

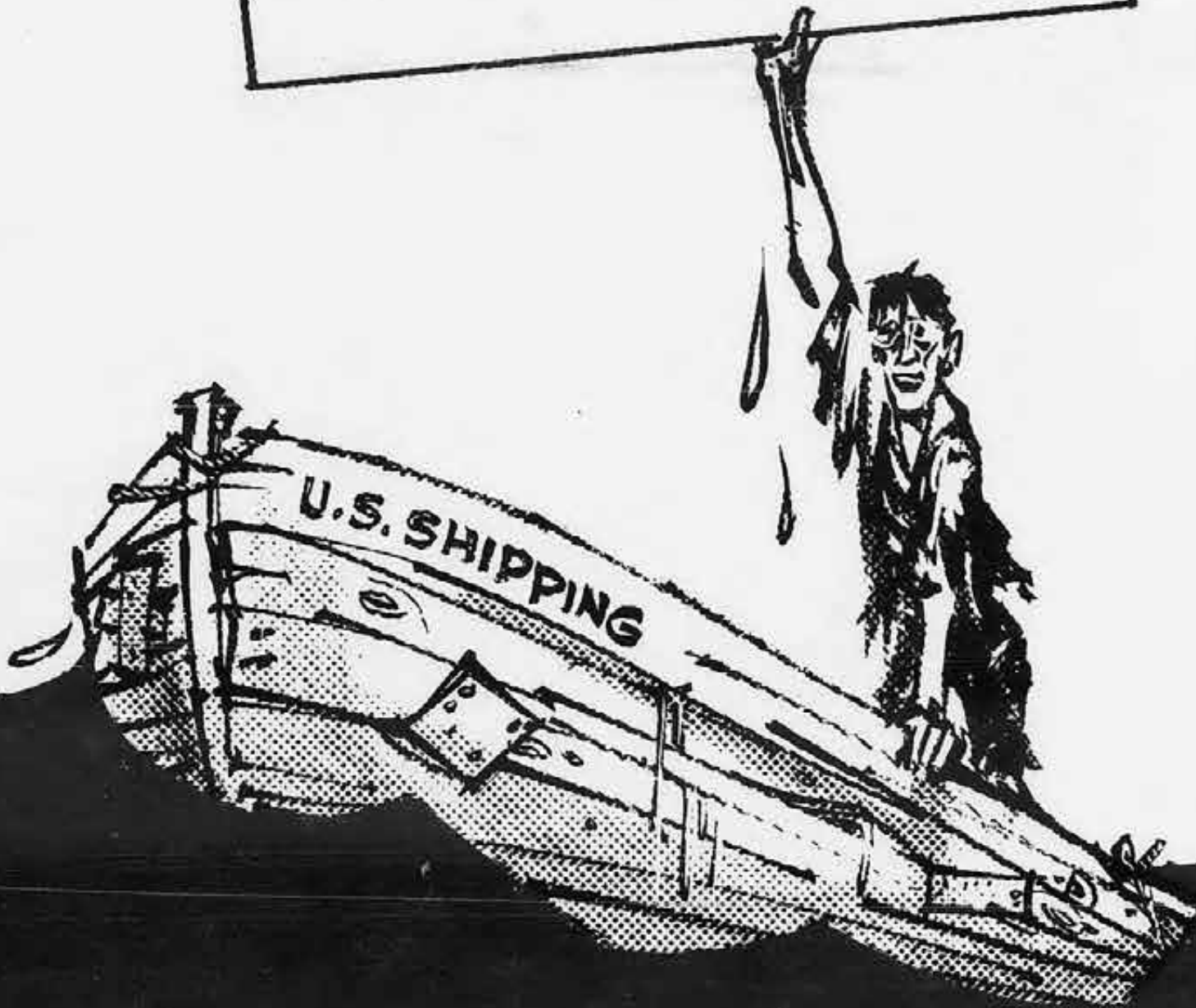
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SEAFARERS LOG

JULY 8,
1966

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

**U.S. MARITIME
UNITES
IN S.O.S. CONFERENCE
TO SAVE
AMERICAN
SHIPPING**



WE AIN'T DEAD YET!

STORY ON PAGE 3

Continuing U. S. Maritime Decline Shown In Annual MARAD Report

The Maritime Administration's annual report has presented the most gloomy forecast ever on the status of the American-flag merchant marine.

For many years impressive data was issued by the Government stating that the United States ranked first among the maritime nations of the world. The report still made that claim, stating that the United States had 2,449 vessels of 28,963,000 tons as of June 30, 1965.

But it added:
"These figures are misleading,

however, for nearly two-thirds of the total — about 1,600 ships — were not in service. These were Government-owned ships held inactive in reserve fleets for emergency use."

"Of the reserve fleet ships, about 900 are kept readily available for emergency use; in addition, several hundred Liberties could be put into service as a commercial reserve if necessary. The others are being scrapped at the rate of about 100 a year. All of these reserve fleet ships are about 20 years old."

One of the points that the report made was that of the 950 privately-owned ships only 100 were new vessels. The others "were war-built ships with many years of hard service behind them."

Rating Drops

When the report was prepared the United States ranked eleventh among the world's major shipbuilders. At present the nation has sunk to fourteenth place.

The dramatic decline in the American-flag fleet was evident by the loss of cargoes carried in ocean commerce. Regular liner services carried only 29.7 per cent of the nation's trade compared with 39.2 per cent in 1955. Tramp carriers suffered a loss of 9.8 per cent dropping from 15.6 during the past ten years to 5.6 per cent. Tankers dropped from 23 per cent to 3.6 per cent during that time.

Domestic shipping both coastwise and intercoastal, the report

stated, continued on the downgrade, having dropped from 415 ships in 1955 to 212 vessels in 1965. The number of tramp vessels has also dropped during this time to only 313 ships, mostly war-built tonnage.

The report explained that while there were 53 ships added to the nation's fleet within the past five years, many of these were war-built tonnage that had undergone conversions to adapt to modern ocean commerce.

Despite the fact that shipowners were building faster and larger ships using standardized methods of construction and building in large blocs for greater economy, the report stated the replacement program for subsidized companies is still about 90 ships behind schedule.

Gulick Is Named Acting Maritime Administrator

WASHINGTON — James W. Gulick has been named Acting Maritime Administrator to replace former Maritime Administrator Nicholas Johnson, who has been appointed to the Federal Communications Commission by President Johnson.

A native of Virginia, Gulick has been Deputy Maritime Administrator since March 18, 1962, and has approximately 35 years experience in Federal Government service in the maritime field.

He was appointed Acting Maritime Administrator by Secretary of Commerce John T. Connor. The Maritime Administration functions as part of the Department of Commerce.

Report of International President



by Paul Hall

The 'Save Our Shipping' conference, which took place last week in Washington, displayed the growing concern of all segments of the American maritime industry, both labor and management alike, over the continuing decline of the U.S. merchant fleet. In addition to the many representatives from maritime unions and the maritime industry, many legislators attended to voice their growing alarm over the decline of the nation's merchant marine and promised to carry the fight to save our shipping to the halls of congress.

The primary note of the 2-day conference was one of unity. Maritime labor and management delegates called for an intensified and united effort to halt the decline of the industry and put it solidly back on its feet. Speakers called for a strong, modern American-flag merchant marine able to carry at least 30 percent of U.S. foreign commerce, more ship construction subsidies and aid to the rapidly disappearing domestic segment of the American merchant fleet.

To best bring about these goals, conference delegates representing all segments of the industry called for the creation of an independent government maritime agency not tied to or submerged in any other government transportation agency. The establishment of such an independent agency was called for by the AFL-CIO at its last convention, and delegates to the Save Our Shipping conference urged passage of a pending House bill which would set up an independent Federal Maritime Administration.

One of the key themes of the Save Our Shipping conference was the need for increased political action by maritime unions. Direct political action is becoming an increasingly important factor in reversing the maritime industry's decline, and the large number of House and Senate legislators who appeared at the conference shows that the industry's decline and the grave implications of that decline on the national security has stirred increasing alarm among responsible legislators, who share the determination of maritime labor to reverse that destructive process.

The drastic decline of the American-flag merchant marine, which the Save Our Ships Conference was designed to halt, was again brought into sharp focus recently by the latest annual report of the Maritime Administration.

In previous years, the annual MARAD report has tended to cover up the steep slide down which the American maritime industry was plunging by juggling figures like the manager of a last-place baseball team juggling his lineup. This year, however, the MARAD report sticks much closer to the realities of the situation and paints a bleak picture.

As in former years, the latest report still makes the claim that the United States merchant fleet, as of June 30, 1965, consisted of 2,449 vessels of 28,963,000 tons. For the first time, however, the report admits that this figure is "misleading" because two-thirds of the total, or about 1,600 of these ships, are not in service but repose inactive in the nation's reserve fleets.

The report admits some other startling statistics for the first time—although the SIU and other maritime unions have been making the same revelations for years. For instance, MARAD reports that of these reserve fleet ships, only about 900 are readily available for emergency use and all of these are about 20 years old or older—which means that they are approaching or have already passed their effective useful lives.

SIU Pacific District Hosts Moroccan Labor



Visiting Moroccan labor representatives got a warm greeting recently in Santa Rosa, California from Earl Lee, administrator of the SIU Pacific District-affiliated Marine Cooks and Stewards Union Training School. Left to right in photo are: Robert Richer, African American Labor Center guide; school administrator Lee; Mohamed Bahij of Rabat Workers Federation; Mustafa Mouhoub of the Moroccan Railroad Workers; and Abdelkadar Fadli of the Moroccan Chemical Workers. African visitors enjoyed tour of MC&S school, visit to San Francisco Bay area and close-up view of S. F. Labor Council meeting.

SIU President Hall Named To Board Of Intl. Rescue Committee

SIU President Paul Hall has been named to the board of directors of the International Rescue Committee. Six other labor representatives on the board are President Paul Jennings of the Electrical, Radio and Machine Workers; David Sullivan, president of the Building Service Employees; Union Charles S. Zimmerman, vice-president of the Ladies' Garment Workers; B. F. McLaurin, vice-president of the Sleeping car porters; Jacob Sheinkman, legal counsel for the Amalgamated Clothing Workers and Irving J. Brown, AFL-CIO International Affairs representative.

The International Rescue Committee is a worldwide organization dedicated to the rescue and resettlement of civilian refugees from war and political oppression. The group has been active recently in providing aid to Vietnamese civilians uprooted by the conflict there.

Liberia, Runaway Tax Haven, Heads List In Ship Wreckage

LONDON—Liberia, the haven of U.S. runaway-flag ship operators, led the world in merchant ship tonnage lost by wreck and foundering during the last quarter of 1965, according to figures released by Lloyd's register of shipping.

Other runaway-flag nations—Greece and Lebanon were right up there also, standing third and fourth, respectively, in ship losses.

Norway held second place.

The number of merchant ships lost worldwide during the final three month period of 1965 showed a sharp increase over the previous period. In all, 75 ships of 218,132 gross tons were written off as total losses, compared with 51 vessels of 140,142 tons lost during the third quarter of 1965.

During this last period Liberia led the list with seven ships lost totaling 51,704 tons. Norway was second with four losses of 39,271 tons, followed by Greece with 10 losses totaling 38,212 tons; and Lebanon with three losses of 21,729 tons. The United States lost three ships of 7,809 tons, well behind Japan with 13,525 tons and Panama with 10,684 tons lost.

The United States led the world in ship scrapping during the last quarter of 1965 however, with 22 ships totaling 162,689 tons going to the breakers. This was slightly less than during the previous quarter when 25 U.S. ships of 175,598 tons were scrapped.

The total of vessels scrapped worldwide during 1965 was down sharply, dropping to 524 ships of 1,988,637 tons from the 1964 level of 740 ships of 2,480,704 tons.

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Highlights of Remarks To S. O. S. Conference

REPRESENTATIVE JAMES A. BYRNE (D-Pa.), Member House Merchant Marine Committee:

"We must have a strong shipping and shipbuilding industry. Putting Marad in the new Department of Transportation would mean the end of the Merchant Marine. Seamen risked their lives in two wars. Who are we going to depend upon them if we need them again today. It burns me up when I see these foreign-flag ships carrying our cargoes."

REPRESENTATIVE ABRAHAM J. MULTER, (D-N. Y.):

"By neglect the American Merchant Marine is dying and now we have a reorganization plan that is ready to bury it even before it is dead. The merchant marine must be made strong by giving priority attention to a single department."

REPRESENTATIVE THOMAS M. PELLEY, (R-Wash.) Member of the House Merchant Marine Committee:

"No matter how hard that Congress works to push for a stronger merchant marine, the President is the key to the problem. . . . The merchant marine is in budgetary purgatory from which it must be relieved if it is ever to prosper. The major battle to save the merchant marine is still to come. The unity of purpose of the maritime labor movement in behalf of a strong merchant marine should be emulated by all segments of the industry."

I hope that this conference will not pass unnoticed by the White House and that the president will provide the leadership to restore the merchant marine."

REPRESENTATIVE ROBERT A. SWEENEY, (D-Ohio):

It's time that the lines were drawn and we determined whether our outside shipping interests are to be favored over American flag. We are concerned in the free world with the delivery of food and materials and other essential commodities and we are attempting to do it with a second rate delivery capacity. I wonder how long it would take the President to respond if it was the automobile industry (instead of the maritime industry) or if national security and that of the free world were involved."

REPRESENTATIVE EDWARD GARMATZ, (D-Md.) Chairman of the House Merchant Marine Committee:

"... this joint meeting is . . . an indication of the kind of unity which is not only needed but is absolutely essential if our merchant marine industry is to survive and prosper. I can assure you that my committee is also keenly aware of the dangers at hand. . . . I sincerely believe that our recent actions are convincing proof that we are moving in the right directions. Only last Wednesday we introduced important legislation into the house which would give our committee more control over maritime affairs. There has been too much loose talk about a new maritime policy. We already have a policy. It is clearly defined and set down by the merchant marine act of 1936. What we need now is initiation and implementation of the programs. These programs are needed not only for economic reasons but for national defense purposes."

CAPT. J. W. CLARK, President of the Mississippi Shipping Company and President of Committee of American Steamship Lines:

"... the critics of the American Merchant Marine have been obsessed with economics. They forgot that this is the world's greatest trading nation. . . . Economic theorists have gained a great deal of attention and convinced themselves that this industry is sick and has been getting handouts to keep going. We are allowing recipient nations to control our own laws. We have to go to those countries for fifty per cent of our own cargoes. The foreign competition has the choice of attractive cargoes and leaves what is worse for American flag ships . . . 98 per cent of all the logistical support for our troops in Viet Nam goes on ships."

ARCHIBALD E. KING, Chairman of the American Maritime Association and President of Isthmian Steamship Lines, Inc.:

"... The problems of so-called overage vessels has been highlighted in recent months by the actions of cargo insurance underwriters in world markets imposing heavy penalties on cargo owners utilizing such vessels. The action of cargo underwriters has had the result of driving cargoes away from vessels on which the penalty was imposed and often thereby forcing business onto foreign-flag vessels, many of which are less than 20 years of age. This adverse circumstance is not limited to unsubsidized vessels but has detrimental effect upon the majority of American-flag vessels owned and operated by the subsidized lines. . . . It is inescapable that if top level governmental policy makers expressed a determination to have an adequate modern merchant marine, those (Government) agencies would respond."

SENATOR DANIEL BREWSTER (D-Md.) Member of Senate Commerce Committee:

"I would think the experience of four major wars would have taught us a lesson. . . . We need a powerful fourth arm of defense. Our fleet now is a withered arm. . . . One small nation carries twice as much cargo as we do in our own ships. . . . We have had a transportation message but no maritime policy. There is still time to influence maritime policy. . . . We have a reserve fleet that can properly be labelled a paper fleet and which will be utterly useless in a few years. . . . I hope for a maritime administrator who will head an independent maritime agency."

(Continued on page 18)

U. S. Maritime Vows Strong Fight To Save American Merchant Marine

WASHINGTON—In an unprecedented and powerful demonstration of unity, some 500 representatives from every segment of maritime labor and management participated in an emergency conference here June 28 and 29 to spotlight the crisis in American shipping and laid the groundwork for a continuing campaign to save the industry.

Representatives of more than 40 unions whose members are engaged in seafaring, longshoring, shipbuilding and related fields were joined by all major maritime employer groups, individual steamship operators and shipbuilding companies in participating in the two-day meeting. Thirty members of the U. S. Congress visited during the sessions and a number of them addressed the participants. Messages of greetings and support came from many others.

The conference, which was called by the recently-formed American Committee to Save Our Shipping, sponsored by the AFL-CIO Maritime Trades Department and the AFL-CIO Maritime Committee, designated a 5-man committee to meet with President Johnson to discuss the dire state of U. S. shipping and to seek solutions to the problems it faces.

Named to the committee were Lane Kirkland, executive assistant to AFL-CIO President George Meany; Paul Hall, president of the Seafarers International Union of North America; Joseph Curran, president of the National Maritime Union; Russell Berg, president of the International Brotherhood of Boilermakers and Shipbuilders and Thomas W. Gleason, president of the International Longshoremen's Association. The four union heads are co-chairmen of the "Save Our Shipping" committee.

Policy Statement Adopted

At the final session the conference adopted a policy statement endorsing the proposals to strengthen the American merchant marine made in the majority report of President Johnson's Maritime Advisory Committee. The conference also called for exclusion of the Maritime Administration from the proposed Department of Transportation and urged

instead that it be established as an independent agency.

The conference called for all-out support of legislation just introduced to create an independent maritime agency—H.R. 15567 in the House and S. 3530 in the Senate.

The policy statements adopted by the conference followed recommendations made by the Committee on Deep Sea Shipping, whose chairman was NMU Vice President Shannon Wall; the Committee on Domestic Shipping, chaired by Joseph Chrobak, District Director of the United Steelworkers; the Committee on Shipbuilding, chaired by Page Groton, Director of the Marine Council of the Boilermakers and Iron Shipbuilders, and the Committee on Transportation, chaired by Ray McKay, president of District 2 of the Marine Engineers Beneficial Association.

Determined Effort

Dominant note of the conference was the determination of all participating groups to unite their efforts for a strengthened merchant marine. Virtually every seg-

ment of the shipping and shipbuilding industries—labor and management on the East, Gulf and Pacific Coasts and the Great Lakes—was represented. They enthusiastically endorsed the conference decision to continue the American Committee to Save Our Shipping as a permanent organization that will press the fight to restore U. S. shipping to its proper place in the nation's economy.

In pushing its campaign, the Committee will utilize and coordinate the efforts of the organization, with offices in Washington, to impress upon the Congress the dire state of the merchant marine and the need for remedial action. It was announced that the support of all management groups in related industries will be sought. A concerted effort will be made to enlist the backing of all AFL-CIO departments, state and local labor bodies, as well as that of local unions throughout the country affiliated with participating national and international unions.

Conference sessions were suspended on the morning of June 29,

(Continued on page 18)

Senators Express Their Support Of Shipping Conference Objectives

WASHINGTON—In addition to the members of Congress who spoke at "Save Our Shipping" conference here on June 28 and 29, a number of Senators sent messages voicing their support and encouragement of the conference's efforts to revitalize the American merchant marine.

Following are excerpts from some of the Senatorial messages:

Senator R. L. Bartlett (D-Alaska), Member Senate Commerce Committee: "Merchant marine at this time needs nothing more than a concerted and dramatic effort to marshal all forces in support of an enlightened execution of our present merchant marine problems. Only those associated with SOS are in a position to command necessary respect and to coordinate this effort. I wish you well and stand with you."

Senator Jacob K. Javits (R-N. Y.): ". . . You may be sure that I am aware of and very much concerned with the pressing need to revitalize our maritime industry, and wish the conference every success."

Senator Daniel K. Inouye (D-Hawaii): "As a citizen of Hawaii, an island state surrounded by ocean waters, I am naturally deeply aware of the importance and significance of a healthy maritime industry. I am therefore most grateful to the conference for discussing this most important matter. I extend to all of you my very best wishes for a successful conference. Aloha."

Senator Ernest Gruening (D-Alaska):

"... Alaska is a state totally dependent on water transportation for shipment of virtually all commodities required for life every

day. As Alaska is economically an island, it is separated from normal sources of supply available readily to other states in the Union. Hence, Alaskans realize more fully than others the enormous importance of maintaining in good condition our lifelines—the ships that bring cargo to our ports. My sympathy is with your cause and I will give my efforts to achieving a healthy, stable maritime industry for the entire United States."

Senator Harrison A. Williams, Jr. (D-N.J.): "I want to assure you of my wholehearted support for the work of the American Committee to Save Our Shipping. This meeting of the S.O.S. conference demonstrates the urgency of the crisis in the American merchant marine. As you meet on the anniversary of the passage of the merchant marine act I think it imperative that the Congress re-emphasize its intention to fulfill the solemn obligations of that Act. As in the past, I will continue to work toward that end and I salute the joint efforts of labor and management to revitalize this important industry."

Senator Claiborne Pell (D-R. I.): ". . . You may be assured that I am aware of the plight of the maritime industry and wish the conference every success . . ."

Senator Lee Metcalf (D-Mont.): ". . . Am aware present situation in maritime industry and sympathetic to the needs. All success to Conference."

(Continued on page 18)

Bomb Blast Injures SIU Organizer Critically, Union Posts Reward

CHICAGO—Paul Hall, president of the Seafarers International Union of North America, has announced that the union is offering a reward of \$5,000 for information leading to the apprehension of the person or persons responsible for the planted bomb blast which critically injured Joseph Longmeyer, an organizer here for the SIU's Transportation and Allied Services Workers division.

Longmeyer was injured on June 27, when he and another TS&AW man, Charles Moses, left union headquarters to pick up the car of Domingo Abata, president of the SIU-TS&AW.

When Longmeyer turned the ignition key, the bomb exploded. He was blown into the middle of the street and his legs were shattered. Moses received lesser injuries.

Hall termed the incident "a vicious and cowardly act."

Farm Workers Win Major Victory

California Grape Workers' Union Signs Contract With Schenley, Inc.

LOS ANGELES—The National Farm Workers Association, representing striking California vineyard workers, has signed a one-year contract with Schenley Industries, Inc., one of the biggest growers in the area.

The new pact, the first of its kind for Delano County area vineyard workers, was characterized by NFWA Director Cesar Chavez as "a milestone in the history of U.S. agriculture." It calls for wage increases, a union hiring hall and other first-time benefits.

The NFWA and the AFL-CIO Agricultural Workers Organizing Committee have been conducting a joint strike against nearly 40 companies in the Delano, California area for over nine months.

The strike against other growers in California's \$3.8 billion agricultural industry is continuing, including the AFL-CIO-supported boycott of DiGiorgio Company products. DiGiorgio is the largest

grower in the area and the leader of resistance to union organizing.

Shortly after Schenley first officially recognized the NFWA as bargaining agent for its farm workers and agreed to negotiate back in April, DiGiorgio also offered to negotiate a contract provided the union first signed a no-strike clause and submitted to arbitration. This was totally unacceptable to the union but no contract has yet been negotiated.

The striking farm workers, who are among the lowest paid workers in the nation and who also labor under possibly the poorest conditions of any American workers, are seeking union recognition,

wage increases, better housing and improved working conditions.

The new pact with Schenley Industries calls for a 35-cent hourly wage increase, increasing the minimum to \$1.75 an hour. Piece rates will also be adjusted to correspond to the new basic wage. The contract also provides a union shop and a union hiring hall agreement under which the company must give the union advance notice of a need for workers so the union can provide them.

Settlement of fringe benefits, such as vacations, insurance, medical and hospitalization benefits will be arrived at through further discussions. Negotiations were conducted at the offices of the Los Angeles County Federation of Labor.

The farm workers' victory in their dispute with Schenley was hailed by the AFL-CIO national organizing director, William L. Kircher, who predicted that recognition by Schenley would prove a giant step toward eventual union organization of all workers on large corporate farms. Schenley owns about 3,500 acres of vineyards in the Delano area out of the 47,000 acres involved in the total dispute.

Acceptable to the union in view of the anti-labor history of California growers. DiGiorgio grows grapes and other fruits and markets wine and allied products.

Another grower, Christian Brothers, has already recognized

AFL-CIO Organizer Raps Phony De Giorgio Vote Plan

San Francisco—An attempt to trap striking farm workers with a "phony" grower-sponsored union representation election was effectively intercepted here by AFL-CIO Organizing Director William F. Kircher.

He angrily denounced plans of the Di Giorgio Corp. to sponsor such an election on June 24 as "improper, invalid, immoral, flying in the face of every decent democratic procedure."

He accused the firm of bad faith. He charged it violated its pledge to refrain from press statements during negotiations with farm worker union representatives and with continuing attempts to coerce the votes of farm workers.

A meeting had been planned for June 22, he explained, to complete arrangements for a consent election.

Kircher said it all as the uninvited and unwelcome guest at a press conference summoned by President Robert Di Giorgio of the giant corporation that has been labeled "the symbol and leader of resistance to farm worker organizing." The firm's products are targets of an AFL-CIO supported consumer boycott.

Di Giorgio had just finished reading a five-page mimeographed statement to more than a score of reporters and a battery of microphones and television cameras. He said, in short, that the corporation had asked a firm of public accountants to conduct a representation election among its "hourly employees" on June 24.

Ballot Lists Three

Listed on the ballot, he said, would be the National Farm Workers Association, the AFL-CIO Agricultural Workers Organizing Committee, and the Teamsters.

The proposed election, Di Giorgio said, would be held near two of the corporation's ranches—Borrego Farms, in San Diego County, and Sierra Vista Ranch, near Delano. The latter has been the focus of the grape pickers' 10-month strike.

He had barely finished reading the prepared statement when Kircher stepped into camera range.

"I'd like to correct Mr. Di Giorgio's statement," he said. While Di Giorgio protested from the rostrum, reporters crowded around Kircher. Di Giorgio suggested calling the police. Someone pulled the switch, cutting off the television lights. After a moment, they were restored. As Kircher resumed speaking, Di Giorgio left the room.

Kircher demanded the company remove NFWA and AWOC from the company-sponsored ballot.

Failing that, Kircher declared, lawyers would go into court within hours to obtain an injunction barring the use of the two union's names without their consent.

He called on the Teamsters, too, to demonstrate solidarity by withdrawing.

Kircher explained that he and NFWA representatives had met with Di Giorgio representatives only two days before and had reached agreement on a consent election at Borrego Farms. He said they were still apart on a vote at the Delano property.

The understanding, Kircher explained, was that the agreement would be referred to the company and the union for ratification. They had agreed earlier that neither would make statements to the press while negotiations continued.

But he reserved his strongest condemnation for the company's refusal to allow strikers to vote. It was a violation of law, ethics and morality, he said, to deny the right to vote to employees who had gone through hardship and bitterness for 10 months.

The Atlantic Coast



by Earl (Bull) Shepard, Vice-President, Atlantic Coast Area

With the November Congressional elections not too far off, it's time that we all took a good look at the voting records of our representatives, especially keeping in mind how they voted on issues that were important to labor. Unfortunately, the truth is that indifference on the part of voters has in many cases resulted in loss of a liberal Congressman and the election of a candidate who was anti-labor and who opposed all the liberal measures that labor has backed and is currently backing. It is especially important in the upcoming election that labor union members turn out in force to make certain that those representatives who share the interests of the working man are reelected.

Philadelphia

Shipping has been fair at this port. Tony Nerosa is standing by fit-for-duty and waiting for the first job in the steward department that comes along. William "Commodore" McKeon, whose last berth was aboard the Rebecca, is also looking for a slot on the next ship that comes along. George Billek is registered and waiting for a bosun's job, while John Chaplinsky is watching the board for the first ship he can get.



McKeon

Boston

Shipping, on the slow ball this period, is expected to pick up soon. George "Blackie" Blackmore, a 22-year SIU man, is on the beach and happy to spend some time with his family. Joseph Wescott, a 20-year SIU member, is passing out the cigars as his wife just presented him with a little seafarer.



Wescott

New York

Shipping in and out of all Atlantic Coast ports continues to be excellent for all ratings. Patty Ryan just returned to New York after an uneventful trip aboard the Choctaw Victory. George Evans is currently on the beach here waiting to ship out.

Norfolk

Shipping has been good in this port during the just-completed period and is expected to remain good for the next few weeks. We had 3 payoffs, 2 sign-ons, and serviced 5 ships in transit during the period.

Warren Cassidy, who last sailed aboard the Cities Service Baltimore, hopes to find another BR job on her as soon as he again has his fit-for-duty. Jim Spencer stopped by the hall here after getting off the Yaka on which he sailed as bosun. Jim expects to spend a few weeks at home before shipping again.

Alfred Everett, Jr. is registered and looking for a long trip. His last ship was the Eagle Traveler on which he sailed as ordinary.

Clarence Cornelius, a 17-year SIU member, is spending some time on the beach in Virginia before shipping again. He last sailed as AB aboard the Commander.

Baltimore

Raymond Lavoine, who is presently sailing as AB aboard the Columbia, stopped by the hall here recently. He says he likes the Columbia and will stay put for a while. Bosun Victor Makko, an SIU member since 1942, is looking for a nice long trip after getting off the Alcoa Trader. An SIU member since 1942, Makko didn't state any preferences as to what ship he would like to sign on or where he would like to go. Gustav Holgerson just got off the Yorkmar on which he held down an FWT slot. A member of the Union since 1946, he's waiting for an intercoastal run aboard a Calmar C-4.

Puerto Rico

The Puerto Rican Government has announced it is working on a plan to help detect improperly labeled trailer vans coming into the island. The Federal Maritime Commission recently began a drive against shippers who mislabel the contents and weight of sealed vans moving between the mainland and Puerto Rico to get lower shipping rates by cheating ship owners while at the same time paying lower excise tax rates.

Governor Sanchez signed two bills here recently that will result in higher wages for some Puerto Rico workers. One bill authorizes a \$6.6 million appropriation that will increase minimum wages for government employees, and the other is a bill authorizing a \$7.6 million hike in teachers salaries.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



The Greater New Orleans AFL-CIO Committee on Political Education has made its endorsements for the Democratic Primary at a meeting held at the Seafarers Hall here.

State Senator J. D. DeBlieux of Baton Rouge was endorsed in his move to unseat incumbent United States Senator Allen J. Ellender of Houma. Also backed were Alec C. Norris, who opposes Representative F. Edward Hebert for the First District post and incumbent United States Representatives Hale Boggs and James H. Morrison.

Seafarers who are interested in upgrading themselves to FOWT or AB, are reminded that they should take advantage of the SIU's Upgrading programs. Information on enrollment can be obtained at any SIU hall and SIU representatives will aid you in making application for the programs.

New Orleans

Frank Russo is on the beach after three months aboard the supertanker Montpelier Victory. He said the ship was one of the best he ever sailed on and he is now sort of spoiled. He will stay on the beach a couple of months and be pretty choosy in picking his next ship. Maurice Duet has made two trips on the Del Mar as a deck maintenance man. He would have stayed longer but he had to straighten out some personal matters ashore. He's now looking for a bosun's job and will take any

Mobile

A. F. Wright, who was last aboard the Alcoa Runner, is looking for an offshore run. A. F. Pehler, whose last ship was the tanker Connecticut, is looking for a good supertanker. Raymond Orso, last off the Alcoa Commander, is waiting for a short run to the Caribbean. B. R. Overstreet, who last shipped out aboard the Claiborne, will look for a Far East run when his money runs out. E. J. Riviere is taking a midwest vacation.

The Pacific Coast

by Frank Drozak, West Coast Representative



Labor issues have begun to play an increasingly important part in the California gubernatorial race between incumbent democratic Governor Pat Brown and conservative Republican candidate Ronald Reagan. Brown, who has the endorsement of California labor, outlined his platform recently before a meeting of the Retail Clerks' state council in Los Angeles.

If re-elected, Brown promised to work to increase the benefits and scope of workmen's compensation; support an increase in the national minimum wage, plus extension of coverage to presently unprotected workers; support minimum federal standards for unemployment insurance with extended coverage to those not presently covered; promised to work hard to maintain high levels of employment in the state. He challenged Reagan to follow suit and state his position on labor issues. With the shortage of AB's, FWT's, Oilers, Electricians and other entry ratings, we urge that all Seafarers try harder than ever to upgrade themselves, and by helping themselves thus help the Union man these West Coast ships.

Wilmington

Shipping here has remained at a steady pace and the outlook for the future is good. There are plenty of jobs available for AB's, Oilers, Electricians and FWT's.

During the past couple of weeks we have had the De Soto, Steel Architect and Andrew Jackson pay off. Three ships signed on and eight ships went through in transit.

While the Oceanic Cloud was in port, we were visited by Red Spencer. With him was Nollie Town, Ship's Delegate. Jack Tros-

clair, who sails as Bosun has been a member of the SIU for 20 years.

San Francisco

Shipping is extremely good in this area and still in need of entry ratings to crew up Bay Area vessels.



Frezza

Orlando Frezza, Chief Steward aboard the Transpacific, just returned from a two-and-a-half month trek to Japan. He told about his ship's collision with a Liberian freighter in Tokyo Bay. They spent 3 weeks in Yokohama for ship's repairs.

Last period we paid off and signed on the following ships: Del Alba, Anniston Victory, Antinous, Vantage Progress, Steel Traveler, Longview Victory, Ocean Evelyn, Western Clipper and Express Buffalo.

C. F. Just is waiting to get a ship for the Far East as soon as possible. Brother Just sails as Bosun-AB and has been a member of the SIU since 1947. He just came off a 10-month trip.

Roland Francisco, Chief Cook, also off the Transpacific, will be signing back on again for another trip. Brother Francisco is a 10-year member of the SIU and hails from Houston, Texas.

Must Sell Strikebound RR

Congress Orders Break-up Of Dupont's Florida Empire

WASHINGTON—Congress has passed legislation requiring the breakup of the vast DuPont estate's business and banking empire in Florida, which includes the strikebound, sometimes scab operated, Florida East Coast Railway. The bill now requires only President Johnson's signature to become a law.

The legislation eliminates certain exemptions from the Bank Holding Company Act, which forbids such companies from owning both banking and non-banking properties at the same time. Under the terms of the new legislation, the DuPont estate would have to get rid of either its banking interests or its other interests—which include the Florida East Coast Railway. Another company affected by the recently passed legislation is the Washington-based Financial General Corporation, along with other enterprises.

Railroad union members have been on strike against the DuPont-owned Florida East Coast Railway for over three years. Although they are only asking for wage and working condition improvements which have been standard in the rest of the nation's railroad industry for years, the company has flatly rejected all settlement attempts by the unions.

Anti-Union Activities

The Florida railway's scab herding and union busting activities,

masterminded by Edward Ball, boss of the vast DuPont Estate empire, were in the past greatly aided by the huge financial power made available to the DuPont estate through the loopholes in the banking laws. The estate's assets are estimated at more than \$700 million and include 31 banks, the railroad, paper mills and thousands of acres of real estate.

Action against the DuPont Estate's legal and financial setup was initiated by the Federal Reserve Board, which administers the Bank Act.

The AFL-CIO was among others to call upon Congress to end the banking law exemption enjoyed by the state, which it said has served in the past to frustrate national labor policy.

The bill allows the DuPont Estate five years in which to break up its holdings. Because of a more complicated financial setup, Financial General was given 12 years to accomplish its breakup.

House action in passing the legislation was brief after Senate-initiated amendments were accepted. The bill had been under consideration for more than a year.

Subcommittee Studying Yarmouth Castle Disaster

House Group Urges Higher Standards For Foreign-Flag Passenger Ships

WASHINGTON—A House subcommittee conducting an investigation of safety standards aboard foreign-flag ships that carry U.S. passengers, has urged the Coast Guard to immediately tighten its inspection procedures for all passenger ships calling at U.S. ports.

The subcommittee further recommended that if foreign nations do not accept higher safety standards within two years, the U.S. should "return to bi-lateral agreements for reciprocal examination of foreign and U.S. passenger vessels."

The recommendations, made by the House Legal and Monetary Affairs Subcommittee of the House Government Operations Committee, grew out of the subcommittee's investigation of the fire and sinking of the Panamanian-flag Yarmouth Castle last November with a loss of 90 lives.

The SIU and other maritime unions, in addition to various other U.S. groups, have called for stiffer regulation of foreign-flag cruise ships operating out of U.S. ports and have repeatedly called upon Congress to take action. In addition to the House Government Operations Subcommittee, several other investigations of foreign-flag cruise ship safety standards are presently underway.

Vigorous efforts are also being made to upgrade the 1960 Safety of Life at Sea (SOLAS) Convention, under which virtually all major maritime nations have agreed to meet certain minimum safety standards on new construction and to encourage upgrading of older vessels.

International Meeting

SIU Vice-President Earl (Bull) Shepard attended a recent meeting in London of the 14-nation Maritime Safety Committee of the Intergovernmental Consultative Organization, a United Nations agency, which met to deal with fire protection and safety aboard passenger ships. Shepard served as labor advisor to the U.S. delegation. The Safety Committee recommended amending the 1960 SOLAS Convention to improve safety standards.

In its most recent report, the House Subcommittee, under the chairmanship of Representative Dante B. Fascell (D-Fla.), announced that its examination of the Yarmouth Castle disaster showed that the Coast Guard "has exercised to the maximum its examination authority over foreign passenger vessels," but that examination authority is insufficient to assure U.S. passenger's safety.

No degree of examination efforts "can eliminate the hazards of disastrous fire which repose in the combustible materials built into many of the foreign vessels," which present treaty arrangements allow to operate out of U.S. ports, the subcommittee noted.

Makes Recommendations

Based on its hearings and investigations, the subcommittee report included nine major recommendations for greater protection of U.S. passengers.

- Urged the Coast Guard to stop issuing certificates of examination to foreign-flag vessels "thus obviating the possibility of passengers believing that the Coast Guard has approved a vessel's general safety."

- Called for the issuance of an "information sheet" on passenger ships written in easily understandable terms which would "clearly reflect" each particular ship's condition and in which ways it "fails to meet U.S. standards in construction and fitting out . . . including materials used," installation and maintenance of fire fighting equipment and other important safety equipment.

- Urged that these information sheets be made readily available to the general public.

- Called for the use of a "uniform checkoff" for Coast Guard inspectors to use when examining foreign ships.

- Prevent any vessel from carrying passengers out of U.S. ports if there is "any question" about whether the vessel could proceed without danger to passengers and crew, and maintain the ban until all safety deficiencies are corrected.

- Urged amendments to the SOLAS Convention to improve internationally-accepted safety

standards, upgrade all inspection and survey work, improve crew training, require radio equipment in lifeboats and require a radio-man on duty at all times.

- Urged immediate worldwide adoption of recently-proposed SOLAS Convention improvements without waiting for final adoption of the changes by the entire body at its next convention.

- Called for the U.S. to "return to bilateral agreements for reciprocal examination of foreign and U.S. passenger vessels" if the safety recommendations made by the Maritime Safety Committee are not adopted within two years.

- Urged the U.S. to press for 100 percent noncombustible materials on all new passenger ship construction everywhere, as well as for older vessels undergoing "material alteration."

Various bills to tighten controls over passenger ships operating out of U.S. ports are presently pending in the Senate Commerce Committee. No action has yet been taken on them however.

The Great Lakes

by Al Tanner, Vice-President and Fred Farnen, Secretary-Treasurer, Great Lakes

With the constructions trades unions being forced to take strike action in the Michigan area, the cement demands have been greatly reduced lately. The crew of the cement carrier, E. M. Ford, was recently recalled just in time to hit all the hot weather.

After a delay of three years, negotiations with the Mackinac Transportation were recently concluded. Mackinac Transportation is the owner and operator of the carferry Chief Wawatan which services the upper peninsular area of Michigan. Negotiations had been postponed due to the fact that the railroads attempted to eliminate rail service in northern Michigan that would have also eliminated the Chief Wawatan.

Cleveland reports that Radio Pete is hitting the hall daily waiting for the right job to come in, along with George Mitchell. Don Maukonja just left the Lakes area to try his hand at salt water sailing out on the West Coast.

The Interstate Commerce Commission handed down its decision ordering the railroads to maintain their present railroad service to northern Michigan, thereby opening the door to negotiations resulting in substantial increases in wages and welfare contributions by the company. The company will also pay all wage increases retroactive to January 1, 1966. The contract is for three years with a wage and welfare re-opener. Shipping for rated men remains

good in all ports, with a slight slow-up entry rating calls.

Duluth reports that shipping for rated men is especially good. Several men have gotten off their vessels in Duluth to take advantage of the union's upgrading program. Leslie Loons of the Raymond Reiss passed his oilers test. Earl Sausman and Frank Hardt of the James D. Davidson and the Lackawana respectively, received their A.B. tickets. Congratulations to all taking advantage of the opportunity to advance themselves.

SIU Death Benefit



Mrs. Jane Van Ert, widow of deceased SIU Great Lakes District Seafarer Joseph Van Ert, receives \$4,000 SIU death benefit check from Duluth port agent Jack Hall.

THE INQUIRING SEAFARER

Question: When you get back from a voyage, do you enjoy discussing your trip with others?

Ralph Mason: I enjoy discussing my voyages with my family. I'm not too interested in talking about them with strangers because many of them are misinformed about our business. They don't know anything about sailing and many of them think we are connected with the military. I like to talk about the trip with my fellow shipmates, but after a number of years the trips are much the same.

Victor Santos: I like to discuss my trip with my fellow shipmates, as I think most Seafarers do. Most of the time the single guys talk about the girls they've seen in the different ports and the nice times they had. We like to sit around the tables in the union hall and talk about our trips.

Joe Lapham: I always discuss my trip with my wife, son and two daughters. They are very interested in the job, including my daughters, and always ask a lot of questions about how the voyage went when I get home. I will frequently take movies of the ports I visit. My family always reads the Log to keep up with the shipping news and I'd guess it's about the most read paper in our house.

Tolbert Adkins: Yes, usually I will discuss my voyage with other people. Mostly, I talk about the trip in general and the places I've seen. There's a lot of interesting things to talk about when you've visited foreign lands and interesting ports. In a job where you get to travel all over the world, there's always something to talk about.

Reginis Vazquez: I discuss the trip with my wife, especially if it was a good voyage. We talk about the different people I shipped with. I'll talk about the trip with shipmates, but other people usually aren't interested. I find about half the fellows like to talk about their trips, while the others don't. Some of the men just like to complain, just for the sake of complaining. They just squawk like a seagull sometimes.

Carlos Sy: I can recall one unusual question a stranger asked me when he found out that I was a professional seaman: he wanted to know whether I'd ever caught a fish while I was on a voyage. And funny thing, I have caught one or two trolling behind a freighter, a 58-pound wahoo and a couple of dolphin; but he must have been asking a baited question, because he didn't believe me when I told him about it. Also, I get a good many questions nowadays about how it is to work on a ship going to Saigon and whether we've ever been attacked.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

June 18 to June 30, 1966

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	7	1	1	0	0	24	4
New York	56	24	31	17	21	171	66
Philadelphia	4	2	9	3	0	32	18
Baltimore	36	11	19	4	6	102	44
Norfolk	6	3	0	1	0	21	16
Jacksonville	4	9	5	5	4	10	11
Tampa	1	2	3	1	1	9	8
Mobile	11	18	19	14	16	75	23
New Orleans	49	33	37	23	5	127	64
Houston	35	13	43	30	14	135	48
Wilmington	12	2	7	2	5	19	0
San Francisco	47	17	41	11	24	50	1
Seattle	9	6	7	6	1	36	4
Totals	277	151	222	117	97	811	307

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	1	2	0	1	1	7	2
New York	56	32	33	19	18	136	51
Philadelphia	4	4	2	4	5	18	18
Baltimore	16	15	16	9	4	69	44
Norfolk	2	4	4	3	0	9	16
Jacksonville	5	5	1	5	5	7	5
Tampa	4	1	4	0	2	7	5
Mobile	20	13	15	16	4	41	20
New Orleans	44	22	60	16	5	78	59
Houston	15	20	24	23	10	98	100
Wilmington	11	6	8	5	11	14	2
San Francisco	19	23	21	22	34	48	1
Seattle	14	6	9	8	7	32	6
Totals	231	153	197	131	107	564	329

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	1	0	0	0	1	4	3
New York	42	7	28	3	17	128	40
Philadelphia	4	3	4	5	4	17	11
Baltimore	18	9	8	9	3	60	35
Norfolk	1	4	1	0	0	6	13
Jacksonville	4	4	2	5	0	8	6
Tampa	5	0	3	0	0	13	0
Mobile	12	9	10	6	13	45	16
New Orleans	36	32	30	21	2	108	73
Houston	20	16	18	10	18	83	38
Wilmington	8	4	6	4	10	7	2
San Francisco	31	15	14	11	39	48	0
Seattle	6	10	3	4	7	27	13
Totals	188	113	137	78	117	554	250

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

By Sidney Margolius

Business leaders are trying to blame what they call a "slump" in auto sales on the current criticisms of unsafe features of modern cars.

Actually there is no real slump. After two years of runaway sales, and a busy winter, auto sales have dropped a little but are still very good.

And there are other reasons for what moderate drop has occurred. One is the higher costs of financing cars this year. Another is the general inflationary trend, especially higher prices of basic necessities as food, shelter and medical care, and the increased Social Security deductions this year from pay checks.

Earnings of industrial workers have not been large enough this year to offset these increases. Spendable earnings actually decreased late this winter, the Bureau of Labor Statistics has reported.

Sales of Corvairs especially have been hit hard because of the publicity given to accidents involving earlier models of this car. A number of lawsuits were filed against General Motors, because of the charges that the suspension system on the earlier Corvairs was unsatisfactory under certain circumstances. Most of these incidents involved 1960, '61 and '62 models. These earlier models currently are selling at bargain prices because people now are afraid to buy them.

In any case, some larger discounts now are available on both new 1966 and used cars as the result of the moderate sales drop. The 1966's already have had some of the safety devices added that will be more widespread on the 1967 cars. Further improvements are expected in 1968, on the basis of new requirements proposed by the General Services Administration, including such devices as a defogger for rear windows; dual braking system (with two master cylinders); recessed instrument panels; crash-resisting fuel tanks; greater glare reduction in windshields, and roll bars on convertibles.

The auto industry is still insisting that drivers are responsible for most accidents rather than the cars.

Of course, drivers and unsafe roads cause most accidents. But what is worrying everybody is that the way cars are designed increases the severity of accidents and the harm to the occupants, and that the cars themselves in some cases have been largely responsible for even the accidents.

One point all drivers should realize from the revelations of unsafe cars, is the need to keep cars in good operating condition, with regular attention to brakes, tires, wheel alignment and other critical areas.

Heed Dealer Notices

It is especially vital to heed immediately any notices from dealers or the factory to bring your car in for correction of defects.

There have been more such "recalls" than the public ever realized before. U.S. Senator Abraham Ribicoff of Connecticut started his safety investigation. In a little more than seven years, some 9,000,000 cars have been recalled for correction of various defects. That's almost 20 per cent of all the cars manufactured in that period.

Not all of these defects involved safety. Some affected convenience or economy. But you always should assume that any notice from a dealer or factory to bring your car in for inspection and correction of defects, does involve safety, auto clubs are warning members.

In fact, as far as this writer can judge from the reports released by the manufacturers to the Senate committee, a very large number if not most of the recalls do involve safety. Some of the most frequent recalls have been for defects in brake systems, steering and suspension systems.

Some owners may have paid little attention to notices asking them to bring in their cars because the letters did not always say frankly that a safety factor or defect was involved.

Even if you have not gotten a letter or call from your dealer, if you see a public notice concerning your make and model, check with your dealer.

Norfolk SIU Pensioner Receives Check



Retired SIU Inland Boatmen's Union member James Vetra picked up his first regular \$150 monthly pension check recently from SIU-IBU representative Steve Papuchis at the Norfolk hall. Vetra sailed for many years aboard Sheridan Transportation Company tugboats.

Upcoming Off-Year Elections Key To Future Legislation

The 1966 elections will determine whether new liberal legislation will be enacted to meet the needs of the nation and its people. They will either mark the beginning or the end of a new wave of liberal laws.

This is the sobering judgment of one of the most articulate of the new liberal congressmen elected in 1964. He feels 1966 is a pivotal year. It will test, in his view, whether or not liberal congressmen can go back to the districts, campaign on a record of progressive achievement and win re-election despite the natural odds against them in an election like this one.

In an address to a meeting of union officials in Washington, he made these points:

- Dozens of liberal newcomers have gone down the line for progressive legislation, often withstanding severe heat from conservative interests in their districts.

- They have succeeded in building a solid record. They will campaign on that record.

- Most of them come from previously conservative districts and were elected by close margins. If they are re-elected, they will have proved that voters respond to achievement and reward it.

- If most, or many of them are defeated it will impose caution as a way of life in Congress for years to come. Future liberal newcomers will always be reminded of the fate of the Class of 1964 and warned by their elders in years and congressional seniority that the price of courage and liberalism is defeat. The slogans of Congress will be "Don't stick your neck out" and "Don't rock the boat," hardly a spirit to encourage progress.

It's a valid argument, and a serious warning, and what it means to the labor movement is this:

Unless total political effort is put forth this year, unless everything possible is done to re-elect liberal newcomers and other liberals, we can write off legislative progress for years to come.

The elections of 1966 are vastly more important than the individual liberals, or the collective group of liberals, involved in them. The potential penalty of defeat has never been more severe, nor longer-lasting.

Similarly, the fruits of victory would be the sweetest yet. It would prove political courage is not wasted, that Americans—when truly informed about what liberal programs mean to them—will welcome those programs and the men and women who make them possible. Victory would give heart to the liberals to push for newer, better, broader programs, to use the break-throughs of the 89th Congress as a launching pad toward higher achievement in the future.

LABOR ROUND-UP

Mary Heaton Vorse, veteran labor reporter and author who wrote an early definitive history of the beginnings of the CIO, died here at 84.

Beginning in 1912, Mrs. Vorse was involved in and covered the major labor struggles of the century including strikes at Lawrence, Mass., Paterson, N. J., the Mesaba, Minn., iron range, the steel struggle of 1919, Passaic, Gastonia, the 1931 Kentucky miners battles and the rise of the CIO—rubber, auto, steel, etc.

From a conservative New England upbringing, she traveled the world and served as a war correspondent in Europe in World War I. She wrote 14 books, including the story of the rise of the CIO "Labor's New Millions."

The AFL-CIO Collective Bargaining Institute conducted its 1966 session at the University of Wisconsin. The institute's one-week course of study is designed to teach union men how to be more effective during collective bargaining sessions and arbitration proceedings. Students with long years of union experience put in 12-hour days in workshops ranging from calculating fringe benefit costs to mediation procedures. A mock arbitration case was also presented during the sessions. The institute's teaching staff includes

labor leaders and university professors. The program is sponsored by the AFL-CIO Department of Education and Research and the School for Workers.

Henry T. Wilson of the Laborers has been appointed director of the union's Federal Public Service Employees District Council by Union President Joseph V. Moreschi. The council is expanding its organizing activities in the Federal employee field and serves as a clearing house for relations with federal agencies at the Washington level. Wilson, an attorney with experience in public employee organizing, has been on the staff of the Laborers for the past two years.

A demonstration by striking professors marked the graduation ceremonies at St. John's University. The picket line was the biggest since the walkout began on January 13 over the arbitrary firing of 31 teachers.

The pickets were dressed in flowing academic robes and carried signs reading, "Good teachers should be rehired and not fired." The line was made up of members of the United Federation of College Teachers, Local 1460 of the AFL-CIO. About 150 union men and women marched at the main gate during the exercises while 60 educators picketed two side gates.

"Gulp!"



Time Is Running Out

There was a time, not too long ago, when many in the United States were ready to hang black crepe for the merchant marine. Several government agencies, particularly the Defense Department, had already wished maritime a Rest in Peace and fixed their eyes on the airplane as the cargo-mover of the future. They changed their minds quickly, however, once they realized the overwhelming transportation needs of the Vietnam conflict, a need which only shipping could fulfill.

The need for a strong merchant marine exists today and will always exist as much as ever before in our nation's history. Yet there are still many Government agencies and administrators who continue to drag their feet when it comes to recognizing the facts and the need to halt the maritime industry's decline, a decline that grows more serious daily.

The recent Save Our Shipping conference

in Washington was called because direct political action has become necessary if the U. S. maritime industry is to be revived to the point where it can be strong enough to serve both our commercial and military needs in peacetime and in war.

Legislators have expressed increasing alarm in recent months over Government agency neglect of maritime, which has led to the decline of our shipping capacity as is so glaringly spotlighted by the Viet Nam conflict. The Save Our Shipping conference served as a focus for this growing concern among the nation's legislators. It was made clear at the conference that legislative action must be taken now to force the responsible Government agencies to end their neglect of maritime and develop, support and enforce a constructive, forward-looking maritime policy that will rebuild our decaying fleet and once more make the United States a maritime power.

A Move To Curb Union-Busting

Representative Frank Thompson Jr. (D-N.J.), recently urged that the NLRB be given the authority to assess stiffer penalties, involving double and triple damages, on deliberate, repeated or flagrant union-busting bosses.

Thompson also called for amendments to the Davis-Bacon and Walsh-Healey Acts so that government agencies could withhold contracts from companies found by the NLRB to be in violation of U.S. labor laws. These acts govern wages and other conditions to which contractors on government work must adhere.

The J. P. Stevens textile empire, which is the largest supplier of textiles to the armed forces, and is also one of the biggest union-busters in the nation, was cited as practicing the type of anti-labor tactics which require government action. NLRB complaints and orders have been filed against Stevens re-

peatedly, with little or no effect. The company simply keeps litigating continuously in the courts against NLRB orders, while at the same time continuing its union-busting activities. Without the power to impose stiff penalties for violating its orders, the NLRB has thus far had its hands tied when it comes to enforcement.

The need for tougher penalties by the NLRB is becoming increasingly clear as the AFL-CIO continues to press its drive to organize previously unorganized workers in the South and West, where anti-labor and union-busting tactics are still the order of the day for many employers. It is significant that the J. P. Stevens plants are located in the South. A similar example of anti-labor, union-busting tactics is readily available in the California farm industry's continuing attempts to prevent farm workers from organizing for collective bargaining.



S. O. S. CONFERENCE

WASHINGTON, D. C. • JUNE 28-29, 1966

The emergency conference to save the U. S. shipping industry which was held in Washington on June 28 and 29 gave every evidence that a strong united effort would be made by all segments of maritime to save the U. S. shipping industry. Called by the American Committee to Save Our Shipping, which is sponsored by the AFL-CIO Maritime Trades Department and the AFL-CIO Maritime Committee, the conference was attended by 500 persons representing virtually every section of maritime labor and management, from the East to the West Coasts, from the Lakes to the Gulf.

Spotlighting the crisis which confronts U. S. shipping and shipbuilding, the conference made the Save Our Shipping committee a permanent structure and laid the groundwork for a continuing campaign to revitalize the maritime industry.

When the conference ended it was very obvious that the campaign to save American shipping was on.

On these pages are photos taken during the two-day conference, captions for which appear below:

1. The two-day conference sessions were marked by heavy turnout. 2. Robert Mayer, head of Western Shipbuilders Ass'n. 3. Stephen McCluskey of Mass. Port Council reports. 4. ILA pres. Thomas W. Gleason, a co-chairman of conference. 5. IBEW's Joe Keenan and OEIU's Howard Coughlin. 6. Lloyd Sheldon, pres. of Masters, Mates and Pilots. 7. Rep. Edward Garmatz, chairman of House Merchant Marine Committee. 8. From left, ILA's Gleason, NMU sec.-treas. Shannon Wall, Boilermakers pres. Russell Berg and SIU pres. Paul Hall. 9. MTD exec. secretary Pete McGavin calls conference to order. 10. NMU vice-pres. James Martin reports on visit to Congress. 11. Lloyd Middleton of Boilermakers and Iron Shipbuilders reports on talks with Congressman. 12. Rep. Eugene Keough of New York was interested observer. 13. A member of House Merchant Marine Committee, Rep. Jacob Gilbert of New York favors independent maritime agency. 14. New York Congressman John Murphy urged firm maritime policy. 15. Connecticut Congressman Robert Giaino speaks at conference. 16. SIU vice-pres. Earl Shepard reports on Congressional response. 17. Thomas Pelly, member of House Merchant Marine Committee, speaks out. 18. Capt. J. Clark, head of Committee of American Steamship Lines. 19. MEBA Dist. 2 pres. Ray McKay headed Transportation Committee. 20. Senator Daniel Brewster said U.S. lacks a maritime policy. 21. Steelworkers' Joseph Chrobak was chairman of Domestic Shipping Committee. 22. Hoyt Haddock, exec. sec. of Maritime Committee, addresses conference. 23. Shipbuilders Council pres. Ed Hood cited industry problems. 24. Arch King, chairman of American Maritime Association and pres. of Isthmian Lines. 25. Emanuel Celler, chairman of House Judiciary Committee, discusses conference with SIU pres. Paul Hall. 26. NMU's Wall and Martin in confab with other participants. 27. AFL-CIO Legislative Director Andrew Biemiller tells of Federation support. 28. Conference registration desk was busy scene. 29. SIUNA vice-pres. Morris Weisberger talks with SIU New Orleans Agent Buck Stephens; SIU vice-pres. Lindsey Williams is in center. 30. SIU pres. Hall urges maximum effort to save U.S. merchant marine.





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.

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

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

III
No member shall be deprived of his membership without due

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

IV

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

V

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

VI

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

VII

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

CONSTITUTION

Article I

Name and General Powers

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

Article II

Affiliation

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

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

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

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

Article III

Membership

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Article IV

Reinstatement

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

Article V

Dues and Initiation Fee

Section 1. All members shall pay dues quarterly, on a calendar year basis, no later than the first business day of each quarter, except as herein otherwise provided. The dues shall be those payable as of the date of adoption of this Constitution as amended 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, headquarter's representatives, port agents, patrolmen, and members shall be governed in this order by:

- (a) The Constitution.
- (b) The Executive Board.
- (c) Majority vote of the membership.

Section 2. The headquarters of the Union shall be located in New York and the headquarters officers shall consist of a President, and Executive Vice-President, one Vice-President in Charge of Contracts and Contract Enforcement, a Secretary-Treasurer, one Vice-President in Charge of the Atlantic Coast, one Vice-President in Charge of the Gulf Coast, and one Vice-President in Charge of the Lakes and Inland Waters.

Section 3. The staff of each port shall consist of such personnel as is provided for herein, and the port shall bear the name of the city in which the Union's port offices are located.

Section 4. Every member of the Union shall be registered in one of three departments; namely, deck, engine and stewards department. The definition of these departments shall be in accordance with custom and usage. This definition may be modified by a majority vote of the membership. No member may transfer from one department to another except by approval as evidenced by a majority vote of the membership.

Article VIII

Officers, Headquarters Representatives, Port Agents and Patrolmen

Section 1. The officers of the Union shall be elected as otherwise provided in this Constitution. These officers shall be the President, an Executive Vice-President, one Vice-President in Charge of Contracts and Contract Enforcement, a Secretary-Treasurer, one Vice-President in Charge of the Atlantic Coast, one Vice-President in Charge of the Gulf Coast, and one Vice-President in Charge of the Lakes and Inland Waters.

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

Article IX

Other Elective Jobs

Section 1. In addition to the elective jobs provided for in Article VIII, the following jobs in the Union shall be voted upon in the manner prescribed by this Constitution:

A. Delegates to the convention of the Seafarers International Union of North America.

B. Committee members of:

- (1) Trial Committees
- (2) Quarterly Financial Committees
- (3) Appeals Committees
- (4) Strike Committees
- (5) Credentials Committees
- (6) Polls Committees
- (7) Union Tallying Committees
- (8) Constitutional Committees

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

Article X

Duties of Officers, Headquarters Representatives, Port Agents, Other Elected Job Holders and Miscellaneous Personnel

Section 1. The President.

(a) The President shall be the executive officer of the Union and shall represent, and act for and in behalf of, the Union in all matters except as otherwise specifically provided for in the Constitution.

(b) He shall be a member ex-officio of all committees, except as otherwise herein expressly provided.

(c) The President shall be in charge of, and responsible for, all Union property, and shall be in charge of headquarters and port offices. Wherever there are time restrictions or other considerations affecting Union action, the President shall take appropriate action to insure observance thereof.

(d) In order that he may properly execute his responsibilities, he is hereby instructed and authorized to employ any help he deems necessary, be it legal, accounting or otherwise.

(e) Subject to approval by a majority vote of the membership, the President shall designate the number and location of ports, the jurisdiction, status, and activities thereof, and may close or open such ports, and may re-assign Vice-Presidents and the Secretary-Treasurer, without reduction in wages. He may also re-assign Headquarters Representatives, Port Agents, and Patrolmen, to other duties, without reduction in wages. The Ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston and Detroit may not be closed except by Constitutional amendment. Where ports are opened between elections, the President shall designate the Union personnel thereof.

The President shall designate, in the event of the incapacity of any Headquarters Representative, Port Agent or Patrolman, or any officer other than the President, a replacement to act as such during the period of incapacity, provided such replacement is qualified under Article XII of the Constitution to fill such job.

At the regular meeting in July of every election year, the President shall submit to the membership a pre-balloting report. In his report he shall recommend the number and location of ports, the number of Headquarters Representatives, Port Agents and Patrolmen which are to be elected. He shall also recommend a bank, a bonded warehouse, a regular officer thereof, or any other similar depository, to which the ballots are to be mailed or delivered at the close of each day's voting, except that the President may, in his discretion, postpone the recommendation as to the depository until no later than the first regular meeting in October.

This recommendation may also specify, whether any Patrolman and/or Headquarters Representative, shall be designated as departmental or otherwise. The report shall be subject to approval or modification by a majority vote of the membership.

(f) The President shall be chairman of the Executive Board and may cast one vote in that body.

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

(h) The foregoing duties shall be in addition to those other duties lawfully imposed upon him.

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

(j) Any vacancy in any office or the job of Headquarters Representative, Port Agent, or Patrolman shall be filled by the President by temporary appointment of a member qualified for the office or job under Article XII of this Constitution, except in those cases where the filling of such vacancy is otherwise provided for by this Constitution.

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

(l) The President shall have authority to require any officer or Union representative to attend any regular or special meeting if, in his opinion, it is deemed necessary.

Section 2. Executive Vice-President.

The Executive Vice-President shall perform any and all duties assigned him or delegated to him by the President. In the event the President shall be unable to carry out any of his duties by reason of incapacity or unavailability, the Executive Vice-President shall take over such duties during the period of such incapacity or unavailability. Upon the death, resignation, or removal from office for any reason of the President, the Executive Vice-President shall immediately assume the office, duties and responsibilities of the President until the next general election.

The Executive Vice-President shall be a member of the Executive Board and may cast one vote in that body.

Section 3. Vice-President in Charge of Contracts and Contract Enforcement.

The Vice-President in Charge of Contracts and Contract Enforcement shall perform any and all duties assigned him or delegated to him by the President. In addition, he shall be responsible for all contract negotiations, the formulation of bargaining demands, and the submission of proposed collective bargaining agreements to the membership for ratification. He shall also be responsible, except as otherwise provided in Article X, Section 14 (d) (1), for strike authorization, signing of new contracts, and contract enforcement. He shall also act for headquarters in executing the administrative functions assigned to headquarters by this Constitution with respect to trials and appeals except if he is a witness or party thereto, in which event the Secretary-Treasurer shall act in his place. In order that he may properly execute these responsibilities he is hereby instructed and authorized to employ such help as he deems necessary, be it legal, or otherwise, subject to approval of the Executive Board.

The Vice-President in Charge of Contracts and Contract Enforcement shall be a member of the Executive Board and may cast one vote in that body.

Section 4. Secretary-Treasurer.

The Secretary-Treasurer shall perform any and all duties assigned him or delegated to him by the President. He shall be responsible for the organization and maintenance of the correspondence, files, and records of the Union; setting up, and maintenance of, sound accounting and bookkeeping systems; the setting up, and maintenance of, proper office and other administrative Union procedures; the proper collection, safeguarding, and expenditure of all Union funds, port or otherwise. He shall submit to the membership, for each quarterly period, a detailed report of the entire Union's financial operations and shall submit simultaneously therewith, the Quarterly Financial Committee report for the same period. The Secretary-Treasurer's report shall be prepared by an independent Certified Public Accountant. He shall also work with all duly elected finance committees. The Secretary-Treasurer shall be responsible for the timely filing of any and all reports on the operations of the Union, financial or otherwise, that may be required by any Federal or state laws. In order that he may properly execute his responsibilities, he is hereby instructed and authorized to employ any help he deems necessary, be it legal, accounting, or otherwise, subject to approval of the Executive Board.

The Secretary-Treasurer shall be a member of the Executive Board and may cast one vote in that body.

The Secretary-Treasurer shall be a member ex-officio of the Credentials and Ballot Tallying Committees. In addition he shall make himself and the records of his office available to the Quarterly Financial Committee.

Section 5. Vice-President in Charge of the Atlantic Coast.

The Vice-President in Charge of the Atlantic Coast shall be a member of the Executive Board and shall be entitled to cast one vote in that body.

He shall supervise and be responsible for the activities of all the ports, and the personnel thereof on the Atlantic Coast, including their organizing activities. The Atlantic Coast area is deemed to mean that area from and including Georgia through Maine and shall also include the Islands in the Caribbean. In order that he may properly execute his responsibilities he is empowered and authorized to retain any technical or professional assistance he deems necessary, subject to approval of the Executive Board.

Section 6. Vice-President in Charge of the Gulf Coast.

The Vice-President in Charge of the Gulf Coast shall be a member of the Executive Board and shall be entitled to cast one vote in that body.

He shall supervise and be responsible for the activities of all the Ports, and the personnel thereof on the Gulf Coast including their organizing activities. The Gulf Coast area is deemed to mean the State of Florida, all through the Gulf, including Texas.

In order that he may properly execute his responsibilities he is empowered and authorized to retain any technical or professional assistance he deems necessary, subject to approval of the Executive Board.

Section 7. Vice-President in Charge of the Lakes and Inland Waters.

The Vice-President in Charge of the Lakes and Inland Waters shall be a member of the Executive Board and shall be entitled to cast one vote in that body.

He shall supervise and be responsible for the activities of all

the ports, and the personnel thereof on the Lakes and Inland Waters, including their organizing activities.

In order that he may properly execute his responsibilities he is empowered and authorized to retain any technical or professional assistance he deems necessary, subject to approval of the Executive Board.

Section 8. Director of Organizing and Publications.

The Director of Organizing and Publications shall be appointed and may be removed at will by the Executive Board of the Union. He shall be responsible for and supervise all publications and public relations of the Union and shall serve as co-ordinator of all organizational activities of the Union. In addition, he shall perform any and all duties assigned him or delegated to him by the Executive Board.

Section 9. Headquarters Representatives.

The Headquarters Representatives shall perform any and all duties assigned them or delegated to them by the President, Executive Vice-President or the Executive Board.

Section 10. Port Agents.

(a) The Port Agent shall be in direct charge of the administration of Union affairs in the port of his jurisdiction subject to the direction of the area Vice-President.

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

(c) He shall be prepared to account, financially or otherwise, for the activities of his port, whenever demanded by the President, the Vice-President of the area in which his port is located, or by the Secretary-Treasurer.

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

(e) The Port Agent may assign each port Patrolman to such duties as fall within the jurisdiction of the port, regardless of the departmental designation, if any, under which the Patrolman was elected.

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

Section 11. Patrolmen.

Patrolmen shall perform any duties assigned them by the Agent of the Port to which they are assigned.

Section 12. Executive Board.

The Executive Board shall consist of the President, the Executive Vice-President, the Vice-President in Charge of Contracts and Contract Enforcement, the Secretary-Treasurer, the Vice-President in Charge of the Atlantic Area, the Vice-President in Charge of the Gulf Area, the Vice-President in Charge of the Lakes and Inland Waters, and the National Director (or chief executive officer) of each subordinate body or division created or chartered by the Union whenever such subordinate body or division has attained a membership of 3,200 members and has maintained that membership for not less than three (3) months. Such National Director (or chief executive officer) shall be a member of the respective subordinate body or division and must be qualified to hold office under the terms of the Constitution of such division or subordinate body.

The Executive Board shall meet in headquarters no less than once each quarter and at such other times as the President or, in his absence, the Executive Vice-President may direct. The President shall be the chairman of all Executive Board meetings unless absent, in which case the Executive Vice-President shall assume the chairman's duties. Each member of the Executive Board shall be entitled to cast one vote in that body. Its decision shall be determined by majority vote of those voting, providing a quorum of three is present. It shall be the duty of the Executive Board to develop policies, strategies and rules which will advance and protect the interests and welfare of the Union and the Members. It shall be the duty of the Secretary-Treasurer, or in his absence, an appointee of the Executive Board, to keep accurate minutes of all Executive Board meetings. The Executive Board shall appoint one person who shall be designated Director of Organizing and Publications. The Executive Board shall determine per capita tax to be levied and other terms and conditions of affiliation for any group of workers desiring affiliation. The Executive Board may direct the administration of all Union affairs, properties, policies and personnel in any and all areas not otherwise specifically provided for in this Constitution. Notwithstanding the foregoing, the Executive Board may act without holding a formal meeting provided all members of the Board are sent notice of the proposed action or actions and the decision thereon is reduced to writing and signed by a majority of the Executive Board.

In the event that death, resignation or removal from office for any reason should occur simultaneously to the President and Executive Vice-President, the Executive Board by majority vote shall name successors from its own membership who shall fill those vacancies until the next general election.

If the Executive Vice-President duly assumes the office of the President and dies, resigns, is removed from office, or is incapacitated for more than 30 days during the remainder of the term, the Executive Board shall elect a successor for the balance of the term from its own membership.

Section 13. Delegates.

(a) The term "delegates" shall mean those members of the Union and its subordinate bodies or divisions who are elected in accordance with the provisions of this Constitution, to attend the convention of the Seafarers International Union of North America.

(b) Each delegate shall attend the convention for which elected and fully participate therein.

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

(d) The President shall assign to each subordinate body or division that number of delegates to which this Union would have been entitled, if its membership had been increased by the number of members of the subordinate body or division, in accordance with the formula set forth in the Constitution of the Seafarers International Union of North America, except that this provision shall not be applied so as to reduce the number of delegates to which this Union would otherwise have been entitled.

Section 14. Committees.

(a) Trial Committee.

The Trial Committee shall conduct the trials of a person charged,

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

(b) Appeals Committee.

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

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

(c) Quarterly Financial Committee.

1. The Quarterly Financial Committee shall make an examination for each quarterly period of the finances of the Union and shall report fully on their findings and recommendations. Members of this committee may make dissenting reports, separate recommendations and separate findings.

2. The findings and recommendations of this committee shall be completed within a reasonable time after the election of the members thereof, and shall be submitted to the Secretary-Treasurer who shall cause the same to be read in all ports, as set forth herein.

3. All officers, Union personnel and members are responsible for complying with all demands made for records, bills, vouchers, receipts, etc., by the said Quarterly Financial Committee. The committee shall also have available to it, the services of the independent certified public accountants retained by the Union.

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

5. The Quarterly Financial Committee shall consist of seven (7) members in good standing to be elected as follows: One member from each of the following ports: New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston and Detroit. No officer, Headquarters Representative, Port Agent or Patrolman, shall be eligible for election to this Committee. Committee members shall be elected at the regular meeting designated by the Secretary-Treasurer. In the event a regular meeting cannot be held in any port for lack of a quorum, the Agent shall call a special meeting as early as possible for the purpose of electing a member to serve on the Quarterly Financial Committee. Such committee members shall be furnished transportation to New York and back to their respective ports and they shall be furnished room and board during the period they are performing their duties in New York. Commencing on the day following their election and continuing until they have been returned to their respective ports each committee member shall be paid for hours worked at the standby rate of pay but in no event shall they be paid for less than eight (8) hours per day.

(d) Strike Committee.

1. In no event shall a general strike take place unless approved by a majority vote of the membership.

2. In the event a general strike has been approved by the membership the Port Agents in all affected ports shall call a timely special meeting for the purpose of electing a strike committee. This committee shall be composed of three full book members and their duties shall consist of assisting the Port Agent to effectuate all strike policies and strategies.

Article XI

Wages and Terms of Office of Officers and Other Elective Job Holders, Union Employees, and Others

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

- President
- Vice-Presidents
- Secretary-Treasurer
- Headquarters Representatives
- Port Agents
- Patrolmen

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

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

Section 3. The compensation to be paid the holder of any office or other elective job shall be determined from time to time by the Executive Board subject to approval of the membership.

Section 4. The foregoing provisions of this Article do not apply to any corporation, business, or other venture in which this Union participates, or which it organizes or creates. In such situations, instructions conveyed by the Executive Board shall be followed.

Article XII

Qualifications for Officers, Headquarters Representatives, Port Agents, Patrolmen and Other Elective Jobs

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

(a) He has at least three (3) years of seetime in an unlicensed capacity aboard an American-flag merchant vessel or vessels. In computing time, time spent in the employ of the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, shall count the same as sea time. Union records, Welfare Plan records and/or company records can be used to determine eligibility; and

(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination; and

(c) He has at least four (4) months of sea time, in an unlicensed capacity, aboard an American-flag merchant vessel or

vessels, covered by contract with this Union, or four (4) months of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, or a combination of these, between January 1st and the time of nomination in the election year; and

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

(e) He is not disqualified by law.

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

Section 3. All candidates for and holders of elective offices and jobs, whether elected or appointed in accordance with this Constitution, shall maintain full book membership in good standing.

Article XIII

Elections for Officers, Headquarters Representatives, Port Agents and Patrolmen

Section 1. Nominations.

Except as provided in Section 2(b) of this Article, any full book member may submit his name for nomination for any office, or the job of Headquarters Representative, Port Agent or Patrolman, by delivering or causing to be delivered in person, to the office of the Secretary-Treasurer at headquarters, or sending, a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer, at the address of headquarters. This letter shall be dated and shall contain the following:

- (a) The name of the candidate.
- (b) His home address and mailing address.
- (c) His book number.
- (d) The title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Agent or Patrolman.
- (e) Proof of citizenship.
- (f) Proof of seetime and/or employment as required for candidates.
- (g) 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.
- (h) 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 protest invalid, it shall dismiss the protest and so inform the protesting member, by wire, on the day of dismissal. If it finds the protest valid, the committee shall order a special vote, to be had no later than within the period of its proceedings, on such terms as are practical, effective, and just, but which terms, in any event, shall include the provisions of Section 3(c) of this Article and the designation of the voting site of the port most convenient to the protesting member. Where a special vote is ordered in accordance with this Section 5(c), these terms shall apply, notwithstanding any provision to the contrary contained in this Article. Protests may be made only in writing and must be received by the Union Tallying Committee during the period of its proceedings. The reports of this committee shall include a brief summary of each protest received, the name and book number of the protesting member, and a summary of the disposition of the said protest. The committee shall take all reasonable measures to adjust the course of its proceedings so as to enable the special vote set forth in this Section 5(c) to be completed within the time herein specified. No closing report shall be made by it unless and until the special votes referred to in this Section 5(c) shall have been duly completed and tallied.

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

The Union Tallying Committee shall elect a chairman from among themselves and, subject to the express terms of this Constitution, adopt its own procedures. Decision as to special votes, protests, and the contents of the final report shall be valid if made by a majority vote, provided there be a quorum in attendance, which quorum is hereby fixed at nine (9). The Union Tallying Committee, but not less than a quorum thereof, shall have the sole right and duty to obtain the ballots from the depository immediately after the termination of balloting and to insure their safe custody during the course of the committee's proceedings. The proceedings of this committee, except for the actual preparation of the closing report and dissents therefrom, if any, shall be open to any member, provided he observes decorum. In no event, shall the issuance of the hereinbefore referred to closing report of the Tallying Committee be delayed beyond the January 15th immediately subsequent to the close of voting. The Union Tallying Committee shall be discharged upon the completion of the issuance and dispatch of its reports as required in this Article. In the event a recheck and recount is ordered pursuant to Section 5(g) of this Article, the committee shall be reconstituted except that if any member thereof is not available, a substitute 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:

- Accept the findings and recommendations, or
- Reject the findings and recommendations, or
- Accept the findings, but modify the recommendations, or
- Order a new trial after finding that substantial justice has not been done with regard to the charges. In this event, a new trial shall take place at the port where headquarters is located and upon application, the accused, the accusers, and their witnesses shall be furnished transportation and subsistence.

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

Section 10. An accused who has been found guilty, or who is under effective punishment may appeal in the following manner: He may send or deliver a notice of appeal to Headquarters within 30 days after receipt of the notice of the decision of the membership.

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

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

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

- No finding of guilt shall be reversed if there is substantial

evidence to support such a finding and, in such case, the Appeals Committee shall not make its own findings as to the weight of evidence.

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

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

(d) If there is not substantial evidence to support a finding of guilt, the Appeals Committee shall recommend that the charge on which the finding was based be dismissed.

(e) The Appeals Committee may recommend lesser punishment.

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

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

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

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

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

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

Section 19. Every accused shall receive a written copy of the charges preferred against him and shall be given a reasonable time to prepare his defense, but he may thereafter plead guilty and waive any or all of the other rights and privileges granted to him by this Article. If an accused has been properly notified of his trial and fails to attend without properly requesting a postponement, the Trial Committee may hold its trial without his presence.

Article XVI Offenses and Penalties

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

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

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

- Wilfully misappropriating or misusing Union property of the value in excess of \$50.00.
- Unauthorized use of Union property, records, stamps, seals, etc., for the purpose of personal gain;
- Wilful misuse of any office or job, elective or not, within the Union for the purpose of personal gain, financial or otherwise, or the wilful refusal or failure to execute the duties or functions of the said office or job, or gross neglect or abuse in executing such duties or functions or other serious misconduct or breach of trust. The President may, during the pendency of disciplinary proceedings under this subsection, suspend the officer or jobholder from exercising the functions of the office or job, with or without pay, and designate his temporary replacement.
- Unauthorized voting, or unauthorized handling of ballots, stubs, rosters, verification lists, ballot boxes, or election files, or election material of any sort;
- Preferring charges with knowledge that such charges are false;
- Making or transmitting, with intent to deceive, false reports or communications which fall within the scope of Union business;
- Deliberate failure or refusal to join one's ship, or misconduct or neglect of duty aboard ship, to the detriment of the Union or its agreements;
- Deliberate and unauthorized interference, or deliberate and malicious vilification, with regard to the execution of the duties of any office or job;
- Paying for, or receiving money for, employment aboard a vessel, exclusive of proper earnings and Union payments;
- Wilful refusal to submit evidence of affiliation for the purpose of avoiding or delaying money payments to the Union, or unauthorizedly transferring or receiving evidence of Union affiliation, with intent to deceive;
- Wilful failure or refusal to carry out the order of those duly authorized to make such orders during time of strike.

(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:

- Wilfully misappropriating or misusing Union property of the value under \$50.00;
- Assuming any office or job, whether elective or not with knowledge of the lack of possession of the qualifications required therefor;

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

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

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

- Refusal or wilful failure to be present at sign-ons or pay-offs;
- Wilful failure to submit Union book to Union representatives at pay-off;
- Disorderly conduct at pay-off or sign-on;
- Refusal to cooperate with Union representatives in discharging their duties;
- Disorderly conduct in the Union hall;
- Gambling in the Union hall;
- Negligent failure to join ship.

Section 5. Any member who has committed an offense penalized by no more than a fine of \$50.00 may elect to waive his rights under this Constitution subject to the provisions of Article XV, Section 19 and to pay the maximum fine of \$50.00 to the duly authorized representative of the Union.

Section 6. This Union, and its members, shall not be deemed to waive any claim, of personal or property rights to which it or its members are entitled, by bringing the member to trial or enforcing a penalty as provided in this Constitution.

Section 7. Any member under suspension for an offense under this Article shall continue to pay all dues and assessments and must observe his duties to the Union, members, officials, and job holders.

Article XVII Publications

This Union may publish such pamphlets, journals, newspapers, magazines, periodicals and general literature, in such manner as may be determined, from time to time, by the Executive Board.

Article XVIII Bonds

Officers and job holders, whether elected or appointed as well as all other employees handling monies of the Union shall be bonded as required by law.

Article XIX Expenditures

Section 1. In the event no contrary policies or instructions are in existence, the President may authorize, make, or incur such expenditures and expenses as are normally encompassed within the authority conferred upon him by Article X of this Constitution.

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

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

Article XX Income

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

Section 2. An official Union receipt, properly filled out, shall be given to anyone paying money to the Union or to any person authorized by the Union to receive money. It shall be the duty of every person affiliated with the Union who makes such payments to demand such receipt.

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

- The ballot must be secret.
- The assessment must be approved by a majority of the valid ballots cast.

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

Article XXI Other Types of Union Affiliation

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

Article XXII Quorums

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

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

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

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

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

Article XXIII Meetings

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

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

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

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

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

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

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

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

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

Article XXIV Definitions and Miscellaneous Provisions Relating Thereto

Section 1. Incapacity. Unless otherwise set forth or dealt with herein, the term "incapacity," shall mean any illness or situation preventing the affected person from carrying out his duties for more than 30 days, provided that this does not result in a vacancy. However, nothing contained in this Article shall be deemed to prohibit the execution of the functions of more than one job and/or office in which even 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.

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.*



Hits 'Faceless' Gov't Advisors For Merchant Marine Decline

"Faceless" economic theorists were blamed for the dangerous decline of the American-flag merchant marine by Robert E. Mayer, president of the Western Shipbuilding Association.

Speaking at the "Save Our Shipping" Conference, Mayer said that maritime policy is "being made, or at least strongly proposed 'way back in the woodwork' by the economists whose faces do not show out on the debating floor," but who advise the defense agencies.

The question of whether the United States should be a first rate seapower is being answered by such theorists rather than by "professional military people, military historians and qualified maritime people."

One such economist, Mayer singled out, was Leonard Allen Rapping, who once worked as a research economist with the Rand Corporation.

When Rapping was 27 he helped author a study published by Northwestern University's Transportation Center that declared the United States merchant marine did not make a "substantial net contribution to the economy."

Two years later, while with the Rand Corporation, Rapping made a study for the Department of Defense called "Federal Maritime Policy and Military Shipping Requirements."

Among his conclusions, Rapping noted that:

"The present level of merchant seamen reserves appears too large in light of our present military needs. More important, it seems likely that we have too many merchant seamen in relation to our present military establishment. In short the study concludes that as a military program, the present merchant marine seaman stockage (labor pool) is inadvisable."

Two years after this report, he

issued another which said that it would be cheaper to employ foreign seamen on American-flag ships without very much risk.

Mayer recalled that the lie was given to this statement within a few months after the Viet Nam war began. "Foreign crews on two Military Sea Transportation chartered ships refused to sail their vessels to Viet Nam because they contained our war materiel."

Rapping also noted in this same study that "shipyards might never survive an initial attack" in the next war but "most active ships would." Mayer termed the statement "astounding."

Most of Rapping's recommendations have crept into the Task Force report, Mayer charged, and cited an article in Challenge Magazine where in Rapping lauded the Task Force Report.

The president of the Western Shipbuilding Association said he wondered to what degree people like Rapping influence Defense Department decisions. He called for a move to "find out who the others are who are spawning these policies and bring them out in the open for the American public to see their credentials"

Mayer said that when the Merchant Marine act of 1936 was passed the nation had no idea that it would be at war within four years.

"There was no hostile sub fleet when we moved up on seapower in 1936 and Germany had only 47 subs when she started sinking our ships. Now Russia has close to 500 subs and has threatened to bury us—and the economist theorists say let's move down on seapower."

U.S. Maritime Vows Strong Fight To Save American Merchant Marine

(Continued from page 3)

as participants personally visited with members of the House and Senate to inform them of the plight of the merchant marine and urge their support of legislation and efforts to revitalize it.

SIU President Paul Hall told the participants that the next six months could be critical for American shipping but that "we must assume that maritime is going to survive—and we must fight to make sure that it does."

Commenting on the broad representation at the conference, Hall said "we must work for an even greater degree of unity."

He said that the key problem in maritime is the Government. "We cannot accept the government attitude that maritime should be an exception to its policy of thrive," he said.

In urging a maximum effort in the fight to save U. S. shipping, Hall said that "we can no longer be satisfied with an approach to the coastal states alone for support; we must reach into the center of the country with our message."

Among other representatives of maritime labor who addressed the conference were Russell Berg, president of the Boilermakers;

Shannon Wall, NMU vice-president, representing NMU President Joseph Curran, who was out of the country; ILA President Thomas Gleason, MTD President Peter McGavin and NMU Legislative Director Hoyt Haddock.

Shipping and shipbuilding industry representatives who addressed the conference included Archibald King, president of the American Maritime Association and head of Isthmian Lines; Capt. J. W. Clark, chairman of the Committee of American Steamship Lines and president of Mississippi Shipping Co.; Ralph Casey, president of the American Merchant Marine Institute; Edwin Hood, president of the Shipbuilders Council of America, and Robert E. Mayer, president of the Western Shipbuilding Association.

Also present at the sessions were Monro B. Lanier, vice president of Ingalls Shipyards; Admiral Hirschfield, president of the Lakes Carriers Association; Michael Klebanoff and Richard Kurriss, representing the Tramp Shipowners, and Theodore Kheel, labor arbitrator and Prof. James Healy of Harvard University, both of whom are members of the President's Maritime Advisory Committee.

Congressman Urges NLRB Invoke Stiffer Fines For Union-Busters

Representative Frank Thompson (D-N. J.) has urged that the National Labor Relations Board be given the authority to invoke stiffer penalties against union-busting companies who continuously violate and ignore the nation's labor law.

He asked that the National Labor Relations Board be given authority to assess double or triple damages against firms which have been "deliberate or repeated or flagrant violators of the law." He also called for amendments to the Davis-Bacon and Walsh-Healey Acts, so that Federal contracting agencies can be given power to withhold Government orders from companies who violate the law.

Representative Thompson's proposal came in the wake of notorious flouting of U.S. labor laws by the J. P. Stevens Company, one of the largest textile empires in the nation.

The J. P. Stevens Co., the largest supplier of textiles to the armed forces, Representative Thompson charged, was guilty of repressive and persistent anti-union activities.

Complaint after complaint had been received at the NLRB about the Stevens firm but little could be done, he said.

The company, Thompson pointed out, employs some 40,000 workers in over 60 mills and has kept the courts tied up in legal snarls, while continuing to suppress union organizing at its plants.

The net effect of all Federal action he said, "has been merely a slap on the wrist" for the company. "We send the board with a slingshot, to enforce our laws against an armed Goliath. If we want the laws we pass to be enforced, we must equip the agencies we create with the power to deter law violators."

In March, the National Labor Relations Board unanimously ordered Stevens to reinstate 71 discharged workers and take steps to undo the effects of massive and deliberate unfair labor practices" all aimed at frustrating and destroying union organization at its Carolina plants.

The Executive Council of the AFL-CIO has already adopted a resolution asking President Johnson to withhold further contracts from the Stevens Company.

"It is clearly a gross violation of the public interest for the Federal Government to enrich a cor-

poration which flagrantly, cynically and unlawfully defies a Federal statute," the resolution stated.

"For more than three years, Stevens has openly and continu-

ously fought against the right of its workers to organize for the purpose of collective bargaining, using tactics which have been outlawed," the Council added.

Highlights Of Conference Remarks

(Continued from page 3)

REPRESENTATIVE JACOB A. GILBERT, (D-N. Y.), Member of House Merchant Marine Committee:

"... I am opposed to the reorganization plan, (the proposed Transportation Department). We need a separate agency to take care of the Merchant Marine and it can't be combined with any other transportation agency."

HENRY DOWD, Executive Vice-President of the Marine Carriers Corp.:

"... Only 32½ per cent of United States foreign aid cargoes have been shipped on US vessels in the first six months of this year. ... 200 tramp ships, more than we have sailing today were bankrupted within the past two years. ... There will be many fewer operators in business if we have any more studies and no action."

RALPH E. CASEY, President of the American Merchant Marine Institute:

"... One thing we can be sure of, and that is, if any of the President's reasons for delay are in any way related to Nicholas Johnson, apparently that factor has been removed. Unfortunately, I am very much afraid that our problems are not now and never have been directly related to Nicholas Johnson as a personality. Long standing Federal fiscal policies have brought us to the depths of block obsolescence and our position is founded in desperation. These policies have existed for years."

ANDREW J. BIEMILLER, Legislative Director of the AFL-CIO:

"I don't know of any law that has been so consistently disregarded (merchant marine act of 1936) unless it was the Volstead act. ... The Merchant Marine Act created a national policy ... it has been disregarded by the Government which is supposed to carry it out. ... There are others in the world who have a clearer view of the value of a strong merchant marine—in particular, the men in the Kremlin. ... We are convinced that the security of the United States and of the free world requires an adequate American merchant marine including the continuing maintenance of shipyards and a supply of skilled maritime workers. ... This country cannot turn over its merchant marine requirements to Liberia, to Panama, to the Soviet Union any more than it could turn over its aircraft needs to France or its small arms orders to Czechoslovakia."

REPRESENTATIVE JOHN M. MURPHY, (D-N. Y.):

"America's merchant marine is headed for the rocks at full steam ahead. I have submitted a bill to make the Maritime Administration an independent board. We don't feel that the nation's maritime interests should be put on a third level. This is a question of national interest."

REPRESENTATIVE PHILLIP BURTON, (D-Calif.):

"I support the idea of American ships being built in American yards and manned by American crews. I hope to see that the maritime industry is not drowned out by the proposed Transportation Department."

REPRESENTATIVE ROBERT N. GIAIMO, (D-Conn.):

"The fact that the nation's merchant marine has problems in competing with other maritime nations arises from our higher standard of living. We should not suffer for this in order that we may be competitive. We should see to it that those against whom we compete have their standards raised rather than drag ours down to their level. As for the newly proposed Transportation Department, we hope to see that you are not hurt by pending legislation."

REPRESENTATIVE EMANUEL CELLER, (D-N. Y.), Chairman of the House Committee on the Judiciary:

"Certainly this nation was built by its strong merchant marine. ... It is incumbent upon us to build up the merchant marine so that it will become more effective because our ships are needed not only to carry cargoes but in time of war. They are vital to the carriage of troops and to feed and house them. ... When we find that so much money has been spent on projects such as the National Aeronautics and Space Agency we feel like a dog with its tail between his legs. NASA received about five billion for the development of rockets, space ship and aviation research. The merchant marine received a pitiful \$7½ million, two of which are used to operate the nuclear-powered ship Savannah. Help must be coming expeditiously and I pledge you every possible support."

Senate Messages . . .

(Continued from page 3)

Senator Winston L. Prouty (R-Vt.): Member Senate Commerce Committee: "The glory of this country was manifest in our shipping industry from the days of the clipper ships through the days of the liberty ships. The United States merchant marine must not be permitted to founder, nor to be abandoned to the salvage operations of foreign nations. I applaud your efforts to develop a sound workable program for the advancement of American shipping."

Messages were also received from Senators unable to be present because of involvement in legislation. Among these were Senators Paul Douglas (D-Ill.), Frank E. Moss (D-Utah), Joseph S. Clark (D-Pa.), William Proxmire (D-Wis.), and Jennings Randolph (D-W. Va.).

SIU ARRIVALS

Jesus Gonzalez, born April 19, 1966, to the Jesus Gonzalezs, Pto. Nuevo, Puerto Rico.

Beverly Smith, born March 16, 1966, to the Tracy Smiths, Hazlehurst, Miss.

Jeffrey Rosati, born March 30, 1966, to the Raymond Rosatis, Roseville, Mich.

Lee Michael Coats, born February 20, 1966, to the Lonnie Coats, Port Neches, Texas.

Brian Hunt, born May 6, 1966, to the M. R. Hunts, Philadelphia, Pa.

Troy Payne, born March 29, 1966, to the Burlin Paynes, Cairo, Illinois.

Kevin Gene Rogers, born March 12, 1966, to the Berton Rogers, Galveston, Texas.

Ivan Wade Watson, born April 2, 1966, to the Monroe Watsons, New Orleans, La.

Craig Joseph Romero, born December 14, 1965, to the Ernest J. Romeros, Port Arthur, Texas.

Daniel Corniels, born June 2,

1966, to the Walter Corniels, Joliet, Ill.

Robert Elliott, born April 16, 1966, to the Albert Elliotts, Oregon, Ohio.

Christopher Hagan, born May 17, 1966, to the Clifford Hagans, Ecorse, Michigan.

Betty Sue Kelly, born March 20, 1966, to the Floyd Kellys, South Houston, Texas.

Trent Noffsinger, born May 28, 1966, to the Glenn Noffsingers, Elverta, Michigan.

Joseph Remko, born March 21, 1966, to the J. Remkos, Baltimore, Maryland.

Amos Joe Jaramillo, Jr., born June 12, 1966, to the Amos Jaramillos, Seattle, Wash.

Tanya Sue Sears, born May 20, 1966, to the J. Sears, Houston, Tex.

Sharon Ann Taylor, born April 27, 1966, to the Lawrence Taylors, Hammond, La.

Helena Strawinski, born June 1, 1966, to the Adolf Strawinskis, New York, New York.

Seafarer Crews' Mascots Run Gamut From Rabbit to Cheetah to Sea Lion

Ships mascots come in all shapes and sizes but few ships ever have a Sea Lion, normally found in the Pacific Ocean, especially when the ship is a dredge-barge in New York harbor.

The crew of the SIU-contracted Ezra Sensibar found the 69-pound female during the summer of 1965 when she jumped aboard the vessel. It is a mystery how the creature ever got into the Atlantic Ocean and then into New York harbor. Crewmembers aboard the SIU ship collared her and called the Director of the Coney Island aquarium who arranged for the Sea Lion to be brought in for study.

The crew named her "girl." She had to be treated for illness suffered in the polluted waters of New York harbor and a 12-inch patch of tar on her chest.

Another SIU crew once had a Cheetah aboard thanks to Smiley Claussen, who was serving as Bosun. He purchased the animal in India for \$150. The animal quickly got his sea legs and the crew had no objections to the beast.

The 'Cheetah would eat all the scraps of meat fed to it and never tried to hurt anyone. The ship's captain made Claussen keep his unusual pet in a rope locker. He kept having dreams about the animal attacking him, even though the Cheetah got along with everyone aboard ship.

Neighbors Object

Claussen's big problems came at home as his New Orleans neighbor complained about the animal's presence and soon he had to give his pet, whom he named Trouble, to a zoo in New Orleans. The zoo provided a female Cheetah to keep Trouble company.

A Golden Labrador pup became a familiar sight to seafarers along the West Coast after she was adopted by the crew of the Sea-Land Seattle. The animal,

named Sandy, has traveled from Seattle to Anchorage through the Gulf of Alaska and Cook Inlet. The dog loves the snow and also loves to swim. She swims "like a four legged female version of

Tarzan," one crewmember said. Peter Gunn was a popular television show and also a rabbit who became the mascot of the crewmembers aboard the tanker Manhattan.

Leisure Time Poses No Problems For Pensioned AB In Florida



Seafarer Paul B. Gladden, Sr. (at right), finds the fishing excellent in Tampa as he enjoys his new life on pension. The former AB is shown with a friend, C. L. Wilson, and some of the fish they hauled in after spending four hours on the waters of Tampa Bay.

Fishing, baseball and just soaking up the sun in Tampa, Fla., are keeping SIU pensioner Paul Gladden a happy man.

Gladden, who sailed as an AB, took time out from his fresh and salt water fishing to let the LOG know how he's spending his retirement years and also sent regards to his union brothers and former shipmates. He also expressed his appreciation to the union for the promptness in which his pension claim was handled. The retired SIU member last sailed on Our Lady of Peace.

When he's not angling for fresh and salt water fish, Brother Gladden attends night baseball games. Tampa has a minor league team in the Florida State League. He reports that Big League scouts are often seen in the area and he recently chatted with former Yankee great Spud Chandler, and with Lloyd Brown, who spent his pitching days with the Senators and Indians.

Lack of Talent

Gladden pointed out in his note to the LOG that the baseball scouts in the area are not having an easy time finding the talent to replace some of the aging baseball players who are nearing the end of their careers.

His plans for the future are simply to enjoy life with plenty of fishing and plenty of baseball. Seafarer Gladden's philosophy on how to spend your retirement years can be pretty well summed up in the closing sentence of his letter to the LOG: "It only takes a few hours to have some fun and fish," he concluded, and from the looks of the picture that he enclosed with his letter (above) he's having plenty of fun.

PERSONALS

Rudolph R. Cefaratti

Please contact your mother, Mrs. Mary Cefaratti, at 51 Clinton St., New Britain, Conn., as soon as possible. She has your papers and would like you to notify her as to where you want them forwarded.

John C. Maddy

Please contact your father in Brooklyn, as soon as you can.

Ray Raoul Young, Jr.

Please get in touch with your wife, Caroline L. Young, at 945 North Rendon, New Orleans, La., as soon as possible.

Emilio Sierra

Please contact the Seafarers Welfare Plan Office as soon as possible in regard to an unpaid claim.

Frank Rotolo

Please contact your wife, Margaret, at 400 W. Baker, E-2, Fullerton, Cal., as soon as possible.

Pat Murphy

Please get in touch with Jean Woods at 69 N. W., 26 Ave., Apt. 6, Miami, Fla. 33125, as soon as you can in regard to a very important matter.

LOG-A-RHYTHM

On Fasting

By Thurston John Lewis

*Something there is about a secret
That percolates my blood
If you have one, please keep it;
I've too much brotherhood.*

*If another needs to know
And it's just between you and me,
How furiously electrons flow!
I long to tell, you see?*

*But if one knows the gospel true
And buries it in his heart,
He'd better tell—as others do—
Or it's apt to fly apart!*

*I know a thing on fasting
I thought to hide within myself;
There is power most ever lasting,
If it's not put on the shelf.*

*No Gospel truth is tainted—
It's in the Bible, ain't it?*



SIU Lifeboat Class No. 154 Casts Off

From the Ships at Sea

Bill Kaiser, treasurer aboard the Del Norte (Delta), reports that, although the movies shown aboard the ship are very popular, some additional contributions to the movie fund would be welcome.

Kaiser writes that the ship is in the red for \$112.65 for the movie and ship's fund. Contributions from the deck, engine, galley, topside, messmen and waiters delegations totaled \$84 for the ship's fund and \$270 for the movie fund.

John Kennedy, who succeeded H. B. Donnelly, as ship's delegate, told his fellow seafarers aboard the vessel that this is his first trip on a passenger vessel and he wants to thank everyone for helping him make the delegate's job a little easier.

Meet-chairman Robert Callahan writes everything is fine but the crew would be happier if passengers kept their dogs on the aft decks.

John Gardner resigned as ship's delegate on the Volusia (Suwannee) and he accepted the position of deck delegate.

His old job was awarded to Thomas Morris. Albert Reid had the honor of reading the ship's delegate report at the last meeting. Peter Triantafillos informs. Apart from a few hours of disputed overtime in the engine department, the trip has been a smooth one with no beefs reported.



Vilorio

from the deck department and one from the steward department missed the ship in Okinawa. W. H. Parker reports from the Sea Pioneer (Pioneer Tankers). This oversight was corrected, he writes and the men were not blamed. A vote of thanks was extended to Chief Cook Charles Locke for the many hours he put in baking and cooking to keep his fellow seafarers happy.

A payoff is expected in Baton Rouge, according to R. Vilorio.

A good ship on a good run with a top crew all adds up to a pleasant voyage, ship's delegate P. J. Douzat, Jr., writes from the Steel King (Isthmian).

The fine food put out by the Steward department helped make the East Coast, Gulf, and Hawaiian voyage an enjoyable one. Meeting chairman Lonnie Cole writes that the ship's fund has \$8.05. In addition to his delegate job, Douzat was elected treasurer by acclamation, meeting secretary Bill Simmons reported. There was also some disputed overtime aboard the vessel.

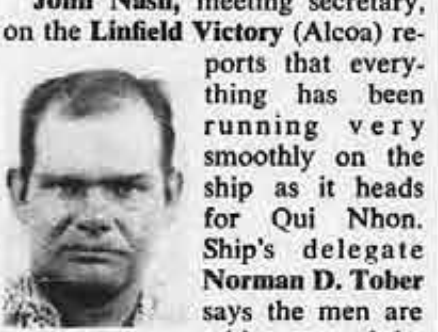
J. W. Bland was extended a vote of thanks by the crew of the Oceanic Tide (Trans World) for the fine job he did as chairman.



Buie

He was replaced by R. Buie, who was elected by acclamation. The ship's fund has \$7.60. No beefs or disputed overtime but Smokey Schreiner reports it would be a better trip if some seafarers would keep loud talk down when men off watch are sleeping. The ship expects to be paid off in San Francisco.

John Nash, meeting secretary, on the Linfield Victory (Alcoa) reports that everything has been running very smoothly on the ship as it heads for Qui Nhon.



Tober

Ship's delegate Norman D. Tober says the men are taking care of the washing machine and that a new ringer has been installed on it. Engine room delegate Alford K. Keenum added a few words about the machine when he told the meeting that everyone had been reminded not to make the mistake of leaving the machine running after they finished using it.



HARRY LUNDEBERG SCHOOL OF SEAMANSHIP LIFEBOAT CLASS #154 GRADUATING MAY 31, 1966

The newest group of graduates from the Harry Lundeberg School of Seamanship in New York, pose to have their pictures taken after graduation ceremonies. Latest additions to the ranks of lifeboat ticket holders are (seated l-r): Robert Detemle; Irving Pearlman and Octavio Silva. Standing (l-r) are: George Walsh; Walter Gleaton; George Ebaugh and the lifeboat instructor, Arni Bjornsson.

FINAL DEPARTURES

Irvin Tate, 52: A heart attack claimed the life of Brother Tate in Saigon, March 22, while he was serving as a second cook aboard the Columbia Victory.



His body was sent to Travis AFB, Calif. for transshipment to Waynesboro, Missouri, where the seafarer will be buried. A native of Alabama, he made his home in Millry, Ala. He joined the SIU in the port of Mobile, Ala. He is survived by his wife, Lucille Pearman of Millry.

Gordon Marbury, 58: Leukemia claimed the life of Seafarer Marbury, June 6, at the U.S. Public Health Service Hospital in Norfolk, Va.



Born in Mississippi, he resided in Norfolk. A member of the engine department, Marbury joined the SIU in the port of Mobile, Ala. Brother Marbury's last ship was the Steel Flyer. He is survived by his widow, Mabel. Burial was in Norfolk.

Frank P. Herzich, 70: A heart ailment claimed the life of Brother Herzich, March 31 in Huntington Hospital, East Northport, N. Y.



Born in Yugoslavia, he joined the SIU in 1960 in the port of New York. He shipped in the Deck department and was on a pension at the time of death. Burial was in Calvary cemetery, Long Island City, N. Y. his wife, Katherine Hassett Herzich survives.

Maximo Tangalin, 67: Hepatitis caused the death of Brother Tangalin, May 10, in the United States Public Health Service Hospital in New Orleans, La.



Born in the Phillippine Islands, the seafarer lived with his wife, Geneva, in New Orleans. He joined the SIU in the port of Norfolk, Va. Brother Tangalin served in the Coast Guard for 19 years. He sailed as a member of the Steward department.

James Fort, 67: A bronchial ailment caused the death of Seafarer Fort, April 7, 1966 in Norristown, Pa., after a 6-month illness.



Born in Pennsylvania, he sailed SIU ships in the Steward department. Brother Fort joined the union in the port of New York. He had been on a pension at the time of his death. A veteran of the Navy, he is survived by his sister, Mrs. Edith Havener of West Conshohocken, Pa.

Jesse Lowe, 71: A pensioner, Brother Lowe succumbed to a lung ailment, Feb. 20, 1966, in Montelepre Hospital, New Orleans.



A lifetime resident of the city, he joined the SIU there. He was born in Mississippi and had sailed some 30 years as a member of the Deck Department. Surviving is a sister, Mrs. Eunice Guy of New Orleans. The seafarer was buried in Hope Mausoleum, New Orleans.

DIGEST of SIU SHIP MEETINGS

AMERICA SUN (Marine Carriers), June 24—Chairman, H. Westphall; Secretary, R. E. Jackson. No disputed OT reported by department delegates. Brother Jimmy Clarke was elected ship's treasurer. No beefs and no disputed OT reported by department delegates.

PENN CARRIER (Penn Shipping), June 25—Chairman, E. Mesaros; Secretary, Ted Schultz. Motion to amend the constitution so that no elected union official may serve more than two successive terms, and must have minimum sea time to be re-elected after leaving office. Brother Mesaros was re-elected to serve as ship's delegate, and was given a vote of thanks for a job well done. Vote of thanks to the steward department. Many repairs needed. \$5.00 in ship's fund.

DEL ORO (Delta), June 12—Chairman, Dexter A. L. Worrel; Secretary, Ramon Izarrary. Brother Worrel resigned as ship's delegate and was given a vote of thanks for a job well done. Brother John A. Denis was elected to serve in his place. \$114.38 in ship's fund. No disputed OT and no beefs reported by department delegates.

RAMBAM (American Bulk), June 19—Chairman, C. Gibbs; Secretary, W. Young. Brother B. Falk was elected to serve as ship's delegate. No beefs and no disputed OT reported by department delegates. Letter of protest was sent to the Union regarding Company placing foreign seamen to work on American ship.

PENN CARRIER (Penn Shipping), June 12—Chairman, B. J. Clement; Secretary, Theodore Schultz. \$5.00 in ship's fund. Few hours disputed OT in deck and engine departments. Medicine chest to be checked. Mail service is poor. Request written clarification on what basis draws are made. Vote of thanks to the steward department, especially crew mess William Wilmore.

HASTINGS (Waterman), May 29—Chairman, John P. Troester; Secretary, John Wells. No beefs reported by department delegates. Brother Richard Harp was elected to serve as ship's delegate. Discussion about water being rationed—water is off 12 hours. Crew will expect subsistence pay. Vote of thanks to the steward department. Crew want to be informed about progress of retirement plan.

Chow Time On Alcoa Trader



Crewmembers of the Alcoa Trader are shown enjoying some of that good chow prepared by steward dept. From left to right are, Allen Raymond, AB, Issac Hancock, OS and K. C. McGregor, Dayman. The Alcoa Trader was docked in New Jersey when photo was taken.

Subscription form for SEAFARERS LOG with fields for name, address, city, state, zip, and a note to avoid duplication.

Union Brotherhood Extends Across Sea

To the Editor:
First of all many thanks for having sent the LOG to us for the last few years. It keeps us in Brenner, Germany, well informed about your struggle and progress in the interest of our union brothers in the United States. In addition, we are learning from your newspaper about how an American union is run and how it benefits its members.

Franz Pietzak

Thanks Ship's Crew For Their Sympathy

To the Editor:
We would like to express our heartfelt gratitude to the crew members of the Hudson for their sympathy in our recent time of tragedy. Their thoughtfulness for one of their fellow crew members was greatly appreciated.

Milton A. Havens family and Houston

LETTERS To The Editor

SPAD Donations Aid Labor Candidates

To the Editor:
For the past few days I have been putting in a lot of thought in regards to the coming November elections for members of the House of Representatives, the Senate and various state officers. Every member of the SIU and its affiliates should not only give it serious thought but do what he can to put the people in office who can accomplish the results the maritime industry and labor so badly need at this time.

My thought is that there are many good men dedicated to our well-being but due to the tremendous costs of conducting a campaign cannot afford to do so.

In a nutshell it amounts to one thing—money.

How can we help?

Here is my answer: In our affiliates and the SIU we have some 80 thousand members and to accomplish this means of raising a sum large enough to do a job I suggest that each and every member of our affiliates contribute a sum of ten dollars into SPAD. Now this would mean a Political Education Fund of some six hundred thousands dollars. We could support the candidates whom we know would do the right job for us and our affiliates.

Many are going to say "ten dollars," as though it was a massive fortune, but really it means a few less drinks a year, a movie or two less, one less horse race to bet on. You know, Brothers, it would be a great feeling if our people were elected and we as an organization could devote more time to the jobs on hand instead of having to watch every move the people in Washington make for fear they will make the wrong moves as far as the maritime trades and labor movement is concerned.

What a relief it would be to a candidate who is dedicated to labor's principles to know that he can conduct a campaign vigor-

ously and faithfully without the debt harassment.

So, Brothers, when the patrolman comes aboard, don't have him ask for a donation of SPAD; get it up and let us pull a vigorous campaign for our chosen people.

Fraternally,
E. A. (Andy) Anderson.

Cites Ship Hazards In Viet Nam Waters

To the Editor:
For three days in early May, Hanoi Hannah told us over the radio that the ships Northwestern Victory and Our Lady of Peace were doomed for carrying ammo to Viet Nam. Her radio spiel was getting to be quite the joke among GIs who unloaded both ships. Finally, both ships departed with Hanoi Hannah's threat still ringing in our ears as we head for Saigon.

On the morning of May 26, while in the harbor of the Nha Be river, the Panamanian ship Eastern Mariner is hit by a mine. At 9:30 a.m. of the same morning another ship is hit. Both ships are very close to Our Lady of Peace. Both suffered damages, with the Eastern Mariner practically a total loss. At 1 p.m. of the same day, the Navy decides to search all ships in Nha Be harbor, particularly ones carrying ammo.

All ships were declared safe with the exception of the Our Lady of Peace, on which was found two 100-pound mines triggered to go off at 4:30 p.m. and 9:30 p.m. They were to go off with the action of the tide. All hands deeply appreciated the support coverage after that.

The question still remains: "Is Hanoi Hannah still going to 'get us,' or is the Lady of Peace too much of a lucky omen for her.

Me—well after we leave Danang we are supposed to head for Friseo. If such happens, and you look real good, you'll find me in an air-conditioned bar, drinking cold beer. I'll be noticeable by the sweat running down my face as I think of the Our Lady of Peace.

A crewmember
(Name withheld on request)

Glad of Union Fight To Protect Consumer

To the Editor:
I've been reading with interest the stories in the LOG about the fight to pass laws that would require manufacturers to tell the truth about their products in their advertising and on the package. You'd think we'd have had such a law a long time ago.

Nobody knows better than a seaman how the public can be gypped. Remember some of the garbage that used to be sold to them by shipchandlers before the union began straightening out the problem by setting up the Sea Chest. Remember the phony junk that would be passed off as legitimate merchandise.

Just as a union protects its members against being taken by the boss or anyone else who might gyp on him, the public needs protection. That's why I'm in favor of the law to make business people tell the truth about their products. Millions of dollars a year are taken from the pockets of working people and their families in this way.

I'm glad to see the unions making a fight over this issue.
Fred Hartin.

Finding A Good Barber Overseas —The Dilemma of All Seafarers

A seafaring life offers a man many rewards and also presents many hardships. One example of the many minor problems that a Seafarer must confront due to the nature of his work is the simple need for a haircut.

The shoreside worker simply finds a barber who does a good job cutting his hair and returns each time he needs a haircut. The seafaring man however, never knows where in the world he'll be when his hair needs cutting and must exercise some caution when he looks for the right man (or woman in some ports), to do the job.



Cid

Seafarer Carlos Cid, who sails in the steward department, prefers New York and Japanese barbers, as do many Seafarers, and suggests that his fellow seamen stay away from Indian barber shops.

"The conditions are bad in India," Seafarer Cid pointed out. Sanitation is very poor and scissors and clippers are often dirty, he explained. Avoid having a haircut in India, he recommends, citing the fact that restrooms in the shops are also often unsanitary.

If Indian barbers are poor and unpopular with seafarers, Japanese are just the opposite. One feature of a Japanese barber shop that Cid pointed out is the practice of having women barbers, unknown in the United States, but a frequent sight in Japan. These barbers are the "best," Cid stated, not just because they have talent at cutting hair but because of the massage they give customers. They masage you like a fight champ."

Japanese Give Massage

"Japanese barbers are inexpensive, Cid explained, and sometimes only charge a pack or two of American cigarettes." A Japanese barber will give you the exact type of haircut you want and, in a nation famous for cleanliness, sanitation is outstanding.

Although many seafarers find Italian barbers well qualified, perhaps the best in Europe, Seafarer Cid thought that they cut the hair too short. Hungarian barber shops employ women, but since few SIU men get there, Japan has little competition for seamen who want the gentle touch.

Hawaii has good barbers, but Cid found California to be an expensive place to have a haircut, going as high as \$3 and in addition, the barbers expect a big tip. "You really have to be careful overseas," he said, pointing out that in addition to overcharging, some barbers claimed they gave

you a massage, when they really didn't. A lot of foreign barbers just don't have the skill of American barbers, and Cid pointed out the fact that some machines U.S. barbers use are unheard of abroad.

Most foreign barbers just use a "scissor and comb," Cid explained, adding that American barbers are far better trained. A number of

Seafarers prefer having their hair cut by a fellow crewmember who has developed some barber skills. He doesn't charge his fellow shipmate much and in addition, will cut your hair the way he is asked. Some countries have a different style of wearing hair and the barbers might not be used to cutting hair the way it's done in the U.S., Seafarer Cid pointed out.

Crew Of R/V Anton Brunn Wins Praise Of Scientist

Seafarers on the SIU-contracted oceanographic research vessel Anton Brunn were singled out for their "superb work" recently in supporting the objectives of a scientific expedition in a letter to the ship's captain, John E. Rothrock from J. T. Spencer, program director for facilities and special programs for the National Science Foundation.

The National Science Foundation has received a number of letters from scientists who have been aboard the Anton Brunn and the scientists reported that the crew "exceeds that of any other vessel on which they have embarked."



Leight

Five Seafarers manned the yacht-type vessel during her two-year trip in the Indian Ocean which ended in 1965. The trip was used to conduct oceanographic research.

The five seafarers who manned the vessel at the time, were: Donald Leight, Rafael Toro, Donald McMillan, Fred Woodard and Eight Moon (Eddie) Wong. Spencer's letter cited the "outstanding

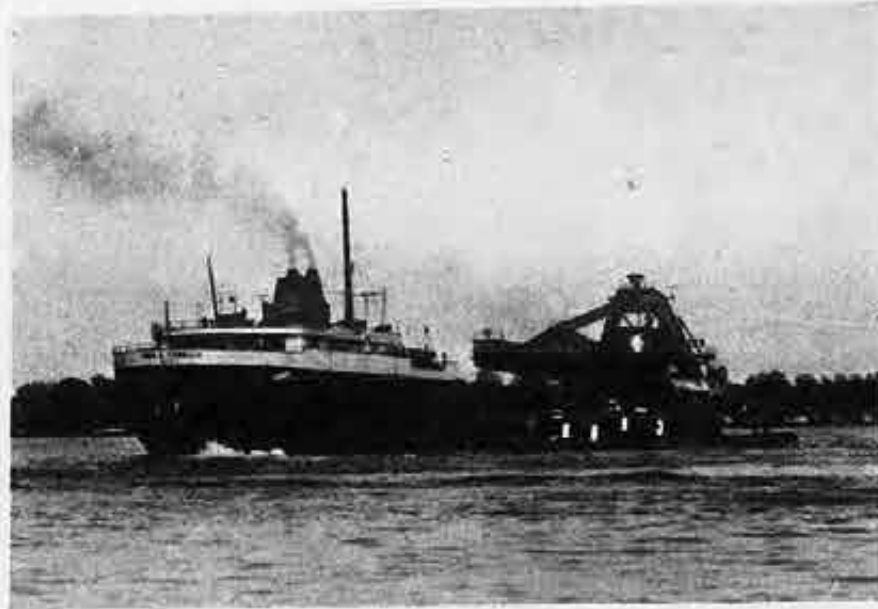
job which has been done" by the crew. Wrote Spencer, "this is truly an impressive tribute for the cooperation and loyalty which has been displayed by all hands."

The Anton Brunn had made nine major scientific cruises from 1963 to 1965 and covered 72,000 miles. Scientists, including a few women, from the U. S. and 24 foreign countries took part in the voyages.

SIU crewmembers had a chance to see parts of the Indian Ocean far removed from the regular shipping lanes. Chances to explore were many, and once, when the ship arrived in Africa, the crew organized a safari to look for wild game.

The men had a chance to eat rare seafood after the scientists were finished using the fish for their research. It was a fine voyage during the two years with no beefs reported the entire time. Before becoming a research vessel, the Anton Brunn was the Presidential yacht Williamsburg."

Seafarer Teamwork Frees Ship



SIU Great Lakes District-manned self-unloader Adam E. Cornelius gets an assist from SIU-Inland Boatmen's Union contracted tugs in getting off sandbar in the St. Claire River where the vessel went aground recently in heavy fog and zero visibility. The 666-foot vessel, operated by the Boland and Cornelius Steamship Company was freed with the help of Great Lakes Towing Corp. tugs after discharging part of cargo onto another ship by using self-unloading boom. No crewmembers were injured and the ship was undamaged in the mishap which occurred off Russell Island, Algonac, Michigan, approximately 300 yards from SIU Great Lakes Dist. Algonac Service Center.

FOREIGN PAYOFF? LEAVE CLEAN SHIP

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

KNOW YOUR RIGHTS

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances.

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.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners.

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

Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship.

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.

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.

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. The SIU publishes every six months in the SEAFARERS LOG a verbatim copy of its constitution.

RETIREMENT SEAFARERS. Old-time SIU members drawing disability-pension benefits have always been encouraged to continue their union activities.

EQUAL RIGHTS. All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution.

SEAFARERS POLITICAL ACTIVITY DONATIONS. One of the basic rights of Seafarers is the right to pursue legislative and political objectives which will serve the best interests of themselves, their families and their Union.

If at any time a Seafarer feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Paul Hall at headquarters by certified mail, return receipt requested.

UNFAIR TO LABOR DO NOT BUY

Seafarers and their families are urged to support a consumer boycott by trade unionists against various companies whose products are produced under non-union conditions, or which are "unfair to labor."

H. I. Siegel

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



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



Stitzel-Weller Distilleries "Old Fitzgerald," "Old Elk" "Cabin Still," W. L. Weller Bourbon whiskeys (Distillery Workers)



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



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



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



Empire State Bedding Co. "Sealy Mattresses" (Textile Workers)



White Furniture Co. (United Furniture Workers of America)



Genesco Shoe Mfg. Co. Work Shoes . . . Sentry, Cedar Chest, Statler Men's Shoes . . .



Jarman, Johnson & Murphy, Crestworth, (Boot and Shoe Workers' Union)



Tyson's Poultry, Inc. Rock Cornish Tyson's Pride Manor House-Safeway Cornish Game-Armour and A & P's Super-Right Cornish Game Hen (Food Handlers Local 425 of the Amalgamated Meat Cutters & Butcher Workmen of N. America)



Di Giorgio Fruit Corp. S and W Fine Foods Treesweet (National Farm Workers Association)

Schedule of Membership Meetings

SIU-AGLIWD Meetings

- New York . . . Aug. 8—2:30 p.m. Philadelphia Aug. 9—2:30 p.m. Baltimore . . . Aug. 10—2:30 p.m. Detroit . . . Aug. 12—2:30 p.m. Houston . . . Aug. 15—2:30 p.m. New Orleans Aug. 16—2:30 p.m. Mobile . . . Aug. 17—2:30 p.m. Wilmington Aug. 22—2 p.m. San Francisco Aug. 24—2 p.m. Seattle . . . Aug. 26—2 p.m.

Great Lakes SIU Meetings

- Detroit July 18—2 p.m. Alpena July 18—7 p.m. Buffalo July 18—7 p.m. Chicago July 18—7 p.m. Cleveland July 18—7 p.m. Duluth July 18—7 p.m. Frankport July 18—7 p.m.

Great Lakes Tug and Dredge Region

- Detroit July 11—7:30 p.m. Milwaukee July 11—7:30 p.m. Chicago July 12—7:30 p.m. †Sault Ste. Marie July 14—7:30 p.m. Buffalo July 14—7:30 p.m. Duluth July 15—7:30 p.m. Cleveland July 15—7:30 p.m. Toledo July 15—7:30 p.m.

SIU Inland Boatmen's Union

- Philadelphia . . . Aug. 9—5 p.m. Baltimore (licensed and unlicensed) . . . Aug. 10—5 p.m. Norfolk Aug. 11—5 p.m. Houston Aug. 15—5 p.m. New Orleans . . . Aug. 16—5 p.m. Mobile Aug. 17—5 p.m.

Railway Marine Region

- Jersey City Aug. 15—10 a.m. & 8 p.m. Philadelphia Aug. 16—10 a.m. & 8 p.m. Baltimore Aug. 17—10 a.m. & 8 p.m. *Norfolk Aug. 18—10 a.m. & 8 p.m.

United Industrial Workers

- New York Aug. 8—7 p.m.

- Philadelphia . . . Aug. 9—7 p.m. Baltimore Aug. 10—7 p.m. †Houston Aug. 15—7 p.m. New Orleans . . . Aug. 16—7 p.m. Mobile Aug. 17—7 p.m.

* Meeting held at Labor Temple, Newport News. † Meeting held at Labor Temple, Sault Ste. Marie, Mich. ‡ Meeting held at Galveston wharves.

DIRECTORY of UNION HALLS

SIU Atlantic, Gulf, Lakes & Inland Waters Inland Boatmen's Union United Industrial Workers

PRESIDENT Paul Hall EXECUTIVE VICE PRESIDENT Cal Tanner VICE PRESIDENTS Earl Shepard Lindsey Williams Al Tanner Robert Matthews

SECRETARY-TREASURER Al Kerr HEADQUARTERS . . . 675 4th Ave., Bklyn. NY 9-6600 ALPENA, Mich. 127 River St. EL 4-3616 BALTIMORE, MD. 1216 E. Baltimore St. EA 7-4900 BOSTON, Mass. 177 State St. RI 2-0140 BUFFALO, N.Y. 735 Washington St. TL 3-9259 CHICAGO, Ill. 9383 Ewing Ave. SA 1-0733 CLEVELAND, Ohio 1420 W. 25th St. MA 1-5450 DETROIT, Mich. 10225 W. Jefferson Ave. VI 3-4741 DULUTH, Minn. 312 W. 2nd St. RA 2-4110 FRANKFORT, Mich. P.O. Box 287 415 Main St. EL 7-2441 HOUSTON, Tex. 5804 Canal St. WA 8-3207 JACKSONVILLE, Fla. 2608 Pearl St. EL 3-0987 JERSEY CITY, N.J. 99 Montgomery St. HE 3-0104 MOBILE, Ala. 1 South Lawrence St. HE 2-1754 NEW ORLEANS, La. 630 Jackson Ave. Tel. 529-7546 Tel. 622-1892 NORFOLK, Va. 115 3rd St. Tel. 622-1892 PHILADELPHIA, Pa. 2604 S. 4th St. DE 6-3818 PORT ARTHUR, Tex. 1348 Seventh St. DO 2-4401 SAN FRANCISCO, Calif. 350 Fremont St. DO 2-4401 SANTURCE, P.R. 1313 Fernandez Juncos Stop 20 Tel. 723-8594 SEATTLE, Wash. 2505 First Avenue MA 3-4334 ST. LOUIS, Mo. 805 Del Mar CE-1-1434 TAMPA, Fla. 312 Harrison St. Tel. 229-2787 WILMINGTON, Calif. 505 N. Marine Ave. TE 4-2523

SACRAMENTO (Oriental), May 1—Chairman, Bill Link; Secretary, David Suchn. Brother E. A. Hoffman was elected to serve as ship's delegate. No beefs reported by department delegates.

SAPPHIRE GLADYS (Sapphire Steamship), May 6—Chairman, Jack W. Arclinos; Secretary, Edward P. Aches. Ship sailed short one man. Request for repair bills to be turned in as soon as possible. Some disputed OT reported by deck and engine department delegates. Suggestion made that baker improve on his baking. New messhall chairs should be protected somehow from paint and greasy clothing.

PENN CHALLENGER (Penn Shipping), June 15—Chairman, J. T. Spivey, Jr.; Secretary, E. J. Riviere. \$15.58 in ship's fund. No beefs reported by department delegates. Motion made that proper and sufficient ventilation be put in ship's galley. Steward department given vote of thanks for job well done.

ANDREW JACKSON (Waterman), June 12—Chairman, Alfred Nilsberg; Secretary, Cesar A. Penn. Repair bills have been turned into the Chief engineer and chief mate \$8.00 in ship's fund. No beefs reported by department delegates.

DIGEST of SIU SHIP MEETINGS

LOSMAR (Cubmar S.S.), June 15—Chairman, W. W. Reid; Secretary, Richard Tapman. Ship's delegate reported everything running smoothly. No beefs reported by department delegates. Motion made to get new T.V. also washing machine and new fans for crew's quarters.

SEA PIONEER (Pioneer Tankers), June 15—Chairman, W. H. Parker; Secretary, R. Vidoria. \$11.65 in ship's fund. Some disputed OT reported in engine department. Ship sailed short one man. Motion made that mattresses and pillows be replaced with new ones. Suggestion to buy new washing machine. Vote of thanks to chief cook for keeping crew happy and putting in many hours of work at baking, etc.

VOLUBIA (Hawane Steamship), June 12—Chairman, John B. Gardner; Secretary, Pete Trainafilloe. Brother John B. Gardner was elected to serve as deck delegate. No beefs reported by department delegates. Brother Thomas E. Morris was elected to serve as new ship's delegate. Ship's delegate reported everything running smoothly. One minute of silence held for our departed brothers.

INGER (Reynolds Metals), June 17—Chairman, E. D. Scroggins; Secretary, Ulas G. Coffman. No beefs reported by department delegates. Motion made to talk to the purser about adding a third cook and pantsman to the steward department. Vote of thanks extended to stewards department for job well done. Vote of thanks given to ship's delegate.

STEEL ARCHITECT (Isthmian), June 8—Chairman, W. Suska; Secretary, J. A. Maslow. Some disputed OT reported by deck and engine department delegates. \$100.00 in ship's fund. Ship's delegate reported that water tanks should be cleaned, cemented, painted, and crew saved.

DEL NORTE (Delta), May 14—Chairman, Robert Callahan; Secretary, Bill Kaiser. Ship's delegate reported everything running smoothly. The 1-2000 net up to us pleasant as you are. \$11.65 in ship's fund.

DEL NORTE (Delta), June 19—Chairman, Robert Callahan; Secretary, Bill Kaiser. Ship's delegate reported having wonderful trip and thanks crew for helping make his job easier. \$84.00 in ship's fund. Ship sailed 5 men short in engine department.

MARGARET BROWN (Bloomfield), May 25—Chairman, J. Gouldman; Secretary, T. Conway. Some disputed OT reported by deck department delegate. Ship sailed short one man. Letter to be sent to headquarters about hot water constant temperature of 120°. Crew would appreciate meals being served 5 minutes earlier for men going on watch.

STEEL KING (Isthmian), June 12—Chairman, Cole Lonnie; Secretary, William H. Simmons. Ship's delegate reported everything OK. Ship sailed short one man and another put in hospital from steward department. \$8.50 in ship's fund. Brother P. J. Doucet elected ship's treasurer. No beefs reported by department delegates. Suggestion made that ship be fumigated. Vote of thanks given to the steward department from crew members. Question for headquarters in pre and con discussion on board as to whether yearly assessments have to be paid by the first of the year or on first trip after first of the year, or do you have the whole year to pay them.

OCEANIC TIDE (Transworld Marine), June 6—Chairman, J. Schreiner; Secretary, R. Rule. Ship's delegate reported everything running smoothly. \$7.50 in ship's fund. No beefs reported by department delegates. Brother R. Rule elected to serve as chairman. Suggestion made that crew help keep messroom cleaner.

PENN SAILOR (Penn Shipping), May 28—Chairman, H. M. Karlsen; Secretary, Collier Loper, Jr. No beefs reported by department delegates. Brother Teddy F. Jernigan was elected to serve as new ship's delegate.

DEL ALBA (Delta), June 12—Chairman, J. Collins; Secretary, Z. Y. Ching. No beefs reported by department delegates. Brother George Burns was elected to serve as new ship's delegate. Suggestion made to have ship fumigated. Vote of thanks to steward department for job well done.

DEL RIO (Delta), June 5—Chairman, G. Lee; Secretary, P. Piasok. Purser thanked crew for their cooperation during the voyage. \$56.00 in ship's fund. Some disputed OT in deck and engine departments. Vote of thanks extended to the steward department for a job well done. Vote of appreciation to the captain, electrician and radio operator, for their work in installing the TV antenna and other work involved. Also, a vote of thanks to the purser for his efforts in looking after the crew.

STEEL ADMIRAL (Isthmian), June 26—Chairman, Dan Dean; Secretary, C. Heard. \$19.00 in ship's fund. Some disputed OT in engine department. Three resolutions submitted to headquarters. Various repairs have not been taken care of.

OCEAN ULLA (Maritime Overseas), May 15—Chairman, W. Lawton; Secretary, J. McDonald. Brother J. W. McDonald was elected to serve as ship's delegate. Nine men left ship in Guam. Seven replaced in Gona.

STEEL ADVOCATE (Isthmian), June 25—Chairman, Raymond J. Hawman; Secretary, Brown Hesser. \$12.45 in ship's fund. Few hours disputed OT to deck and steward departments.

MOUNT WASHINGTON (Victory Seawar), June 21—Chairman, W. H. Hays; Secretary, C. G. Givens. \$12.00 in ship's fund. Some disputed OT to deck and steward departments.

THE RIGHT WING'S MILLIONS THREATEN AMERICAN INSTITUTIONS

THE nation's radical right is stocking up its war chest for an all-out political attack on liberal legislators during the 1966 off-year elections, as a means of destroying upcoming social legislation and the gains made in achieving greater security for American workers.

Target for November is the election of some 325 conservative Congressional candidates. The election districts rightists will be concentrating on are the same ones they lost when Barry Goldwater was overwhelmingly defeated in 1964.

Never before in recent history has the radical right-wing been in such a powerful position in American politics. They have big money behind them and can use such time-tested propaganda techniques as the big lie, smear and slander to help get their candidates over.

More than 10,700 right-wing radio and TV programs are broadcasted each week to over 1,000 American communities. These programs smear labor unions, call the civil rights movement Communist, rail at the Supreme Court, defame the United Nations and attack the democratic method of teaching children in the nation's public schools.

RADICAL RIGHT-WING GROUPS TO WATCH OUT FOR

The John Birch Society—A 100,000-member organization that was founded by rightist Robert Welch, ex-chairman of the National Association of Manufacturers. This right-wing organization alone is amassing a \$12 million bankroll for the 1966 elections. It now has a staff of 250 paid employees and five regional offices with headquarters on the East and West Coasts. Its 360 official bookstores are selling reams of hate manuscripts to the public while hundreds of thousands of pamphlets and other printed material never matched in quantity before by any other American rightist group is flooding the nation.

The Americans for Constitutional Action—A rightist group that acts as a political blitzkrieg unit during elections. It sends field men, big money and organizational know-how into key Congressional and other political races.

The Free Society Association—An ultra-rightist group founded by ex-Presidential candidate Barry Goldwater. This recently-formed organization hoped when it was founded, to get some 500,000 Americans as dues-paying members. Recent reports indicate that it is well on its way to achieving that goal.

The American Conservative Union—A suspicious Republican splinter group which is attracting a great amount of big money from rightist supporters.

The United Republicans of America—This right-wing splinter club of the Republican Party has set up a purge list of 77 liberal Congressmen including those slated to run in November.

RIGHT-WING PROGRAMS ON THE AIRWAVES

Life Line—A Washington, D. C.-based radio and TV program backed by the arch-rightist Texas oil man H. L. Hunt. The program is heard once and sometimes twice daily on 325 radio stations.

Dan Smoot Reports—Run by Dan Smoot, a former radio commentator for H. L. Hunt. Heard weekly over 70 radio stations and 40 TV stations.

Manion Forum—Operated by Clarence Manion, a former Government official during the Eisenhower Administration. It is heard weekly over 240 radio stations and on 31 TV stations.

Twentieth Century Reformation Hour—This supposedly pious program is handled by a deposed Presbyterian minister, the Reverend Carl McIntire. It is heard five days a week on 546 radio stations in 45 states.

Howard Kershner's Commentary on the News—Produced by the Christian Freedom Foundation and beamed to 48 states weekly on 148 radio stations.

Christian Crusade—Billy James Hargis, a self-avowed anti-Communist evangelist runs this right-wing show with the aid of L. E. "Pete" White, a Tulsa advertising man. White has run the show's profits up from hardly a penny in 1950 when it was

begun, to some \$595,000 in 1960. The show is carried on 55 radio stations five days a week and on seven weekly TV stations.

Radio Edition of the Independent American—Kent Courtney's radio program. Courtney is the publisher of the Independent American and organizer of the Conservative Society of America. This 15-minute commentary of rightist propaganda is carried weekly on 39 stations in 18 states.

R. K. Scott—A fifteen-minute news analysis program produced by America's future, the radio branch of the Committee for Constitutional Government and distributed through the Mutual network. It is carried by 365 radio stations in 46 states.

THE BIG MONEY MEN BEHIND THE RADICAL RIGHT

There are some 25 blue chip companies now supporting the radical right, according to Columbia University government professor Alan Westin. Prof. Westin states that "A cautious estimate would show that the business community contributed about \$10 million to the radical right in 1961." He said the figure was going up and that hundreds of national firms now help to circulate right-wing literature and films!

Richfield Oil, Schick Safety Razor, Technicolor Corp. and the Allen-Bradley Corp. are backers of Dr. Fred Schwarz's organization, the Christian Crusade. Dr. Schwarz who freely advises other Americans on "how to be good citizens" is not an American citizen himself.

Gulf Oil, Lone Star Cement, the Texas Company, W. H. Regnery, right-wing publisher, and a member of the Du Pont family poured an estimated \$73,000 into the rightist National Economic Council, formed by anti-semitic Merwin K. Hart.

Alfred Sloan of General Motors helped Dr. George Benson to establish a right-wing academic organization at Harding College, Ark., by giving him a

\$300,000 donation. Major rightist films, books and radical propaganda pamphlets are produced at Harding.

This year's right-wing campaign fund received \$42,000 from the Ada Hearn Foundation, run by A. H. Heinsohn, a John Birch Society supporter; \$14,700 from Lemuel R. Boulware, a former General Electric official; \$250,000 from the Coast Federal Savings and Loan, which specified that the money be used for the radical right speakers bureau and literature; \$19,200 from Charles Edison of McGraw-Edison Corp.; \$1.55 million from J. Howard Pew of Sun Oil and \$24,000 from the J. Howard Pew Trust.

Robert E. Wood of Sears, Roebuck & Co. donated \$7,000 while the ARMCO Foundation (ARMCO STEEL) contributed \$193,000; \$165,000 from the Milliken Family and Foundation (textile industrialists); \$80,000 from the Ingersoll Foundation, operated by Robert M. Gaylord, a former president of the National Association of Manufacturers; \$115,000 from the Lilly Endowment set up by the Lilly Drug family and \$665,000 from the Alfred P. Sloan Foundation.

HOW THE RIGHT-WING THREAT CAN BE FOUGHT

Every Central Labor Council and State Federation office gets regular reports from COPE on the menace of the radical right. COPE points out that alert Americans can form coordinating committees made up of clergymen, union officials, local politicians and businessmen to fight local right-wing moves.

Members of these coordinating committees can attend right-wing lectures and ask for equal time to counter radical rightist radio and TV programs. Most rightists are not properly informed of the facts they are dealing with. Past experience has shown that they can be humiliatingly exposed merely by demanding answers to questions about their policies and programs, COPE points out.



DOLLARS to DESTROY

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

SIU Training School Produces Its 30th Licensed Engineer As Eight More Seafarers Pass Their Coast Guard Exams

Eight more engine department Seafarers have passed the U.S. Coast Guard examinations qualifying them for engineer's licenses after attending the training school jointly sponsored by the SIU and District 2 of the Marine Engineers Beneficial Association. The training program has now produced 30 licensed engineers.

The Seafarers are sailing, or are about to sail, in engineers' berths aboard American-flag ships.

Of the eight men who passed their license examinations in the past week, four were licensed as Second Engineers, three were licensed as Third Engineers and one man received a license as a temporary Third Engineer.

The newly-licensed Third-Engineers are:

Keneth Rentz, 27, who has been sailing as a fireman water-tender and oiler. He has been a member of the SIU since 1958.

Donald White, 44, who sailed as a fireman water-tender. He has

been sailing as a chief electrician. been with the union since 1965.

Mauro Matonte, 45, who has



Rentz Matonte

He has been a member of the SIU since 1947.

The temporary Third Engineer is John Keller, 38, a fireman and water-tender who joined the union in 1963.

The following SIU engine department men received their Second Engineers licenses:

Dennis Zwicker, 47, who has sailed as a fireman and water-tender on SIU ships since 1946.

Alexander Becker, 37, who has

been a fireman, oiler and water-tender on SIU ships since 1955.

T. D. Owen, 40, a member of the SIU since 1946. He sailed as a fireman, oiler and water-tender.

Fred Fleischmann, 40, a fireman-oiler who has been a member of the SIU since 1951.

The SIU-MEBA District 2 training program is the first of its kind in maritime history. It allows engine department Seafarers to obtain instruction in prepa-



Keller Zwicker

ration for their Third Engineer's License, their Temporary Third Engineer's License, or their origi-

nal Second Assistant Engineer's License in either steam or motor vessel classifications.



Becker Owen

The training school is operated under a reciprocal agreement between the SIU and District 2 of MEBA. SIU men who enroll in the program are provided with meals, hotel lodging and subsistence payment of \$110 per week while in training.

Engine department Seafarers are eligible to apply for any of the upgrading programs if they are 19 years of age or older and have 18 months of Q.M.E.D. watch stand-

ing time in the engine department, plus six months experience as a wiper, or equivalent.

The joint Union training program was instituted to enable Seafarers to obtain their licenses and to help meet the shortage of marine engineers arising out of the crisis in Viet Nam.

The joint SIU-MEBA District 2 licensed engineers training program is the first opportunity that unlicensed seamen have had to obtain a license and employment as engineers, at no cost to themselves.

SIU engine department men interested in the program should apply immediately, or obtain additional information, at any SIU hall, or directly at SIU Headquarters, 675 Fourth Avenue, Brooklyn, N. Y. 11232. The telephone number is HYacinth 9-6600.



Fleischmann

Medicare Program Underway For Nineteen Million Elderly

Nineteen million Americans who have reached 65 are now eligible to have most of their hospital bills paid under the long-sought medicare program which became effective on July 1.

About 17.2 million of them who have signed up for the voluntary supplemental plan are now also eligible to have a large part of their medical bills paid. This supplementary plan costs \$3 per month, but Seafarers will be reimbursed by the SIU Welfare Plan for each of the \$3 monthly payments, so the supplementary benefit coverage will cost Seafarers nothing.

Medicare, the fruit of a decade-long fight by organized labor and liberals, was one of the forward-looking pieces of legislation that

built the reputation of the 89th Congress as a socially-aware body.

Enacted last year, as an amendment to the Social Security Act, it is a program to lighten the financial burden of men and women 65 and older by removing the threat of crushing hospital and medical bills at a time when they usually pile their highest.

The benefits are divided into two sections—the basic plan, which covers hospitalization and related costs and for which practically all persons 65 and over are eligible; and the voluntary supplemental plan, for which persons 65 must apply and which helps pay for certain physicians' and dentists' services, home health services and additional medical services.

The basic program covers nearly all men and women who are now 65 or who reach that age before 1968. For those not covered by social security, protection will be financed by general revenues. Excepted are most federal employes and some aliens. After 1968, coverage will be limited to beneficiaries under the Social Security Act's pension provisions or the Railroad Retirement Act.

The plan is financed by payment of 35 one-hundredths of 1 percent of a worker's annual earnings up to a maximum of \$6,600 total income for a year, added to the regular Social Security levy. Collections began last Jan. 1, with the employer paying a similar amount; the rate is due to rise gradually to a maximum of 85 one-hundredths of 1 per cent in 1987.

SIU Pacific Ships Renew Calls At 'Quake-Hit Towns

For the first time since the 1964 Alaskan earthquake the SIU Pacific-district contracted Alaska Steamship Company has resumed its weekly service to Seward with the sailing of the van ship Tonsina.

Alaska's greatest shipping needs are in the Seward-Anchorage area, where the bulk of the state's 235,000 population are settled. Each year Alaska receives about 1.5 million tons of cargo from mainland United States ports. Most of this consists of petroleum products and groceries.

The Tonsina's arrival at Seward came during the celebration of the official reopening of the port and dedication of the new \$10 million Alaska Railroad terminal there.

Five Additional Seafarer Veterans Join Growing SIU Pension Roster

Five additional names were added to the growing list of Seafarers on the SIU pension roll. The Seafarers who are now eligible for benefits of \$150 a month include: Konstant Kain, Bryan Gibson, Cristobal Bellarosa, Daniel Covaney, and Porter Carroll.

Kain was born in Estonia. He joined the union in the port of Baltimore and sailed in the Engine department. Seafarer Kain resides in New York City.

Gibson joined the SIU in New York City. He was born in North Carolina and resides in Whitehouse Station, New Jersey, with his wife, Anna. The Seafarer shipped in the Engine department where he was an electrician. Brother Gibson served in the Army from 1915 to 1921. His last ship was the Steel Traveler.



Gibson

Carroll first joined the SIU's Inland Boatmen's Union in Port Arthur, Tex., where he now makes his home with his wife, Ethel. A member of the Engine department, Carroll last sailed on the D and M Picon.

Covaney joined the SIU's Railway Marine Region in the port of New York. Born in New Jersey, he resides in Jersey City with his wife, Pearl. A member of the Deck department, he was employed by the Penn. R. R. for 40 years.

Bellarosa joined the union in the port of New York. Born in Manila, he now resides in Brooklyn. A member of the Engine department, he has sailed on SIU ships as an oiler. His last ship was the Kyska.



Carroll Bellarosa Kain Covaney

Shippers Found Cheating Containership Operators

The United States merchant marine, already in a weak competitive position due to long years of Government neglect, is now getting shortchanged by unscrupulous shippers.

Spot checks by Federal Maritime Commission investigators earlier this year found that 50 to 60 per cent of containerized cargo was mislabeled.

This type of vicious cheating is one of the most threatening ever uncovered by the commission.

Rear Admiral John Harlee, Federal Maritime Commissioner and containership operators recently declared war against the cheaters. Admiral Harlee explained that illegal container cargo misweighing and mislabeling could run into million dollar losses.

"The shipping industry loses since it must bear the losses by keeping rates high enough to absorb the illicit lower rates gained by false billers. Ship lines must

pay off heavy expenditures and the net result is that the consumer simply must pay more for his goods," Admiral Harlee said.

The main purpose of the investigation, he said, was in making certain that shady shippers realize cheating will not be tolerated by the Government.

In opening a container at Seatrains Lines as part of his investigation, the Commissioner discovered that what was described on the manifest as refinery machinery bound for St. Croix, Virgin Islands, turned out to be copper wire and other cargo taking a much higher commodity rate.

He said that the investigation is being concentrated on two areas, Puerto Rico and Alaska.