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PROTECT LABOR'S GAINS
VOTE
Humphrey — Muskie
ON NOV. 5



New Soviet Maritime Move Underlines Worldwide Threat

WASHINGTON—Russia has moved boldly in to fill the vacuum created by the withdrawal of British naval forces from the strategic Indian Ocean-Persian Gulf-Red Sea area. The extent of this maneuver is pointed up by *Navy*—the official magazine of the Navy League of the United States—in an article by Soviet affairs expert Dr. James D. Atkinson, in its September issue.

In furtherance of its new ocean strategy, which involves a three-pronged military-diplomatic economic penetration of this vital region, Atkinson reveals Russia has provided Iraq with Styx missiles, is providing India with escorts and PT-boats—as well as submarines—and is also negotiating with New Delhi for a base in the Andaman Islands.

Soviet aims in moving into the Indian Ocean are described by Atkinson as a major part of a Moscow drive to achieve strategic superiority over the United States, to a considerable extent through a "total effort at sea."

In pursuing this effort, the Soviet Union is "acquiring base fa-

cilities in Hodeida in Yemen, is using Port Sudan on the Red Sea," he reveals, noting that the base sought in the Andaman Islands off the Indian mainland would be very advantageous for the new Soviet aircraft carriers and land-based Soviet naval aircraft.

Atkinson—a Georgetown University professor and writer on foreign affairs—stresses the impact of these moves on all countries bordering the overall Indian Ocean, including Australia, and poses the question as to whether the United States will move naval forces into the areas or permit Russia to fill the power vacuum by default.

The pressure of Soviet naval build-up has its counterpart in the growing impact of its merchant fleet on the world's seelanes, as illustrated by figures recently published by the Soviet Ministry of Foreign Trade. According to these statistics, Soviet exports to developing nations increased 17 times between 1955 and 1967 and imports from these same countries rose six times in

the same period.

The fact that the Kremlin is making ever-increasing use of its merchant fleet as an economic and political tool is apparent in the drastic upswing in Soviet import and export totals to newly-emergent nations.

Soviet merchant ships presently transport all of that nation's export cargoes as well as half of its estimated 92 million tons of foreign import trade.

In addition, the Soviets charter free world shipping to meet the balance of their foreign trade needs. However, the accelerated pace of construction in Russian shipyards—if it continues to live up to Kremlin expectations—indicates that the necessity for chartering out any cargoes at all will be cut by 50 to 60 percent in the near future.

Another growing aspect of the full utilization by the Soviet Union of its merchant fleet for outside foreign charter is the earning of foreign exchange which helps pay for programs at home as well as in their satellite countries.

In contrast to the United States government—which continues to give low priority to the promotion of a strong merchant marine—the U.S.S.R. clearly considers its commercial fleet one of that nation's greatest national assets. Over half of the more than 1,400 oceangoing merchant vessels it boasts today are only five years old or younger and can carry over 10 million deadweight tons. Projected increases for the current five-year plan ending in 1970 is an additional one million deadweight tons annually.

It is clear from their own figures that the Soviets are straining to develop a fleet larger and newer than that of this or any other country. Well-designed and technically advanced, the Russian merchant marine enjoys full government support as an essential element of the national economy and national defense. What this means to that Communist nation's national interests—defense as well as commercial—has yet to make its seemingly obvious impact on the Executive Branch of the United States Government. Warnings by many Congressmen of the Russian threat on the high seas have been underrated thus far.

That the Soviet maritime push is making its impact on various areas of the globe—although this is not yet seen as a clearly defined picture—is evidenced by the bitter political storm now brewing in Australia over an ocean

freight rate war inaugurated by the Russians.

Homebound Soviet-bloc ships returning after discharging military supplies in North Vietnam have been making strong attempts to bid for cargoes of other nations rather than returning to their home ports in ballast. Last August, the Russians offered a 15 to 20-percent reduction on carriage of all cargoes from Australia to Europe. This precipitated a rate war which resulted in an intense effort to close Australian ports to all Communist-bloc ships.

Reminding their nation that it, too has soldiers fighting in South Vietnam, some prominent Australians are calling for legislation to prevent the Russian, Polish, and Bulgarian ships from invading the traditional Australian-United Kingdom-European trade routes.

The U.S. State Department is reported to be watching the situation closely, concerned that it could break into a full-fledged maritime conflict in international world trade.

With the Soviet fleet consistently growing, with Russian applications to world shipping conferences pending or already accepted—and with the Kremlin's stated intention to seek world commerce whether its applications are accepted or not—such conflicts are bound to occur. Concern alone on the part of the U.S. government will not suffice. Action is needed.

Congressman Tells MTD Meeting

14 Lines Enjoy 'Quadruple' Subsidies While Two-Thirds of Fleet Starves

WASHINGTON—A member of Congress charged last week that one-third of the U.S. merchant marine has reaped "quadruple" subsidies, while the remaining two-thirds of the fleet "has been left to wallow in seas of neglect, obsolescence and bankruptcy."

Representative Edward J. Patten (D-N.J.) said that 14 "privileged" shipping lines receive up to 55 percent of the cost of building their ships; payments of some \$2,100 a day toward the cost of operating their ships; preferential treatment in the carriage of government cargoes;

and a special tax break on funds set aside for ship replacement.

The Congressman told a meeting sponsored by the nearly seven-million-member AFL-CIO Maritime Trades Department that "this discrimination in favor of a small, select group" of shipping companies has been "at the root of

the failure" of the Merchant Marine Act of 1936 to stimulate the growth of the U.S. merchant marine.

The 14 subsidized companies operate 300 ships in world trade, Patten said, while the unsubsidized segment of the fleet consists of more than 600 ships.

He noted that, in 1962, the Anti-Trust Subcommittee of the House Judiciary Committee was sharply critical of the manner in which the subsidy system operates. He quoted from the subcommittee's report, which included this language:

"The subsidy program has clearly improved the welfare of a highly privileged coterie of lines which have been able to reap its benefits . . . clearly the intent of Congress in providing for subsidies was not to foster the welfare of a few dominant lines at the expense of the rest of the American merchant marine, both tramp and liner alike.

"To the extent that this has been done, subsidies have promoted economic concentration and discouraged legitimate competition, and in many respects have failed to achieve their objective of advancing the combined welfare of all segments of the American fleet."

Patten noted that the unsubsidized lines have put forward numerous suggestions for modernizing the fleet with the emphasis on the use of government-generated military and foreign aid cargoes, plus long-term charters, to stimulate new ship construction entirely with private capital. He said that as much as half a billion dollars in private funds would be committed to new ship construction under such an arrangement.

Preparing for Engineers License



W. J. Powers examines diesel engine used at SIU-MEBA, Dist. 2 engineering school across the street from the New York hall. He sails as electrician, reefer and pumpman and is studying for his engineer's license. Powers joined the SIU in Baltimore in 1957.

Engineer Total Hits 279 As Four Seafarers Upgrade



Boegly Gerrish Green Preston

Four additional Seafarers have graduated from the school of marine engineering sponsored jointly by the SIU and MEBA, District 2. Three of the men are new third assistant engineers

while one received a second assistant engineer's license after completing the course of instruction offered at the school and then passing Coast Guard-conducted examinations. A total of 279 Seafarers now have graduated from the school.

Eugene Boegly is a third assistant who formerly sailed as FWT. A native of Philadelphia, he makes his home in that city. The 25-year-old Seafarer joined the Union in Philadelphia in 1961.

A new second assistant engineer, Stanley Gerrish joined the SIU in 1967 in the port of Port Arthur, Texas. He lives in Nederland, Texas, and formerly sailed as FOWT. The 43-year-old seaman is a native of Maine.

Before receiving his third assistant's license, John Preston sailed as a deck engineer and FOWT. The 44-year-old native of Dundee, Scotland, joined the SIU in the port of New Orleans in 1961 and makes his home in

that city.

Clifford Green also received a third assistant's license. An oiler, fireman and electrician since joining the Union in 1968, Green is a native of Waitman, Nebraska. He is 43 years old and served in the Army from 1949 to 1951. Brother Green joined the SIU in Seattle and lives in Vancouver, Washington.

Engine department Seafarers are eligible to apply for any of the upgrading programs if they are at least 19 years of age and have 18 months of Q.M.E.D. watchstanding time in the engine department, plus six months experience as wiper or the equivalent.

Those who qualify and wish to enroll in the School of Marine Engineering can obtain additional information and apply for the course at any SIU hall, or they can write directly to SIU headquarters at 675 Fourth Avenue in Brooklyn, New York 11232. The telephone number is 212-Hyacinth 9-6600.

U.S.-Flag Tanker Fleet Slips To 12th in World Figures

PHILADELPHIA—The United States slipped into twelfth place as a tanker-owning nation in 1967. Just one year ago, it occupied fifth place, thus indicating the serious and unwarranted further deterioration that has taken place in this country's position as a leading maritime power.

According to the Sun Oil Company's twenty-sixth annual tanker study, released last month, Japan outpaced the other maritime nations in tanker construction in 1967 as it had the previous year, showing the greatest growth in both total and average deadweight tonnage under construction. As of the beginning of this year Japan had 44.5 percent of the world's total tanker tonnage on order.

With 18,436,000 deadweight tons of tankers under construction at the end of last year, this represents an increase of 35.9 percent for Japan over the previous year. This compares with 16 tankers totalling 694,000 deadweight tons under contract at the same time in the United States—a little over one-third of the Japanese orders.

In second place, the study found, was France, with 3,914,000 tons under construction. Two nations declining in actual construction volume were the Soviet Union and Spain. The U.S.S.R., however, had an impressive 1,260,000 deadweight tons on order in the world's yards.

The world total for 1967 was 469 tank ships—representing 41,444,000 deadweight tons—either under construction or on order.

Also shown by the survey was a trend to larger ships. The 1967 figures show a net increase of only 28 vessels world-wide, but the increase in total tonnage was 14,959,000. The average vessel under construction at the end of last year was 88,400 tons, compared with 62,100 tons at the end of 1966.

As leading flag of registry, Liberia continued to top the list with 22.7 percent of the world's carrying capacity—up from 22.2 percent the previous year. This

is directly attributable to the large number of "runaway flag" ships: vessels owned by United States companies which have transferred to Liberian registry to escape U.S. manning and safety standards as well as to avoid paying taxes to the U.S. government.

The second flag-carrier was Norway, which increased its registered tonnage by 2,282,200 during the year.

The United Kingdom, with 5,584,000 deadweight tons under construction at the beginning of this year, is increasing its present fleet by 44.9 percent.

The survey showed world tanker fleet carrying capacity at the end of 1967 was equal to 7,275 tank ships of the T-2 variety representing a gain of 634 T-2 equivalents—or 9.5 percent above 1966.

The U.S., meanwhile takes more and more of a back seat.

AFL-CIO Pres. Meany To Make Broadcasts On Election Issues

WASHINGTON — AFL-CIO President George Meany will make a series of four five-minute, nationwide radio broadcasts on the issues in the 1968 political campaign.

The series, directed to AFL-CIO members and their families, will be on the National Broadcasting Company radio network. The programs will be aired Friday evenings at 7:45 p.m. (EST) starting October 11.

As some stations may carry the broadcasts at a different hour, local stations should be checked for exact broadcast times.

New Support Rallies for Humphrey As Campaign Picks Up Momentum

WASHINGTON—A new, buoyant mood marked the campaign of Vice President Hubert H. Humphrey amid growing signs last week that his drive for the presidency was beginning to gather momentum.

Humphrey himself exuded confidence as he capped one of his best weeks since winning the Democratic nomination with a three-day swing through the South, declaring that his campaign had "turned the corner." And observers agreed that the crowds that greeted him at stops from the Pacific Northwest to Jacksonville, Fla., were picking up steadily, both in size and enthusiasm.

This week also included a major foreign policy address to the nation over network television. The Vice President announced in the broadcast that if elected he would seek to shorten the war in Vietnam by risking a halt in the bombing of the North if Hanoi showed genuine interest in peace.

Humphrey continued to hammer away at the conservative economic record of Richard M. Nixon, his Republican opponent, and the "strategy of organized hate" adopted by George C. Wallace, the third-party candidate.

Recalls 'Dismal' GOP Years

In Portland, Ore., he recalled the "dismal, disheartening years of Republican economic mismanagement" and contrasted them with "the 90 months of sensational economic growth and uninterrupted prosperity" since 1961.

"The American worker," he suggested "will remember when he opened each pay check with the dread that he might find a layoff notice in his envelope."

In the South, Humphrey took out after Wallace on the latter's home grounds. Addressing a noon rally of nearly 12,000 in downtown Jacksonville, he charged that despite the former Alabama governor's claims, he is actually an "enemy of the working man."

Wallace's "strategy of organized hate," Humphrey declared, can, if left unanswered, "lead America to disaster just as surely as the radical tactics of the shouters and disrupters."

To a crowd of more than 20,000 at the Charlotte, N. C., sports arena—three to four times more than Nixon and Wallace had drawn in previous appearances—the Vice President charged that Nixon is trying to "out-Wallace Wallace." He called the GOP candidate "a man who deliberately courted the most radical extremist element in his own party, who continues this appeal in his speeches, and who will be fully in their debt should he win the presidency."

Humphrey continued to press Nixon to break his silence on key issues in the campaign and to agree to nationally-televised debate, referring to his opponent as "the shadow" and "Brand X."

Foreign Policy

The Vice President's foreign policy address was taped in Salt Lake City and televised nationally. The key paragraphs said:

"As President, I would stop the bombing of the North as an acceptable risk for peace because I believe it could lead to success in the negotiations and thereby shorten the war. This would be the best protection for our troops.

"In weighing that risk—and before taking action—I would place key importance on evidence—direct or indirect—by deed or word—of Communist willingness to restore the demilitarized zone between North and South Vietnam.

"If the government of North Vietnam were to show bad faith, I would reserve the right to resume the bombing."

The speech drew warm praise from a number of supporters of Senator Eugene J. McCarthy and the late Senator Robert F. Kennedy, who had opposed Humphrey for the Democratic nomination

and criticized the Administration's conduct of the war.

In addition to the bombing halt, Humphrey proposed a "de-Americanization" of the war by shifting the military responsibility to the South Vietnamese, an internationally supervised cease-fire and supervised withdrawal of all foreign troops, and free elections among the people of South Vietnam.

Earlier, the Vice President had delivered slashing attacks on his opponents in addresses to two state AFL-CIO conventions.

Appearing before more than 1,500 delegates to the California AFL-CIO convention in Sacramento, Humphrey assailed Nixon for failing to do his "homework" on the Farm Workers' grape strike and boycott. He challenged Nixon to join him in urging growers and the union to negotiate an end to the dispute.

"The alternative is clear," he told his cheering, table-pounding audience: "Bargain or boycott."

Nixon Anti-Labor

A day earlier, at the Minnesota AFL-CIO convention in Minneapolis, the Vice President told 1,000 delegates from unions in his home state that Nixon as a congressman and senator had never voted with working people "on a single issue."

Humphrey's Sacramento speech focused on statements by Nixon backing the big corporate growers against efforts of the Farm Workers to win recognition and bargain collectively and labeling the union boycott of California table grapes "illegal."

Nixon should have known, Humphrey said, that "the strike and the boycott arise from the simple fact that there is no coverage for farm workers under the National Labor Relations Act."

Hearings on 'Midbody' Bill Scheduled by Senate Unit

WASHINGTON—Hearings were scheduled to get underway this week on the "Midbody" bill starting October 9 before a subcommittee of the Senate Commerce Committee.

The measure, H.R. 163, was passed by the House on July 15 and the Senate Commerce Committee later voted the bill out favorably but, following protests from opponents, recalled it for the hearings.

Stressed by many legislators as one of the two bills on maritime that could and should be passed before adjournment, the proposed legislation would prevent vessels built or rebuilt outside the United States or documented under foreign registry from carrying cargoes restricted to ships of the United States.

Spelled out is a definition of the term "built or rebuilt outside of the United States" so that it includes the construction or alteration abroad of any major component of the hull or superstructure of a vessel. Under the language of the bill, no vessel built or re-

built outside of the country or documented under foreign registry after June 12 of this year would be eligible to carry military cargoes or government-sponsored cargoes until such a vessel had been documented under the laws of the United States for a term of three years. An exception would be made for any vessel caught in the process of competing arrangements for such carriage at the time of passage.

The other measure which had reached the point where passage in this session is considered possible is H.R. 159, the Independent MARAD bill. This was passed by the House in October, 1967 by an overwhelming vote of 324 to 44, and has been favorably reported out by a 17-to-1 vote of the Senate Commerce Committee. Full Senate action is pending.



Home State Labor gave Vice President Humphrey a roaring welcome at the Minnesota AFL-CIO convention attended by 1,000 delegates. There and at California AFL-CIO convention he charged Richard Nixon, as a congressman and senator, never voted with working people on a single issue.

Boycott Makes Grape Sales Tumble As Country-Wide Support Snowballs

BALTIMORE—Grape sales in this area dropped 48 percent in the first two months of a union-organized boycott against California table grapes, the Baltimore Sun reported this month.

The same paper quoted the U.S. Dept. of Agriculture and the California State Department of Agriculture as saying that table-grape shipments to the nation's 20 largest metropolitan areas have declined an average of 15 percent below last year, though this year's crop is 13 percent larger.

The Los Angeles Times noted that "behind the boycott of California's table grapes is the decades-long, bitter and unsuccessful effort to organize farm workers who are among the lowest paid workers in the nation."

Its news service reported recently that small bands of farm workers have visited every major city in the United States, and several in Canada, in the "most massive boycott of its kind in history"—an effort that has become a new cause for organized labor, in cooperation with churches and other groups.

The AFL-CIO's United Farm Workers Organizing Committee, chartered three years ago with Cesar Chavez as director, has suc-

ceeded in winning more than a dozen collective bargaining agreements from the wine grape industry but none from the united table grape growers.

It launched its nationwide boycott this year after the growers had rejected all attempts to get them to start contract talks, or to recognize the right of employees to select a bargaining agent. The farm workers called 7,500 grape pickers to their cause in the San Joaquin Valley of California and won widespread public backing for the pickers who are not protected by any labor laws.

Last May the AFL-CIO Executive Council endorsed the boycott and called on all labor to support the struggling union. It noted that farm workers do not enjoy the legal protections of the law in organizing, and charged California growers with entering into a conspiracy to destroy the union.

The growers have since issued statements belittling the boycott as a minor irritation. Presidential candidate Hubert H. Humphrey and Edmund S. Muskie, his running mate on the Democratic ticket, strongly backed the grape pickers. GOP Candidate Richard M. Nixon called the boycott "illegal."

Other developments:

- The mayors of several major cities banned the buying of all

California grapes for city institutions "for the duration."

- Lawrence Cardinal Shehan of Baltimore declared "our refusal to buy table grapes at this time is a small deprivation for the sake of the human rights of a most neglected segment" of society.

- Bishop John Wright, Pittsburgh, announced he has stopped eating grapes and hopes people will follow his example. He said "I like grapes but I like people more."

- The general board of the National Council of the Churches of Christ in America called on members to refrain from eating California grapes until union recognition or good-faith bargaining is assured.

- The Minnesota Rabbinical Association and other church groups also backed the boycott and urged their congregations to do likewise.

UFWOC headquarters in Delano, Calif., estimated its boycott has cost the growers \$3.7 million so far this year in lost wholesale sales.

The area of largest decline, according to Agriculture Department reports, is New York City where shipments declined 58 percent below last year's figure. In Boston as well as Baltimore, the decline was 48 percent.



United Farm workers picket outside the offices of Nation's Business at 711 Third Avenue, New York, last week. They were protesting a full page advertisement the magazine bought in the N.Y. Times attacking their three-year-old strike against California grape growers. Farm workers denounced ad as technique to break boycott of table grapes.

New Satellite Navigation System Hailed as Boon to World's Shipping

SAN FERNANDO, Calif.—A new navigation technique, enabling any vessel at sea to determine its position to within one-tenth of a nautical mile in all kinds of weather through the use of man-made satellites, has been hailed as a coming boon for the shipping industry.

Tests of the equipment used in the operation indicate that the vessel will be able to accurately forecast the time it will arrive in a port so that arrangements can be made in advance for dockage, the unloading and loading of cargo, and other time-consuming details.

Practical tests of the equipment have proven highly successful. It makes use of U.S. Navy polar orbiting satellites first launched in 1964 and now available to most nations. Specially trained personnel is not required to operate the largely automatic equipment which consists of a navigation receiver, a small general-purpose shipboard data processor, a conventional teleprinter and an antenna preamplifier assembly.

Aids Fishing Vessels

The new system was developed by the Federal Laboratories Division of International Telephone and Telegraph Corporation, which has its headquarters here. According to Dr. Arnold Levine, vice-president, the satellite guide system will be especially beneficial as a navigation aid to fishing boats and vessels engaged in oil exploration or oceanographic studies, as well as general commercial shipping.

Levine outlined operation of the system as follows:

Navy satellites circle the earth continually, crossing over the North and South Poles. Each completes an orbit every 108 minutes and broadcasts its position regularly throughout each lap.

There are four satellites in orbit and the average time between passes at, for example, 30 degrees latitude, would be 60 minutes for a precision navigation fix—depending on the relative position of the satellites and the location of the vessel. The exact orbit of each satellite is determined by U.S. Navy radar measurements, processed by computers on the ground. Twice daily the information is fed back into the electronic "memories" of the satellites so they can broadcast their exact location every two minutes.

On board ship the ITT equipment determines the position of the vessel with respect to the satellite's known location at the instant of the broadcast. It does this by automatically measuring variations in broadcast frequency—produced by the natural phenomenon known as the Doppler Effect—as the satellite goes by. Since the received frequency varies from the known frequency broadcast by the satellite in exactly predictable amounts, depending on the satellite's distance from the ship, the computer on the vessel can determine the exact position and then print out the results on the teleprinter.

Shipbuilders Vote Pettis President, Mourn Grogan

MIAMI BEACH—Andrew A. Pettis was unanimously voted president of the Marine & Shipbuilding Workers here by delegates to the 24th biennial convention.

A pall of deep mourning overshadowed the opening of the four-day session as delegates voiced their sorrow for deceased President John J. Grogan, 54, who died suddenly Sept. 16 in Jersey City, N.J. Grogan had occupied the presidency for the past 18 years.

Pettis, 62, had been vice president and legislative head since 1951, after serving as New England regional director.

For the past 17 years Pettis has been the Shipbuilders chief contact man on federal legislation.

Pettis got his start in union affairs during World War II when he was active in Local 505, the CIO union at the South Portland, Me., shipyard.

He was local union president in 1944 and 1945 until he resigned to become the union's New England regional director. In 1946 he was elected to the national executive board of the union and in 1951, when Grogan moved into the presidency, he was named to succeed him as vice president. He was subsequently re-elected seven times.

Columbia Trader Safely Refloated Near Hong Kong

The SIU-contracted Columbia Trader (Columbia Steamship Company) was stuck on the rocks at Waglan Island near Hong Kong recently, but after five days, efforts to drag her off proved successful. Following repairs, she completed her voyage and is returning to the West Coast, a company spokesman told the LOG from Portland, Oregon.

The 7,600-ton freighter had bunkered in Hong Kong on August 6 and was proceeding to Vietnam from that port when she ran aground. Five days of maneuvering were required before tugs from the Taikoo Dockyard in Hong Kong were able to drag the ship free with the use of chains and anchors. The vessel then returned to Hong Kong for repairs.

Sails for Vietnam

Following these minor repairs, the Columbia Trader then sailed for DaNang, Vietnam, on September 14. The crew is scheduled to pay-off in California later this month. Damage to the ship was slight and there were no injuries reported. Some cargo in the No. 2 lower hold was damaged however. The cargo, which included beverages and food stuffs, had to be removed to lighten the ship before rescuing operations could be successfully completed.

Marine, Urban Services and Public Works Department personnel effectively kept Big Wave and Shek O beaches in Hong Kong clear of unavoidable oil slick which seeped from the ship. Beaches in the area were closed to the public briefly, while an estimated ten tons of oil—brought in by the tide—were sprayed with detergent. A fireboat, Alexander Grantham, used highspeed air jets to minimize pollution of the waters around Waglan. Beaches were quickly reopened—unharmful—to the public.

Money Due

Checks are being held at SIU Headquarters, 675 Fourth Avenue, Brooklyn, N. Y., for the Seafarers listed below for money due them on the vessels shown. Men whose names are listed should get in touch with Union headquarters as soon as possible.

Name	Ship	Claim
Alvin Jayne	Mt. Petrochem	Disputed Overtime
Donald Domenici	Mt. Petrochem	Disputed Overtime
Generosa Espada	Mt. Petrochem	Disputed Overtime
Leandro Correa	Mt. Petrochem	Disputed Overtime
Kerry Choi	Mt. Petrochem	Disputed Overtime
Walter Kubiak	Mt. Petrochem	Disputed Overtime
Earl H. Bermer	Penn Carrier	Disputed Overtime
Calvin R. Smith	Transwestern	Disputed Overtime
Daniel J. McLaren	Transwestern	Disputed Overtime
Thomas E. Hanson	Valiant Hope	Transportation
Donald Kershaw	Valiant Hope	Transportation
Warren Weiss	Niagara	Lodging
James Gleason	Seatrain New York	Disputed Lodging
Fred Patterson	Seatrain New York	Disputed Lodging
Joseph L. Chapeau	Kent	Lodging
Cyril Gauthier	Kent	Lodging
J. Walsh	Midlake	Standby Wages
D. Shattuck	Midlake	Standby Wages
Bobby V. Carter	Alcoa Master	Transportation
David J. Flynn	Alcoa Master	Transportation
J. Rose	Rambam	Retroactive Wages
C. Cummings	Rambam	Retroactive Wages
A. Samawi	Rambam	Retroactive Wages
J. Saunders	Rambam	Retroactive Wages
Roy L. Frank	Seatrain San Juan	Unclaimed Wages
Emil H. Kjono	Albion Victory	One Day's Wages
John B. Gardner, Jr.	Norberto Capay	Refund
Onofre F. Rando	Norberto Capay	Refund
Jose R. Rodriguez	Marore	Disputed Overtime
Haralambos C. Menicou	Wilmar	Lodging
C. Hernandez	Summit	Wages
S. Hommen	Summit	Wages
D. Mangual	Afoundria	Wages
E. San'ana	Afoundria	Wages
Robert Miller	Del Mar	Refund
R. South	Isthmian Lines	Refund

At The Baltimore Hall



P. Losado, who sailed in engine department, waits for a haircut in the barber shop at the SIU hall in Baltimore. Brother Losado is on an SIU pension and still proudly displays his Union book.

Humphrey Seen Clear Labor Choice In Editorial by AFL-CIO President

(The following editorial, entitled 'Humphrey: A Clear Choice,' and signed by AFL-CIO President George Meany, is reproduced from this month's issue of the official AFL-CIO magazine AMERICAN FEDERATIONIST.)

On November 5, the American people will choose their President for the next four years. They can vote for either—

HUBERT H. HUMPHREY, a staunch friend of the worker throughout his public life and a supporter of unions in good times and bad; or

RICHARD M. NIXON, friend of corporations and the wealthy and a co-author of the Taft-Hartley Act; or

GEORGE C. WALLACE, a racist and demagogue, once governor of a state known for low wages, poor working conditions and weak unions.

Their campaigns are as different as the men themselves and as different as their records.

Humphrey has run on his record as a proven liberal, talking to the country of his plans and programs, and his party's platform—one that is sound, sensible and achievable.

Nixon has failed to discuss any major issues; refused to debate; placed an embargo on questions about key problems; adopted the Dewey technique of pretending he is above political discussions. His party's platform is one of reactionary generalities designed to appease the Strom Thurmonds in the party.

Wallace has offered no programs or proposals except racism; has attacked every liberal law and sought to arouse fear and prejudice. He has no platform, but is attempting to divide America at a time when division aids only the enemies of the United States.

Humphrey's campaign has been hampered by a concerted, well-planned and well-financed attempt to drown out his voice and his reasoned discussion. In state after state, the same groups of loud-mouthed disrupters—calling themselves liberals—have attempted to keep their fellow citizens from even hearing Humphrey's words.

Nixon's campaign has been marked by the most expensive, well-planned blanket of political advertisements on television, radio and in the press in the nation's history. He has substituted glamour and razzle-dazzle for discussion.

Wallace's campaign has been confined to a single speech—repeated endlessly—which can only be characterized as a litany of fear.

How should workers judge these three men? The AFL-CIO believes they should be judged on their records.

Humphrey's appeal has been honest and forthright. He has asked for labor's support on the

basis of his 100 percent record of support for labor. He has been the worker's friend and he deserves the worker's support now.

Nixon has attempted to conceal his record and avoid the issues. He has promised to support tax gimmicks to make America's profit-swollen corporations even more profitable.

The Wallace record is the record of Alabama—naked race discrimination, low wage rates, high crime rates, poor compensation for workers when they are unemployed or injured on the job, poor schools, little help for the poverty stricken and high taxes for workers and low taxes for corporations.

What would be the result if each were elected?

Wallace would undertake to smash America's unions—for they stand as a firm bulwark against dictatorship and the only way Wallace could redeem his promises would be as a dictator.

Nixon would seem to pass the anti-union bills now pending in the Congress—many authored by Strom Thurmond, the man who engineered Nixon's nomination.

Humphrey would be a liberal, as he has been during all his public life, dedicated to improving and extending the legislative victories workers have won in the eight years of John F. Kennedy and Lyndon B. Johnson. Unions would grow, union-won benefits would be improved and America would continue to move forward.

To American workers, the choice must be clear. Humphrey deserves, should have and will have our enthusiastic support.

One more point must be added:

Wallace has no chance of victory. Every vote he receives outside the South is really a vote for Nixon.

Few self-respecting trade union members would ever vote for Nixon, but any union member who allows his fears to outweigh his judgment and casts his vote for Wallace is only aiding Nixon.

I am confident the workers will weigh all the facts. They will realize that everything they have won because they were united in their unions can be taken away by an anti-union President. They will realize that medicare, social security, aid to education, decent housing legislation, a good minimum wage bill—all of their legislative victories—will be in danger.

I am confident that when workers consider the alternatives they will vote for their friends—Hubert H. Humphrey for President and Edmund S. Muskie for Vice President.

That is the way to victory—for workers, for America, and for the free world.

3 More Seafarers Upgraded By SIU Deck Officers School

Three more Seafarers have received a deck officer's license after passing examinations conducted by the Coast Guard following their completion of the course of study offered at the Deck Officers school sponsored by the SIU and the Associated Maritime Officer's Union.

Two men are new third mates and the other earned his second mate's ticket. A total of 40 Seafarers have thus far received licenses through the school.

Maytum
John Maytum is a new second mate after having previously sailed as AB and bosun. A native of Providence, Rhode Island, he continues to make his home in that city. Brother Maytum joined the SIU in 1957 in the Port of New York. He is 36 years old.

Rudolph Loizzi, a newly-licensed third mate, previously sailed as AB. The 31-year-old Seafarer joined the Union in the Port of New York in 1960. He lives in New York City, where he was born.



Lewallen Loizzi

Joseph Lewallen is a third mate who formerly sailed as bosun and AB. The 50-year-old native of North Carolina joined the SIU in New York in 1947. He makes his home in Ashboro, North Carolina.

The training program, operated under a reciprocal agreement between the SIU and the Associated Maritime Officers Union, is the first of its type in the industry.

Applicants can begin training at any time. The period of instruction is determined by each member's individual ability and knowledge, and his preparation to take the examination.

The training program was instituted in line with the SIU's objective of encouraging and assisting unlicensed personnel to upgrade themselves.

Seafarers can participate in the course of instruction at no cost to themselves. They will be provided with meals, hotel lodgings and subsistence payments of \$110 per week while in training.

This in-training assistance is the same as that available to engine department Seafarers who are enrolled in the union training program to prepare engine department men for their licensed engineer's examination.

SIU deck department men interested in the program should apply at any SIU hall.

MARAD Places Two More Ships On Cuba Blacklist

WASHINGTON—Two more ships, the Cypriot-flag Akmeon, a tanker, and the Italian-flag freighter Somalia, have been added to the Cuba blacklist, it was announced this month by the Maritime Administration, and will henceforth be barred from carrying U.S. Government-generated cargoes.

The total number of vessels on the blacklist as of September 1 of this year stands at 191, two less than the previous report's total, despite the addition of the new ships, MARAD said.

This stems from the fact that four vessels listed on the earlier report have been removed. Three of these were deleted because they have been broken up and the fourth, the Greek-flag Calliopi Michallos, was dropped after its owners pledged that this vessel—and two others they own—will not be used again to trade with Cuba.

In all, 120 ships have been stricken from the list since it was first established on January 1, 1963, MARAD noted.

Turkish Labor Team Visits SIU



A Turkish labor team visited Union headquarters recently. Among the highlights was a tour of the engineering school the SIU operates with District 2, MEBA. SIU Rep. Frank Pecquex describes a diesel engine used in instruction. At far left are interpreter Aydogan Hakman and Frank Margiotta of the SIU's editorial department. Team manager Anthony Ambrosi is in back. Other members of the visiting union group looking on are: Mehmet Aksoy, Ali Albayrak, Yakup Kayabasi, Emir Postaci, Altan Sonmez, Hasan Tanabas and Salhattin Tankutay. They also paid visit to union hall, clinic and gym.

U.S. Reliance on Foreign-Flag Ships Seen 'Enormous Danger' by Hathaway

WASHINGTON—This country's reliance on foreign-flag vessels in the carriage of import-export cargoes and particularly those containing strategic materials was declared an "enormous danger" recently by Representative William D. Hathaway (D-Me.). The Maine congressman also hit

our imports and less than 10 percent of our exports."

Another danger deplored by Hathaway was the U.S. balance of payments deterioration.

"Every dollar we pay to a foreign-flag ship represents a dollar's loss in the balance of payments. Every dollar we pay to have an American-flag vessel carry our imports and exports means a dollar added to the plus-side of the balance-of-payments ledger," he noted. "Even though American ships are carrying only about six percent of our goods, they are earning or conserving \$1 billion a year in international payments. So the serious problem we face in the balance of payments could be overcome by expanding the merchant marine."

Hathaway noted that 28 percent of our trade was carried largely by the runaway Liberian-flag fleet alone, and that this was more than four times what the entire American-flag fleet carries.

"This reliance on foreign-flag ships is more pronounced when you look at the subject of strategic materials—the raw materials which are vital to our national defense and our industrial output. There are 77 of these strategic materials which either entirely or substantially are imported from abroad," Hathaway told a meeting sponsored by the nearly seven-million member AFL-CIO Maritime Trades Department.

U.S. Carriage 'Imperative'

"The very nature of strategic materials makes their carriage on American-flag vessels imperative," he stated.

Hathaway charged that the neglect of the Merchant Marine continues at a time when our international trade has been growing at a fantastic rate, with the bulk of the increase being in waterborne carriage. Airlines carry only a fraction of one percent of our import-export cargo, he pointed out.

"In 1950," the congressman stated, "44 percent of all U.S. imports and 33 percent of all U.S. exports traveled aboard American-flag ships. By last year, our own vessels were reduced to carrying a mere five percent of

our imports and less than 10 percent of our exports."

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Four-Point Program

Hathaway urged a program to plug the dollar drain which would include the following points:

- Incentives to American firms shipping their goods abroad in ships flying the American flag.

- Conversely, the levy of extra duty on all imports arriving in this country aboard foreign-flag vessels.

- Closing of loopholes in present laws governing shipment of foreign-aid cargoes, food-for-peace cargoes and military cargoes, so that these shipments are carried exclusively on American-flag ships.

- Enactment of new legislation requiring that a fixed portion of goods arriving in the U.S. under licenses or quotas be carried on American-flag ships. Such cargoes would include petroleum products, sugar and molasses.

Such a program, Hathaway said, should be followed by other actions to strengthen our fleet—building new ships to replace the old and providing adequate subsidies to help all U.S.-flag vessels compete on a day-to-day basis against the low-wage shipping of foreign countries.

Supporting Humphrey-Muskie



The SIU helped rally support for the Humphrey-Muskie ticket on Fulton Street in downtown Brooklyn and elsewhere in the city on HHH day in New York last week. The union is supporting the Democratic nominees all the way in this very crucial election.

Agnew Continuing Well Off Course—Manages Two Bloopers in One Day

TOLEDO—Maryland Governor Spiro T. Agnew managed to do it again—and again—during a one-day visit here.

The Republican vice presidential candidate added to his list of "foot-in-the-mouth" bloopers during an outdoor rally in downtown Toledo.

First he described himself as

"a labor lawyer by trade" and denounced the boycott of struck California grapes as an "unfair tactic."

Instead of a boycott, Agnew said, the union's representatives should be "sitting across the bargaining table" and trying to settle their dispute "in the traditional American fashion."

Just a few weeks earlier, Richard M. Nixon likewise denounced the grape boycott as "illegal" and said the issue should be settled by the National Labor Relations Board.

He was promptly reminded by the AFL-CIO Executive Council and the United Farm Workers Organizing Committee that farm workers are not covered by federal labor law and, since the grape growers refuse to recognize the union or bargain, the workers must strike and boycott.

A Lawyer Should Know

As a lawyer as well as a presidential candidate, the union suggested, Nixon should know that.

But Agnew, as a self-styled "labor lawyer," apparently didn't know it either—even though extension of the National Labor Relations Act to farm workers has been blocked by a Republican-Dixie coalition in Congress.

Then Agnew sharply criticized Toledo's Mayor William Ensien, a Democrat, for not meeting him at the airport. He had to get the traditional "key to the city" from a Republican member of the city council, Agnew complained.

The next morning, the Toledo Blade ran a front page picture of Mayor Ensien presenting the city's traditional "lass key to Agnew at the airport. The mayor was quoted as saying that he had "a large tag" on his lapel identifying himself.

An aide to Agnew said there would be no apology. The Republican candidate, he said, was apparently "misinformed as to who the guy was" who presented the key.

These were just the latest of a growing list of incidents in which Agnew has shown himself to be misinformed since his nomination by the GOP.

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

By Sidney Margolius

The Case of the Fake Social Security Scare

It would take a Perry Mason to track down whoever is responsible for passing out the leaflets claiming "There is a bill before Congress that would destroy the Social Security Act."

Some people who have read the leaflet have become very agitated. They have written to their Congressmen and phoned union offices expressing fear that Social Security will be destroyed.

Since most people have to depend on Social Security for their basic old-age income, the leaflets are enough to scare anyone. They say that a bill pending before Congress would "channel the money you have paid, and will pay in the future, into welfare programs with the Administration empowered to determine what retirement benefit, if any, you would receive . . ." The leaflet goes on to say: "Aside from the fact that this would be outright confiscation of the money you have paid into the Social Security Fund over the years, no man should have this power. There are a lot of power-mad people in our country who would like to get their hands on the billions in the Social Security program in order to dole it out to their political supporters . . . Let your Congressman and Senator know how you feel about House Bill 5710."

The Social Security Administration tells us that these flyers first turned up last summer in the Memphis area. They were traced to a local businessman who first bragged about calling the leaflet to the attention of his employees by posting it on the bulletin board. Then he said he had been misled by something he had read.

A little later the same leaflets appeared in Georgia under windshields in supermarket parking lots around Atlanta, in faculty mailboxes at the University of Georgia at Athens, and in other places. Then there was a flurry in Chicago, California and Florida.

Investigators have had a devil of a time tracking down the source. By the time the social security district offices went out to trace the origin, the track was cold. Even central office investigators have hit the same dead end. They go to the factory where the flyer was given out; management knows nothing about it, or knows it was cir-

culated but not by management. The individual worker may remember only that he found it on his machine or desk or that another employee handed it to him.

You might suspect a conspiracy, but a conspiracy couldn't work as well. More possibly, the persistence of the leaflets and the anxious reaction indicates that people still have some of the fears that social security will change or be abolished hanging over from the Goldwater election campaign in 1964. This climate of anxiety over social security apparently has been extended by magazine and newspaper stories since then, such as that one in *Readers Digest* last year. It alleged that social security funds were going to finance "foreign aid, the moon race . . ." etc.

Some well-meaning but thoughtless people have pyramided the rumor without first checking on it. During an American Legion meeting in one Eastern city, the commander read the flyer. There was a murmur of outrage from the audience. He suggested they write their Congressman. Later it turned out that the commander had picked up the flyer at the place where he worked.

Never pay any attention to any anonymous leaflet like this one. Also, here are the true facts to help you quiet any rumors that may float around your own place of employment or town:

- There is no House Bill 5710 now before Congress.

- Social Security Commissioner Robert M. Ball states that there are no other bills that would "channel the money into welfare programs" or "provide for a test of need" for social security, or "give discretion to administrators in determining the amount of benefits."

- There was a House Bill 5710 last year. It never would have done any of the things described. After some changes it became House Bill 12080. It was enacted into law early this year; increased social security benefits; made more people eligible, and made some improvements in Medicare.

There was no change in the regulations regarding your right to benefits, or the way they are figured. As before, benefits are paid as a matter of earned right with no requirement that you have to show financial need.

SEAFARERS LOG

Oct. 11, 1968 • Vol. XXX, No. 21

Official Publication of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO

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Nixon's 'Juggling' of Facts Aimed at Confusing Workers

WASHINGTON—Republican presidential candidate Richard Nixon is ignoring facts and resorting to "statistical juggling designed to confuse the American worker," AFL-CIO President George Meany declared recently in refuting a Nixon statement contending that workers have been "marking time for the last three years because of the economic policies that my opponent applauds."

Meany recalled that Nixon had opened his campaign on Labor Day "with a falsehood," claiming that the average worker has lost \$1,000 in income through inflation since the last presidential election.

"The AFL-CIO promptly nailed that claim," Meany said, "pointing out that since the last presidential election the average worker with a wife and two children had gained more than \$400 in real wages after deductions for price increases and taxes."

Turning to Nixon's latest charges, Meany said the facts show that pay envelopes over the past three years "have kept pace with, and exceeded, price increases brought on by the profit and pricing policies of giant corporation."

"During this same period," he continued, "the American worker has won substantially higher minimum wages, a vastly improved social security system including medicare, badly needed housing legislation and a federal education program that was long overdue."

Meany also noted that during the past three years the nation "has been engaged in a massive war effort to preserve the freedom of South Vietnam and it has met this economic challenge without wage or price controls."

This preservation of a free economy, he added, represents "an extraordinary and unparalleled achievement of Administration policy, under the most difficult circumstances."

'Hard and Clear'

Nixon, he said, ignores these facts, but "no amount of statistical juggling" by the candidate can obscure the "hard and clear" truth:

"The American worker has been better off during the eight years of Kennedy, Johnson and Humphrey than at any other eight-year period in history.

"During that time, the worker engaged in manufacturing, married and supporting two children, has had a total increase in real wages of \$14.30 a week. During the Eisenhower-Nixon years, the comparable figure was \$6.84.

"During the eight years of Kennedy, Johnson and Humphrey there has been no recession; the Eisenhower-Nixon record was three recessions in eight years.

"During the past eight years, 10 million more people have become employed and unemployment has dropped by one million, a decline of almost 26 percent."

These are truths, Meany concluded, "and campaign oratory won't change them."

The Hunters



LABOR ROUND-UP

The presidency of the Fire Fighters changed hands last month as officers elected at the union's Washington convention in August began their terms. W. H. McClennan, who has been vice president for the New England area, began his two-year term as president. William D. Buck, president of the Fire Fighters since 1957, became the union's first president emeritus, with advisory duties and status as a delegate-at-large to the union's convention. Albert E. Albertoni continues as the union's secretary-treasurer.

International Brotherhood of Electrical Workers President Gordon M. Freeman, who has headed the IBEW for the past 13 years, retired October 1. The union's executive council, in accepting the resignation with "deep regret," named 49-year-old Charles H. Pillard, a member of the council since May 1961, to succeed Freeman. Freeman, 71, was chosen to head the IBEW in 1955, as successor to the late J. Scott Milne. He was unanimously re-elected at all subsequent union conventions. Pillard, who was initiated into the IBEW in 1940, has been business manager of the union's Local 41 in Buffalo, N.Y. since 1952.

Affiliates of the Clothing Workers in New York have made a

grant of \$40,000 to the New York Urban Coalition to construct a mini-park in a poverty area. The park, part of a rehabilitation program being undertaken by an East Harlem community group, will be the first of 100 mini-parks which the coalition has pledged to build in the city's poverty sections. The ACWA grant is part of the union's \$250,000 commitment to urban coalitions around the nation.

The AFL-CIO's Internal Disputes Plan has maintained its successful use of mediation with the percentage of cases settled on this level running at 60 percent so far this year. Since the plan was initiated in 1962, 810 complaints have been received and 481 have been settled at the first-stage mediation level. Of the 292 determinations by impartial umpires, violations of the plan set up under Article XX of the federation's constitution were found in 97 cases. The Executive Council subcommittee set up under the plan has received 53 complaints of non-compliance with the determinations of the impartial umpires and achieved compliance in 27 cases. Non-compliance was found in 13 cases, six were withdrawn and seven cases are pending.

They've done it again. A minority of vicious labor-haters and ultra-reactionaries, by conducting an outrageous and vile filibuster-attack on the United States Supreme Court and on the President's nomination of Abe Fortas as Chief Justice, have caused the nominee to withdraw his name from consideration. And this despite the 11-6 recommendation of the Senate Judiciary Committee that the Senate "advise and consent" to the nomination.

In withdrawing, the distinguished Associate Justice issued a statement which must strike any fair-minded citizen with a sense of shame and concern.

"Continued efforts to secure confirmation . . . even if ultimately successful, would result in a continuation of the attacks upon the Court which have characterized the filibuster—attacks which have been sometimes extreme and entirely unrelated to responsible criticism," Justice Fortas noted. He went on to state:

"I pray that we shall see, in all of our nation, renewed dedication to the principles of fairness and justice and moderation, without which our democracy cannot continue."

It is a sad day which sees the American people robbed of the services of a most capable and superbly qualified man in the highest judicial position this country has to offer by the efforts of a notorious crew of old-line Dixiecrats and anti-labor Republicans.

These hate mongers have been waging war, not only directly on the Supreme Court, but fundamentally on the extension of civil liberties which has been the hallmark of the "Warren" court.

Make no mistake about it. Strom Thurmond, Sam J. Ervin Jr., Robert P. Griffin (that prolific writer of anti-labor legislation) and the entire coterie have been working overtime not only to try to push the clock backwards but mainly to create a climate wherein progress is belittled and champions of progress are intimidated.

This bully-rag approach to the highest court in the land was powerful enough to produce a vote of 43 against cloture to 45 in favor—just 14 votes shy of the two-thirds needed to put an end to the shameful filibuster which prevented the Senate from voting.

President Johnson is now left with two choices. He can drop all plans for placing before the Senate the name of a distinguished jurist. This would leave the choice of a successor to Chief Justice Warren for the next President to deal with in 1969. Or he can send up for nomination the name of a nonentity whom even the know-nothings would accept.

It is small wonder that the President, in reluctantly accepting Fortas' withdrawal, characterized the Senate's action as "historically and constitutionally tragic." It would take a Harry Truman to do verbal justice to the situation.

So it can happen here. But the American people will, we sincerely hope, recognize the action as a racist and campaign of senseless vilification to assault the Supreme Court in an effort to destroy its fine record of extending the scope of individual liberty. The American people can show their revulsion at these tactics when they go to the polls next month.

ANNUAL REPORT

For the fiscal period ended April 30, 1968

UNITED INDUSTRIAL WORKERS OF
NORTH AMERICA PENSION FUND

275 20th Street, Brooklyn, N. Y. 11215

to the
SUPERINTENDENT OF INSURANCE
of the
STATE OF NEW YORK

The data contained herein is for the purpose of providing general information as to the condition and affairs of the fund. The presentation is necessarily abbreviated. For more comprehensive treatment, refer to the Annual Statement, copies of which may be inspected at the office of the fund, or at the New York State Insurance Department, 55 John Street, New York, New York 10038.

CHANGES IN FUND BALANCE (RESERVE FOR FUTURE BENEFITS)

ADDITIONS TO FUND BALANCE

Item		
1. Contributions:		
(a) Employer	\$ 1,530.73	
(b) Employee	—	
(c) Other (Specify)	—	
(d) Total Contributions		1,530.73
2. Dividends and Experience Rating Refunds from Insurance Companies		—
3. Investment Income:		
(a) Interest	—	
(b) Dividends	—	
(c) Rents	—	
(d) Other (Specify)	—	
(e) Total Income from Investments		—
4. Profit on disposal of investments		—
5. Increase by adjustment in asset values of investments		—
6. Other Additions: (Itemize)		
(a)	—	
(b)	—	
(c) Total Other Additions		—
7. Total Additions		<u>1,530.73</u>

DEDUCTIONS FROM FUND BALANCE

8. Insurance and Annuity Premiums to Insurance Carriers and to Service Organizations (Including Prepaid Medical Plans)		—
9. Benefits Provided Directly by the Trust or Separately Maintained Fund		—
10. Payments to an Organization Maintained by the Plan for the Purpose of Providing Benefits to Participants		—
11. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, Hospitals, Doctors, etc.) ...		—
12. Administrative Expenses:		
(a) Salaries	259.33	
(b) Allowances, Expenses, etc.	—	
(c) Taxes	—	
(d) Fees and Commissions	—	
(e) Rent	—	
(f) Insurance Premiums	—	
(g) Fidelity Bond Premiums	—	
(h) Other Administrative Expenses (Specify) See attachment	31.66	
(i) Total Administrative Expenses		290.99
13. Loss on disposal of investments		—
14. Decrease by adjustment in asset values of investments		—
15. Other Deductions (Itemize)		
(a)	—	
(b)	—	
(c) Total Other Deductions		—
16. Total Deductions		<u>290.99</u>

RECONCILEMENT OF FUND BALANCE

17. Fund Balance (Reserve for Future Benefits) at Beginning of Year		—
18. Total Additions During Year (Item 7)	1,530.73	
19. Total Deductions During Year (Item 16)	290.99	
20. Total Net Increase (Decrease)		1,239.74
21. Fund Balance (Reserve for Future Benefits) at end of Year (Item 14, Statement of Assets and Liabilities)		<u>1,239.74</u>

STATEMENT OF ASSETS AND LIABILITIES

ASSETS

Item		
1. Cash		1,530.73
2. Receivables:		
(a) Contributions:		
(1) Employer	—	
(2) Other (Specify)	—	
(b) Dividends or Experience Rating Refunds	—	
(c) Other (Specify)	—	

3. Investments: (Other than Real Estate)

(a) Bank Deposits At Interest and Deposits or Shares in Savings and Loan Associations	—
(b) Stocks:	
(1) Preferred	—
(2) Common	—
(c) Bonds and Debentures:	
(1) Government Obligations:	
(a) Federal	—
(b) State and Municipal	—
(2) Foreign Government Obligations	—
(3) Non-Government Obligations	—
(d) Common Trusts:	
(1) (Identify)	—
(2) (Identify)	—
(e) Subsidiary Organizations (Identify and Indicate Percentage of Ownership by this Plan in the subsidiary)	—
(1)	%
(2)	%
4. Real Estate Loans and Mortgages	—
5. Loans and Notes Receivable :(Other than Real Estate)	—
(a) Secured	—
(b) Unsecured	—
6. Real Estate:	
(a) Operated	—
(b) Other Real Estate	—
7. Other Assets:	
(a) Accrued Income	—
(b) Prepaid Expenses	—
(c) Other (Specify)	—
8. Total Assets	<u>1,530.73</u>

LIABILITIES

9. Insurance and Annuity Premiums Payable	—
10. Unpaid Claims (Not Covered by Insurance)	—
11. Accounts Payable	—
12. Accrued Expenses	—
13. Other Liabilities (Specify) Due to other plan	290.99
14. Reserve for Future Benefits (Fund Balance)	1,239.74
15. Total Liabilities and Reserves	<u>1,530.73</u>

UNITED INDUSTRIAL WORKERS OF NORTH AMERICA PENSION FUND ATTACHMENT TO THE ANNUAL REPORT TO THE SUPERINTENDENT OF INSURANCE OF THE STATE OF NEW YORK For the Period April 30, 1968

Deductions from Fund Balance

Item 12(h)—Other Administrative Expenses	
Stationery, supplies and printing	\$18.48
Miscellaneous expense	2.20
Miscellaneous trustees' meetings expense	10.98
	<u>\$31.66</u>

ANNUAL REPORT OF THE

United Industrial Workers of North America Pension Fund

STATE OF New York)
COUNTY OF Kings) ss.
Frederik B. Paulsen and Al Kerr
Trustees of the Fund and.....
affirm, under the penalties of perjury that the contents of this Annual Report are true and hereby subscribe thereto.

Employer trustee:
x Frederik B. Paulsen

Employee trustee:
x Al Kerr

Others (Indicate titles):

TEXT OF

SIU

CONSTITUTION

For SIU Atlantic, Gulf, Lakes And Inland Waters District

SEAFARERS LOG

October 11, 1968

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 Feb. 3, 1967)

PREAMBLE

As maritime and allied workers and realizing the value and necessity of a thorough organization, we are dedicated to the forming of one Union for our people, the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, based upon the following principles:

All members shall be entitled to all the rights, privileges and guarantees as set forth in this Constitution, and such rights, privileges and guarantees shall be preserved in accordance with its terms.

We declare that American seamen are entitled to receive their employment without interference of crimps, shipowners, fink halls or any shipping bureaus maintained by the Government.

We affirm that every worker has the right to receive fair and just remuneration for his labor, and to gain sufficient leisure for mental cultivation and physical recreation.

We proclaim the right of all seamen to receive healthful and sufficient food, and proper forecables in which to rest.

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

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

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

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

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

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

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

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

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

Statement of Principles and Declaration of Rights

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

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

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

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

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

II

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

III

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

IV

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

V

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

VI

A militant membership being necessary to the security of a free union, the members shall at 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 or 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 requirements duly promulgated pursuant hereto, no persons 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 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

Systems of Organization

Section 1. This Union, and all officers, headquarters representatives, port agents, patrolmen, and members shall be governed in this order by:

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

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

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

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

Article VIII

Officers, Headquarters Representatives, Port Agents and Patrolmen

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

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

Article IX

Other Elective Jobs

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

- A. Delegates to the convention of the Seafarers International Union of North America.
- B. Committee members of:
 - (1) Trial Committees
 - (2) Quarterly Financial Committees
 - (3) Appeals Committees
 - (4) Strike Committees
 - (5) Credentials Committees
 - (6) Polls Committees
 - (7) Union Tallying Committees
 - (8) Constitutional Committees

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

Article X

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

Section 1. The President.

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

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

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

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

(e) Subject to approval by a majority vote of the membership, the President shall designate the number and location of ports, the jurisdiction, status, and activities thereof, and may close or open such ports, and may re-assign Vice-Presidents and the Secretary-Treasurer, without reduction in wages. He may also re-assign Headquarters Representatives, Port Agents, and Patrolmen, to other duties, without reduction in wages. The Ports of New York, Philadelphia, Baltimore, Mobile, New Or-

leans, 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. The following officers upon their election to office shall, during the term of their office, be delegates to all Conventions of the Seafarers International Union of North America in the following order of priority: President; Executive Vice-President; Vice-President in Charge of Contracts and Contract Enforcement; Secretary-Treasurer; Vice-President in Charge of the Atlantic Coast; Vice-President in Charge of the Gulf Coast; Vice-President in Charge of the Lakes and Inland Waters; Headquarters Representatives, with priority to those most senior in full book Union membership; Port Agents, with priority to those most senior in full book Union membership; and Patrolmen, with priority to those most senior in full book Union membership.

(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 here 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.

(f) He has at least one (1) year of seetime aboard an American-flag merchant vessel or vessels in a rated unlicensed capacity other than an entry rating.

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

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

Article XIII

Elections for Officers, Headquarters Representatives, Port Agents and Patrolmen

Section 1. Nominations.

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

- The name of the candidate.
- His home address and mailing address.
- His book number.
- The title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Agent or Patrolman.
- Proof of citizenship.
- Proof of seetime and/or employment as required for candidates.
- In the event the member is on a ship he shall notify the Credentials Committee what ship he is on. This shall be done also if he ships subsequent to forwarding his credentials.
- Annexing a certificate in the following form, signed and dated by the proposed nominee:

"I hereby certify that I am not now, nor, for the five (5) years last past, have I been either a member of the Communist Party or convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes."

Dated

Signature of member

Book No.

Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a

certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

All documents required herein must reach headquarters no earlier than July 15th and no later than August 15th of the election year.

The Secretary-Treasurer is charged with the safekeeping of these letters and shall turn them over to the Credentials Committee upon the latter's request.

Section 2. Credentials Committee.

(a) A Credentials Committee shall be elected at the regular meeting in August of the election year, at the port where headquarters is located. It shall consist of six full book members in attendance at the meeting, with two members to be elected from each of the Deck, Engine and Stewards Departments. No Officer, Headquarters Representative, Port Agent or Patrolman, or candidate for office or the job of Headquarters Representative, Port Agent or Patrolman, shall be eligible for election to this Committee, except as provided for in Article X, Section 4. In the event any committee member is unable to serve, the committee shall suspend until the President or Executive Vice President, or the Secretary-Treasurer, in that order, calls a special meeting at the port where Headquarters is located in order to elect a replacement. The Committee's results shall be by majority vote, with any tie vote being resolved by a majority vote of the membership at a special meeting called for that purpose at that port.

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

On the last day of nominations, one member of the Committee shall stand by in Headquarters to accept delivery of credentials. All credentials must be in headquarters by midnight of closing day.

(c) When an applicant has been disqualified by the committee, he shall be notified immediately by telegram at the addresses listed by him pursuant to Section 1 of this Article. He shall also be sent a letter containing the reasons for such disqualification by air mail, special delivery, registered, to the mailing address designed 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 his 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, 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 verification 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 Com-

mittee shall check the rosters, and any other records they deem appropriate, to insure the foregoing. At the discretion of the Executive Board official envelopes may be prepared for the purpose of enclosing the ballots and the making of the aforesaid certification, with wording embodying the foregoing inscribed thereon, in which event these envelopes shall be used by the Polls Committee for the aforesaid purpose. Nothing contained herein shall prevent any member of a Polls Committee from adding such comments to the certificate as are appropriate, provided the comments are signed and dated by the member making them. The envelope or envelopes shall then be placed in a wrapper or envelope, which, at the discretion of the Executive Board, may be furnished for that purpose. The wrapper or envelope shall then be securely sealed and either delivered, or sent by certified or registered mail, by the said Polls Committee, to the depository named in the pre-election report adopted by the membership. The Polls Committee shall not be discharged from its duties until this mailing is accomplished and evidence of mailing or delivery is furnished the Port Agent, which evidence shall be noted and kept in the Port Agent's election records or files.

The Polls Committee shall also insure that the ballot box or boxes are locked and sealed before handing them back to the Port Agent, and shall place the key or keys to the boxes in an envelope, across the flap of which the members of the committee shall sign their names, book numbers, and the date, after sealing the envelope securely. In addition to delivering the key and ballot box or boxes as aforesaid, the Polls Committee shall deliver to the Port Agent one copy of each of the roster sheets for the day, the unused ballots, any reports called for by this Section 4, any files that they may have received, and all the stubs collected both for the day and those turned over to it. The Port Agent shall be responsible for the proper safeguarding of all the aforesaid material, shall not release any of it until duly called for, and shall insure that no one illegally tampers with the material placed in his custody. The remaining copy of each roster sheet used for the day shall be mailed by the Polls Committee to the Secretary-Treasurer, by certified or registered mail or delivered in person.

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

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

(a) On the day the balloting in each port is to terminate, the Polls Committee elected for that day shall, in addition to their other duties hereinafter set forth, deliver to headquarters, or mail to headquarters (by certified or registered mail), all the unused ballots, together with a certification, signed and dated by all members of the Committee that all ballots sent to the port and not used are enclosed therewith, subject to the right of each member of the Committee to make separate comments under his signature and date. The certification shall specifically identify, by serial number and amount, the unused ballots so forwarded. In the same package, but bound separately, the committee shall forward to headquarters all stubs collected during the period of voting, together with a certification, signed by all members of the committee, that all the stubs collected by the committee are enclosed therewith subject to the right of each member of the committee to make separate comments under his signature and date. The said Polls Committee members shall not be discharged from their duties until the forwarding called for hereunder is accomplished and evidence of mailing or delivery is furnished the Port Agent, which evidence shall be noted and kept in the Port Agent's election records or files.

(b) All forwarding to headquarters called for under this Section 5, shall be to the Union Tallying Committee, at the address of headquarters. In the event a Polls Committee cannot be elected or cannot act on the day the balloting in each Port is to terminate, the Port Agent shall have the duty to forward the material specifically set forth in Section 5(a) (unused ballots and stubs) to the Union Tallying Committee, which will then carry out the functions in regard thereto of the said Polls Committee. In such event, the Port Agent shall also forward all other material deemed necessary by the Union Tallying Committee to execute those functions.

All certifications called for under this Article XIII shall be deemed made according to the best knowledge, and belief of those required to make such certification.

(c) The Union Tallying Committee shall consist of 14 full book members. Two shall be elected from each of the seven ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, and Detroit. The election shall be held at the regular meeting in December of the election year, or if the Executive Board otherwise determines prior thereto, at a special meeting held in the aforesaid ports on the first business day of the last week of said month. No Officer, Headquarters Representative, Port Agent, Patrolman, or candidate for office, or the job of Headquarters Representative, Port Agent or Patrolman, shall be eligible for election to this Committee, except as provided for in Article X, Section 4. In addition to its duties hereinafter set forth, the Union Tallying Committee shall be charged with the tallying of all the ballots and the preparation of a closing report setting forth, in complete detail, the results of the election, including a complete accounting of all ballots and stubs, and reconciliation of the same with the rosters, verification lists, and receipts of the Port Agents, all with detailed reference to serial numbers and amounts and with each total broken down into port totals. The Tallying Committee shall be permitted access to the election records and files of all ports, which they may require to be forwarded for inspection at its discretion. The report shall clearly detail all discrepancies discovered, and shall contain recommendations for the treatment of these discrepancies. All members of the Committee shall sign the report, without prejudice, however, to the right of any member thereof to submit a dissenting report as to the accuracy of the count and the validity of the ballots, with pertinent details.

The Tallying Committee is also charged with the receipt and evaluation of written protests by any member who claims an illegal denial of the right to vote. If it finds the protests invalid, it shall dismiss the protest and so inform the protesting member, by wire, on the day of dismissal. If it finds the protest valid, the committee shall order a special vote, to be had no later than within the period of its proceedings, on such terms as are practical, effective, and just, but which terms, in any event, shall include the provisions of Section 3(c) of this Article and the designation of the voting site of the port most convenient to the protesting member. Where a special vote is ordered in

accordance with this Section 5(c), these terms shall apply, notwithstanding any provision to the contrary contained in this Article. Protests may be made only in writing and must be received by the Union Tallying Committee during the period of its proceedings. The reports of this committee shall include a brief summary of each protest received, the name and book number of the protesting member, and a summary of the disposition of the said protest. The committee shall take all reasonable measures to adjust the course of its proceedings so as to enable the special vote set forth in this Section 5(c) to be completed within the time herein specified. No closing report shall be made by it unless and until the special votes referred to in this Section 5(c) shall have been duly completed and tallied.

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

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

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

(f) At the Election Report Meeting, there shall be taken up the discrepancies, if any, referred to in Section 5(c) of this Article and the recommendations of the Tallying Committee submitted therewith. A majority vote of the membership shall decide what action, if any, in accordance with the Constitution, shall be taken thereon, which action, however, shall not include the ordering of a special vote unless the reported discrepancies affect the results of the vote for any office or job, in which event, the special vote shall be restricted thereto. A majority of the membership, at the Election Report Meeting, may order a recheck and a recount when a dissent to the closing report has been issued by three or more members of the Union Tallying Committee. Except for the contingencies provided for in this Section 5(f) the closing report shall be accepted as final.

(g) A special vote ordered pursuant to Section 5(f) must take place and be completed within seven (7) days after the Election Report Meeting, at each port where the discrepancies so acted upon took place. Subject to the foregoing, and to the limits of the vote set by the membership, as aforesaid, the Port Agents in each such port shall have the functions of the Tallying Committee as set forth in Section 5(c), insofar as that Section deals with the terms of such special vote. The Secretary-Treasurer shall make a sufficient amount of the usual balloting material immediately available to Port Agents, for the purpose of such special vote. Immediately after the close thereof, the Port Agent shall summarize the results and communicate them to the Secretary-Treasurer. The ballots, stubs, roster sheets, and unused ballots pertaining to the special vote shall be forwarded to the Secretary-Treasurer, all in the same package, but bound separately, by the most rapid means practicable, but, in any case, so as to reach the Secretary-Treasurer in time to enable him to prepare his report as required by this Section 5(g). An accounting and certification, made by the Port Agent, similar to those required of Polls Committees, shall be enclosed therewith. The Secretary-Treasurer shall then prepare a report containing a combined summary of the results, together with a schedule indicating in detail how they affect the Union Tallying Committee's results, as set forth in its closing report. The form of the latter's report shall be followed as closely as possible. Two (2) copies shall be sent to each port, one copy of which shall be posted. The other copy shall be presented at the next regular meeting after the Election Report Meeting. If a majority vote of the membership decides to accept the Secretary-Treasurer's report, the numerical results set forth in the pertinent segments of the Tallying Committee's closing report shall be deemed accepted and final without modification.

If ordered, a recheck and recount, and the report thereon by the Union Tallying Committee, shall be similarly disposed of and deemed accepted and final, by majority vote of the membership at the regular meeting following the Election Report Meeting. If such recheck and recount is ordered, the Union Tallying Committee shall be required to continue its proceedings correspondingly.

Section 6. Installation into office and the Job of Headquarters Representative, Port Agent or Patrolman.

(a) The person elected shall be that person having the largest number of votes cast for the particular office or job involved. Where more than one person is to be elected for a particular office or job, the proper number of candidates receiving the successively highest number of votes shall be declared elected. These determinations shall be made only from the results deemed final and accepted as provided in this Article. It shall be the duty of the President to notify each individual elected.

(b) The duly elected officers and other job holders shall take over their respective offices and jobs, and assume the duties thereof, at midnight of the night of the Election Report Meeting, or the next regular meeting, depending upon which meeting the results as to each of the foregoing are deemed final and accepted, as provided in this Article. The term of their predecessors shall continue up to, and expire at, that time, notwithstanding anything to the contrary contained in Article XI, Section 1. This shall not apply where the successful candidate cannot assume his office because he is at sea.

In such event, a majority vote of the membership may grant additional time for the assumption of the office or job. In the event of the failure of the newly-elected President to assume office the provisions of Article X, Section 2, as to succession shall apply until the expiration of the term. All other cases of failure to assume office shall be dealt with as decided by a majority vote of the membership.

Section 7. The Secretary-Treasurer is specifically charged with the preservation and retention of all election records, including the ballots, as required by law, and is directed and authorized to issue such other and further directives as to the election procedures as are required by law, which directives shall be part of the election procedures of this Union.

Article XIV

Other Elections

Section 1. Trial Committee.

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

Section 2. Appeals Committee.

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

Section 3. Delegates.

As soon as the President is advised as to the date and duly authorized number of delegates to the convention of the Seafarers International Union of North America, he shall communicate such facts to the Port Agent of each Port, together with recommendations as to generally applicable rules for the election of delegates for those delegates that may be required in addition to those provided for in Article X, Section 13. 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.
- In no event shall increased punishment be recommended.
- 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.
- 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 therein. Decisions reached thereunder shall be binding on all members of the Union.

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

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

Article XVI

Offenses and Penalties

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

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

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

- Willfully 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;
- Willful misuse of any office or job, elective or not, within the Union for the purpose of personal gain, financial or otherwise, or the willful 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;
- Willful 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;
- Willful failure or refusal to carry out the order of those duly authorized to make such orders during time of strike.
- Failure or refusal to pay a fine or assessment within the time limit set therefor either by the Constitution or by action taken in accordance with the Constitution.

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

- Willfully 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;
- Misconduct during any meeting or other official Union proceeding, or bringing the Union into disrepute by conduct not provided for elsewhere in this Article;
- Refusal or negligent failure to carry out orders of those duly authorized to make such orders at any time.

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

- (a) Refusal or willful failure to be present at sign-ons or pay-offs;
 (b) Willful failure to submit Union book to Union representatives at pay-off;
 (c) Disorderly conduct at pay-off or sign-on;
 (d) Refusal to cooperate with Union representatives in discharging their duties;
 (e) Disorderly conduct in the Union hall;
 (f) Gambling in the Union hall;
 (g) Negligent failure to join ship.

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

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

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

Article XVII Publications

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

Article XVIII Bonds

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

Article XIX Expenditures

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

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

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

Article XX Income

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

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

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

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

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

Article XXI Other Types of Union Affiliation

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

Article XXII Quorums

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

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

Section 3. Unless otherwise specifically set forth herein, the decisions, reports, recommendations, or other functions of any segment of the Union requiring a quorum to act officially, shall be a majority of those voting, and shall not be official or effective unless the quorum requirements are met.

Section 4. Unless otherwise indicated herein, where the requirements for a quorum are not specifically set forth, a quorum

shall be deemed to be a majority of those composing the applicable segment of the Union.

Article XXIII Meetings

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

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

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

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

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

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

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

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

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

Article XXIV

Definitions and Miscellaneous Provisions Relating Thereto

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

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

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

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

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

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

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

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

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

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

Section 11. The term "full book" or "full Union book" shall mean only an official certificate issued as evidence of Union membership which can be attained only by those members who

have first acquired the highest seniority rating set forth in the standard collective bargaining agreement.

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

Article XXV Amendments

This Constitution shall be amended in the following manner:

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

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

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

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.

tic, Gulf, Lakes and Inland Water 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.*



De Pauw Victory

Pays Off

The De Pauw Victory is in dry dock in Hoboken, N.J., after a long trip to the Far East. The Seafarers paid off after calling at 14 different ports, including stops in Keelung, Guam, Pearl Harbor, Japan and Okinawa. Few beefs were reported.



Baker "Tiny" Richardson (l) and cook Fred Whitfield, helped keep Seafarers well-fed during the 14-month voyage.



Seafarer Price Benton, Jr., sailed in the engine room. A native of Miami, he makes his home in New York City.



While waiting for the pay-off, AB Ed Matthews looks at the New York City skyline. Matthews joined SIU in 1967.



Discussing trip (from left) are SIU Reps. Dave Goldberg and George McCartney; and Walter Fitzgerald, his son, Walter Jr.; and C. W. Thompson, all of engine department.



Seafarers gather around the patrolmen in the crew mess to discuss details of the voyage. Only a few beefs and disputes were reported during the long Far East trip.



From left are: Henry Duhadaway, Kermit Green and J. W. Boyd. Duhadaway and Boyd are ready for shore leave and Green will join them soon. They reported a good voyage.



Birthday party was held for John Morris (center) and (l to r): Fred Whitfield, J. Boyd, Jack O'Steen, Ed Matthews. Seated is John's son George, who sailed in deck department.

Speeding Up The SIU Benefits



SIU Welfare Director Al Bernstein (left) explains workings of a special IBM computer to Fernando Recio, Chief Administrator for Merchant Marine Social Security Fund in Chile. The computer will expedite Social Security and Welfare benefits for Seafarers. Outlets will be established in each port for computer, to give instant information and eliminate delays of phoning and mailing.

Striking Upholsterers Backed In Dispute With Family Firms

WASHINGTON—Members of the Upholsterers have been on strike against Hillenbrand Industries since June 2 over basic trade union issues and should have the "complete support of the united labor movement," AFL-CIO President George Meany said in a recent message to all union presidents.

More than 700 union members have been picketing Batesville, Ind., plants of the Batesville Casket Company and the Hill-Rom Hospital Equipment Company without much public attention.

Meany said one major problem facing the strikers is the "complete management domination of Batesville, including ownership of the town bank and newspaper" and subservience of city officials.

"It is a company town in the complete sense," Meany reported. Noting that the union has launched a nationwide consumer boycott against the Batesville "Monoseal" casket and Hill-Rom hospital furniture, he urged "your complete support of this boycott, including publicity in labor publications."

Batesville is one of the nation's last remaining company towns. Descendants of John Hillenbrand, who founded it more than a century ago, have their fingers in every aspect of community life—politics, publishing, banking or industry.

Members of UTU Local 1525 went on strike to break the family's paternalistic hold on their lives and, despite the usual forms of intimidation, still walk the picket line firmly determined to gain 20th Century working conditions from the Hillenbrand empire.

The strike started when a three-year contract expired on June 1. Although there has been a history of unionism in the plants for the past two or three decades, the companies were in a position to dominate union members because

most of them lived right in the town. Now, the majority live outside the town.

The final company offer was a wage increase of 50 cents an hour in three steps—22 cents, 15 cents, and 13 cents—over three years. Local 1525 members turned it down because they felt the time had come to fight for things more important than wages.

Their demands included the right to question company-set production standards, seniority, job bidding, a real health and welfare program, an improved pension plan, return of strikers without seniority loss, the right to have a union representative come into the plant to handle grievances, and a union shop.

"Our biggest demand," says James Stephenson, president and business agent of the local, "is simply for better working conditions."

The present pension plan, according to Charles Baker, strike captain and a worker in the Doll (another Hillenbrand "family name") plant of the casket company calls for \$1 a month pension for each year of work. "In other words," he says, "if you work 40 years you get \$40 a month—but if you quit or are laid off and come back, you start all over from scratch."

Since the strike began, the union reports, not a word about it has appeared in the local newspaper, pickets have been shoved around by police, teenagers (too young to operate machinery under Indiana law) have been hired as strikebreakers, and private police have been brought in to harass strikers.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

September 20 to October 3, 1968

DECK DEPARTMENT

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	5	3	4	5	2	12	4
New York	56	51	54	37	8	190	90
Philadelphia	8	5	7	2	4	16	12
Baltimore	29	21	14	8	4	101	38
Norfolk	15	16	16	11	6	34	21
Jacksonville	11	10	7	8	11	11	3
Tampa	6	13	4	3	1	19	16
Mobile	33	16	29	14	2	23	27
New Orleans	39	43	32	12	1	113	98
Houston	61	33	30	27	12	93	89
Wilmington	20	23	17	20	12	34	11
San Francisco	31	53	24	37	35	74	16
Seattle	20	14	23	17	16	9	6
Totals	334	301	261	201	114	729	431

ENGINE DEPARTMENT

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	4	3	1	5	3	5	2
New York	37	47	31	38	5	107	111
Philadelphia	6	3	2	5	3	18	10
Baltimore	15	21	17	13	3	52	59
Norfolk	8	14	9	10	10	11	18
Jacksonville	6	6	2	3	1	9	5
Tampa	4	5	0	5	2	8	11
Mobile	16	22	18	17	9	39	28
New Orleans	25	38	16	32	1	61	98
Houston	24	30	20	23	17	87	98
Wilmington	9	16	7	11	18	10	2
San Francisco	41	33	40	27	30	43	18
Seattle	17	15	18	17	10	8	7
Totals	212	253	181	206	112	458	467

STEWARD DEPARTMENT

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	3	2	4	1	2	7	3
New York	27	26	20	14	16	113	51
Philadelphia	7	7	3	2	3	20	11
Baltimore	19	10	11	4	4	81	38
Norfolk	8	12	9	10	9	20	16
Jacksonville	3	1	5	4	9	8	2
Tampa	3	2	1	2	1	12	9
Mobile	21	17	13	17	8	30	23
New Orleans	29	27	25	12	0	96	72
Houston	27	21	20	7	9	80	54
Wilmington	5	5	8	3	7	10	0
San Francisco	33	47	43	40	26	59	37
Seattle	13	10	19	11	4	14	8
Totals	198	187	181	127	98	550	324

Refuses Ban on Strikers

House Rejects Republican Attempts To Cut Back Food Stamp Program

WASHINGTON—The House has voted down, 187-158, a new Republican attempt to disqualify strikers, persons involved in any "labor dispute," and needy students from the food stamp program.

It then went on to give 245-98 approval to a House-Senate conference agreement extending the food stamp program through 1970 and raising the amount of money available for the program.

The AFL-CIO had strongly urged the House to approve the conference report and reject a motion by California Republican Charles Teague to insist on the striker ban.

The original House-passed bill had included the prohibition on food stamps for families needing help because their incomes and savings had been depleted by long strikes. The Senate bill contained no such provision and it was dropped by the House-Senate conference committee.

When Teague proposed to send the bill back to conference with instructions to restore the anti-union measure. Representative Leonor K. Sullivan (D-Mo.), told the House how Teague and his allies had sought to gut the food stamp program.

The striker ban motion, she said "is sponsored by enemies, not friends of the food stamp program. It was originally adopted in

committee by the votes of members who then voted against the bill, even as so amended."

Defeat of the Teague motion was accomplished with the help of a bit of congressional log-rolling.

A number of liberal Democrats served notice on conservative

farm area colleagues, that they were getting a bit tired of providing the votes needed for farm aid legislation without some reciprocity on bills to help people in cities.

It was no coincidence that a bill extending the basic farm program for another year was brought up on the same day and passed.

SIU WELFARE, VACATION PLANS

August 1-August 31, 1968

	Number of Benefits	Amount Paid
Hospital Benefits (Welfare) . . .	3,709	\$ 41,074.04
Death Benefits (Welfare)	29	66,951.68
Disability Benefits (Welfare) . . .	1,204	265,975.00
Maternity Benefits (Welfare) . . .	30	5,959.65
Dependent Benefits (Welfare) . . .	443	89,888.38
(Average: \$202.78)		
Optical Benefits (Welfare)	525	7,932.98
Out-Patient Benefits (Welfare) . . .	4,304	34,591.88
SUMMARY (Welfare)	10,244	512,373.61
Vacation Benefits	1,650	707,071.60
(Average: \$428.53)		
Total Welfare, Vacation Benefits Paid This Period . . .	11,894	\$1,219,445.21

Union Thanked For Assistance

To The Editor:

I received a death benefit check from the SIU welfare fund and I wish to thank the Union very much.

Also, I would like to take this opportunity to thank the Union for their kindness and prompt offers of assistance following my husband's death.

Sincerely,
Mrs. Eunice F. Jones
Spout Springs, Va.

LETTERS To The Editor

Danger to Labor In Wallace Push

To the Editor:

I like to read a lot of newspapers and I have been very disturbed over the support a man like Wallace seems to be getting. What is most sad, I think, are the reports that some people who belong to labor unions are cheering him on.

It seems to me that working people are forgetting some important facts.

Wallace is the governor of a "right-to-work" state. He is interested in keeping labor unions down. This is reflected in the fact that Alabama has one of the nation's lowest wage averages. Does anyone think he would change his stripes if he ever got to Washington? Wallace himself doesn't say so. Do we want an Alabama in all 50 states?

In his campaign he is plugging every fear that could excite a lot of people, and every prejudice that could be appealed to and strengthened, in order to gather support for himself.

The biggest fear he has been playing on is the fear of a Negro revolution which has been brought into being and is being reinforced by Wallace's kind of thinking.

Does Wallace want to put down this revolution by force of arms? If he does, how could he except by bloody civil war? Doesn't talk of this kind bring on just the thing he claims he doesn't want? Isn't it more sensible to try to negotiate and meet the aspirations of a people who have been held down too long?

Support for Wallace is support for repression of labor and minority groups and can lead to a blood bath in this country.

Sincerely,
Frank Zdanczewicz

Seafarer Praises Welfare Plan

To The Editor:

After a recent illness I received a discharge from the hospital on August 23, FFD. I went to the hall the next day and caught the Bethex.

When I returned from that trip, I returned to the hospital for a checkup as recommended by the doctor and have now

started my second trip with a clean bill of health.

I won't be needing any more assistance but it was sure a wonderful thing to have that check coming in when I did need it. I would have been in sorry straits without it. I wish to thank the SIU for this wonderful plan.

Sincerely,
Glendyn L. Brooks
Baltimore

Humphrey Is Choice Of American Worker

To The Editor:

It seems to me the election choices are not too complicated, if you can look through the confusion thrown up by all the speech-making, lots of which is just plain double-talk and doesn't say anything.

If you're a big industrialist or business owner you're going to like Nixon—he's your man. I read where Wall Street is having a bull session—stock prices are going up, up, up because they like Nixon's chances. They know this means more profits. This obviously means that costs—and our wages are one of them—will have to be kept down, if Nixon gets in.

Wallace can only fool people who are taken in by his peddling of hate and fear. Anybody who looks further knows that he has an anti-labor record from way back.

The Humphrey-Muskie ticket is the only one for the worker and his family. There just is no question about it. Humphrey is the only one who has a program for peace. He has the backing of labor and the full support of the national AFL-CIO. Working people know in their hearts that they have always done better in the climate of a Democratic administration.

Peace and prosperity depend on the kind of platform that Hubert Humphrey brings to the American people. I urge all working people to go to the polls and vote in November. We can't just talk about it. We must act on it. A large labor vote will defeat the anti-labor people and the hate-and-fear peddlers and show that we are not fooled by double-talk.

Sincerely,
Albert Cartwell

Seafarer's Wife Thanks Welfare Plan

To The Editor:

I wish to thank the Seafarers Welfare Plan for the fast and efficient way in which my recent claim for hospital and surgical expenses was handled.

Where is there another organization which takes care of their members and their dependents like the Seafarers? I have always been proud to say my husband is a member of the organization and always will continue to be proud of it.

Sincerely,
Mrs. Walter F. Mueller
Tampa, Florida

Seafarer Holmes Recalls Early Days As Budding Semi-Pro Hockey Player

If Seafarer Richard Holmes is ever on a ship caught in a hurricane, chances are the violent pitching of the vessel will be nothing compared to the hard knocks he went through while playing semi-pro hockey in his native Canada. Brother Holmes recalled some of his experiences for a LOG reporter in the Baltimore hall recently while waiting to ship out.

"I played hockey in the Richelieu League," he said. "This was in the Montreal area and was in the intermediate division. They were a semi-pro league and one needed some prior experience, such as playing in grade school and high school, to make the team. We also had little leagues for youngsters, similar to little league baseball in America. They weren't strict about age, however, with players ranging between 18 and 28 years old."

Taller than most hockey players, Holmes stands 6 feet, 6 inches and weighs about 230 pounds, some ten pounds over his playing weight. Most big men lack the balance on ice skates required of hockey players, but having been "raised on skates" like so many Canadians, his height was no barrier. In fact, as a defenseman, his weight enabled him to more than hold his own in the tough snort—so famous for its frequent brawls.

Lots of Fights

"In hockey, the game is so fast and the body contact so furious, tempers naturally flare up," Holmes said. "Also, there is a lot of action in the corners of the rink that many fans never see. For instance, there is what players call a six-incher which means one player will use the last six inches of his hockey stick to hit an opponent in the stomach. And of course, there is a lot of elbowing."

Brother Holmes said he "was never seriously injured although I got hit by the puck a few times." Although he believes a figure skater may be smoother and more graceful than a hockey player, Holmes declared that the latter needs far more than average skating ability. "Since an ice skate has only one blade, good ankles are a must, or the player will flop over," he pointed out.

"I never played professional hockey. I thought I may have had a chance to go all the way



Seafarer Richard Holmes relaxes in Baltimore hall. Holmes recalled his experience as a semi-pro hockey player to a LOG reporter.

to National Hockey League, but World War II broke that up. In my younger days, I was the fastest skater in town, but after the war I lost some of my speed. I played for one full year before the war, then four more years afterward, but by then my chances of making it big as a pro had gone."

"As a defenseman and due to my height and weight, I had sort of a bad man reputation," he recalled. "I guess you could say I got enough penalties." The Richelieu League was "a pretty good scoring league" but Holmes believes that heavy scoring "is an indication that the defense and goalie are doing a poor job and the forwards are not back checking the way they should."

Hit 'Em Hard

"A defenseman's job is to get the puck out and over to his forwards," Holmes said. "We had a coach named MacLachlan who used to say the defense should hit 'em hard so the offensive player would be scared to come to your side of the ice. He said the defense should go for the man and never mind the puck."

The league played a 40-game schedule and as an example of the Canadians' fondness for the sport, "we played outdoors from November to February, then went indoors for the playoffs. It gets pretty cold up there and only a great love of hockey enabled them to do it," Holmes said. Now, the towns contributing teams to the league are chipping in to build more indoor rinks, Holmes said.

Brother Holmes, who has been skating since he was six years old, also played in what they called an "oldtimers league." It was a four-team league in town and the players contributed \$60 per man for insurance and the use of the rink. Players could be as young as 18 or as old as 48.

Holmes still stays in shape by swimming a great deal. "It's great exercise since swimming helps every muscle."

A great fan of the Montreal Canadiens, Holmes described their fans as very rabid. "You have to give them a winner, or they'll burn down Montreal Forum. They will boo you out of the rink on a bad night." The French-Canadian player used to dominate the game and, to a large extent, still does. Montreal of course, has a large share of this talent. "They stress speed and skating, but they have a number of big players. French-Canadians tend to be small, but some, like Jean Beliveau are pretty big," Beliveau, Gordie Howe, Camille Henry and Terry and Ken Reardon are players Holmes has most enjoyed watching.

Expansion Helps

Expansion has been a big thing for hockey, Holmes believes, since with only six teams, "there was no room for many players. That is why the minors had so many older players and why you saw rookies between 30 and 35 last year. The love of the game kept them going and they finally got their chance."

"Amateur hockey is on the downgrade in Canada, because youngsters now join pro organizations as young as 12 years old," he said. "When a player signs a pro contract, he remains with that organization until they release him—even if he spends many years in the minor leagues. Although a player can get a three-game trial and remain an amateur, the pros have cut into Canadian talent too deeply to enable the country to compete with Russia, Sweden and Czechoslovakia in amateur hockey."

"In Russia, they play together for years. Canada's Olympic team has had former professionals like Tod Sloan and Carl Brewer reinstated as amateurs in order to have a good team. Canada just doesn't have so-called simon-pure amateurs any more."

Holmes, who speaks French fluently, worked in construction and was a seaman in Canada in addition to serving in the Navy, prior to joining the SIU. He expects to sail mostly out of Baltimore.

Money Due from Oceanic Wave

The following Seafarers have money due them from their service on the final voyage of the Oceanic Wave.

- | | |
|-------------------|-------------------|
| Arlinghaus, H. E. | Mathews, W. J. |
| Asuncion, Aurelio | McNorton, C. |
| Balderston, J. W. | Miller, C. E. |
| Barnes, R. O. | Mojica, Juan |
| Carnley, D. J. | Obejo, R. Q. |
| Cathey, G. R. | Osterberg, R. |
| Cochenour, C. A. | Pritchett, S. W. |
| Coverdale, B. C. | Quoy, Quop, D. C. |
| Doyle, Philip | Rosson, J. H. |
| Elsmore, R. W. | Sagadraca, I. A. |
| England, F. R. | Sihler, D. D. |
| Hagen, K. D. | Sweeney, E. P. |
| Hartman, D. M. | Whitman, H. O. |
| Jordon, K. J. | Wijemark, L. G. |
| Korsak, A. | Witzoi, O. S. |
| Lenz, R. W. | Wooten, W. |
| Matheson, J. | Young, Barton, L. |

All men listed above are requested to get in touch with Seattle Port Agent Steve Troy for further information as promptly as possible.

From the Ships at Sea

Seafarer **James Tucker** of the deck department was named ship's delegate, Meeting Secretary **Darrell Chafin** reported from the **Del Mar** (Delta). No beefs were brought to Tucker's attention and the ship is running along smoothly and in good condition. Some repairs were made on the television set in Houston, Chafin wrote. **Jeanne Latapie** is movie director for the present voyage. He reported that



Robinson

movies were purchased for \$301.20. Since the movie fund had contained only \$167, there is a deficit of \$134.20. Each crewmember will donate \$4 to attend movies until this amount is made up. In addition, the Seafarers were asked to contribute one dollar each to start a ship's fund. **John Robinson** asked the men to think about the possibility of making coastwise trips without a port pay-off. He thinks that, due to the two-weeks spent on coastwise trips, there should be a pay-off before leaving a foreign port. The ship called at Rio, Buenos Aires, Curacao and will pay-off in New Orleans.

"The crew is working very harmoniously and there are no beefs," ship's delegate



Myrick

Rodger Swanson reports from the **Western Hunter** (Colonial Tankers). All members voted to contribute \$2 to a ship's fund. Most of the money will be used to have the television set repaired, Swanson writes. A discussion was held regarding the possibility of getting movies for the crew and a new ice machine. Painting has been done in the crew mess and recreation room. A new water cooler has been installed. A motion was made by **C. R. Myrick** that tanker unlicensed personnel signing foreign articles be granted the same time off privileges that unlicensed men get when they sign inter-coastal or coastal articles.

A motion was made and adopted for each Seafarer to donate \$1 to the ship's fund, the newly-



Charneco

elected treasurer, **Thomas Smith** reported from the **Cape Catoche** (South Atlantic and Caribbean Steamship Lines). **Juan Fernandez** was elected new ship's delegate by acclamation, according to Meeting Chairman **F. R. Charneco**. Everything is going smoothly with no beefs or disputed overtime reported, Brother **Charneco** writes. **F. J. Johnson**, meeting secretary, reports that a unanimous vote of thanks was extended to the steward department for the good chow. The vessel is on the Vietnam run.

Seafarer Succumbs in Iran Despite All Revival Attempts

Despite all efforts to save him by Seafarers and officers aboard the Penn Carrier, FWT Edward L. O'Brien died of heat prostration at Kharg Island Hospital in Iran, July 31. Engine department delegate **F. R. Clarke** recently informed the LOG on details of the previously reported sad loss of Brother O'Brien.

"The Penn Carrier was in the Persian Gulf," Clarke wrote,



O'Brien



Herring

"when O'Brien was stricken July 30 within a few hours after the ship had left Kharg Island." Grenville Herring, an FWT on the 12-to-4 watch informed Brother Clarke that O'Brien had collapsed in the wiper's foc'sle after completing his work in the fireroom. Clarke went to the room and "saw that O'Bea (as he was known to the crew) was in a state of extreme heat exhaustion."

The engine delegate promptly reported to the Chief Engineer who called the Captain and Chief Mate. Brother Herring, meanwhile, went below to take over the watch for Brother O'Brien. Clarke was trying in vain to revive the stricken Seafarer when he was joined by Captain Ougheltree, Chief Engineer L. S. George, the first assistant engineer and chief mate.

"The wipers, Herman Lewis and George Palmer, were asked to bring a stretcher so Brother O'Brien could be removed to the room of Third Assistant Engineer Franklin P. Adams, which was air conditioned. Further unsuccessful efforts were made to revive him there," wrote Clarke.

In the meantime, the Penn Carrier was turned around and headed at full speed back to Kharg Island "where there was a hospital to which Brother O'Brien could be taken for expert medical treatment. When the ship arrived in port, O'Brien, still in a coma, was placed aboard a launch and taken to Kharg Island Hospital. The captain and third mate, along with O'Brien's gear, accompanied him. Upon their return, the ship resumed its voyage to the Cape Verde Islands.

"We all felt that O'Bea had a fighting chance to pull through,"

said Clarke, "and that we would sail with him again. But, on August 1, we received the sad news that he passed away at 10.30 p.m., July 31. All hands were stunned by the information." Clark wrote that "we wanted all of O'Bea's friends and union Brothers to know of his passing. We have lost a fine shipmate. He was well liked by everyone on this vessel."

Brother Clarke also wanted "to give a special vote of thanks to Captain Ougheltree, George and Adams, and Seafarers Herring, Lewis, Palmer, James Williams, crew messman, and Leroy Henry, officer's BR. To the entire unlicensed personnel, I give my thanks and to all those others who freely gave their time and energy in trying to help Brother O'Brien pull through. The men of this ship have truly lived up to the SIU's motto, "Brotherhood of the Sea." I am proud to have sailed with this crew."

In conclusion, he writes, "all we can say is: rest quietly O'Bea, the long watch is over."

DIGEST of SIU SHIP MEETINGS

FENN VICTORY (Waterman), September 15—Chairman, Cliff Bellamy; Secretary, Henry J. Piszatowski. Brother William J. Meehan was elected to serve as ship's delegate. No beefs were reported by department delegates. No disputed OT reported.

DEL VALLE (Delta), September 22, Chairman, G. Annis; Secretary, A. W. Morales. Discussion held on MSTs overtime. One man hospitalized Cam Ranh Bay. Minor beef reported in deck department. Motion made and seconded that vote of thanks be given for good menu provided by the steward department.

DEL NORTE (Delta), September 22, Chairman, H. Donnelly; Secretary, Bill Kaiser. Ship's delegate reports a very nice smooth trip in all three departments. No major beefs or disputed overtime reported. A vote of thanks was given to the steward department for a job well done.

TUCSON VICTORY (Hudson Waterway), September 17, Chairman, Brother Harrington; Secretary, Brother Derby. Motion made that new drinking fountain be installed in the engine room and also that new mattresses be provided. Discussion made with regard to pension plan. A vote of thanks to steward department for a job well done.

STEEL WORKER (Isthmian), August 25—Chairman, Roy Theiss; Secretary, D. Munsterman. \$29.00 in ship's fund. No beefs and no disputed OT reported. Brother Doucette was elected to serve as new ship's delegate.

HOUSTON (Sea-Land), September 19—Chairman, Edward Mastriani; Secretary, Guy Walter. Ship's delegate reported that everything is running smoothly. Some disputed OT reported in engine department. Vote of thanks was extended to the steward department.

Deck department Seafarers on the **Citadel Victory** (Waterman) are being kept extra busy due to plenty of overtime, writes delegate



Fox

Riley Carey. A motion was made by **Pat Fox** and seconded by **John Ross**, that "cargo time be equally divided between engine room watches." Meeting Chairman **Harry Smith** reports that door fans will be taken out before the vessel arrives for the pay-off in Beaumont, Texas. Seafarer **D. Berger** left the vessel in Manila, due to illness, while **J. Japper** had to get off the ship due to a death in the family. **Frank Costango**, meeting secretary, wrote that all departments were complimented for "their efforts to keep the ship in a neat and orderly condition during the entire trip. A unanimous vote of thanks was given the steward department for their excellent food and the never-ending service."

Meeting Chairman **Albert Doty** reported from the **Steel Age** (Isthmian) that **Bob Stearman** was elected ship's delegate and **Ken Hayes** was named ship's treasurer. New Seafarers were welcomed aboard. Doty



Stearman

wrote and a suggestion was made to start a ship's fund. A total of \$25 was spent on a phone call to San Francisco. One man from the deck department left the vessel in Honolulu because of illness. A new steward joined in the same port. Some disputed overtime in the engine department will be dealt with at the pay-off in San Francisco. The vessel was on the Vietnam run.

Ship's delegate **Henry Donnelly** reports from the **Del Norte** (Delta) that the Seafarers aboard are enjoying "a very nice, smooth trip in all three departments and there are no logs." Steward department delegate



Donnelly

Horace Curry said that his department has voted to donate \$101 from the department fund to the movie fund. This was after movie director **Leroy Rinker** had reported that "the new movie catalogue prices have gone up, so to have more and better movies, we must have more money." Brother Rinker's suggestion raising the movie donation to \$5 for each crewmember was seconded by **William Ekins**. A motion by **J. D. "Red" Barnett** to raise the donation to \$10 was defeated. The ship will call at Rio and Buenos Aires and then head for New Orleans and a pay-off in late November.

Meeting Chairman **F. S. Sellman** reports from the **Spitfire** (American Bulk Carriers) that a vote of thanks was given to the steward department for the good food and service. The steward, in turn, thanked the men for the co-operation in helping to make their job easier. He commended the crew for the fine job and the way they worked with each other. Meeting Secretary **Phil Reyes** reports that the new Seafarers in the crew did a fine job. This crew "is above the average and a credit to our Union and to the industry," Reyes wrote the LOG. Department delegates reported they had no beefs as the ship headed for a Houston pay-off.



Sellman

PERSONALS

Edward P. Achee

Please write your mother, Mrs. Lydia Harvey, in Covington, La., in regard to an urgent matter.

Edward P. Terrazzi

Please contact Leonard Cameron at 288-Ninth Street, Apt. 10, San Francisco, Calif. The telephone number is (415) 861-4359.

Friends of Eric Johan Berg

Anyone having information concerning the whereabouts of any relatives of the late Seafarer, Eric Johan Berg, who died August 18, 1968, in Seattle, Washington, please contact the law firm of Vance, Davies, Roberts and Bettis, Room 815, 1411 Fourth Avenue Building, Seattle, Washington. The telephone number is (206) MU 2-7784.

Lonnie M. Jones

Please contact Mrs. Lillian M. Miller at 221 Webb Street, Hammond, Indiana 46320.

Jack Chattin

Please contact your sister, Mrs. Flora Schorr, at P. O. Box 397, Jacksonville Beach, Florida. The telephone number is 249-2163.

Timothy F. Griffin

Please contact your brother, John, about a very important matter. Telephone IV 4-5830.

Marcus Dean Nixon

James R. Johnson would like to hear from you. The address is 3929 Aurora Avenue North, Seattle, Washington 98103. Or telephone (206) ME 3-2671.

Leoncio Calderon

Please contact your daughter, Mirta, in Villa Carolina.

Editor,
SEAFARERS LOG,
675 Fourth Ave.,
Brooklyn, N. Y. 11232

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

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FINAL DEPARTURES

Erik Berg, 58: A coronary occlusion claimed the life of Brother Berg on August 18, in Seattle, Wash. A native of Sweden, he made his home in Seattle. Brother Berg sailed in the steward department and held a steward's rating. His last ship was the Topa Topa. He joined the union in New Orleans. Brother Berg was buried in the Holyhood Cemetery in Seattle.



James Higgins, 55: Brother Higgins passed away on July 19, while sailing as AB aboard the Rachel V. A native of Ireland, he had sailed with the SIU for 20 years. Seafarer Higgins joined the union in the Port of New York, where he made his home. His last previous vessel was the Council Grove. He is survived by an aunt, Kitty O'Neill, of County Sligo, Ireland. The burial services were held in Christian Cemetery, Calcutta, India.



William Miller, 22: Brother Miller died at Johns Hopkins Hospital in Baltimore, on September 14. He joined the Union in the Port of New York and sailed in the engine department. Seafarer Miller was born in West Virginia and lived in Baltimore. His last vessel was the Alcoa Marketer. He had also sailed on the Globe Explorer and the Baltimore. Burial services were held in the Mount Carmel Cemetery in Baltimore. He is survived by his mother, Mrs. Alma Miller, of Baltimore.



Ebern Raines, 52: Brother Raines died on August 24, at the USPHS Hospital in Norfolk. A native of Goldsboro, N. C., he made his home in Supply, N. C. Brother Raines held a mechanic's rating and was employed by the Gulf Atlantic Towing Corporation. Surviving is his widow, Lillian. The burial was held in the Greenlawn Memorial Cemetery, Wilmington, N. C.

WRITE TO THE LOG

Bernard Buster, 50: Brother Buster died at Good Samaritan Hospital, Portland, Oregon, on September 3. Death was due to heart disease. He was born in Kimberley, West Virginia, and lived in Portland. A Seafarer since 1945, Buster joined the Union in the Port of Philadelphia. He held a chief cook's rating and last sailed aboard the Lucile Bloomfield. From 1935 to 1945, he served in the Army. Surviving is his widow, Diane. The burial was held in Riverview Abbey Cemetery, Portland.



Matheas Oswald, 64: A coronary thrombosis claimed the life of Brother Oswald, September 2, at Mobile Infirmary. He was a resident of Mobile and a native of Austria. Brother Oswald sailed as FOWT and deck engineer. His last ship was the Claiborne. A Seafarer since 1939, Oswald joined the Union in the Port of Mobile. Surviving is his widow, Susie, of Mobile. Burial services were held in the Pine Crest Cemetery, Mobile.



Frank Rediker, 41: Brother Rediker died on Sept. 14, at Saint Agnes Hospital in Philadelphia. He was a native of New York City and made his home there. An AB, he joined the Union in the port of New York. His last vessel was the Kent. Brother Rediker served in the Navy from 1942 to 1946. Surviving is his widow, Mary. The burial was held in the Long Island National Cemetery, Farmingdale, L.I.

Three SIU Father and Son Teams Sail Together on De Pauw Victory

Seafaring families are common and fathers sometimes get to travel with their sons, brothers with brother, etc., but the De Pauw Victory must have set a new record recently with three father and son teams on one voyage—one in each department. John Henry Morris, deck maintenance, and his son George, OS, were joined by oiler Walter Fitzgerald, Sr., and Walter, Jr., who sailed as wiper and chief cook Ernest "Bud" Bryant and his son John, who sailed on this trip as a galleyman.

Brother Morris is used to traveling with a son. "I have a bunch of sons sailing in the Union," he told the LOG from Jacksonville. Unfortunately, the Morris had to leave the vessel in Norfolk, prior to the New York pay-off, due to a death in the family. "My son Sheppard is an AB on the Cuba Victory and John just left the Northwestern Victory," Morris reported. "I also sailed with George on the Bessemer Victory and Seatrain Savannah. I enjoy having my sons with me on a voyage."

A seaman since 1930, Morris joined the SIU at its inception in Jacksonville. A resident of that city, he originally comes from Panama City, Florida. "I went to sea in the old days, lied about my age and signed my mother's name to the shipping papers," he recalled. "I was 14 years old at the time and in the years since, I've been on a lot of ships."

Memorable Trip

Perhaps the most memorable of these was the Scholarie. "I was an AB on that ship and we had the honor of burying the ashes of the great Andrew Furuseth at sea. The year was 1938." Possessed of a fine memory, Brother Morris can remember the names of many of the officers and crewmen he has sailed with, including those on his first SIU vessel, the Shipshinny, owned by the South Atlantic Mail Line.

Morris sails both as AB and bosun. He was ship's delegate on the De Pauw Victory before having to leave the vessel. While en



Two of the three father-son teams sailing aboard De Pauw Victory gather on deck during pay-off. From left: Ernest and John Bryant and Walter Fitzgerald, Sr. and W. Fitzgerald, Jr. John H. Morris and son George left ship in Norfolk due to death in the family.

route from Vietnam to New York, the steward department presented him with a surprise birthday party—complete with cake and ice cream.

Chief cook Ernest Bryant has turned out many meals during his 28 years at sea, 25 of them with the SIU. He joined the Union in Savannah. A native of Georgia, he also ships as steward and, like most of the De Pauw's crew, sails mainly out of Jacksonville. Bryant and baker "Tiny" Richardson have shown John, who is making his first trip, the ropes around the steward department. "Cooking isn't hard," Bryant said, "you just have to pay attention and take an interest in the job." "I guess," he said, "I've been to just about every possible port."

For young Bud, of course, the experience was all new, but he came prepared. "I've been interested in the sea and around seamen all my life," he said. In fact he got his nickname from oiler Charley Thompson, a fellow Seafarer on the De Pauw, who "has known me all my life." The 19-year-old Seafarer went to high

school in Jacksonville, before shipping out.

"I always wanted to see the world and I found sailing very interesting," young Bryant said. "You can hardly believe all the things you see. At times, you really know how well-off you are living in the U. S."

The De Pauw Victory called at no less than 14 ports during this Far East run, affording the Seafarers a chance to see countless interesting and varied sights. Among the ports visited during the four months and three days, were Subic Bay, Cat Lai, Manila, Keelung, Okinawa, Yokosuka, Yokohama, Guam and Pearl Harbor.

Japan made a particular impression on Bud, "especially the way they drive their cars so wildly. It seems to me they must have had a minor wreck every few minutes." Young Bryant, who hopes to sail as third cook on his next trip finds it "an interesting challenge to cook and enjoyable work—even though we must have peeled 2,500 pounds of potatoes during the voyage."

SIU ARRIVALS

Tammy Johnson, born August 7, 1968, to Seafarer and Mrs. Harry Johnson, Jersey City, N.J.

Melissa Marie Merritt, born July 30, 1968, to Seafarer and Mrs. Robert R. Merritt, Ferndale, Fla.

Charlotte Ware, born August 6, 1968, to Seafarer and Mrs. James Earl Ware, Jonesboro, La.

Darrell McGivens, born August 4, 1968, to Seafarer and Mrs. Lynn J. McGivens, Gretna, La.

Howard S. Daniels, Jr., born June 10, 1968, to Seafarer and Mrs. Howard S. Daniels, Washington, N. C.

John Charette, born August 27, 1968, to Seafarer and Mrs. Carleton Charette, Providence, R.-I.

Shelly Gautier, born May 2, 1968, to Seafarer and Mrs. Charles Gautier, Chesapeake, Va.

Subrina Allen, born April 16, 1968, to Seafarer and Mrs. Herbert Allen, New Orleans, La.

Michael Aspinall, born January 20, 1968, to Seafarer and Mrs. Michael E. Aspinall, Staten Island, N. Y.

James Allen Daniels, born July 19, 1968, to Seafarer and Mrs. Jammie M. Daniels, Batville, New Jersey.

Donna Davis, born September 5, 1968, to Seafarer and Mrs. William Davis, Sr., Alpena, Mich.

Frank C. Jensen, born August 23, 1968, to Seafarer and Mrs. Frank O. Jensen, Philadelphia, Pa.

Payoff In Bahrain



After a long voyage aboard the Jasmina, Seafarers were taking it easy while waiting for pay-off in Bahrain. From left are Bill Rudd, the ship's delegate, James Stoper, Bib Gilliland, Justin Farrow. All sail in deck department, except Stoper, who ships as a messman.

Schedule of Membership Meetings

SIU-AGLIWD Meetings

New Orleans Oct. 15—2:30 p.m.
 Mobile Oct. 16—2:30 p.m.
 Wilmington Oct. 21—2:00 p.m.
 San Francisco Oct. 23—2:00 p.m.

Seattle Oct. 25—2:00 p.m.
 New York Oct. 7—2:30 p.m.
 Philadelphia Oct. 8—2:30 p.m.
 Baltimore Oct. 9—2:30 p.m.
 Detroit Oct. 11—2:30 p.m.
 Houston Oct. 14—2:30 p.m.

United Industrial Workers

New Orleans Oct. 15—7:00 p.m.
 Mobile Oct. 16—7:00 p.m.
 New York Oct. 7—7:00 p.m.
 Philadelphia Oct. 8—7:00 p.m.
 Baltimore Oct. 9—7:00 p.m.
 Houston Oct. 14—7:00 p.m.

Great Lakes SIU Meetings

Detroit Oct. 7—2:00 p.m.
 Alpena Oct. 7—7:00 p.m.
 Buffalo Oct. 7—7:00 p.m.
 Chicago Oct. 7—7:00 p.m.
 Duluth Oct. 7—7:00 p.m.
 Frankfort Oct. 7—7:00 p.m.

Great Lakes Tug and Dredge Region

Chicago Oct. 15—7:30 p.m.
 †Sault St. Marie Oct. 17—7:30 p.m.
 Buffalo Oct. 16—7:30 p.m.
 Duluth Oct. 18—7:30 p.m.
 Cleveland Oct. 18—7:30 p.m.
 Toledo Oct. 18—7:30 p.m.
 Detroit Oct. 14—7:30 p.m.
 Milwaukee Oct. 14—7:30 p.m.

SIU Inland Boatmen's Union

New Orleans Oct. 15—5:00 p.m.
 Mobile Oct. 16—5:00 p.m.
 Philadelphia Oct. 8—5:00 p.m.
 Baltimore (licensed and unlicensed) Oct. 9—5:00 p.m.
 Norfolk Oct. 10—5:00 p.m.
 Houston Oct. 14—5:00 p.m.

Railway Marine Region

Philadelphia Oct. 15—10 a.m. & 8 p.m.
 Baltimore Oct. 16—10 a.m. & 8 p.m.
 *Norfolk Oct. 17—10 a.m. & 8 p.m.
 Jersey City Oct. 14—10 a.m. & 8 p.m.

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

DIRECTORY of UNION HALLS

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 Inland Boatmen's Union
 United Industrial Workers

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 Cal Tanner

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 (United Farm Workers)

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 (Upholsterers' International Union)

Magic Chef Pan Pacific Division
 (Stove, Furnace and Allied Appliance Workers International Union)

Tennessee Packers
 Reelfoot Packing
 Frosty Morn
 Valleydale Packers
 (Amalgamated Meat Cutters and Butcher Workmen of North America)

SPITFIRE (American Bulk Carriers), September 16—Chairman, F. S. Selmann; Secretary, Phil Reyes. Everything is running smoothly except for some disputed OT in engine department. Discussion held regarding retirement plan. Vote of thanks was extended to the steward department for the good food and service during the voyage. In turn the steward thanked the entire crew for their cooperation with the steward department and making their tasks easier. He commended the crew for their excellent performance and spirit of brotherhood.

CITIES SERVICE BALTIMORE (Cities Service), September 10—Chairman, J. W. Parker; Secretary, W. C. T. Schaefer. Ship's delegate reported that there were a few beefs that had to be settled with patrolman. One man missed ship in Hawaii and one man paid off in Panama. Some disputed OT in deck and engine departments. \$11.30 in ship's fund.

JAMES (Oriental Exporters), September 15—Chairman, Salvatore Seviglio; Secretary, C. M. Gray. Some disputed OT in deck department. Motion was made to have air-conditioning repaired. Vote of thanks to the steward department for a job well done.

DEL SOL (Delta), September 22—Chairman, C. Parker; Secretary, R. E. Stough, Jr. \$4.65 in ship's fund. Some disputed OT in deck and engine departments. No beefs.

ALCOA MASTER (Alcoa), September 21—Chairman, Richard Chlanson; Secretary, C. Wright. No beefs were reported by department delegates. Discussion held on retirement plan.

CHOCTAW (Waterman), September 23—Chairman, W. Unshuk; Secretary, J. O'Dea. Brother R. Pinkham was elected to serve as ship's delegate. Brother J. Krebser was elected to serve as ship's secretary. \$6.50 in ship's fund.

COMMANDER (Marine Carriers), September 22—Chairman, L. B. Bryant, Jr.; Secretary, R. Borlase. Some disputed OT and minor beefs in deck department to be taken up with patrolman. Discussion held regarding retirement plan.

WALTER RICE (Reynolds Metals), September 22—Chairman, Pete Scroggins; Secretary, Joe Bennett. Ship's delegate reported that this has been an exceptionally good trip. No beefs and no disputed OT. All repairs have been taken care of. Vote of thanks was extended to the steward department for the good food and fine service.

JEFFERSON CITY VICTORY (Victory Carriers), September 22—Chairman, J. J. Connors; Secretary, R. K. Peterson. Ship's delegate reported that everything is running smoothly, with no beefs.

DIGEST of SIU SHIP MEETINGS

LINFIELD VICTORY (Alcoa), September 3—Chairman, R. Johnson; Secretary, R. Wood. Brother S. Woodell was elected to serve as new ship's delegate. Discussion held regarding SIU retirement plan.

ROBIN GOODFELLOW (Moore-McCormack), August 22—Chairman, W. De Francisco; Secretary, W. M. Hand. \$51.00 in ship's fund. Brother W. T. De Francisco was elected to serve as ship's delegate. There were no beefs and no disputed OT reported.

SEAFARER (Marine Carriers), September 15—Chairman, George A. Logan; Secretary, Pete Triantafyllou. A few hours disputed OT reported in deck and engine departments. There were no beefs reported. Three men missed the ship in Durban, South Africa; two returned at Bombay.

STEEL KING (Isthmian), July 15—Chairman, Albert J. Doty; Secretary, Ken Hayes. Brother Hayes was elected to serve as ship's delegate. Some disputed OT in the engine department to be clarified.

BELOIT VICTORY (Admanthos), September 8—Chairman, Willard Layton; Secretary, Don Mason. No beefs were reported by department delegates. Everything is running smoothly. Vote of thanks was extended to the Steward and the entire steward department for a job well done.

DEL MAR (Delta), September 22—Chairman, James L. Tucker; Secretary, Darrell G. Chafin. Brother Jimmy Tucker was elected to serve as new ship's delegate. No beefs were reported by department delegates. Everything is running smoothly. Vote of thanks was extended to the movie director.

JEFFERSON CITY VICTORY (Victory Carriers), July 20—Chairman, Nick Funks; Secretary, J. J. Connors. Brother Robert Broadus was elected to serve as new ship's delegate. No beefs and no disputed OT.

DEL ORO (Delta), September 8—Chairman, Charles W. Hebert; Secretary, Ralph Taylor. Brother John Fedosovich was elected to serve as ship's delegate. Some disputed OT reported in all three departments.

ANTINOUS (Waterman), September 18—Chairman, Eddie S. Game; Secretary, Vernon Taylor. \$20.00 in ship's fund. No beefs were reported by department delegates.

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed CPA audit every three months by a rank and file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

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

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

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

EDITORIAL POLICY—SEAFARERS LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1968, meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be reported to headquarters.

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

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

EQUAL RIGHTS. All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no Seafarer may be discriminated against because of race, creed, color, national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify headquarters.

SEAFARERS POLITICAL ACTIVITY DONATIONS. One of the basic rights of Seafarers is the right to pursue legislative and political objectives which will serve the best interests of themselves, their families and their Union. To achieve these objectives, the Seafarers Political Activity Donation was established. Donations to SPAD are entirely voluntary and constitute the funds through which legislative and political activities are conducted for the benefit of the membership and the Union.

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

"NORTH-WESTERLY WINDS at five miles an hour . . . barometer 30.1 and steady . . . precipitation probability only about 40 percent."

This sounds like a fair-weather forecast. But the Seafarer knows it ain't necessarily so—and he isn't too much surprised when the heavens open up and it rains cats and dogs—often right on the heels of the prediction.

Aboard ship or on shore, the man who goes to sea has a keen eye for nature's quick change of face. And he doesn't blame the weather man, because he knows that no one can nail the fickle elements down with any certainty.

Predicting the weather—with all of our modern technological advances—is still a very inexact science. If we understand the nature of the constantly shifting factors involved in weather forecasting, it helps to understand why it cannot yet be foolproof.

Our weather is made by forces which act and react in the deep blanket which we call the atmosphere, and which completely covers the earth upon which we live.

This blanket consists of four layers.

Immediately above the earth's surface is the troposphere. It accounts for three-fourths of the entire weight of air and contains almost all its water vapor and carbon dioxide.

The next layer is the stratosphere, the upper portion of which absorbs the bulk of the sun's deadly cosmic radiation.

Above this is a thin, soundless layer called the ionosphere. Contained here are a large number of positively charged atoms which cause radio interference.

At the very top is the exosphere which varies between 300 and 600 miles above the earth. It is very thin and its temperature remains constant at about 4000 degrees.

Above these atmospheric levels the cold of the outer space is near absolute zero.

Solar radiation comes to us in short waves which can easily penetrate the atmosphere. Upon striking the earth, these short rays are transformed into long heat waves. The longer waves can not so easily penetrate the atmosphere and then heat collects in the air—and upon the earth's surface—to supply the warmth necessary to support life and the energy which motivates storms. Another function of the atmosphere is the transportation of water vapor.

The air around the earth contains an average total of 17 trillion tons of water vapor. If this gigantic load were suddenly dumped upon the surface of the United States it would flood the country with a layer of water seven feet deep.

Fortunately, nature has a more orderly way of distributing its water in the form of rain and snow. This precipitation is part of a cycle by which water is evaporated from our seas and comes back to irrigate our land and replenish our rivers.

The sun is not only the earth's energy source; the powerful effects of its radiance—unevenly distributed and absorbed by our planet—together with the rotation of the earth, produce the great basic circulation patterns upon which all of our weather is founded.

As the earth rotates, the atmosphere keeps pace. At the equator, the movement of the earth is equal to its circumference—about 25,000 miles each day. There is little or no surface wind at the equator.

The tropical air, heated by the sun, rises and moves northward to the pole. As it moves north, the earth's circumference becomes gradually more narrow and the equatorial air moves faster and faster than the surface it passes over—producing the winds. The earth is ringed with wind bands, flowing alternately east and west.

Beyond these bands, the oceans absorb and store the sun's radiation, acting as a giant thermostat and keeping down temperature changes. Sea currents bathe coastal land areas with tropical heat, warming them and producing mild climate. Half our world owes its mild climate to the warm Gulf Stream.

The coastal areas, the mountains, the valleys, the plains, each absorb the sun's energy at a different rate, helping to create the climate for these areas.

The world-wide weather observations of today have established the fact that the air over us is divided into huge air masses—continents of air drifting with the winds of earth. As they wander they cover us with alternate umbrellas of rain, snow or sunshine.

There are two basic sources of weather air: the polar region, with its dry air masses and the equator, bringing tropical air masses which are warm, wet and heavily cloud-laden.

The points at which air masses meet are called fronts. Air masses interact with the surface areas they cover, affecting the weather below and, in turn, being changed in the process themselves.

Beyond varying the weather, the air masses act as the earth's thermostats, regulating its temperature by distributing its heat.

Water reflects about 60 percent of the solar radiation absorbing 40 percent. Land reflects only about 10 percent and absorbs 90.

So the oceans have become the great moderators, acting to narrow the extremes of temperatures in the

EVERYBODY TALKS ABOUT IT...



A 50,000,000-volt discharge lights up the heavens as lightning streaks to earth. Thunder will follow.



Altocumulus clouds are startling in their grandeur. Rain is shown precipitating out in distance at left.

air masses as they travel over them.

Fog may be produced by cooling air masses, condensing all the moisture present. It also happens in warm weather when more moisture is added to already moisture-laden air.

Most cloud formations occur when air masses of different temperatures collide. Sometimes the results of these collisions are spectacular. Large-scale mixing of air masses often occurs very rapidly. When this happens, the atmosphere somersaults and thunderstorms are born. These storms begin to form when huge quantities of water vapor are lifted into clouds which blot out the sun. When overloaded, the water precipitates out as rain, drenching the land.

Static electricity is produced by the friction of the raindrops falling through the air. This friction builds up and when the total charge is high enough, a leap of electricity discharges into the ground below. Lightning causes a temporary vacuum in the atmosphere. The surrounding air, swirling in to fill the space, creates the thunderclap.

Thunder used to frighten the ancients, just as it frightens many people today. The Norsemen said it was caused by the chariot wheels of Thor, god of thunder,

who also threw lightning bolts.

An easterly wave is a bend in a tropical front. As the northeast-southwest line moves irregularly westward, thunderclouds build along the line, resulting in showers. They are common around the tropical islands of the Caribbean and the sudden showers follow clear skies. Unstable easterly waves give birth to tropical cyclones.

Fronts between shifting air masses are weak or strong, depending on the differences in temperature and the moisture content of the two bodies. Most of our rain, almost all of the vast blankets of covering clouds, and a large percentage of our turbulent winds are generated in strong fronts.

A cold front develops at the juncture of a cold-air with a warm-air mass. The heavier cold air runs under the warm air, forming turbid mixtures of hot and cold air, gusty winds and vertically developed clouds which look dark and foreboding. These are cumulonimbus and are characterized by anvil-like tops. Violent rain, thunder and lightning result. Accompanying winds generally blow from the south or southwest.

A warm front develops when a mass of warm air follows a mass of cold air. The lighter warm air rides up above the cold, producing a wedge similar to that of the cold front but covering a much wider area. The moisture of the rising warm air condenses to form clouds and produce rain. But the clouds are lower and less marked and ominous-looking. The resulting rain falls in a monotonous drizzle which may last for days. There is little thunder and lightning and the winds are light instead of gusty.

When accompanied by temperature changes, the sudden shifting of rain-laden winds is the surest indication of a frontal passage—better weather is on the way.

In the Northern Hemisphere, fronts move from west to east. When dense air rises to great heights a high-pressure zone is produced. Air masses containing dips and valleys have low-pressure zones. High-pressure air flows toward a low-pressure area and gradually overtakes the low-pressure air mass. The body of air caught between high and low pressure systems is slowly squeezed upward until its forward and rear fronts meet. This is called an occlusion and the line of contact is an occluded front. These occluded fronts bring cold weather.

A squall often occurs together with a cold front when the winds aloft are stronger than those at the surface. They are of brief duration, but can be extremely violent, smashing roofs, uprooting trees and capsizing sailing craft.

Hailstones form when the moisture content of the air is high and the upper air is unusually cool. The cumulus clouds build up, changing from fluffy white to black. Water droplets form and are carried heavenward by the un-sweeping air. When they rise above the freezing level they harden. The hailstones become larger—often as big as golf balls—when they are joined by water droplets from below. When the air can no longer support its burden, rain and hail begin to fall. Hail can be very destructive; fortunately it is short-lived.

Smog is a relatively new phenomenon. In industrial areas many smokestacks belch tremendous loads of chemicals and combustion products into the already overburdened atmosphere. Much of this air-borne debris is too heavy and falls as grime to smear our city streets. Lighter particles and waste gases remain airborne until water-laden air combines with it to form smog. This mixture hangs over many of our cities and is a real killer, especially to older or ailing persons and newborn infants.

Tropical hurricanes produce the most extreme weather conditions at sea. The interaction of wind, storm and sea is so violent that the horizon disappears and the Seafarers' world becomes an inseparable mixture of swirling air and water.

Hurricanes are the most dreaded of all nature's assaults. They can level cities and have killed countless people. They are most common in the Atlantic and in the Gulf of Mexico. In the Pacific they are called typhoons.

Such storms form in the hot, humid atmosphere of the inter-tropical front. They develop hour by hour, building up a counter-clockwise circulation until the force breaks it away from the parent front. Heavy clouds lie 300-400 feet over the surging water while the winds beat the sea with terrific force, raising waves of 100 feet or more.

Tornadoes usually develop as a result of the meeting of two air masses having different temperatures and flowing in different directions. A shearline or rotating force develops around a low-pressure center. The tornado cone descends from under a heavy, black, very turbulent cumulonimbus cloud which is accompanied by violent gusty winds, rotating with a counter-clockwise motion at enormous speed. These twisters cause tremendous damage.

Waterspouts begin as downward-projecting bulges from cumulus clouds which reach the sea, forming a tube of water connecting sea and sky. Due to their relatively slow speed these sea twisters can easily be circumnavigated by today's power-driven vessels.



1969 SEAFARERS SCHOLARSHIP APPLY NOW!



Application time is here again for the five annual SIU College Scholarships, each worth \$6,000 over a four-year study period, to be awarded in 1969 to Seafarers or their children.

To qualify, Seafarers must have accumulated at least three years seetime on ships contracted to the SIU. Seafarers must meet the necessary seetime requirements in order for their children to qualify for the scholarship grants.

A distinguished panel of leading university educators and administrators selects these scholarship winners on the basis of their high school records and scores attained on College Entrance Examination Board tests.

The first of these CEEB tests will be given throughout the country on November 2, 1968. Later tests are scheduled for December 7, 1968 and January 11, 1969, with a final opportunity available March 1, 1969. However, the earlier you arrange for your test the better, so don't put it off.

Eligible Seafarers and their children who are interested in applying should arrange for these tests as soon as possible by writing to: College Entrance Examination Board, Box 592

at Princeton, New Jersey, or at Box 1025, Berkeley, California.

Applicants are also urged to obtain their SIU College Scholarship application forms as soon as possible. All applications must be received on or before April 1, 1969. These forms can be obtained by writing to: SIU Scholarships, Administrator, 275 20th Street, Brooklyn, N.Y. 11215. They are also available at any SIU Hall.

The SIU Scholarship Plan is widely recognized as one of the most liberal, no-strings-attached programs of its kind anywhere in the country.

Recipients of these awards may pursue any course of study they choose and attend any accredited college. The 1969 winners will be selected by the Seafarers Scholarship Award Committee on May 12, 1969.

Seventy-eight SIU Scholarship Awards have been made to 25 Seafarers and 53 children of Seafarers since the inception of the program, now beginning its sixteenth year.