

NLRB Tells Runaway Operator:

'NEGOTIATE WITH SIU!'

Board Says Florida Owner Can't Hide Behind Liberian 'Front'

Story On Page 3



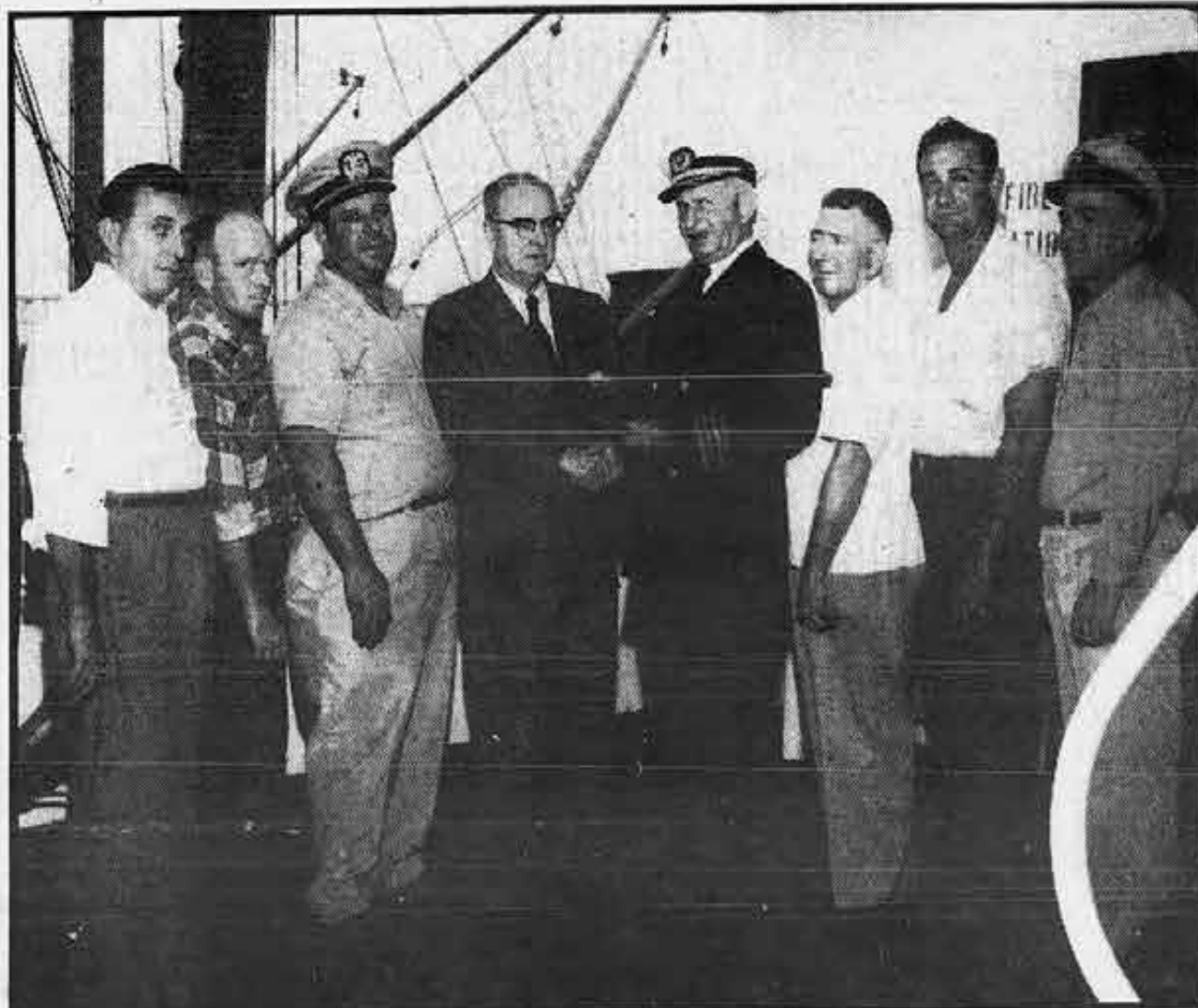
For Sanitation: Secretary of Health, Education and Welfare Abraham Ribicoff (right) presents president R. J. Jurgen of Ore and Calmar with citations for sanitation aboard vessels of two SIU-contracted companies. At left is Dr. L. L. Terry, surgeon-general of USPHS. Story on Page 7.

Complete Text

CONSTITUTION

SEAFARERS INTERNATIONAL UNION OF
NORTH AMERICA—ATLANTIC, GULF, LAKES
AND INLAND WATERS DISTRICT, AFL-CIO

See Supplement



For Safety: Presenting Delta Line's 1960 Safety Award plaque to captain and crew of SIU-manned Del Alba is Harry X. Kelly, chairman of Delta Line's executive committee, at ceremony on vessel in New Orleans. Story on Page 7.

SIU CONTRACT ACCORDS NEAR TO 100% MARK AS BLOOMFIELD IS LINED UP

NEW YORK—The number of companies signed to new SIU contracts neared the 100 percent mark this month when Bloomfield Steamship reached agreement with the Union, leaving Alcoa as the sole remaining major holdout in the dispute which last month precipitated the 18-day maritime strike.

The Bloomfield agreement was considered particularly significant because Bloomfield and Alcoa were the two SIU-contracted companies which had assigned their bargaining rights to the American Merchant Marine Institute. AMMI was the chief foe during the contract dispute of the SIU and Marine Engineers Beneficial Association, which are allied with seven other maritime unions in the National Committee for Maritime Bargaining.

About a week before the Bloomfield agreement, the solid AMMI front was cracked on July 6 when States Marine, one of the country's largest unsubsidized operators, signed a three-year contract with MEBA. This contract gave the engineers the right to organize the company's foreign-flag ships, and also provided for the company's participation in a joint committee to work for legislation to promote and expand the American merchant fleet and to increase job opportunities for American merchant seamen.

Recognition of the unions' right to organize foreign-flag ships, together with a call for the formation of a joint committee on merchant marine problems, were the two chief demands of the NCMB unions during the contract negotiations.

These demands by the NCMB unions were based on the realization that job security had to be the number one issue in contract negotiations.

Both of these demands have been met by all SIU companies which have reached new agreements with the Union. In addition, these agreements—running

for one year—call for a four percent gain, which has been used to improve welfare, pension and vacation benefits.

For a detailed report on the new contract gains, see back page.

The agreement reached with Bloomfield is the same as that reached with the other SIU-contracted operators whose contracts were wrapped up well in advance of July 3, when the maritime strike was halted by a temporary restraining order issued

dispute with any companies which refused to reach agreement with the Union.

In a news program televised by the Columbia Broadcasting System on the night of July 3, when the temporary restraining order was issued, Hall said "we will keep our powder dry . . . and on the 81st day we will be ready to resume strike action against any company which has not by then met our contract demands."



This was the scene at SIU headquarters as shipping resumed in full swing when maritime strike was halted July 3 by temporary restraining order granted under Taft-Hartley Act.

under the provisions of the Taft-Hartley Act.

A week later, on July 10, the temporary order was extended into a full 80-day Taft-Hartley injunction despite the vigorous opposition of the MEBA and SIU.

The MEBA and SIU argued that a permanent injunction should not be issued because, at that time, well over half of the nation's merchant fleet was covered by new contracts and no peril to the nation's health and safety existed.

The MEBA—as did the Masters, Mates and Pilots—also argued that Taft-Hartley does not apply to the officers' unions and indicated that they are prepared to carry an appeal to the Supreme Court.

Meanwhile, SIU President Paul Hall made it clear that the injunction would serve as no bar to the SIU's complete resolution of the

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PAUL HALL, President

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Gets SIU \$\$ For Hearing Aid



Seafarer Angelo Reyes, now on special disability, receives \$190 check for hearing aid at hq from John Dwyer, welfare rep. Money came from special equipment fund of Welfare Plan.

SIU Wins Welfare Plan For Railroad Tugboatmen

NEW YORK—The SIU scored another significant "first" this month when it won for its railroad tugboatmen the full benefits of the Seafarers Welfare Plan.

The precedent-shattering agreement was signed by the railroads on July 19 after the Union had bargained with the

farers and their families.

Heretofore, the railroad tugboatmen have had only the same type of welfare coverage applicable to other railroad employees—that is, a term insurance policy.

The SIU, during the course of the 13-day tugboat strike in January, had demanded that the tugboatmen be brought under the Seafarers Welfare Plan, with its comprehensive provisions.

Panel Established

One of the terms by which the strike was settled on January 23 called for the establishment of a three-man panel to look into the welfare question.

This panel was to consist of a labor representative, a railroad representative and a neutral mem-

ber to be named by Secretary of Labor Goldberg, Governor Rockefeller and Mayor Wagner.

The neutral member named was Dr. Donald Shaughnessy, of Columbia University, and he subsequently recommended that the SIU tugboatmen be brought under the provisions of the Seafarers Welfare Plan. He also recommended that other railroad tugboatmen involved in the January strike—members of the MEBA and MM&P—be brought under the welfare plans of their respective unions.

While the demand for adequate welfare protection was one of the primary issues in the strike, the number one issue was the demand for job security occasioned when the railroads insisted on the unilateral right to arbitrarily reduce the number of men working on their boats.

In this area, too, the three unions involved in the strike—the SIU, MEBA and MM&P—were successful and prevented the 11 railroads involved in the dispute from going through with their job-cutting plan.

Soviet Fleet Growing As America's Declines

WASHINGTON—The Soviet merchant marine is growing by leaps and bounds while the American merchant fleet steadily dwindles in the face of expanding world trade, according to the latest figures compiled by the SIUNA Washington office.

The years from 1950 to 1960 saw a doubling of the Russian merchant fleet from 432 vessels totaling 1,325,000 gross tons to 873 ships totaling 3,617,000 gross tons.

During the same years, the American merchant fleet has been reduced by 15 percent in the number of its vessels and registered a 2,039,000-gross ton decline.

The US fleet, including 2,000 ships in the mothball fleet, fell from 3,492 ships, totaling 25,793,000 tons in 1950, to 2,928 ships of 23,754,000 tons in 1960. Actually in 1961, the US-flag merchant fleet has only about 900 ships actively playing the shipping lanes.

The area of greatest growth in the Soviet fleet is in tankers and bulk carriers. In 1950, the Russians had only 10 bulk carriers. Today, the USSR has 98 bulk carriers with a combined gross tonnage of 378,000 tons.

SIU Mans Ex-Israeli Bulk Ship

NORFOLK—An SIU crew went aboard an unusual new vessel in this port, a 22,000-ton German-built bulk carrier, now registered under the American flag. The vessel, the Tamara Guilden, is operated by the newly-contracted Transport Commercial Corporation.

The Tamara Guilden is one of three bulk carriers that were built in Germany as part of a reparations agreement with Israel. Several other vessels, including passenger ships, were built under the same agreement and are operating under the Israeli flag. Apparently, the Zim Line, which owned the bulk carriers, had sufficient bulk tonnage for its own needs and was looking for funds for other projects.

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RUNAWAY ORDERED TO BARGAIN

From The Campus To The Sea



Only a few days after graduating from Swarthmore College, SIU scholarship winner Donald Peterson threw in for a job as OS on the Elizabeth. Shown here, at the Philly hall, are (l-r) Joe Buzalewski, A. R. Haskins, Peterson and dispatcher Jim Doris. Peterson, with the oldest registration card, got the job.

Top NY Court, Too, Slaps Down Runaway

NEW YORK—Just a day before the NLRB's significant ruling in the case of SS Florida (see adjoining stories), a top New York State court also gave American maritime unions an important legal victory in their campaign to organize runaway-flag ships.

This victory came on July 10 when a New York Court of Appeals, by a 4-3 vote, held that the National Labor Relations Board holds primary jurisdiction in an attempt to organize crewmen on Liberian-flag vessels operated by the Ineres Line.

The case in point began early in 1960 when the International Maritime Workers Union began to organize the crewmen of Ineres' Liberian-flag cruise ships, the Nassau and Victoria.

The IMWU had been jointly established by the SIU and NMU to carry out in the United States the organizing policies on runaways adopted by the International Transportworkers Federation. It was dissolved following the unanimous adoption of a resolution by SIU and NMU representatives at a meeting on May 3 of this year.

As was pointed out in the resolution, the SIU had withdrawn from the ITF whose policies the IMWU had been created to implement. Furthermore, the resolution noted that as a result of Federal court and Labor Board decisions, American maritime unions are now free to organize runaway shipping directly.

The SIU followed up the announcement of the IMWU's dissolution by announcing that it was stepping up its organizing campaign against the runaways.

Ships Picketed

The Ineres Line action, undertaken while the IMWU was still functioning, resulted in the picketing of the Ineres Line ships in New York, and this picketing continued until it was halted by an injunction granted by the New York Supreme Court and later upheld by the Appellate Division by a 3-2 vote.

In seeking the injunction, the company's attorney argued that the picketing was illegal under the

state's laws. The union attorney argued that the NLRB, with which the union had filed unfair labor practice charges against the com-

(Continued on page 8)

Co. Must Deal With SIU, Rehire Fired Crewmen

WASHINGTON—Another important victory in the fight to organize American-owned foreign-flag shipping has been won by the SIU. The National Labor Relations Board has ordered the owners of the Liberian-flag SS Florida to bargain with the Union and to reinstate all crewmembers who were fired for union activity, with appropriate back pay.

In upholding the SIU's unfair labor practice charges against the company, the NLRB again upheld the right of American seamen's unions to represent the crews of foreign-flag ships. The Board not only repeated its findings in the 1958 SIU petitions for the Florida but also specified that American unions have jurisdiction even when the runaway-ship is owned by a foreign corporation.

The Board's findings declared that the situation in the Florida case is substantially the same as that in West India Fruit and Steamship where the SIU also won the right to represent a Liberian-flag crew. "The foreign incorporation of the nominal owner and operator of a vessel cannot bar the jurisdiction of the act over an operation otherwise within the coverage of its provision," the Board ruled.

The latest Board decision is regarded as a severe blow to the American Merchant Marine Insti-

tute and its oil company allies. The AMMI and the oil companies are still attempting to evade demands by unions in the National Committee for Maritime Bargaining that they recognize the unions' right to organize American-controlled foreign ships. The companies involved had taken the position that the demand was "illegal" and that they would not discuss it in negotiations.

NMU Dropped Issue

The AMMI hand had been strengthened by the action of the National Maritime Union in dropping the runaway issue. Now, however, in light of this latest Labor Board ruling, the operators who are balking union demands in this area, such as Alcoa, will have a difficult time justifying their refusal to bargain on the issue.

SIUNA President Paul Hall noted that "since the Board has reaffirmed our position that the union has the right to represent the crews of runaway ships, it has certainly destroyed the arguments of the American Merchant Marine Institute, the oil companies and others who maintain that the runaway ships are outside the scope of collective bargaining between United

States unions and United States management."

The SS Florida originally had been an American-flag SIU-contracted ship. It was transferred to the Liberian-flag in 1955. Subsequently, the SIU organized the crew, consisting predominantly of alien seamen, and petitioned the Labor Board for an election.

In June, 1958, the NLRB issued its landmark decision in which it recognized, for the first time, the legal right of an American seamen's union to organize a runaway ship. The Board based its decision on the fact that the vessel was American-owned and controlled and operated in the foreign commerce of the United States.

An election followed, which the SIU won by the landslide margin of 87 to 21. Subsequently, P&O, the owners of the Florida, refused to bargain with the Union and refused to reinstate eight crewmembers who had been fired for pro-Union activity.

SIU Files Charges

The SIU then filed its unfair labor practice charges against the company. In the meantime, the SIU had organized crewmembers of another Liberian-flag cruise ship, the Yarmouth, and of the Sea Level, a railroad car carrier owned by West India Fruit and Steamship. SIU cases were filed at the Labor Board covering both of these vessels.

In February, the NLRB ruled in favor of the SIU in the West India case, citing its 1958 findings on the Florida and noting the essentially-American nature of the Sea Level's operation.

In its decision on the Florida, issued on July 11 the NLRB noted that when P&O Steamship transferred the vessel foreign, it set up two Liberian corporations. It transferred the vessel to one of them, the Blue Steamship Corporation, which in turn, bareboat the ship to the Green Trading Corporation. Green Trading turned around and time-chartered the ship to P&O.

The NLRB recalled that "in the representation proceedings, the Board found that both Blue SS and Green Trading are instrumentalities of P&O and that P&O had full control of the vessels, was its beneficial owner and was, in fact, the employer of the crew . . .

"... the situation now before us is, in substance, the same as that in West India. Clearly, under such circumstances, the foreign incorporation of the nominal owner and operator of a vessel cannot bar the jurisdiction of the act . . ."

As a result, the NLRB ordered the company to stop discriminating against employees who are Union members, to stop intimidating them or spying upon them or interfering in their rights to join and assist the union.

It also ordered the company to reinstate eight fired crewmembers with appropriate back pay and to negotiate, in good faith, with the SIU as the exclusive representative of the unlicensed employees of the Florida and the SS Southern Cross.

FROM NLRB RULING ON FLORIDA...

Following are excerpts from the findings of the National Labor Relations Board with respect to the unfair labor practice charges filed by the SIU against the owners of the Liberian-flag SS Florida:

Prior to August, 1955, the Florida was owned and operated by Peninsular and Occidental Steamship Company, herein called P&O, a Connecticut corporation, and sailed under the American flag operating between Miami, Florida and Havana, Cuba. In that month P&O organized Blue SS Co., a Liberian corporation, and having complied with applicable US laws, transferred the ships to Blue for a nominal consideration. That company, in Sept., 1955, duly registered the Florida under the laws of Liberia. During this same period, P&O and its attorneys organized, under the laws of Liberia, the Green Trading Co. On August 18, 1955, Blue chartered the Florida bareboat to Green, which on the same day, entered into a time sub-charter with P&O for operation of the vessel. Insofar as the record indicates, the above charter arrangements have been in effect at all times here material.

The Florida, which is a passenger cruise vessel, carrying some cargo, has since its transfer to Liberian registry continued to operate regularly out of Miami, Fla. . . to various foreign territories, such as Nassau in the British Bahamas, and Havana, Cuba, which were ports of call at the time the unfair labor practices involved in this proceeding occurred. The ship is primarily provisioned and repaired in the US and derives most of its passenger trade and the bulk of its cargo at Miami. It has never been in Liberian waters, but is inspected by agents of the Liberian government. The crew of the vessel is composed primarily of non-resident aliens.

With respect to the unfair labor practices, the record here shows that the events involved occurred in the US, upon the high seas and in areas under the jurisdiction of Great Britain and Cuba. As noted, they involve members of the crew of the Florida and were directly related to their status as employees serving on that vessel.

The respondents, as stated above, contend that on these facts, the Board is without jurisdiction under the Act to proceed in this case, arguing in support

of their position (1) that the Act cannot be applied extraterritorially as would be required to reach the unfair labor practices involved, (2) that only the law of Liberia—that is, flag law—is applicable to the vessel and its crew in view of its Liberian registration and ownership, and (3) that the Labor Act was not intended by Congress to apply to labor disputes between foreign employees and their employers.

The facts in the present case are substantially the same in many material aspects as those in West India. Thus, we have here a United States enterprise operating vessels registered under the laws of a foreign nation, manned by predominantly alien crews, and engaged in the foreign commerce of the United States as that term is defined in Sect. 2 (6) of the Act. However, in West India, the owner of the vessels and employer of the crew was a domestic corporation, while here it is argued that such owner and employer are foreign corporations, that is, Blue SS and Green Trading respectively. Consequently, the jurisdictional question which now must be decided is whether the interposition of these Liberian corporations stands as a bar to the jurisdiction of the act which would clearly cover the operation under the rationale of the West India decision were P&O directly the shipowner and employer of the crew.

In the representation proceedings, the Board found that both Blue SS and Green Trading are instrumentalities of P&O and that P&O had full control of the vessel, was its beneficial owner, and was in fact the employer of its crew. No facts have been placed in evidence in this proceeding warranting our disturbing such findings and they are hereby affirmed. Consequently, the situation now before us is, in substance, the same as that in West India. Clearly, under such circumstances, the foreign incorporation of the nominal owner and operator of a vessel can not bar jurisdiction of the act over an operation otherwise within the coverage of its provision. Therefore, we find, in accord with our decision in West India, that the respondent and their maritime operations subject of the complaint are in, and affect, commerce within the meaning of section 2 (6) and 2 (7) of the Act, and that it will effectuate the policies of the act to assert jurisdiction in this case.

THE SIU INLAND BOATMAN

IBU Men On Soo Bridge Job



The IBU-contracted dredge Nibroc (above) is engaged in a bridge-building project in Sault Ste. Marie. Crewman A. Swanson (right) poses with William Lackey, Soo agent.

IBU Wins Norfolk Vote, Eyes Seven Other Co's

NORFOLK—The Inland Boatmen's Union, after routing District 50 of the United Mine Workers by winning recent elections in the Curtis Bay, GATCO and McAllister tug fleets, has made new gains in its organizational campaign in the Virginia-Carolina area.

The IBU's latest win came on

Ask NLRB Election In 2 River Fleets

POINT PLEASANT, W. Va. — The IBU's rivers campaign got off to a flying start last month as the Union filed NLRB election petitions in two rivers fleets employing some 600 boatmen between them.

The petitions were filed for elections in the Ohio Rivers Division and in the Illinois Rivers Division of the Ohio River Co.

The Union also revealed plans to petition for an election in the District 50-contracted Island Creek Fuel and Transport Co., which employs about 150 men.

Besides the Point Pleasant office, another IBU office has been opened in St. Louis to carry on the rivers organizing campaign authorized at the IBU convention.

Lakes IBU Notes

CLEVELAND—An IBU-manned tug got into trouble last month after rescuing four fellow Union members from an overturned dipper dredge and all parties had to be plucked from the waters of Lake Erie by a coal crane. There were no serious injuries, however.

... TOLEDO—Miller Constructing Company working on dredging project in the Maumee River. Miller Dredge doing the job. ... CHICAGO—Great Lakes Dredge & Dock and Merritt, Chapman & Scott companies working on the Navy Pier job in South Chicago.

... DETROIT—Western Contractors are starting on a dredging job off Lake St. Claire to build an island approximately one mile long and a half-mile wide.

... SAULT STE. MARIE—There is activity at the International Bridge and also a big the Soo Locks. The Price project for deepening and widening the Soo Locks. The Price Brothers dredge is working on the Birchoint deepening of the Soo River.

... DULUTH—Government officials here are preparing to take bids on a project to deepen the Mesabi River Range. ... BUFFALO—A new breakwall is being built by Great Lakes Dredge & Dock.

June 22 when it won an NLRB election in the previously unorganized Carteret Towing Co. at Morehead City, N. C. The final vote showed six ballots were cast for the IBU and 0 for no union. Carteret, though a small outfit, handles most of the ships entering this port, which forsee future expansion through expanded facilities to handle the heavy ship traffic.

Aside from the Carteret victory, the IBU reported that it's currently waiting for the NLRB to act on elections among five other companies whose employees have indicated a strong desire for IBU representation. Two other firms also are under organizational status, it was reported.

The five companies in which hearings or petitions are pending are: M. L. Hudgins & Son, Southern Transportation, Capitol Transportation, Marine Oil Service, Inc., all of Norfolk, and R. K. Davis Transportation Co., Newport, News, Va.

IBU Meetings

HOUSTON—August 14, 2:30 P.M., 4202 Canal St.
MOBILE—August 16, 3:30 P.M., 1 S. Lawrence St.
NEW ORLEANS—August 15, 5:30 P.M., 630 Jackson Ave.
NORFOLK—August 9, 8 P.M., 416 Colley Ave.
WILMINGTON, N.C.—August 16, 8 P.M., Marion Hotel, Rt. 17.

GREAT LAKES TUG & DREDGE REGION
ASHTABULA, O.—August 19, 10 A.M., Ashland Hotel.
BUFFALO—August 20, 10 A.M., 735 Washington St.
CHICAGO—August 17, 2 P.M., 9383 Ewing Ave. South Chicago.
CLEVELAND—August 19, 10 A.M., 15614 Detroit Ave., Lakewood, O.
DETROIT-TOLEDO—August 14, 7:30 P.M., 10225 W. Jefferson, River Rouge.
DULUTH—August 16, 2 P.M., 312 W. Second St.
MILWAUKEE—August 18, 2 P.M., 2722 A. South Shore Drive.
SANDUSKY, O.—August 19, 10 A.M., 118 E. Parish St.
SAULT STE. MARIE—August 15, 7:30 P.M., Labor Temple.

RAILWAY MARINE REGION
BALTIMORE—August 16, 10 A.M. & 8 P.M., 1216 E. Baltimore St.
JERSEY CITY—August 14, 10 A.M. & 8 P.M., 99 Montgomery St.
NORFOLK—August 17, 10 A.M. & 8 P.M., Labor Temple, Newport News.
PHILADELPHIA—August 15, 10 A.M. & 8 P.M., 2004 S 4th St.

'Flags of Necessity' Lie Exposed

Runaways' 'Safety' A Myth, Seafarer In Karachi Finds

Those model "safety conditions," which the American Committee for "Flags of Necessity" boasts about on American-owned runaway ships flying Panlibhon flags, were viewed at first hand by a steward aboard an SIU-contracted ship in Karachi last month.

Ange Panagopoulos, SIU steward aboard the SS Lisa B, has some pretty harsh words to say about the conditions he found.

The "flags of necessity" committee has been trying to give the public the impression that ideal conditions prevail on its members' ships. In fact, a slick brochure was published by the committee showing seamen aboard runaway ships living in a virtual seagoing paradise.

During the recent maritime strike — runaway ships were the SIU's prime target there — the "flags of necessity" committee took out full-page ads in the New York morning newspapers. These ads criticized the National Committee for Maritime Bargaining, of which the SIU is a member, for bringing up the runaway issue. One of the major points of the ad was that seamen on runaway ships work under the safest of conditions.

Sees Something Else

Seafarer Panagopoulos didn't see the ad; he saw something entirely different. On June 10, the SS African Lady, flying the Liberian flag, docked alongside the Lisa B in Karachi's crowded waterfront. Panagopoulos noted that the African Lady, built in Portland, Ore., in 1944, is manned by an unlicensed crew of 24 men, Italian and Spanish seamen. The owners are American, with 23 Liberian flag ships and offices at "General Navigation Ltd., Monrovia, 80 Broad St., New York."

Panagopoulos says, "They left Goa with a load of iron ore for Rotterdam and on May 24 they were hit by a typhoon and sustained damage in the engine room and on deck, so they were forced into Karachi for repairs."

"Yes, they repaired the engine, but nothing on deck. On the African Lady there are two lifeboats, and the one on the port side was completely shattered. I'm sending a few photos to witness the facts."

"There was no name or registry on either of the boats and I asked the skipper and the mate of the Lady whether they were going to put on a new boat. They told me no, because the Lloyds Registry inspector, (who is the European counterpart of the American Bureau man), told them they can proceed to Rotterdam where they could put on a new boat."

Queries Inspector

"A few minutes later I met the Lloyd's Registry inspector."

"With a little luck they can make it to Rotterdam," he said indifferently. I asked him what would happen if the ship were in trouble. He answered, "This is a chance they have to take. In this life sometimes you have to gamble."

"What an answer. These people don't respect the life of a seaman, and some action should be taken against them. Before I came to the US I worked on a lot of those ships and I know very well what the situation is aboard them and how their seamen are mistreated."



Skipper and bosun of SS African Lady inspect shattered hull of lifeboat on the Liberian-flag vessel in this photo taken by SIU steward Ange Panagopoulos in Karachi.

THE INQUIRING SEAFARER

QUESTION: What are your feelings on foreign aid cargoes the US is sending abroad and do you believe that they are received with appreciation? (Asked of Robin Goodfellow crewmembers in Brooklyn.)

Bob Galleani, messman: I believe these aid cargoes are especially appreciated by Africans — both the people themselves and their leaders as well. I sincerely believe these people need all the assistance they can get from the Free World — especially as far as medical supplies and know-how are concerned. There are other nations that sorely need heavy agricultural equipment and technology, too.

Joseph S. Moore, ch. cook: Just got back from West Africa myself and it looked to me that the items we delivered — rice, flour, tractors and other cargoes — were well received by the populace. We have a word for foreign aid on this ship — "hand-shake cargo" — and I think that's the best way to describe it, to my way of thinking. It's America's way of showing that it's willing to help those who really deserve it.

James F. Brack, galley utility: The people themselves might appreciate these foreign aid cargoes, but it doesn't look to me as if their governments do. I've seen grain rotting on the docks in India and in Indonesia. I also saw tractors that looked as if they had been sitting on the pier for years. I can come to only one conclusion after observing the treatment of these cargoes: Uncle Sam's money is going down the drain.

H. Galphin, carp.: Sometimes I wonder how well these cargoes are received. For example, in January of 1960 I saw wheat unloaded in Indonesia in a driving rain and it was left on the dock to spoil. Again in April of this year, when our ship (the Ines) went aground in Korea, the natives mishandled most of the relief cargo we were going to discharge at Formosa merely because the Koreans dislike the Chinese residents of that country.

Frank Morciglio, bosun: I know that a lot of this aid never reaches those people who really need it. I base this on several incidents I recall, one in particular concerning CARE packages containing old clothing for the poor. I saw a quantity of it being unloaded in Madagascar. I know for a fact that this same shipment ended up being sold to a second-hand clothing merchant by the receiver of the shipment.

Charles M. Kirkland, 2d cook: I can sum up my answer this way: charity begins at home. When a large percentage of this aid falls into communist hands — and it usually does because they live in most of these nations — why should we foot the bill? Second, I believe that American-flag ships should carry 100 percent of these cargoes. It's our tax money that's changing the venture in the first place. And US seamen could use the work.

Tell it to the LOG



THE GREAT LAKES SEAFARER



Welfare Plan In High Gear As Payments Go Out Daily

DETROIT—The Great Lakes Seamen's Welfare Plan is running in high gear with the filing of enrollment cards by virtually all seamen of SIU-contracted fleets and the speedy benefit disbursement through the plan's new offices.

Payments are being sent daily to members and their families for claims under the provisions of the Plan from the Welfare office, 10225 West Jefferson, River Rouge. All forms and other business should be sent to that address for servicing.

Seamen can insure quick payment of benefits by filling out all forms with the required information; they should also keep in mind the following:

- Letter of Credit: Does away with need for hospital deposit by informing hospital of eligibility and benefits.

- Maternity Benefit: Information required for \$150 benefit includes eligibility statement showing where Seafarer worked for 90 days in 1960 and one day in past six months.

- Accident - Sickness Benefit: Forms filled out by seamen, doctor and company. Benefit is \$56 per week for up to 26 weeks.

- Death Benefit: Beneficiary fills out form and includes death certificate copy. It is important that beneficiary's name be on file for \$4,000 benefit.

- Hospitalization-Surgical Benefit: Seamen or dependent, doctor and hospital fill out form and file it with Plan within 90 days after surgery or discharge from hospital.

- In-Hospital Benefit: Weekly benefit paid direct to men. If no benefits are received, Seafarer should send copy of medical and eligibility record to Plan.

SIU Great Lakes Union Halls

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Great Lakes Shipping

June 2, 1961 Through June 29, 1961

PORT	DECK	ENGINE	STEWARD	TOTAL
Alpena	19	25	7	51
Buffalo	43	31	14	88
Chicago	27	26	12	65
Cleveland	35	14	2	51
Detroit	166	109	112	380
Duluth	33	28	11	72
Frankfort	31	37	33	101
Toledo	40	38	14	92
TOTAL	397	308	205	910



John Bailey Jr. opened wide and the doctor took out his tonsils, with welfare benefits of \$45 paid by the Great Lakes Seaman's Welfare Plan. John Jr. lives in Detroit.

Port Reports

ALPENA—Twenty men shipped with the outlook remaining favorable . . . **CHICAGO**—Shipping described as fairly good due to increases in June and July . . . **DULUTH**—Slow shipping. E. M. Ford and Hancock being fitted out . . . **TOLEDO**—Good shipping expected to remain. Reiss and Boland & Cornelius ships make up bulk of traffic. Organizational activities on Pickands-Mather continuing . . . **CLEVELAND**—Shipping picking up after slow start. Aquarama on regular Cleveland-Detroit run . . . **BUFFALO**—Fair shipping. Night list with names and phone numbers being set up so ships won't sail short in case of night call . . . **FRANKFORT**—Death benefit of \$4,000 paid to Mrs. Catherine Barnes, a cabin maid on Ann Arbor No. 7, whose husband Robert Barnes died in Detroit USPHS hospital. Ann Arbor car ferry Wabash leaving Manitowoc Shipyard No. 5 to remain out of service for an indefinite time. Wabash oiler William Richley, 78, retired after 26 years with company . . . **DETROIT**—Port serviced 32 vessels and shipped 228 men. Total of 167 men were registered.

NMU Folds Up Its Tents After Raid On SIU Flops

NEW YORK—Obviously riled by the SIU's organizing successes among inland boatmen, the National Maritime Union last month tried to corral a few boatmen for itself by attempting to raid the SIU-contracted Wilson Line in this port.

The attempted raid fell flat on its fanny when the SIU crewmen aboard Wilson's two excursion boats refused to be intimidated by NMU's harassment tactics, and NMU has now packed its bags and shuffled off.

NMU's exit from the scene came on July 14 when it signed an agreement in court with the Wilson Line stipulating that NMU would cease picketing and otherwise interfering with the Wilson Line boats.

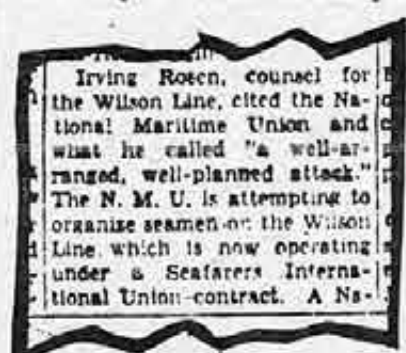
In signing the stipulation, NMU recognized the SIU as the legal bargaining representative for Wilson's unlicensed crewmembers, and thus backtracked on its previous claims of speaking for a majority of the Wilson men.

Despite the existence of an SIU contract, running until 1962, NMU had originally attempted its raid on the pretense that it had the support of a majority of Wilson Line crewmembers. And in fact the NMU Pilot of June 29 carried a big article claiming that the SIU was trying to avoid a showdown on Wilson Line representation by blocking an NLRB election among the crewmen.

Two Boats Running

Wilson Line has two excursion boats, the Hudson Belle and John A. Meseck, running to Monmouth Park racetrack in New Jersey and to various resort areas such as Rye Beach and upper Hudson River points.

Despite the fact that NMU threw up picket lines at Wilson's piers, and attempted to harass the pas-



NMU's unsuccessful attempt to raid SIU-contracted vessels was reported in the press. Above is a reproduction of an article from the N.Y. Journal-American of July 5.

SIU Blocks Vote On Wilson Boats

The Seafarers International Union
crows on two Wilson Line excursion boats
NMU PILOT-JUNE 29, 1961

As clipping from NMU Pilot shows, NMU first claimed SIU was trying to block Wilson Line vote, then backed off and conceded that SIU was bargaining agent for Wilson crews.

sengers, the boats continued to operate with SIU crews on near normal schedules.

On Father's Day, some 60 persons on the Hudson Belle were injured in a melee which police at that time chalked up as the result of a counterfeit ticket selling racket.

Finger Put On NMU

However, on July 4, another fracas took place aboard the same vessel, and this time a Wilson Line spokesman put the finger squarely on the NMU.

Said Irving Rosen, the Wilson

Line's counsel: "This was no extemporaneous business. This was a well-arranged, well-planned attack." Rosen's remarks were quoted by both the NY Times and NY Journal-American on July 5.

After the NMU raiding attempt failed, it withdrew from the field and signed a stipulation saying that the NMU had no business in the Wilson Line. In the stipulation, the NMU also stated that it recognized that the SIU is the bargaining agent for the line's crew members.

US Seeking Funds To Expand Subsidies

WASHINGTON—After more than three years of inaction, Congress is being asked by the Maritime Administration to provide subsidy funds for those companies who are newcomers to the subsidy listings.

Covered by a proposed \$20 million increase in the subsidy money would be such companies as Isthmian, Waterman, T. J. McCarthy, States Marine and Isbrandtsen.

Applied In 1957

The subsidy applications of these companies have been pending as far back as 1957 in some instances. Some of the applicants have cleared all of the hurdles, including the bitter opposition of the existing subsidized steamship companies. However, none of the companies involved has yet received any subsidy.

Now Secretary of Commerce Luther Hodges has requested Congress to increase subsidy appro-

priations so as to cover as many as 109 more vessels operated by the companies involved on the approved trade routes.

Up until now, subsidies have been the exclusive preserve of a relatively small handful of companies, leaving large areas of the industry to operate without any Government aid with the result that many areas of the industry are in difficulties.

Three of the five companies whose applications are pending are under contract with the SIU. They are Waterman, Isthmian and T. J. McCarthy, with applications for a wide variety of subsidized routes including routes out of the Great Lakes area.

New Officers Of New Orleans MTD Council



Newly-elected officers and executive board members of New Orleans MTD pose at New Orleans SIU headquarters. Included are: Clarence Henry, ILA; Peter Hall, Retail Clerks; Bill Moody, SIU; Robert Soule, Plumbers Union; Al Chittenden, ILA; H. M. Stegall, MM&P; Anthony Ziegler, IBEW; John Whalen, Machinists; August Rossi, Laborers; Thomas Fernandez MEBA.



SEAFARERS ROTARY SHIPPING BOARD



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

From June 1 Through June 30, 1961

The 18-day maritime tie-up, which began on June 15, had a drastic effect on the month's shipping figures, as was to be expected. Total shipping, surprisingly enough, held up fairly well, reflecting what must have been strong, last-minute shipping before the strike deadline. Nevertheless, the total of jobs shipped, 2,011, was more than 600 under the May figures.

The real impact of the strike is shown in the "on-the-beach" figures which shot way up from slightly over 3,200 at the end of May to better than 4,600 by June 30. However, heavy shipping at the strike's end has undoubtedly made a big dent in the oversize "on-the-beach" totals.

The ship activity totals showed 134 payoffs, two more than the previous month. But, of course, most of these ships could not sign on again, so that sign ons were way down, only 30, compared to May's 68. In transits were also off considerably.

Because of the strike, it isn't possible to project any trends or make any valid comparisons. However, it is interesting to note that despite the strike-induced job dropoff, class C men still took 235 jobs, showing that plenty of job opportunities were passed by with men with higher seniority.

During the 80-day injunction period, shipping is expected to resume the summer pace.

Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	5	1	6	12
New York	36	4	47	87
Philadelphia	16	8	4	28
Baltimore	19	0	15	34
Norfolk	5	0	11	16
Jacksonville	1	0	15	16
Miami	1	0	7	8
Mobile	11	2	4	17
New Orleans	23	6	16	45
Houston	7	3	32	42
Wilmington	0	0	13	13
San Francisco	4	1	12	17
Seattle	6	5	3	14
TOTALS	134	30	185	349

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	7	20	5	32	0	3	4	7	0	9	0	9	0	1	1	2	0	0	2	2	9	2	2	13	17	29	10	56	0	4	8	12
New York	56	119	30	205	2	18	26	46	26	49	14	89	5	15	14	34	2	9	12	23	89	34	23	146	97	174	44	315	1	23	58	82
Philadelphia	13	23	8	44	0	4	4	8	1	14	6	21	0	6	0	6	0	0	0	0	21	6	0	27	18	28	11	57	0	6	9	15
Baltimore	31	76	26	133	3	12	25	40	18	35	6	59	4	16	25	45	0	0	1	1	59	45	1	105	45	93	29	167	0	22	40	62
Norfolk	6	6	1	13	1	2	7	10	3	11	3	17	0	5	4	9	0	1	2	3	17	9	3	29	4	13	0	17	1	2	4	7
Jacksonville	6	22	5	33	2	4	5	11	5	4	2	11	1	3	2	6	0	3	1	4	11	6	4	21	10	26	6	42	1	3	7	11
Miami	0	1	0	1	0	1	0	1	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	0	1	0	1	0	0	0	0
Mobile	22	29	8	59	0	7	5	12	8	12	8	28	0	6	4	10	0	2	0	2	28	10	2	40	43	52	11	106	0	4	11	15
New Orleans	42	63	11	116	0	14	19	33	27	47	14	85	2	9	11	22	0	3	6	9	85	22	9	116	88	123	15	226	1	25	42	68
Houston	53	99	22	174	4	23	30	57	25	56	21	102	5	17	19	41	3	4	2	9	102	41	9	152	82	133	36	251	33	57	33	123
Wilmington	7	8	3	18	0	7	7	14	4	5	6	15	1	1	3	5	0	0	2	2	15	5	2	22	11	13	4	28	0	9	4	13
San Francisco	12	19	6	37	3	6	5	14	10	5	5	20	3	1	5	9	0	0	0	0	20	9	0	29	22	31	9	62	1	12	6	19
Seattle	19	24	5	48	4	19	6	29	5	19	5	29	2	9	6	17	2	2	2	6	29	17	6	52	27	24	7	58	4	21	10	35
TOTALS	274	509	130	913	19	120	143	282	129	266	90	485	23	90	95	208	7	24	30	61	185	208	61	754	464	740	182	1386	42	188	232	462

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	3	12	1	16	3	1	8	12	1	0	1	2	0	2	1	3	0	2	0	2	2	3	2	7	5	27	2	34	4	2	8	14
New York	33	111	29	173	6	31	21	58	15	46	5	66	3	19	16	38	3	11	10	24	66	38	24	128	51	161	34	246	7	35	52	94
Philadelphia	3	25	6	34	0	4	5	9	2	15	2	19	1	1	4	6	0	0	0	0	19	6	0	25	3	41	6	50	0	5	8	13
Baltimore	9	75	6	90	4	25	17	46	3	39	8	50	4	23	18	45	0	2	4	6	47	45	6	98	14	80	10	104	4	26	19	49
Norfolk	2	12	3	17	2	3	5	10	0	8	5	13	1	2	3	6	2	0	2	4	13	6	4	23	7	13	2	22	1	5	3	9
Jacksonville	2	11	0	13	1	2	6	9	0	3	0	3	0	2	2	4	1	5	1	7	3	4	7	14	3	15	1	19	1	4	7	12
Miami	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	2	2
Mobile	10	39	6	55	1	6	3	10	1	14	4	19	0	8	3	11	0	0	0	0	19	11	0	30	16	65	9	90	2	6	6	14
New Orleans	27	66	8	101	8	17	15	40	13	43	4	60	3	19	12	34	1	7	2	10	60	34	10	104	50	130	22	202	8	28	28	64
Houston	22	94	10	126	1	29	23	53	15	69	11	95	3	14	17	34	0	11	5	16	95	34	16	145	42	103	17	162	28	61	17	106
Wilmington	4	7	3	14	1	4	4	9	1	7	3	11	1	7	8	16	0	2	2	4	11	16	4	31	4	8	2	14	1	3	2	6
San Francisco	5	23	7	35	0	4	4	8	3	13	3	19	3	1	2	6	1	0	0	1	19	6	1	26	7	42	6	55	1	8	7	16
Seattle	4	27	6	37	2	13	9	24	0	17	3	20	3	7	6	16	0	3	1	4	20	16	4	40	6	31	2	39	1	17	13	31
TOTALS	124	502	85	711	29	139	120	288	54	274	49	377	22	105	92	219	8	43	27	78	374	219	78	671	208	719	113	1040	58	200	172	430

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1-s	1	2	3	ALL	1	2	3	ALL	1-s	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-s	1	2	3	ALL	1	2	3	ALL
Bos.	3	10	5	3	21	2	0	2	4	0	1	0	1	2	0	0	0	0	1	0	2	3	2	0	3	5	4	10	6	8	28	2	0	4	6
N. Y.	16	39	21	86	162	2	5	30	37	4	20	7	43	74	1	1	14	16	2	1	23	26	74	16	26	116	36	76	40	153	305	3	6	54	63
Phil.	3	6	2	11	22	0	0	8	8	1	5	2	7	15	0	0	2	2	0	0	1	1	15	2	1	18	9	13	7	17	46	0	0	11	11
Bal.	9	23	13	38	83	5	5	19	29	8	10	8	12	38	3	2	23	28	0	1	16	17	38	28	17	83	11	36	19	51	117	4	2	20	26
Nor.	1	4	2	2	9	0	3	4	7	0	5	1	1	7	0	3	7	10	0	0	8	8	7	10	8	25	1	7	1	1	10	3	3	5	11
Jac.	3	3	3	5	14	0	1	0	1	0	1	0	2	3	0	0	3	3	1	0	8	9	3	3	9	15	6	8	3	5	22	2	2	6	6
Mia.	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0
Mob.	7	20	8	28	63	0	0	25	25	1	4	3	13	21	0	0	4	4	0	0	0	0	21	4	0	25	12	25	14	48	99	0	0	41	41
No.	1	31	13	58	103	0	1	21	22	1	28	14	49	92	0	0	27	27	1	1	16	18	92	27	18	137	1	49	16	107	173	5*	2	27	34
Hou.	14	32	18	34	98	9	6	31	46	1	20	10	33	64	1	3	25	29	0	1	6	7	64	29	7	100	23	45	19	29	116	30	15	20	65
Wil.	4	8	0	5	17	0	1	1	2	0	2	0	0	2	1	1	2	4	0	0	2	2	2	4	2	8	6	8	3	9	26	0	1	2	3
S. F.	6	9	6	12	33	0	2	9	11	1	7	2	5	15	0	0	5	5	0	0	0	0	15	5	0	20	4	11	7	21	43	1	1	9	11
Sea.	6	9	3	15	23	2	3	17	22	1	5	3	10	19	1	1	8	10	0	2	3	5	19	10	5	34	9	6	4	14	33	4	4	19	27
TOTALS	73	195	94	297	659	20	27	167	214	18	108	50	176	352	7	11	120	138	5	6	85	96	352	138	96	586	123	296	139	463	1021	54	36	214	304

THE PACIFIC COAST SEAFARER



SUP Tanker Rescues Fishermen



SAN FRANCISCO—A lifeboat from the SUP-contracted Standard Oil of California tanker Chevron went to the aid of two fishermen in a skiff (center) after their 38-foot trawler, Aloha, sank last month in a 35-mile an hour gale about ten miles west of Point Arguello, Calif.

The Chevron had sighted the overdue fishing boat and put a line aboard. When the tanker started to tow, the boat began taking water. Her crew then jumped overboard.

Three other Pacific District-contracted ship received awards last month for earlier rescue efforts.

The Maritime Administration awarded two—one, a Meritorious Service Award and a Gallant Ship designation went to the Western Pioneer for rescuing the crew of a wrecked Canadian halibut boat breaking up on the rocks of Cape Lutke, Alaska; the second, a citation went to the President Van Buren (APL) for successfully transferring a surgeon from another ship by lifeboat under hazardous sea and weather conditions to aid a gravely ill passenger.

The tanker E. M. Lombardi

(California Shipping Co.) received a joint American Merchant Marine Institute-National Safety Council Ship Safety Achievement Citation of Merit for its assistance to a badly-leaking Japanese training ship. The Lombardi provided materials for repairs and stood by for a day until a US Coast Guard cutter arrived.

In Pacific Ports

SAN FRANCISCO — APL says entry of President Lincoln will add more than \$2,000,000 to California's economy in wages, supplies, repairs and fuel payments. Frank Birdsall, MFOW member died and left half of his insurance (\$1,250) to the SUP. . . **SEATTLE**—Aleutian Marine Transport Co. has bought the 150-foot Dennis Winn as a replacement for the Expansion. Ocean Mail and Island Mail (AML) had chunks cut out of hull by rocks. . . **PORTLAND** — MFOW baseball team in Babe Ruth League in first place with four wins, no loss record. Vacant offices in SUP building rented to Furniture Workers' Union. Navy has asked for money to buy helicopter for Columbia River service, MCS reports, citing MTD's efforts. . . **WILMINGTON - SAN PEDRO** — MTD picket lines around Todd Shipyards has been withdrawn due to court injunction. . . **HONOLULU**—Dilapidated 127-year-old Seaman's Institute to be replaced by 16-story, \$3.7 million building. Unions will have space in the building. . . **NEW YORK**—MCS reports Hawaiian Trader sold. MFOW had had chow beef aboard President Polk (APL). . . **NEW ORLEANS**—Unions waiting for Weyerhaeuser ships to fit out. Everybody is sticking close to the hall.

Sanitation Awards Go To Ore, Calmar

Secretary Abraham Ribicoff of the US Department of Health, Education, and Welfare this month awarded the Public Health Service Special Citation for Excellence in Sanitation to the SIU-contracted Ore Navigation Corporation and Calmar Steamship Corporation.

Del Alba Wins Delta's 1960 Safety Contest

The Del Alba, a Delta Line C-2 freighter, has won the company's 1960 fleet safety contest, it has been announced. The vessel experienced no chargeable lost time accidents during the year and reported a 0.00 accident frequency rate.

In the 1959 safety contest, the Del Alba, whose skipper is Captain Ivan Williams, finished in 12th place with an accident frequency rate of 15.15.

Del Sol Second

Close behind the Del Alba was the MV Del Sol, which also reported a 0.00 accident frequency rate. The Del Sol reported eleven injuries of which one was reported as having occurred ashore. The Del Sol's skipper is Captain William Rogers.

Captain Williams and the crew of the Del Alba were presented an engraved plaque during an award presentation ceremony on board the vessel at New Orleans. The presentation was made by H. X. Kelly, chairman of the executive committee, Mississippi Shipping Company. Mr. Kelly is a past general chairman of the Marine Section, National Safety Council, and is well known for his work in the marine safety field.

The award is the fourth to be made by the Delta Line. Previous awards were won by the SS Del Monte (2) and the MV Del Rio.

The citations were presented to Robert J. Jurgen, president of both companies, at a ceremony in the Secretary's office on July 6.

The award was earned by Ore Navigation for the fifth consecutive year, while Calmar was cited for the fourth consecutive year. The Special Citations, which were signed by Dr. Luther L. Terry, Surgeon General of the Public Health Service, were awarded because each of the nine vessels operated by Ore and the eight vessels operated by Calmar achieved a rating of 95 out of a possible 100 or better on official PHS inspections during 1960.

166 Inspection Items

The ships are inspected on 166 separate items of sanitation. A high rating means that the vessels maintain safe water and sanitary ways; are free of rats and insects; and in general maintain high standards of cleanliness throughout the ship.

The program of awards, which has been in operation for about 10 years, involves periodic inspection of the vessels by Public Health Service officers.

Both companies are subsidiaries of the Bethlehem Steel Company.

Present At Ceremony

Present at the award ceremony, besides Mr. Jurgen, were US Senator Benjamin A. Smith II of Massachusetts; Admiral A. C. Richmond, Commandant, US Coast Guard; Dr. Luther L. Terry, Surgeon General, US Public Health Service; Charles L. Groom, Executive Vice President, Calmar Steamship Corporation and Ore Navigation Corporation; Peter Fleckenstein, Vice President, Calmar Steamship Corporation; Jack D. Kerr, Vice President, Ore Steamship Corporation; and other officials of the Public Health Service.

Kennedy Hits ICC On Lag In Shipping

WASHINGTON—President John F. Kennedy has denounced "unrestrained and destructive competition guided by private interests" as being responsible for the "withering away" of the intercoastal and coastwise shipping services, as well as shipping on the Lakes and private waterways.

In a message sent to Congress calling for the overhaul of the various regulatory agencies, the President implied that the railroads were responsible for the situation. He attributed his quotation to the report of the Senate Commerce Committee subcommittee which was highly critical of the railroad's role in the decline of domestic shipping.

President Scores Delays

The President's message dealt with the subject of regulatory agencies generally, for which he has submitted a number of reorganization plans. Most of these plans are expected to receive Congressional approval.

He was particularly critical of delays in agency proceedings. "Delays in the disposition of agency business and the failure to evolve, other than a slow-case-by-case method, policies essential for our national growth seriously handicap their effectiveness. . ."

The President summed up the issue by noting that "the emphasis must now, in the national interest, be placed upon the health and practices of a series of industries, rightfully competitive, but which—from a national standpoint—must be viewed as a whole. . ."

Maritime labor leaders, including SIU President Paul Hall, have testified before Congress, criticizing the ICC.

'Successful' MCS Conference Ends

SAN FRANCISCO — The first Marine Cooks and Stewards Planning Conference, which ended here June 17 after three days of intensive work examining the many problems facing the union, was described as successful and rewarding by delegates, union officials and observers.

The 88 delegates representing 75 ships, headquarters and branch ports, meeting in five committees, offered extensive recommendations and reports covering all phases of union activity. The final reports will be acted upon by the union membership and officials and will help determine MCS policy for contract negotiations.

Office Employees' Board Visits New Orleans SIU



Recent visitors to the SIU hall in New Orleans were these members of the international executive board of the Office Employees International Union, an affiliate of the AFL-CIO Maritime Trades Department. Left to right, front row: Secretary-Treasurer J. Howard Hicks; Mrs. Hicks; Mrs. Coughlin; Mrs. Bloodworth; J. O. Bloodworth; and Director of Organization H. B. Douglas. Second row: Leo J. Wallace; Mrs. Morton; Nicholas Juliano; President Howard Coughlin; J. E. Corum; Seafarers Vice President Lindsey Williams and Frank E. Morton. Rear row: Mrs. Juliano; W. A. Lowe; Edward Beaupre; John B. Kinnick; Mrs. Firth; Mrs. Steck; Emil W. Steck; Max J. Krug; George P. Firth and Edward P. Springman.

Pacific District Shipping

Port	SUP 5/14 to 6/12	MFOW 6/1 to 6/30	MC&S 6/1 to 6/29	Total
San Fran.	545	139	345	1,029
Seattle	168	63	30	261
Portland	79	41	25	145
Wilmington	270	(no hall)	83	353
New York	127	30	7	164
New Orleans	49	(no hall)	3	52
Honolulu	20	17	22	59
San Pedro	(no hall)	129	(no hall)	129
Total	1,258	419	515	2,192

THE FISHERMAN and CANNERY WORKER

Fishing Bill Backed By SIUNA Signed By California Governor



Governor Pat Brown of California signs into law the fishing bill sponsored by the SIUNA as (l. to r.) Steve Edney, vice president of the SIU Cannery Workers of the Pacific, San Pedro; State Senator Fred Farr of Monterey; Nick Pecoraro, SIU Seine and Line Fishermen's Union of San Pedro, and John Crivello, SIU Seine and Line Fishermen's Union of Monterey, look on.

SACRAMENTO, Calif.—Governor Edmund (Pat) Brown of California signed into a law a bill, backed by SIUNA West Coast fishing unions, extending the California sardine season by two months.

Among the unions supporting the new legislation were the SIUNA Cannery Workers Union of the Pacific; SIUNA Seine and Line Fishermen's Union of San Pedro, and the SIUNA Seine Line Fishermen's Union of Monterey County.

Cooperative Action

The combined action of the three SIU unions on the new law is part of their program of close cooperation in organizing and legislative activities. Many of their contracts with boatowners are held jointly.

The sardine bill extends the season for commercial fishermen by two months, bringing the California sardine season to a total of six months. The end of the sardine season was changed from December 31 to March 1 by the new bill.

Law Gets 2-year Test

The new sardine season, which will be given a two-year test, is expected to enable fishermen to increase their earning power, and may help to increase employment opportunities in the West Coast fishing ports.

Present at the signing of the bill were: Steve Edney, vice president of the Cannery Workers Union of the Pacific; Nick Pecoraro of the Seine and Line Fishermen's Union

of San Pedro, and John Crivello, of the Seine and Line Fishermen's Union of Monterey.

NB Requests Boat Subsidy

NEW BEDFORD—The first application for a Federal fishing vessel construction subsidy under the terms of PL 85-516 has been received in Washington from a New Bedford boat owner, according to the SIUNA Washington Bureau.

An application for Federal mortgage insurance for the proposed new vessel has also been received by authorities in Washington. The mortgage insurance will help to finance the rest of the cost of the new vessel.

The fishing vessel construction subsidy law provides payment of up to one third the cost of new fishing vessels. Until now, the condition of the fishing industry was not good enough to lure new investment in boats despite the subsidy.

However, SIU-affiliated unions such as the New Bedford Fishermen's Union, headed by Howard W. Nickerson, have been working to create favorable conditions for investment in the industry and provide their members with job opportunities, safe conditions, and the chance to earn a decent living.

The Atlantic Fishermen's Union, headed by Thomas "Obie" O'Brien, also affiliated with the SIU, has also been trying to foster industry conditions which would expand the job security of its members.

The subsidy application filed by the New Bedford operator for a new fishing vessel is the first in what is expected to be a series of such applications. Another New Bedford boat owner is expected to ask for a Federal construction subsidy for a similar fishing vessel in the near future.

SCHEDULE OF SIU MEETINGS

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

New York	August 7
Philadelphia	August 8
Baltimore	August 9
Detroit	August 11
Houston	August 14
New Orleans	August 15
Mobile	August 16

Dredgemen Win Two New Pacts

NEW YORK—Marine Division Local 25, International Union of Operating Engineers, reported this month that it has achieved two major bargaining successes in Southern areas.

Under one of the agreements, the McCullough Dredging Company of Birmingham, Ala., signed a contract covering its South Atlantic and Gulf Coast operations. The second agreement provided for a union contract with the Great Lakes Dredging and Dock Company, covering a 14,000,000-yard dredging project in the Caloosahatchee River, near Fort Myers, Fla.

At the same time, Stephen J. Leslie, president of the local, disclosed that he had received word from the Department of Labor that his union's pay scale had been determined to be the "prevailing rate" for dredging operations in the Massachusetts area. An affiliate of the National Maritime Union had attempted to establish lower hourly wage rates as the "prevailing rate" in that area.

The Operating Engineers are affiliated with the AFL-CIO Maritime Trades Department.

Seafarer's Son Wins Labor Scholarship



After winning first Martin T. Lacey Scholarship awarded by NY City Central Labor Council, Ivor Moskowitz (center) is congratulated by Dean McConnell of Cornell University. Ivor is the son of Seafarer Murray Moskowitz. Mrs. Moskowitz is at the left.

NEW YORK—The son of a member of the Seafarers International Union earlier this month won the first Martin T. Lacey Scholarship awarded by the New York City Central Labor Council, AFL-CIO, it has been announced.

The announcement was made July 6 by council president Harry Van Arsdale, Jr., secretary Morris Iushewitz and treasurer James C. Quinn.

The scholarship winner is Ivor R. (Robbie) Moskowitz, 18-year-old son of Seafarer and Mrs. Murray Moskowitz of Baldwin, LI.

The Martin T. Lacey Scholarship, honoring the late president of the AFL Central Trades and Labor Council, has been established at the New York State School of Industrial Relations at Cornell University.

The scholarship, granting the winner \$3,000 for a four-year course of study, is open to the sons and daughters of members of unions affiliated with the Central Labor Council.

Graduated In June

Young Moskowitz, who was graduated in June from Baldwin High School, was chosen the scholarship winner from among 98 contestants.

He was named to the National Honor Society, awarded a New York State Regents Scholarship and received the National Merit Commendation.

NY Court Hits Runaway...

(Continued from page 3)

pany, had primary jurisdiction in the dispute.

It was this union point of view which the Court of Appeals upheld in overturning the rulings of

the Supreme Court and Appellate Division, and thus vacating the injunction.

The New York ruling followed closely on the heels of another significant ruling on April 24, when the Supreme Court of the United States refused to consider a runaway operator's bid to escape the jurisdiction of US labor laws and indicated that, from now on, American runaway operators will have to deal with US maritime unions through the NLRB, just as any other American operator.

The Supreme Court's action came as the result of an appeal by Universe Tankships, Inc., owners of the Liberian-flag Ore Monarch, from a ruling last January by the Pennsylvania Supreme Court. The Pennsylvania courts had refused to enjoin IMWU picketing of the vessel and told the owners to take their complaint to the Labor Board.

In their written brief to the High Court, union attorneys relied heavily on the NLRB's favorable ruling in the Sea Level case, which had been the primary test of US unions' rights to organize the runaways.

Sea Level Case

In the case of the Sea Level, the Labor Board took jurisdiction over the vessel, which had been organized by the SIU, because of its American ownership and its participation in US foreign trade, even though the ship was under Liberian registry.

The 43rd Lifeboat Class



Lifeboat class Number 43 gathers outside the classroom at SIU headquarters after successfully completing the course. The men who earned their lifeboat ticket are (first row, l-r) Pedro Esteban, Julio Hernandez, Charles Collings and Sebastian Perira, and (second row, l-r) Carlos Tulon, Dan Eckhoff, Claude Brown, lifeboat instructor Bill Dooks, Hanning Kijher, and John Savarese.

Among unions in the SIU are a number of groups of commercial fishermen on all coasts, as well as shoreside fish canneries and processors. They are involved in such widely-diversified fishing operations as scalloping, tuna fishing, salmon fisheries, cod, halibut and many others. Groups involved include the New Bedford Fishermen's Union, Alaska Fishermen's Union, tuna fish and cannery unions operating out of California ports and groups in Bristol Bay, Kodiak, and elsewhere in the far northwest Pacific.

THE CANADIAN SEAFARER



Members Strongly Approve New SIU Canada Constitution

MONTREAL—A new era began for SIU Canadian members on June 6 when a new constitution was overwhelmingly approved by the membership. The union is now officially the Seafarers International Union of Canada, SIUNA-AFL-CIO.

Out of the total 3,609 ballots cast in the constitution referendum, 3,387 were to accept the proposal and 209 votes were cast against the new constitution. Only 13 votes were blank or void.

The new leadership positions include Hal Banks, president; Leonard McLaughlin, executive vice president in charge of contracts and enforcement; Gilbert Gauthier, vice president in charge of licensed personnel; Ray Doucet, vice president in charge of Atlantic Coast; Paul Gagne, vice president in charge of Great Lakes; Rod Heinekey, vice president in charge of the Pacific coast; and Donald Swait, secretary-treasurer.

The newly adopted constitution provides for an autonomous Licensed Division and incorporates amendments to the existing constitution adopted in 1954.

The constitution contains a guar-

antee to every Seafarer of the protection of his rights under the constitution, the right to vote, the right to nominate himself and to hold any office in the union, the right to confront accusers in union trials, and the right to express himself freely on the floor of a union meeting.

In Canada Ports

MONTREAL — SIU crews took over the Alexander T. Wood and the West River from British crews. West River Ore Transports is considering transfer both ships to Canadian registry. Annual sailings of Canda Steamship Lines passenger vessels, fit outs of Richelieu, St. Lawrence, Tadoussac and Scott Misener's new laker, J. N. McWaters have resulted in good shipping. McNamara drill scow No. 27 going to Magdeline Islands on a blasting job. . . FORT WILLIAMS

—A five month \$174,000 dredging of harbor in the Westfort turning basin and at Mission and McKellar rivers entrances is planned. . . THOROLD—Union took over Sumatra, with 28 licensed and unlicensed ratings, owned by Law Quarries company of Port Colborne. Ill-fated tug Bert Verge, which overturned while towing the Forestdale last month in Hamilton Bay, was raised and then beached near Skyway bridge. Tug may be retired. . . TORONTO—Slight improvement in shipping reported.

The French River has been launched and is the latest addition to the CSL fleet. The Northern Venture, a new ship built in Germany and managed by Upper Lakes Shipping arrived and will be fitted out after finishing touches are made. Sad news here is the scrapping of the more than 50-year old excursion steamer Cayuga. One of the last of the old canalers still in operation, the Brown Beaver hit port and made a payoff. . . VANCOUVER—The tug Radium Prince was a royal ship indeed when she was used to transport the Governor General and his party to northern outposts recently. Her dress included the blue-and-gold vice-regal standard flying from her bridge. . . HALIFAX—Shipping hit a peak with the dispatching of all hands registered. About half went to dredging jobs, the majority with the J. P. Porter Co., now operating in Saint-John, N. B. Claim type dredge Hamilton 56 arrived for crib work for a new dock to replace old Long Wharf. Shipyard strike has ended and work has been completed on Arthur Cross which is now operating.

SIU Canadian District Halls

FORT WILLIAM..... 408 Simpson St. Phone: 3-3221
Ontario
HALIFAX, N.S..... 128 1/2 Hollis St. Phone 3-5911
MONTREAL..... 634 St. James St. West Victor 2-8161
QUEBEC..... 44 Sault-au-Matelot Quebec LAfontaine 3-1569
THOROLD, Ontario..... 52 St. David St. Canal 7-3212
TORONTO, Ontario..... 272 King St. E. Empire 4-5719
VANCOUVER, BC..... 298 Main St. ST. JOHN, NB..... 177 Prince William St. OX 2-5431

Seafarer's Daughter Aiming At Stage And Screen Career



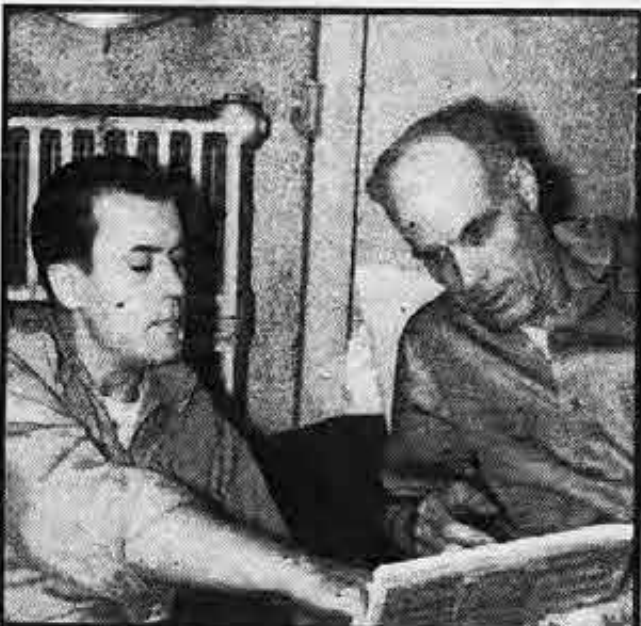
NORFOLK—A recent visitor to the SIU hall here was Kay Reid, 18-year-old daughter of Seafarer Vance A. Reid, who's shown at the right in the photo below.

Daughter Kay has been spending a good deal of her time recently in theatrical work. She's been in Hollywood and New York, and you may have seen her on the screen or stage.

The footlights, however, haven't dimmed Kay's interest in the sea.

In fact, she told Norfolk port agent Paul Gonschik that she'd like to get letters from seamen all over the world, and promises to answer them.

The address, in case you're interested, is 853 Kellam Road, Norfolk.



Says Seafarers Can Aid New Nations

Books-For-World Plan Urged

A galley gang member has suggested a means by which Seafarers can make a positive contribution toward helping develop nations and, incidentally, US foreign relations.

Steward department member Harry N. Schorr has suggested that Seafarers collect and deliver books to educational

and welfare groups in newly independent Asian and African countries.

Books that seamen collect and make available to schools, missions and other such groups would play an important part in combating illiteracy, a prime reason for the backwardness of many developing nations, Schorr believes.

Schorr, who joined the Union in 1953, said Seafarers "are in an ex-

cellent position to make a positive contribution" and "when one looks at the potential . . . it becomes obvious that we should gladly undertake the job—and soon."

Chicago Campaign

A similar idea was the basis for a recent unofficial "People-to-People" book drive in Chicago which netted more than 300,000 books that were shipped overseas by the Navy.

Most of these books were destined for Asia and Africa and, according to the United States Information Agency which inspired the privately conducted drive, was meant to "close the book gap" that exists between reading material sent to these lands by the US and the communist block of nations.

Books that were collected include modern novels, classics, law-books, children's books and textbooks in applied science, social science and engineering.

Schorr suggests that Seafarers collect books from friends and libraries in addition to books "we ourselves read on long voyages."

He's also interested in hearing from any other Seafarers who have ideas for advancing this plan.



Schorr

LABOR

'ROUND THE WORLD

THE DECLINE OF PRO-COMMUNIST AND PRO-CASTRO sentiment in Venezuela was strikingly indicated in the recent trade union elections held throughout that key South American country. In union after union, former Communist control was overturned. Among unions formerly Communist-dominated which have ousted Communist control are the Radio and Telephone Union, the Union of Street Cleaners, the Union of Social Security Employees, the Hotel and Restaurant Workers and others. Communist strength was dwindling in other organizations, such as the Federation of Oil Workers, which is the key union in Venezuela, where the Communists had already been a minority.

IN CHILE, IT TAKES A STRIKE to win a two-cent an hour raise. The "Inter-American Labor Bulletin" reports that the 316 workers involved, employed by the Standard Electric Company of Chile, had to go on strike for ten days to win the munificent increase in base pay. Two cents an hour may not seem like much, but for the minimum category of workers, it was a raise from 11 to 13 cents an hour, or almost 20 percent. Approximately 15 percent of the work force was in the 11-cent-an-hour category.

ARGENTINA'S RAILWAY WORKERS UNION are faced with much the same kind of problem as are American railroadmen, an attempt to reduce the work force drastically. In Argentina's case, a proposed government reorganization of the railroad system would reduce the work force by some 75,000 men. In addition, the government plans increases in freight rates and fares of some 40 to 60 percent, and would shut down some 2,500 miles of track which it deems to be uneconomical. Dining cars, station restaurants and railway workshops would be sold to be operated by private businesses.

New Two-Year Pact Won By SS Clerks

NEW YORK—A two-day strike at the Hellenic Lines here was ended this month when a new two-year contract, retroactive to May 15, was won by Local 153 of the Office Employees International Union, an affiliate of the AFL-CIO Maritime Trades Department.

The new contract provides a \$5.50-a-week across-the-board increase for the line's 72 clerical employees, a welfare plan, a 35-hour week, continuation of a yearly bonus of one month's salary, and a vacation bonus of \$120. The contract may be reopened in a year for a discussion of wages.

Banks Wins Libel Suit

OTTAWA — The Supreme Court of Canada has ordered a Toronto newspaper to pay \$3,500 in damages to Hal Banks, president of the Seafarers International Union of Canada, in connection with a libelous editorial.

Banks said of his court victory: "I don't regard this so much as a victory for myself as it is a victory for those unions and union leaders who have been constantly and maliciously libelled by various Canadian newspapers in what amounts to a planned campaign of vilification and of union busting."

"I hope that this judgment persuades those newspapers who have a tendency to set a reporter, with an abysmal ignorance of the facts, to the task of 'doing a job' on a union and its officials, to stop this unfair practice."

"Invariably, the libelled unions and their officials are only doing what their members pay them to do—a conscientious job of advancing the wages and working conditions of the members represented. If this judgment achieves this purpose I will be satisfied."

The ruling by the Supreme Court vindicated the original jury verdict handed down at the Toronto Globe and Mail, and Oakley Dalgleish trial in Toronto in June, 1958.

The trial judge, however, refused to allow the jury decision on a legal decision and on the question of qualified privilege of a newspaper. The Ontario Appeals Court ruled in favor of the trial judge's opinion and the case went to the high court.

The Globe and Mail editorial of November 11, 1957, which exceeded all previous anti-SIU editorials in viciousness, stated that the SIU never held strike votes or meetings and charged that Banks was a US agent in disguise dedicated to upsetting Canadian shipping. The editorial contained a remarkable number of other untruths in a relatively short space.

THE SIU INDUSTRIAL WORKER



UIW Victorious At Jersey Shops

TRENTON—A resounding victory for the SIU United Industrial Workers was scored this month when nearly 100 employees of two New Jersey manufacturing establishments chose UIW representation.

At Trenton Textile Engineering Co., the 68 employees indicated their desire to join the UIW after one month of organizing. The company, however, fired one employee for Union activity and the workers set up a two-day picket line protesting the action.

An interim agreement with the company was signed which recognized the UIW as bargaining agent and provided for rehiring the man who was fired. The firm

makes parachutes and other products under Government contract. The UIW plans to establish a Trenton office to service the new members.

Employees at Highway Trailer Industries in Newark voted solidly for UIW representation in an NLRB election July 13. All of the 17 votes in the election were for the UIW. The election was contested by District 50 of the United Mine Workers. Also on the ballot, and without a single vote, was a "no union" choice.

Highway Trailer Industries employs about 20 workers. The company, which sells and services over-the-road trailers, was organized after a two-month campaign.

Election Slated At SI Oil Firm

NEW YORK—The National Labor Relations Board has advised the United Industrial Workers that a representation election has been scheduled for August 1 at the Staten Island Petroleum Company (SIPCO), which has 29 employees.

The election order came after an intensive two-months UIW organizing campaign at SIPCO and eight other Staten Island fuel oil companies. There are also some 30 other smaller companies whose employees have indicated a desire for UIW representation, so that the potential of new UIW members here is in excess of 200.

Employees' representatives from many of these companies met with UIW organizers on July 19 and pledged their support in the Union's organizing campaign on the island.

UIW Meetings

NEW YORK—Tuesday, August 1, at 6 PM, UIW Hall, 675 Fourth Ave., B'klyn

BALTIMORE—Wednesday, August 2, at 7:30 PM, 1216 E. Baltimore St.

SUNBURY—Sunday, August 6, at 2 PM, Friendship Fire Company.

PHILADELPHIA—Tuesday, August 8, at 7:30 PM, UIW Hall, 2604 S. 4th Street.

UIW Welfare Pays \$8,687

The United Industrial Workers Welfare Plan paid a total of 76 claims to UIW members and their dependents in June. The benefits in June totaled \$8,687.96.

Orlando Irizarry of Beam Matic Inc., received the top claim of \$664.

Other benefits totaling \$200 or better were Francis Hawkey, Air Master, \$245; Robert Frankfield, Air Master, \$659.15; Angelo Luongo, Ames, \$358; Isabel Macariella, Esco, \$204; Albert Campagna, Hussmann, \$311.20; John Faucett, Hussmann, \$200; Basil Adkins, Hussmann, \$300.

Eric Hagen, Milo, \$459.22; John Fagan, National Molasses, \$598.25; Andrew Amundson, Nilsen & Mills, \$382.50; Charles Coxe, Paulsen Webber, \$200; Alan Huth, Schae-vitz, \$218.75; James Jones, US Hair & Foam, \$201.

Nine of the claims were for maternity benefits.

Jay-Kay Shop Stewards



Mary Smallwood (l), elected by acclamation as steward of the Jay-Kay motor department, is congratulated by Edna Brown, who was elected shop steward of the can opener department of the Long Island City, NY, plant. Jay-Kay signed a contract with the United Industrial Workers in June after long months of bargaining.

Five SIU Men Died

CG Holds Pilots Responsible For Alcoa Corsair Collision

WASHINGTON—A harsh indictment of the pilots who were on duty when the Alcoa Corsair collided with the Italian-flag Lorenzo Marcello last October has been issued by the US Coast Guard. The Coast Guard, in announcing the findings of its investigative panel, pinned the responsibility for

the accident on the pilots and declared that the case had been referred to the Department of Justice for possible criminal action.

The collision on the Mississippi River below New Orleans on October 22 took the lives of five Seafarers and five Corsair passengers. Another five SIU men were among the 21 injured in the crash.

The Corsair was outbound at the time, with the Marcello coming up-river. They collided with a combined impact of 32 knots while rounding a bend. The victims of the crash were all sleeping in passenger staterooms and steward department bunks on the starboard side of the Corsair.

The Marcello's bow slashed through the midship house after slicing into the starboard side of the Corsair between No. 2 and 3 holds at a 25-degree angle.

In announcing the findings of the Coast Guard, Admiral A. C. Richmond, the commandant, declared:

"It is considered that the primary cause of this casualty was the failure of both vessels to navigate with caution. The initial failure on the part of the Alcoa Corsair to make a timely and sufficient alteration of course to port to insure a safe starboard-to-starboard passing, as agreed upon, was a major factor in the case. Her subsequent failure to recognize the dangerous situation developing and resultant failure to take timely measures to avoid or minimize the effects of the collision also contributed.

"The Lorenzo Marcello similarly failed to recognize the increasing danger of the situation which should have been apparent and had she done so the fatal decision to turn toward the track of the Alcoa Corsair might have been avoided. "It is further considered that the responsibility for this casualty rests solely with the pilots of these two vessels."

Admiral Richard exonerated the master of the Marcello and watch officer of the Corsair since the pilots had sole responsibility for operating the vessels on the river.

Ironically, the two pilots, Stanton P. Vogt of the Corsair and John Vogt of the Marcello, are related, Stanton Vogt being John Vogt's nephew.

Testimony at the Coast Guard hearing showed that the Corsair was doing 18 knots and the Marcello about 14 knots in the narrow and twisting Mississippi channel. The two vessels signalled for a starboard-to-starboard pass. However, the Marcello pilot then testified that after moving to Port to allow room to pass, he had to swing back to midstream (starboard) to avoid grounding on the west bank of the river. As the two ships approached each other, he said he ordered a hard left again, then full astern, but too late to avoid a collision.

On the Corsair, Seafarer Joseph Barone, who was on the wheel, testified that the pilot told him to go ten degrees left, then 20 degrees left. Since a hard left

rudder would involve a 30 to 35 degree swing, this apparently is the reason why Admiral Richard held that the Corsair failed to make "a timely and sufficient alteration of course to port to insure a safe starboard-to-starboard passing. . . ."

The speeds at which the ships were approaching each other also closed the gap too rapidly for effective maneuvering.

In almost every major ship collision in recent years involving American ships, the vessels have been traveling at or near top cruise

ing speed either in congested waters, or in conditions of poor visibility, or both.

Seafarers who lost their lives in the collision were Walter B. Orman, John Gorman, Edward W. Ketschke, Roy A. Goddard and Herbert J. Sullivan, all of them passenger waiters.

One result of the collision was to put Alcoa out of the running for National Safety Contest laurels. The company had won the title two years in a row and was in the running for the third time until the Corsair accident.

SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



Helicopter Rescue Procedures

A familiar sight on many merchant ships in recent years has been the transfer of ill or injured seamen to shoreside medical facilities, or to a ship carrying a physician, by means of a helicopter. This technique has obvious advantages in terms of assuring speedy medical treatment and safe and comfortable transfer as opposed to the difficult job of transferring by lifeboat.

Unfortunately, helicopters have a limited range and can only be used when a vessel is reasonably close to shore, or to another vessel with a helicopter landing deck. But where they can be used, the whirlybirds have proven their value many times over.

Consequently, all seamen should be familiar with the procedure for helicopter transfer. Under the system set up by the Coast Guard, special hoist equipment has been designed and techniques developed for safe and efficient operation. Usually a fixed wing aircraft departs from the shore base before the helicopter, determines the ship's position and acts as escort and communication relay for the copter.

If the vessel can communicate on 2182 kilocycles, then communication can be readily established, since both aircraft have homing equipment which operates on this frequency. This will assure speedy fixes on the vessel, without which there might be delays in locating the ship. Once the vessel is located, the pilot will determine whether the patient is ambulatory or a stretcher case; whether the hoist can be made off the deck of from a boat lowered over the side, and what course and speed the vessel should hold to for best operating conditions.

If the vessel is large enough and has a clear deck area, a hoist can usually be made from the deck. The largest possible deck area should be chosen and all loose gear, stays, antennas and other obstructions removed as much as possible. The patient, and one crewmember to assist him, should be moved to a location near the hoist area, but all other crewmembers should remain behind suitable protection. There is always the danger that a rotor blade might strike the deck or some obstruction. If it does, it will shatter and fragments will fly in all directions.

With an ambulatory patient, the rescue basket can be used for the hoist. The pilot will inform the vessel of the procedure by radio, loud hailer or message drop. Normally the procedure is as follows:

A) The pilot lowers the basket to the deck. The crewmember assisting the operation disconnects the basket from the cable and lets the cable hook go free. It is extremely important that the cable not hooked to any part of the vessel. In this event, there is a likelihood that the pilot would have to cut the cable, nullifying the helicopter's hoisting ability.

B) The helicopter will then hover at one side of the ship, awaiting a signal from the vessel that the patient is ready to be picked up.

C) The patient should then be brought to the hoist area and seated in the basket. (The patient should read the illustrated instruction card attached to the basket.)

D) The ship should then signal the helicopter to come in for the pickup. The pilot will hover over the basket and lower the hoist cable, which should then be hooked into the lifting eye of the basket.

E) The man on deck then gives a "thumbs up" signal to the pilot, signifying that the patient is ready for the hoist.

If the patient is a stretcher case, a Stokes litter equipped with lifting bridle and guide lines is used. The procedure is the same, except that an additional crewmember is needed to tend the guide lines. An illustrated instruction card is attached to the litter.

Sometimes, because of obstructions or a heavy load of deck cargo, there may not be enough space to permit hoisting from the deck. In such situations a boat must be lowered and the patient hoisted from the boat. This is trickier for the pilot since the boat is not a stable platform and will be effected by prop-wash as well as by the heaving of the waves.

Once the hoist has been completed, the helicopter will head for shore, with the fixed wing aircraft supplying escort. Usually, the copter will land right on the grounds of the nearest Public Health Service hospital. Otherwise, it will land on a beach near a waiting ambulance which can transfer the patient to a hospital.

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

IN THE HOSPITAL?
CALL SIU HALL
IMMEDIATELY



'No Exit'



The latest National Labor Board decision, upholding the SIU's right to represent the crew of the Liberian-flag SS Florida, could hardly have come at a better time, for it served notice on those ship operators who are still balking at dealing with NCMB unions on the issue that they have no legal excuse to evade the issue any longer.

The whole position of those operators who refused to bargain with the NCMB on the runaway ships was that it was "illegal" for the unions to ask for the right to organize the operators' foreign-flag vessels. The Labor Board has answered that argument convincingly.

It should be noted that the Board placed great stress on the question of affiliation. The Board said, in effect, that it didn't matter how foreign-flag corporations were interposed between the original American operator and the foreign-flag ship. In other words, the Board was clearly informing the American operator that the establishment of dummy corporations and assorted affiliates in Liberia, the Bahamas or any other area outside the United States would not provide immunity for their foreign-flag ships from US union organizing.

The Board made it clear that, as far as it was concerned, the nature of the foreign-flag operation was the critical factor. If the ship was operating in American foreign commerce out of an American port on behalf of an American business interest, then it properly is subject to American union jurisdiction.

Undoubtedly, those American operators who are in the foreign-flag shipping business will wriggle and squirm further in an effort to evade a foregone conclusion. They will appeal to the courts wherever possible, but the trend of court decisions has been universally against them. Even the Supreme Court of the United States, refused to hear an appeal by the owners of the runaway-flag Ore Monarch in which the owners sought to escape the jurisdiction of US labor law.

All the operators can do now is delay the

inevitable day when they will have to sign contracts with those unions, the SIU and the MEBA, who have asserted their right to organize runaway ships. Those who followed the lead of the National Maritime Union, and gave the runaways special immunity for four years, have thrown away the opportunity to protect their memberships.

Cheaper Medicine?

There was an interesting reaction on the part of the American Medical Association to two recent proposals to reduce the cost of prescriptions. A leading mail order retail concern, which specializes in credit sales via mail, announced that it was going to distribute drugs at below the cost of the corner drugstore. Secondly, Senator Kefauver, who conducted detailed hearings into the drug manufacturing industry's price policies, submitted legislation which would lead to a reduction in the cost of medicine through elimination of needless duplication in brands and other steps.

Both of these proposals have been strongly opposed by the American Medical Association.

Ordinarily, the average individual would think that the AMA, representing doctors, would be interested in seeing to it that necessary drugs and medicines were made available to the public at lower cost and that the flood of brand-name antibiotics, each one only slightly different from the other, be reduced in the interest of effective treatment. Physicians can hardly be expected to keep track of the hundreds of products that are on the market today.

Some suspicious-minded people have suggested that the AMA's tender concern for the drug manufacturers stems from their heavy advertising in the "Journal" of the AMA, as well as other medical publications. AMA denies this is so. But we're still waiting for the Association to offer a logical justification for its position.

SIU
Legislative
Department

Ray Murdock, Director



MARITIME STATISTICS.—As of June 1, 1961, there were 941 vessels of 1,000 gross tons or over in the active US merchant fleet. This is four less than the number active in May. Of these 941 vessels, 45 were Government-owned and 896 were privately-owned. This period registered a decrease of six active vessels and an increase of eight inactive vessels in the privately-owned fleet. Two freighters, the PRESIDENT LINCOLN and the DEL SOL, were delivered from construction. Three freighters were transferred from foreign to US registry, and two freighters, MYRIAM III and PETER BLIX, and a tanker, MARINE CHEMIST, were transferred to foreign flag. The privately-owned fleet increased by two to 990. Of the 94 privately-owned inactive vessels, one passenger ship, 12 freighters, and 12 tankers were undergoing repair or conversion. MA's active fleet increased by two ships, while its inactive decreased by 17. Two troop transports, 20 Liberty ships, and a tanker were sold for scrap. The total US merchant marine decreased by 13 to 2,950. The total number of large vessels on order or under construction in US shipyards dropped by one to 85.

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CONSTRUCTION SUBSIDIES.—Frank L. Barton, Deputy Undersecretary of Commerce for Transportation, in an address at Elkhart Lake, Wis., said that consideration of ship construction subsidies for Great Lakes steamship operators may become inevitable in the light of subsidized Canadian competition on the Great Lakes. His suggestion was prefaced with the statement that the Canadian Minister of Transport had requested ship construction subsidies and the end of Commonwealth participation in Canadian cabotage. "The problem of finding a way to aid our own cabotage has been one of increasing significance since the end of World War II," said the Commerce Department official. "Our domestic common carrier shipping is deteriorating along all four coast lines. Low rates, fierce intermodal competition, changing markets, and increasing labor and equipment costs have all contributed to the decline of this highly important sector of our maritime industries. In an effort to find a bright side to this problem of stepped-up Canadian competition, I might point out that there is the remote possibility that the Canadian drive to provide assistance for its Great Lakes shipping may be of help to you. Due to the fact that our coastal and Great Lakes shipping frequently competes with other modes of domestic transportation, it has heretofore not been politically feasible to contemplate direct assistance—such as ship construction subsidies. But the consideration of such assistance may become inevitable in the light of subsidized Canadian competition on the Great Lakes." Mr. Barton pointed out that Great Lakes common carriers not only are meeting competition from the "exempt" ship operators, but also from railroads and, on certain movements, from Canadian and other foreign-flag shipping. (Source: CIB No. 45, June 29, 1961)

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RESEARCH AND DEVELOPMENT.—MA has announced that the Galveston, Texas, plant of Todd Shipyard Corporation has been designated the central servicing site for the world's first nuclear merchant ship, the NS SAVANNAH. Todd will handle the drydocking, repair, maintenance and refueling of the ship. The Todd yard at Pelican Island will add facilities in order to handle the work. Todd engineers and technicians will be subject to call for servicing the ship anywhere in the world. The general operating agent for the NS SAVANNAH is States Marine Lines, Inc. Construction of the SAVANNAH is a joint project of the Atomic Energy Commission and the Maritime Administration. The Todd Corporation, in addition to its Galveston Division, operates seven other integrated shipyards strategically located on the Atlantic, Gulf and Pacific Coasts. They are ready to cooperate in the service requirements of the NS SAVANNAH. Synthetic rope is now being depended upon for many towing tasks. The two largest fleet-tug operators in the Port of New York now depend on the man-made fibers. In the past they have relied largely on manila and sisal fibers. The cheaper synthetic now used is polypropylene. While nylon is still the standard synthetic for long distance coastwise and deep-sea towing, polypropylene is displacing dacron for ropes and lines used in docking and shifting ships. Industry statistics show that last year 2.5 million pounds of synthetic fiber went into the manufacture of marine lines, an amount twice as large as the 1959 total. As estimated five million pounds of synthetics are expected to be used in the marine field this year. The Marietta Manufacturing Company of Port Pleasant, West Virginia, has been awarded a \$3,733,040 contract to build two hydrographic surveying ships. They are to be constructed for the Coast and Geodetic Survey of the Department of Commerce.

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SUPREME COURT.—The Supreme Court has ruled that individual members who disagree with their union's legislative or political activities may avoid having their dues used for such programs. At the same time the Court upheld enforcement of railroad union shop contracts. In so doing, the Court overturned a Georgia court's injunction which barred enforcement of the union shop agreement on the Southern Railway System unless the union abandoned political or legislative activity. The Supreme Court suggested two formulas which would permit a dissenting union member to separate himself from financial support of political programs with which he disagrees. (1) He might be given a dues rebate "in the same proportion that the expenditures for political purposes which he had advised the union he disapproved bore to the total union budget." (2) The union's expenditure for the protested activities could be proportionately reduced. In this case a member would have to give the union formal notification of his objection to expenditures for political activity which he opposed in order to be entitled to a refund or reduction.

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



The Maritime Strike— As The Press Saw It

THE start of this year's maritime contract talks was prefaced by an extremely significant development—the formation by a group of unions of the National Committee For Maritime Bargaining and the development of a program to bolster the US merchant marine and protect the jobs of American seamen. The unions took this step because management could not, or would not, act to preserve an American merchant fleet. Here's how the "New York Times" put it:

NY Times

June 7, 1961

"9 Sea Unions Urge Industry Reform" "Offer Rejuvenation Plan in New Form of Bargaining"

"Maritime labor set a new standard yesterday for contract bargaining . . . The joint committee outlined a program to revitalize an industry in which unions have charged mismanagement on the part of both Government and industry . . .

"A prime demand was that contracts with industry in the future cover American-owned vessels under foreign flags . . .

"Next in order was the demand for formation of a joint labor-management committee to overhaul policy on shipping subsidies; to eliminate Federal competition with private shipping . . .

"The nine unions proposed that contracts ending this year would be extended without major changes . . .

"J. M. Calhoun, chairman of the bargaining committee, presented what was generally agreed to be a striking picture of a declining shipping industry . . .

"With graphs and charts, he showed that the merchant fleet had declined since 1939 from 1,218 ships to 905 . . .

"Subsidies, costing the country \$250 million a year, apply only to . . . a small fraction of merchant marine activity . . .

"(The industry, under the thumb of the major international oil and metals companies and the major subsidized companies, wanted no part of the NCMB program). . .

"The chief objective of the bargaining, the recapture of runaway ships . . . for union organizing action was immediately rejected by management . . .

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The result was the likelihood of a strike. The "Herald Tribune" said:

NY Herald Tribune

June 9, 1961

"US Ship Strike Looms As Talks Break Down"

" . . . After the meeting with the National Committee for Maritime Bargaining broke up, Jesse M. Calhoun . . . said that Mr. Casey

had informed us he could not discuss the extension of union contracts to American-owned runaway-flag ships . . .

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While the National Maritime Union was not a member of the NCMB, there appeared to be agreement at first that the runaway issue was the number one contract demand. NMU President Joseph Curran had reiterated on many occasions, prior to the start of contract negotiations, that runaway ships constituted a primary threat to the job security of American merchant seamen. "Business Week" magazine, five days before the strike broke out, put it this way:

Business Week

June 10, 1961

"Rival Unions Agree On Foreign-Flag Issue"

" . . . shipowners and maritime unions are looking at a new negotiating issue: union demands for contracts covering foreign-flag ships . . .

" . . . Rival leaders Joseph Curran . . . and Paul Hall . . . have agreed on this point . . . (the) National Maritime Union made the demand last week . . . and (the) Seafarers International Union made a similar demand . . . through the . . . National Committee for Maritime Bargaining . . .

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With a strike looming, the NCMB scored a major breakthrough on June 13. The "Journal of Commerce" reported on June 14 as follows:

"The first break . . . came when the National Committee for Maritime Bargaining reached agreement . . . with a group of 51 shipowners operating 187 . . . ships . . .

"The agreement extends current wages for one more year while granting the unions jurisdiction over foreign-flag vessels operated by some of the employers . . .

" . . . the accord also called for . . . a joint steamship labor-management committee to effectuate a program and establish policies for the development and growth of the American merchant marine . . .

"Other developments on the fast shifting front included: A decision by the Masters, Mates & Pilots . . . to break off from joint negotiations with other labor groups in NCMB . . .

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The signing of the first group represented a good-sized chunk of the SIU-contracted operators. However, with the mates unsigned, and with the rest of the industry balking, an industry-wide strike was in the cards. Labor Secretary Arthur Goldberg intervened in an attempt to secure a settlement.

The strike began as expected on the 15th. The American Merchant Marine Institute's operators were ready to do anything to settle, as long as they didn't have to concede jurisdiction over the runaways and give the unions a voice in determining industry policy. Consequently, the "New York Times" reported:

NY Times

June 19, 1961

"Ship Strikers See A 'Bribe' In Offer" "Owners Deny Charge They Gave Pay Plan to Kill Issue Of 'Runaway' Fleet"

"One of the principal negotiators in the maritime strike charged yesterday that a shipowners' committee had attempted to 'bribe' maritime labor . . .

"Jesse M. Calhoun . . . called upon a Congressional committee to investigate his charge . . .

"Mr. Calhoun . . . charged that the American Merchant Marine Institute . . . had attempted to 'bribe' us by offering a substantial economic package if we will drop the runaway-flag issue . . .

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By this time more independents had signed with the NCMB unions. By June 23, the SIU and MEBA had 65 companies operating 262 vessels under contract.

With the employers refusing to bargain on the runaway issue, Secretary of Labor Goldberg came up with a plan. The "Journal of Commerce" reported it in the following form:

Journal of Commerce

June 23, 1961

"Halt In Ship Strike Asked By Goldberg" "Urges 60-Day Respite, Submission Of Dispute To Presidential Group"

"Labor Secretary Arthur J. Goldberg proposed . . . that striking maritime unions agree to halt their walkout for 60 days and submit their dispute . . . to a three-man Presidential committee for a solution . . .

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However, there were signs that something was cooking in the back room. The story continued as follows:

"Jesse L. Calhoun . . . charged that one union is near agreement with the head of a leading subsidized ship line on terms that will sharply raise industry costs . . . In return for an agreement that would eliminate the demand . . . for jurisdiction on foreign owned ships . . .

"Joseph Curran has insisted his union will continue to press the foreign-flag issue . . .

"However, he reported . . . that negotiations were taking place with some shipowners . . .

The June 23 "New York Times" added the following details:

"Mr. Calhoun yesterday attacked John M. Franklin, chairman of United States Lines, for holding secret meetings with other unions and seeking separate deals in an effort to 'destroy the merchant marine.'"

"A spokesman for Mr. Franklin said this was not true . . .

"Mr. Calhoun said, '70 percent of the wages Mr. Franklin pays come from Federal subsidy'."

" . . . he charged that if Mr. Franklin were offering to meet demands . . . it meant he wanted 'to squeeze smaller companies out of business . . .'

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On June 24, all of the unions rejected the Goldberg truce plan, but it was apparent that the NMU was ready to walk away from the runaway issue. As the "New York Times" reported it:

"The proposal put forth by Mr. Goldberg called for a three-man citizens panel to study the economic issues, the prime union demand that foreign-flag ships under American control be brought into the bargaining, and Government policy, including policy on runaway ships.

"Mr. Curran said he would accept a fact-finding body on the last point only. He said the bargaining table was the only way to work out a solution to the other two issues."

The type of solution he had in mind became clear within a few days.

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Following union rejection of the Goldberg proposal, President Kennedy invoked the Taft-Hartley Act. Here's how the "World-Telegram and Sun" reported it:

World-Telegram & Sun

June 26, 1961

"Sees Peril From Tieup, Orders Inquiry"

"President Sets Up Board To Investigate, Report By Friday"

"WASHINGTON, June 26 — President Kennedy invoked the Taft-Hartley law today in the national maritime strike.

"By executive order, the President found that the current shipping strike threatens to 'imperil the national health and safety' . . ."

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The unions planned to fight the Taft-Hartley injunction on the ground that no genuine national emergency existed. But there were strong indications that the NMU had caved in on the runaway-flag issue. The "Journal of Commerce" reported the following:

Journal of Commerce

June 29, 1961

"Signs Pointing To Big Break In Sea Strike"

"NMU Hints Foreign Flag Question Is No Longer A Barrier To Settlement"

"Hopes for a break in the long contract dispute . . . have been buoyed by reports THAT SOME MARINE WORKERS ARE



READY TO DROP THEIR DEMAND FOR BARGAINING RIGHTS OVER AMERICAN-OWNED FOREIGN SHIPS.

"HINTS THAT THE FOREIGN-FLAG QUESTION WAS NO LONGER AN ISSUE" BLOCKING SETTLEMENT . . . WERE MADE BY SPOKESMEN FOR THE NATIONAL MARITIME UNION . . . (CAPS OURS)

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The "Herald Tribune" of June 30 added the following details on the "package" settlement being reached between the NMU and the AMMI:

"... it was learned that it would be a four-year pact calling for an immediate wage increase of 4 percent . . .

"The pact would add an immediate \$66,849,750 in labor costs to the American merchant marine if its terms are extended to the other unions. A LARGE PART OF THIS WOULD BE BORNE BY THE PUBLIC IN THE FORM OF OPERATING SUBSIDIES . . . UNSUBSIDIZED SHIPS . . . WOULD HAVE TO MAKE UP THE ADDED COSTS . . ." (CAPS OURS)

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One reason for the "package" was to cripple, and perhaps destroy the unsubsidized segment of the merchant fleet, representing some 600 ships. The other reason was specified by "Time" magazine in its June 30 issue as follows:

"Joe Curran this year demanded a 30-hour work week, a 12 percent package wage increase over four years and assorted fringes. Hall . . . asked management for something much more controversial—the right to bargain for more than 20,000 foreign sailors who man US ships registered abroad. (CURRAN MADE THE SAME DEMAND BUT PASSED WORD THAT HE WOULD DRYDOCK IT FOR SWEETER WAGES AND HOURS.)" (CAPS OURS)

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The idea now was to put the screws to the engineers to make them buy the same package. The shipowners hoped to achieve immunity for the runaway ships and at the same time put the independents out of business. The MEBA refused the bait. The "Herald Tribune" reported on July 1:

"Jesse M. Calhoun, secretary-treasurer of the MEBA, said that his union is interested in jobs, not wage increases that could put some of the struck companies out of business . . .

"Mr. Calhoun noted that the proposed settlement formula does not satisfy the basic demands by his union . . . He also said his union wanted a one-year contract only . . . THE BASIC IDEA OF HIS UNION'S DEMANDS WAS TO GET MORE SHIPS SAILING WHICH WILL PROVIDE MORE JOBS FOR ENGINEERS . . .

"MR. CALHOON NOTED THAT THERE ARE SEVERAL UNSUBSIDIZED COMPANIES THAT ARE IN DANGER OF BEING FORCED OUT OF BUSINESS . . . (CAPS OURS)

"The NMU contract principally is with subsidized companies which can pass on increased labor costs . . .

The "New York Times" added on the same day:

"THESE UNIONS (SIU AND MEBA) AGREED THAT SHARPLY INCREASED LABOR COSTS WOULD TEND TO DRIVE THE INDEPENDENTS OUT OF BUSINESS. THEY ALSO INSISTED THAT THE ORGANIZING OF SEAMEN ON AMERICAN-OWNED SHIPS FLYING FOREIGN FLAGS WAS A MORE IMPORTANT ISSUE THAN WAGES . . . (CAPS OURS)

"In return for the money parcel, the THREE UNIONS (NMU, MM&P and ARA) WERE PREPARED TO DROP A PRIME DEMAND: BARGAINING RIGHTS ON THE AMERICAN SHIPS UNDER OTHER FLAGS . . . (CAPS OURS)

"Jesse M. Calhoun, secretary of the engineers, said his 11,000-man union had no intention of relinquishing its demand on the so-called 'runaway' ships . . . THE CURRAN CAMP HAD DROPPED IT . . . (CAPS OURS)

"Mr. Calhoun said his committee was adamant on the issue of a proposed labor-management committee to promote the merchant marine and deal in such matters as subsidies . . .

"Research has shown, Mr. Calhoun charged, that the industry cannot survive the kind of crew costs embraced in the 21 percent deal.

"WE KNOW FROM EXPERIENCE . . . THAT FOR EVERY 1 PERCENT INCREASE IN SHIP OPERATING COSTS, 1 PERCENT OF THE INDUSTRY DIES . . . WE ARE INTERESTED IN JOBS . . ." (CAPS OURS)

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Instead of the engineers cracking, the trend seemed to be working in the other direction. On July 2, the "Herald Tribune" had this to report:

"The MEBA and SIU still insist on the right to organize American-owned ships flying the Liberian, Panamanian or Honduran flags . . .

"The engineers' position may be strengthened by a reported split in the ranks of the deck officers . . .

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On July 2, the first major break in the strike came when the Mates union signed with the independent companies which had previously signed with SIU and MEBA. Here's how the "Times" reported the development:

NY Times
July 2, 1961

"Gulf Coast Pact Frees 250 Ships"

"Agreements were signed yesterday freeing more than one-third of the nation's strikebound merchant marine as President Kennedy prepared to seek an injunction to free the rest of the fleet.

"A group of Gulf Coast shipowners, representing 250 vessels, signed contracts with four unions that encompass all of the types of manpower needed to sail the ships. 71 other ships were freed when their owners signed necessary contracts . . .

The NMU and Franklin, which had hoped to break the back of the NCMB unions, now found that AMMI ships were still tied up because the engineers would not cave in on the runaway issue. The NMU, in desperation, tried a little intimidation, as the July 3 "Times" reports:

"Meanwhile negotiations . . . were broken off yesterday afternoon as a result of demonstrations.

"The disruptions took place inside offices of the Federal Mediation and Conciliation Service . . . Officials of the mediation service called a halt to the talks . . .

"The demonstrators were mainly from the National Maritime Union . . . The demonstrators wanted the engineers to reach a pact with the American Merchant Marine Institute . . .

"JESSE M. CALHOON . . . DESCRIBED THE DEMONSTRATIONS AS 'A CALCULATED ATTEMPT' TO DISTRACT THE PUBLIC . . .

"MR. CALHOON SAID THE DEMONSTRATIONS WERE 'FURTHER PROOF OF COLLUSION' BETWEEN THE SHIP-OWNERS, HEADED BY GEN. JOHN FRANKLIN, CHAIRMAN OF UNITED STATES LINES, AND JOSEPH CURRAN . . . (CAPS OURS)

"They decided on this maneuver . . . because we have succeeded in focusing attention on the manner in which the subsidized companies are using public funds to destroy other segments of the industry . . .

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The maneuver proved fruitless, and the efforts to conceal the nature of the package deal proved equally unsuccessful. On July 4, the "New York Times" had this to say, in an editorial:

NY Times
July 4, 1961

"The Maritime Debacle"

"Federal intervention in the maritime strike . . . has not been successful . . .

"... Some of the participants have displayed surpassing cynicism, in which the components are greed and a lack of responsibility toward their country, their industry and themselves . . .

"... What behind-the-scenes role, if any, was played by high-level Federal authority in forcing such a costly settlement as has been agreed on in a large segment of the industry—a cost to be met largely by the public through increased subsidies? . . . Were the increases unconscionable, as stated by some still reluctant seamen who say they believe that jobs are more important than higher wages?

"The public is entitled to know the answers . . .

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A Federal judge, on July 3, issued a temporary restraining order under the Taft-Hartley act, halting what remained of the strike. Before the strike ended, the MEBA had signed the Pacific Maritime Association to its basic contract, rupturing the front

established between PMA and the American Merchant Marine Institute.

Before the injunction was issued, three unions opposed it. The "New York Times" had this to say:

"The president of the Seafarers, Paul Hall, sharply challenged the Government's contention that an injunction was needed because a 'national emergency' existed.

"He said the injunction could serve to assist one segment of the industry, the Merchant Marine Institute, 'which from the beginning adamantly refused to bargain on the issues' . . .

"The Seafarer's rival union, the NATIONAL MARITIME UNION . . . APPEARED TO BE SATISFIED WITH THE GOVERNMENT'S INJUNCTION PROCEEDINGS . . ." (CAPS OURS)

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That's where the issues stood when the strike ended, with one more important development, as reported from the July 6 "Herald Tribune":

"The Marine Engineers' Beneficial Association reported it had cracked the solid front of the American Merchant Marine Institute by signing a three-year contract with States Marine Lines, one of the nation's largest unsubsidized companies."

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In the days following the strike, it became clear that the NCMB unions had won more than the right to runaway ships. The second major objective of the group, a re-evaluation of US maritime policy, seems close at hand. Here's what the "New York Times" had to say on the subject:

NY Times
July 13, 1961

"Maritime Subsidies"

"One sure conclusion arising from the . . . maritime dispute is the need for a review of the nation's ship subsidy policy . . .

"Suppose a subsidy review shows that it is still necessary in 1961 to continue a Federal aid system devised in 1936. Congress must still ask itself whether the money is equitably distributed . . .

"Twenty-five years ago our domestic fleet was healthy, but the regularly-scheduled overseas services needed assistance. The pattern of foreign trade has since changed radically. Now it is the bulk cargo that represents most of this country's foreign trade. But under the law neither the irregularly scheduled bulk cargo service nor the ailing domestic trade is entitled to Federal aid. Are we funneling all of our assistance into a segment of the industry with the least impact on the nation's welfare? . . .

The NCMB unions have been advocating, among other things, a reappraisal of the American merchant marine. As a result of the NCMB position, during the negotiations, public attention has been focused on the need for a change in US shipping policies. Thus one of the objectives of the NCMB program, to strengthen the US merchant marine and increase job opportunities, is paying off.



SIU SOCIAL SECURITY DEPARTMENT



Four More SIU Men Awarded \$150 Pensions

Another four veteran seamen have won approval of their applications for SIU disability-pensions and are now receiving the \$150 a month benefit from the Seafarers Welfare Plan. This raises the total of this year's qualification group to 21.

The newly-qualified Seafarers are Antonio Fernandez, 74; James A. Patrice, 73; Ray A. Noack, 51, and Matthew Bruno, 50.

Fernandez, a resident of Brooklyn, became a full member of the SIU in 1951, but had been sailing for many years before that, beginning before World War I. The veteran seaman worked as a cook on SIU ships and participated in the American Coal Shipping beef, shipping as a messman aboard the Thomas Paine in December, 1957.

Fernandez, a native of Goa, Portuguese India, was forced into retirement by failing eyesight and heart disease. His last trip was aboard the Jean Lafitte (Waterman), last summer. He and his wife live in Brooklyn not too far from the SIU hall.

Patrice, who also had to call it quits from heart disease, was one of the earliest SIU members. He got his Union book back on November 17, 1938, when he was working in the Eastern Steamship Company fleet. His seafaring dates back to World War I.

A native of the British West Indies, Patrice now lives with his wife in Bridgewater, Mass. His last trip was on the Transnorthern on which he served as cook and baker.

Noack became a full member of the SIU in 1945, joining in New Orleans. A native of Illinois, he now lives in Seattle, and was forced to retire because of a digestive ailment. He last served as

cook aboard the Coalinga Hills.

Bruno was certified as "not fit for duty permanently" by the San Francisco PHS hospital, where he had been receiving treatment for tuberculosis. Previously he had been treated for TB at the Manhattan Beach PHS in Brooklyn.

A native of New Jersey, Bruno began sailing with the SIU in 1941 in the deck department. He made his last trip as OS on the Orion Comet before checking in to the San Francisco hospital for further treatment.

Scholarship Winner In New Orleans Hall



Winner of one of five \$6,000 four-year SIU college scholarships, Harold E. Welsh (center) visits New Orleans hall with his dad, Harold R. "Bobby" Welsh (right) who sails in the black gang on SIU ships. New Orleans Port Agent Buck Stephens is the host. Young Welsh, 18, is planning to study law.

New Orleans Latest Port To Get SIU Blood Bank

The port of New Orleans has joined the expanded blood bank program established by the SIU.

The new program, which began last month, involves local blood banks in Boston, Norfolk, Jacksonville, Miami, Mobile, Wilmington and San Francisco in addition to New Orleans. These new blood banks will supplement the Union's main blood facility at headquarters in Brooklyn.

Arrangements are being made to extend the new system to Puerto Rico, Houston, Baltimore and the Great Lakes.

The network of blood banks will speed servicing of emergency needs for Seafarers and their families in all ports. Local blood banks will handle their own ordinary requirements so that the Brooklyn facility can build a reserve.

Until recently, the Brooklyn facility had been the sole source of blood for Seafarers' blood needs throughout the country. However, an urgent blood requirement for a Seafarer's eight-month-old baby in Houston set the network into motion. The baby, now a year old, and doing well, required over 60 pints of blood.

The vital necessity of adequately stocked blood banks was pointed up in New York City recently when Bellevue Hospital, the city's largest, announced that it would have to cancel a major operation because of a shortage of the common type O positive blood. An appeal over radio and television for 50 pints of blood brought forth donors, however, and the operation was conducted. Between 1,500 and 1,800 pints of blood are used daily in New York City hospitals.

The SIU's new blood bank program is designed to avoid emergencies like the one which struck Bellevue Hospital. The expanded SIU program does not mean any change for Seafarers or their families requiring blood. As before,

they need only contact the nearest SIU hall. Donors should do the same.

Old Age \$\$ Payable At 62 To Men

WASHINGTON — New amendments to the Social Security Act have gone into effect which improve benefits for four million retired persons and broaden the scope of the program.

The major change in the program allows men the option of retiring at the age of 62, if they so desire. This option has been available to women workers for some time. Men retiring at an earlier age will receive 80 percent of the benefits they would be entitled to if they waited until they are 65.

The chief beneficiaries of this change are older workers who have been hard hit by the rising trend in unemployment and are having difficulty getting jobs because of their age or because their particular skills are no longer in demand. It's expected that about 560,000 men will take advantage of the opportunity for early retirement.

In addition to the age change, the minimum benefit under the program will go to \$40 from the present \$33 minimum.

A provision of considerable importance to Seafarers is a slight liberalization of the amount of money a retired person will be allowed to earn.

SOCIAL SECURITY REPORT

Joseph Volpian, Social Security Director



A Substitute Program Flops

A Senate special committee has come up with some pretty conclusive evidence that the program approved in the last months of the Eisenhower Administration has failed completely to provide for the medical needs of older Americans. Senator Pat McNamara, (Dem.-Mich.) revealed that only 10,000 of the nation's elderly citizens have thus far received any assistance whatsoever in the first six months of the measure's operation.

The information compiled by the Senate Special Committee on Aging, consists of a survey of the Kerr-Mills bill passed last summer as a substitute for the measure supported by the AFL-CIO and by virtually every social agency concerned with medical care. The Kerr-Mills bill, which was backed by the American Medical Association, provides Federal fund grants which can be used by the states to provide medical care only for oldsters who can prove they are poverty-stricken. Even then, they have to be living in a state where there is a specific program of medical care for old people on relief or getting some form of public assistance.

This bill had been bitterly fought by the labor movement which charged that it would subject old people to a degrading test of "ability to pay," and would not meet the needs of more than a fraction of the aged population. The same objections were raised by a number of organizations, who also pointed out that the alternative program, that of providing medical care to all retired Americans through the Social Security system, was widely backed by an overwhelming majority of the American people.

The survey conducted by the Senate subcommittee staff found that 25 of the 50 states had no programs whatsoever under which they could qualify for Federal grants. Approximately 12 million elderly Americans are not covered by the program in any shape or form.

Even among the states which are in a position to provide medical care under the program, only six of them have programs going which would be adequate, the subcommittee report asserted.

Need To Cover All Retired Citizens

It is expected that the subcommittee's report will add urgency to pending Congressional action on the Anderson-King bill. This is the bill which would assure all retired Americans the medical care they need under the Social Security program. Since the medical costs would be financed out of the Social Security payments made by employers and their employees, there would be no "poverty test" involved. Medical care would be a matter of right, paid for in advance.

A beneficial by-product of such a program would be to lift the burden off local government and local charities which now have to carry the cost of medical care for the large numbers of retired Americans who cannot afford such care.

Of course, the major obstacle to an effective program of medical care continues to be the American Medical Association. Some revealing items have been published recently concerning the nature of AMA lobbying. It was reported that the AMA makes a point of having the Congressmen's own physicians call them up to give them "the word" concerning any measure affecting the nation's health. The recent meeting of the Association's House of Delegates went so far as to imply that doctors would be instructed not to cooperate with any Federal program of care for older Americans.

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



Fernandez



Patrice



Noack



Bruno

Blood Donor Center In NY

Seafarers are reminded that appointments for donors to the SIU Blood Bank can be made at any time on the 2nd deck at SIU headquarters. Blood donations are made at the New York Health Center of the SIU Welfare Plan, just one block from the hall, and take only a few moments.

SIU FOOD and SHIP SANITATION DEPARTMENT

Cliff Wilson, Food and Ship Sanitation Director



US Inspections Aid Storing

Almost everybody is aware of the fact that the Department of Agriculture has an inspection service which inspects and grades meat and sets standards for these and other food products. What isn't so commonly known is that the Department will also conduct on-the-spot inspections of stores purchased by a shipping company, a restaurant or any other large purchaser of food supplies. A number of SIU-contracted companies take advantage of the valuable services offered by the Department in this area, but others do not do so. The Food and Ship Sanitation Department is working to get all operators to adopt this practice, since use of the inspection services can result in considerable improvement in shipboard storing and an actual cost saving.

An experienced Department of Agriculture inspector is available to any steamship operator at \$4.50 an hour. He will conduct his inspection either at the dock or at the supply house, wherever the steamship operator wants him to be. Since inspections can normally be completed in a couple of hours or less, this is a very modest investment which can produce significant benefits.

All Specifications Checked

For example, the use of the inspection service assures that the quality of the items purchased meets specifications and that defects are held within the minimums allowable. Obviously this results in considerable savings since it keeps down waste and unnecessary loss. But the inspection service offers more than that. Clients of the service can get valuable information as to what the best buys in produce are at a given time of the year and what are the best specifications to insist on for shipboard use.

As far as produce is concerned, the port steward or purchasing agent has to be concerned with the keeping qualities of the items he buys. For example, one type of Florida grapefruit is of high quality and good taste, but is too delicate for lengthy storage. Another variety, also of high quality, has good keeping qualities as well. The Agriculture Department can advise the purchaser accordingly, depending on his needs. Similarly, one variety of grapefruit may be more attractive-looking than another kind, but the second variety may be equally nourishing and tasty. Inspectors, incidentally, do not rely on outside appearance of produce but will cut open samples at random to check on their condition.

Monthly List of Produce

The Department's inspection service assists buyers by issuing a monthly list of suggested specifications for fresh fruits and vegetables. This list indicates the availability of the product, plus all the information the purchaser needs as to its origin, type, size and use. It is free of charge to steamship companies and others in the business of mass purchasing of food supplies. Purchasing agents who use it find it an invaluable guide when making requisitions.

Another service offered by the Department is particularly worthwhile for steamship operators. If the inspection is done at the supply house, the inspector can seal the truck after it has been loaded with the ship's stores. The port steward and ship steward then have assurance that the merchandise arriving at the pier is exactly as ordered, with no substitutions made. Since a ship may have to sail a few hours after stores arrive, there may not be enough time to send undesirable stores back to the supplier and have them replaced. The arrival of the truck with an unbroken seal is a further guarantee of the quality of the ship's stores as ordered by the company.

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

ILA Assails Curb On Injury Suits

WASHINGTON—Supported by the Maritime Trades Department, AFL-CIO, the International Longshoremen's Association is waging a vigorous fight against a bill which would limit longshoremen's rights to sue ship operators in cases involving shipboard injuries.

The bill would prevent longshoremen from suing an operator for injuries resulting from the unseaworthiness of the vessel or its gear. It would restrict the application of the unseaworthiness factor to crewmembers of the vessels.

In effect, the bill would relieve ship operators of responsibility for certain unsafe conditions existing aboard their vessels, as far as the longshoremen are concerned. A longshoreman injured on a ship would have to prove negligence on the part of the ship operator in order to recover damages via a Federal lawsuit.

Cite Supreme Court

In opposing the measure, the ILA has pointed out that longshoremen, by the nature of their trade, are required to work aboard ships as they come, without any opportunity to alter conditions on

board for safety purposes. The ILA noted that the Supreme Court and lower courts have specifically upheld the "traditional right of longshoremen to a seaworthy vessel upon which to work."

ILA locals in all ports have been sending in resolutions attacking the proposed legislation as a step backward in providing for the safety and protection of longshore workers.

Support for the proposed legislation has come from the ship operators and the stevedores. Spokesmen for the American Merchant Marine Institute, the Pacific American Steamship Association and the New York Shipping Association all testified in favor of the measure at hearings held by the House Merchant Marine Committee.

There was concern that should the operators be successful in obtaining passage of this measure,

that they would then embark on a campaign to restrict the rights of crewmembers to sue for damages under certain circumstances.



Ines Tries Some Beach Navigation



Stranded on a tidal flat near Inchon, Korea, the Ines (Bull) gave salvagers a hard time before tugs finally pulled her into deeper water at flood tide. Korean in foreground demonstrates that at low tide there wasn't more than a couple inches of water and mud under her keel.

US, Three Co's, Skipper Fight Over Bankrupt Liberty Ship

COLOMBO, Ceylon—The rusting hulk of the Liberty ship Valiant Enterprise, abandoned here by her owners in February, 1960, is the center of a three-sided legal battle. Involved are the United States Government, the ship's skipper and a group of three companies who claim that the skipper sold them the vessel already and are seeking to take possession of it.

The Enterprise, like a number of other tramp vessels, was abandoned because her owners went bankrupt. The crew was repatriated at the expense of the US Government and litigation began in an effort to recover wages and other payments due the crewmembers.

The Government is filing a claim in the Ceylonese courts that it should have the right to lien the ship and then sell it off. Part of the sale would cover \$15,244 in repatriation expense for the crewmembers.

The captain has filed a claim for more than \$30,000 against the vessel and he too would like to place a lien on the ship to recover what he says is due him. How this squares with the claim that the skipper sold the ship already to a third party was not immediately clear.

Normally, a Liberty ship would command between \$90,000 and

\$100,000 in the scrap market, provided she was in fairly good condition and still had all the ship's gear aboard. It's been reported that the Enterprise has been pretty well stripped down by now.

Crewmembers of most of the other vessels which went bankrupt have received their wages as a result of auctions of the ships.

However, claims are still pending covering money owed to the Welfare and Vacation Plans.

The vessels went broke not because of lack of cargoes but because competition from runaway-flag ships had driven charter rates so low as to make it extremely difficult for Liberty ships to operate profitably.

LABOR ROUND-UP

In a decision clarifying the state's unemployment compensation law which says workers at a struck "establishment" must wait seven weeks for benefits, the New York State Court of Appeals has ruled that workers who are laid off because of a strike against their employer at another location are eligible for immediate unemployment benefits. In the decision, which turned around the meaning of "establishment," the court said the term applied to a geographical location—a single plant or office—and not to all company operations.

The 23rd convention of the Boot and Shoe Workers Union, meeting in Cincinnati, Ohio, has approved a motion calling for the merger of the union with the United Shoe Workers Union. Officials of the 40,000 member B&SW and 50,000 member USW have indicated their support for the merger which they say is the only hope for progress and strength among shoe workers.

Massachusetts Democratic Senator, Benjamin A. Smith, who now holds President Kennedy's former Senate seat, told the state's AFL-CIO annual institute meeting at Amherst that he favored requiring companies to give 90 days' notice to workers and the public before closing a plant. He said a study was being done to see if this could best be accomplished through Congressional legislation or by a Presidential directive.

Calls for the substantial reform of the Government's program of importing Mexican farm workers to provide protection for American

agricultural employees was voiced by the AFL-CIO and the Kennedy administration at Senate hearings on a bill to extend the present law. The labor movement and the Government have stated they favor a proposed bill limiting the use of imported workers, employing them only in temporary or seasonal work, providing them with a fair wage and prohibiting their use as strikebreakers.

An "interim" five percent pay increase for Pan American World Airways flight engineers retroactive to June, 1960, when their contract expired, was recommended by a Presidential emergency board. The board noted that other contract issues have been dealt with by a special commission concerned with jurisdictional and job qualification disputes between pilots and flight engineers. Putting the wage increase into immediate effect would prevent "dissatisfaction and frustration" resulting from the delay in contract negotiations.

A picture of "one of the most trying times in the history of our union" was depicted to delegates at the fifth annual Aluminum Workers International Convention in Massena, New York, by President Eddie R. Stahl. He said layoffs resulting from automation and two recessions in three years has greatly hurt the union with some locals being "hit as much as 50 percent." A "miracle" is needed for the industry to recover pre-recession employment, he declared, calling on management to "take its share" in cutbacks and reduced wages as the union already has done.

Visitor From Shoreside



Seafarer Don Keith, MM, brings visitor aboard his ship, the Robin Locksley, in the person of his son, Alan Keith, 10.

Navy Orbits Satellite To Aid Ship Navigators

Plans to establish a system of navigation satellites received another boost when the US Navy successfully orbited Transit IV-A. The Transit satellite system, when established on a working basis, will enable vessels to get a fix on their positions at sea with a high degree of accuracy, several times a day under any weather conditions.

A feature of the Transit IV-A, which was an immense step forward in achieving its function as an effective aid to navigation, was the inclusion of an atomic-powered generator to supply power for the satellite's radio transmitters. Previous satellite transmitters had been powered by batteries, and by solar cells, which tended to give

out after a few months at the most.

The atomic-powered generator, weighing less than five pounds, is expected to supply power to the transmitters for at least five years. Since the function of the Transit satellite will be to relay data to a ship, its effectiveness would be destroyed if its radios gave out frequently.

Eventually, the Navy hopes to put into orbit four such satellites which would criss-cross all areas of the oceans at 90-minute intervals. A system of ground-tracking stations, already in operation, can calculate exactly what the path of the satellites would be in relation to latitude and longitude, at any given time.

The ground stages would signal information to the satellite, "telling" the satellite where it will be at a given time. Several days' worth of such information can be stored by the satellite.

The satellite, with its atomic-powered radio transmitters, will broadcast this information to ships at sea, activating a ship's receiving equipment as it passes over the general area of the ocean in which the vessel is located. The ship can then make a navigational computation on the basis of the information received.

This kind of information will make possible more accurate navigation by vessels, which often stray as much as 50 miles off course under dead reckoning. Further, in emergency situations, such as serious injury to a crewmember or a fire at sea, a vessel will be able to report its exact location to would-be rescuers.

Before this system can become practical, vessels would have to be equipped with appropriate receiving gear to handle and process the information relayed by the satellite.

SIU SOCIAL SECURITY BULLETIN BOARD

SEAFARERS IN DRYDOCK

The following is the latest available list of Seafarers in hospitals around the country:

USPHS HOSPITAL BALTIMORE, MARYLAND
 Russell Aldrich Lawrence Holbrook
 Glendyn Brooks Norat Jorgensen
 Warren Bullard Dee Kimbrell
 Charles J. Clark George Litchfield
 Jose DaCosta Avis Meadows
 Patrick Devine Albert Morse
 Clifford Donelson Frank Nappi
 John Drummond Domingo Orbigoso
 Ramon Fernandez S. Orwizewski
 Andrew Flaherty Vincent San Juan
 Eddie Game Fennick Sawyer
 Gorman Glaze Byron Slaid
 Chester Green Paul Strickland
 James E. Gross Joseph Stuntebeck
 James S. Helgoth Robert Willoughby
 John Hester Clyde W. Wise

USPHS HOSPITAL BRIGHTON, MASS.
 Benjamin Boudreau Stephen J. Sceviour
 Peter King Joseph A. Wescott
 Raymond L. Perry

USPHS HOSPITAL SAVANNAH, GEORGIA
 R. O. Brown Carroll Rollins
 Burlie Reynolds Everett W. Hodges

USPHS HOSPITAL GALVESTON, TEXAS
 Edward Bonelont Pat H. Jones
 Ludwick Borowick Pedro Moreno
 Roberto Bosco B. E. Stockman
 John W. Bryant W. Tomlinson
 Harry Fentress

USPHS HOSPITAL NEW ORLEANS, LA.
 Felipe Basalta Norman Lightell
 F. Blankenberg Charles Lord
 Chas. F. Boze, Jr. Dominick D. Maio
 Louis P. Briant, Jr. John Maples
 Charles Cooper James McClarence
 Benito Cuenca John Merkel
 Thomas Dailey Ethel Messonnier
 John P. Doyle Frank Miller
 Aden C. Ezell Salvador Modica
 Joseph Fitzpatrick George Rhodes
 Robert L. Gresham L. D. Robertson
 Wade B. Harrell Calvin A. Rome
 James B. Harris Serio Salbata
 Harry Hawkins T. L. Simmonds
 Harry R. Hebert Murray Smith
 Benjamin Holt M. R. Traba
 Justice P. Hughes Harold Westphall
 John E. Jordan Sidney A. White
 Edward Knapp Roland Wilcox
 Leo Lang L. R. Williamson
 Harold Laumann Walter A. Yahl
 Joseph Lee Herbert Young
 Theodore Lee Anthony Zanca

USPHS HOSPITAL STATEN ISLAND, NEW YORK
 Henning Bjork Charles Kinnke
 Victor Almofera Jesus Landron
 Lupo Aloha Thomas Lauer
 A. Arancibia William Logan
 Gomaire Bloemen Herman Meyer
 Joseph Brach Alexander Padu
 Arthur Camara Pietro Paulin
 Daniel Cernent Santos Pizarro
 Koa Chem Eugene Plahn
 Wong Chin Carlos Ponce
 Herbert E. Collins M. J. Ronda
 Louis Colon A. Ruiz
 Thomas Connell Anthony Russo
 William Connolly Anker Sarvold
 George Crabtree Manuel Silva
 George Djan John Slaman
 Jerry Donovan Oscar Smith
 Michael Filosa Robert Smith
 Julio Flores Michael Sovich
 Paul Foy Theodore Spencer
 Estell Godfrey John Stanley
 D. Grivas Anthony Tosado
 Fred Harvey Sidney Turner
 Fleming Higgason William Vaughan
 Joseph Hilton George Waas
 E. Jimenez

USPHS HOSPITAL NORFOLK, VIRGINIA
 Herman D. Carney August Princen
 Frank James Henri J. Robin
 Talmadge Johnson Cecil O. Saunders
 Daniel Nelson A. Vaconillos
 D. T. Newsome

USPHS HOSPITAL SAN FRANCISCO, CALIF.
 Matthew Bruno James W. McLeod
 John R. Chambers C. E. Neukirchner
 James Gorman Theron J. Ross
 Harry Lowther Milton R. Reeves
 George B. Little W. W. Worthington

USPHS HOSPITAL SEATTLE, WASH.
 William Datzko Leonard Leidig
 Eugene N. Dore Albert Packert
 John Hoffman Sten Zetterman

SIU Blood Bank Inventory

Period: May 1961

Pints Contributed 70
 Pints Rejected 3

Pints Credited 33½
 (Under a standard arrangement with the Brooklyn Donor Center Inc., 50% is allotted for service, processing and storage.)
 Previous Balance 56½

Pints Used 8

Balance On Hand
 June 1, 1961 82

METHODIST HOSPITAL BROOKLYN, NEW YORK
 Nikolai Taska

VICTOR CULLEN STATE HOSPITAL CULLEN, MARYLAND
 Carlton Roberts George Gass

MT. WILSON STATE HOSPITAL MOUNT WILSON, MARYLAND
 Theodore Valmas

SAILORS SNUG HARBOR STATEN ISLAND, NEW YORK
 Alberto Gutierrez Thomas Isaksen

VA HOSPITAL WEST HAVEN, CONN.
 Henry E. Smith John J. Driscoll

LAWRENCE STATE HOSPITAL CAMBRIA COUNTY, PA.
 Vyril Williams

USPHS HOSPITAL FORT WORTH, TEXAS
 J. R. Alsobrook Max Olson
 B. F. Deibler Bozo G. Zelencio
 Thomas R. Leahy

US SOLDIERS HOME WASHINGTON, DC
 William Thomason

TRIBORO HOSPITAL JAMAICA, LI, NEW YORK
 James Russell

VA CENTER TEMPLE, TEXAS
 William E. Nelson

PINE CREST HAVEN COVINGTON, LA.
 Frank Martin

VA HOSPITAL KERRVILLE, TEXAS
 Willard T. Cahill



An SIU Blood Donor Certificate (sample above) is given to every person donating to the SIU Blood Bank, which is maintained through the SIU Clinic in Brooklyn. The bank supplies Seafarers or members of their families anywhere in the United States and has been in operation since January, 1959. Through an arrangement with a national clearing house, blood can be supplied on short notice in any emergency. Donors can arrange appointments on the 2nd deck at SIU headquarters, one block from the Clinic. The whole procedure takes only a short time.

Physical Exams—All SIU Clinics

Month Of May, 1961

Port	Seamen	Wives	Children	TOTAL
Baltimore	81	19	5	105
Houston	64	5	4	73
Mobile	60	12	7	79
New Orleans	283	27	16	331
New York	303	23	22	348
TOTAL	796	86	54	936

SIU Welfare, Vacation Plans

Cash Benefits Paid

May 15 — June 18, 1961

	Number Of Benefits	AMOUNT PAID
Hospital Benefits (Welfare)	7102	\$24,772.25
Death Benefits (Welfare)	15	50,541.63
Disability Benefits (Welfare) ..	996	34,870.00
Maternity Benefits (Welfare) ..	34	6,800.00
Dependents Benefits (Welfare) .	249	48,798.54
Optical Benefits (Welfare)	214	2,111.40

Summary (Welfare) 8610 \$167,893.82

Vacation Benefits 1741 \$310,143.17

TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD... 10351 \$478,036.99

None of the figures in the above summaries indicate the amounts paid for various other Welfare Benefits for SIU men and their dependents, such as scholarship payments, meal books, training facilities, medical examinations, and similar items.

SIU HALL DIRECTORY

SIU Atlantic, Gulf
Lakes & Inland Waters
District

PRESIDENT

Paul Hall

EXECUTIVE VICE-PRESIDENT

Cal Tanner

VICE PRESIDENTS

Claude Simmons Lindsey Williams

Earl Shepard Al Tanner

SECRETARY-TREASURER

Al Kerr

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Rex Dickey, Agent Eastern 7-4900

BOSTON, 278 State St.

John Arabasz, Agent Richmond 2-0140

DETROIT, 10223 W. Jefferson Ave.

Paul Drozak, Agent Vinewood 3-4741

HEADQUARTERS, 675 4th Ave., Bklyn

HYacinth 9-6600

HOUSTON, 4202 Canal St.

R. Matthews, Agent Capital 3-4089; 3-4081

JACKSONVILLE, 2608 Pearl St., SE, Jax

William Morris, Agent ELgin 3-0987

MIAMI, 744 W. Flagler St.

Ben Gonzales, Agent Franklin 7-3504

MOBILE, 1 South Lawrence St.

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Buck Stephens, Agent Tel. 529-7546

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Douglas 2-4401

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Leo Bankowski, Agent Main 3-4234

WILMINGTON, Calif 503 N. Marine Ave.

Reed Humphries, Agent Terminal 4-2526



SIU MEDICAL DEPARTMENT

Joseph B. Logue, MD, Medical Director



Formula Diets: Approach With Caution

The latest fad to blossom in the nation's drugstores and on the supermarket shelves is the "ready diet," which is being widely sold as an easy way to dispose of excess weight. While these "ready diets," supposedly supplying 900 calories a day, are providing handsome returns to their manufacturers, they have become a cause of concern to the medical profession because of their indiscriminate use by many individuals. The Council on Foods and Nutrition of the American Medical Association, representing a group of nutrition specialists, found it necessary to issue a statement earlier this year warning of certain dangers and inadequacies involved in relying on "ready diets" as an effective means of disposing of excess weight.

The Council statement notes several drawbacks in the use of these formula diets. For one, it states that "individuals who are excessively overweight and who may have additional ailments such as heart disease, kidney disease, or diabetes mellitus should not undertake weight reduction without medical guidance." Secondly, it emphasizes that use of the formula diet does not deal with the basic causes of overweight which, in most instances, are simply consumption of too much food, or too heavy a concentration of carbohydrates in the food consumed. Obviously, the individual on the "ready diet" is not going to continue on it indefinitely.

Overweight Condition Returns

In other words, after using the "ready diet" for a given period, the individual, having achieved some weight loss, reverts to his normal eating habits, which led him to be overweight in the first instance. The result is a return to the former overweight condition, with the only accomplishment being the sale of a quantity of "ready diets."

A third point of importance cited by the Council is the fact that the 900 calories provided in the "ready diets" are not necessarily the desirable norm for all individuals. The caloric intake that is desirable for a given individual varies with age, activity and the rate and amount of weight reduction that is desirable.

"To be safe and effective," The Council points out, "any dietary plan must take into account sex, age, activity and rate of weight reduction desired in the individual. An active, obese male with a caloric maintenance requirement of 3,000 calories a day will develop a much more rapid weight loss on 900 calories than will a sedentary, middle-aged female with a caloric requirement of 1,500 calories per day."

Lifetime Control Of Weight

Working seamen, of course, would be likely to fall into the category of men whose daily caloric needs would be high. A 900-calory daily intake might bring about too rapid a loss of weight with undesirable side-effects. As the council puts it, "any satisfactory weight reduction program should result in a reasonable and steady loss of weight until some lower and more desirable weight is obtained. This, then, should be achieved without the use of crash diets, or bizarre preparations. . . . When weight reduction must be considered a long-term procedure, education of the individual to the faults of his past dietary practice is essential. Only the dietary program which results in permanent weight loss and lifetime control of weight will be a satisfactory one."

It is of interest to note that the basic constituent of many of the "ready diet" formulas is skim milk, to which fats, sugars, vitamins and minerals are added. Skim milk can be purchased at any supermarket in powder form and mixed with tap water, with the cost working out to about eight cents per quart as compared to the 75 cents to a dollar being paid for each pint of "ready diet." Skim milk has long been recognized as a desirable item in planning a sensible weight-reduction program which retains the necessary vitamins and minerals. Most diets recommended by physicians usually include it.

Seafarers and members of their families who come to our medical center clinics with an obesity problem are usually given a recommended diet which in most instances will vary moderately from the foods they are accustomed to eating. There usually will be some change in emphasis on certain kinds of foods, such as a reduction in the starch intake. But fundamentally, the dieting suggested by the Medical Department consists in a reduction in the quantity of food consumed. The Department believes that this kind of dieting is most effective since it provides for regular meals such as the patient has always had, with no revolutionary change in the patient's eating habits. It is far easier for a dieter to sustain a moderate alteration in his eating pattern, with long-run beneficial effects, than to make a revolutionary change in his food habits such as is called for by the formula diets.

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

Notify Union On LOG Mail

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

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

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

Ex-Seafarer Writes Book—About Sea

A former Seafarer, whose jobs have included farm hand, busboy, radio announcer and teacher, has just published a novel which recalls the days that he sailed with the SIU.

David Madden, a 28-year-old native of Knoxville, Tenn., sailed in the engine and steward departments with the SIU in 1952-3. He was at various times a wiper and messman on Seatrain ships, shipping out of the New York hall, and he also shipped out of the New Orleans hall on tankers.

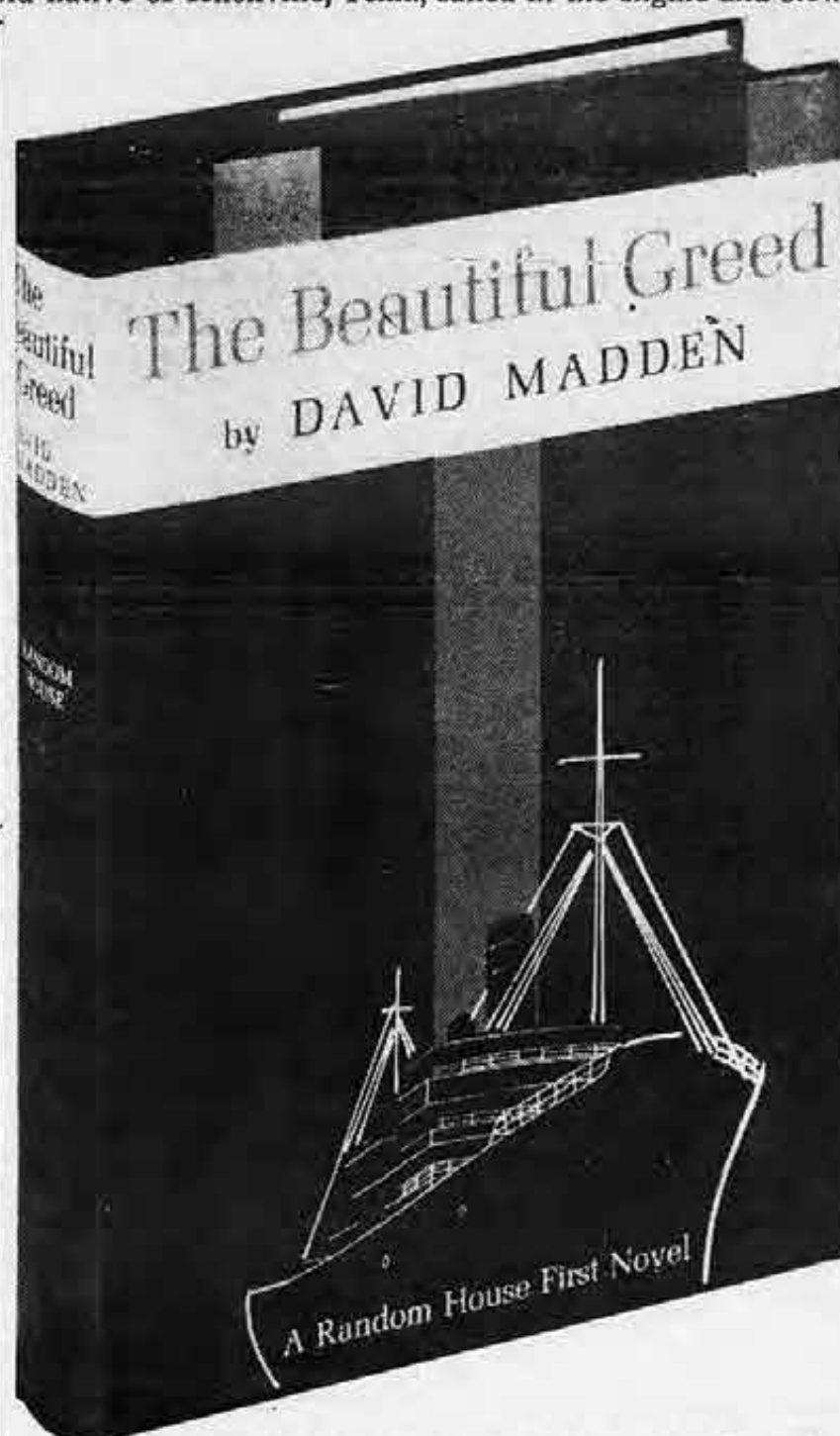
Madden's book, "The Beautiful Greed" was published this month by Random House. Although it is the author's first novel, it is not his first effort at writing. He has published short stories in several literary magazines and a play, "Cassandra Singing" has been published in a pocket book anthology. Madden won several prizes for other plays and studied writing with Walter Van Tilburg Clark, the author of "The Ox-Bow Incident."



Madden

"The Beautiful Greed" a novel with autobiographical overtones, is about a young man who signs on the black gang of a tramp ship on a voyage to South America. Madden says that although the characters in the book are not drawn entirely from the men he sailed with, some of his shipmates served as models for the seamen in his first novel.

The title for Madden's novel of the sea was taken from a quotation from "Lord Jim," a novel by Joseph Conrad. Madden, who is married and the father of a one-year-old son, is currently a teacher of English at Centre College in Danville, Ky. Although he sometimes thinks about the times he worked on the ships, Madden has enough to do ashore. He is busy writing a television script, revising a book of criticism and is hard at work at a second novel. His next book, Madden revealed, will not be a sea story.



Just published by Random House is "The Beautiful Greed," a novel by former Seafarer David Madden.

YOUR DOLLAR'S WORTH Seafarer's Guide to Better Buying.

Health Insurance Gimmicks

Contrary to the opinions of some newspapers who attack Blue Cross as now providing "too much" coverage, families often buy additional policies because their health insurance is too limited.

This department is always getting advice on mail-order offers of health insurance at what seem like low rates, sometimes even only \$2 a month. You even can put some such policies in force by mailing a buck for two months coverage.

For example, one Kansas City, Mo., company offers what it calls a "major accident" policy. This sounds something like a "major medical" policy. Of course, it is not. It covers only accidents. Another "hospital-confinement" policy starts paying only after the first \$100 of expense, and also excludes any existing sickness or condition.

Missouri certainly wins the title of mail-order insurance state. Three of the companies flooding the mails with these seemingly-cheap but really-limited policies are domiciled in Kansas City, although Illinois, Indiana and Nebraska also harbor active mail insurance sellers. A number of them like to advertise as car-owners' associations.

The interest in buying additional policies actually is symptomatic of a serious problem. Barbara Gray, of the Foundation of Employee Health, Medical Care & Welfare, reports that "multiple coverage" of health-insurance represents an increasing expense to many families. Because many policies are inadequate to start with, salesmen for standard insurance companies, as well as the mail-order companies, have an opening to sell families extra policies to supplement Blue Cross or other basic coverage.

The way to avoid such extra expense is to get the broadest policy available to you to start with. This

department recently examined Blue Cross rates in a number of cities. In most, for a few pennies more you get much greater coverage. In Pittsburgh, for example, the Blue Cross plan insuring a family for up to 90 days of hospital care, costs \$10.40 a month. For 25 cents more, you get 180 days of coverage. In Detroit, the 120-day coverage can be extended to 365 for another dime a month.

Actually a family rarely needs this extra-long insurance. The average hospital stay of Blue Cross subscribers is 7½ days. But rather than buy another "peace-of-mind" policy, you'll save by taking the bigger option in your basic insurance.

Keep in mind that a buck paid to you in the form of a non-taxable health-insurance fringe benefit is more valuable than a cash dollar on which you have to pay 20 percent income tax.

The only time a supplementary policy may be warranted is if basic coverage is extremely limited, as in a few parts of the South where Blue Cross pays as little as \$7 a day towards hospital care. But when you have a broad Blue Cross plan, like the outstanding one in Cleveland, you'll get little use from an additional policy.

Moreover, as this department previously has pointed out, individually-bought accident and health insurance policies are costly for what they provide. Because of high selling expenses, insurance companies usually return in benefits only about half the money they collect on individual policies.

In buying any health insurance, the Foundation advises, it's always important to compare (1) costs; (2) the detailed benefit provisions and limitations of the policy; (3) the record and status of the company. (Especially, consult your state insurance department before you buy a policy by mail. If the company isn't licensed in your state, your insurance department can't help you if you are treated unfairly.)

SIU ARRIVALS and DEPARTURES

All of the following SIU families have received a \$200 maternity benefit plus a \$25 bond from the Union in the baby's name, representing a total of \$7,000 in maternity benefits and a maturity value of \$875 in bonds:

Alan Lynn Gaskins, born May 4, 1961, to Seafarer and Mrs. Lindsey W. Gaskins, Portsmouth, Va.

Christina Lock, born May 4, 1961, to Seafarer and Mrs. Peter Lock, Baltimore, Md.

Sandra Laud, born April 21, 1961, to Seafarer and Mrs. Harold Laud, Parkersley, Va.

Stephanie Bishop, born May 30, 1961, to Seafarer and Mrs. Ellis Bishop, Fairhope City, Ala.

Christopher Mister, born May 7, 1961, to Seafarer and Mrs. John Mister, Baltimore, Md.

Kenneth Hughes, born May 9, 1961, to Seafarer and Mrs. Floyd Hughes, Algiers, La.

Tamara Battle, born May 17, 1961, to Seafarer and Mrs. Winston Battle, Compton, Calif.

Jeanette Ibarrolasa, born May 22, 1961, to Seafarer and Mrs. Pedro Ibarrolasa, Bloomfield, N.J.

Belinda Foster, born May 13, 1961, to Seafarer and Mrs. Charlie Foster, Belhaven, North Carolina.

Susan Anna Nareski, born May 30, 1961, to Seafarer and Mrs. Joseph Nareski, Jacksonville, Fla.

Lucy Bailey, born May 19, 1961, to Seafarer and Mrs. Leonard Bailey, Meridian, Miss.

Gabriele Brasch, born March 5, 1961, to Seafarer and Mrs. Joseph Brasch, Bortondale, Pa.

Jack Mathews, born May 8, 1961, to Seafarer and Mrs. Carson W. Mathews, Aydtlett, N.C.

Claude Hollings, born May 11, 1961, to Seafarer and Mrs. Claude Hollings, Mobile, Ala.

Carolyn L. Dickens, born May 3, 1961, to Seafarer and Mrs. Woodrow Dickens, Hammond, La.

Jose Carmen Vourloumis, born April 26, 1961, to Seafarer and Mrs. George Vourloumis, Philadelphia, Pa.

Jesse Paul Williams, born May 21, 1961, to Seafarer and Mrs. Jesse Paul Williams, New Orleans, La.

Daniel Bertolino, born June 17, 1961, to Seafarer and Mrs. Joseph Bertolino, Galveston, Texas.

Linda Cocek, born March 8, 1961, to Seafarer and Mrs. Alfons Cocek, Hitchcock, Texas.

Connie Marie Palmer, born May 22, 1961, to Seafarer and Mrs. Michael E. Palmer, Houston, Texas.

Marianne Brancocelo, born June 12, 1961, to Seafarer and Mrs.

Domlnick Brancocelo, Brooklyn, N.Y.

Scott William Jankowiak, born June 6, 1961, to Seafarer and Mrs. Ramon Jankowiak, Baltimore, Maryland.

Eugene Leonard, born April 20, 1961, to Seafarer and Mrs. Eugene Leonard, New Orleans, La.

Diane Suzanne Brown, born May 21, 1961, to Seafarer and Mrs. Robert Brown, Malden, Mass.

Sherry Bunting, born June 6, 1961, to Seafarer and Mrs. Donald Bunting, Woodbury, N.J.

Roberto Rodriguez, born May 21, 1961, to Seafarer and Mrs. Carlos Rodriguez, Brooklyn, N.Y.

Terry Bdelmon, born June 15, 1961, to Seafarer and Mrs. Billy Bdelmon, Houston, Texas.

Michaelle Hartman, born April 29, 1961, to Seafarer and Mrs. Donald Hartman, Seattle, Wash.

William Toler, born June 8, 1961, to Seafarer and Mrs. Richard Toler, Vineland, N.J.

Stephan Pierce, born May 23, 1961, to Seafarer and Mrs. John Pierce, Drexel Hill, Pa.

Eric Hood, born May 30, 1961, to Seafarer and Mrs. Harvey H. Hood, New Orleans, La.

Curtes Fillingim, born June 21, 1961, to Seafarer and Mrs. Tommy Fillingim, Chickasaw, Ala.

Regina Geno, born May 26, 1961, to Seafarer and Mrs. Norwood Geno, Mobile, Ala.

Robert Gilbo, born July 11, 1961, to Seafarer and Mrs. Donald Gilbo, Long Beach, Calif.

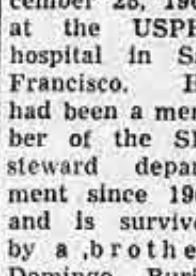
Dietrich Swann, born July 3, 1961, to Seafarer and Mrs. Herman Swann, Gardendale, Ala.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$48,500 in benefits was paid. (Any apparent delay in payment of claims is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates.) ...

John A. Brennan, 41: Brother Brennan died in an accident ashore on May 5, 1961, in Charlestown, Mass. He had been a member of the SIU since 1945, sailing on deck. His mother, Mrs. Josephine, Brennan, survives. His burial was in Boston, Mass. Total benefit: \$4,000.



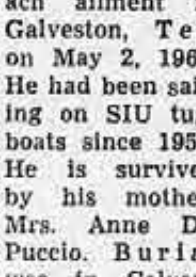
Claudio Santos, 57: Brother Santos died of a heart ailment on December 28, 1960, at the USPHS hospital in San Francisco. He had been a member of the SIU steward department since 1960 and is survived by a brother, Domingo. Burial was in Holy Cross Cemetery, Newton, Washington. Total benefit: \$4,000.



Wade V. Smith, 61: Brother Smith died of a heart ailment on June 4, 1961 at the USPHS hospital in New Orleans. He had been a member of the SIU engine department since 1949 and is survived by a sister, Jacqueline Smith Sealey. Burial was in Wauchula, Florida. Total benefit: \$4,000.



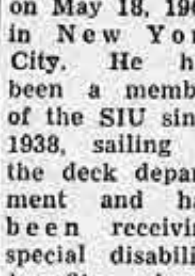
Robert A. DiPuccio, 24: Brother DiPuccio passed away from a stomach ailment in Galveston, Tex. on May 2, 1961. He had been sailing on SIU tugboats since 1959. He is survived by his mother, Mrs. Anne DiPuccio. Burial was in Calvary Cemetery, Galveston. Total benefit: \$4,000.



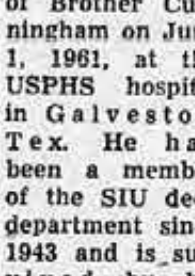
A. Gallegos Oporto, 58: Brother Oporto died of a lung ailment on May 1, 1961, at the Baltimore City Hospital. He had sailed in the SIU deck department since 1941 and had been receiving special disability benefits since September 1959. A friend, Ann Thomas, survives. Burial was in Sacred Heart Cemetery, Baltimore. Total benefit: \$4,000.



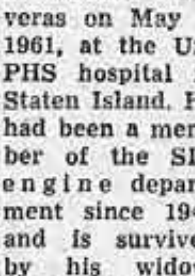
Johan A. Axelsson, 72: Brother Axelsson died of a heart ailment on May 18, 1961, in New York City. He had been a member of the SIU since 1938, sailing in the deck department and had been receiving special disability benefits since 1955. Jeanette A. Reczko, a grandniece, survives. Burial was in Evergreen Cemetery, Brooklyn. Total benefit: \$4,000.



Wesley O. Cunningham, 40: A stomach condition caused the death of Brother Cunningham on June 1, 1961, at the USPHS hospital in Galveston, Tex. He had been a member of the SIU deck department since 1943 and is survived by his mother, Mrs. Fannie Cunningham. Burial was in Sanford, Fla. Total benefit: \$4,000.



Braulio Oliveras, 59: A coronary occlusion was the cause of death to Brother Oliveras on May 2, 1961, at the USPHS hospital in Staten Island. He had been a member of the SIU engine department since 1947 and is survived by his widow, Eva Oliveras. Burial was in Guay-anilla, Puerto Rico. Total benefit: \$4,000.



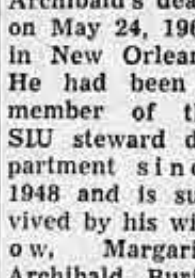
Henry F. Samson, 59: Brother Samson died of a liver ailment on June 2, 1961 at the Tampa General Hospital, Florida. He had been a member of the SIU deck department since 1950 and is survived by his brother, William Samson. Interment was at Auburn, Maine, where Brother Samson made his home. Total benefit: \$4,000.



Henry Rowe, 58: Brother Rowe passed away from pneumonia on September 30, 1960, at Alexandria, Egypt. He had been a member of the SIU since 1938, sailing in the steward department. He is survived by his widow, Mrs. Henry Rowe. Interment was in Woodlawn Cemetery, The Bronx. Total benefit: \$4,000.



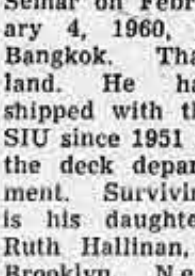
Manuel J. Archibald, 73: A heart ailment was the cause of Brother Archibald's death on May 24, 1961, in New Orleans. He had been a member of the SIU steward department since 1948 and is survived by his widow, Margarite Archibald. Burial was in St. Vincent Cemetery, New Orleans. Total benefit: \$500.



Frank N. Meacher, 60: A heart condition was the cause of death to Brother Meacher on May 30, 1961, at the USPHS hospital in Baltimore. He had been a member of the SIU since 1939 and is survived by his widow, Rose Meacher. Brother Meacher sailed in the black gang. Interment was in Moreland Memorial Park, Baltimore. Total benefit: \$4,000.



Pete Semar, 62: A lung ailment was the cause of death to Brother Semar on February 4, 1960, at Bangkok, Thailand. He had shipped with the SIU since 1951 in the deck department. Surviving is his daughter, Ruth Hallinan, of Brooklyn, New York. Total benefit: \$4,000.



SIU, SUP Members Recall Late Eng'r

Capt. Patrick J. (Paddy) Brennan, a retired chief engineer and member of the Marine Engineers Beneficial Association, who had become a black gang legend during his 77 years, was killed in an auto accident near La Plata, Md., earlier this month.

Capt. Brennan sailed as chief engineer on US Lines ships for many years until his retirement in 1948. Several SIU and SUP members who sailed with Brennan recalled that he was a strict taskmaster but a fair man. Brennan became a legend by his participation in black gang battles and his ability as a marine engineer.

His body was flown to his birthplace, Dundalk, County Louth, Ireland, for burial.



In the hospital?

Call SIU Hall immediately!

Smooth Sailing... Then Evans Out of Smokes

It was a smooth trip until a Seafarer asked a shipmate: Do you have a cigarette? It was a simple request—and a simple one with which to comply.

Except that the smokes had run out.

A Desperate Situation

That was the situation facing the Mount Evans (American Tramp Shipping) during its last voyage. The Luckies, the Chesterfields, the Marlboros, all were gone and the crew could only stare at each other and the empty slopchest.

It looks as if hard times had descended on the ship somewhere at sea. Everywhere shipmates turned they could see Seafarers with books of matches—but no cigarettes.

Then the Penn Trader (Penn-trans) sailed into view. Quickly Sparks sent the message: "Do you have a cigarette?"

Penn Trader To Rescue

The Penn Trader did, and in a short time some cartons were sent over.

Now the Mount Evans could

relax. And, as the officers and crew sat back with their smokes, they sent the following communication to the Penn Trader:

"This is to say thank you for the generous and friendly action which you so promptly took to help us all in the matter of an unfortunate cigarette shortage on this vessel. We each and every one of us aboard greatly appreciate the sacrifice which you have so willingly and unhesitatingly made on our behalf. We are sure that the crew of the Penn Trader will be remembered with thanks for a long time by all of us here."

Lit Up And Content

Then the Mount Evans sailed on, her crew lit up and content, the slopchest shortage over.

"We wish you all a safe and pleasant voyage home and once more from all aboard, a heartfelt 'thank you,' the Mount Evans radioed good-by.

LOG-A-RHYTHM;

Energetic Sea

By Thurston Lewis

Power?

One cup of me

And I will electrify your cities.

Use me right

And I will move your ships;

I will water your desert valleys;

I will provide you with food and medicines.

I gave you the whale—

That leviathan of my bosom.

Leave some of him

That I may pass him on to your sons and your sons' sons.

I am on the march.

Where you are now I shall be.

Where I am now your son may be.

Your flesh, in the beginning, came from me.

When will you return?

SIU Children's Pix Light Up LOG's Pages



Betty Edwards



Susan Berner

Three more proud SIU families have sent in pictures of their daughters to the LOG to display to other Union members. Starting with the youngest, the girls are:

Eight-month-old Betty Edwards, who made her debut in Gulfport, Mississippi on October 7, 1960. Her father Howard, a member of the deck department, joined the SIU in 1947.

Next comes sixteen-month-old Susan Berner of Morristown, New Jersey. Herbert Berner, her father, also joined the Union in 1947. He sails in the black gang.

The oldest of the three, Naomi Cruz, celebrated her fifth birthday in The Bronx, New York, on April 11. Her father Virgilio, an SIU member since 1944, sails in the steward department.



Naomi Cruz

Isthmian Safety Award To Surveyor

The Steel Surveyor, which had the least number of accidents among all Isthmian Lines ships during the July to December 1960 period, won the company's semi-annual safety award of \$500 for the second half of 1960. Shown receiving the unlicensed crews share—\$250—from Captain Levi Williams (right) are (l. to r.): Larry Von Lofton, carpenter; Donald Neil, second electrician; and Joe Coe, bosun. The awards are given twice a year and company officials said the ship was in a good way to repeat for the first half of 1961.



STEEL SCIENTIST (Isthmian), April 4—Chairman, D. Skelton; Secretary, Sterling Norris. Difficulty with draws discussed. Difference between chief cook and OS also discussed. All hands responsible for keeping natives out of passageways. Want more variety in ice cream; too much Neapolitan. Discussed if there should be penalty wage for nuclear cargo.

WESTCHESTER (Peninsular Nav.), April 2—Chairman, John Steeber; Secretary, William Lovett. Frank Myatt was elected ship's delegate. No beefs reported. Request for fans in all rooms, messhall, pantry and galley.

STEEL EXECUTIVE (Isthmian), April 14—Chairman, Alexander D. Brodie; Secretary, Cedric R. Wood. Suggestion made that crew go on record for giving liberal contributions for the AMMLA. Few hours disputed OT in deck department. \$26.80 in ship's fund. Complaints to the steward about more fresh fruit, including watermelons, cantaloupes, peaches, pears and grapes, to be placed on board before departure from last US port, and fish and hard-boiled eggs in night lunch. Steward stated that this matter would have to be settled in New York. Vessel needs fumigation.

IBERVILLE (Waterman), April 15—Chairman, Pat Conley; Secretary, J. M. Melendez. Porthole screens and keys for all crew's quarters now available. Deck department request clarification concerning men being knocked off wheel when ship is in Canal and turning them to on deck. Motion made, seconded and carried to take a hand vote for the relieving of ship's delegate. New ship's delegate elected. Movie fund discussed and approved, and is to be continued in the future by having ship's pool money used for the purchasing of film.

MONTEGO SEA (Standard Marine), March 16—Chairman, C. W. Wilson; Secretary, G. L. Zintz. One fireman and 3rd cook sent home due to illness. One other missed ship at Calcutta. Motion made, seconded and carried that no one pay off until definite decision is made with boarding patrolman concerning necessary urgent repairs to refrigerator, patch holes in decks, passageways and messhall. Repair screen doors and fumigate amidships.

KATHRYN (Bull), April 17—Chairman, Evaristo Jimenez; Secretary, Evaristo Jimenez. No beefs reported. One man missed ship in San Juan. Vote of thanks for 4-8 watch for keeping messhall clean.

ALCOA PURITAN (Alcoa), April 14—Chairman, W. M. Bruton; Secretary,

G. Gottschalk. Everything running smoothly. No beefs reported. Ship's fund, \$9. Library will be changed in Norfolk. Suggestion that brothers make a voluntary contribution at payoff in the amount of \$3 or thereabouts. Motion made and carried for two men to assist each other in bad weather upon opening meat and chill box door to prevent injury.

ROBIN HOOD (Moore-McCormack), April 14—Chairman, C. Terry; Secretary, R. Sedowski. Captain spoke to purser regarding being more cooperative with crew concerning slopchest and draws. \$12 in ship's fund. Motion made to keep natives out of midship house while on the African Coast. T. Ratliff, elected new ship's delegate. Crewmembers asked to wash out garage buckets from water spigot on deck instead of using sink in the gear locker. Several constructive suggestions were made.

ROBIN KIRK (Moore-McCormack), April 23—Chairman, Andrew A. Thompson. One man returned from hospital, and one left in Naples. \$16.10 in ship's fund. No beefs reported. Motion made to have steward order plastic pitchers. Linen from 8 to 8:30; 12 to 12:30; 4 to 4:30. Motion made to order four-foot aluminum ladder for electrician's use. Since honey is not on company list, steward cannot order it. Three men missed ship and caught it in next port.

EVELYN (Bull), April 22—Chairman, Elbert Hogge; Secretary, Ray Lavigne. No beefs reported. Sam Kacker elected new ship's delegate. Steward and deck dept. toilets to be checked for flooding. Need cement deck in 8-12 engine department lock'sle.

INES (Bull), May 3—Chairman, M. Reges; Secretary, Robert L. Hall. Ship's delegate reported all lockers in deck and steward department repaired and painted. Room allowance put in for from April 19 to 29, when vessel was aground. \$2 for hot supper put in for the 19. Ship's delegate resigned, will accept all responsibility to date. M. Reges volunteered for job, and was accepted. Vote of thanks to baker for job well done. Crew complaining about not receiving LOGs.

DEL RIO (Mississippi), April 9—Chairman, Henry Maas; Secretary, M. Osborn. Ship is on maiden voyage and all officers are to be elected at this meeting. Henry Maas was elected as ship's delegate. All departments report shortage of working gear, such as brooms, mops and mop buckets. Especially engine department. No other beefs reported.

JEAN LA FITTE (Waterman), May 3—Chairman, Lester Lapham. T. Milton, ship's delegate reported no beefs. Crew request to have patrolman check out slop chest. One man bought a pair of shoes and three hours later the soles fell off. Vote of thanks to new steward for improving food conditions on ship. Request that patrolman look over mattresses and bed springs. Need timer for washing machine.

SEATRAN SAVANNAH (Seatrains), April 22—Chairman, O. W. Orr; Secretary, C. Primeaux. No beefs reported. Two men missed ship, one in Savannah and one in Edgewater. Request new clock for messroom.

May 27—Chairman, C. Lee; Secretary, F. Stouck. No beefs reported. Request that members working and on watch at payoff to please turn their books over to the department delegate for the boarding patrolman. Motion made that ship's delegate see chief about air-conditioner in messhall which should be put in working order.

DIGEST of SIU SHIP MEETINGS

and one man be assigned to take care of same. Discussion about safety in the holds. Light bulbs are out months at a time. Also discussion on fairness of time off. To see patrolman about same.

ROBIN GRAY (Moore-McCormack), March 21—Chairman, Rocco Albanese; Secretary, Edward Mishanski. It was suggested that a more suitable arrangement should be made concerning draws. At the end of last voyage the balance in ship's fund was \$18.07. A donation of \$4 was made to Library Association, leaving a balance of \$14.07. Suggestion that at supper time, seats should be left open for men on watch.

STEEL VENDOR (Isthmian), April 30—Chairman, S. Fulford; Secretary, F. Shaia. Trip has been smooth; had hard luck of losing one member who passed away in Calcutta, and two left in hospitals, one in Calcutta and one in Port Said. Few hours disputed OT in deck and engine departments. Suggestion to have the Union contact company and see if they can get bed-

spreads that are a little larger than the ones used now. Vote of thanks to steward department.

LUCILE BLOOMFIELD (Bloomfield), April 23—Chairman, D. Clauson; Secretary, H. Huston. Arnold, ship's delegate resigns after his report. Captain complimented crew on winning Public Health award for the 5th year. Anyone caught with contraband will be prosecuted. New electric wringer to be used only on clean washed clothes, and hand wringer for rough work clothes. Captain will push all logs for those who are not aboard one hour before sailing. Discussion as to whether or not this is legal log, and some companies have had to refund these logs. Shipping commissioner in Gulf port says it is not legal. \$27 in ship's fund. Vote of thanks to the steward department.

May 24—Chairman, J. Meyer; Secretary, Hutcherson. Ship's delegate reported everything OK. Delayed sailing will be taken up with patrolman at payoff. \$27 in ship's fund. Headquarters to be notified that the last two LOG packages have been opened and contained only 2 LOGs. No minutes or communications. Letter read by ship's delegate to be sent to Safety Director Joe Algina, pertaining to use of lube oil, fuel oil, etc. on main decks in lieu of bonafide deck coatings creating extreme safety and health hazards. Crew asked to try and keep recreation room and other inside facilities as clean as possible. It was pointed out that due to the extreme filthiness of this ship it will take cooperation of all hands.

YAKA (Waterman), Chairman, R. Buncie; Secretary, Dimitir Gotseff. Ship's delegate resigned. Howard Webber elected new ship's delegate. Two men missed ship in New Orleans. No beefs reported. Screens will be put in messhall ports. Skipper will be asked to examine chain stoppers on lifts for safety. Steward will try to get seafood in Japan. Bosun affirms each man gets one box soap powder weekly. Crew asked to be less noisy in fore'sles while ship is in port. Pantryman asks men to observe meal hours. Washing machine being overused—time limit asked. Men reminded to request skipper for transportation to doctor. All repairs on repair list completed.

SEATRAN NEW JERSEY (Seatrains), May 21—Chairman, V. Szymanski; Secretary, V. Corlis. No beefs reported. Ship's delegate elected. Crew asked to keep water cooler clean. A suggestion to keep laundry room in better order. Vote of thanks extended to steward department for food well prepared and served.

PENN VOYAGER (Penn Shipping), April 30—Chairman, C. Janes; Secretary, E. Kresz. Some disputed OT in deck and steward department. L. P. Sterland elected ship's delegate. Crew asked to return cups to pantry and leave washing machine clean.

DANNY BOY (Cargo & Tankship), April 9—Chairman, Fred R. Hicks, Jr.; Secretary none elected. Eric Berg was elected ship's delegate. Deck department head needs repairing of fan. Request for awning for both port and starboard sides of vessel. Vessel expected to go to Korea and then to Japan, then she will be sold for scrap. Crew will fly home from Japan.

DOROTHY (Bull), April 30—Chairman, R. E. Kiedinger; Secretary, E. W. Carter. Very smooth voyage. No beefs reported. Vote of thanks to steward department.

VILLAGE (Consolidated Mariners), April 2—Chairman, Victor M. Perez; Secretary, Walter Cole. Ship's delegate to see the captain about the draw in American dollars. The washing machine was repaired and port-hole screens still to be taken care of. No beefs reported.

BEATRICE (Bull), May 7—Chairman, Wm. R. Kleimola; Ernest C. DeButte elected ship's delegate. No beefs reported. Repairs to be made on some of the fore'sles. Discussion on fantail awning.

ATLAS (Cargo & Tankship), April 22—Chairman, Malcolm Cross; Secretary, W. M. Davies. Ship's delegate reported transportation beef squared away at Norfolk last trip. Ship paying off this trip. All hands due transportation will collect at payoff. \$60 in ship's fund. Some disputed OT in deck department. Motion that company pay transportation to original port of sign on after one round trip has been completed. Need new washing machine badly. Agent to check with US Coast Guard Commissioner on allotment checks with company as some did not go out to families.

AFQUINDRIA (Waterman), April 23—Chairman, Charles Johnson; Secretary, C. J. Nell. Had a good payoff with no beefs. Request for new washing machine. Drinking water should be checked as it is rusty. Vote of thanks to resigning ship's delegate, Charles Johnson, for a good job.

ALCOA RUNNER (Alcoa), April 20—Chairman, A. W. Saxoni; Secretary, W. R. Stone. Repairs not completed. New washing machine installed. No beefs reported. \$26.62 in ship's fund. Patrolman to see about having a fan for each man in room or larger fans installed. Ship needs fumigation.

FROM THE SHIPS AT SEA

With the advent of hot weather, many ships are stepping up their health and safety measures to insure safe summer sailing.

Fumigation to exterminate mice and rats and prevent contagious disease is the order of the day for a number of ships. The *Jean* (Bull) has scheduled a fumigation when it returns home as well as checking on its repair list.

With a pest control spraying in New York done, the *Steel Executive* (Isthmian) will continue its efforts with periodic spraying using bombs supplied by the steward.

Spray Bombs Used

Spray bombs for roaches were used as a temporary measure on the *Del Alba* (Mississippi Shipping) while plans were made for a fumigation in New Orleans. Crew also had problems with Kroo boys wandering through midship house in Africa.

Another Mississippi Shipping Company ship, *Del Oro*, reported it had to lock the showers and head while in port in South America to keep marauders out. The key was given to gangway watchman.

Keeper Of The Keys

A similar problem, compounded by foci's without keys, occurred on the *Elle V* (Ocean Cargoes) in Alexandria, Egypt. Arrangements were made with the chief mate to lock the foci's and to keep all screen doors closed while unloading cargo.

The *Steel Architect* (Isthmian) hit on a way to prevent outsiders from coming into house to get water. The crew suggested that a

water spigot outside the house be hooked up for their use. If this is not possible, one workman can be designated as "water boy" to get water from inside the house.

The *Del Norte* (Mississippi Shipping) is working to have the drinking water tank cleaned more often to insure good taste and purity. The crew has also been asked by the meeting chairman, Philip Colson, to send news and pictures to the LOG so other members will know what the ship is doing.

Deck Coatings

The *Lucille Bloomfield* (Bloomfield) is acting to correct an "extreme safety hazard" created by using lube oil and fuel oil on the main decks instead of bonafide deck coatings. A report on this has been sent to headquarters.

Another dangerous practice is being acted upon on the *Seatrail Savannah* (Seatrail) where "light-bulbs have been out months at a time before being replaced."

Smokey Smokestack

Penn Transporter (Penn Navigation) crew is working to get repairs made on the ship's stack. Crewmembers' health and general working conditions aboard ship are endangered by the smoke which is "taking over."

To insure better department representation on the *Arizpa* (Waterman), the crew has decided to rotate the ship's delegate position each voyage among the three departments.

Good Eating



Chief cook Virgil Swanson holds a 45-pound dolphin caught in the Gulf of Mexico to show that the *MV Petrochem* will have good eating. The picture was taken by W. G. Barron, who joined in the fish dinner at suppertime.

Six Ships Compliment Stewards' Excellent Job

In addition to the usual compliments that steward department members of many ships receive for their fine food, galley crews and individual department members of six SIU ships received special commendation from crewmembers during April and May for service "beyond the usual call of duty."

In April, the crew of the *Dorothy* (Bull) voted to thank the steward department for a "really wonderful job during the voyage and especially so during the 13-day stopover in Cadiz, Spain." Responsible for the no beef voyage were C. R. (Pop) West, steward; E. Lamb, chief cook; B. Klender, night cook and baker; A. Henderson, third cook; J. Winfield, messman; A. King, messman; C. Hill, messman and J. Hartman, BR.

The *Montego Sun* (Tiger), on a

Persian Gulf run in April, voted thanks to the department crew "for good chow and service under difficult circumstances due to weather conditions and shortage of food at out ports of call."

A Public Health Service award was won by the *Lucille Bloomfield* (Bloomfield) for the fifth time in April, and the crew cited the steward department for their "efforts toward winning the award, the excellent variety of groceries, good cooking and baking and for the award presentation dinner in Galveston where Union and company officials attended."

The baker of *Ines* (Bull) was cited for a "job well done" while the ship was aground on mud flats for 11 days in May.

Previously, an April meeting aboard the *Del Aires* (Mississippi Shipping) gave a vote of thanks to messman Adolph Lamonte for "exceptionally good service in the crew messroom," while in May, the *Penn Trader* (Penntrans) commended baker Wilber Wentling for "a job well done."

Some of the many ships thanking their steward departments for their usual fine jobs include: *Northwestern Victory* (Victory Carriers); *Producer* (Marine Carriers); *Seatrail New Jersey* (Seatrail); *Alcoa Partner* (Alcoa); and *Del Mundo* (Mississippi Shipping).

Also, *Ocean Evelyn* (Maritime Overseas), *Omnium Freighter* (Mol Shipping), *Calmar* (Calmar), *Petrochem* (Valentine Chemical Carriers) and *Bethcoaster* (Ore Navigation).

'Sea Spray'

—by Seafarer "Red" Fink



"I hope that's an SIU ship. I can sure use a good meal."

RAPHAEL SEMMES (Sea-Land), March 20—Chairman, B. Varn, Jr.; Secretary, C. Rush. Ship's delegate reported no beefs. Repair list turned in. Resigned as ship's delegate. \$38 in ship's fund. Brother J. Balson, elected to serve as ship's delegate. New crewmembers should donate a \$1 contribution toward TV fund at payoff. Vote of thanks to retiring ship's delegate, C. Henning, for job well done. Also vote of thanks to steward department for good service and food.

SEATRAN NEW YORK (Seatrail), March 19—Chairman, Jan Cummings; Secretary, F. S. Fairfield. One man missed ship in New York. No beefs reported. Proposal for lights to be kept on on deck after midship house.

ALCOA RANGER (Alcoa), March 14—Chairman, Francisco Alvarez; Secretary, L. J. Pate. Ship's delegate reported no beefs—everything running smoothly. Request that next contract specify that mail be forwarded from one port to another. \$13.48 in ship's fund. No beefs reported by delegates. Ship's delegate requested steward for proper amount of fruit.

ELIE V (Ocean Cargoes), March 20—Chairman, Art Andersen; Secretary, M. A. Rendueles. New ship's delegate elected. M. A. Rendueles. One man got off ship 30 minutes before sailing time, with all his gear. Request that overtime be equalized in engine department.

FORT MOSKINS (Chiles Service), March 15—Chairman, M. Olson; Secretary, V. Sanchez. Ship's delegate reported one man missed ship. \$12 in ship's fund. No beefs reported. Carlson elected ship's delegate. Harry Davis, deck delegate. Discussion regarding TV set being repaired.

ALAMAR (Calmar), March 7—Chairman, Ray Schrum; Secretary, J. C. Reed. Ship's delegate taken off ship in Honolulu. He is under doctor's care. Ray Schrum elected new ship's delegate. One man missed ship in Honolulu. In deck department. Two men short in engine department. No beefs reported. A vote of thanks given to steward department for a job well done.

ORION CLIPPER (Orion), March 5—Chairman, H. B. Vincent; Secretary, Frank Naklicki. Ship's delegate reported six men from original crew missing. Three men short now. No milk was purchased at Subic Bay. Ship's delegate wants to resign. One man from engine department sent to hospital. J. R. Wilson elected new ship's delegate. Vote of thanks to former ship's delegate for the good work he has done. Discussion on moving and serving of meals. Letter

being sent to Union about milk in Subic Bay.

YORKMAR (Calmar), March 3—Chairman, M. C. Herring; Secretary, L. D. Pierson. Ship's delegate reported that there has been some trouble with the Mate. Crew complaining about the breakfast being late and poorly cooked. Not enough bread aboard when leaving West Coast.

DEL ORO (Mississippi), March 12—Chairman, Harvey Shero; Secretary, George H. McFall. Ship's delegate reported exhaust fan for crew heads were put in this trip and are working. Disputed launch service from last voyage was not allowed by patrolman.

DIGEST of SIU SHIP MEETINGS

In N.O. No beefs or disputed OT reported. \$41.46 in ship's fund. Brother Montasano elected new ship's delegate. Motion to ask for information regarding engine utility working after 5 PM without OT. Vote of thanks to the steward department. Crew request ship be fumigated in NO.

ERNA ELIZABETH (Albatross), March 19—Chairman, H. Monahan; Secretary, P. Patrick. Ship's delegate reported that a letter was sent regarding mattresses. Harry Monahan elected new ship's delegate. All departments asked to keep fans clean.

ORION PLANET (Orion), March 12—Chairman, Roddy; Secretary, Parker. Ship's delegate reported all OK. Steward will check table at meal time to see that all foods are out. More steak to be out.

DEL VALLE (Mississippi), March 5—Chairman, Jack Procell; Secretary, A. H. Perez. Ship's delegate reported no beefs. \$14 in ship's fund. Motion made to keep Kroo boys out of the house. Crew asked to keep quiet while people are sleeping.

DEL SUD (Mississippi), March 12—Chairman, James P. Shaughnessy; Secretary, Thos. O. Rainey. Ship's delegate reported everything running smoothly. Talked on buying cigarettes and liquor in St. Thomas, VI. Leaving New Orleans, final voyage. \$599 in

ship's fund. Spent \$309 for pictures, lens and parts. Spent \$20 for washing machine agitator as per meeting on voyage 98. Presently on hand \$270. No beefs reported by delegates. Committee elected to draw up a letter to be sent to headquarters concerning the Assessments. George J. Fox elected ship's delegate.

MARYMAR (Calmar), March 12—Chairman, B. Schwartz; Secretary, G. V. Thobe. No beefs reported. Discussion regarding the shortage of water one day after leaving Philadelphia.

ATLAS (Cargo & Tankship), April 9—Chairman, H. K. Smith; Secretary, C. M. Olson. Ship's delegate reported that transportation from last voyage which was turned over to Union officials will be squared away this trip on arrival in Norfolk. No payoff expected this trip. Delegates asked to get up draw list, also to turn in declarations for Customs. Ship's articles explained to membership. \$108 in ship's fund. Part of this to be spent restocking on cokes and balance to remain in ship's fund. R. Jackson elected ship's treasurer. Department delegates reported no beefs. Motion to have ship's delegate call headquarters for clarification on transportation. Motion made to contact captain in regards to giving new men a draw on OT, due to short trip. Suggestion that general meetings be held hereafter on the payoff trip, as the trips are so short. Vote of thanks from entire crew and officers to Wilbur Hall, baker, for fine baking. Steward wishes to thank cooks and all hands for fine job.

STEEL ARTISAN (Isthmian), no date—(no names for chairman or secretary submitted.) Ship's delegate reported everything OK. \$38.14 in ship's fund. Motion made to check slopchest to avoid seconds in goods. Motion made to check and put blood type on clinic card. Also, whether or not a man is allergic to penicillin. Ship's delegate collected samples of water and had discussion that filters now in use are doing no good. Scum in bottom of tanks.

MORNING LIGHT (Waterman), March 5—Chairman, Richard Randome; Secretary, Vernon Hall. Ship's delegate reported everything going smoothly. Some disputed OT. Jordan, ship's delegate resigned, was given a vote of thanks for a job well done. R. F. Ranaome to be acting ship's delegate until next meeting. \$25 in ship's fund. Motion made that a letter be written to headquarters negotiating committee to incorporate in agreement that the company pay crews for actual number of days worked instead of a 30-day month. Suggestion that crew contact patrol-

man to obtain new washing machine, and that toasters be repaired. Vote of thanks to steward department for the improvement in the food. Members getting off instructed to leave foci's clean and leave keys in foci's.

GULFWATER (Cargo & Tankship), April 2—Chairman, L. Paradeau; Secretary, Geo. Libby. Disputed OT on delayed sailing in deck department. Engine department having trouble with gas down in engine room. Some disputed OT on delayed sailing in steward department. Motion by ship's delegate that the permit member 4-8 Ordinary should not be made the deck delegate as there are five class A men on deck.

CITY OF ALMA (Waterman), April 2—Chairman, Pat Fox; Secretary, V. Harding. \$11 in ship's fund. Department delegates reported no beefs. All running smoothly.

EDITH (Bull), April 8—Chairman, T. R. Glenn; Secretary, W. A. Thomas. Ship's delegate reported everything running smoothly. No beefs. Motion made to elect new ship's delegate. Thomas R. Glenn elected.

DEBARDELEBEN MARINE NO. 1 (Coyle Lines), April 5—Chairman, Jus Justus; Secretary, C. E. Savant. \$140.27 in ship's fund. No beefs reported. Letter written to headquarters regarding changing working agreement. Will present copy to patrolman. Motion made to buy new TV, accepted unanimously.

EMILIA (Bull), April 14—Chairman, Ned Remley; Secretary, C. Rawlings. Repair list made up. Two members had to get off in Honolulu to enter hospital. Letter sent in regarding members who had a small part in a movie in Japan. \$55.55 in ship's fund. \$20 taken out for flowers sent to a member's father who passed away. No beefs reported. Ship needs to be fumigated.

BEAUREGARD (Sea-Land), April 12—Chairman, P. J. Cleary; Secretary, R. E. Voss. No beefs reported. Motion made to have all port time in the continental limits of the US as time off on any SIU-contacted ships, or pay OT. Vote of thanks to steward department.

PENN VOYAGER (Penn Shipping), March 26—Chairman, C. James; Secretary, V. V. Vangorden. Ship's delegate reported no beefs. Two men missed ship, and one man hospitalized. All three men joined in Dill-bout. Steward's department toilet needs to be fixed or replaced. To order fans for next trip as there are no parts available. To get medical supplies for ship. Motion made to

move deck engine storeroom back aft so that men off watch can sleep.

ALCOA PENNANT (Alcoa), March 26—Chairman, D. Dickson; Secretary, W. Borreson. Ship's delegate reported no beefs. Custom's fine imposed by the Tampa Customs to be ascertained and paid in Norfolk by crew. \$9 in ship's fund. Discussion on Custom's contraband seizure in Tampa. Request cooperation in keeping heads and washrooms clean. Laundry and library to be locked in port.

ALCOA POLARIS (Alcoa), March 27—Chairman, P. Meranda. Ship's delegate reported on leaky bulkhead in crew's pantry. \$85 in movie fund. \$21.35 in TV fund. Department delegates reported no beefs. Crew asked not to dump deck wash water in laundry sinks.

MANKATO VICTORY (Victory Carriers), Feb. 12—Chairman, P. S. Howe. No beefs reported. Crew asked to clean ship's laundry. Old books to be returned to Seamen's Institute.

SAN MARINO (Peninsular), March 19—Chairman, Jesse Baugher; Secretary, H. A. Janicke. Request for ship's delegate to be voted on. Request for "B" and "C" card regulations, etc. to be read outlining their position on ship. Ship's treasurer reported funds sent in to SEAFARERS LOG. J. W. McAuley voted as new ship's delegate. All repairs being worked on. No beefs in general. Meeting will be held in port with patrolman.

STEEL ARTISAN (Isthmian), March 29—(No names for chairman or secretary given.) Department delegates reported all is well. Crew complaining about water. Motion made to send letter to headquarters regarding same, and to bring sample of the water back to States to be examined by Board of Health. Discussion that men should wear full shirts and not T-shirt for mealtime in dining room. Crew claims they should receive check for first draw and local currency on the following day.

PENN EXPLORER (Penntrans), March 12—Chairman, H. Miller; Secretary, C. Gardner. G. Strocker elected ship's delegate. AA departments reported everything fine and no beefs. C. Gardner elected ship's treasurer. Motion made that each man donate \$1 each for ship's fund. April 2—Chairman, H. Miller; Secretary, C. Gardner. Ship's delegate reported no beefs. Everyone asked to keep all doors locked so as to keep all Egyptians out of the deck house. \$3 in ship's fund. Everyone asked to turn off light in laundry. Someone has been leaving washing machine on after using it.

SF PHS Hospital Doctors Thanked

To the Editor:

I would appreciate it if you will publish these words of thanks to Dr. Freeman and Dr. Chin for their attention to my case while I was in the San Francisco Public Health hospital. Dr. Freeman showed me sketches of my heart, what to do and what not to do, which few doctors will do. He is sure

or spiritually. He is a favorite with all seamen who make Mariner's House their home away from home.

Mariner's House is over 100 years old. It was founded by a Father Taylor who acted as chaplain at the House. He, in turn, was succeeded by Dr. Bayes after his death some 20 years ago.

Richard McLaughlin

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Says Hello To Some Friends

To the Editor:

Just a few lines to say hello to some of my friends, Bob Schaffer and Silent Matt, also Mrs. Bobbie and Johnnie at the Spot Light in New Orleans. I would like to hear from Bob if he sees this in the LOG. I can be reached at Sailor's Snug Harbor, Staten Island, NY.

William P. Driscoll

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San Marino Has Clean Trip

To the Editor:

As ship's delegate on the SS San Marino (Peninsular Navigation) I am happy to report that we are bringing this ship in clean in all respects; no logs, no disputed overtime, no beefs. This has been an A-1 trip with a good crew from the skipper on down.

August A. Smith

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Cites Del Sud For Assistance

To the Editor:

I would like to thank the crew of the Del Sud for everything they did in getting me home on time for the funeral of my 6½-year-old daughter. I would also like to thank Buck Stevens who was very helpful in every way possible.

The kind and courteous treatment shown me by the brothers of this Union made a deep impression on me, one which I will never forget.

Donald Ray Sander

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Appreciates Aid While Beached

To the Editor:

I went to our clinic in Houston and passed the physical. Now I am to ship out on the Overseas Rose which is scheduled to sail today with a load of grain for India.

Our Union was wonderful to me when I was unable to go to sea. I am fit for duty now and feel it is my duty to go back to work and help the Union by paying dues.

A day may come when I cannot go any more. But until then, I want to go to sea for as long as I can.

Thanks to all and to the SIU for everything.

Gordon E. Finley

Seafarers In India See Lots Of Children

(The following photo-study of Indian children was submitted by Seafarer William Calefato, just off an Indian run on the Montego Sky.)

From the deck or dockside, it almost seems that all a Seafarer can see in India is children. These children mirror the whole panorama of the nation.

Their happy or sad faces, their hands outstretched for money or clutching schoolbooks, show seamen both 'abject poverty and the determination that exists in this nation. As Seafarers who have visited India can testify, children are taught the art of the upturned

palm at an early age. They will follow American seamen long distances with their hands held up

and are not easily discouraged. But there is another side to India. For while ragged clothes show the nation's poverty (photos below) the children's smiles and determination are evident. The schoolchildren (bottom photo) seem to

say that things will be different when they grow up. And the boy at the left emphasizes this.



LETTERS To The Editor

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

tops; also all the nurses and aids, night and day were very good—not only to me, but to all the patients on 5-E.

May I say this to any of my SIU brothers. If they ever have to be admitted to the SF marine hospital, they shouldn't worry. They will be given the best of care.

Incidentally, while I was an outpatient, Dr. Kristensen of the Dental Department extracted some eight or ten teeth and made me a set (top and bottom). I can eat corn on the cob and steak with them as if they were my natural ones.

This is about the only way I can thank the doctors and nurses, so please put this in the next issue.

Frank E. Gardner

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Steel Surveyor Thanks Cooks

To the Editor:

We the crew of the SS Steel Surveyor, (Isthmian Line, Inc.) wish to thank the steward department for the fine food served aboard the vessel. Our thanks go especially to the chief cook and his cooks for the job well done under the difficult conditions of the India run.

L. Von Lofton

J. V. Bremer

Delegates

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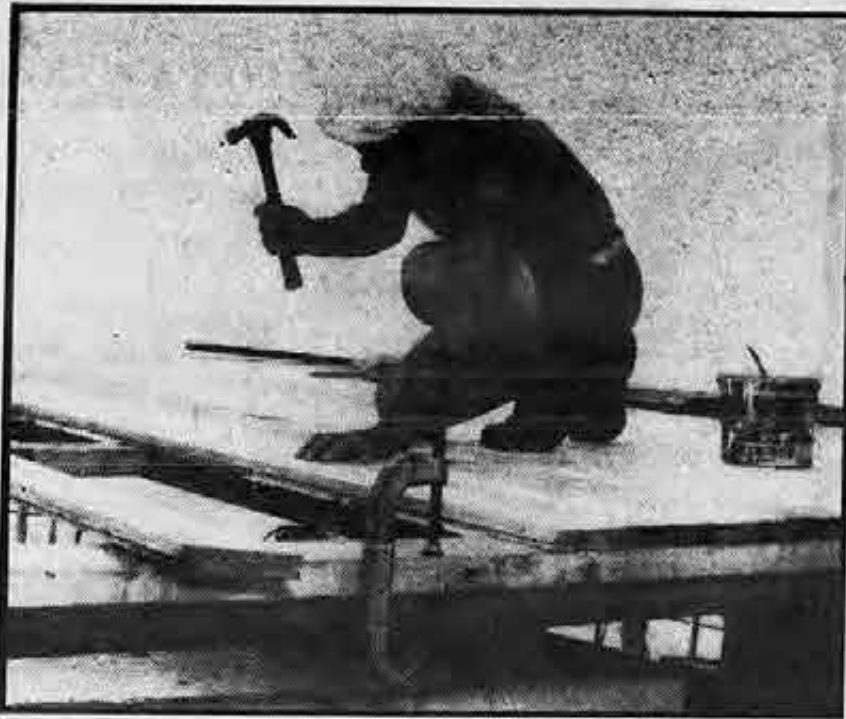
Cites Service Of Mariner's House

To the Editor:

I would like to cite the tremendous service performed by Dr. Ralph Bayes for seamen who live at Mariner's House, 11 North Square in Boston.

I have been a resident of the House for some 15 years and have observed Dr. Bayes' many kind and thoughtful gestures toward seamen. He shows movies at Mariner House periodically and is always available to lend us a helping hand—physically





Construct New Wood Awning On Steel Flyer

The Steel Flyer (Isthmian) presented a new look to Seafarers last month when she sailed into a Stateside port after a run from India. Now, after a three-year wait since an old canvas awning dissolved, a new wooden awning stands guard on the poop deck to provide cool refuge for seamen from the equatorial sun. Ship's carpenter Peter Lohse is shown installing the gear (top and left). The wood for the overhang was supplied by the company's port engineer Elmer Shaver after ship's delegate Don Keddy got on the job. Ship reporter C. Mathews sent in the snap shots taken at sea, showing his shipmate hard at work on the new project.



Cook Normal As Daughter's Wedding Over

Now that it is all over, Seafarer Dominick Di Giovanni is just getting back to normal and probably thinking it's easier being a third cook than a father of the bride.

The wedding that threw Di Giovanni's schedule out of order—he sails on the Del Sud (Mississippi Shipping)—took place April 22, when his daughter Sandra Diann married Kenneth E. Rauch, son of Mr. and Mrs. Rodney Rauch of Marrero, La.

The solemn ceremony took place in St. Alphons Roman Catholic



Sandra Diann Rauch

Church in New Orleans, Father Stephen officiating.

Immediately following the church rites, a reception was held at the Court of the Two Sisters in the city's historic French Quarter. Four hundred guests attended.

The bride and groom are now residing at 504 Avenue A, Marrero, La., following their honeymoon.

Among the guests at the wedding and reception were crewmembers of the Del Sud and other SIU vessels who worked overtime so they could attend the affair.

Seafarer's Report On Europe: Continent Is 'A Lively Place'

A report on the latest doings on the continent for Seafarers was sent to the LOG by Zee Young Ching, ship's reporter on the Alcoa Planter (Alcoa).

The report came from Southampton, England, where the C-1 had called before returning home from a voyage which saw the crew make stopovers in France, Holland and Germany. Ching states that customs "gave us close checks in all ports, but other than this, Europe is a lively place."

Rotterdam, Ching said, has excellent cheese which most crew-

members bought "just in case they get hungry." Of course, he pointed out, "cheese and crackers are very good with cold beer and the best beer in Holland cost about 12 cents a bottle."

Hello To France

The stopoff in France was a short one, "just long enough to say hello and get some free samples of perfume."

The big stopover was in Germany. There "the night clubs and shows are open from 6 PM to 5 AM." Ching regrets to report that "the drinks are high, just like Bourbon Street in New Orleans," but he said, "the night clubs in Germany are more lively."

As for England, the crew was preparing to do some research as the first preliminary report was being drawn up.

Quitting Ship? Notify Union

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

MARORE (Ore), April 30—Chairman's name not given. Eight men hospitalized in San Pedro, two in steward department, three in deck department, three in engine department. All replacements accounted for on March 28. Request crew to return coffee cups. Question of medical aid was brought up. A more prompt, efficient system desired.

MONTEGO SUN (Tiger), April 24—Chairman, S. Alpedo; Secretary, L. Pepper. Beef in deck department regarding treatment of two men hospitalized aboard the vessel. Ship's delegate to see captain about having X-rays for injured men at first port of arrival, and medical treatment if necessary. Motion to have patrolman

villa. Ship's delegate reported everything in good order. Former ship's delegate resigned. Alex Jones elected new ship's delegate. Crew asked to return books to library. Coffee to be left for wheelman. Laundry and recreation room schedule to be posted.

COUNCIL GROVE (Chiles Service), April 22—Chairman, James C. Whitley; Secretary, N. J. McKenna. No beefs reported. Everything OK. Instructions given to department delegates regarding "B" and "C" men expiration of 60-day clause. Crew asked to return cups to sink.

DEL ORO (Mississippi), April 30—Chairman, G. Montesano; Secretary, C. Breaux. \$2 on hand in ship's fund. \$15 spent for steaks and sausage, \$15 for beer and \$19 for barbecue grill and sack of charcoal, all for crew's cookout this trip. Vote of thanks to the ship's delegate and all involved. Vote of thanks to entire steward department for the good feeding. To bring safety suggestions to safety meeting.

ZEPHYRHILLS (Pan American Overseas), April 23—Chairman, B. B. Darley; Secretary, Matthew Gollinger. Special meeting held at sea on March 23. Special meeting held at anchor on April 7 regarding being in port one week and no dollars or travelers' checks put out. Food short and nothing coming aboard but unhealthy milk. Ship's delegate called headquarters and also wrote a letter concerning the captain's anti-union tactics, disregard of contract and uncooperative manner. Captain claimed he could not get dollars or travelers' checks. Ship's delegate told captain that he could prove that he could change draft into American dollars or travelers' checks by going to American Express and the branch of the National City Bank of New York. This was done and then the captain and the agent consented to cooperate. Food did not arrive until the 15th, and then there was a shortage of some items, including eggs. \$38 in ship's fund. Had \$54.51—paid for phone call to New York. Motion to get new coats at next port. Also to see that the slopchest is replenished.

STEEL ARCHITECT (Isthmian), May 2—Chairman, Russ Skinner; Secretary, J. Chandler. All is going well on this ship with the exception that the bosun has complained about the cooking and preparation of food. Motion to get patrolman at Norfolk to hold meeting with crew in endeavoring to square away the food complaint. Suggestion that the crew messmen spot wash the messhall frequently. Discussion on the proper operation and care of the washing machine. Spare agitator needed for washing machine as the one now in use is in bad condition.

DEL AIRES (Mississippi), May 7—Chairman, M. Fabricant; Secretary, V. M. Polombo. Ship's delegate reported no beefs. Everything running smoothly in all departments. \$16 in treasury.

MARYMAR (Calmar), Mar. 12—Chairman, R. Schwartz; Secretary, G. V. Thobe. Hutchinson elected ship's delegate. No beefs reported. Discussion regarding shortage of water one day after leaving Philadelphia.

VILLAGE (Consolidated Mariners), May 7—Chairman, Arthur Thompson; Secretary, Walter Cole. Two men logged, one of which missed the ship. No beefs reported. Everybody happy.

ROSE KNOT (Suwannee), Apr. 30—Chairman, Van Whitney; Secretary, E. M. Bryant. No beefs reported. K. A. Brook elected ship's treasurer. Motion seconded and carried that the crew take up a donation and buy a different kind of washing machine. Various subjects discussed. Passage-way lights should be cleaned. Crew to bring cups back to messhall off deck and out of rooms. Stow coats away before arrival and make up repair lists.

MORONE (Ore Navigation), Apr. 30—Chairman and secretary's names not given. Ship's delegate reports eight men hospitalized in San Pedro, California. All replacements accounted for. Motion made to have captain post slopchest list prices in messhall. Crew asked to return coffee cups. Question of medical aid was brought up. A prompt, efficient system is desired.

DEL MAR (Delta), Apr. 7—Chairman, Clyde Miller; Secretary, W. B. Bourgeois. Several logs which will be turned in to patrolman in New Orleans. One man missing at sea. One man sent home from Santos northbound. \$881.13 on hand in ship's fund. Motion to give steward department a vote of thanks for the good food on this ship. Motion to take money from ship's fund to buy movies for next voyage. Both motions carried. It was suggested to revise the working rules and submit same to headquarters.

ANDREW JACKSON (Waterman), Apr. 30—Chairman, Bill Grady; Secretary, James Purcell. Ship's delegate reported a few hours disrupted OT. One man missed ship and one man hospitalized in Bremerhaven. Repair list to be made up. Vote of thanks to stewards department for excellent menus, good cooking and service. Chairs to be furnished in recreation room aft.

LISA B (Sealanes), Apr. 23—Chairman, Sykes David; Secretary, Angelo Panagopoulos. James Nelson elected ship's delegate. No beefs reported. Request that doors of 1st deck house be closed during heavy seas. Orders to use topside doors. Fuel oil in engine bilges is fire hazard. Headquarters to see about ship's correspondence and crew mail.

NORTHWESTERN VICTORY (Victory Carriers), April 14—Chairman, Alex Jones; Secretary, Frank Rad-

Hoisting The Colors



Hoisting the colors when the *Floridian* (Bull) docked in New York harbor were (l. to r.) ABs Oscar Orlenholtz, William Dobbins and S. Furtado. The roll-on roll-off ship began container service to Puerto Rico from New York in May.

SIU BULLETIN BOARD

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed CPA audit every three months by a rank and file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn. Should any member, for any reason, be refused his constitutional right to inspect these records, notify SIU President Paul Hall by certified mail, return receipt requested.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall consist equally of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds. If, at any time, you are denied information about any SIU trust fund, notify SIU President Paul Hall at SIU headquarters by certified mail, return receipt requested.

SHIPPING RIGHTS. Your shipping rights and seniority are protected by the contracts of the SIU Atlantic, Gulf, Lakes and Inland Waters District, and by Union shipping rules, which are incorporated in the contract. Get to know your shipping rights. If you feel there has been any violation of your shipping or seniority rights, first notify the Seafarers Appeals Board. Also notify SIU President Paul Hall at headquarters, by certified mail, return receipt requested.

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent. In addition, notify SIU President Paul Hall by certified mail, return receipt requested.

EDITORIAL POLICY--SEAFARERS LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstance should any member pay any money for any reason unless he is given such receipt. If in the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be called to the attention of SIU President Paul Hall by certified mail, return receipt requested.

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. The SIU publishes every six months in the SEAFARERS LOG a verbatim copy of its constitution. In addition, copies are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify SIU President Paul Hall by certified mail, return receipt requested.

RETIRED SEAFARERS. Old-time SIU members drawing disability-pension benefits have always been encouraged to continue their union activities, including attendance at membership meetings. And like all other SIU members at these Union meetings, they are encouraged to take an active role in all rank-and-file functions, including service on rank-and-file committees. Because these oldtimers cannot take shipboard employment, the membership has reaffirmed the long-standing Union policy of allowing them to retain their good standing through the waiving of their dues.

PERSONALS and NOTICES

Audley C. Foster

Urgent you contact your wife at 609 Observer Highway, Hoboken, N.J., concerning two letters for you. Also important you contact Mr. Paul C. Matthews, attorney at law in the very near future. Call home at the earliest opportunity.

✂ ✂ ✂

Frank Arena, income tax consultant has moved his office to 623 Fifth Avenue, Brooklyn, near 17th Street. Those Seafarers who have had their income taxes filed through his office can contact him there concerning refund checks and other matters.

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Income tax refunds are being held for the following men by Jack Lynch, room 201, SUP Building, 450 Harrison Street, San Francisco 5, California:

Adolph T. Anderson, Freddie Bailey, Dao King Chae, Bernard S. Favila, Dominic Graziano, Olav Gustavsen, Samuel E. Joseph, Steve Krkovich, Fadil Lagrimas, Charles W. Lane, Francisco Martinez, Angelo Meglio, Raymond H. Miller, Ali Nasroen, Anthony Notage, Potenciano Paculba, John J. Reardon, Irinio C. Roble, James G. Rodder, Cleveland Scott, Bryan C. Slaid, Arthur F. Smith, Felix Vito, Ying Ming Wei, Willie M. Whiteaker, Chin Chi Wong, Ding Hai Woo, Margarito Borja, Parker Lee, Grover C. Turner and Ah Sai Wong.

✂ ✂ ✂

Ex-Pacific Ocean

Ex-Waldo

Ex-Julia

Checks for the following crewmembers are being held by Schwartz & Lapin in Houston, Texas:

Lai Mon Gong, William McDonald, James Blackwell, Francisco E. Baltazar, Accurso Bonti, Alfred W. Booth, Leon W. Franklin, Joseph R. Gallant, Dennis Gibson, Virgil L. Harding, George W. Alexander, James A. Winget, William M. Scott, Joseph Wayne Adair, Jr., Timothy McCarthy, John Franklin Dixon, Michael Charles Evans, J. W. Short, Widdie C. Himson, William H. Mason, Thomas Claude Hopkins, Gene Shelton Williams, John T. Short and Robert W. Mateo.

Please get in touch with Schwartz & Lapin, 817 Main at Walker, Houston 2, Texas.

✂ ✂ ✂

William Velazquez

Contact Anita Streep, attorney, 150 Broadway, New York 38.

✂ ✂ ✂

James Stores

Get in touch with your sister, Mrs. Janet Radisaljevic, 167 Dalswinton Avenue, Lockside, Dumfries, Scotland.

✂ ✂ ✂

Frank Prnybyska

Contact your mother, Mrs. Viola Prnybyska, 30 Prospect Avenue, Staten Island, N.Y.

✂ ✂ ✂

Cornelius I. Fitzgerald

Urgent you get in touch with your sister, Miss Marie Fitzgerald, c/o Martins, 65 Haight Ave., Poughkeepsie, N.Y.

✂ ✂ ✂

Walter Ferguson

Get in touch with your wife, Mrs. Patricia Ferguson, 7024 Pacific Boulevard, Huntington Park, Calif.

✂ ✂ ✂

John Joseph Doyle

Please contact your brother, William Doyle, 12116 Orr & Day Road, Norwalk, Calif.

✂ ✂ ✂

Andrien Fecteau

We are still in Tampa. Want to hear from you. Call Eva at 2-7204, or write PO Box 957, Tampa, Fla.

✂ ✂ ✂

Jesse Bain Gibson, Jr.

Contact James D. Chavers, Jr.,

2607 East Jones Street, Savannah, Ga., concerning your mother. Anybody knowing of the whereabouts of the above please contact Mr. Chavers.

✂ ✂ ✂

Vernon C. Warren

I have moved to 130 St. Marks Place. I am holding a package and letter for you. Ernie

✂ ✂ ✂

Louis Basta

Urgent that you call your wife at 523-9184 in New Orleans.

✂ ✂ ✂

L. H. Blizzard

Contact Mrs. Blizzard at Rt. 3, Box 146, Kinston, North Carolina.

✂ ✂ ✂

Rolf O. Karlson

Your Union book is being held by the headquarters record department.

✂ ✂ ✂

The following members are to contact Schwartz & Lapin, 310 West Building, Houston 2, Texas in relation to money which is being held for them:

SS Pacific Ocean

Lai Mon Gong, William McDonald, Joseph R. Gallant.

SS Waldo

James A. Winget, William M. Scott, Virgil L. Harding, Leon W. Franklin, Accurso Bonti, Francisco E. Baltzar, James Blackwell.

SS Julia

Robert W. Mateo, Michael Charles Evans.

Wayman C. Lizotte

Urgent you get in touch with your daughter, Patricia Ann, at 834 Leo Street, Sampaloc, Manila, Philippines.

✂ ✂ ✂

Z. Y. Ching

Photo taken aboard ship at January payoff being held for you at LOG office.

✂ ✂ ✂

John A. Chestnut

Contact Mrs. M. Kelly, c/o Barbara Lee, 14 Warren Place, Whistler, Ala.

✂ ✂ ✂

Harry G. Reynolds

Write or wire your mother immediately at 56 Beauregard Avenue, Maplewood, La.

✂ ✂ ✂

Stanley F. Ostrom

Please contact Miss Abbie Robbins, 3532 Canal Street, Apartment 4, New Orleans, La., or call 486-5635.

✂ ✂ ✂

Joe Neveraskas

Please contact Miss Lois Forcher, 2011 Reynolds St., Savannah, Ga.

✂ ✂ ✂

John Lauren Whisman

Please contact your wife, Bertha Whisman, 2089 Market St., San Francisco, Calif.

✂ ✂ ✂

Anthony Russo

Please contact Mrs. S. E. Petersen, c/o 20 Carnation Sq., Bridgetown Athlone, Capetown, South Africa.

✂ ✂ ✂

John H. Murry

Important you contact your son at Brownell St.

✂ ✂ ✂

Ramon Morales

Charles J. (Chuck) Burns would appreciate it if you would send him the letter you picked up for him on the Elizabeth. He is on the Steel Flyer but you could send him the letter in care of the hall in New York.

✂ ✂ ✂

Willey F. Walker

John P. Stanford

Dalton H. Morgan

Checks for monies due from the SS Rockland are being held for you by Miller & Seeger, 400 Madison Ave., New York 17, NY. Write or otherwise contact them.

Over 300 Firms On Arab Blacklist

About 80 US shoreside companies and 300 companies throughout the world are now on the Arab League blacklist, the July issue of "Fortune" magazine reports. The shoreside companies are blacklisted if they establish offices and plants in Israel or, in some instances, if they sell products to that country.

The blacklist of shoreside companies is in addition to the continuing blacklist of US-flag ships which call at an Israeli port. Indications are though, that the impact of the blacklist on American ships has been considerably modified in the last year, since the SIU's picketline protest against the Egyptian-flag SS Cleopatra, as far as mistreatment of American seamen is concerned. However, vessels that may have traded with Israel still risk being barred from Arab cargoes.

Companies blacklisted include such well-known firms as Bulova Watch, Emerson Radio, General Tire, Dow Chemical and Merritt-Chapman & Scott.

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

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Seafarers Profit From Contract Gains

- **\$56 A Week For 39 Weeks For Accident Or Sickness**
- **\$800 Vacation For One Year Continuous Service**
- **\$400 Vacation Maintained For Broken Service**
- **Funded Pension Payments Of \$150 A Month**

As a result of the gains won by the SIU during the recent negotiations with its contracted shipowners, Seafarers will soon be enjoying liberalized vacation benefits, a \$56-a-week accident and sickness benefit, a funded pension plan and other fringe benefits that are tops for maritime workers.

The new benefits, which will be effective October 1, are as follows:

- \$800 of vacation pay for one year of continuous service on the same ship.
- Continuation of the \$400 annual vacation for broken service.
- \$56 a week for 39 weeks for in or out-patient treatment for Seafarers who are ill or injured.
- A funded pension plan with payments of \$150 a month.

Other Major Gains

These new benefits, which were won by the Union in its contract negotiations, are in addition to other major gains won by the Union.

These include recognition of the Union's right to organize the crews of foreign-flag ships operated by SIU companies, and the acceptance of the Union's proposal to establish a joint labor-management committee to deal with subsidies, automation and other factors vitally affecting the future of

the American merchant marine, so that job opportunities for American merchant seamen may be improved and expanded.

The funded pension plan is being set up because full pension benefits for retiring Seafarers — whether or not they are disabled — has long been one of the Union's chief objectives.

Pension Plan Provisions

Under the funded pension plan, as approved, Seafarers will be eligible for pensions as follows:

- Seafarers who reach the age of 65, and who have 15 years of seetime (5,475 days) can retire on \$150 a month. These Seafarers will still be eligible to receive from the Welfare Plan the medical and hospital benefits they and their dependents are now entitled to, and the retired Seafarer's beneficiary will receive a \$1,000 death benefit.
- Seafarers who become disabled at any age, and who have 12 years of seetime (4,380 days) will be eligible for the disability pension payments of \$150 a month. These Seafarers will also be eligible for the medical and hospital benefits for themselves and their dependents, and also for the \$1,000 death benefit.
- All Seafarers now receiving the present weekly disability benefit paid by the Seafarers Welfare Plan will be transferred to the pension plan lists. These Seafarers will also be eligible for medical and hospital benefits for themselves and their dependents, as well as the \$1,000 death benefit.

\$800 Vacation Benefit

The liberalized vacation benefits will allow a Seafarer who spends one full year on the same ship to collect vacation pay of \$800 a year if he pays off his vessel.

After paying off his ship, the Seafarer may register immediately for a new job, but cannot ship out again for 60 days from the date of the payoff.

If a Seafarer is still at sea, aboard his ship, when his 12 months of service are completed, he will receive extra vacation pay pro-rated according to the extra time spent, when he pays off as the ship reaches port.

That is, if a Seafarer is on his ship for 14 months, he will receive \$800 for one year

plus \$133.33 for the extra two months—a total of \$933.33.

If a Seafarer does not wish to stay aboard the same ship for 12 months, he will still be eligible for vacation pay at the rate of \$400 a year, as heretofore.

\$56-A-Week Accident, Sickness Benefit

Seafarers who become ill or are injured, and who are hospitalized as a result, will receive \$56 a week for 39 weeks. If an eligible Seafarer requires out-patient treatment, and is not eligible for maintenance and cure, he is similarly eligible for \$56 a week for 39 weeks.

If a Seafarer is still in the hospital after 39 weeks, he will receive the regular hospital benefit of \$21 a week for as long as he is hospitalized.

Seafarers who become ill or injured while not employed aboard a vessel, and who formerly would not have been eligible for any type of cash benefits while receiving out-patient treatment, will now be eligible for the \$56-a-week benefits for up to 39 weeks.

In addition to the benefits already mentioned, the medical and safety programs will be expanded, as well as the training program, so that it will provide training in all three departments of shipboard work—deck, engine and steward.

Pension Benefits

ELIGIBILITY. Seafarers who have reached the age of 65 and completed 15 years of seetime (5,475 days) plus the basic seetime requirement.

BENEFITS. Pension of \$150 a month. Also \$1,000 death benefit, medical and hospital benefits for Seafarers and dependents.

DISABILITY. Seafarers at any age will still be eligible for disability pensions of \$35 a week if they are totally disabled and have 12 years of seetime (4,380 days) plus the basic seetime requirement. Seafarers currently receiving disability benefits will be transferred to the pension plan lists.

Vacation Benefits

ELIGIBILITY. For \$800 annual vacation pay, Seafarer must work at least 12 consecutive months on the same ship, then pay off. He may register immediately for another job, but cannot ship for 60 days from the date of payoff.

BENEFITS. \$800 a year or more, if the ship is at sea and the Seafarer cannot pay off after 12 months, if he pays off when the ship reaches port.

OTHER PROVISIONS. Seafarers who do not wish to spend 12 months aboard the same ship will still be eligible for vacation pay at the rate of \$400 a year, as heretofore.



TEXT OF

SIU

CONSTITUTION

For SIU Atlantic, Gulf, Lakes And Inland Waters District

CONSTITUTION

THE SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA— ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT

Affiliated with American Federation of Labor—Congress of Industrial Organizations

(As Amended May 12, 1960)

PREAMBLE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Statement of Principles and Declaration of Rights

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

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

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

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

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

I

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

II

No member shall be deprived of his membership without due

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

IV

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

V

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

VI

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

VII

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

CONSTITUTION

Article I

Name and General Powers

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

Article II

Affiliation

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

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

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

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

Article III

Membership

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Article IV

Reinstatement

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

Article V

Dues and Initiation Fee

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

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

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

Article VI

Retirement from Membership

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

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

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

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

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

Article VII System of Organization

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

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

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

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

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

Article VIII Officers, Headquarters Representatives, Port Agents and Patrolmen

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

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

Article IX Other Elective Jobs

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

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

B. Committee members of:

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

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

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

Section 1. The President.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Section 2. Executive Vice-President.

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

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

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

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

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

Section 4. Secretary-Treasurer.

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

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

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

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

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

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

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

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

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

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

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

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

He shall supervise and be responsible for the activities of all

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

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

Section 8. Director of Organizing and Publications.

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

Section 9. Headquarters Representatives.

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

Section 10. Port Agents.

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

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

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

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

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

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

Section 11. Patrolmen.

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

Section 12. Executive Board.

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

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

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

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

Section 13. Delegates.

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

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

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

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

Section 14. Committees.

(a) Trial Committee.

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

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

(b) Appeals Committee.

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

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

(c) Quarterly Financial Committee.

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

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

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

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

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

(d) Strike Committee.

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

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

Article XI

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

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

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

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

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

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

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

Article XII

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

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

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

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

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

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

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

(e) He is not disqualified by law.

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

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

Article XIII

Elections for Officers, Headquarters Representatives, Port Agents and Patrolmen

Section 1. Nominations.

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

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

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

Dated:
Signature of member

Book No.

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

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

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

Section 2. Credentials Committee.

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

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

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

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

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

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

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

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

Section 3. Balloting Procedures.

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

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

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

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

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

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

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

Section 4. Polls Committees.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Article XIV Other Elections

Section 1. Trial Committee.

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

Section 2. Appeals Committee.

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

Section 3. Delegates.

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

Article XV Trials and Appeals

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

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

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

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

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

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

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

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

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

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

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

- (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. Headquarters shall cause notice of the results thereof to be sent to each accused and accuser.

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

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

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

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

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

(e) The Appeals Committee may recommend lesser punishment.

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

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

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

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

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

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

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

Article XVI Offenses and Penalties

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

- (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 and including a penalty of expulsion from the Union. In the event the penalty of expulsion is not invoked or recommended, the penalty shall not exceed suspension from the rights and privileges of membership for more than two (2) years, or a fine of \$50.00 or both:

- (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 or other serious misconduct or breach of trust. The President may, during the pendency of disciplinary proceedings under this subsection, suspend the officer or jobholder from exercising the functions of the office or job, with or without pay, and designate his temporary replacement;
- (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 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, exclusive of proper earnings and Union payments;
- (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 order of those duly authorized to make such orders during time of strike;
- (l) Failure or refusal to pay a fine or assessment within the time limit set therefor either by the Constitution or by action taken in accordance with the Constitution.

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

- (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 and including a fine of \$50.00:

- (a) Refusal or wilful failure to be present at sign-ons or pay-offs;
- (b) Wilful failure to submit Union 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 subject to the provisions of Article XV, Section 19 and to pay the maximum fine of \$50.00 to the duly authorized representative of the Union.

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

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

Article XVII Publications

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

Article XVIII Bonds

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

Article XIX Expenditures

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

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

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

Article XX Income

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

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

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

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

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

Article XXI Other Types of Union Affiliation

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

Article XXII Quorums

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

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

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

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

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

Article XXIII

Meetings

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

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

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

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

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

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

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

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

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

Article XXIV

Definitions and Miscellaneous Provisions Relating Thereto

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

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

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

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

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

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

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

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

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

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

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

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

Article XXV

Amendments

This Constitution shall be amended in the following manner:

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

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

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

Article XXVI

Transition Clause

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

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

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

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

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

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

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

EXHIBIT A

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

I

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

II

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

III

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

IV

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

V

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

VI

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

VII

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

VIII

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

IX

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

X

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

XI

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

XII

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

XIII

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

EVERY SEAFARER IS GUARANTEED

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