

SIU SCHOLARSHIPS AWARDED TO FIVE

In this issue

Constitution

REPRINTED TWICE YEARLY TO
REACQUAINT ALL SEAFARERS
WITH THEIR RIGHTS IN THE SIU.

Centerfold

Also

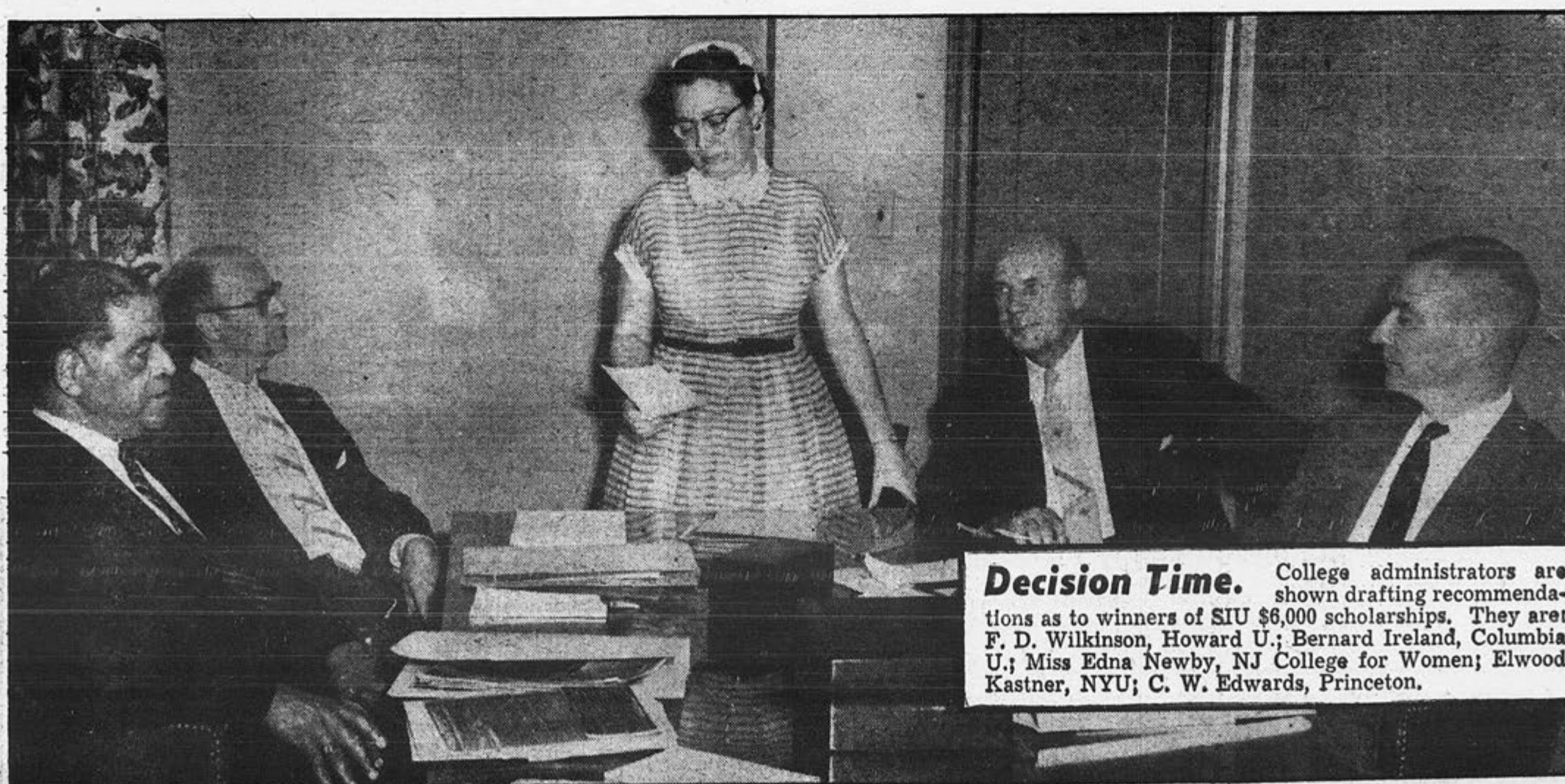
SIX MONTH REPORT ON
TRIALS and APPEALS

HELD UNDER PROVISIONS
OF SIU CONSTITUTION.

Page 7

Each Wins \$6,000 For 4-Year Study

ITF Organizing Campaign Against Runaways Opens



Decision Time. College administrators are shown drafting recommendations as to winners of SIU \$6,000 scholarships. They are: F. D. Wilkinson, Howard U.; Bernard Ireland, Columbia U.; Miss Edna Newby, NJ College for Women; Elwood Kastner, NYU; C. W. Edwards, Princeton.

ITF Kicks Off Runaway Drive; SIU In Support

Concrete steps to enforce minimum safety, wage and working standards in behalf of crews on runaway-flag ships have been launched by the International Transport Workers Federation, which announced the opening of a special ITF Special Seafarers Section office in New York this week.

Similar offices were opened simultaneously in port cities throughout the world in a revitalized campaign to better conditions and wages of seamen manning runaway vessels.

The drive on the East Coast will be directed by Willy Dorchain, US representative for the ITF, who revealed appreciable progress already made in organizing crewmembers of ships under the flags of Panama, Honduras and Liberia.

The ITF effort, which was reported while still in its formative stages to the delegates at the SIU of North America convention in Montreal, Canada, last month, has the full endorsement of the SIU and all other districts of the International.

Convention Support

Last month's convention voted for the establishment of a close working relationship with ITF officials for a joint offensive against sub-standard shipping.

In disclosing plans for a concerted organizing drive joined in by ITF affiliates here and all over the world, Dorchain called attention to complaints from large groups of foreign seamen victimized by the phony United International Seamen's Union, Local 1824, which was chartered by the AFL-expelled International Longshoremen's Association (Ind.) last year.

He noted that representatives of the ILA local were soliciting foreign seamen for dues, assessments and other payments in return for promises of protection under collective bargaining agreements. None of the promises were redeemed, he charged.

Launching of the special ITF drive also received new impetus in a report from Cardiff, Wales, on one of the ITF's latest successes in dealing with runaway ships.

In that instance, ITF representatives reported, the British ship Ottinge had switched to Liberian registry and the name Sofia. Operated by Spanish owners and crewed entirely by Spaniards, the

ship was paying average wages of less than \$28 monthly, was short of minimum manning requirements in two departments and was exploiting the men in a variety of matters, such as permitting them access to fresh water only once per day.

Once these details were established and checked, ITF representatives swung into action, local British unions boycotted the loading of the ship and an ITF agreement covering the vessel was a matter of record 24 hours later.

The signing provided crewmembers with an immediate wage increase of 200 percent plus a welfare fund, brought manning in all departments up to requirements and won assurances that none of the crewmembers would be victimized for taking part in the work stoppage which preceded the start of negotiations with the vessel's owners.

SIU Co. To Build Seven Trailerships

WASHINGTON—Plans for revival of the coastwise trade with new ship types received another boost as the SIU-contracted Pan Atlantic Steamship Company applied for a US "mortgage on construction" of seven truck-trailer carriers.

Pan Atlantic has proposed to the Maritime Administration that it take the company's seven C-2s as a trade-in package. The trade-ins would give the company part of the funds needed to construct the new roll-on, roll-off types. The trade-ins are permissible under the 1936 Merchant Marine Act.

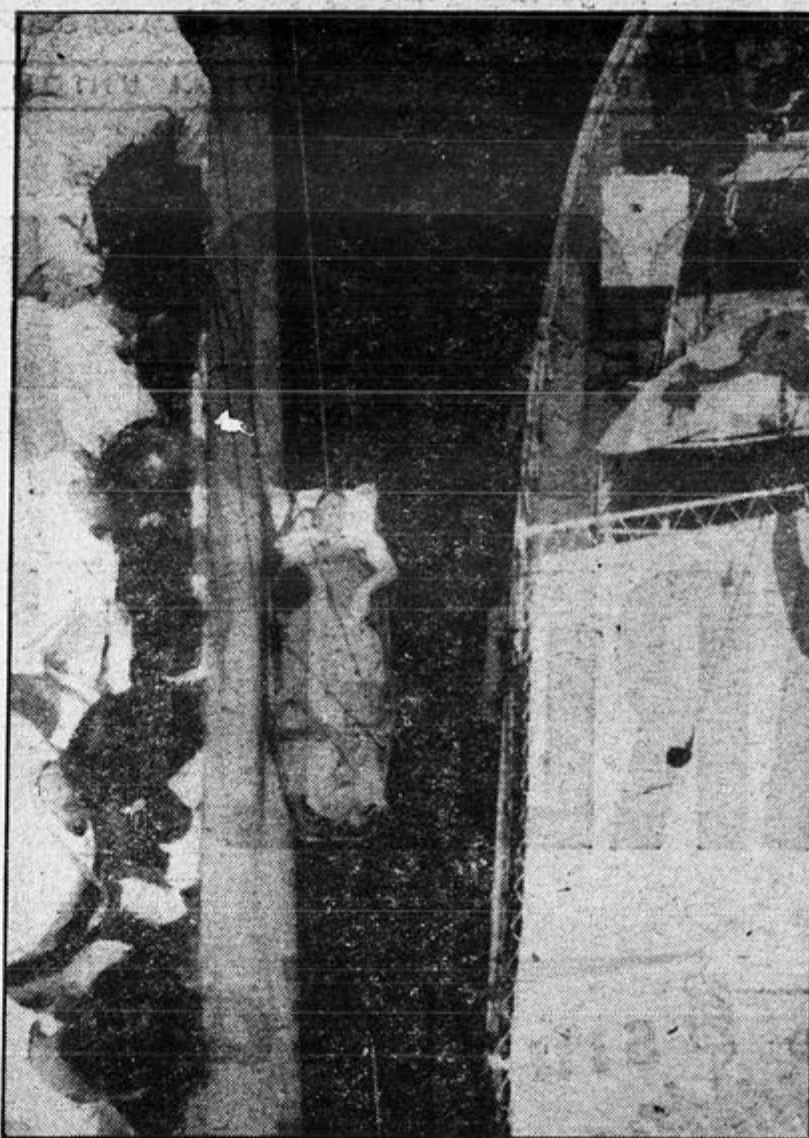
The proposed ships would have a capacity of 268 20-ton trailers plus an additional 20 trailers of 35 tons each. As "roll-on, roll-off" types they would be able to discharge all cargo in 4½ to 6 hours compared to the 2½ days or more required by conventional cargo ships. In addition, use of the trailers would eliminate further dockside delay in loading off and on trucks as is presently done. The ships would cost an estimated \$9 million each.

Boston To Houston

The schedule of operations would provide calls at a dozen or more major East and Gulf Coast ports from Boston in the north to Houston on the Gulf.

The roll-on, roll-off operation was originally proposed by Malcolm McLean, a major East Coast trucking operator. Subsequently he purchased Pan-Atlantic from the Waterman Steamship Company and obtained coastwise operating rights. He followed up that purchase by buying the remainder of Waterman's ships and other holdings. In order to carry out his plans he has resigned from his trucking post and taken active direction of Waterman's operations.

Seafarer Hospital-Bound



While anxious shipmates peer over the rail Seafarer Edward Ainsworth, oiler, is lowered from the deck of the Alcoa Ranger to a waiting Coast Guard cutter off Cape Henry. Ainsworth became ill on board the Ranger and is now in the Norfolk USPHS hospital.

LOG Prints Constitution Fifth Time

Reprinted in its entirety for the fifth time in two years to enable all Seafarers to become thoroughly acquainted with their guaranteed rights and privileges, the model SIU constitution appears again this issue as a special eight-page supplement to the SEAFARERS LOG.

The Union document, rewritten from start to finish three years ago in order to incorporate the democratic policies and gains won since the SIU was first formed in 1938, has been hailed on all sides as an outstanding effort to safeguard the rights of the Union membership.

Jurists, legislators, trade unionists, educators and public and civic leaders in many areas from all over the country have heaped praise on the SIU constitution as "... a masterful job ..." "eminently fair and just ..." "in the spirit of democratic trade unionism ..."

Democracy Emphasized

Interest was centered particularly on the document's "State of Principles and Declaration of Rights" and its pronounced emphasis on democratic standards governing trials and appeals.

In this connection, a semi-annual report on rank-and-file trials and appeals from January-June of this year appears elsewhere in this issue.

Districts' Loss Still A Mystery

Surviving family members and former shipmates of the crew aboard the ill-fated Southern Districts were still in the dark this week on the probable causes for the disappearance of the converted LST and her crew of 23 over six months ago.

Virtually no trace of the ship or its crew has turned up since the vessel was last heard from on December 6, 1954. Hearings that dug into possible reasons for the disaster wound up more than five months ago, in January.

Of the 23 missing, 12 were Seafarers and two others were members of the SIU-affiliated Sailors Union of the Pacific. Survivors of 11 of them have already received SIU death benefits of \$2,500 each and the claims of three others are still pending. Nine others missing were ship's officers.

(The death benefit payments were based on the amount of the benefit at the time of the disaster.)

It has since been increased to \$3,500. When all claims for the Districts' survivors are processed, the SIU Welfare Plan will have paid out a total of \$35,000 to the 14 families involved.)

Order In Force

Meanwhile, a Coast Guard ban on unlimited ocean or coastwise travel by converted LSTs remains in force, although two vessels, one of them an SIU-contracted ship, the Bethcoaster (Calmar), have continued to sail. The ban was put into effect following the disappearance of the Southern Districts in almost the same circumstances that attended the sinking with a

loss of 17 out of 23 crewmembers of her sister ship, the Southern Isles, in 1951.

The CG approval for restricted coastwise travel by the Bethcoaster was based on the conclusion that the ship was in condition for operation on a limited basis, particularly in the absence of an inland waterway on her normal route from the Delaware Cape to Sandy Hook, New York.

Runs On West Coast

Also exempt from the ban is the Coos Bay, owned by the Irwin Lines Lumber Company of North Bend, Ore., which operates on the West Coast on a similar route.

Eight other converted LSTs, including two sister ships of the Southern Districts and Southern Isles, have been idle since the ban was invoked. The SIU-manned Southern States and Southern Cities, like the two that were lost, are owned by the Southern Trading Company.

No lifting on the ban on the LSTs seems in prospect, at least not until the hearing panel's official recommendations are made public. How soon they will be released is not known.

US To Study 'Vanishing' Non-Subsidized Lines

WASHINGTON—Non-subsidized US shipping will vanish from the seas unless "drastic steps" are taken now to assist them, the House Merchant Marine Committee has reported. Consequently, the Department of Commerce has been ordered to make a study of problems of non-subsidized lines and will consider Government aid for these lines, reduction of Panama Canal tolls for intercoastal runs and other proposals.

The Committee agreed that "the gravity of the picture for the subsidized lines is far overshadowed by the grim outlook of the non-subsidized segment of the fleet." It added that "ten years from now the American dry cargo fleet of 674 vessels may well be reduced to 276 or less unless drastic steps are taken now."

No Immediate Benefit

Despite the Committee's gloomy report, which was issued in the course of recommendations on vessel replacement, little or nothing was said that would be of immediate benefit to non-subsidized lines. The eight recommendations made by the committee will benefit subsidized lines only.

Other steps to be considered aside from those mentioned above would include accelerated depreciation allowances, which would amount to a tax exemption; and permission for the companies to set up tax exempt reserve funds for building new ships.

SEAFARERS LOG

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Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: June 29, July 13, July 27.

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



Accompanying her daddy, Seafarer Keith "Honolulu" Winsley, FWT, on a visit to the SIU hall in New Orleans, Linda Leilani Winsley, 5, sits on the patrolmen's counter to pose for the LOG photographer while her father fills out a new Welfare Plan enrollment card. All Seafarers have been asked to fill out the cards to determine their eligibility for benefits under the expanded new plan which provides hospital and medical coverage for SIU families, plus increased benefits for SIU men.

'See Agent On Family Plan:' SIU

Seafarers or members of their families covered by the new dependent benefits under the SIU Welfare Plan should contact the nearest SIU port agent before taking any steps under the Plan.

The SIU port agent can fully inform Seafarers and their dependents of the procedures involved. He can see to it that the Seafarer's interests are fully protected.

The benefits provided under the Plan both in the surgical schedule and the hospital room and board benefits were scaled above the levels of most plans now operating in the US. All of these plans were studied before the SIU schedule was drawn up.

Cover Costs

Under most circumstances the SIU benefits will be sufficient to cover costs, so that there should be no reason for anybody to go into debt for sizable bills above those provided in the schedule.

At the same time Seafarers should consult the schedule to determine what they are entitled to before making commitments.

In any case family members should contact the port agent first before undertaking any commitments.

Make Checks To 'SIU-A&G'

Seafarers mailing in checks or money orders to the Union to cover dues payments are urged to be sure to make all of them payable to the SIU-A&G District.

Some Seafarers have sent in checks and money orders in the names of individual headquarters officials. This makes for a problem in bookkeeping which can be avoided if checks are made out to the Union directly.

Gov't Gives Official Nod to MCS

The SIU Pacific District representing the Sailors Union of the Pacific, the Marine Firemen's Union and the Marine Cooks and Stewards, AFL, has been officially certified by the National Labor Relations Board as bargaining agent for unlicensed seamen on West Coast ships. The NLRB move—announced on June 22—means that cooks and stewards will now be represented by an SIU affiliate in place of the old Communist-dominated National Union of Marine Cooks and Stewards.

Notices will go out to all MCS-AFL agents soon announcing when the union negotiators will meet with shipowners to work out an agreement.

Labor 'Whipping Boy' Rep. Tells Probers

WASHINGTON—Confirming the statements of the SIU and other maritime unions, a member of the House Merchants Marine Committee charged that maritime labor is the "whipping boy" of the current maritime investigation. The committee is currently holding open hearings on proposals for a wage freeze and a board of control over contracts in the maritime industry.

Representative George P. Miller (Dem. Calif.) touched off the protest. He declared that kicking maritime unions around was no way to solve merchant marine problems and would only succeed in driving skilled men out of the industry.

Meanwhile, a West Coast shipowner spokesman, Paul St. Sure, neatly picked up the cue from committee chairman Herbert Bonner (Dem.-NC) and came out for a special Government board to rule all maritime labor contracts. St. Sure is president of the powerful Pacific Maritime Association.

The controls plan also received the endorsement of Maritime Administrator Clarence C. Morse.

The Morse and St. Sure statements supported contentions by some Washington observers that a Government-shipowner drive is shaping up to reduce shipping costs at the expense of American seamen.

Previously Representative Bonner had proposed that all maritime union contractual matters be put under control of a Government body with absolute power to decide what unions could and could not

negotiate. He also proposed freezing present wage levels for seamen. Bonner has prepared legislation for both proposals.

The Bonner proposals had been the subject of closed door hearings which both SUP and SIU A&G District representatives had declined to attend on the ground that the unions are unalterably opposed to any legislation which would infringe on the right of seamen to bargain on wages and conditions.

Gov't, Shipowners Plan Attack On Overtime Pay

WASHINGTON—An attempt to undermine maritime union provisions covering shipboard working rules and overtime payments may be in the offing. The Federal Maritime Board

is currently meeting with representatives of subsidized shipping companies in what is described as a "review" of all aspects of seafaring overtime payments.

Scope Of OT

The review is taking up the scope and cost of overtime work as well as the "necessity and justification" for overtime and company proposals for reducing or

SIU Awards Five \$6,000 Scholarships

One of the nation's most highly-valued scholarship programs, the SIU Scholarship Plan has awarded five more \$6,000 college scholarships to Seafarers and children of Seafarers. Two active Seafarers and three children of Seafarers, two girls and a boy, will each receive an award—the Andrew

Furuseth Memorial Scholarship—in memory of the first great leader of American maritime unions. The awards, made through the SIU Welfare Plan, are good for four years of college training.

When the five 1955 scholarship winners enter the college of their choice in the fall it will mean that the SIU Welfare Plan will have awarded \$72,000 in scholarships to 12 candidates in the past three years, five of them Seafarers and seven the children of Seafarers.

This year's winners, as recommended by a panel of five college

administrators and approved by the Welfare Plan are: Seafarer Pickett Lusk of Houston, Texas; Seafarer Joe Kite of Jacksonville, Fla.; Lemhard Howell, son of Seafarer Cleveland A. Howell of New York City; Constance Cole, daughter of Seafarer John Cole of Yonkers, New York, and Susan Folts, daughter of Seafarer Myron Folts of Tulsa, Oklahoma.

The board of administrators recommended and the trustees approved the choice of five candidates this year because the top group of five was so evenly matched as to make it unfair to drop out any one of them. A previous award that had been dropped enabled the trustees to make the fifth award.

Members of the board which passed on applicants' qualifications were lavish in their praise of the contestants. It was their opinion that the quality of candidates has been improving year by year and that they fully justified the premium quality of the \$6,000 award.

Two alternate candidates who were recommended by the board in the event one of the winners

should drop out are Earl J. Laws of Hartford, Kansas, first alternate, and Gene R. Sinclair of New York City, second alternate. Both are Seafarers.

Took College Test

All of the 18 candidates who applied for the scholarships were required to take the standard College Entrance Examination Board tests as well as to submit references and transcripts of their high school records. In making its recommendations, the board of college admin-

istrators took into account the applicants' test performance, their scholastic record in high school and their record of extra-curricular activity.

Of this year's winners, Seafarer Pickett Lusk has been a member of the SIU for almost 12 years. He joined the Union in the Port of New Orleans in July, 1943, two years after his graduation from Aberdeen High School in Aberdeen, Mississippi. He sails in the deck department.

Alternate Last Year

Lusk, who is 31 years old, had an excellent high school record with grades consistently in the high 80's and low 90's. He narrowly missed out on last year's awards, being named as an alternate. Since the Scholarship Plan permits a candidate to re-apply Lusk tried again and was rewarded for his persistence.

Seafarer Joe Kite has also been a member of the SIU for a good many years joining the Union in New York in 1949. He sails regularly as electrician on SIU-contracted ships. He is from Jacksonville, Florida, and also compiled a fine record in schools in that city.

Lemhard Howell of New York walked off with most of the honors at New York's Charles Evans Hughes High School (formerly Textile High School). At graduation in June, 1954, Howell won the school's top prize, the gold medal Dooley award given to the student who maintains high scholastic rating as well as character and ability; the Horton Memorial Award for excellence in science and three other citations.

He was president of the school's general organization and was on the staff of both the school newspaper and the publication of the math and science departments. He is 19 years old.

His father, Seafarer Cleveland A. Howell, has been an SIU member since October, 1947, and sails in the steward department.

Susan Folts, one of the two girl winners this year, graduated from Tulsa Central High School this spring, and stood in the upper 10 percent of her graduating class, with a grade of "excellent" in

(Continued on page 4)



Relaxing these days, thanks to a \$150 monthly disability pension from the SIU, Seafarer Walter Stoll and his wife catch a cool breeze outside their comfortable little cottage in Savannah. Stoll began receiving the disability pay just a few months ago.

It's 'Found \$\$' To SIU Pensioner

SAVANNAH—It's a long way from Australia '83 to Savannah '55, but Seafarer Walter Stoll, 72, has made it with hardly a scratch. A veteran of 52 years of sailing, including two world wars, the SIU oldtimer has well earned the rest and security guaranteed him as one of the latest men to make the SIU disability roster.

Comfortably established today in a modest cottage of his own in the southeastern section of this port city, Stoll, his wife and "Katinka" the cat make up a cosy household group.

Paid Off Paoli

He paid off his last ship, the tanker Paoli (Cities Service) last November, and found he would have to call it quits. As a result he is now receiving an income of \$230.50 a month, \$150 of which comes from the SIU Welfare Plan in the form of the Union disability benefit. The remainder is the \$80.50 he receives from the US Social Security Administration.

Stoll finds that the recently increased SIU payments, up from \$25 to \$35 a week plus his Social Security is ample to handle all his needs and permit him to live free of money worries.

Stoll is quick to point out also that his total benefits from the SIU Welfare Plan each month are considerably more than he receives from the Government. "Those checks from the Welfare Plan come in regular like clockwork and they're almost double my Social Security."

"Most young fellows today don't realize what a terrific thing the Welfare Plan is for oldtimers like myself. We've been through the mill all right," he noted, "but we did it then not knowing what we'd see from it 15 or 20 years later. This is like 'found money' to us, because we never dreamed of anything like a disability benefit or a welfare plan altogether when the SIU first began."

A native of New South Wales, Australia, Stoll first started going to sea at the age of 20 aboard the four-masted full-rigger Keivbank. He grossed what amounted to nearly \$22 monthly at the time.

Job In The Park

"The way things worked then, you had to deal through the shipping master. I was lucky; I met one in a New York park one day who got me aboard the SS New York of the American Lines as a coalpasser. There's no point telling what conditions were then. You just figure we were paid \$30 a month then and take it from there. It wasn't what you would call 'high living'."

Always a union man, Stoll joined the old ISU in 1912. In the years

that followed, he was on the picket-line during many of the beefs to gain the three-watch system, a cause that brought together people like maritime union pioneer Andrew Furuseth and "Fighting Bob" LaFollette of Wisconsin.

Fire In Hold Licked By Neva West Crew

HOUSTON—Worried families and friends of Seafarers aboard the Neva West (Bloomfield) breathed easier this past Monday, following the report that the ship had arrived in Bremen, Germany, on June 20, one day ahead of schedule.

Fire had broken out in the No. 1 hold of the ship on June 10, but was brought under control by the quick work of the crew. The blaze apparently originated in a cargo of cotton within the hold, but the crew brought water hoses to bear on the burning bales by burning a hole right through the deck, company representatives informed SIU agent C. M. Tannehill here.

The flames were gotten out after about 20 bales of cotton were damaged by the fire and a number of others were water-soaked. From all reports, no member of the crew was injured during the fighting of the original blaze.

Saigon Curbs \$\$, Smokes

Authorities in the port city of Saigon, Indo-China, are clamping down once again on the circulation of travelers checks, and US and other foreign currency, in an all-out effort to lick the flourishing black market. All such currency must be declared and secured with the master of the vessel before crewmembers go ashore. Failure to do so means seamen not only run the risk of having their money confiscated, but also face possible fines or additional penalties. The amount of local currency that can be taken ashore at any time is 400 piastres, equivalent to \$11.20 in American money. In addition, the cigarette issue to crewmembers during the entire stay in Saigon must be limited to one carton (200 cigarettes).

Scholarship Awards To 5

(Continued from page 3)

more than half her courses. She has been active on the school student council and school orchestra as well as serving as an officer of her church Sunday school. She is 17 years of age.

Her father is Seafarer Myron E. Folts, an SIU member since June, 1947, and sails in the deck department on SIU ships.

Among Top Ten

Constance J. Cole of Yonkers, New York, has attended Roosevelt High School in that City and stands in the top ten percent of a class of 280 students in the college preparatory section. Her outside activities include participation in the Spanish club, school dramatics, history club, school service league and choir.

Her father, Seafarer John Cole, received his SIU membership in New York in August, 1949, and sails in the engine department.

Panel Of Educators

The panel of educators which made the recommendations consisted of C. William Edwards, director of admissions, Princeton University; Elwood C. Kastner, registrar, New York University; Miss Edna M. Newby, director of admissions, New Jersey College for Women, Rutgers University; F. D. Wilkinson, registrar, Howard University, and Bernard Ireland, assistant director of admissions, Columbia College, Columbia University.

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Hall Murder Plot Gunman Sentenced To 5-7 Years

HACKENSACK, NJ—One chapter in the murder plot against SIU Secretary-Treasurer Paul Hall was closed last week as James E. Cobb, confessed triggerman in the plot, was sentenced to a five-to-seven year prison term. Cobb, a Tampa native, had told police that he was hired by SIU Port Agent

Ray White for the attempt last Christmas Eve. At that time Cobb was arrested by detectives while seated in a car with a loaded shotgun outside Hall's home in Montvale, NJ.

Bergen County Judge Arthur J. O'Dea imposed the sentence, which is a concurrent term representing 11 to 16 years given Cobb on four counts. The jurist remarked in sentencing Cobb, "There's probably a price on your life now. Your life isn't worth much; that is part of the penalty for what you did."

Evidently Judge O'Dea was referring to reports that Cobb had balked going through with the plot and went through with it under considerable pressure from his co-conspirators. Bergen County authorities indicated their belief that he would have been "erased" in any event after he completed his assignment.

Set Up By White

Cobb talked freely to police about the murder plot after his arrest. He was quoted as saying he was originally approached by Ray White and was promised \$15,000 for the job, \$2,000 of which he received and \$13,000 to be paid by Ben Sterling, a New York attorney, after the murder was completed.

Benjamin B. Sterling, the New York attorney referred to by Cobb, is the same man who for some time has been reported as smearing the SIU and its officers in general and Paul Hall in particular in a vituperative personal campaign in many areas. Later a Bergen County Grand Jury taking testimony on the murder plot reportedly was told by Sterling that he handled between twenty-six and twenty-seven thousand of money put up by the ILA for the election campaign of Ray White.

ILA Associates

As a result of the investigation following Cobb's arrest and confession indictments were returned by the Bergen County Grand Jury against Ray White, who was seeking to unseat Hall in the SIU election at the time; Steely White, Ray

White's brother; and two others, Carmen Priore and Edward Taffe. The last two men, according to reports, are associates of key figures in the ILA. Five John Doe indictments were also returned.

At the time of his arrest White was quoted as saying the charges were "just a big smear" that was "rigged" against him. The attempt took place about three weeks before the conclusion of the SIU's 60-day elections in which Hall won a convincing victory over White by a margin of 5,864 to 266. At the time of the attempted murder, approximately 85 percent of the total vote had been cast and the arrest could have had no bearing on the election results.

In the course of the investigation it was brought out that the International Longshoremen's Association had actively intervened in the SIU election in support of White. The ILA was motivated by a desire to eliminate Hall as a figure of importance on the waterfront because of his role in the drive to oust the ILA from control of New York longshoremen.

ILA And Ben Sterling

Long before the SIU elections got underway — commencing in February, 1954, prior to the second waterfront election — Hall had been the target of a vicious outside attack. The ILA, attorney Ben Sterling, and others at their instigation attempted to discredit Hall. Charges of theft and corruption were made against Hall by these persons and groups which led to intensive investigations by numerous Government agencies of Hall. The investigations were dropped when the agencies determined that the charges against Hall were groundless.

These same individuals and groups also attempted to spread their false charges to newspaper labor columnists, local unions, international unions and the top officers of both labor federations. It was hoped by this attempt to discredit Hall and thereby cut off labor support to the AFL waterfront drive. Hall was one of the five-man trustee group for the new longshore union and was active in the drive on the waterfront level.

This approach to eliminate or neutralize Hall as an anti-ILA factor proved non-productive. It was at this point that the ILA in desperation cast around for someone inside the SIU to oppose Hall. After repeated failures throughout the SIU A&G District to get a front man, a deal was made on White's terms with Sterling and the ILA whereby White would oppose Hall. The ILA then turned over considerable sums of money to White.

White Took ILA Money

Bergen County's chief assistant prosecutor, Fred Galda, who went to Tampa to investigate White's connection with the plot, was quoted as saying that the ILA had given White at least \$40,000 and there was "big money floating all over the place down there."

Investigation disclosed that the airline credit card issued to ILA president William Bradley was used by White and Cobb for their trips between New York and Tampa.

White supporters were so well-healed that in Savannah one White associate, the then port agent Jeff Morrison, spent \$500 for mailings alone. This money had been advanced to him by White. Morrison admitted this at an SIU port

meeting in Savannah, as a result of vigorous questioning by rank and file SIU members, after the murder attempt had failed. The close relationship between White and the ILA is further underscored by the fact that Keith Alsop, White's closest associate and strongest supporter, is now on the ILA payroll. After his defeat as Galveston SIU port agent — in the same election in which White was defeated — Alsop became "secretary-treasurer" of the phony ILA seamen's union in New York which is now attempting to prey on foreign seamen.

Attorney Ben Sterling's name is still connected with the ILA since it has been learned that an employee of his law office has been working out of the office of the ILA-chartered Maintenance Local 1826 which is supposed to do ship maintenance work on foreign-flag runaway ships. The maintenance local is at 12 South Street, New York, next door to the ILA's "United International Seamen's Union" at 4 South Street which serves as a crimp hall for runaway flag ship-owners.

White Now Fugitive

Bergen County officials said that the trial of the rest of those involved in the murder plot would be held as soon as J. "Steely" White is apprehended. White is now hiding out as a fugitive from justice.

Oldtimers in the SIU who have been in numerous campaigns against the Communists and the mobs view the murder plot and systematic attempt at character assassination against Hall as but one part of the struggle for decent trade unionism to which the SIU is pledged. The membership of the SIU is also aware that this type of attack on the SIU is continuing and will continue. Nonetheless, the SIU membership has repeatedly gone on record to support the AFL in its campaign to establish a democratic longshoremen's union and to continue its support until the AFL program has been established on the New York waterfront.

MSTS On Senate Grill For Unfair Competition

WASHINGTON—Under fire for some time due to its competition with private ships, the Military Sea Transportation Service faces new questioning by the Senate Commerce Committee. Hearings have been

set for July 12 by Committee chairman Senator Warren Magnuson (Dem.-Wash.) on charges that MSTS is seriously damaging privately-operated shipping.

In 1953 the Potter subcommittee of the Senate Interstate and Foreign Commerce Committee was highly critical of MSTS activities in the shipping field. Similarly,

the House Merchant Marine Committee last year heard testimony from both Union and shipowner representatives that MSTS was carrying both passengers and cargo that could be handled by private lines.

Gov't Report Critical

Just a few months ago the report on Government transportation services restated these criticisms even more strongly. The report has focused new attention on MSTS.

Despite the adverse criticism nothing yet has been done by the Defense Department to divert MSTS passenger and cargo traffic into private channels.

Senator Magnuson has been demanding for several years that MSTS operations be cut back sharply. "We have reached the point in our merchant marine operations," he declared, "where we have to build it up, not take it business away by use of Government-operated shipping."

The Senator has already introduced a bill ordering the Defense Department to give priority to private shipping where such shipping is available to carry Armed Forces shipments.

NMU Signs Freight, Tanker Pact

After a brief, two-day strike against freight and passenger ship operators, the National Maritime Union, CIO, and its contracted companies concluded 1955 contract talks by signing an agreement to set up a fund for supplementary unemployment benefits.

The operators will contribute 25 cents per man per day to the fund as well as another 25 cents to the NMU welfare fund. The new fund will be utilized beginning in 1956 to supplement unemployment insurance payments to seamen on the beach in a manner to be decided on between the NMU and the companies.

The strike did not seriously affect shipping operations as all major passenger vessels were at sea at the time.

Tanker operators balked at the terms of the freight settlement but accepted the terms of the freight agreement after a one week walk-out by NMU tanker crews.

Major details yet to be decided on include the question of eligibility for the supplementary unemployment benefits. The contract will run for three years.

Any Questions On SIU Welfare?

Seafarers having any questions concerning their eligibility for the benefits of the Seafarers Welfare Plan are urged to get in touch with any SIU port official for assistance.

The Seafarers Welfare Plan eligibility requirement is: A minimum of 90 days aboard SIU-contracted ships during the preceding calendar year (1954) and one day during the 90 days immediately preceding application for a benefit. SIU officials will also give prompt assistance to Seafarers having questions on any part of the SIU's broad welfare program.



MEET YOUR OLD SHIP MATES AT THE SIU'S OWN

Port O'Call

IN THE BALTIMORE AND N.Y. HALLS, SWAP

YARNS AND WATCH THE FIGHTS ON TV. NEW LOW PRICES AND YOU'RE ALWAYS WELCOME HERE AT YOUR OWN PLACE.

OWNED AND OPERATED BY THE SEAFARERS INT'L UNION-A&G-AFL

Throwing In For A Real Cool One



Seafarers in New Orleans hall throw in for berths aboard the McAllister Victory as dispatcher Joe Martello calls jobs. Ship is one of vessels that has been taken out of the reserve fleet for use in "Operation Blue Jay," the summertime run to US bases in Greenland and other Arctic points. SIU-contracted Robin Line is operating vessel.

Minus Cooks Union, Commies Turn Warfare On Lundeborg

Still reeling from the blow which stripped them of their last area of influence among seagoing unions in the United States, the mortified and shame-faced Communist party apparatus is now concentrating its propaganda fire on those responsible for its smashing defeat. Thus Harry Lundeborg, under whose leadership the AFL Seafarers International Union of North America and its West Coast affiliates defeated the Communist-dominated stewards and cooks organization, is subject number one for the party's smear mill.

Aside from the fact that it is always expedient for the Communist-line followers to have something to attack, their interest in Lundeborg is the result of the ignominious position into which he has thrust them in their relations with the international party apparatus. As far as the Communist international is concerned, when the CP of the United States lost out to Lundeborg they sinned heavily.

Lost Tight Control

For years, in addition to control of the West Coast longshoremen, the party held tight control over the National Union of Marine Cooks and Stewards. The latter was the party's foot into the passageways of US ships. Lundeborg, with the assistance of Vince Malone and the Marine Firemen's Union, changed all that by the recent collective bargaining victory over the Stewards Section of Harry Bridges' ILWU. In the old days, when the party had a little more fat on it, heads would have rolled after such a tactical defeat. Now the international CP must be content with gnashing its teeth and tongue lashing the local party boys.

In their attempt to stay in good grace the CP tacticians of the US have ordered an all-out barrage on Lundeborg via every one of its organs. The theme of the party strategy is: "Smear Lundeborg!" and the line is evident in every



party-line publication—some of which are mailed to ships' crews—the Daily Worker, the Rank and File NMU Pilot, the Black Gang News, Portlight, Marine Bulletin, Floodtide and Harry Bridges' Dispatcher.

Rewrite History

The particular tack of all these sheets is to rewrite maritime history to discredit Lundeborg and to ignore all of his efforts as a consistent fighter for seamen's welfare. In concentrating their fire on Lundeborg, however, these Communist publications have unwittingly highlighted his consistent and determined anti-Communist position down through the years,

from the earliest days of the revival of US maritime unionism.

In their eagerness to do an all-around job on Lundeborg, the Commies have ceased their attacks on everyone else. Even the NMU "Rank-and-File Pilot", which represents the highly vocal Communist group in that organization, has shifted its fire away from Joe Curran and speaks sweetly of him but screams hysterically against Lundeborg.

All of which, of course, implies that although he has hurt them many times before, Lundeborg has knocked a big hole in the Commies' heads—one that they'll never recover from.

Sign Enrollment Cards

Seafarers are urged to make a careful double-check when they fill out their enrollment cards for the new family hospital-surgical benefits provided by the SIU Welfare Plan, because many of the cards filed so far lack the signature of the Seafarer involved to make everything official. The absence of a proper signature at the time of a claim can complicate or delay approval at the worst possible moment when aid of some kind is actually needed.

NY Jobs Boom Along; Sandboat Takes Crew

NEW YORK—Shipping in this port nudged still higher during the last two weeks, reflecting the boom in job opportunities for Seafarers all along the line. The number of men dispatched exceeded the 300+ mark again after a lapse of nine months.

One of the newest vessels avail-

able to Seafarers came with the addition of another ship to the SIU-contracted Construction Aggregates Corporation's sandboat fleet. A Government-owned ship, operated by the US Department of Engineers, the SS Chester Harding has all the latest wrinkles both in crew comforts and in its extensive "sand-sucking" apparatus. CA has acquired the ship on time-charter from the Engineers.

Air-Conditioned Ship

Diesel-equipped, the Harding is air-conditioned throughout and said to have a recreation room aft that is about five times as large as the messroom on a C-2 or C-3.

The ship is expected to operate out of Maracaibo, Venezuela, until December, when it will probably shift to Rio de Janeiro and a big dredging job that the company expects there.

Under the terms of the agreement with CA covering the new vessel, the manning scale includes 49 unlicensed men, which accounts for a considerable number of additional jobs for Seafarers.

In another vein, Claude Simmons, SIU assistant secretary-treasurer and Union port agent in New York, cautioned all SIU crews to get their repair lists in on time so that proper action by the Union and company can be taken to remedy the fault.

C. Mathis, WC Cooks' Patrolman

A well-known figure in the successful campaign of the Marine Cooks and Stewards—AFL, on West Coast ships, New York patrolman Charles Mathis died on June 16. Mathis was well known to Seafarers, SUP members and others for his active participation in the 5-year fight to oust the Communist-dominated National Union of Marine Cooks and Stewards from control of West Coast steward department men. He was 35 years of age.

For the past year in the course of the two elections that were held on West Coast ships, Mathis worked out of the MCS-AFL New York office. Before that he had sailed on West Coast ships for a period of 16 years.

YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

Written for
The Seafarers Log
by Sidney Margolius,
leading expert on buying

Tricking Mattress Buyers

A San Francisco reader has written us voicing the feelings of confusion most people feel when they go to buy a mattress. She writes: "Would you please give us some information so I can sort my way through the maze of claims made for mattresses?"

One reason mattresses are so confusing to buy is the practice of some manufacturers of paying the sales clerks in the stores money for pushing certain brands. The other confusing trick in the mattress business is the use of "step-ups." Some of the less scrupulous installment stores may price one mattress at \$39, another at \$49, a third at \$59, and so on, when the only difference among them may be the design of the ticking.

Because of these practices and the confusion of claims, it is best to disregard brand names and examine salesmen's recommendations with care. Instead, shop mattresses by specifications. You have to compare the quality of three factors: the ticking (covering), filling and construction. Mattresses are often labeled as to contents. For the specifications that are not on the label, you'll have to ask the store and evaluate by your own scrutiny.

Brand Name No Guide

Another reason why you can't depend on brand names as a guide to value, is that the same manufacturer may make different grades, and various stores will sell them at varying prices. In my own experience, the mattresses sold by retailers under their private-brand names are better values than those under nationally-advertised brand names.

The ticking should be firmly and closely woven both to resist wear and help hold the mattress in shape. The strongest ticking is made of closely-woven twill-weave

cotton. Ticks also come in different "weights." The so-called six-ounce ticking is only moderate quality; the stronger eight-ounce ticking is preferable. The ticks with fancy designs and colors are often used as an excuse to get an exorbitantly higher price for a mattress of the same construction.

The filling of the most widely-sold and reasonable mattresses is generally an innerspring upholstered with layers of padding. Generally there are two types of innerspring units; those with several hundred small coils individually pocketed in muslin, and those with larger but fewer coils. The latter is not as soft, but is less expensive and often sturdier. But even the large-coil type should have at least 180 coils.

Horsehair More Durable

A fair-quality innerspring mattress will have the innerspring unit covered with white cotton felt and sisal pads, in a ratio perhaps of 65-70 per cent white cotton and the rest sisal. Costlier mattresses may have some hair in the filling which makes a firmer and often more durable mattress. But note in the ads and label how much of the hair is horsehair and how much is the cheaper and less durable and resilient hog-hair.

Whether the mattress is upholstered with hair, cotton or a combination, you can instruct the store that you want it made up especially firm. It's advisable to do so because more filling is used and you get a more durable mattress for the money.

Construction is another important point to check. Often less-expensive mattresses are made with a roll edge. The border of the mattress is sewn so it forms a roll all around. Better mattresses have a prebuilt border. This is a strip of quilted ticking sewn all around the edge of the mattress to hold the top ticking to the bottom. This helps

the mattress hold its shape better. But a prebuilt-border mattress should not cost you more than \$5 more than a roll-edge mattress of the same specifications. If you do buy a roll-edge, make sure it has at least several rows of stitching on the side walls to reinforce the filling.

Air Holes And Handles

Other desirable construction details include air holes in the sides and handles for turning the mattress.

"Tuftless" mattresses merely have the tufting concealed beneath the ticking—not a decisive detail. When tufts are visible, note that button or lace tufts are more secure than those of raw cotton.

Springs: With an innerspring mattress you need a box spring or a coil spring with closed-top construction (either convolute coils or flat bands forming a platform). With "solid" mattresses—all hair or all cotton—you should have a softer spring, such as the open coil type.

Box springs should have at least 63 coils and, preferably, closer to 72.

Foam Rubber Mattresses: These cost more than fairly good innerspring mattresses (although many retailers and discount houses now cut prices on them). They also require a special high spring. Their advantages are longer wear, no repair costs and no vermin or allergy problems. Disadvantages are that some people consider them too soft and some say they're warm in hot weather. The standard thickness is four and one-half inches; some retailers sell thin pads as rubber mattresses. As previously warned here in relation to upholstered furniture, foam rubber noticeably varies in firmness. Some foam rubber has more air holes, which means less rubber and less firmness. Check this point in foam rubber mattresses and upholstery by pressing the foam rubber between your hands.

BRADFORD ISLAND (Cities Service), May 14—Chairman, D. Livingston; Secretary, G. Fava. I. J. Torres elected new ship's delegate. Said he would do his best at the job. Balance of ship's fund is \$42.53. Deck delegate elected. All engine dept. foci's were painted. Communications on benefits were discussed and carried unanimously. Members on this ship thought it was the greatest plan ever heard of. Dayman's screen door is not fixed yet, but expect it will be shortly.

June 4—Chairman, D. Livingston; Secretary, G. Fava. Boston agent told ship's delegate he would take care of the linen situation with the company and also about getting a better grade of coffee aboard. Balance of ship's fund is \$64.53, an increase of \$22 since the last meeting. Recent communication from headquarters read

Digest of ships' Meetings

and accepted unanimously. Motion was made and carried that deck delegate see patrolman about steering at night. Contract states no unnecessary work between the hours of 5 P.M. and 8 A.M. Ship's delegate requested that some money be used from ship's fund to buy a hot plate and games. Ship's delegate wants to see patrolman for explanations on the shifting of watches when a new man comes aboard.

SANTA VENETIA (Mar-Trade), May 1—Chairman, W. H. Harrel; Secretary, F. Van Duse. D. Jones elected ship's delegate. It was suggested under good and welfare that crew be careful of socks and handkerchiefs in washing machines. It was requested that crew pick up cups and dishes and help keep pantry and messhall clean. Leave coffee for the watch alone. Also to clean sinks and washing machines each time they are used.

May 22—Chairman, J. Meehan; Secretary, Frank Van Dusen. Communications from headquarters accepted and concurred. No beefs in all three departments except for a small amount of disputed overtime. Frank Van Dusen elected secretary-reporter. Motion was made and carried that new mattresses be put aboard, and a new washing machine for crew. It was clarified that permitmen had just as much voice as a bookmember at the ship's meetings. The crew would like to hear from these men.

FORT HOSKINS (Cities Service), May 29—Chairman, A. Alexander; Secretary, R. Webb. Captain promised to paint messroom next trip. Ship's fund \$10. Communications from headquarters read, accepted and concurred in. Carried unanimously. It was requested that cigarettes and other trash be kept out of coffee cups. Checking on getting new mattresses. Crew should be made to give 24 hours notice before anyone quits, so that they may get a proper replacement.

JOHN B. KULUKUNDIS (Tankship), May 15—Chairman, G. McAlpine; Secretary, V. Fitzgerald. All quarters have been painted and all repairs completed, last voyage. Delegate will see the captain and have fans put in rooms. Make repair list while ship is homeward bound. Sanitary men should take turns in keeping their laundry room clean. Vote of thanks to steward department for work well done.

LAWRENCE VICTORY (Mississippi), May 22—Chairman, C. Kaust; Secretary, S. Rivera. Motion made and carried for mate to see captain about repairs. Previous ship's delegate paid off in San Francisco because of illness. New one elected. Had to stop in Colon, Panama, to repair boilers. Stayed there four days and crew really enjoyed themselves. Motion made and carried to accept headquarters communications. Ship's secretary reported elected. It was requested that any crewmember who becomes injured report same to delegate or dept. head. They are to get the report signed and filed with all details on it. This is to insure an easier way of collecting maintenance and cure.

ALCOA PURITAN (Alcoa), June 3—Chairman, E. Johnson; Secretary, C. Parker. All questions on new welfare plan answered by patrolman from headquarters. Motion made and carried to accept and concur in communication on new welfare set-up. There is a few hours disputed overtime in the engine department; everything else running smoothly.

ARCHERS HOPE (Cities Service), May 30—Chairman, Peter V. Hammel; Secretary, C. Gallant. A new agitator was bought for washing machine. Captain requested wipers help keep passageways soiled. A couple of beefs were settled satisfactorily and everything running smooth. Balance in ship's treasury is \$16.20 in cash and \$3 in stamps. Engine delegate is getting off this ship, must elect a new one. All communications from headquarters were accepted and concurred in. Ship's treasurer elected. Wipers were informed that they have two hours of sanitary work to be done. Requested that no one go into messhall in their shorts and to pick up and replace cups when they are finished with their coffee.

June 3—Chairman, T. Weems; Secretary, P. Hammel. Read and discussed recent communication from

headquarters. Carried unanimously. Things running smooth.

OCEAN DINNY (Maritime Overseas), February 28—Chairman, R. Coote; Secretary, A. Stevensen. Read repair list from last voyage. Motion made and carried to have repairs done in San Francisco. Eight hours disputed overtime to be taken up with patrolman upon arrival. Motion made and carried that crew see patrolman in Frisco about rust in fresh water tanks. No beefs.

March 2—Chairman, R. Coote; Secretary, F. O'Jales. Repairs on refrigerator in crew mess and ice making machine are to be done in Wilmington. Painting of quarters will be done as we go along. Ash trays are to be used, not cups. All soiled linen is to be returned to locker before clean ones are used. Ship's delegate is to see captain about a mailing address other than the one in New York.

OREMAR (Ore), May 11—Chairman, S. Thayer; Secretary, E. Powell. A list of sea chest gear to be made out and given to patrolman for future trips. Ship's fund \$8.08, \$5 paid out for ship's radio aerial and latch for library. Remainder \$3.08. Election of deck delegate to take place. Communications from headquarters accepted and carried unanimously. Charges will be brought against any man who goes to the engineers with beefs. Repair list to be made up.

RAPHAEL SEMMES (Waterman), May 29—Chairman, C. Quinn; Secretary, J. Fay. To elect ship's delegate. \$24.35 in ship's fund. Motion made and carried that ship's fund be used for Union brothers on the ship only. Steward asked for money to get new films in Mobile; pantryman requested that pantry be kept clean at all times. New repair list to be made up.

May 31—Secretary, F. Kustura. Special meeting was called to discuss the new benefits in the SIU Welfare Plan.

VALCHEM (Valentine), May 31—Chairman, R. Thompson; Secretary, L. Hagmann. Minutes of previous meeting were posted. Sixteen inch fans were ordered for bosun, deck maintenance, and steward rooms. Repair list to be made by ship's delegate. A new refrigerator was ordered for crew's mess and engine dept. Rooms will be painted after ship comes out of shipyard. Thirty-two dollars collected since last meeting. Ship's fund now \$35.35. Headquarters communications accepted and concurred. Suggested that ship's delegate see chief engineer about keeping an extra washing machine motor aboard, because the one they have now is burned out. Ship's delegate requested all delegates to turn in four copies of repair list.

MARYMAR (Calmar), May 24—Chairman, J. Markham; Secretary, A. Reasko. New ship's delegate elected. J. Markham. Ship's secretary-reporter sent a letter to headquarters. Balance of ship's fund is \$18.28. It was suggested that all repairs to be turned into department heads so that action may be taken. Ship's delegate was requested to notify mate to have foci's painted in the deck department.

OCEAN NIMET (Maritime Overseas), May 22—Chairman, J. McCollum; Secretary, J. Parish. A new library was put aboard this vessel at Raymond, Washington. Repairs were taken care of, and a new slopchest was put aboard. All headquarters communications were accepted and concurred in. Captain says he will try to get customs agent to clear all souvenirs. L. J. Sheehan elected ship's secretary-reporter. It was voted unanimously that the Union keep up the good work regarding the USPHS hospitals.

May 30—Chairman, J. Pulliam; Secretary, J. McCollum. It is a unanimous decision of the membership that Harry Lundberg wholeheartedly endeavors to do a good job for all Seafarers and we are ready to back him up. All communications from headquarters carried unanimously.

SANTORE (Ore), June 10—Chairman, J. VanSant; Secretary, R. Mason. Washing machine is broken and it is doubtful that it will be repaired in Baltimore. Repair list has been turned in to department heads. Ship's delegate will see port agent in Canada about getting crew fresh milk. An improvement is shown in menus. Report on additional welfare benefits was read and accepted 100 percent. Carried unanimously. Ship's treasurer elected. It was suggested that a ship's fund be started. An empty can will be put in the recreation room for contributions.

BALTORE (Ore.), June 1—Chairman, George Cass; Secretary, L. Geraghty. Repair list to be made up to be turned over to patrolman. Ship's delegate got 10-5 lifted against two crewmembers. Balance of ship's fund \$11.19. Some disputed overtime. No beefs. Communications were accepted and carried unanimously. More sanitary supplies needed for engine department. Requested that cold supper be served in hot weather. Members were asked to take better care of washing machine.

ANN MARIE (Bull), June 1—Chairman, R. Cowdny; Secretary, L. Calderon. Crew radio repaired. Ship's treasurer elected. Ship's fund contains \$3. Communications from headquarters read and accepted. Port agent to be contacted regarding shortage of stores. Ship's delegate asked crew's cooperation to keep laundry clean.

VALCHEM (Valentine), June 10—Chairman, D. Williams; Secretary, M. Rocknic. Recent communications from headquarters accepted and concurred. Everything running smoothly aboard this ship.

SIU Backs Teamsters In Fight

BOSTON—Seafarers and members of AFL and CIO unions in the Greater Boston area and throughout southeastern New England are backing AFL Teamsters in their resistance to a general lockout called in retaliation for an IBT-authorized walkout at a handful of general cargo hauling firms.

The original beef, involving only 300 teamsters at seven companies, was mushroomed by the employer action into an industry-wide shutdown in New England involving some 12,000 members of the AFL International Brotherhood of Teamsters and 328 trucking firms. Since the lockout

first began on June 15, Seafarers have stood ready to lend whatever aid was needed in the Teamsters' beef. The SIU and IBT have worked together here and elsewhere in the US on similar beefs many times in the past.

The employer-enforced halt in trucking movements over the wide

area has affected everything except deliveries of food, medicine, fuel and perishable items. Both the union and truckers have guaranteed free movement of these commodities.

Employers Association

Calling of the shutdown by representatives of the truckers' association followed an earlier agreement by the companies that they would stand as a single unit against any attempt by the AFL drivers to strike any small or large group of trucking firms.

However, the strategy has only succeeded in throwing more hauling business from the area to railroads and airlines who have been quick to take advantage of the situation.

On another front, House Majority Leader John W. McCormack has called on the Office of Defense Mobilization in Washington to give Boston its fair share of the traffic that will flow from the new multimillion-dollar barter program sponsored by the Federal Government.

He pointed to the need for additional Government storage facilities in New England to help handle the millions of tons of cargo which are to be shipped in and out of the US under the program within the next few months.

Tramp Transfer Policy Zoomed Rates; MA Moans

WASHINGTON—The folly of the easy ship transfer program has finally penetrated to the Maritime Administration itself. Maritime Administrator Clarence Morse is complain-

ing that as a result of the wholesale transfers, remaining US flag tramps are holding up the Government for excessive freight rates.

Morse reported that the Maritime Administration had "its ears knocked down" by Congress for permitting easy transfers and inferred that perhaps the criticism was well deserved in light of what has happened since.

The Maritime Administrator's remarks came in the course of a

petition by the SUP-manned Coastwise Line for permission to charter a Government-owned ship out of the reserve fleet. Tramp operators protested the charter saying they should get first crack at it.

In the course of the hearing Morse remarked that the tramps are making "too much hay while the sun shines" and should reduce the charter rates to the Government because the US had bailed them out last year by permitting them to transfer half their ships.

REVIEW of TRIALS and APPEALS

CONDUCTED JANUARY-JUNE 1955



The fifth review of trials and appeals, appearing below, follows the pattern of the past with a very small number of charges being brought during the six-month period. This review, covering the period January 1 through June 15, 1955, contains just seven charges and one appeal.

All evidence points to the fact that the membership is adhering to shipboard and shore-side standards as approved in the membership vote on the union's constitution. Only a bare handful of instances of violation mar the pattern.

Of the seven trials in the last six months, there were five convictions and two acquittals. The one appeal resulted in an order for a retrial.

The SIU has issued these trials and appeals reports regularly since the adoption of a new constitution in 1952. The first report was issued July 10, 1953, and reports have followed every six months.

The Union constitution specifies that trials are to be conducted by elected rank and file committees. Officials are not permitted to serve. The trials follow courtroom procedure as closely as possible. The accused must receive proper notification, has the right to cross-examine witnesses and present witnesses in his behalf, and the right of appeal to a rank and file appeals committee as well as the Union's international convention. All steps in the procedure go before Union membership meetings for approval or disapproval.

March 10, 1955

Accused: O-7, Accuser: H-193

Charges: While a crewmember aboard the Hilton, accused was drunk and unable to perform duties for six successive days; accused also performed constantly in recreation room and brought Union into disrepute accordingly.

Trial committee: R. Ramos R-195, T. Gorman G-105, F. Tomine T-311, R. Ruff R-23, W. Mellon M-91.

Findings: Guilty as charged on both counts. Fined \$50 on each count for a total of \$100.

March 11, 1955

Accused: F-216, Accuser: W-1

Charges: Accused, without authorization from membership, employed an outside commercial photographer and attempted to get him into the New Orleans hall to take photographs of special Union proceedings and information for the purposes of unauthorized and unlawful disclosure of such private Union business and proceedings.

Trial committee: R. J. O'Connor O-40, F. Lambert L-115, M. White M-47, G. W. Champlin G-368, F. M. Mateo M-308.

Findings: Guilty as charged. Expelled from membership.

(See Appeals).

April 21, 1955

Accused: M-174, Accuser: S-3

Charges: Accused reported to SS Alexandra under influence of liquor; accused shipped from New York to a Boston job, got transportation and a \$20 draw from captain and then left ship at 6 AM without giving required 24 hours' notice or calling hall for replacement; accused re-

fused to surrender Union book to agent while on charges; accused came to Boston hall drunk on two occasions.

Trial committee: T. H. Tuohy T-235, G. B. Dunn D-258, E. Bais B-59, R. Bennett, B-101, E. W. Haskins H-306, D. K. Hines H-18.

Findings: Guilty as charged. Fined \$25 for each of four violations, \$100 in all.

April 21, 1955

Accused: W-166, Accusers: M-32, W-1

Charges: Accused interfered with doorman in the carrying out of his duties; accused entered New Orleans hall while intoxicated and refused to leave when ordered to do so by doorman; accused has been intoxicated in Union hall on several occasions.

Trial committee: C. Lewellyn L-194, W. Purdy P-161, E. Catalano C-689, J. Nuss N-187, C. Welborn W-297.

Findings: Guilty as charged. Two years' suspension. Committee felt member had been given several chances to straighten up but repeated violations made suspension necessary.

May 6, 1955

Accused: B-497, Accuser: G-269

Charges: Accused charged with failure to perform duties properly in galley.

Trial committee: S. Phillips P-153, E. C. House H-79, N. Gaylord G-514, N. M. Nomicos N-25, S. Shrimpton S-567.

Findings: Not Guilty. Committee finds this was a personal beef and there was no basis for bringing charges.

May 6, 1955

Accused: G-269, Accuser: B-7

Charges: Accused deliberately and without authorization interfered with the

work of the steward department; accused assaulted chief steward.

Trial committee: Same as above.

Findings: Guilty as charged. \$50 fine on each count for a total of \$100.

June 2, 1955

Accused: P-142, Accuser: B-4

Charges: Accused entered foci'sle of chief steward at midnight and threatened him with knife.

Trial committee: K. Foster F-4, R. Principe P-32, S. Shrimpton S-567, J. Felton F-81, M. Santiago S-49.

Findings: Not Guilty. No evidence to support charge. Accused reprimanded for entering steward's foci'sle at that hour, causing steward to believe that accused would attack him.

February 9, 10, 11, 1955

Apparator: F-216

Nature of conviction: Expelled from membership for employing an outside commercial photographer without authorization from the membership and attempting to get the photographer into the New Orleans hall to take photographs of Union proceedings and information for unauthorized disclosure of private Union business and proceedings.

Appeals committee: A. L. Lake L-41, Frank Sariano S-518, A. Messana M-18, R. Ewing E-28, J. A. Knight K-369, J. Morgan M-964, J. Arras A-190.

Findings: Committee waited three days for appeal to present himself and then proceeded with case. Committee finds that evidence does not justify charges as filed under Article XVI, Section 1 (d) of the constitution, but finds that charge would be justified under Article XVI, Section 2 (b). Trial committee's finding reversed and a new trial ordered for the accused.

Seafarers Help Pioneer

'The Thermos Bottle Tow'



Handling lines is an old story aboard a towboat. Here SIU-Marine Allied Workers members Abe Bellande (left) and Robert J. Stoufflet, deckhands, take a hawser around a bitt on the DeBardeleben's deck.

A unique form of transportation of hot liquid sulphur in huge "thermos bottle" tanks was introduced to the maritime industry recently by Coyle Lines, Inc., whose river and harbor craft are manned by SIU-affiliated Marine Allied Workers. A Coyle Lines towboat, the H. F. DeBardeleben III, pushed two thermos bottle barges 1,100 miles up river from New Orleans to St. Louis in 5½ days, permitting the unloading of sulphur in liquid form for immediate processing.

The performance of the initial "thermos bottle" run has aroused keen interest in the industry with some prospect of deep-sea operators utilizing the method in the growing liquid chemicals trade.

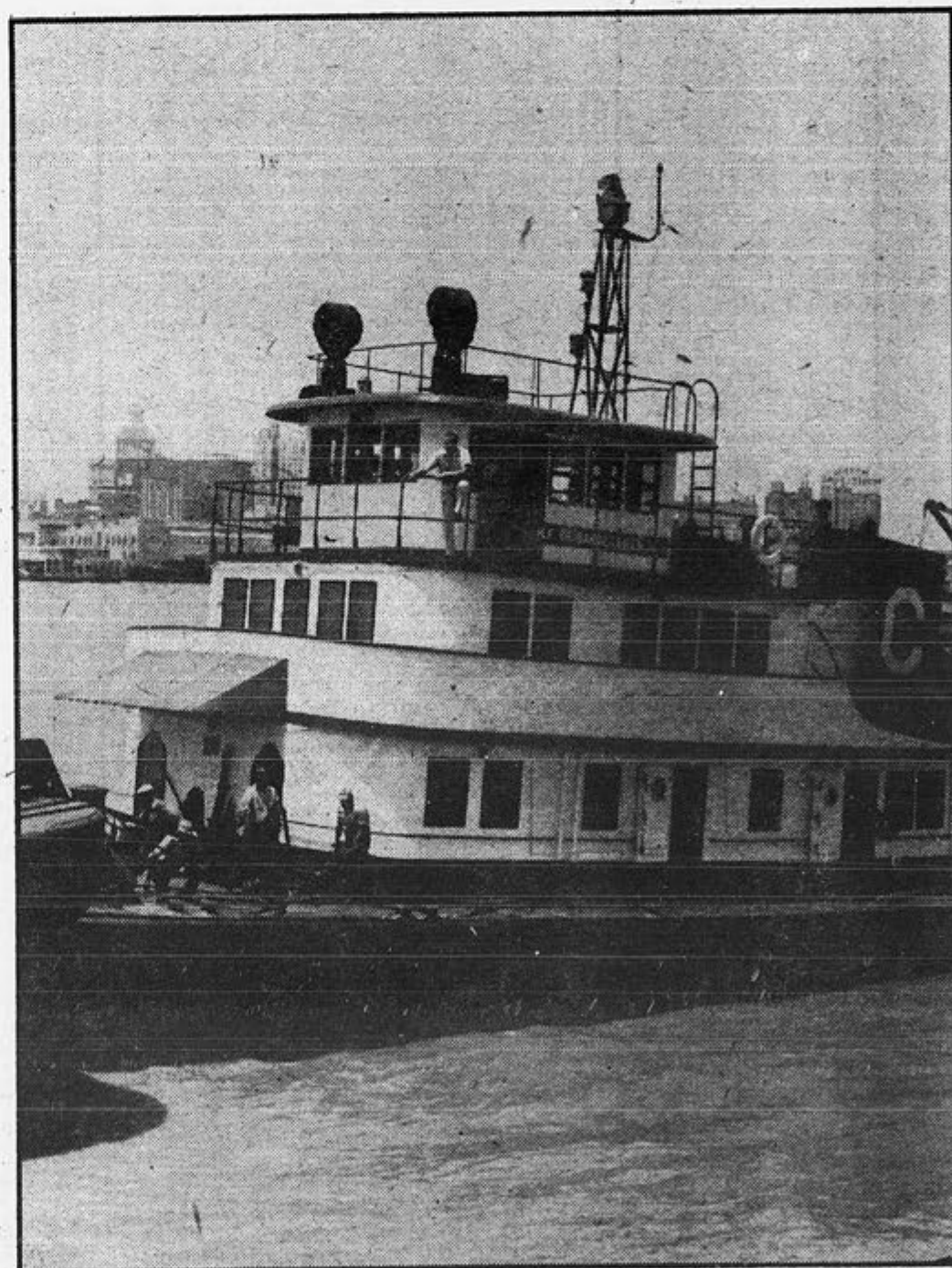
Sulphur comes from the wells in liquid form but up until now it has been shipped dry because maintaining it as a liquid required high temperatures. The result, as Seafarers well know, was an unpleasantly dusty cargo and reheating of the sulphur at the point of arrival.

In the "thermos bottles," specially built at the Ingalls ship-building yards, the sulphur was maintained in liquid form at a temperature of 290 degrees by building tanks insulated with foam glass with an additional boost from heating coils. The result was a liquid handled by pumps instead of the mess of dry sulphur.

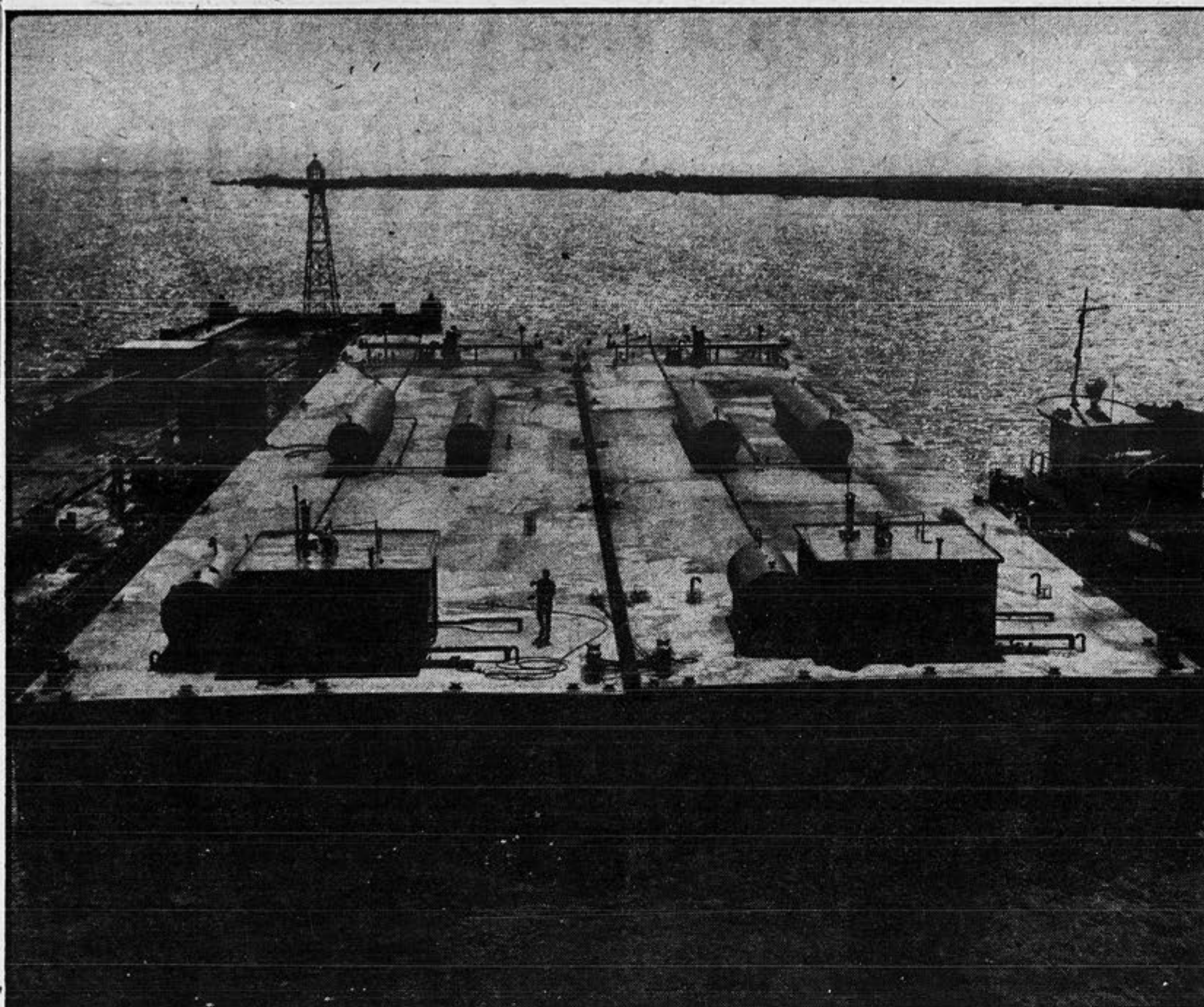
To top it off, the Seafarers on the DeBardeleben made the 1,100-mile trip in record time for a tow of such size and weight.



Tightening bridle lines before departure from New Orleans are Teddy Myers (left) and G. "Red" Milazzo. In the rear deck mate L. J. Camara is coiling a line. DeBardeleben made upriver run in record 5½-days.



Stern of one thermos bottle barge is made fast to bow of the DeBardeleben preparatory to trip. Specially-designed barges had one square end each so they could be handled as an integrated two-barge pusher tow.



Close-up of new barges built by Ingalls at Pascagoula, Miss. yard, clearly shows two huge "thermos jugs" in which the liquid sulphur is carried. Barges were purposely made with one square end so that they can be fastened end to end. A third barge is now being built with two square ends so it can be placed between the other two making a three-barge tow.



Generators are checked by 2nd engineer Donald Deakins in engine room.



Oiler Jim LeBlanc is shown at towboat's engine room work bench.



Captain W. D. Reeves (right) mans tiller in pilot house of towboat while river pilot Charles Platt checks radarscope. Both skipper and pilot are SIU-MAW members along with rest of the crew.



Chief engineer Ernest Bergeron keeps a sharp eye on gages on the DeBardeleben's instrument board. Like most modern tugs and towboats, the DeBardeleben is diesel-powered.



Good feeding is the rule on SIU-MAW-contracted river and harbor craft. DeBardeleben's cook Anthony Ducooe proves it by carving up chunk of beef into general's-sized T-bone steaks for the noonday meal.



Saying goodbye to New Orleans, the DeBardeleben pushes her loaded barges upstream, headed for St. Louis. It was first time liquid sulphur had been transported more than 75 miles from the source.

ATRAIN LOUISIANA (Seafarer), June 1—Chairman, J. Tanner; Secretary, A. Baller. Communications from headquarters accepted and concurred. Discussion held on phony literature being mailed to ships. Everything running smoothly.

ALCOA PEGASUS (Alcoa), June 1—Chairman, W. Yarbrough; Secretary, J. Murphy. Recent communications from headquarters accepted and concurred. Carried unanimously. These communications will be posted for entire crew to read.

ORION COMET (Orion), May 8—Chairman, L. Ciamboli; Secretary, I. Weisbrod. A few men were logged. Deck department getting a hard time from captain. He is shaking down crew for their logs. Men are logged for little things and when they get

cepted and concurred unanimously. Hugh West is ship's delegate elected at this meeting. Steward delegate reported that the reason for fruit shortages, etc. was because the vessel was not stored properly by the company.

ELIZABETH (Bull), May 15—Chairman, E. Guszczyusky; Secretary, R. Vellings. The bosun took a three day leave to attend his father's burial. The crew made a collection of \$36 to send flowers to the funeral home. Deck delegate will consult Miami agent regarding gangway watches.

May 24—Chairman, Guszczyusky; Secretary, R. Vellings. Crew called for special meeting with patrolman in New York. Crew accepted headquarters report on additional welfare benefits.

FAIRLAND (Waterman), May 8—Chairman, L. Curry; Secretary, W. Messenger. All linen has been turned in. All communications from headquarters accepted and concurred. Ship's treasurer elected. Secretary-Reporter elected. Suggestion made that ship's fund be set up and not more than \$1 from each crewmember be donated. It was requested that a repair list be started.

May 24—Chairman, L. F. McNair; Secretary, A. Felts. Recent headquarters reports accepted and concurred. Carried unanimously. Everything running okay this trip.

ELIZABETH (Bull), May 27—Chairman, Barrett; Secretary, Friend. Boarding patrolman from headquarters advised crew that officers will not be allowed to do unlicensed work. All communications from headquarters accepted and concurred. Carried unanimously.

EVELYN (Bull), May 22—Chairman, E. V. Smith; Secretary, E. Black. Discussion was held regarding launch service in Port Sulphur and everyone to put in for \$2. A discussion was also held concerning awning over fan-tail. There was considerable beefing about milk and it was reported that the toaster was shot. Vote of thanks was extended to the SIU Negotiating Committee. Discussion regarding good cooperation of crew.

IBERVILLE (Pan Atlantic), May 22—Chairman, W. Banks; Secretary, J. Becker. Balance of ship's fund \$35. All communications from headquarters carried. Engine department to elect delegate. O. Ekland elected ship's delegate. Discussion on vegetable, lack of lights on deck, lack of watch for firemen and oilers on most Waterman ships, was held. It was also noted that life ring on port side aft is secured to hand-rail with a wire. It was suggested that hospital be moved forward. Steward has not as yet painted crew's mess deck.

ROYAL OAK (Cities Service), May 15—Chairman, Robert Young; Secretary, D. Beard. Ship sailed from Lake Charles with two men short. Latest communications accepted and concurred. Chief Cook, H. M. Connel was elected ship's delegate. D. Beard elected treasurer, and E. Porta reporter and secretary. Request that crewmembers keep pantry and mess-hall clean at night. It is suggested that cleaning of the recreation room be alternated. Crews iron and hot plate was taken care of by steward in shipyard. Repair list will be made up.

May 29—Chairman, V. XX Ceash; Secretary, F. Otto. All communications accepted and concurred. Carried unanimously. Things running smooth.

SAND CAPTAIN (Construction Aggregates), May 8—Chairman, Peter Cemashke; Secretary, R. De Virgillie. Balance of ship's fund \$72.05. Communications from headquarters accepted and concurred. Carried. P. Cemashke elected ship's delegate. G. Champlin elected ship's secretary-reporter. Motion was made and carried that ship's fund be donated to the Venezuelan workman who lost his hand on the "Rio Catatumba," ex Walter Brinkman.

May 22—Chairman, H. A. Meeney; Secretary, R. De Virgillie. Port captain is to inform crew about damaged clothing and/or destroyed clothing. Money was turned over to the proper authorities ashore for the worker who lost his hand. Before bringing beefs to ship's delegate it is requested that crewmembers see their department delegate first. Crewmembers to see that SEAFARERS LOG is circulated.

CHILORE (Ore), May 24—Chairman, S. Fulford; Secretary, G. Marcotte. Everything running smoothly. A few minor complaints which were all settled. Under good and welfare it was agreed that crew will donate for a hand wringer for oily work clothes and use machine for other things. Cooperation in keeping doors and ports closed in cold weather was asked.

DOROTHY (Bull), April 25—Chairman, A. Lake; Secretary, N. Flowers. Third engineers fixed washing machines. Insecticide to be removed from cereal locker. Steward requested if he could vary cold drinks at meals. Chairman requested more cooperation in departments to avoid friction between crewmembers. Vote carried to collect funds to buy an iron for crew.

May 9—Chairman, J. Sheldon; Secretary, H. Moore. All headquarters communications accepted and concurred in. Carried. Condition of tablecloths not satisfactory.

MARIE HAMILL (Bloomfield), May 27—Chairman, R. Groseclose; Secretary, D. Jones. Ship's fund has 80 cents in it. All communication read, accepted, and carried unanimously.

Digest of ships' Meetings

out at sea the captain calls the man and shakes him down for money, for contributions like paying for hull to get it painted and to contribute to library drive. Some overtime beefs aboard this vessel and trouble and disputes with mate and captain. Motion made and carried that steward see captain about getting American meats and stores in Japan.

CITRUS PACKER (Waterman), May 24—Chairman, J. O'Rourke; Secretary, T. Weber. Repair list from last trip has not been taken care of completely. Captain seems like he will be easy to get along with. Balance of ship's fund \$20. Impossible to take action against man who left ship the day we sailed out of New Orleans. Twenty hours disputed overtime so far. Deck department repairs have not been taken care of completely. Repair list was looked over and a new list of incomplete repairs was made up. Beef on the one man who made anti-union statement, and it was decided that there was a slight misunderstanding and all agreed to forget the entire matter.

GATEWAY CITY (Waterman), February 27—Chairman, G. Lawson; Secretary, D. Collins. All repairs have been taken care of. Norfolk payoff of the 19th was very smooth. Suggestions were made to get hot water system regulated and to see the mate about hooks on shaft alley escape hatch, so that it could be used for circulation of air. A decision was made that linen would be issued on Friday mornings.

May 8—Chairman, G. Lawson; Secretary, D. Collins. Crewmember got off in Hawaii because of illness and was never replaced. Upon arrival in port the hall will be informed of same. Discussion was held as to getting a statement of wages and overtime before payoff. It was suggested that drinking glasses not be put with other dishes in the sink in the crew pantry. A vote of thanks was given to the steward department along with a special vote of thanks to the baker, Wilbur (Tony) Sink.

May 29—Chairman, W. Sink; Secretary, R. Walton. Ship's delegate got off in Panama Canal. Deck delegate reported he took a crewmember off ship in Panama because of illness. Fireman also got off in Panama because of a legal matter he had to take care of. New chief engineer brought with him new rules. Crew of the engine department talked over these rules. Motion made and carried that W. Sink be elected new ship's delegate. Discussion on topside ice supply. After ventilator system should be used in hot weather. Spare linen and cots are to be turned in when not being used. Repair needed on rope locker escape hatch.

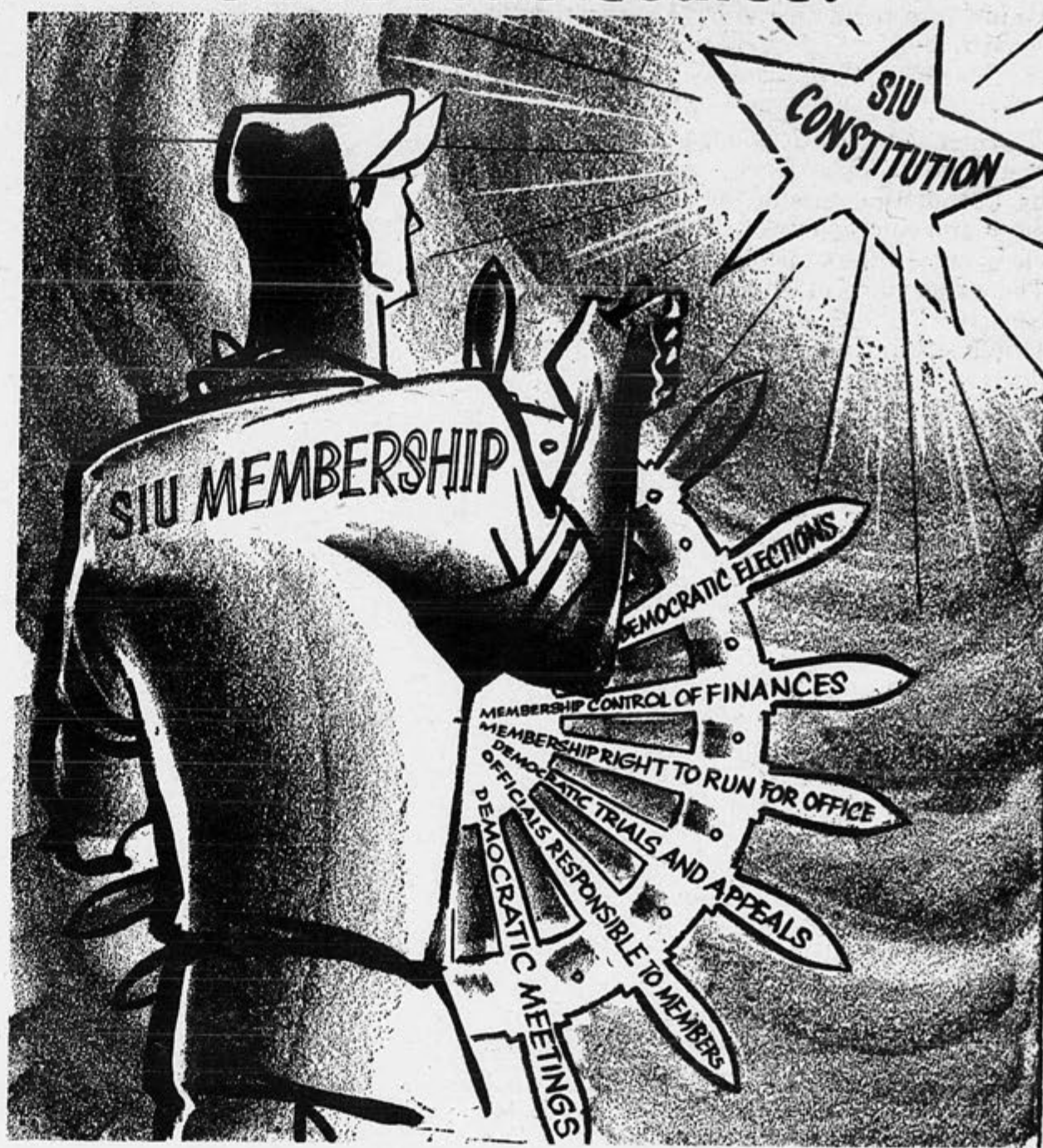
SOUTHLAND (South Atlantic), May 22—Chairman, F. Boyne; Secretary, S. Wells. Motion not to sign on until the steward and delegates say that the ship is properly stored with food and slopchest supplies. Carried. All repair lists to be turned in as quick as possible. A vote of thanks was given to the steward for going all-out to get the stores that were needed to make this trip.

ALCOA PURITAN (Alcoa), May 27—Chairman, E. W. Mayo; Secretary, H. C. Kilmon. Ship's delegate reported that there were no beefs and that he would pay off anyone who wanted to get off in Savannah if a shipping commissioner was available. Engine delegate got off this trip; must elect another one to replace him. Headquarters report on SIU welfare benefits carried unanimously. Iceboxes and scuttlebutts are to be repaired in New York.

ANGELINA (Bull), May 20—Chairman, E. Rountree; Secretary, A. R. Sylvestri. Balance on hand in ship's fund \$7. One brother missed ship from Guanica to Ponce. One man paid off in Guanica. Motion carried to have crewmembers contribute \$1 to ship's fund for TV set. Carried. Suggestion was made to request new fans for the quarters and to have broken lockers replaced. The crew donated \$1 each for a floral wreath to be sent to the burial of the 2nd mate's father.

EDITH (Bull), May 26—Chairman, C. Starling; Secretary, Don Keddy. One oiler failed to join vessel in Galveston. Chief cook failed to join in London, NJ. Communications regarding new hiring system and CAMU ac-

'On A True Course!'



SEAFARERS IN ACTION

There's nothing like being fully informed about matters of importance, so Luke A. Ciamboli, ship's delegate on the Orion Comet, made a point of keeping his shipmates posted on maintenance and cure procedure. He read the membership article from the SEAFARERS LOG on the subject and emphasized how important it is to file an accident report in the event of injury and to get a hospital slip. Then Ciamboli posted the article so that watchstanders on duty would get another look at it.

All Seafarers would be well advised to acquaint themselves with the accident report procedure in case an emergency takes place.

Ciamboli is an engine department man who lives in New Jersey. He is 28 and joined the Union in New York on March 20, 1947.

Heads up action on the Alamar (Calmar) took care of an unsafe condition on board that ship. The ship had tied up at Sparrows Point when, in the temporary absence of the ship's delegate, Seafarer Ed Mattison pointed out to the chief mate that the gangway was dangerous. The result was that the gangway was removed. Mattison began sailing SIU late in 1953. He's in the deck department.

The crew also noted that ship's delegate William Logan "has been excellent" during his term of office in the delegate's job. Logan is one of the Union's newest members, getting his book last February. He

sails in the black gang.

A proposal for a change in the contract comes from M. L. Reed, ship's delegate aboard the Alcoa Planter. Reed suggested that under the contract port time should not begin until a vessel has been completely cleared by all Government agencies; Quarantine, Immigration, Customs and any others that might be involved. Like all such suggestions which come in from crewmembers, the proposal will be studied by the headquarters negotiating committee.

Reed's been a member of the SIU for almost 13 years now, joining in Mobile. He sails in the deck department and lives ashore in New Orleans.

Carpenter
Edgar K. Vaher aboard the Frances rates as a really considerate shipmate and has been thanked by a grateful crew accordingly. The Frances ran into some hot weather and many of the brothers had been sleeping on deck in cots. Carpenter Vaher went ahead and built an awning aft for the comfort and shelter of the brothers.

Vaher got his SIU Union book back in 1945 in Boston. He comes from Estonia originally, but now makes his home in Bergenfield, New Jersey.

How a misunderstanding can be blown up into a serious matter was shown at a recent headquarters trial committee session. The whole incident highlighted the value of the trial committee system in finding

out just what the facts of a case are.

At the beginning, the charges looked serious since one Seafarer was accused of invading the chief steward's room at midnight and threatening him with a knife. A committee consisting of M. Santiago, Joseph Felton, Roberto Principe, Keith Foster and S. Shrimpton was elected to look into the case.

Testimony of witnesses put a different light on the matter. Two shipmates testified for the accused. Both agreed he had gone to the steward's fock'sle for the purpose of asking him for some coffee but they denied he was carrying any weapon.

They insisted he was sober and pointed out that he had a good reputation as a conscientious worker and a good shipmate.

The steward in turn admitted he could not be sure that the man was carrying a knife with intent to assault. He said he was so startled by the midnight invasion that he assumed the man had come to attack him and seized a bar to defend himself with. A previous disagreement between the two was another cause for the steward's alarm.

All were agreed that no actual harm was done other than that some words were exchanged.

The committee, finding no clear-cut case of assault with a weapon, concluded the burden of evidence pointed to a misunderstanding and dismissed the charges. The committee complimented those who had brought them as a means of clearing the air. The accused was reprimanded for entering the steward's fock'sle at that hour of the night, an action which all agreed provoked the whole incident.



Vaher



Logan

SIU Rule-Book

Each six months it has been the practice of the Union to reprint in the SEAFARERS LOG the SIU constitution. The current issue of the LOG again carries the text of this document which is the basic rule-book by which the Union operates.

When this constitution, a completely revised document, was adopted three years ago it was applauded by authorities outside the Union as providing thorough and complete protection of Seafarers' rights and clear-cut rulings on how to conduct Union business. The experience of the Union in working under this constitution has reinforced those original opinions. Union affairs have run smoothly and efficiently under the document and the membership's rights have been safeguarded.

Right To Education

Another five scholarship winners will be heading for colleges of their choice this fall to join the seven others now attending school with the aid of the \$6,000 SIU benefit awarded each. Of these 12 SIU-sponsored students, five are Seafarers who would have faced great difficulty in attending school on their own, if they could have at all. Two of the students now in school are completing professional courses in medicine and dentistry and soon will be playing a constructive role in their home communities.

Scholarship awards are a long-range investment. Where they pay off particularly is in helping young people of talent who might otherwise have been unable to meet the heavy cost of higher education.

It's reasonable to assume that a large number of Seafarers were unable to get as much education as they would have liked or had aptitude for, because of family circumstances or other reasons. The SIU scholarships are designed to see to it that Seafarers who are young enough, or their children, should not be denied that opportunity. Since the plan provides an ample scholarship of \$6,000 for a four year course, candidates are assured that they will have enough funds to carry them through from start to finish.

Responsible Membership

A consistent pattern of responsibility and self-discipline has emerged from the reports of SIU trials and appeals which appear in the LOG at six month intervals. Each of these reports has highlighted the small number of cases involved in a six-month period, indicating a very limited number of violations of Union rules and regulations. And in various instances, rank and file elected trial committees have found that evidence does not justify any disciplinary action against the accused Seafarers.

All this contrasts violently with the traditional shoresider's picture of the seaman as a slaphappy gas-hound. The well-paid, well-trained men who sail SIU ships today have too much at stake to risk their calling by irresponsible action.

Paper Formulas

The Washington merchant marine merry-go-round is still going strong, judging from the latest reports from the capitol. New paper formulas to deal with maritime problems are a dime a dozen, the latest one being a "review" of overtime clauses by the Federal Maritime Board.

The "review" shapes up as a thinly-disguised tactic whose purpose is to take a crack at seamen's earnings. It should be noted that this is strictly a shipowner-FMB party with no seamen present.

Then, of course, there is the proposal for a Government board to control seamen's contracts. Naturally this bit of problem-solving is getting a big play from the shipowner.

All in all, there's no lack of experts and analysts, but meanwhile the patient keeps getting sicker. A little applied nourishment seems to be in order.

Mobile Eyes McLean Oil-Freight Run

MOBILE—Indications point to an early start on the new combined tanker-freighter operation slated by Waterman-Pan Atlantic, the biggest operators in this port area.

Plans already worked out call for service from the East Coast down through the lower Gulf with full tanker cargoes

plus freight in huge boxes carried as deck cargo. The set-up would provide for fast loading and unloading of freight from ship to dock or to truck for fast delivery to areas where no seaport is available.

Alcoa is also promising some activity for the port in the near future, although for the next 30 days only the C-1s running to Puerto Rico will be coming in here. After that the rest of the Alcoa fleet will start back into Mobile, assuring us about three payoffs per week from that source alone.

Right now part of the fleet is being diverted into Baton Rouge, La., to build up the stockpile of bauxite ore there. A similar diversion takes place every year for a period of about 30 days.

Cal Tanner, SIU port agent here, viewed developments of both companies the forerunner of better shipping for the Mobile branch membership. Shipping here has hovered at a low mark for some time principally because of shifts during the past six months in Waterman, Pan Atlantic and Alcoa operations.

He noted too that a couple of bills now pending in the Alabama legislature were of special interest to seamen in this area because they hinted at the possibility of

stirring up even more shipping out of here before long.

One of the measures would authorize the Governor to take over and operate the Alabama State Docks, a proposal which most people view as a probable stimulus to shipping and business at that facility.

The second proposal would em-

power the Governor to set up sub dock depots on various state rivers to enable more cargo to come down on small craft to the State Docks.

Passage of both bills looks almost certain as the State House of Representatives has already passed them and they are in the Senate for consideration now.

Del Sud Seafarers Map Annual Picnic

NEW ORLEANS—Crewmembers aboard the Del Sud (Mississippi) are making plans for the fourth in the series of Del Sud picnics, given by crewmembers annually and recognized as a red letter date on the social calendar of New Orleans Seafarers, their families and friends.

Tentative plans call for the 1955 picnic to be held during the week-end of September 24 when the Del Sud will go into the shipyard here for annual repairs.

Last summer's picnic, third in the series, was the most elaborate of the yearly affairs. About \$1,200 was accumulated by crewmembers in a special fund for the event and no expense was spared to make

it a big success when it was held in Audubon Park on August 21.

Already, about \$600 has been pitched in to the picnic fund this year. With two voyages to South America intervening before the projected date for the picnic, Steward Emil Herek, Bosun Louis O'Leary, Joseph Lae, James Noonan, "Bo" James and others, who have helped in the past to make the event a big success are looking for ample support from members of the crew to put on another affair that will be long remembered by all hands.

Crew Supports Fete

"The Del Sud picnics have been worthwhile events which merit much credit to the committees on arrangements and to the crewmembers who wholeheartedly backed them up to make each of them an outstanding success," said SIU Port Agent Lindsey Williams.

Herek, O'Leary, Raymond Jones and "Baldy" Bollinger were members of the committee on arrangements for the first picnic; Herek, O'Leary and Jack Bates prime movers in the second of the projects. Last year, Herek, O'Leary, Lae, Noonan and Bill Tatum contributed a great deal of time and effort to making the affair a success. The committee has not been selected for this year's event, but probably will be named on the current voyage of the Del Sud.

"Whoever is on the committee for arrangements will need the full support and cooperation of the crew, however, if the picnic is to be the success it has been in the past," Herek said. "Crewmembers always have turned out and helped in every way possible and I'm sure this year will be no exception."

MEET THE SEAFARER



MALCOLM B. WOODS, AB

Back from his first trip as a Seafarer after a two-year hitch in service, Seafarer Malcolm B. Woods has renewed enthusiasm for the life of a merchant sailor. "It sure does beat the service," he said, recalling the round-the-world trip he made out of New York just a couple of weeks after his discharge.

Like most Seafarers in service, Woods was counting the days until he could get back to sea. When he got his discharge, December 18, 1954 ("the happiest day of my life"), he was too impatient to wait for his book to come out of retirement and be mailed back to his home port of New Orleans. Instead he headed straight for headquarters in New York, got his book out, registered and grabbed the very first job available.

Any Old Ship

"I didn't care what it was or where the ship was going," he said. "All I wanted was a ship."

The first job that turned up for him was deck maintenance on the Steel Seafarer, a round-the-world run which paid off in New York last month. Woods had never been on the Far East run before and was agreeably surprised by the outcome of his stab-in-the-dark venture. "We hit a lot of good ports," he said, "and they were inexpensive too." Now he figures on trying the Far East run a couple of more times before going back to the Gulf.

The 30-year-old Seafarer comes from Shreveport, Louisiana, and has spent practically all of his seagoing time out of New Orleans. However, he first started sailing out of Savannah on the George D. Crawford, an American Range Line Liberty running to England. Afterwards he spent quite some time on a C-2 running between the US and the British Isles. All that time he was one of the fortunate

ones who never ran into any enemy action.

When the war ended, Woods went back home and started sailing the Delta Line ships out of New Orleans. He was a Delta Line regular for about five years, a good deal of the time being spent as deck storekeeper on the passenger ship Del Sud. "I practically became an adopted citizen of Brazil and Argentina."

Subsequently, Woods took a hand in the SIU organizing drive aboard ships of the newly-founded Bloomfield Steamship Company in 1951. He sailed the Spartanburg Victory to England and when the ship got back to the States the SIU had recognition and a Union contract.

In December, 1952, his seafaring life was rudely interrupted by selective service. He was stationed in San Antonio, Texas, for eight months and then spent the next 16 months at the Barksdale Air Force Base in his home town, Shreveport.

All Work, No Money

While the arrangement was ideal from the point of view of location, Woods is the first to admit that he found military service irksome. Plenty of long hours, lots of work, no money and little time off, was the way he summed the whole thing up.

When he did get back aboard an SIU ship after his hitch he was struck forcefully by the idea that a man could raise a beef and have it taken care of. This might seem like a routine matter to the average Seafarer but it really impressed Woods, fresh out of the service.

"When you are in service," he said, "there's nobody to fight your beefs. The man who raises a beef only gets into hot water. One of the best things about a Union like the SIU is that you can raise a beef and somebody will take care of it either on the ship or when you get back into port."

SEAFARERS

PORT O'CALL

NOW IN BOTH

NEW YORK & BALTIMORE



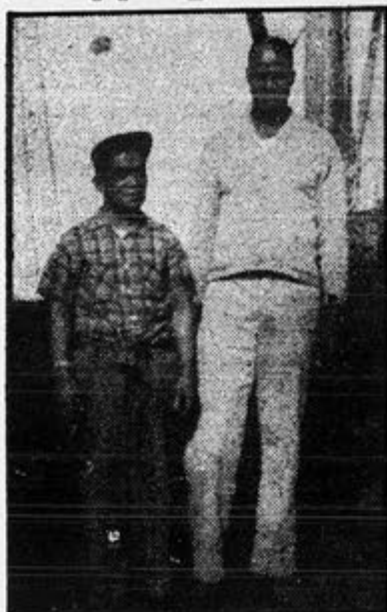
BROOKLYN BALTIMORE
675-4446 1216 E. BALT.

Persian Gulping? Try Real Cool Reefer Box

You can have all your air-conditioners, heat exhaust fans and similar gadgets, the SIU crew on the Steel Seafarer (Isthmian) has come up with the newest wrinkle in cooling equipment for Persian Gulf runs.

The theory of the Seafarer

Stepping-Stones



Seafarer Cerilo Ramos, saloon messman (5'0"), and Felix Tate, baker (6'2"), make up a striking pair aboard the Wild Ranger in the Mediterrean. Ramos, who tips the scales at 112, is almost dwarfed by the 193-pound Tate. Lionel G. DeHaven supplied the photo.

is that there's really only one cool place when you're plying through the Persian Gulf—which is guaranteed to melt both men and machines in any season.

Recently one crewmember offered the idea of having the boys sack down in the ship's empty reefer boxes as a sure way to beat the heat. The solution, of course, is not the best, but it's a thought in the right direction. If you think about being cool long enough, and stand completely still 24 hours a day, it's bound to have some effect.

Naturally, there are some problems that might arise, however. Somebody might forget to awaken the relief watchstanders in time for their watches now and then, and the gang might wake up as real man-sized ice-cubes.

There is also always the danger the someone might inadvertently hike up the thermostat, forgetting for the moment that there was brain instead of just plain beef cooling on the inside. The whole idea leaves a lot of people cold.

Chairman at the cooling session aboard the ship on May 30 was Mike Manning, assisted by Anthony Schiavone, secretary, who is also the ship's delegate.



Manning

Delegate's Role Defined for All

To the Editor:

The purpose of this letter is to clarify, as I view it, disputes regarding the duties and the functions of shipboard delegates.

A delegate is an unpaid representative of the crew who acts as a spokesman. There is a delegate from each department. When a dispute arises, each delegate discusses it with his

Letters to the Editor

respective department head. Departmental delegates handle all routine matters such as collection of overtime sheets, repair lists, disputed overtime, etc. The ship's delegate in turn represents the entire crew. At no time is a man to go to his department head regarding a dispute without his delegate. At times it may seem like a thankless job, as the delegates are under constant pressure by the necessity to set an example for the rest of the crew.

These jobs should be rotated as much as possible, which is why the Union encourages everyone to accept these jobs and gain practical experience in handling shipboard beefs. In this manner, a greater number of SIU men can understand some of the problems which confront our negotiating committee.

Honor As Delegate

For a member of the SIU to become a delegate is both a privilege and an obligation. His job is important in the sense that the men have placed their trust and confidence in him. Upon occasion some violate this trust and abuse this privilege by letting their personal feelings influence their judgment. A delegate is not a policeman, and has no vested authority. He merely can present the facts to the boarding patrolman, who renders all decisions.

At times some men take it upon themselves to write letters to officials at the Union hall about things which have taken place aboard ships. This practice should be discouraged. It would be the beginning of a police state where members would inform on one another. The only purpose it would serve would be to cause dissension and "friction" among the crew.

We all belong to the same organization, and aboard ship we are part of a team. A union is as strong as its membership, and for that reason, a sincere effort should be made to forget our petty differences and give shipboard delegates our utmost cooperation.

Pete Prevas

Greetings From The Ocean Dinny

To the Editor:

Since the report of our last shipboard meeting aboard the Ocean Dinny (Ocean Transport), we have lost one crewmember, Brother Alejandro H. Ramos, FWT, who became ill in Kobe, Japan, on May 25 and was hospitalized there.

Otherwise, everything is in good shape on this vessel, with the exception of a few minor

beefs that occur on all ships.

We are held up here at Inchon, Korea, because of rain, but will discharge the remainder of our cargo here and proceed to the States. Until our next report, which should bring better news, regards from all the crew.

Ralph O. Masters,
Ship's reporter

He Knows Secret Of SIU Success

To the Editor:

While I was in the Public Health Service hospital for so many weeks I would lie in my bed and think what was it that made our Union go so far in just a few years.

In the 45 years I have been going to sea I've been a member of many maritime unions, but they all broke up. I came to the conclusion that the trouble was they had no leaders, and the secret of our Union's success is its capable leadership.

Every organization has a head, whether it is a corporation, a Union or any other group, and its progress depends to a great extent on the ability of the men on top. The present leaders of our Union came in when we were in a dingy hole on Stone Street. Right then we started going places and have been going ever since.

One result is that oldtimers like myself who have gotten sick and can't sail anymore don't have to worry where their next meal is coming from.

I can't say too much for our Union's welfare department which is so wonderfully efficient and doesn't miss a trick. And also I might add that we are very fortunate in having a hospital like the Public Health Service hospital in Staten Island where people go out of their way to help you and see you get the best of treatment.

I used to work year in and year out for \$75 a month, to say nothing of the rotten treatment a man had to take to keep his job. Now a Seafarer can't be fired if the captain doesn't like the way he parts his hair, and all the brothers know what wages and conditions are like today. All that has come from having a good union with the best leadership there is.

Joseph Malone

'Romance Run' Is Just Lovely

To the Editor:

Here we are on the Del Valle, which is the romance run for some of the boys to South America. We are due in Recife tomorrow.

So far we are having a pretty good trip, and have a good crew doing it. There are some of the oldtimers on here, such as Charles Muree, "Slim" Higginbotham and "Chips" Brown. Eddie Metros is bosun, and T. A. Scanlon, "Red" Trully and Manuel Church are the oilers doing a good job. We had our first meeting under the new set-up and I was elected as secretary-reporter. I have to have a little more practice with a pencil instead of pliers and screw drivers, but I'll try to do my best.

O. H. Manifold
Ship's reporter

'Where To Eat' Story Disputed

To the Editor:

I am a fervent reader of our Union newspaper, THE SEAFARERS LOG, and over the years that I have been reading the LOG I have always noted that we have taken great pride in writing accurate reports of things that are of interest to seafaring men and their families.

I would like to call your attention to a story in the June 10 edition of the LOG authored by 'Honest Al' Whitmer. In the course of his story 'Honest Al' recommends fine restaurants to his fellow Seafarers who may happen to be in the different cities mentioned in his article. Whitmer says "Skipping up the East Coast to Baltimore you can't go wrong with the Hi-Ho Inn." It seems to me that Brother Whitmer in skipping up the coast to the Hi-Ho Inn skipped right by one of the finest places to eat on the entire coast. I refer, of course, to our own cafeteria in the Baltimore Hall where a seaman and his family can enjoy fine quality food at reasonable prices.

Then Brother Whitmer journeys into Philadelphia where he recommends two different restaurants. "Honest Al" then states that he don't know about Si Green's on Market Street as he "never could afford to eat there." This is one part of the article that puzzles me as Si Green's Cafeteria is noted for reasonable prices. In this cafeteria you can still buy a sandwich for ten cents and I believe the highest you can pay for a meal is seventy-five cents. The Si Green cafeteria is the restaurant that honors our meal books here in Philly and I am sure that many Seafarers will testify that his prices are reasonable.

Is Brother Whitmer a roving "cooking columnist" for the LOG or is this title self-styled?

Joseph DeCinque

(Ed. Note: Unless stated specifically the only official representatives of the LOG are those persons whose names are on page 2.)

Thanks For Aid In Son's Death

To the Editor:

I want to thank the SIU welfare representatives for the kindness shown on the death of my son, Harvey H. Brown, who passed away in Oakland, Calif., on May 31.

First, my sincere thanks to Marty Breithoff for making all arrangements on the West Coast for having Harvey's body sent back to Tampa.

Thanks also to SIU officials here in Tampa for the beautiful floral offering sent to the funeral, and for their assistance in making things easier for us.

At a time when death strikes in a family any help that people can give is most sorely needed and is most gratefully appreciated. I know Harvey would be pleased to know that the Union about which he felt so strongly was on hand to help him and his family even at the last.

I would also like to mention the Waterman Steamship Corp. for keeping us posted all during Harvey's illness in Korea and Japan. They showed him every possible courtesy.

Mrs. Edith G. Brown

Seafarers In The Hospitals

USPHS HOSPITAL
BALTIMORE, MD.
G. J. Bassler
Curt Borman
Charles Coburn
Antonio R. Coln
Victor B. Cooper
Robert Edmond
Guy Gage
Gorman T. Glaze
F. Hufana
Norman T. Jackson
Martin Kerngood
Michael Laakso
Robert Lipscomb
Philip Livingston
Dennis Marcoly
Fred Pittman
A. Rinlus
R. H. Solheim
Francis Sullivan
Carlie White

VA HOSPITAL
CORAL GABLES, FLA.
Hugh Randall

USPHS HOSPITAL
BOSTON, MASS.
Frank Alasavich
Henry J. Durney
John Keegan
Peter King

USPHS HOSPITAL
GALVESTON, TEXAS
Francisco Cuellar
Henry P. Lopez
John E. Markopolo
Erick H. Sundlof
John E. Tillman

USPHS HOSPITAL
NORFOLK, VA.
Francis J. Boner
Hubert G. Goley
Frank Hall
Floyd Hillier
G. C. Lawson
John H. Richardson

USPHS HOSPITAL
NEW ORLEANS, LA.
Louis Anderson
Edward Barry
Anthony Benedict
J. L. Bucklew
Charles H. Cassard
Leon Diliberto
Calvin Disilva
L. O. Estrada
Oscar E. Ferguson
Leo Fontenot
William Grimes
Earl T. Hardeman
Fred Harvard
George F. Immel
Cecil J. Kerrigan
E. G. Knapp
Norman L. Krumm
Leo H. Lang
James F. Lee, Jr.
Timmerman J. Lee
George W. Libby
Thomas Lind
Nicholas C. Maire
Clarence A. Mazoue
Thomas H. McLees
Clifton McLellan
Kenneth McWaters
C. R. Nicholson
Alfonso Olaguibel
Gorge D. Olive
R. A. Ratcliff
J. J. Russell
Benjamin C. Seal
Charles E. Seymour
Lynn C. Smith
Woodrow A. Snead
C. H. Summerell
Clayton Thompson
Lonnie R. Tickle
Andrew Vidal
Dick Visser
James E. Ward
Joseph Warfield
Robert Wilkerson
Herman Winborn
A. Witherington
Jack B. Wood
David A. Wright

SEASIDE HOSPITAL
LONG BEACH, CALIF.
William H. Kume

USPHS HOSPITAL
SEATTLE, WASH.
L. Bosley
Sverre Johannessen
W. H. Mansfield
V. K. Ming
Walter Sikorski
Jack E. Williams

USPHS HOSPITAL
SAVANNAH, GA.
Paul B. Bland
Aubrey P. Cohen
Rufus L. Fields
William G. Gregory
James T. Moore
John H. Morris
R. W. Thomas
Ernest H. Webb
Jimmie Littleton

USPHS HOSPITAL
SAN FRANCISCO, CALIF.
Marcelo B. Belen
G. De Jesus
Paul J. Franco
K. E. Hansen
William P. Hunt
Frank Kubek
Tong Ah Mui
John F. Murphy

USPHS HOSPITAL
DETROIT, MICH.
Tim Burke
William J. Keenan

USPHS HOSPITAL
MEMPHIS, TENN.
Charles Burton

TRIPLER ARMY HOSPITAL
HONOLULU, HAWAII
Frank T. Campbell

USPHS HOSPITAL
LEXINGTON, KY.
G. O. Chaudion

SAILORS SNUG HARBOR
STATEN ISLAND, NY
Joseph Kosluszky

USPHS HOSPITAL
FORT WORTH, TEXAS
B. F. Deibler
Virgil L. Harding
Albert W. Kozina

USPHS HOSPITAL
STATEN ISLAND, NY
Dusan DeDuisin
David M. Demichy
Robert Eschrich
Gerald Fitzjames
John F. French
William Glesen
Estell Godfrey
Hemsley Guinier
Sidney Irby
D. Kaim
Peter King
Lucian Labrador

USPHS HOSPITAL
MANHATTAN BEACH
BROOKLYN, NY
James Kennedy

USPHS HOSPITAL
MANHATTAN BEACH
BROOKLYN, NY
Fortunato Bacomo
Frank W. Bernick
Claude F. Blanks
Robert L. Booker
Joseph G. Carr
Jar Chong
Gabriel Colon
Walter W. Denley
John J. Driscoll
Bart E. Guranick
Taib Hassen
Joseph Ifsits
Thomas Isaksen
John W. Keenan
John R. Klemowicz
Ludwig Kristiansen
Frederick Landry
James J. Lawlor
Kaarel Leetmaa

USPHS HOSPITAL
MANHATTAN BEACH
BROOKLYN, NY
James R. Lewis
Arthur Lomas
Francis F. Lynch
Joseph D. McGraw
A. McGuigan
H. F. MacDonald
Michael Machusky
Vic Milazzo
Melvin O. Moore
Eugene T. Nelson
Joseph Neubauer
James O'Hare
Daniel F. Ruggiano
Wade H. Sexton
G. E. Shumaker
Henry E. Smith
Harry S. Tuttle
Virgil E. Wilmoth
Chee K. Zal

Union All The Way

— Robert 'Red' Fink



Seafarer Robert "Red" Fink strikes his own blow (above) against MSTS. He was discharged from Army this month.

LOG-A-RHYTHM:

Lament

Mrs. Bjorn Granberg

I've heard about sailors,
The glory of the sea,
Now it's right
That you listen to me.

Nothing is said
Of the wives left behind,
Who have worried about them
Since beginning of time.

One day they're happy,
So carefree and gay,
The next, he is gone
Despair then holds sway.

They watch their men go
With a smile on their face
But the ache in their heart
No one can erase.

Each night, a long vigil
For the one gone away,
Hoping and praying
He'll return from the bay

Yes, men go to sea
Loving wives stay behind
It has always been so
Since beginning of time.

'Thieves' Market' Lives Up To Name

Although the postwar years have introduced a whole new scheme of "merchandising" in the far corners of the world—providing Coca-Cola signs, "The New York Times" and "Kilroy was here" mementoes in the most unlikely places—the Orient still has Western civilization beat in a lot of particulars.

Typical of these, according to Seafarer Pat Conley, aboard the SS John C. (Atlantic Carriers), is in the way it handles its "advertising." You just know when you hear about a "Thieves' Market" that it will be all the name implies.

As Conley points out, "Whether the several hundred vendors who swarmed about the place (at Inchon, Korea) were thieves or not, I shall never know." But a later check did show that my lighter and pen and pencil set were missing . . .

Wanted Watch

The way it all started, Conley happened to remark to a shipmate that he'd like to get an Omega wrist-watch. "Don't go to any of the regular merchants," the friend advised. "They'll charge you three

or four times what you would have to pay at the 'Thieves' Market.'" Not stopping to question the values implied in this sense of thought, Conley and friend took off for the place via pedi-cab.

"It was in a narrow lane in the native section," he recalls.

"At least a dozen 'merchants' saw us coming. They swarmed out to meet us. We were all but carried into the gloomy interior. The stench was almost overpowering . . . It was also very hot.



Conley

The period was the time the Koreans call 'the Tiger Heat' . . .

"By the time we were well inside, our escort had doubled or tripled. The melange of goods we could see on the innumerable stalls seemed to range from clumsy brass objects like ash-trays and tawdry lamps to great miles of brilliant brocades . . . jewelry . . . GI clothing . . . The proprietors of these did not join in the mob which surrounded us but stood at their little stalls as if on guard . . .

"The din was mighty, but over it I managed to shout at one of these sellers that I sought an Omega watch," Conley continued. "This one must have had henchmen in our escort because, before we knew it, a sort of posse had disengaged us from the crowd and we were forcibly injected into a tiny cubicle in which the two of us plus the proprietor could barely find room to stand.

"Despite the confusion, the seller, who knew a few words of English, was suave and cajoling with a special kind of deference . . . He managed to make it clear that if he were paid in American greenbacks (which are forbidden in our possession), prices would be sharply reduced.

Commies Anxious

"This was quite natural because, at that moment the Communists were paying around 900 wan to the American dollar. But after much discussion and an exchange of traveler's checks, I bought my watch.

"Still, getting out was almost as much of an adventure as getting in. One old man with a long thin mustache and chin-whiskers grabbed me into his stall to tell me that his colleague had cheated me. The watch he showed me may or may not have been better, but it certainly was cheaper . . . His attitude was more sorrowful than angry . . . Whether it was a true 'thieves' market' or not I'll never know. Meanwhile, the watch is still going."



Seafarer Pasquale Miani whips up a pizza pie on the Orion Star.

very professional pastry, and Clarence Lund, 3rd cook, who helps keep things running in an efficient and quiet manner.

"Everyone aboard here talks of diets, but no one can do anything about them. Even if this ship comes back empty we'll be riding low in the water," they conclude.

Persian Gulf Run Features Pizza

Pizza pie, that Italian-style Stateside pastry delicacy which is a favorite North, South, East or West, is making coffeetime an especially popular event aboard the tanker Orion Star (Oil Carriers) these days.

Although Ras Tanura, Saudi Arabia, is a long haul from New York, Philadelphia, New Orleans or San Francisco, where pizza is a particular favorite, the capable ministrations of Seafarer Pasquale Miani, chief cook on the Orion Star, have brought home and home cookery a bit closer to the gang of Seafarers aboard the ship out in the Persian Gulf.

Miani isn't giving away his recipe

for the dish, but nobody cares much as long as he keeps the pizza coming. And, according to the SIU delegates on the ship, "nothing is too much trouble for Pasquale if it will keep the brothers happy. To him goes much of the credit for the fine food put out aboard this vessel," declares the report from Samuel Vincius, ship's delegate, and L. R. Frazier, black gang

spokesman.

"His chow is exceeded only by his good nature and personality," they add.

Brother Miani is ably assisted, they also point out, by Herb Knowles, baker, who puts out some

Directory Of SIU Branches

SIU, A&G District

BALTIMORE.....1216 E. Baltimore St.
Earl Sheppard, Agent Eastern 7-4900
BOSTON.....276 State St.
James Sheehan, Agent Richmond 2-0140
HOUSTON.....4202 Canal St.
C. Tannehill, Acting Agent Preston 6558
LAKE CHARLES, La.....1419 Ryan St.
Leroy Clarke, Agent HEMlock 6-3744
MOBILE.....1 South Lawrence St.
Cal Tanner, Agent HEMlock 2-1754
NEW ORLEANS.....523 Bienville St.
Lindsey Williams, Agent Magnolia 6112-6113
NEW YORK.....675 4th Ave., Brooklyn
HYacinth 9-6600
NORFOLK.....127-129 Bank St.
Ben Rees, Agent Madison 2-9834
PHILADELPHIA.....337 Market St.
S. Cardullo, Agent Market 7-1635
SAN FRANCISCO.....450 Harrison St.
Douglas 2-3475
Marty Breithoff, West Coast Representative
PUERTA DE TIERRA, PR. Pelayo 51-La #
Sal Colls, Agent Phone 2-5996
SAVANNAH.....2 Abercorn St.
A. Michelet, Agent Phone 3-1728
SEATTLE.....2505 1st Ave.
Jeff Gillette, Agent Elliott 4334
TAMPA.....1809-1811 N. Franklin St.
Tom Banning, Agent Phone 2-1323

WILMINGTON, Calif.....503 Marine Ave.
Ernest Tilley, Agent Terminal 4-2874
HEADQUARTERS.....675 4th Ave., Bklyn.
SECRETARY-TREASURER
Paul Hall
ASST. SECRETARY-TREASURERS
J. Algina, Deck C. Simmons, Joint
J. Volpian, Eng. W. Hall, Joint
E. Mooney, Std. R. Matthews, Joint

SUP

HONOLULU.....16 Merchant St.
Phone 5-8777
PORTLAND.....522 N. W. Everett St.
Beacon 4336
RICHMOND, CALIF.....257 5th St.
Phone 2599
SAN FRANCISCO.....450 Harrison St.
Douglas 2-3475
SEATTLE.....2505 1st Ave.
Main 0290
WILMINGTON.....503 Marine Ave.
Terminal 4-2874
NEW YORK.....675 4th Ave., Brooklyn
HYacinth 9-6600

Canadian District

MONTREAL.....634 St. James St. West
PLateau 8161
HALIFAX, N.S.....128 1/2 Hollis St.
Phone: 3-8911

FORT WILLIAM.....118 1/2 Syndicate Ave.
Ontario Phone: 3-3221
PORT COLBORNE.....103 Durham St.
Ontario Phone: 5591
TORONTO, Ontario.....272 King St. E.
EMpire 4-3719
VICTORIA, BC.....617 1/2 Cormorant St.
EMpire 4631
VANCOUVER, BC.....298 Main St.
Pacific 7824
SYDNEY, NS.....304 Charlotte St.
Phone 6346
BAGOTVILLE, Quebec.....20 Elgin St.
Phone: 545
THOROLD, Ontario.....52 St. David St.
Canal 7-3202
QUEBEC.....113 Cote De La Montague
Quebec Phone: 2-7078
SAINT JOHN.....177 Prince William St.
NB Phone: 2-5232

Great Lakes District

ALPENA.....133 W. Fletcher
Phone: 1238W
BUFFALO, NY.....180 Main St.
Phone: Main 1-0147
CLEVELAND.....734 Lakeside Ave., NE
Phone: Cleveland 7391
DETROIT.....1038 3rd St.
Headquarters Phone: Woodward 1-6857
DULUTH.....531 W. Michigan St.
Phone: Melrose 2-4110
SOUTH CHICAGO.....3261 E. 92nd St.
Phone: Essex 5-2410

Burly



Package From Home



By Bernard Seaman



Cabbie + 'Few Drinks' —Seafarer Loses Payoff

A rare bird these days is the Seafarer whose payoff is separated from him at the first ginmill he hits after picking up his dough. However, such was the unfortunate case of one Seafarer recently.

The brother involved fell victim to one unscrupulous cabdriver. Since then, his experience has tended to sour him on the whole profession, although it's the one bad-apple-in-a-thousand among cabbies who's really at fault.

Basically the cabbie had an easy mark if he was on the lookout for some easy cash and he took full advantage of it. He merely took the Seafarer and his bundle away from the dock, and dropped his non-negotiable passenger along the way.

The recital runs this way: "After paying off the Robin —, I picked up a cabby pier three in Erie Basin and told him where to take me. On the way, I told the driver to stop. 'Let's have a little drink together,' I said.

"After we had several drinks, I was ready to go again. But the first thing that happened when we came out of the gin mill, the cabbie ran his hand down into my pocket, ran to his cab and was gone like the wind before I could catch up with him. He cleaned me out, change and all, and I wound up broke, with a long walk ahead of me.

"It was a tough break being rolled for my payoff, after being beached for 18 months due to illness. I also should mention that I fouled up before and at the payoff and wound up paying the consequences."

The Seafarer in question, whose

FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and the \$2,500 death benefits are being paid to their beneficiaries:

Albert Hasselbrock, 48: Brother Hasselbrock died of natural causes at the USPHS hospital in Staten Island on May 16, 1955. Burial took place at Rosehill Cemetery, Staten Island, N.Y. Hasselbrock had been sailing in the deck department since 1953; he entered the Union in Lake Charles. His beneficiary is Norman B. Hadden of Lake Charles, La.

Mikels Penton, 19: Injuries from an automobile accident on Highway No. 7, Lumberton, Miss., caused Brother Penton's death on April 7, 1955. Burial took place in Hickory Creek Cemetery, St. Tamary Parish, La. Brother Penton had been a member of the SIU only a short time. He joined in New Orleans and sailed as a wiper in the engine department. He is survived by his father, Ellis Penton of Pearl River, La.

name is being withheld, does point out, however, that it's a good idea to notice the cab driver's name when entering any cab, at the payoff or at any other time. In that way, if something happens, he adds, you can possibly get the guy later.

Too Late

The only trouble with this line of thinking is that by then it's too late. By that stage of the game the victim is generally too far gone to read the little numbers on the driver's registration — or anything else for that matter. The idea is not to get looped in the first place. "After paying off, then you can go ahead with your drinking if you care to," our man adds. It's another lesson learned the hard way.

Good Fishing



Seafarer Dick Sullivan, wiper, displays the 4-foot, 25-pound barracuda he caught from the Del Rio in Port Gentil, West Africa.

RECENT ARRIVALS

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

Marie Theresa Calvo, born May 16, 1955. Parents, Mr. and Mrs. Miguel Calvo Llovet, New York, NY.

Fiore Caputo, born May 24, 1955. Parents, Mr. and Mrs. Nicholas Caputo, Brooklyn, NY.

Robert Clyde Larkin, born May 12, 1955. Parents, Mr. and Mrs. Lester N. Larkin, Woburn, Mass.

Joann Tsousakis, born April 12, 1955. Parents, Mr. and Mrs. Nicholas Tsousakis, Baltimore, Md.

Irene Velinda Perez, born April 14, 1955. Parents, Mr. and Mrs. Idelfonso N. Perez, Baltimore, Md.

Roberto Hannibal, Jr., born May 9, 1955. Parents, Mr. and Mrs. Roberto Hannibal, New York, NY.

Carmine Pinilla, born May 25, 1955. Parents, Mr. and Mrs. Louis Pinilla, Bronx, NY.

Jean Ellen Eckerl, born May 3, 1955. Parents, Mr. and Mrs. Raymond Eckerl, New York, NY.

Rosemary Munster, born May 13, 1955. Parents, Mr. and Mrs. Martin Munster, Wickliffe, Ky.

Jenney Angelica White, born June 1, 1955. Parents, Mr. and Mrs. Darrell Wayne White, Port Arthur, Texas.

Walter Mark Edmunds, born April 25, 1955. Parents, Mr. and Mrs. Walter Edmunds, East Boston, Mass.

William Velazquez III, born May 29, 1955. Parents, Mr. and Mrs. William Velazquez, Brooklyn, NY.

Daryl David Granger, born May 21, 1955. Parents, Mr. and Mrs. Caney L. Granger, Mamou, La.

Robert Blackwell Ward Jr., born December 28, 1954. Parents, Mr. and Mrs. Robert Ward, Jane Lew, West Va.

Karl Louis Diering, born May 7, 1955. Parents, Mr. and Mrs. Louis Diering, Stratford, NJ.

George Phillip Hatcher, born May 14, 1955. Parents, Mr. and

Mrs. George Hatcher, Chinquapin, NC.

John David Nordstrom, born May 25, 1955. Parents, Mr. and Mrs. Johan Nordstrom, Mobile, Ala.

Shannon Ann Osborne, born May 23, 1955. Parents, Mr. and Mrs. James Osborne, Norfolk, Va.

Guillermo Lopez, born May 28, 1955. Parents, Mr. and Mrs. Reinaldo Lopez Montes, Brooklyn, NY.

Valencia Ann Allen, born April 18, 1955. Parents, Mr. and Mrs. James C. Allen, New Orleans, La.

Maria Irma Garcia, born April 22, 1955. Parents, Mr. and Mrs. Vicente Garcia, Hitchcock, Texas.

Ezabra Ann Tipton, born April 6, 1955. Parents, Mr. and Mrs. George Tipton, Erwin, Tenn.

David Lee Williams, born March 2, 1955. Parents, Mr. and Mrs. George M. Williams, Brooklyn, Md.

Giovanni Varg uiz, born May 19, 1955. Parents, Mr. and Mrs. Giovanni Vargas, New York, NY.

David Lee Willis, born April 30, 1955. Parents, Mr. and Mrs. Perley D. Willis, Norfolk, Va.

Dorothy Julia Richardson, born May 5, 1955. Parents, Mr. and Mrs. Thomas W. Richardson, Philadelphia, Pa.

NOTICES

The following men's vaccination cards left aboard the Lawrence Victory are being held in the SEAFARERS LOG office at SIU headquarters: Giovanni Altonare, R. Andy, N. Brancato, F. Cornier, E. Lane, Bert Tomlin.

The following men are urged to file a new enrollment card for SIU family welfare benefits as they are not now on the enrollment list. They failed to sign their enrollment cards:

Edward James Bender, Benny W. Brinson, Joseph Colon Garcia, Rudolph M. Guthrie, Francisco Infante, Gerald L. Kersey, James J. Labenz, William G. Linker, James Foster Mapp, Jan S. Kozerski, G. Mefford, George Meshover, Gregorio Mirabueno, John James Quinn, Nemesio Quinones, Daniel William Rose, Ralph Sapia, Frank W. Schmiedel, Greer C. Stevens, Paul Andrew Switch, Fred Herman Thompson, William Vidal, S. Zygarowski.

OCEAN ULLA (Maritime Overseas), May 22—Chairman, H. Skalsgaard; Secretary, D. Piccerelli. Captain refuses to stock up sea chest even though it is in very bad condition. Beef over deck gang turning to an the stores. Ship's delegate will see patrolman about this and get it squared away. Crew must give captain 24 hours notice if they want to pay-off. Vote of thanks given to steward department for good chow and service.

TRANSATLANTIC (Pacific Waterways), June 2—Chairman, A. H. Anderson; Secretary, R. Morales. Motion carried to accept and concur in communications. Everything running good aboard this vessel. No beefs.

ALCOA CLIPPER (Alcoa), May 29—Chairman, H. Patterson; Secretary, G.

Digest of ships' Meetings

Annis. Motion made and carried to accept all headquarters communications. Balance of ship's fund \$91.68. Ship's treasurer elected. It was suggested not to get any movies this trip and to allow 2nd steward to run the messhall his way.

DE SOTO (Pan Atlantic), June 5—Chairman, A. Cherney; Secretary, C. Copper. Time off has been working out and the way it looks all departments will have a day off in the home port. Crewmember missed ship in Baltimore and was referred for Union action. Ship's secretary-reporter elected. Wishes for a speedy recovery to Hugh Randall who was taken off this ship in Miami. He entered VA hospital in Coral Gables, Fla. Elected new ship's treasurer. All headquarters communications accepted unanimously. Crew complimented Union for progress with additional Welfare benefits. A donation was requested from all brothers for Hugh Randall's wife.

FRANCES (Bull), May 22—Chairman, R. Will; Secretary, E. O'Rourke. Ship's delegate extended a vote of thanks to the negotiating committee. Carpenter is building an awning back aft for comfort of brothers who care to sleep there in hot weather. Beef in engine department about overtime. Wipers to see engine delegate about disinfectant and brown soap. Headquarters communication on welfare accepted. Discussions held on wipers working on tank tops on week ends and appearance during meal hours. Vote of thanks to carpenter for work on behalf of crew. Vote of thanks to steward department for good work. A discussion was held on accident reports. Crew to see SIU welfare representative before signing anything.

June 6—Chairman, R. Will; Secretary, E. O'Rourke. Beef on delayed sailing will be referred to patrolman. Balance of ship's fund \$12.50. Communications accepted and concurred. Carried unanimously. Steward department rooms need painting. To be put on repair list along with request for painting deck department's shower.

MARYMAR (Calmar), June 5—Chairman, A. Reasko; Secretary, L. Frazier. Sailors' fockle will be painted. Ship's treasury \$25.28. Communications accepted and concurred. Discussion was held on engineer doing wiper's work. Matter will be taken up at payoff.

June 7—Chairman, A. Reasko; Secretary, J. Markham. Discussion on new benefits in welfare plan. Captain ordered two oilers before he needed them and therefore will pay two men two day's pay. Overtime will be checked at Baltimore payoff, along with explanation of shoring up cargo. Company claims safety of vessel.

MASSMAR (Calmar), June 4—Chairman, A. Novak; Secretary, M. Willey. Food is very poor on this ship. This condition to be reported to boarding patrolman in all ports. Headquarters communications accepted and concurred in. Carried unanimously. Motion made and carried that 10 days' supplementary supply of food be put aboard on arrival on east coast, in addition to regular stores. Fire alarm in crews quarters out of order, and many other things to be put on repair list.

STEEL DIRECTOR (Isthmian), June 7—Chairman, A. Boyer; Secretary, W. La Nasa. Motion made and carried to accept and concur all headquarters communications. Everything running smoothly.

WINTER HILL (Cities Service), June 5—Chairman, E. Swionkowski; Secretary, J. McCain. One man missed ship in Lake Charles. Engine delegate requests that men turn to on overtime when they are asked to. Elected ship's treasurer. This ship has an excellent crew and there are no beefs. Motion made to accept and concur in headquarters communications 100 percent. Vote of thanks given to steward department for good work.

YAKA (Waterman), June 4—Chairman, W. McCusiston; Secretary, J. Craft. Repair list to be given to boarding patrolman in Long Beach. Water cooler is to be replaced if not repaired. It was brought to the crews attention that men do not board vessel until one hour before sailing time and captain has noticed this. Overtime may be lost because of it and this does not agree with Union ruling. Therefore crew was asked to

adhere to same. Ship's fund is now \$22.75. McKinsey missed ship in Baltimore but met it in Mobile. This time engine delegate had a replacement for same. Communications from headquarters accepted. Water cooler in bad shape. Discussion was held about men who report late to ship on sailing day, and caused crew to lose overtime.

ALCOA PARTNER (Alcoa), June 3—Chairman, C. Crabtree; Secretary, F. Vorkamp. Except for medicine cabinets in crews quarters, all repairs completed. Enrollment cards distributed to all brothers to complete and return to ship's chairman. A vote of thanks regarding the new SIU Welfare Plan benefits. Crewmembers are cooperating with steward regarding linen. Headquarters report to be posted in messhall. All communications accepted and carried unanimously. Ship's chairman elected Brother T. D. York. Steward said he would take care of giving the crew more of a variety for night lunch.

IBERVILLE (Pan Atlantic), June 6—Chairman, F. Miller; Secretary, T. Taylor. Communications from headquarters read and a motion made to accept and concur. Everything running well aboard this vessel.

NEVA WEST (Bloomfield), May 22—Chairman, J. Gribble; Secretary, J. Reilly. A discussion with the patrolman in the next American port will be held regarding trouble with the captain about draws. Minor repairs completed. Resolutions have been posted and accepted 100 percent. One brother in the deck department missed ship in Germany. It was suggested that ship's delegate see the chief engineer about regulating water in the showers. More care must be taken while using washing machine.

ROBIN HOOD (Seas Shipping), June 6—Chairman, W. Grant; Secretary, W. Gustafson. The skipper was told by the previous crew and now by this crew that he is lost happy, and we don't like sailing with him on a long voyage. Headquarters communications accepted and concurred. Motion was made that the crew not sign-on with this captain. Carried unanimously.

STEEL ADVOCATE (Isthmian), May 25—Chairman, J. DeLeonardo; Secretary, L. Larkin. Two men were injured and taken care of. They remained aboard ship but off articles. Cuenca Benito, the 2nd cook and baker is missing. Motion made and carried to keep washing machine clean. Captain said if men cannot straighten out he will try to make them straighten out according to law. Crew agrees to cooperate with messmen. Renoir 1st will be posted and each crewmember may offer suggestion for same.

STEEL AGE (Isthmian), May 29—Chairman, V. Suska; Secretary, C. Tobias. Penalty cargo ruled by patrolman as no good. Man who missed ship would like his gear to be sent to New York from Alexandria or Port Said. Balance of ship's fund is \$21.17. Recent communications read, accepted, and concurred. Carried unanimously. Ship's committee is to meet and draft a letter to SIU concerning the shoreworkers. Warning to all crewmembers that laundry must be individual's responsibility and kept clean. Secretary-reporter elected.

STEEL DIRECTOR (Isthmian), June 6—Chairman, T. Walecki; Secretary, C. Stach. All headquarters communications accepted and concurred. Carried unanimously. Things running smoothly.

YOUNG AMERICA (Waterman), May 28—Chairman, G. Hildreth; Secretary, Edelman. Outside of disputed overtime in deck and engine departments everything is okay. Crew requests company to put a water pump in washing machine. Captain refuses to allow steward department to soule their rooms after telling Seattle Union agent it will be allowed.

SANTORE (Ore), May 23—Chairman, R. Harp; Secretary, G. Profs. Results of meeting of May 16 relative to steward will be taken up with port agent upon arrival in Baltimore. Disputed overtime will also be taken up in Baltimore with boarding patrolman. Brother missed ship in Baltimore, his gear was checked and packed. A marked improvement in menu since last meeting. Communications accepted and concurred in. Carried. Crewmembers were asked to stop throwing cigarettes and apple cores in passageways. Suggested that department delegates take up a draw list.

SEATRAN SAVANNAH (Seatrains), June 3—Chairman, C. Hyde; Secretary, S. Johnson. All headquarters communications accepted and concurred. Carried unanimously. Things running smooth. No beefs.

STEEL FLYER (Isthmian), May 22—Chairman, C. Bush; Secretary, S. Nielsen. Ship's fund \$75.16. Crew was requested to turn over ship's delegates mail to him. Motion made and carried that all communications from headquarters be accepted. Ship's delegate, secretary and treasurer elected. Old TV set is to be raffled off to help defray expenses of new set. Engine delegate and bosun both reported on poor food aboard. Steward reported that grade of meat is poor this trip and the patrolman should check with the port steward about it. Crewmembers complain about roach situation and they will show report to patrolman.

ROBIN TUXFORD (Seas Shipping), June 15—Chairman, J. Olsen; Secretary, J. Anger. Motion made and seconded to accept and concur in headquarters report. Carried. Everything running smooth.



Now Hospitals Need The Help

To the Editor:

In the recovery room at the USPHS hospital on Staten Island many a stiff fight is fought by the staff to save the life of an American seaman. Now another hard fight must be fought, but this time it will be to save the life of this great hospital and the jobs of that staff. Somehow we feel that the American seaman will go all-out

Letters to the Editor

to save these wonderful hospitals.

Instead of thinking of closing the USPHS hospitals, the Government should really start a program to expand this agency. The USPHS hospitals have the best trained and supervised personnel, who work hard and take pride in their jobs. In a civilian hospital, just the opposite applies.

Typical of many letters we get from people who have passed through here is this one from a seaman living on Staten Island, who wrote to our director, Dr. Kenneth R. Nelson, last year:

"I was a patient at the hospital in 1953 and most of the time I was on the critical list. It is quite doubtful that I could have pulled through had it not been for the wonderful doctors, nurses and attendants and their unfailing interest in my welfare. Without a single exception, nothing was left undone to help me.

"In a matter of this kind, words are inadequate to express my profound gratitude. I only wish that more people could go and see this fine hospital in action, how clean and beautiful it is and the great contribution it is making to the welfare of our nation."

The above is one of many letters sent in gratitude for the good care rendered at Staten Island. Last year each employee was given a mimeographed copy of this one as a sort of morale booster and I thought it was so wonderful I have kept my copy ever since.

I somehow seem to think that the AMA is behind the whole deal to shut down the USPHS program. I hope the unions will stay with this fight to save these great institutions.

An Employee
USPHS Hospital
Staten Island, NY

Benefits Insure Peace Of Mind

To the Editor:

I dare say that almost daily you receive letters from the membership expressing their approval of the increased benefits under our SIU Welfare Plan. Well, this is no different.

The \$21 weekly benefit will mean more help to those of us who are hospitalized, and the \$15 increase in the disability benefit will bring added security and comfort to those who are disabled, but in my opinion the benefits which have been established to cover our wives and families mean as much as any of the others.

I know that if the family

benefit had been in force three months earlier I would have had a real load removed from my mind.

Wife III

Mrs. Hancock has been a semi-invalid for several years and our savings have not been great due to medicine and doctor's bills. On March 26 she fell and broke her back. X-rays showed what the doctors said was a "concussion of the No. 1 and No. 2 lumbar vertebra." A brace was made at a cost of \$85 and this, added to hospital, doctor and all other necessary expenses totalled over \$250, so the Welfare Plan's protection to my wife would have helped a great deal at the time.

This new family insurance gives a man a certain peace of mind because he knows his family will receive the care it needs when it needs it most.

This means a great deal to those of us with families. It is better than a wage increase and more liberal than Blue Cross or Blue Shield.

When I joined the SIU in 1941, I never expected to see any maritime union gain the benefits which have come to pass in our Union since that time. I believe it is all due to the ability and foresight of our leaders plus the sincerity of our membership.

Elmer A. Hancock

Hails New York And Prosperity

To the Editor:

The membership of our Union has been growing more cosmopolitan by the year. Our best prospects for keeping and creating more jobs for all of us depends largely on the continued prosperity of the nation as a whole.

There need never be a fear of depression in the United States as long as money is kept in circulation. With color television coming along, billions of dollars will pass hands in the television industry alone, in the next ten years.

When a large group plans a convention, New York usually lands it. Why? Because the big Broadway shows, the opera and the best boxing are here.

Shipping unloads to its greatest market here in New York.

We're doing pretty well, with all our beefs. We're far ahead of any nation I've heard of so far when it comes to better living and money to enjoy it.

Henry L. Franklin

Hails LOG Job On Welfare Plan

To the Editor:

Sincere congratulations on your very competent job in handling and printing the detailed information and explanation of our new welfare benefits.

I sure hope you do just that once or twice a year in order to provide a clear and general understanding of such valuable information among all of us.

It is a very good stimulant to know and be reminded how well protected we are under our strong organization, which spares nothing to give us the best value out of every dollar that goes into our SIU Welfare Plan.

Let me take this same opportunity to express my ardent wishes for the best of health and good luck to all our Union officials who are always prompt to work in that direction on our behalf.

Luis A. Ramirez

Ocean Ulla Is A Good Feeder

To the Editor:

Things are straightening out little by little aboard the SS Ocean Ulla (Maritime Overseas), probably because we have been lucky to get a gang of exceptionally good seamen on here. It's only too bad the officers don't appreciate them.

As ship's delegate, I'd like to give a vote of thanks to our bosun, Hans Skalagaard, who painted a picture of the ship and left it to the crew to raffle off for a ship's fund when we reach New York. Incidentally, he is one of the best bosuns I ever sailed with.

No Hungry Bellies

A vote of thanks to our steward, Danny Piccerelli, who is one of the best when it comes to feeding. There is definitely not a hungry belly on this ship. More stewards ought to be like him.

He puts up a wonderful menu, with no set rules. In that way, when you go to the mess-hall there's something different all the time.

Our chief cook, Leslie P. Shattuck is also a crackerjack, and shows the qualities that will make him a fine Union brother. He goes out of his way to do a superb job in the galley, such as getting up earlier than is customary to get out the good food we have been eating. Anytime you walk into the galley and ask for a sandwich or something to eat he'll always do it willingly.

So, from the crew of the Ocean Ulla, a vote of thanks for a good feeding ship.

D. Giangiordano

Julesburg Black Gang Rated Tops

To the Editor:

We have been out on the Persian Gulf to Japan shuttle for a little over seven months and in that time I have had the pleasure of sailing with one of the best engine department crews that I have ever sailed with.

At all times they have been willing to do the work which we have set up for them to do.

When I came on the Julesburg (Mathiasen) as chief engineer, I started an intensive clean-up campaign at the request of our director of maintenance and repair. The engine room really needed it, as I well knew, as I had been first assistant on here for three years and had always held back due to "economy reasons."

Solid Crew

We left Baltimore October 29, 1954, and to this date we have lost only one of the original gang, a wiper who got off on the West Coast for personal reasons.

The men listed below are those who made the trip with us: Herb Berner, pumpman; Mike Lubas, 2nd pumpman, engine man maintenance; Bill Talley, Ken Lewis, Al Karr, oilers; Joe Decique, "Jiggs" Jeffers, Dick Whalley, FWTs; wipers Angelo "Jack" Tambascio, who left the ship at El Segundo, Calif., and Frank Ayer who joined the vessel at that port.

Personally, I would sail with these men at any time they present themselves aboard any SIU-contracted vessel I am sailing on.

Paul A. Johnson
Chief engineer

Lake Charles Hopes For Cement Trade

LAKE CHARLES—Hopeful that the announced plans of a new cement company here may eventually provide some activity in the port for SIU-manned cement carriers, Seafarers will be watching a proposed riverfront plant building program here with considerable interest.

The fledgling concern is already starting to acquire ground for the construction of a building fronting right on the river. The work itself is actually expected to get underway within a few weeks.

Although shipping in the port has been holding up pretty well during the past few weeks, no one is raising an outcry against the possibility that ships in the cement trade might one day make Lake Charles a regular port of call. The additional activity is always welcome.

Only In-Transits

This is especially true since the port's registration list holds more than enough men to easily handle all the jobs expected in the port during coming weeks. Nothing other than the usual run of in-transits is due here in the coming period.

On the labor front, the Lake Charles AFL Metal Trades Council is still closeted in contract talks with the Firestone Rubber Co., as progress in the negotiations is

making slow headway. Some points have already been cleared up, but the matter of new wages and improvements in certain working conditions is still hanging fire.

Proposals for new wage scales, of course, are still the major item under dispute, but the council is determined to see the issue through to a finish. It has the backing of local labor groups right down the line.

MFOW At Balto SIU Hall Now

BALTIMORE—Newest tenant to take up quarters in the still-brand-new SIU building in this port, the SIU-affiliated Marine Firemen, Oilers and Water-tenders Union is now occupying offices at the hall along with building "oldtimers" such as the MM&P, BME and Baltimore Federation of Labor. Baltimore agent Sheppard and all the Seafarers in Baltimore extend a hearty welcome to their West Coast brothers.

Opened In November

First opened for business last November, the modern, four-story building provides office space for a number of other union tenants, in addition to all facilities for SIU branch operations. The building boasts a cafeteria, bar, Sea Chest store and barber shop as well as regular port offices.

Up until now, the MFOW has occupied its own quarters elsewhere on the waterfront. The action of the SIU West Coast affiliate, in moving its port operations into the Seafarers hall, is expected to effect a much smoother working relationship between the SIU and the Firemen. Registration and dispatching will be handled out of the spacious Seafarers hiring hall on the second floor of the building.

Step Up Organizing

In other action in the port, a corps of Seafarers and SIU port officials are laying the groundwork for a stepped-up organizing campaign in several areas, with the aim of securing more jobs under SIU contract. The unpublishized drive is gaining results and a favorable response already in some shipping quarters. No details are yet forthcoming.

PERSONALS

Joseph C. Clevenger

Please get in touch with your father as soon as possible.

E. B. Lowe

Contact your wife c/o Restaurant, 700 Lynwood Blvd., Columbus, Ga.

Robert W. Ariel

Please write soon. Howard Ross, SS Yorkmar, c/o Calmar SS Corp., 25 Broadway, New York, NY.

Wallace E. Mason

Need your help immediately. Wire or cable General Delivery, Quincy, Mass. Dad.

Vincent L. Meehan

Get in touch as soon as possible with H. Parness, 92 Liberty St., New York, NY.

Raymond E. Davis

Please contact your home. Your lost papers were sent here. Clarence.

Ray Parker

I would like to hear from you. Arthur A. Butler, 5963 Belneath St., Houston 21, Texas.

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

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

NAME

STREET ADDRESS

CITYZONESTATE

Signed

TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:

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CITYZONESTATE



Anne Purdy, wife of Seafarer Wilbur Purdy, and children Patricia, 5; Geraldine, 8; Robert, 5; "It was wonderful news to learn about the new benefit. I pray we will never need it, but at the same time it certainly gives me a feeling of comfort to know that help is there ready for us if we ever have to call for it. It is particularly important when my husband is away from home, out at sea. I know now that in any serious emergency we will have something to fall back on, regardless of the circumstances at the time, because we can count on the Union for aid."



Genevieve Kay, wife of Seafarer Leonard Kay; children, Elsie, 2; Keith, 1; "Sickness always calls for money and seems to come when least expected. When someone has to go to a hospital it is a financial hardship on the family. The new plan certainly gives us a feeling of safety; though, of course, we hope we never have to use it."

The INQUIRING SEAFARER

"What do you think of the new SIU hospital and surgical benefits for Seafarers' wives and children?"

(Question Asked In New Orleans.)

A new system of hospital and surgical benefits for Seafarers' dependents was won for the SIU membership last month. In New Orleans, the LOG's photographer went into the homes of Seafarers to seek the reactions of those most affected by the new benefits—the wives who are charged with the responsibility of caring for the health and welfare of their children while their menfolk are away at sea.



Bella Bucano, wife of Seafarer Ernest Bucano; daughter, Alicia, 2; "The new Welfare Plan looks wonderful to us. It is something we have needed for a long time and it's good to get it. We never know what will happen when our husbands are away at sea and the system set up under the Seafarers plan helps relieve our worries because we know we will be taken care of no matter what takes place."



Maria La Nasa, wife of Seafarer Wallace La Nasa; children (seated, left-right) Edward, 9; Monita, 5; Wayne, 3; Myra, 6; (standing) Wallace Jr., 16; Jack, 14; Douglas, 12; "I know from personal experience what it means to a family when one of the children becomes seriously ill. Last year, Douglas had to go to the hospital on short notice for a major operation and he has had to go back to the doctor every now and then. Coverage such as we have now certainly would have been a big help to us. The kind of health insurance that we could buy privately would be just too expensive for a family as large as ours. As far as I can tell, it wouldn't give us nearly as much protection."



Naomi Bailey, wife of Seafarer Sam Bailey; children, Diane, 9; Michael, 11; "This is one of the finest benefits the Welfare Plan could have given us. It will represent actual cash saving for our family because we have been carrying expensive hospitalization. We can discontinue it now because we are covered by the Seafarers hospital and surgical plan."

CONSTITUTION

Seafarers International Union • A&G District • AFL

EVERY SEAFARER IS GUARANTEED

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

The new SIU constitution has evoked considerable comment in and outside maritime and labor circles. Here are a few of the many reactions to the document from members of Congress.

Senator Herbert H. Lehman, NY: "It is greatly encouraging to know that responsible unions such as yours are not ceasing their attempts to further rights of their members, both within the unions and as part of the total national economy. I find particularly praiseworthy the Statement of Principles and the Declaration of Rights contained in the beginning of your constitution."

Senator Henry M. Jackson, Wash.: "... I have looked over the constitution and off-hand it would appear to be eminently fair and just. I

was particularly interested in the fact that it was adopted in such a democratic manner by the full membership of your organization."

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

Senator Hubert Humphrey, Minn.: "The constitution seems to me to be an extremely democratic one and I am impressed with the emphasis which is placed upon ratification by members. I

also approve the provisions with respect to providing for a trial committee ..."

Representative Robert H. Mollohan, West Va.: "I am particularly impressed by the provisions dealing with trial and appeal; they are certainly in the best American tradition. Placing the burden of proof on the accuser and guaranteeing the accused representation, cross-examination and an opportunity to be confronted by his accuser should guard against irresponsible, unjust punishment."

Senator Harley Kilgore, West Va.: "The requirements ... that the membership shall participate in the making of every decision and policy seems to me to be a healthy and effective method of maintaining democracy ..."



CONSTITUTION

Seafarers International Union • A&G District • AFL

PREAMBLE

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

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

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

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

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

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

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

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

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

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

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

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

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

To regulate our conduct as a Union and as individuals so as to make seamanship what it rightly is—an honorable and useful calling. And bearing in mind that we are migratory, that our work takes us away in different directions from any place, where the majority might otherwise meet to act, that meetings can be attended by only a

fraction of the membership, that the absent members, who cannot be present, must have their interests guarded from what might be the results of excitement and passions aroused by persons or conditions, and that those who are present may act for and in the interest of all, we have adopted this constitution.

STATEMENT OF PRINCIPLES AND DECLARATION OF RIGHTS

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

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

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

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

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

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

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

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

V

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

VI

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

VII

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

VIII

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

CONSTITUTION

ARTICLE I

NAME AND GENERAL POWERS

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

ARTICLE II

AFFILIATION

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

ARTICLE III

MEMBERSHIP

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

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

OBLIGATION

"I pledge my honor as a man; that I will be faithful to

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

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

This time shall not run:

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

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

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

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

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

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

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

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

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

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

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

ARTICLE IV REINSTATEMENT

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

ARTICLE V DUES AND INITIATION FEE

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

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

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

ARTICLE VI RETIREMENT FROM MEMBERSHIP

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

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

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

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

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

ARTICLE VII SYSTEM OF ORGANIZATION

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

(a) The Constitution

(b) Majority vote of the membership

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

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

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

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

ARTICLE VIII ATLANTIC AND GULF DISTRICT OFFICERS, PORT AGENTS, AND PATROLMEN

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

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

ARTICLE IX OTHER ELECTIVE JOBS

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

(A) Meeting Chairman

(B) Delegates

(C) Committee Members of:

(a) Auditing Committee

(b) Trial Committee

(c) Quarterly Financial Committee

(d) Appeals Committee

(e) Negotiating and Strike Committee.

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

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

Section 1. The Secretary-Treasurer

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

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

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

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

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

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

At the first regular meeting in August of every election year, the Secretary-Treasurer shall submit to the membership a pre-balloting report. This report shall recommend the number and location of Ports, the number of Assistant Secretary-Treasurers and Agents, and the number of Port Patrolmen which are to be elected for each Port.

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

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

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

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

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

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

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

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

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

Section 2. Assistant Secretary-Treasurer

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

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

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

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

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

Section 3. Port Agents

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

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

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

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

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

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

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

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

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

Section 4. Port Patrolmen

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

Section 5. Meeting Chairmen

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

such rules as are adopted, from time to time, by a majority vote of the membership in each Port.

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

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

Section 6. Delegates

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

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

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

Section 7. Committees

(a) Auditing Committee

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

(b) Trial Committee

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

(c) Quarterly Financial Committee

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

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

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

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

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

(d) Appeals Committee

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

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

(e) Negotiating and Strike Committee

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

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

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

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

5. A Negotiating and Strike Committee may decide the time of entry into a strike, provided prior authority, as evidenced by a majority vote of the membership, is

granted therefor. In all other cases, a majority vote of the membership shall decide when a strike shall begin.

6. This Committee shall be charged with the preparation and execution of a strike plan which shall be binding on all members and other persons affiliated with this Union. However, a majority vote of the membership may repeal, or otherwise treat or dispose of any part or all of a strike plan.

ARTICLE XI

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

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

Secretary-Treasurer
Assistant Secretary-Treasurer
Port Agent
Patrolman

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

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

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

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

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

ARTICLE XII

QUALIFICATIONS FOR OFFICERS, PORT AGENTS, PATROLMEN, AND OTHER ELECTIVE JOBS

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

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

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

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

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

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

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

ARTICLE XIII

ELECTIONS FOR OFFICERS, PORT AGENTS AND PATROLMEN

Section 1. Nominations

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

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

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

Section 2. Credentials Committee

(a) A Credentials Committee shall be elected at the first regular meeting after September 11th of the election year, at the Port where Headquarters is located. It shall consist of six members in attendance at the meeting, with two members from each of the Deck, Engine and Stewards Departments. In the event any Committee member is unable to serve, the Committee shall suspend until the Secretary-Treasurer calls a special meeting at the Port in order to elect a replacement. The Committee's results shall be by majority vote, with any tie vote being resolved by a majority vote of the membership at a special meeting called for that purpose at Headquarters Port.

(b) After its election, the Committee shall immediately

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

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

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

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

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

Section 3. Balloting Procedure

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

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

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

(d) No member may vote, without displaying his Union Book, in which there shall be placed an appropriate notation of the date and of the fact of voting, both prior to being handed a ballot. A ballot shall then be handed to the member who shall thereupon sign his name on a separate roster, together with his book number, and ballot number. The portion of the ballot on which the ballot number is printed shall then be removed, placed near the roster and the member shall proceed to the voting site.

(e) Each Port Agent shall be responsible for the estab-

lishment of a booth or other voting site where each member may vote in privacy.

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

(g) Voting shall commence on November 15th and shall continue until January 15th inclusive, Sundays and holidays excluded. If November 15th or January 15th falls on a holiday or a Sunday, balloting shall commence or end, as the case may be, on the next succeeding business day.

Section 4. Polls Committees

(a) Each Port shall elect, prior to the beginning of the voting on each voting day, a Polls Committee, consisting of three members. For the purpose of holding a meeting for election of a Polls Committee only, five (5) members shall constitute a quorum for each Port. It shall be the responsibility of the Port Agent to call the meeting for the purpose of electing the said Polls Committee. In no case shall voting take place unless a duly elected Polls Committee is functioning.

(b) The duly elected Polls Committee shall collect all unused ballots, the voting rosters, the numbered stubs of those ballots already used, the ballot box or boxes, and the ballot records and files kept by the Port Agent. It shall then proceed to compare the serial numbers and amounts of stubs with the number of names and corresponding serial numbers on the roster, and then compare the serial number and the amounts of ballots used with the verification list, as corrected, and ascertain whether the unused ballots, both by serial numbers and amount, represent the difference between what appears on the verification list, as corrected, and the ballots used. A report shall then be drawn, indicating the results of the foregoing comparisons and noting any discrepancies. A copy of this report shall be given the Port Agent, to be presented to the next subsequent regular meeting. A copy shall also be simultaneously sent to the Secretary-Treasurer, who shall cause an investigation to be made forthwith, in the event of discrepancies. The results of such investigation shall be reported to the membership as soon as completed, with recommendations by the Secretary-Treasurer. A majority vote of the membership shall determine what action, if any, shall be taken thereon, with the same effect as indicated in Article I.

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

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

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

At the end of each day's voting the Polls Committee, in the presence of any member desiring to attend, provided he observes proper decorum, shall open the ballot box or boxes, and place all of that day's ballots therein in an envelope together with a copy of the roster of that day's voting. The envelope shall then be sealed. Each member of the Polls Committee shall sign his name across the flap of the said envelope with his book number next to his signature. The Committee shall also place the date on said envelope, as well as a certificate that the said box or boxes were opened publicly, that all ballots for that day only were removed, and that all of those ballots are enclosed in the envelope dated for that day. This envelope shall then be replaced in the ballot box. The ballot box shall then again be locked and sealed and the key shall be placed in an envelope. This envelope shall then be sealed, and the members of the Committee shall sign their names across the flap of this envelope and place their book numbers thereon, together with the date. It shall be the responsibility of the Port Agent to see that this envelope with the key is properly safeguarded until turned over to the Polls Committee the following morning. In addition, the Polls Committee shall deliver to the Port Agent duplicate copies of the roster, the unused ballots and reports as set forth in this section, any files that may have been given, the ballot box or boxes, and all the stubs collected both for the day and those turned over to it. The Port Agent shall keep the rosters, unused ballots, ballot box or boxes, and stubs, under lock and key until duly called for as herein set forth. The Port Agent shall insure that no person illegally tampers with the ballots, stubs, rosters, or ballot boxes while they are under his custody. A third copy of the rosters for that day shall be mailed by the Polls Committee, or the Port Agent, to Headquarters.

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

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

(a) A Port Tallying Committee shall be elected at the first regular meeting after the close of voting at each Port. It shall consist of six (6) members, two from each of the three departments of the Union. In the presence of any member desiring to attend, provided he observes decorum, it shall open the ballot box or boxes, count the number of ballots therein contained, and count the number of votes for each candidate. The Committee shall place all ballots therein in a sealed envelope, together with a certification signed by all members of the Committee that the said box or boxes were opened publicly, that all the ballots therein were counted and tallied, and that all of those ballots are enclosed in the envelope, and shall forward this to Headquarters. The Committee shall also forward to Headquarters, in the same package but bound separately, all the rosters, together with a certification signed by all members of the Committee that all the rosters utilized are enclosed therein. In the same package, but bound separately, the Committee shall forward to Headquarters all unused ballots, together with a certification, signed by all members of the Committee that all the unused ballots sent to the Port are enclosed therewith. The certification shall identify, by serial number and amount, the unused ballots so forwarded. In the same package, but bound separately, the Committee shall forward to Headquarters all stubs collected during the period of voting, together with a certification, signed by all members of the Committee, that all the stubs collected by the Committee are enclosed. It shall be understood that the above certifications are made according to the best knowledge, information, and belief of the Committee members. Wherever forwarding is not done in person, forwarding shall be accomplished, expeditiously, by registered air mail, special delivery. All forwarding shall be to the Headquarters Tallying Committee, at the address of Headquarters. In the event a Port Tallying Committee cannot be elected or cannot act, the Port Agent shall transfer all of the aforesaid material to the Headquarters Tallying Committee which will then carry out the aforesaid functions.

(b) The Port Tallying Committee which is elected at the Port where Headquarters is located shall also act as the Headquarters Tallying Committee. The Headquarters Committee is charged with the tally of all the ballots and the preparation of a report setting forth in complete detail, the results of the election, including a complete accounting of all ballots and stubs, and reconciliation of the same with the rosters, verification lists, and receipts of the Port Agents, all with detailed reference to serial numbers and amounts, and with each total broken down into Port totals. The report shall clearly detail all discrepancies discovered, and shall contain recommendations for the treatment of these discrepancies. All members of the Committee shall sign the report, without prejudice, however, to the right of any member thereof to submit a dissenting report as to the accuracy of the count and the validity of the ballots, with pertinent details.

(c) The Tallying Committee is also charged with the receipt and evaluation of written protests by any member who claims an illegal denial of the right to vote. If it finds the protest invalid, it shall dismiss the protest and so inform the protesting member, by wire, on the day of dismissal. If it finds the protest valid, the Committee shall order a special vote, on such terms as are practical, effective, and just, but which terms, in any event, shall include the provisions of Section 3-C of this Article and the designation as to the voting site of the Port most convenient to the protesting member. Where a special vote is ordered in accordance with this Paragraph C, these terms shall apply, notwithstanding any provisions to the contrary contained in this Article. Protests may be made only in writing and must be received by the Headquarters Tallying Committee during the period of its proceedings. The reports of this Committee shall include a brief summary of each protest received, the name and book number of the protesting member, and a summary of the disposition of the said protest.

(d) The Headquarters Tallying Committee shall commence proceedings on the first business day subsequent to its election and shall complete its proceedings within two weeks thereafter. Each member of the Committee shall be paid at the prevailing standby rate of pay. The proceedings of this Committee, except for the actual preparation of the report and dissents therefrom, if any, shall be open to any member, provided he observes decorum.

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

(f) At the Election Report meeting, there shall be taken up the discrepancies, if any, referred to in Section 5-B of this Article, and the recommendations of the Tallying Committee submitted therewith. A majority vote of the membership shall decide what action shall be taken thereon. If any, which action, however, shall not be beyond ordering a special vote to the extent reasonably indicated by the reported discrepancies. The same procedure shall apply to all members appealing from denials of their protests by the Headquarters Tallying Committee, which ap-

peals may be taken, by the said member, by addressing a letter or telegram to each Port, c/o the Port Agent, in which shall be set forth the facts regarding the appeal from the dismissal of his protest, the member's name, and his book number, with a copy to Headquarters. It shall be the duty of the Port Agent to submit this appeal to the Election Report meeting at his Port. The protesting member is charged with making this appeal prior to the holding of this meeting. Special votes ordered in accordance with this paragraph shall take place at the Port where the claimed discrepancy or denial of the right to vote occurred. In such case, the Port Agent shall have the functions of the Tallying Committee as set forth in Section 5-C of this Article, insofar as the said Section 5-C deals with the terms of such special vote.

Port Agents shall officially notify Headquarters, immediately, after the Election Report meeting, of the decision of the membership at the Ports with regard to all of the foregoing. Headquarters is charged with adequately and timely informing affected members of the decisions reached.

A majority of the membership, at the Election Report meeting, may order a recheck and a recount where a dissenting report has been issued by one or more members of the Headquarters Tallying Committee.

(g) A special vote must be taken within ten (10) days after the Election Report meeting. The Secretary-Treasurer shall make a sufficient amount of the usual balloting material available to Port Agents for the purpose of such special votes. Immediately after the close of such special voting, the Port Agent shall summarize the results and communicate those results to the Secretary-Treasurer. The ballots, stubs, rosters, and unused ballots pertaining to the special vote shall be mailed to Headquarters, all in the same package, but bound separately. An accounting and certification by the Port Agent similar to those indicated in Section 5-A of this Article shall be enclosed. The Secretary-Treasurer shall then prepare a report containing a combined summary of the results, together with a schedule indicating in detail how they affect the Headquarters Tallying Committee's results. The form of the report of the Headquarters Tallying Committee shall be followed as closely as possible. Two copies shall be sent to each Port, one copy of which shall be posted. The other copy shall be presented at the next regular meeting after the Election Report meeting.

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

(a) The person elected shall be that person having the largest number of votes cast for the particular office or job involved. Where more than one person is to be elected for a particular office or job, the proper number of candidates receiving the successively highest number of votes shall be declared elected. It shall be the duty of the Secretary-Treasurer to notify each individual elected.

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

(c) The duly elected Secretary-Treasurer, Assistant Secretary-Treasurers, Port Agents, and Port Patrolmen shall take over their respective offices and jobs, and assume the duties thereof, at midnight, March 31st. At that time, the terms of their predecessors shall expire. This shall not apply where the successful candidate cannot assume his office because he is at sea. In such event, a majority vote of the membership may grant additional time for the assumption of the office or job. In the event of the failure of the newly-elected Secretary-Treasurer to assume office, the provisions of Article X, Section 2-A, as to succession shall apply until such office is assumed. If he does not assume office within 90 days, the line of succession shall apply until the expiration of the term. All other cases of failure to assume office shall be dealt with as decided by a majority vote of the membership.

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

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

ARTICLE XIV OTHER ELECTIONS

Section 1. Auditing Committee.

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

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

Section 2. Quarterly Financial Committee.

The Quarterly Financial Committee shall be elected at the Port where Headquarters is located, at the first or second regular meeting held after the close of the calendar quarter for which the Committee is to make the required audit. It shall be the duty of the Secretary-Treasurer to decide at which of these meetings the election shall take place. The Committee shall consist of six members, with two members from each of the Deck, Engine and Stewards Departments. No officer, Port Agent, Patrolman or em-

ployee shall be eligible to serve on this Committee. The members shall be elected by a majority vote of the members present at the meeting provided that any member eligible to serve may nominate himself.

Section 3. Trial Committee.

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

Section 4. Appeals Committee.

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

Section 5. Negotiating and Strike Committee.

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

Section 6. Meeting Chairman.

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

Section 7. Delegates.

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

ARTICLE XV TRIALS AND APPEALS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

given a fair trial, or (c) that for any other reason, the accused was not given a fair trial.

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

(e) The Appeals Committee may recommend lesser punishment.

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

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

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

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

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

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

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

ARTICLE XVI OFFENSES AND PENALTIES

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

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

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

- (a) Wilfully misappropriating or misusing Union property of the value in excess of \$50.00;
- (b) Unauthorized use of Union property, records, stamps, seals, etc., for the purpose of personal gain;
- (c) Wilful misuse of any office or job, elective or not, within the Union for the purpose of personal gain, financial or otherwise, or the wilful refusal or failure to execute the duties or functions of the said office or job, or gross neglect or abuse in executing such duties or functions;
- (d) Unauthorized voting, or unauthorized handling of ballots, stubs, rosters, verification lists, ballot boxes, or election files, or election material of any sort;
- (e) Preferring charges with knowledge that such charges are false;
- (f) Making or transmitting, with intent to deceive, false reports or communications, with knowledge of the falsity thereof, or unauthorizedly altering reports or communications which fall within the scope of Union business;
- (g) Deliberate failure or refusal to join one's ship, or misconduct or neglect of duty aboard ship, to the detriment of the Union or its agreements;
- (h) Deliberate and unauthorized interference, or deliberate and malicious vilification, with regard to the execution of the duties of any office or job;
- (i) Paying for, or receiving money for, employment aboard a vessel;
- (j) Wilful refusal to submit evidence of affiliation for the purpose of avoiding or delaying money payments to the Union, or unauthorizedly transferring or receiving evidence of Union affiliation, with intent to deceive;
- (k) Wilful failure or refusal to carry out the orders of those duly authorized to make such orders during time of strike.

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

- (a) Wilfully misappropriating or misusing Union property of the value under \$50.00;
- (b) Assuming any office or job, whether elective or not, with knowledge of the lack of possession of the qualifications required therefor;
- (c) Misconduct during any meeting or other official Union proceeding, or bringing the Union into disrepute by conduct not provided for elsewhere in this Article.

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

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

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

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

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

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

(e) Disorderly conduct in the Union Hall;

(f) Gambling in the Union Hall;

(g) Negligent failure to join ship.

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

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

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

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

ARTICLE XVII PUBLICATIONS

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

ARTICLE XVIII BONDS

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

ARTICLE XIX EXPENDITURES

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

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

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

ARTICLE XX INCOME

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

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

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

(a) The ballot must be secret.

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

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

ARTICLE XXI

PERMITS AND OTHER TYPES OF UNION AFFILIATION

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

ARTICLE XXII

FORMULATION OF SHIPPING RULES

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

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

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

ARTICLE XXIII QUORUMS

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

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

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

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

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

ARTICLE XXIV MEETINGS

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

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

ARTICLE XXV AGENTS' CONFERENCE

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

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

ARTICLE XXVI DEFINITIONS AND MISCELLANEOUS PROVISIONS RELATING THERETO

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

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

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

(a) The Constitution

(b) Union policy, and

(c) Custom and usage of the Union in the indicated priority.

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

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

Section 6. Where the title of any office or job, or the

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

Section 7. The term "Election Year" shall be deemed to mean that calendar year prior to the calendar year in which elected officials and other elected job-holders are required to assume office. The first election year shall be deemed to be 1954.

Section 8. The terms, "this Constitution," and "this amended Constitution," shall be deemed to have the same meaning and shall refer to the Constitution which takes the place of the one adopted by the Union in 1939, as amended up through August 1951.

Section 9. The term, "member in good standing," shall mean a member not in arrears or under suspension or sentence of expulsion. Unless otherwise expressly indicated, the term, "member," shall mean a member in good standing.

Section 10. The term, "membership book," shall mean any official certificate issued as evidence of Union membership.

Section 11. Whenever the day on which a Union meeting or action is to take place falls on a holiday, the meeting or action shall be put off until the next business day, at the same hour.

ARTICLE XXVII AMENDMENTS

This Constitution shall be amended in the following manner:

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

Section 2. When a proposed amendment is accepted by a majority vote of the membership, it shall be referred to a Constitutional Committee in the Port where Headquarters is located. This Committee shall be composed of six members, two from each Department and shall be elected in accordance with such rules as are established by a majority vote of that Port. The Committee will act on all proposed amendments referred to it. The Committee may receive whatever advice and assistance, legal or otherwise, it deems necessary. It shall prepare a report on the amendment together with any proposed changes or substitutions or recommendations, and the reasons for such recommendations. The latter shall then be submitted to the membership by the Secretary-Treasurer. If a majority vote of the membership approves the amendment as recommended, it shall then be voted upon, in a yes or no vote by the membership of the Union by secret ballot in accordance with the procedure outlined in Article XIII, Section 3-B through Section 5. The amendment shall either be printed on the ballot, or if too lengthy, shall be referred to on the ballot. Copies of the amendment shall be posted on the bulletin boards of all Ports and made available at the voting site in all Ports.

Section 3. If approved by a 2/3 majority of the valid ballots cast, the amendment shall become effective immediately upon notification by the Headquarters Tallying Committee to the Secretary-Treasurer that the amendment has been so approved, unless otherwise specified in the amendment. The Secretary-Treasurer shall immediately notify all Ports of the results of the vote on the amendment.

ARTICLE XXVIII TRANSITION CLAUSE

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

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

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

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

Section 5. The Secretary-Treasurer, the Assistant Secretary-Treasurer, all Port Agents and Patrolmen, and all others elected as a result of the balloting held by this Union during November and December of 1952, shall be deemed to have been duly elected in conformity with the provisions of this Constitution. From the date of adoption of this Constitution, they shall execute the powers and functions, and assume the responsibilities, of the said offices and jobs, as set forth in this Constitution. They shall hold office, pursuant hereto, until the expiration date of the terms of office set forth herein. The terms of Article XIII, only insofar as they apply to election of Officials, Port Agents, and Patrolmen, shall take effect the first election year.

SUMMARY of SIU CONSTITUTION



ARTICLE I—Name and General Powers: Designates the name of the union and defines its general powers.

ARTICLE II—Affiliation: Provides for affiliation of the Atlantic and Gulf District with the Seafarers International Union of North America, the American Federation of Labor and other bodies as may be determined by a majority vote of the membership.

ARTICLE III—Membership: Sets forth that new members may be admitted under rules set by a majority vote of the membership—Defines certain eligibility requirements that must be met by candidates for new membership—Provides relief for members who may be unable to pay dues because of incapacity beyond their control—States the Union's oath of obligation—Outlines rules for suspension and dismissal for non-payment of dues and assessments—Rights of membership to expel those who might support dual and hostile groups.

ARTICLE IV—Reinstatement: Gives the membership the right to set rules for reinstatement of dismissed members.

ARTICLE V—Dues and Initiation Fee: Retains the existing dues schedule, initiation fee and method of payment—Provides dues may not be changed except by constitutional amendment—Permits the membership, by majority vote, to waive dues and initiation fees for organizational purposes only.

ARTICLE VI—Retirement from Membership: Defines the procedure by which a Seafarer may retire his book and outlines the method of reinstatement.

ARTICLE VII—System of Organization: Designates the departments of the Union and provides for administrative authority.

ARTICLE VIII—Officers: Designates the following as elective officers: the Secretary-Treasurer, Assistant Secretary-Treasurers and Port Agents and Patrolmen.

ARTICLE IX—Other Elective Jobs: Provides that meeting chairmen, delegates and members of certain committees must be elected by the membership.

ARTICLE X—Duties of Elective Officers: Defines the duties of the Secretary-Treasurer, Assistant Secretary-Treasurers, Port Agents, Patrolmen, Meeting Chairmen, Delegates and members of the Auditing, Trial, Quarterly Financial, Appeals and Negotiating and Strike Committees—Provides procedure for filling vacancies in office—Requires all Port Agents to file weekly financial reports—Establishes membership control over actions and reports of officials and committees.

ARTICLE XI—Wages and Terms of Office: Provides that the Secretary-Treasurer, Assistant Secretary-Treasurers, Port Agents and Patrolmen shall serve for two-year terms and that their wages shall be set by a majority vote of the membership—Provides for hiring and dismissal of other employees and personnel, subject to a majority vote of the membership.

ARTICLE XII—Qualifications for Elective Office: Sets forth that any member has the right to nominate himself for any office—Lists eligibility requirements for the various offices.

ARTICLE XIII—Elections: Describes procedure for nomination of a six-member Credentials Committee to inspect the candidates' eligibility according to rules of Constitution—Establishes safeguards for the right of a member to nominate himself to office—Retains the Union's existing balloting procedure—Describes balloting procedures in detail—Provides for election of five-member Polls Committees and six-member Tallying Committees to conduct elections and tabulate results—Sets forth the manner for installation of officers.

ARTICLE XIV—Other Elections: Provides procedure for election of meeting chairmen, delegates and members of the following committees: Auditing, Quarterly Financial, Trial, Appeals, Negotiating and Strike—Defines qualifications for these positions.

ARTICLE XV—Trials and Appeals: Reaffirms the right of every member to a fair trial by an impartial committee of his Union brothers.

Lists in detail the procedure for bringing charges and for presenting charges to the membership—Provides for election of five-member trial committee and defines Committee's procedure and duties—Requires that accused must be confronted by the accuser—Gives accused right to representation by a brother member before the trial committee—Requires presentation of the Committee's findings to the membership for acceptance, rejection or modification by a majority vote of the members—Provides procedure for appeals.

ARTICLE XVI—Offenses and Penalties: Lists in detail the offenses for which a member may be brought to trial—Places limitations on penalties that may be imposed upon members found guilty of such offenses—Gives a member the right to waive trial and accept an automatic penalty for infractions not involving suspension or dismissal from the Union—Provides for trial by meeting acting as committee as a whole for offenses committed during course of meeting.

ARTICLE XVII—Publications: Gives the membership the right to authorize the publication of a newspaper and other literature.

ARTICLE XVIII—Bonds: Provides for bonding of officers and employees of the Union under such conditions as may be determined by the membership.

ARTICLE XIX—Expenditures: Provides that the membership shall determine policies or specific instructions with regard to expenditures.

ARTICLE XX—Income: Defines the Union's sources of income—Sets forth the duty of members to require Union representatives to give them a receipt for any payment of money to the Union—Provides that no assessment may be levied unless approved by a two-thirds majority of the valid ballots cast by the members in a secret election—Gives membership power to set up general rules for assessment balloting—Provides for the Union to derive income from dividends, interest and legitimate business operations.

ARTICLE XXI—Permits: Retains the existing requirement that rules for issuance of permits must be determined by the members.

ARTICLE XXII—Formulation of Shipping Rules: Guarantees, as did the previous Constitution, that shipping rules may not be revised unless approved by membership.

ARTICLE XXIII—Quorums: Provides that the quorum for a special meeting of any port shall be six members and the quorum for a regular Port meeting shall be seven members.

ARTICLE XXIV—Meetings: Sets the time and date for regular meetings at 7 PM on every other Wednesday—Exceptions are noted for holidays and failure to obtain a quorum.

ARTICLE XXV—Agent's Conference: Provides for an annual conference of Port Agents to be called by the Secretary-Treasurer.

ARTICLE XXVI—Definitions: Defines various terms used frequently in the language of the Constitution.

ARTICLE XXVII—Amendments: Details procedure for amendment of the Constitution by the membership.

ARTICLE XXVIII—Transition Clause: Provides for transfer of Union practices and procedures to regulation by proposed Constitution.