January 6	Detroit	January 10
Philadelphia	January 7	Houston	January 13
Baltimore	January 8	New Orleans	January 14
Mobile	January 15		

### West Coast SIU Meetings

SIU headquarters has issued the following schedule through June, 1964 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.

The schedule is as follows:

Wilmington	San Francisco	Seattle
January 20	January 22	January 24
February 17	February 19	February 21
March 16	March 18	March 20
April 20	April 22	April 24
May 18	May 20	May 22
June 15	June 17	June 19

### PERSONALS and NOTICES

**Leslie J. Brillhart**  
The above-named or anyone knowing his present address is asked to get in touch with his mother, Mrs. J. H. Riley, 342 Montclair Ave., San Antonio 9, Texas.

✚ ✚ ✚  
**Mrs. Mike Machel**  
Lost your address. Write again soon. Lois Slater.

✚ ✚ ✚  
**Timothy McCarthy**  
Get in touch with your daughter Ann at 424 East 2nd St., Boston, Mass.

✚ ✚ ✚  
**Robert Spencer Wolfe**  
Contact your mother or Dorothy O. Wolfe at 605 E. Wellington, Houston 22, Texas.

✚ ✚ ✚  
**T. H. Wright**  
You are asked to write G. Seymour, 620 Water St., Portsmouth, Va., at once on an urgent matter.

✚ ✚ ✚  
**Oskar Kaelep**  
You are asked to contact Walter Nelson, 636 Wilcox Ave., Bronx, New York, NY, by telephone or mail. His phone is TA 3-9517.

✚ ✚ ✚  
**Julio Oquendo**  
The above-named or anyone knowing his whereabouts is asked to write Mrs. Vicenta Oquendo, 2932 East 7th St., Oakland, Calif.

✚ ✚ ✚  
**Thomas Edward Banning**  
You are asked to get in touch with A. B. Duncan, Caledonian Bureau of Investigation, PO Box 37, Snell Parade, Durban, South Africa, on a matter of personal importance.

✚ ✚ ✚  
**Ex-SS Jackie Hause**  
Checks for the following men are being held, pending receipt of

a forwarding address, by Schwartz & Lapin, attorneys, 310-317 West Building, 817 Main, Houston 2, Texas;  
Samuel O. McCurdy, John C. Gregory, Carl F. Spaulding, Bernard Kaminsky.

### SIU HALL DIRECTORY

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## PROTECTION FOR ALL

From the time that the Seafarers Welfare Plan first began, the chief single objective of the program has been the fullest possible protection for the needs of SIU men and their families. When the Plan originated in 1950, the family man—the man with dependents—was the exception to the rule. Most seamen lacked status as family men and homeowners, for this was yet to come.

Accordingly, the original benefits of the program were two modest ones—a \$500 death benefit payable to Seafarers' beneficiaries and a \$7 weekly hospital benefit for any hospitalized Seafarer. These covered the inevitable basic costs of death and sickness, helping to tide those affected over the emergency.

The program was also self-insured from the start so that the maximum available funds could be allocated to benefit costs, without payment of big premiums to an insurance company which could have only limited interest and knowledge in administering to the needs of sea-



**3 OUT OF EVERY 5 SIU MEMBERS ARE MARRIED**

men. The savings made possible by this approach have helped produce vast improvements in the program, in its service to all those eligible for its care.

For today, the program that offered but two simple benefits long ago provides up to 20 different benefits and services, and continues growing. Maternity benefits and college scholarships, medical clinics and pensions, all are embraced within the network of various SIU benefit programs.

The intervening years since 1950 have also changed the "average" status of Seafarers. At the present time, 60 percent of the SIU membership is married, with ties and roots in hundreds of US communities like other types of workers.

However, while the welfare program is designed to cover their specialized family needs,



**3 OUT OF EVERY 5 SINGLE MEMBERS HAVE DEPENDENTS**

it does not and cannot neglect the similar requirements of those who are single and unmarried. For just as 3 of every 5 SIU members are married, the same proportion exists for single men who have dependents and are "heads of families" on their own.

Of all single men, 62 percent have dependents, either children or dependent parents who may be covered for SIU benefits. In some instances, in fact, unmarried Seafarers have as many as 5 to 7 dependents. Of all single Seafarers with dependents, 15 percent have 3 or more.

These figures naturally contrast with the fact that of the married Seafarers, family size ranges up to 11 dependents. Some 1.3 percent of the married men have from 8 to 11 dependents. Seventeen percent of the married men have 5 or more.

The "average" married family, however, represents a statistical figure of 2.92 dependents—a wife and two kids.

Of all married Seafarers, 47 percent have either 1 or 2 dependents. The remaining 53 percent have 3 or more. Obviously, the so-

called "population explosion" has not passed Seafarers by. Over 5,500 SIU babies—qualifying for \$200 maternity benefits—have been born since 1952.

Yet for all Seafarers, married and single, the "average" number of dependents per man hovers at a figure of 2.12.

Looked at another way, this means that of all those eligible to be serviced by the welfare program, 1 out of every 3 persons is a Seafarer himself.

And with all the family growth and increases in dependents over the years, the wide range of benefits provided by the SIU program—while dedicated to all—largely goes to Seafarers themselves, for whom the entire operation was basically designed.

Of all cash payments to date, some \$17 million, over \$8 million in cash has been disbursed via the two original benefits of the program—in payments for hospitalized Seafarers and for death benefits. The hospital benefit today is \$56 per week, and for the beneficiaries of



**THE AVERAGE NUMBER OF DEPENDENTS AMONG ALL SEAFARERS IS 2**

active Seafarers, the death benefit is \$4,000.

This type of growth, including the development of a pension and disability program, sickness and accident program for off-the-job illness or injury, optical benefits and many others, most of which also represent cash benefits for Seafarers themselves, has paralleled Union growth and expansion as well.

For a growing Union means a growing, responsible membership—united in a common interest for the well-being of all.



**Seafarers International Union**  
Atlantic, Gulf, Lakes And Inland Waters District • AFL-CIO





**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 forecables in which to rest.

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

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

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

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

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

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

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

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

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

#### Statement of Principles and Declaration of Rights

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

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

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

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

#### I

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

#### II

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

#### III

No member shall be deprived of his membership without due

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

#### IV

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

#### V

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

#### VI

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

#### VII

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

### CONSTITUTION

#### Article I

##### Name and General Powers

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

#### Article II

##### Affiliation

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

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

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

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

#### Article III

##### Membership

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### Article IV

##### Reinstatement

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

#### Article V

##### Dues and Initiation Fee

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

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

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

#### Article VI

##### Retirement from Membership

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

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

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

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

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

## Article VII System of Organization

**Section 1.** This Union, and all officers, 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,

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

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

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

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

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

##### 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 herebefore 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 herebefore 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 herebefore 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 of the commission of the following offenses, the member shall be expelled from membership:

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

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

- 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 strike.
- Failure or refusal to pay a fine or assessment within the time limit set therefor either by the Constitution or by action taken in accordance with the Constitution.

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

- 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 preemptory termination of such affiliation and, (d) the fees required for such affiliation. In no event may anyone not a member receive evidence of affiliation equivalent to that of members, receive priority or rights over members, or be termed a member.

## Article XXII Quorums

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

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

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

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

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

**Article XXIII**  
**Meetings**

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

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

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

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

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

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

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

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

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

**Article XXIV**  
**Definitions and Miscellaneous Provisions**  
**Relating Thereto**

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

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

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

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

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

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

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

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

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

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

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

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

**Article XXV**  
**Amendments**

This Constitution shall be amended in the following manner:

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

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

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

**Article XXVI**  
**Transition Clause**

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

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

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

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

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

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

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

**EXHIBIT A**

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

**I**

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

**II**

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

**III**

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

**IV**

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

**V**

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

**VI**

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

**VII**

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

**VIII**

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

**IX**

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

**X**

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

**XI**

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

**XII**

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

**XIII**

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

### **EVERY SEAFARER IS GUARANTEED**

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