

Foil Plot To Murder Paul Hall

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SEAFARERS LOG

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• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL •

LOST SHIP UNSAFE, CG HEARING TOLD

Clampdown Bars All LSTs From Sailing

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Huddle At CG Hearing. Discussing a point in the investigation of the disappearance of the LST Southern Districts, outside the Coast Guard hearing room in New Orleans where an official probe is going on, Israel G. Seeger (2nd from left), associate of SIU general counsel Seymour W. Miller, talks with Seafarers Charles P. Johnsen (left), Charles E. Collins (2nd from right) and John Flanagan, who were on the ship until her last voyage and testified at the hearing. The missing ship had 23 men aboard. (Story on Page 3.)

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IN THIS ISSUE

YOUR SIU **CONSTITUTION**

ALSO
SIX MONTHS REVIEW
OF SIU TRIALS AND
APPEALS

Grand Jury Begins Probe Of Plot To Murder Hall

HACKENSACK, NJ—A special Bergen County grand jury here began taking testimony this week in investigation of an alleged conspiracy to murder Paul Hall, secretary-treasurer of the Atlantic and Gulf District, SIU, at his home. The FBI, the Bi-State Waterfront Commission and law enforcement officials in four states are busy following up leads in the case in which five men have already been indicted and five other "John Doe" indictments have been handed down.

Those indicted thus far include the following:

- James Cobb, 33, alias Frank Green, who has reportedly confessed that he was the "trigger man" of the alleged conspiracy.

- Edward Taffe, 65, of West Milford, NJ, indicted as a co-conspirator.

- Carmen Priore, alias Thomas Hodges, 52, of New York, indicted as a co-conspirator.

- Ray White, Tampa port agent of the SIU, who, according to Bergen County prosecutor Guy Calissi, has been named by Cobb as the individual who hired him to do the job for \$15,000. White is running against Hall for the post of secretary-treasurer in the SIU elections which got underway November 15 and will end January 15.

- White's brother, Steely White, now being sought in Norfolk. Others who have been ques-

tioned in connection with the case are:

- Ben Sterling, 42, New York attorney, who was picked up by New York police and taken to the Hillcrest Avenue station. He was questioned there by Queens Assistant District Attorney Thomas P.



James E. Cobb

Cullen. Subsequently, Sterling appeared for questioning before Bergen County authorities and is scheduled to appear before the Bergen County Grand Jury.

- William Higgs, former member of the SIU, who was expelled for aiding the old ILA in its fight with the AFL longshoremen's union. Early last year Higgs was placed on the ILA payroll and appeared with ILA President William Bradley at ILA meetings, where he attacked the SIU's role in the AFL waterfront drive. He also aided the ILA in the preparation of scurrilous literature.

ILA President Bradley has been called to appear before the Bergen County Grand Jury for questioning. Bradley will be asked about funds purportedly given by him to Higgs and White, and about Cobb's use of an airline credit card issued in Bradley's name. He will also be asked about lists of longshoremen allegedly found in Cobb's and Priore's possession.

Shotgun In Car

According to Bergen County prosecutor Calissi, a report was received at his office on Thursday, December 23, at 3:30 PM, that Hall was to be murdered within an hour. Police and detectives immediately rushed to Hall's home in Montvale, New Jersey. At 4:30 PM, Calissi said, Cobb was arrested in front of Hall's home in a 1951 Chevrolet with Georgia license plates. Detective Charles Fromherz and Captain John Ducoff of the Bergen County police found a double-barreled shotgun and two shells on the seat beside Cobb.

According to Calissi's office, Cobb talked freely about the plan. Cobb was quoted as saying he was originally approached by Ray White two months ago, and was promised \$2,000 down and \$13,000 to be paid later on by Sterling in Tampa for the assassination. On subsequent occasions, Cobb said, he came to New York to discuss the matter with White and with Taffe and Priore.

Calissi said further that police found \$2,000 in Taffe's home which Cobb said was given to Taffe for his part in the abortive conspiracy.

The money was in \$100 bills and was found wrapped in Tampa bank wrappers.

Cobb told police that after the shots were fired he was to have abandoned the car and was to be driven by Taffe to Suffern, New York, just over the Jersey state line. There he was to catch a train back to New York City, subsequently returning to Tampa by plane.

Double-Cross Seen

Detective Carl De Marco of the prosecutor's office told newspaper reporters, "If he (Cobb) had gone through with the job and gone back for his big payoff he'd have been done away with — his lips would have been sealed. They wouldn't let him run around with this spending money and their names on his lips."

Cobb himself was reported as saying that he had driven north earlier in the month but had gotten cold feet and left his car with Taffe. However, he alleged, White told him he had better go back and do the job. Police said Cobb told them he had been warned he would be "taken care of" if he failed to go through with the slaying.

Commenting on Cobb's confession, Calissi declared that he was satisfied that Cobb had given a factual account of the plot.

Cobb's arrest touched off a widespread investigation involving the FBI and police of New York, New Jersey, Virginia and Florida.

Subsequently, assistant prosecutor Fred Galda of Bergen County went to Tampa to question White and Higgs. White has refused to waive extradition proceedings with the result that Governor Meyner of New Jersey has formally signed papers requested his extradition. A hearing has been set for January 13 in Tampa. Meanwhile, White is free on \$5,000 bail.

Bradley Credit Card

Galda reported finding evidence of frequent travel between New York and Tampa by many of the principals. Airline schedules show that White and Higgs flew to New York on December 17, Cobb on December 18, Steely White on December 19 and Cobb again, returning to Florida, on December 20.

(Continued on page 17)



Balloting in the SIU's general election for officers continues at a near-record pace throughout the district, as in New Orleans, where the crew of the Del Mar arrived in port to push the total vote over the 1,000 mark. Here, Seafarer John E. Vazquez signs register to become the 1,000th voter in the port as membership balloting committee of (l-r) Harold Jones (seated), Bill Mitchell and Vic Miorana look on.

SIU Election To End Jan. 15; Voting Heavy

With all indications of a near-record turnout, voting in the SIU A&G District's elections is rapidly drawing to a close. Just one week remains for Seafarers to vote in all ports, before the close of the balloting on January 15.

The heavy turnout was prompted by a record number of candidates, 78 in all, for the 49 posts open in the election. Apparently the total vote will surpass the 5,700 votes cast in the 1952 election.

Committees To Be Elected

Membership meetings in all ports on January 26 will elect tallying committees which will count the votes cast in their particular port and then forward their findings and the ballots to headquarters. The headquarters tallying committee will serve as the tally committee for the entire district and headquarters, with the final results to be reported to the following membership meeting.

The majority of the vote was cast early during the balloting period, which began on November 15.

At stake in the election are the posts of secretary-treasurer, six assistant secretary-treasurers, nine port agents and 33 patrolmen.

ILA Rigs Pact Okay In 2nd Vote

With the aid of clerks, cooperators, checkers and other miscellaneous crafts not covered by a longshore agreement, leaders of the old ILA finally dragged a favorable vote on ratification of a new two-year longshoremen's agreement. The contract is virtually identical with the agreement that longshoremen themselves rejected December 15 by a vote of 6,199 to 4,590.

AFL forces on the docks were critical of both versions of the contract because they did not provide the guaranteed eight-hour day, 23-man gangs, sling load limits and other important clauses. The only immediate gains for longshoremen were a seven cent an hour wage increase.

ILA leaders also declared that if the membership failed to approve the contract on Jan. 5 they would be voting for a strike. While the first vote was conducted by the Honest, Ballet Association, the second tally was left largely in the hands of individual ILA local unions.

Meanwhile, a final breach between former ILA tugmen and Captain Bradley appeared when Joseph O'Hare, head of the local that recently returned to the AFL, revealed Bradley was attempting to break up the union. O'Hare charged that "Bradley proached some of our delegates with lavish promises of money they would desert Local 333 to organize for the ILA." Bradley confirmed the breach by petitioning the tug owners for a contract in the name of the now-defunct ILA marine division.

BME Votes Officers For Four-Year Term

Members of the SIU-affiliated Brotherhood of Marine Engineers have reelected incumbents to office and approved a four-year term for officials in the union's 60-day secret ballot vote. The constitutional amendment on the ballot, increasing the term of office from one to four years, was approved by a majority of almost four to one, well over the necessary two-thirds required for ratification.

BME President Wilbur Dickey, who was unopposed, was elected to his second term. Others elected were Raymond McKay and John W. Regan, vice-presidents; Raymond Doell, treasurer; and an executive board of three rank and file members, Gordon Small, Leon Berlage and William Verwilt.

Voting ran for 60 days from October 1, to November 30, 1954, with ballots delivered to eligible voters in person or by mail. Ballots were counted by a rank and file committee at the union's December membership meeting in New York headquarters.

Approximately 90 percent of the engineers eligible to vote took part in the election.

The BME was chartered by the SIU of North America in 1949, and was granted its autonomy in 1953. It held its first election in the fall of that year.

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Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: Jan. 12, Jan. 26, Feb. 9.

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

'Districts' Probe Opens; Cancel All LST Sailings

NEW ORLEANS— Damaging testimony by Seafarers that the missing LST, Southern Districts, was an unseaworthy rustbucket, was underscored by Coast Guard withdrawal of ocean-going certificates for all other LST-type ships.

Further, evidence was offered at Coast Guard hearings here that the ship was carrying far more tonnage than was originally reported and the question has been raised as to whether or not the ship was overloaded.

The Southern Districts was en route from Port Sulphur, Louisiana, to Bucksport, Maine, with a 23-man crew aboard when it vanished without a trace somewhere between Florida and Maine. An intensive air-sea search begun on December 11 was called off on the 21st without turning up a trace of the ship. It was not until January 2 that a lifering of the missing ship turned up off the Florida Keys. A sister ship, the Southern Isles, was lost three years ago off Cape Hatteras with 17 of her crew.

The Coast Guard's action was viewed as virtually confirming charges that the Southern Districts was an unsafe vessel for seagoing purposes. An announcement handed to the press at the start of the hearings stated, "The commandant of the Coast Guard has withdrawn authorization for unlimited ocean and coastwise routes for LST-type vessels."

Coast Guard inspectors are already boarding LST's upon arrival in port and picking up their certificates, pending further action.

Indications are that the ships will be severely restricted in future movements if allowed to sail at all. Ten LST's still sailing are affected by the order including four other SIU-contracted ships: the Southern States and Southern Cities, sister ships of the Southern Districts; the Bethcoaster (Calmar); and Excello (Excello). Other ships affected are the tenders S-21, S-23, S-24 owned by the California Company, New Orleans; the R. W. McIlvain, owned by the Pure Oil Company; the Coos Bay, owned by H. W. Irwin of Oregon; and the Eagle, owned by Gulf Oil.

SIU Represented

Hearings on the loss of the Southern Districts and her 23-man crew opened with SIU representatives in attendance, and participating the office of SIU General Counsel Seymour W. Miller at the hearing is Israel G. Seegar.

Three members of the Seafarers Union who had sailed with the ship testified as to the poor condition of the vessel. Numerous leaks, malfunctioning of pumps and steering gear, rusted, nearly rotted-through decks, dogged-down doorways to crew quarters, and wooden plugs in holes below the waterline were cited as contributing to the unseaworthiness of the missing ship.

Victor Matukas, loading foreman at Port Sulphur also testified, stating that he had put 3,900 tons of ore into the hold at the direction of the captain. First reports had it that the ship was carrying only 2,659 tons. This raised the question, of an overload, and subsequently, there was doubt indicated that the ship had sufficient freeboard.

Meanwhile, the Southern Steamship Company, operators of the Southern Districts, belatedly added another name to the list of missing crewmembers. He is Sotirios Gelardos, OS, 22, whose next of

kin in this country is an uncle living in Norfolk, Va. Previously, 11 other Seafarers and two SUP members were listed as missing along with nine officers.

The hearings heard the ill-fated ship described by Seafarer Charles E. Collins, AB, as "one big bucket of rust" at the time he got off the vessel in the Todd Shipbuilding Company yards here just before she sailed on her last voyage. The vessel was put in drydock here for repairs after having run aground in Tampa.

'Afraid Of Ship'

Collins testified he had been going to sea since 1939 and the Southern Districts was the "first ship in my life I was ever afraid to ride."

Explaining he left the ship after being a member of the crew about three months, Collins said he just didn't want to make the trip North "in the rough weather you find up there at this time of the year."

"She groaned and creaked too much for me," he testified. "She was a terrible steering ship. If the weather got just a little rough, she would fall off as much as 10 to 15 degrees and nobody said anything because nobody, the officer on watch or anybody else, could do any better."

Patches Over Holes

Collins said it was the practice never to do any chipping aboard the Southern Districts, but to paint over the rusty deck and hull plates. On four different occasions, he said, he saw the mate welding patches over holes on deck.

Once, he said, the chief mate (Continued on page 17)

Suez Canal Blocked By Tanker Crash



Radiophoto shows Liberian flag tanker World Peace jammed up against railway swing bridge at El Ferdan in Suez Canal. Tanker ran into bridge on December 31, causing a three-day jam of shipping at both ends of the vital waterway.

Dad Lost, Family Of 5 Faces Uncertain Future

Lake Charles, La.—Like 23 other families struck by tragedy in the loss of the Southern Districts, Mrs. Thomas T. Nichols faces the New Year with a heavy heart—and the future of providing for her four small children without their father. Seafarer Thomas Nichols, 29, was AB aboard the ill-fated ship.

For the present, Mrs. Nichols plans to remain at her residence near Lake Charles until the oldest of her children, nine-year-old Winston, completes his present school term. After that, she said, she may move to Birmingham to live with a sister.

The first word Mrs. Nichols had that the ship with her husband aboard was missing was when an account of the search for the Southern Districts appeared in the daily newspapers. Since then she contacted the company offices of the Southern Steamship Company, operator of the ship, in Wilmington.

SIU representatives have been in constant contact with her since it first became known the ship was missing. At first, Mrs. Nichols was in dire financial circumstances. Then, SIU Welfare Services advanced her \$100 and now the company has sent to her \$153.80, representing the new amount of wages due her husband, plus \$500 as his clothing allowance.

Decision to Come

Questions concerning what may have been the fate of the missing Southern Districts are holding up payment to Mrs. Nichols of the SIU's \$2,500 death benefit, a \$1,000 double indemnity insurance policy which her husband had in force



Mrs. Thomas T. Nichols is shown at home with her four children, Winston, 9; Thomas T. Jr., 2; Johnny Ray, four months and Freda Gail, 3. Loss of husband aboard Southern Districts has left her with virtually no financial resources.

and insurance which would pay out the balance due on a 1954 automobile which Nichols purchased recently. These questions may be settled by the Coast Guard ruling expected to result from a hearing in the Southern Districts case now being conducted by a Coast Guard investigating board in New Orleans.

Meanwhile, Mrs. Nichols is mak-

ing ends meet on the sums she has received to date.

Won't Abandon Hope

Of course, she and the children, Winston; Freda Gail, 3; Thomas T. Jr., 2 and Johnny Ray, four months, will be the last to give up the final ray of hope that some clue to the missing Southern Districts and the fate of the crew will be uncovered.

REVIEW of TRIALS and APPEALS

CONDUCTED JULY-DECEMBER 1954



This is the fourth review of trials and appeals conducted under the SIU's constitution and printed every six months in the SEAFARERS LOG. This review covers the period from July 1, 1954, through December 31, 1954.

Once again, the limited number of cases reflects the determination of the membership in all but a handful of instances to abide by the standards adopted by the membership in the Union's constitution.

The first trials and appeals report, believed to be unique in the labor movement, was issued on July 10, 1953, and subsequent reports have been issued at the six-month intervals.

As specified in the SIU constitution, all trials must be conducted by elected rank and file trial committees from which officials are

barred. Standard courtroom procedure is followed as closely as possible, with proper notification of the accused, cross-examination, presentation of defense witnesses and similar procedures provided for. The constitution also specifies an appeals procedure to a rank and file appeals committee, as well as a final appeal to the international convention. All such steps pass for review before Union membership meetings.

In the last six months there have been six trials, all of which resulted in findings of guilt. In one trial the membership non-concurred in the findings, turning down the trial committee's recommendations. There were no appeals made during the period.

Names of accused individuals and of their accusers are not used for purposes of publication.

September 9, 1954
 Accused: B-770, Accuser: S-3.
 Charges: While a crewmember aboard the Steel Seafarer, accused was found to have marijuana in his possession and was taken off ship by Customs officials.
 Trial Committee: Peter Jomides J-65, D. B. Moon M-684, George Fleming F-138, Michael Dusevitch D-433, J. T. Higgins H-43, E. A. Olsen O-37.
 Findings: Guilty as charged. \$100 fine and one year's probation. (Above findings were non-concurred in by the membership as penalty levied was in violation of the SIU constitution.)

November 18, 1954
 Accused: C-221, Accuser: M-1.
 Charges: On evening of November 10, 1954, in the course of special dedication ceremonies for new Union Hall in Baltimore, accused became intoxicated and used violent, abusive and obscene language in presence of members, officials and guests.
 Trial Committee: C. Bedell B-139, G. Perry P-371, R. Musselwhite M-293, W. B. Eayers S-633, H. Wheeler W-179.
 Findings: Guilty as charged. Suspended 60 days and a \$50 fine.

September 23, 1954
 Accused: Z-33, Accusers: S-2, S-33.
 Charges: Entered Baltimore hall on September 20 in drunken condition and interfered with agent's discharge of duties by invading port agent's office and disrupting conduct of Union business. Behaved in a disorderly manner in the Union hall.
 Trial Committee: James Corcoran C-18, A. Bearden B-204, Charles Moss M-502, Vincent Quinn Q-10, Ray Nicholson N-161, Robert Pomerlane P-437.
 Findings: Guilty as charged. \$50 fine and an apology to the port agent.

August 12, 1954
 Accused: O-12, Accusers: D-136, B-137, C-95, L-285.
 Charges: Left watch in engine room temporarily but failed to return and was found sleeping in quarters under influence of alcohol. On various other occasions turned to under influence of alcohol causing general disturbance aboard ship.
 Trial Committee: H. B. Betts B-395, J. Johnston J-225, W. A. Young Y-5, J. W. Ward W-4, H. H. Hurlstone H-375.
 Findings: Guilty as charged. \$50 fine.

December 2, 1954
 Accused: S-823, Accusers: T-5, W-1.
 Charges: Came into New Orleans hall badly intoxicated. When asked to leave hall by authorized official refused to do so. Had to be removed from hall on four separate occasions when intoxicated and caused disturbance in the process.
 Trial Committee: S. Mancino M-390, C. Lewellyn L-194, C. Wright W-239, W. Mitchell M-22, H. Gunther G-174.
 Findings: Guilty on both counts. \$700 fine.

December 2, 1954
 Accused: F-216, Accuser: W-1.
 Charges: Accused, without authorization from the membership, employed an outside commercial photographer, and attempted to get him into the New Orleans hall to take photographs of special Union proceedings and information, for the purpose of unauthorized and unlawful disclosure of such private Union business and proceedings.
 Trial Committee: Same as above.
 Findings: Guilty. Expelled from membership.

Raps 'Right-To-Work' Laws



Opening gun in AFL-CIO efforts to block adoption of anti-labor "right-to-work" law in Maryland was fired recently by Father William J. Kelley of Catholic University, noted authority on labor legislation. The clergyman called "right-to-work" laws "immoral." His remarks kicked off rally for Maryland labor held in hiring hall of new SIU Baltimore hall.

As I See It . . .

Paul Hall



MENTION OF THE WORDS "TAFT-HARTLEY" TO LAWMAKERS and other interested parties usually stirs up a dust-cloud of argument and controversy. However, despite the emotional nature of the issue, the incoming Congress could perform a great service to the nation if it set afoot a move to examine just how the law has been working in certain areas.

After all, Taft-Hartley has been on the books for 7½ years now. Leaving the legal technicalities and the political slogans out of the picture, there is a good opportunity now to examine how the law has been administered in certain areas and how it has worked out in various industries. Such an examination would determine, among other things, whether the law has worked to stabilize management-labor relations in any given area. The examination would be of particular value if it took a long hard look at various vital industries, including the maritime industry.

Your Union cannot vouch for what is happening elsewhere, but it is the contention of the SIU that the administration of T-H in maritime has served to hurt legitimate unions in this industry and promote the interests of the waterfront section of the Communist Party.

This is a serious charge, but your Union is convinced that it is in a position today to offer definite and very real evidence on that score. The manner in which the law is being administered by the National Labor Relations Board is opening the floodgates to the Party and on the verge of giving it a field day in maritime.

All parties will agree, including the Seafarer, the shipowner and the administration in Washington, that the worst thing that could happen is to let any section of the industry fall into the hands of the waterfront Communists. The chaos and instability that would result would be a severe blow to our merchant marine, which is already plagued by numerous problems. Yet the narrow, legalistic outlook employed by the Labor Board is in effect promoting the chaos that the law seeks to avoid.

The situation today calls for a realistic approach to what could become a major national problem. This organization is ready and willing to make its case before any interested Congressional committee. Your Union believes that there is a genuine opportunity here for interested Congressional groups, to put a halt to developments that could be detrimental to this nation's security.

YOUR UNION, AMONG OTHER ORGANIZATIONS, HAS BEEN putting up a beef for quite some time about the use of "runaway" flags for ship registry. While this has been of considerable concern to the maritime industry, those on the outside have not felt the impact and consequently have shown little interest in the problem.

Now, it appears that some people are trying to interest other corporate enterprises in registering a dummy front outfit in Liberia as a means of escaping US wages and taxes, just as the shipowner does. It has been suggested, seriously, that motion picture production companies be incorporated in Liberia. The production companies would be created as dummies for the purpose of making films overseas in other countries for the American market. Neither the country in which the film was made, nor the US, would be able to tax the profits made by the production company which would be a "Liberian" concern.

All this, of course, would be quite different from the practice of certain Hollywood outfits of making pictures "on location" overseas, since these companies are still US firms and subject to US taxes. Yet even this practice has been cause for concern for craft unions in the industry whose employment is affected accordingly.

It appears then, that Liberian registry possibly offers a threat to far more than the maritime industry, and the practice should rightly become the concern of all of the labor movement.

Crew Blasts Transfer 'Piracy'

NORFOLK—Crewmembers aboard the former SIU ship Seacoral dramatized the protest of all American seamen against the Maritime Administration's ship transfer policy last week when they hoisted the traditional flag of piracy—the skull and crossbones—on their vessel to emphasize that it was pirating American wage standards and stealing American seamen's jobs.

The Seacoral and six other vessels were approved for transfer to foreign registry during the past two weeks in a "clarification" of the MA's earlier-announced "halt" on trampship transfers. The Government ship agency completely reversed itself one day after declaring no more transfers would be permitted, when US tramp operators raised a howl.

Fifty-seven dry cargo Liberty ships had been okayed for transfer to Panamanian and Liberian registry when the short-lived "halt" in transfers was called last month. Now the "clarification" has already given the green light to seven more. It is explained by the MA as a move to enable vessel owners whose applications for transfers were already processed to take advantage of the Government escape hatch transfer policy.

23 SIU Ships Gone

Nineteen former SIU-contracted vessels have already been transferred, in addition to the Seacoral and three others of those just okayed, the Taddei (Shipenter), National Freedom (American Waterways) and the Marven (International Navigation). Thus, a total of 23 SIU-manned ships are involved out of 64 US Liberties which have switched registry altogether.

Reports indicate that there are up to 12 more transfer applications pending before the MA, some or all of which still may be approved. About one-third of these are probably SIU ships also.

Meanwhile, events aboard the Seacoral, which arrived here December 31 from Yugoslavia to load coal for Japan, caused somewhat of a sensation. Although the

ship's American registry was actually surrendered on Dec. 25, the new Liberian registry did not arrive until six days later. Thus, with the ship in port and officially no longer entitled to fly the US flag, SIU crewmembers hoisted the

"Jolly Roger" on the ship's stern. The vessel's career as a "pirate ship" ended soon after, however. The Liberian registry papers and a new crew of Greek seamen arrived to take over, and she became just another "runaway" instead.

Travelers Check Draws End Exchange Rate Loss

A favorable response toward the SIU-sponsored use of travelers checks for issuance of draws in foreign ports has been reported from the Steel Apprentice. Although the ship stopped in obscure ports

where currency exchange can be a real headache and where travelers checks are not widely known, Seafarer Leon White reported that the checks proved their worth.

White, who was chief electrician aboard the Apprentice, said that the only difficulties came in a few shoreside shops where local people were not familiar with the way travelers checks work. He predicted though that once their use becomes general, Seafarers will have no difficulties on that score.

Used In Basra

Among ports in which the travelers checks were used satisfactorily were such out-of-the-way places as Basra in Iraq and Massawa, Eritrea.

Of particular advantage, White noted, was the fact that draws could be issued the night before arrival in port, eliminating the all-too-common aggravating delay in issuance of currency. Under the old system, the crew often had to wait for the draw while the cap-

tain went ashore and dug up some local exchange.

Better Money Exchange

The travelers checks meant that crewmembers were receiving the equivalent of US money, which they could exchange themselves. In most places this meant getting a better rate of exchange than they would get otherwise and consequently more purchasing power for the dollar.

The advantage of carrying the equivalent of American money was underscored by the experience of the Steel Artisan crew last summer at an Iranian port. The company agent in the port gave the crew Iranian rials at the rate of only 32 to the dollar. The legal rate of exchange at the time was 80 to 90 rials to the dollar.

The Union has since taken this matter up with the company, and the Seafarers involved are now entitled to receive the difference between what they got and the legal exchange rate, amounting in some cases to as much as \$100 a man.

Movie Co's Also Eye \$ Under Flag Of Liberia

Professor Frabjous J. Entwhistle's dream is coming true. A New York attorney and accountant has suggested, seriously, that US motion picture companies should incorporate in Liberia to escape US taxes

and wages, after the fashion of US steamship companies.

Readers of the SEAFARERS LOG will remember that Professor Entwhistle, a handy figment of the imagination, put forth a grandiose theory of mass transfer of American industry to runaway flags. His theory, as appearing in the August 20 LOG, was simple enough. If all of American industry followed the example of shipping companies and transferred to runaway flags, their profits would be tremendous because they wouldn't have to worry about wage standards, safety provisions, taxes, strict inspection systems and the like.

Of course, under the non-existent professor's system, millions of Americans would be unemployed and the US standard of living would go to pot, a slight handicap that doesn't seem to worry the transfer addicts.

Straight From Shipowners

Now an attorney named Julian Weiner actually wants to translate this fantasy into the real thing. Weiner learned all about it by working for a shipping company—naturally. In a headlined story in "Variety," show business bible, he says that American film companies "have neglected to investigate the possibilities of Liberia, to his knowledge the world's only democracy where native corporations aren't required to pay taxes in income derived from outside the country."

In other words, shipping companies incorporated in Liberia don't pay any income tax as long as they stay away from that country—something which isn't too hard for a busy shipowner to do. Movie companies, says Weiner, can do the same thing.

It's all very simple, says Weiner. The movie company organizes a Liberian corporation. The Liberian corporation makes the picture somewhere outside of Liberia. The picture is sold to a US distributing company, with the sale taking place outside the US.

Consequently, the Liberian com-

pany pays no taxes to Liberia because all its business is done outside of that country. And it owes nothing to Uncle Sam either.

Even if the company was incorporated in Liberia but had to make its picture in the US it would not have to pay taxes on earned income from showing the picture in foreign countries.

"Ultimately," Weiner concludes, "the earnings of the Liberian company, accumulated tax-free, could be distributed to its stockholders via a corporate liquidation taxable as capital gain."

—Move over Professor Entwhistle. Make room for a real-life rival.

CG Playing 'Possum As Seafarers Rap Test Plan

The apparent reluctance of the Coast Guard to announce open hearings on its proposed system of physical and mental tests for screening seamen has failed to halt the snowballing opposition to the plan this week as Seafarers in all ports echoed the SIU's formal rejection of the scheme.

A resolution adopted unanimously at the New Orleans branch meeting December 15 and concurred in by the district-wide membership at the last meeting pointedly supported the SIU declaration of Nov. 26 that "if any proposals such as that advanced by the Coast Guard go into effect in any shape or form whatever, that the Union is prepared to reopen its contract and negotiate a pension plan specifically to protect Seafarers who are deprived of their livelihood by the Coast Guard's scheme."

There has been little favorable comment so far on the CG's proposed brain-body tests, which con-

sist of an exhaustive series of examinations to check mental and physical characteristics such as a man's sense of smell, family background, shipboard record (as seen by the captain) and similar items.

'Questionable,' Says Expert
Many medical authorities, including a psychiatrist who rendered an opinion on the proposals at the request of the SEAFARERS LOG, sharply question the value of the entire procedure for determining the man's fitness to sail.

Meanwhile the Coast Guard continues to maintain silence on what it plans to do regarding the draft of physical and mental standards which it began circulating in the

industry late last year. Following the publication of a story in the LOG on the subject, a spokesman passed off the entire affair as something very tentative and a matter which was yet to be put before the Coast Guard's legal department.

The "maritime unions" had completely misinterpreted the intent of the CG, he said. Most observers were inclined to discount the explanation that CG attorneys hadn't even seen the proposals as highly unlikely in the case of such an explosive matter. Pressed to name a date and place for a hearing on the proposals before they are put into effect, the CG still remains mute.

Attack On Jones Act

In line with SIU members' denunciation of the scheme as "an outright power grab which could result in blackballing out of the industry any seaman now sailing" and "an underhanded attempt to wreck the Jones Act on behalf of insurance companies and shipowners," an analysis of the entire Coast Guard draft by a man who has been sailing as a master for years and who has suffered from diabetes for 30, is particularly interesting.

Preferring to remain anonymous, the captain, now a harbor pilot, notes how the regular meal hours and steady life aboard ship have aided him immeasurably in his affliction and adds that under the CG scheme of things he, as a diabetic, would not be allowed to sail. He adds that the same could apply to such sea immortals as Matthew F. Maury, a diabetic who later also suffered the loss of both legs. An outstanding seaman a century ago, Maury's discoveries on ocean currents and similar data are still vital to navigation many years after his death. Also cited as being unacceptable under the Coast Guard's plan would be George Washington because of facial smallpox scars and John Paul Jones because of his background of illegitimacy.

College Group Briefed On Rotary Shipping



Explanation of how SIU shipping system works is presented by Union headquarters representative Keith Terpe (right) to group from New York State School of Industrial and Labor Relations, Cornell University. They are, (left to right) Joseph Ristuccia, Professor Maurice Neufeld, Seafarer Ed Larkin, who arranged for the visit, and Miss Naomi Spatz. Larkin is currently attending the school.

YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

Written exclusively for THE SEAFARERS LOG. by Sidney Margolius, Leading Expert on Buying

Beware Vacuum Cleaner Deals

So many workingmen's families are buying expensive vacuum cleaners from house-to-house canvassers on the installment plan that it's time we have a frank airing of this problem before many Seafarers' families get involved in these costly deals.

Buying a vacuum cleaner solely on the basis of a home demonstration without comparing other makes is definitely not the way to shop. Some families who can ill afford the expense, have found themselves signed up to pay as much as \$250 for a cleaner with a lot of extra attachments. Some other makes of cleaners sold house-to-house cost \$90-\$100. This is not as steep as \$250, but even so, you should know that you can go to a store and buy one of several makes of excellent cleaners for as little as \$50-\$60, and often, less. The lower prices do not mean these vacuum cleaners are inferior. In fact, some of the less-costly cleaners are actually more efficient than several of the most expensive makes sold by canvassers.

In one case, the canvassers gain admittance to the homes by representing that your name has been picked out for a TV quiz. As one woman reports her experience: "You get a phone call stating that your name has been picked, and would you be home on such and such a night. In order to verify that, the caller says, they will have a man call the same day and he will tell you about the quiz. But when he calls, he has the cleaner."

In the first place, the Government home economists have recommended, don't buy a cleaner for the attachments. Dirt-removal capacity and convenience of use are

more important. You can generally add attachments as you need them. The \$250 set mentioned above has such varied attachments as one for polishing or waxing floors; another for polishing silver, sharpening knives, etc.; a sprayer and other attachments. But if you really did need all these tools, you could buy separate ones, plus an excellent vacuum cleaner, for much less than the cost of this set.

Tips on Buying Cleaners

Canister-type vacuum cleaners have become popular because they are compact and easy to empty. They have no dust bag but use paper disposal bags or dust containers which are easy to empty. Too, many of the canister cleaners are more powerful than tank or cylinder-type cleaners, and thus more efficient for cleaning large rug areas. In shopping for a cleaner, one of the points to compare is the motor capacity. Some of the more powerful tank and canister-type cleaners have one-half to one horsepower motors. Here are other points to check:

Try out the various makes of cleaners to see which clean well and are convenient to handle. See if the dust container or bag is easy to remove, the cord is long enough, the attachments are easy to insert, and the rug-cleaning nozzle is adjustable to different heights of rug pile.

One of the most reasonably priced of all the canister-type cleaners is the Eureka Roto-Matic. Even at its list price of \$69.50 it sells for \$20-\$30 less than other national brands, and many discount houses and independent retailers sell it at net prices ranging from \$41 to \$54. It is an outstanding value, and is a convenient and efficient cleaner.

Among other well-made canister vacuum cleaners are the Lewyt, Apex and Universal, although they cost more than the Eureka.

Among the more reasonable and well-made tank-type cleaners, the Hamilton Beach is well-constructed and one of the most convenient to use. It moves on swivel wheels instead of skids like most tank cleaners. Hoover cleaners are generally powerful and well constructed but are among the costlier makes.

The mail-order houses—Sears, Montgomery-Ward, Alden's and Spiegel—also have their own brand vacuum cleaners at reasonable prices. The Montgomery-Ward cleaners are made by Eureka and are excellent quality.

For a small home where there are no large rug areas to clean, and where the cleaner is used largely for general household cleaning, a light but efficient low-priced make is the Regina Elektrikbroom. It weighs only six and one-half pounds and can be hung in a closet like a broom. It lists at \$49.40 but is available at discounts for \$40 or less.

Beware Bait Ads

As this department has warned before, avoid being caught by bait ads on television and in newspapers for rebuilt cleaners at fantastically low prices, like \$12.50 or \$15. These offers are generally a ruse to get you down to a store where the salesman disparages his own "bargain" cleaner and attempts to high-pressure you into buying a much more expensive one. If the salesman is reluctant to sell you the advertised special and attempts to get you to buy a higher-priced cleaner, you will be safer shopping elsewhere.

Union Host At Holiday Feasts



Sparkling new Baltimore cafeteria had full house for Christmas Day dinner.



Family of Seafarer Robert Banister (left) celebrated holiday in New Orleans.

On the heels of the successful Thanksgiving dinners served to Seafarers on the beach in all ports, the Union again played host to the shoreside membership on both Christmas and New Year's Day. Turkey was king on both occasions as Seafarers toasted the holiday season in proper style.

The Christmas dinner also served to inaugurate the newly-refurbished recreation room in the SIU's New Orleans hall. Only finishing touches and installation of equipment remain to be done in the new room which will serve as the recreation center for Seafarers on the beach in that port.

At headquarters, 286 Seafarers, wives, children and other guests enjoyed the Christmas dinner of turkey and smoked ham, while a smaller number, 238, were enter-

tained on New Year's day. The new Baltimore hall cafeteria was host to another large group of Seafarers, with other halls setting up for meals in the hiring hall or in nearby eating places.

Monday Treat

New Orleans Seafarers got some extra kicks out of the holiday festivities when they showed up for the Monday morning job call, two days after Christmas. They found a supply of leftovers on hand in the form of turkey and ham

sandwiches on New Orleans French bread, plus cases of ice cold beer. All hands enjoyed an impromptu snack right after the 11 AM job call with the patrolmen doing the honors.

The holiday dinners have been traditional with the SIU for the past few years, and always attract a good number of Seafarers who have gotten off their ships to be home for the holidays, or who are on the beach waiting to ship out during the holiday week.

Top of the News

FIELDS TO STAY IN HUNGARY—The mystery of Noel Field apparently will remain unsolved. The Hungarian government has announced that Field and his wife had asked for and received asylum in that country. Both had recently been released from Hungarian jails after disappearing behind the Iron Curtain five years ago. Still to be heard from is Hermann Field, brother of Noel, who was imprisoned by Poland and recently released.

DRAFT CUTS ANNOUNCED—A scheduled reduction in the Army from 3,300,000 to 2,815,000 was announced by the Defense Department. Further draft calls will be cut in half from 23,000 to about 11,000 a month and draftees will have their term of service reduced to 23 and 22 months as against two full years at present.

NEW MOSCOW PURGES—Four more Soviet officials have been shot after a military trial on charges that they were associated with the conspiracy of the late Lavrenti Beria, former secret police head. Western observers, on the basis of evidence available, conclude that military leaders are gaining more and more control in the Soviet Union.

INSECURE SECURITY CLEARANCES—Security clearance methods of Government agencies will undergo Congressional investigation as the result of contradictory treatment of a veteran Federal employee. The employee, Wolf Ladejinsky, has worked in Japan for several years as a land reform expert and was given full clearance by the State Department. Recently his job was transferred to the Department of Agriculture, and he was then dismissed as a security risk on the basis of his personal file in the State Department.

FRENCH REVERSE SELVES ON GERMAN ARMS—After first voting down German rearmament, the French Chamber of Deputies reversed itself and finally approved proposals to bring West Germany into the European military alliance. The first vote on Christmas Eve caused anxious concern in the US and Britain. Despite the subsequent reversal the whole episode emphasized France's dubious outlook toward German arms.

HOLIDAY DEATH TOLLS SOAR—A two day Christmas weekend chalked up a record of 391 traffic deaths with another 123 deaths from other causes. Officials were busy totting up New Year's weekend traffic deaths, a holiday which usually produces large numbers of auto accidents.

COLD WAVE GRIPS ALASKA, SIBERIA—Fort Yukon, Alaska, shivered from a chilly 66 degrees below zero last week while radio reports from Siberia spoke of temperatures of 88 below zero. The coldest weather recorded is 90 below zero, a reading taken in 1892, in a Siberian village, but it is believed that Antarctica's interior can outdo that performance.

STOPS ON DIME AT 632 MPH—An Air Force officer came to a dead stop from a speed of 632 miles per hour in 1½ seconds in special Air Force tests. The only ill effects suffered were two black eyes resulting from his eyes being thrown forward against his eyelids. The test was conducted on a rocket sled mounted on rails. Air Force scientists estimated that the officer was subjected to pressures equaling 35 times his own weight.

PERU LOTTERY HUNTS FOR \$25G WINNER—Officials of Peru's national Christmas lottery are still looking for the holder of the winning ticket, worth \$325,000 in American money. No one has turned up to claim the cash.

PARIS TO PERFUME SUBWAYS—The subway system in Paris will be perfumed with woody scents in an effort to make underground travel more attractive. Thus far there has been no word from New York, Philadelphia or other US subway towns on plans to follow suit.

Cartoon History Of The SIU

Draft Call

No. 80



Due to the fighting in Korea, in July, 1950, the drafting of men into the armed forces was speeded up. Deferments were given men in some essential industries, but seamen weren't included in this category. The SIU warned of the dangers if any real shortage of skilled seagoing manpower developed.



The problem grew serious as more ships came out of the mothball fleets. The Union got deferments for some rated men, but the practices of local boards varied. Some men were deferred, while others sailed into the War zone with troops and supplies and then were drafted off the ships.



Since there was no firm national draft deferment policy, the SIU took its case to the draft directors in each state. Still the confusion continued. Finally, in December, the Maritime Administration called a meeting of all sea unions on the issue. The drafting of skilled seamen continued unchecked, however.

SIU NEWSLETTER from WASHINGTON

It now appears that most of the maritime legislative proposals to be considered by the 84th Congress which just convened in this city will be those sponsored by the Government, rather than by industry. These measures are those included in the so-called Murray Report, put out some time ago by the Commerce Department. They will include recommendations which will be of aid to both subsidized and non-subsidized American steamship lines.

Many of the Commerce Department proposals will prove to be more or less noncontroversial. However, one in particular, and incidentally one of the most important, will be subject to criticism by the General Accounting Office and possibly the Bureau of the Budget. This is the ship construction revolving fund which both the Commerce Department and steamship lines want to restore to existing law. Such authority originally appeared in the 1936 Merchant Marine Act but subsequently Congress refused to appropriate moneys for the fund.

Into this fund would go appropriations for vessel construction and certain receipts from Government mortgages and sales of vessels.

With the going getting a little tougher for some lines, US-flag companies can be expected to push for Congressional sanction, or for Maritime Administration permission, to continue to transfer vessels to foreign flag, and without restrictions which have been imposed in the past by the MA.

The first shot in such a campaign was fired recently when a group of companies took the position that restrictions imposed in recent years by the Government on transfers appear open to challenge. Thus, not only will they seek the right to transfer, but want the privilege of doing so without any strings tied to the deal.

The White House is thinking in terms of crippling the 50-50 shipping law passed last year under which at least 50 percent of aid cargoes would be carried by US-flag vessels. The strong possibility is that President Eisenhower will ask that this law be amended so as to exempt from its application US surplus agricultural commodities sold abroad for foreign currencies. In addition, he may ask for exemption in the various off-shore routes, engaged in by tramp lines—foreign-to-foreign ports not involving US areas.

The 50-50 law passed last year specifically included agricultural commodities and foreign-to-foreign trades. President Eisenhower, after signing this measure in the last Congress, asked the Justice Department for a special report on its various features. However, many quarters here feel that it is doubtful whether such a report will be made at all in that the President now would rather have no such opinion at all than a written adverse (to him) report from Justice.

Many steamship interests in this city, contacted by this reporter, appear ready to sit back this year and not suggest too much in the way of maritime legislation. However, they are very much interested in, and will watch closely, the action of Congressional Appropriations Committees to attempt to prevent riders and strings being tacked on to maritime appropriations.

For example, there is a good chance again this year that the House or Senate Appropriation Committee, in connection with appropriations for the Foreign Operations Administration, will attempt a rider to the effect that no funds shall be used for ocean transportation in an amount higher than the world market rate—which means simply that American tramps would get little of the FOA aid cargoes, with foreign tramps carrying the vast majority.

Such a move on the part of the Appropriations Committees, if successful, would completely emasculate the 50-50 shipping law.

The "piggy-backing" by water of trucks and rail cars carrying freight will be looked into by Congressional Committees in the next few weeks in an effort to see whether something cannot be done to encourage the use of this system more.

Three well-known domestic companies are negotiating right now with the Interior Department for rail car/truck ferry rights on the US West Coast between Puget Sound and points in Alaska. These companies are Luckenbach Steamship Company which would like to enter into the picture jointly with the Coastwise Line and Alaska Steamship Line. However, Interior feels that there is room for such a service only for one company so that eventually Alaska Steamship or Coastwise-Luckenbach may have to drop out of the picture.

The ships to be used in this Puget Sound-Alaska service would carry up to 100 rail cars each.

National Bulk Carriers also wanted to institute such a service but its proposal submitted to Interior was deemed to be not responsive.

In the meantime, on the US Atlantic Coast, Sea Trailers, Inc. has applied for the right to institute a truck-ship service between Norfolk and New York.

Sea Trailers wants the Government to advance a loan of over \$8,000,000 to finance construction of two vessels, each of which would carry 160 trailers of 30 feet in length at a rate of \$67.50 per trailer.

A question that is continually raised by Atlantic Coast steamship lines is the extent to which East Coast ports may suffer from Great Lakes competition when the St. Lawrence Seaway project is opened up for business. The seaway will open up for big ships in about four years, with completion of work expected in the fall of 1958.

When constructed, the canals and channels connecting the seaway project will be a minimum 27 feet deep.

Those in charge of its construction insist that the St. Lawrence seaway will not hurt the competitive standing of old established East Coast ports. They say that both the US and Canada, as a result of the completion of the seaway, will experience a vast expansion of wealth; and that the areas to be served by the seaway are to become more industrialized as the consequence of cheaper bulk transportation.

Your S.I.U. Washington Reporter

Tips For Seamen On Filing 1954's Revised Income Tax

Now that 1954 has departed and 1955 has arrived to take its place, most of us are beginning to realize that the income tax collector can't be far behind.

Accordingly, since several Seafarers have requested information on the application of the new tax laws to seamen, the LOG has compiled a digest of the most important changes adopted during 1954 as well as many of the general tax provisions that apply to seamen.

Generally, with very few exceptions, seamen are treated no differently under the tax laws than any other citizen or resident of the US. (The non-resident alien seaman must also file a return, but the rules are not the same for him.)

WHO MUST FILE. Those under 65 years of age earning over \$600 and those over 65 earning over \$1,200 must file a Federal tax return.

WHEN TO FILE. Tax returns must now be filed by April 15, 1955. The new law extends the reporting deadline another 30 days. Previously, it was March 15. However, the April 15 deadline is waived in cases where a seaman is at sea. In such instances, the seaman must file his return at the first opportunity, along with an affidavit stating the reason for filing late.

Another tax rule specifically affecting seamen governs situations where a seaman signs on in one year, signs off the next and gets a statement of his wages and the tax withheld (W-2 form) from the shipping company when he signs off. Under such an arrangement, it is possible for a seaman to have no income in one year and the equivalent of two years' income in another.

In order to alleviate this situation, the seaman can report the total of his allotments, slops, draws and other cash items as income in the first year, and then deduct this amount from the total income reported on the W-2 form he gets in the second year.

He cannot claim any tax withheld in the first year either, but



can claim all of it for the second year when he files his return along with the W-2 form.

HOW TO FILE. The wage-earner who has average expenses (amounting to ten percent or less of income) and an income of under \$5,000 is advised to use the short form. Those with income of under \$5,000 but with higher than average expenses can use either the long or short form and those with income of \$5,000 or more must use the long form.

A husband and wife should file a joint return on either the long or short form to take advantage of the split income provisions, even if the wife has no income. Single persons should use the long or short form depending on their deductions and/or income.

EXEMPTIONS. Each taxpayer is entitled to a personal exemption of \$600 for himself, \$600 for his wife, an additional \$600 if he is over 65 and another \$600 if he is blind. The exemptions for age and blindness apply also to a taxpay-

er's wife, and can also be claimed by both of them.

In cases where a man's wife lives in a foreign country, he can still claim the \$600 exemption for her as his wife. However, if she has income in the foreign country, it cannot be taxed by the US.

In addition, a taxpayer can claim \$600 for each child, parent, grandparent, brother, brother-in-law,



sister, sister-in-law, and each uncle, aunt, nephew or niece dependent on him. The dependent must have received less than \$600 gross income, and be a resident of the US, Canada, Mexico, Panama or the Canal Zone.

A change in the law permits a child under 19 or a student over 19 to earn over \$600 and still be eligible as a dependent if the taxpayer provides more than one-half of his support.

Another change in the law enables a seaman who is contributing (with other relatives) more than ten percent of the support of a dependent to claim an exemption for that individual, provided the other contributors file a declaration that they will not claim the dependent for that year. Previously, a taxpayer had to provide more than half the support in order to claim the exemption.

Deductions

DIVIDEND INCOME. If a seaman has income from stock dividends, he can exclude the first \$50 he receives as dividend income from his gross income, and then take a tax credit of four percent of all dividends received after July 31, 1954 (less the \$50 previously deducted), after he has determined what his tax would otherwise be.

CONTRIBUTIONS. Previously, a taxpayer could only deduct for contributions of up to a flat 15 percent of gross income. Now he can deduct up to 20 percent of gross income for contributions to charitable institutions, and an additional ten percent of gross income in contributions to churches, hospitals and educational institutions.

INTEREST. Interest paid to banks and individuals on loans, mortgages, etc., is deductible.

TAXES. State and city retail sales taxes, property and school taxes, state stamp taxes on securities, state gasoline taxes, auto license and drivers' license fees and state income taxes are all deductible.

MEDICAL AND DENTAL EXPENSES. All expenses over three percent of gross income for doctor and dental bills, hospital bills, medical and hospital insurance, nurse care and similar costs can be deducted.

All expenses over one percent of

gross income for drugs and medicine can be deducted.

However, deductions of all expenses for medical services, drugs and medicines are limited to a maximum of \$2,500 for each exemption claimed, up to a total of \$10,000.

The three percent rule on medical services does not apply in cases where a taxpayer is over 65, but the one percent rule on medicines and drugs does.

This entire section was rewritten last year, since the law previously limited deductions for medical and dental expenses only to those over five percent of gross income.

CHILD CARE. This is a brand-new provision allowing a deduction of up to \$600 to a widower, divorced or legally separated taxpayer toward the cost of providing care of a child under 12 or a person physically or mentally incapable of support, regardless of age. This expense is deductible only if its purpose is to allow the taxpayer to remain gainfully employed. It cannot be claimed if the payment for child care went to a person who is already claimed as a dependent on the same return.

ALIMONY. Periodic payments of alimony to a wife in accord with a written agreement between them can be deducted. Previously, only alimony which was required by a court decree was deductible.

CASUALTY LOSSES. The reasonable value of all clothing and gear lost at sea due to storms, vessel damage, etc., for which the taxpayer is not otherwise compensated, can be deducted as an expense. The same applies to fire loss or losses in auto accidents which are not compensated by insurance.

LOSSES DUE TO THEFT. Personal items the loss of which can be proven are deductible.

WORK CLOTHES, TOOLS. The cost and cleaning of uniforms and



work clothes which ordinarily cannot be used as dress wear can be deducted. This includes protective work shoes, gloves, caps, foul weather gear, clothing ruined by grease or paint, plus tools bought for use on the job, or books and periodicals used in direct connection with work.

UNION DUES. Dues and initiation fees paid to labor organizations or professional groups, and most union assessments can be deducted.

TAX CREDIT FOR RETIREMENT INCOME. A tax credit of up to \$240 is allowed for individuals against retirement income such as rents, dividends and earnings at odd jobs. This is a new provision important to retired seamen or their widows. Federal payments of Social Security benefits and SIU disability benefits are not included.

MARITIME

After burning for three days in the outer roads of Singapore, the Danish freighter Lexa Maersk was beached by tugs in 23 feet of water. A fire of unknown origin broke out on the vessel, whose cargo included 1,800 tons of rubber. The 62 persons on the ship, including 12 passengers, were all taken off safely. . . . A new city-built pier replacing one on the same site which burned in 1947 has been turned over to Grace Line for its Caribbean passenger liner service out of New York. The \$12 million Pier 57 is a double-decked affair resting on three buoyant cement boxes that jut out into the Hudson and are themselves usable as a huge underwater cargo-storage area.

The highest monthly traffic volume in the history of the Suez Canal used the waterway during the month of October, 1954. The number of ships was 1,154 with a total of 9.1 million tons. Petroleum shipments accounted for 5 million tons of the total. . . . Due to be ready for her Pacific run in May, the Canadian Pacific Railway's train ferry, Princess of Vancouver, is being completed in Glasgow, Scotland, for an early launching. The 15.5-knot vessel is designed to make three round trips daily between Vancouver on the mainland and Nanaimo on Vancouver Island. She will be fitted to carry 800 passengers and 28 boxcars or 115 automobiles or a combination of both.

New York harbor extended its traditional welcome to 163 new ships totaling 1.4 million tons last year. Of the total, only 14 flew the US flag. Norway led the list with 26 new ships, Germany followed with 24, Japan with 20, Liberia with 16 and Great Britain with 14. Tankers accounted for the largest segment of new tonnage, comprising 62 new vessels of 808,968 tons. . . . The stern part of the 80,000-ton Liberian tanker World Concord, which broke in two during a gale in the Irish Sea last month, has been towed into Belfast, Northern Ireland, from Scotland, to be put into drydock. The forepart of the tanker now is anchored off Belfast waiting for experts to decide whether to try to join the sections.

A new shipping line will enter the fiercely-competitive trans-Atlantic service next April as the Europe-Canada Line. It will offer regular sailings from Bremerhaven, Le Havre and Southampton to Montreal during the summer months and to New York via Halifax during the winter. The first crossing will be made by the 11,734-ton motorship Seven Seas. . . . The 4,037-ton English Channel ferryboat Cote d'Azur crashed into a jetty in Calais harbor, but the mishap apparently caused no severe injuries. Thirty-one passengers and 63 crewmen were badly shaken up, however.

Shipping in the international waters of the Danube River finally appears to be reviving after a lapse of many years. For the first time since the war a Hungarian boat crossed into Germany as a German tug towing three barges arrived in Belgrade, Yugoslavia. . . . The second Norwegian ship transferred to Turkey in less than a week has been turned over to her new owners at Halifax, NS, and renamed the Seyhan. The former Norviken, a 3,097-ton freighter, is one of several vessels acquired by the Turkish Marine Bank as a result of a recent purchase negotiated in the US.

Although ore and grain tonnage dipped sharply, throughout the 1954 season, coal movements on the Great Lakes during November, 1954, were a half million tons greater than in the same month of the year before. . . . In Baltimore, however, the situation was reversed. Grain shipments nearly doubled during October, while coal movements dropped 20 percent. . . . Storms in the South Atlantic battered several vessels, including the Panamanian grain ship Vori. Leaking, but reported to be in no danger, the vessel received a Coast Guard escort into port. She was 95 miles off Bermuda.

The Seafarers Puzzle

1	2	3	4	5	6	7	8	9	10	11
12		13								
15						16	17			
	18					19			20	
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25						26			27	
28			29				30		31	32
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40				41				42		
43			44			45			46	47
48					49	50				
51									52	53

ACROSS
 1. Our union
 4. — and span
 8. Curves
 12. Crewmember
 14. The cook serves it
 15. Morocco port
 16. Emigrant
 18. Short sleep
 19. — boy!
 20. Agriculture; abbr.
 21. Large rolls of bills
 23. When we choose officers
 25. Alabama; abbr.
 26. Florida; abbr.
 27. Unit of weight
 28. Musical note
 29. Peddler's craft
 31. In this manner
 33. Boy
 34. Cape in Mass.
 35. Cushion
 36. Joe or Whitey
 39. Admiral's boats
 40. African native
 41. Period of time
 42. Underwater hazard
 43. Hard substances
 45. Seaport suburb of Istanbul
 48. Girl's name
 49. Ship-owner
 51. Seven — Club, Glasgow
 52. City in Alaska
 53. Sheep

DOWN
 7. The Baltic
 2. Word ending

3. Country W of Kenya
 4. Cut
 5. Through
 6. That is; abbr.
 7. Island near Greece
 8. Friend, in Paris
 9. Get back
 10. Freight
 11. Part of ship
 13. Girls' names
 17. Island E of Cebu

19. Where Mobile is
 21. Strife
 22. It's served in Sloppy Mol's
 23. Shade tree
 24. Child
 25. Part of the ship
 29. Tower in Fla.
 30. \$ bill
 31. — Harbor
 32. Army issues
 33. Nova —

35. Kidd or Teach
 36. Titles
 37. Girl's name
 38. Malicious burning
 39. Festive
 42. Nude
 44. Paid notices
 45. Precious stone
 46. Job for Moran
 47. Part of "io he"
 50. River in Italy

(Puzzle Answer On Page 17)

THE INQUIRING SEAFARER

Question: Do you think American ships can be made safer for the crews?

Victor Litardi, MM: One thing we ought to have on all ships is a map showing the position every day. Then if something happens and the men are in a boat, they can have an idea which direction to go in. I hear of plenty of cases of men heading in the wrong direction when land is only a few miles away.



Fred Lewis, MM: All we need are some modern ships that can do the job which these old work-horse ships we have now are doing. The LSTs and other ships built for emergency purposes have no business being on the open sea. That LST that was lost last month with over 20 men aboard is a typical case.



Abraham Mander, MM: Ships can be made a lot safer even though US ships probably have a better safety record than in most other countries. I wouldn't be able to say which item is more important than another, but there sure is something wrong when a ship like that LST with 23 men can just disappear.



Pat Mulholland, OS: There ought to be more attention to fire and boat drill, regardless of the weather, even though it's a nuisance sometimes. On one recent trip we could hardly lower the boats and then it took six men to crank them up again.



Sellg Freilich, oiler: They certainly can be made a lot safer. The Maritime Administration or the Coast Guard or whoever is responsible ought to see to it that they are built according to more rigid standards and get better inspections. I just came back on a C-2 that split a couple of plates on the way over.



Charles Shirley, 2nd electrician: It's mostly in the design of the ships, in items like having your motors and motor parts more accessible in an emergency so that you can work on them. Everybody knows that it's always the wrong part that breaks down at just the wrong time.



MEET THE SEAFARER



MAURICE "DUKE" DUET, Bosun

One of baseball's most loyal devotees is Seafarer Maurice "Duke" Duet. Introduced to the game at first hand by shipmates aboard the Mississippi cruise ship Del Norte, Duet rapidly graduated to the managerial post of the Del Norte Stars. From there he went on to head the SIU Beachcombers and now he has plans to run a team in Little League competition.

In between it all, the 28-year old Seafarer has sandwiched in his regular work as a Seafarer and right now he's deck maintenance on the Antinous, a Waterman coast-wise run.

Started On Shrimpers

Baseball was the furthest thing from Duet's mind when at the tender age of 12 he first started to go to work on shrimpers and tug-boats out of New Orleans. For a few years he worked summers and other odd times on the boats until he was old enough to get his seaman's papers. That was in the midst of World War II, and Duet spent the next couple of years on various SIU ships out of the Gulf. When the war ended Duet settled down as a regular on the Delta Lines' South American run both on the passenger vessels and the freight ships. It was there that he was first introduced to baseball.

As Duet recalls it, a fellow Seafarer, Tex Metting, talked him into trying out for the Del Norte Stars in 1950. "I had never played baseball before" Duet recalls, "but Tex had an idea that I could pick up the game and be of help to the team."

Duet didn't get much encouragement from the Stars manager, so subsequently he and some other crewmembers organized a scrub team to challenge the regulars. When the manager got off the ship, crewmembers elected Duet to take his place.

Bought Some Books

"At the time I didn't know anything about baseball" he confessed, "so I went out and bought myself some instruction books and picked up as much information as I could

from them and from people in the game."

Before Duet knew it he was neck deep in baseball as a combined field manager, schedule-maker and business-manager. "I went to the company," he recalls, and got them to chip in 50 percent toward the cost of uniforms and equipment. We raised the other 50 percent ourselves and were in business as a fully-equipped club."

Under Duet's tutelage the Stars won trophies in Argentina, playing local clubs. Subsequently after riding the ship a while, he got off and one of the Star's pitchers, Leroy Seals, got off the ship with him.

"Seals was a good pitcher," Duet said, "so I got the idea of starting a shoreside team." That was the beginning of the SIU Beachcombers, a Union-sponsored group which played semi-pro teams around New Orleans and attracted quite a bit of attention to the Union.

Duet made a point of scheduling games for the Beachcombers in all parts of the city so that many New Orleans natives who had never heard of the SIU became acquainted with the Union for the first time through the ball club.

The Beachcombers had a lot of fun, he recalls, because his managerial methods were a little on the unorthodox side. "I've figured all along that the team would do its best if we had a good time and enjoyed ourselves. So we used to throw a party after almost every game. It worked out fine for us."

Just recently, Duet became the proud owner of a new home in New Orleans. "I bought a place right in back of a baseball diamond," he said, "and I'm going to try to set up a kid's team. If things work out, I'll convert my garage into a dressing room for the team. It will be pretty convenient that way."

"I would never have been able to do all this," he concluded, "if it weren't for the fact that the SIU made it possible for me to earn a good living going to sea. I've certainly had a lot of fun over the past few years and I think all the boys who were with me enjoyed it as much as I did."

LABOR ROUND-UP

The CIO International Union of Electrical Workers won another round from the independent United Electrical Workers Union in an election at a Magnavox plant in Greenville, Tenn. The CIO got 847 votes to 743 for "no union." The independent union is the one which was expelled from the CIO as a Communist-dominated organization.

A four-month period of grace was given to the Norwalk Lock Company by the Government after an appeal by Machinists Lodge 1294 on behalf of 500 workers at the plant. The company had filed a bankruptcy petition and was operating on a month-to-month basis when the Government decided to liquidate its operations.

A novel tactic to keep their jobs has been undertaken by members of Auto Workers Local 1217 employed at the Deepfreeze plant of Motor Products Corporation in Chicago. Approximately 1,100 workers in the plant are buying

the company's stock to keep another company, General Tire, from gaining control of Motor Products through stock purchases. It is feared that the latter move would mean loss of contract benefits and jobs.

Seven locals of the International Brotherhood of Teamsters (AFL) will receive wage increases of 35 to 66 cents an hour in two year agreements effective January 1. Approximately 20,000 members are involved. The locals represent teamsters in Philadelphia, Norristown and Chester, Pa.; Wilmington, Del.; and Camden and Atlantic City, NJ.

Part of New York's produce supply has been cut off by a five-day old strike of 1,200 produce handlers and truckmen, members of Teamsters' Local 202. Chain store supplies are not affected by the strike. The produce men are asking for the same kind of increase as other Teamster local unions received recently. Mediators are attempting to resolve the dispute.

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New Angles

American maritime unions, who have been voices in the wilderness in the fight against transfers, may be getting a helping hand soon. Indications are that other American businesses are showing an interest in the advantages of corporate registration under the "runaway" flags. If such developments do take place, the transfer problem is going to assume important dimensions in American industry as a whole.

At any rate, efforts are being made to interest motion picture companies in the tax advantages of Liberian registry, and other outfits are no doubt studying the gimmick to find out if there's anything in it for them.

Meanwhile, shipowners are sailing merrily on their way through the wide-open loophole provided by the Government. The Government is taking no action whatsoever to block the loophole, and some of the operators are demanding that they be able to transfer without the annoyance of having to get any Government approval at all. It's to be expected that operators of standard cargo ships will be next in line once all the Libertys are gone.

Anytime somebody waves the stars and stripes, some shipowners are the first to pop up like so many jacks-in-the-box and sound off with sonorous phrases about the American Way of Life. But as soon as they see visions of a fast buck, the haste with which they will abandon the flag is positively indecent.

This is old stuff to Seafarers who have seen it happen time and again. It's about time that shoreside individuals and organizations started taking a long, hard look at the meaning of all these transfers and their implications.

~ ~ ~

Unseaworthy

The Coast Guard's action in pulling the certificates of seagoing LST's is pretty convincing evidence that the seaworthiness of these vessels is open to serious doubt. Unfortunately, it took two sinkings and the loss of 40 lives before the Coast Guard took such affirmative steps. These were wartime ships built for one-shot landing operations, and in the light of experience the makeshift strappings and other devices used to strengthen them were of dubious value.

If there are to be final conclusions on the LSTs they will have to come out of the hearings now being conducted by the Coast Guard in New Orleans. The results of these hearings are of considerable importance to the families of the missing men who will look to them as a basis for claiming compensation from the company and its insurers. But it should be understood that the Coast Guard does not rate as a disinterested outsider in these proceedings. Since it has authority and responsibility over a ship's seaworthiness, it would be difficult for the Coast Guard, with the most earnest intentions, to remove all tinge of self-interest from its conclusions.

Looking back at the sinking of the Southern Isles three years ago recalls some interesting facts. At those hearings James B. Robertson, a naval architect, testified that the Southern Isles was overloaded on four separate occasions. He got the figures on the overloads from the Coast Guard itself, in Puerto Rico. Apparently the Coast Guard at the time merely registered the fact of overloading but did nothing about it.

In the Southern Districts case, testimony has been offered showing numerous instances of patchwork repairs, malfunctioning of vital equipment and other practices hardly conducive to vessel safety. Here, too, there is no evidence that the Coast Guard made use of its powers to enforce safer procedures.

Of course, Coast Guard inaction does not excuse the company which must bear primary responsibility for the condition of the ship. But the Coast Guard, which has spoken so much recently of its concern for shipboard safety, seems all too ready to slough off responsibility to marine underwriters and the operators themselves.

It all points to a cynical, but nevertheless factual conclusion—when it's a choice between the dollar and the safety of the crew, the dollar wins out too often. That's one of the reasons why so many operators prefer a "runaway" registry where they can overload, underman and under-maintain their ships to their hearts' content without interference.

LETTER of the WEEK

SIU's '54 Gains Worthy Of Pride

To the Editor:

I am writing you this letter and I hope you will publish it in the first issue in January because I think that is the logical time for all of us Seafarers to look back and see what we accomplished during 1954, and also to look ahead and try to figure out what we want to accomplish during 1955.

First, looking back at the old year, I think that we Seafarers have every right to be proud of the gains which our Union has made. The increases we have gained in wages, overtime and vacation pay are just a few of the things I can name offhand.

What's more, our Union has consistently been a leader in the fight,

not only to keep our own Union strong, but also to keep the entire American merchant marine strong and to help seamen everywhere.

Our Union, for instance, carried the fight to Washington for passage of the "50-50" bill, and after seven long years of struggle we finally won out last year. And as a result of this we not only helped ourselves, but other American seamen as well, and also the US shipping industry as a whole.

The fight against letting US companies transfer their ships to runaway flags is another fight which our Union carried right to Washington.

Fight For USPHS Program

I might also mention the fight our Union has waged against cutting down the USPHS hospital program. We waged this fight successfully once, but now it looks as if the Government is at it again and we must take up arms once more.

Right now our Union is engaged in two other fights, and I am confident our efforts here will also meet with success. First, our Union is fighting the phony crimp rig which has been set up in New York and is selling books to anybody who has a couple of bucks in his pocket. And, second, our Union is fighting the phony Coast Guard proposals which would give the CG iron-fisted control over American seamen.

I think one thing we Seafarers should remember is that our Union was alert to these dangers and got right on the ball in the fight against them. It can never be said that we were caught napping.

Well, that's a brief review of 1954. Now, how about 1955? I think that for 1955 each one of us Seafarers should resolve to be ever alert and vigilant to the dangers which beset our Union and to continue to work together shoulder to shoulder, as we always have in the past, to safeguard the gains we have made and to keep the SIU "the best union in maritime."

Duska (Spider) Korolla



Korolla

'Hey, Wait For Us!'



'Vote of Thanks'

One of the penalties of doing a good job as a ship's delegate is that the delegate is likely to be stuck with the post semi-permanently. At least that's what seems to have happened to James Flanagan, who is aboard the Mankato Victory (Victory Carriers).

Flanagan was delegate for one trip and then resigned so that somebody else could get a crack at the job. But his shipmates "double-crossed" him by reelecting him.

Flanagan, who sails in the deck department, usually as AB, has been a Union member for a little over eight years, joining in New York on October 24, 1946. He lives in Huntington Station, Long Island, when not sailing and is 44 years old.



Flanagan

~ ~ ~

An anonymous member of the crew of the Archer's Hope got a hand from shipmates because of his continuing efforts and cooperation in making repairs and keeping her shipshape. The ship's pumpman-machinist was the one who got the applause. He indicated his eagerness for more of the same by promising he would do his best, with the cooperation of the engineers, to fix the crew washing machine and see that it suds up crew gear in approved fashion from now on in.

~ ~ ~

Seafarer Lewis Riviere is one Union brother who has appeared in this corner before, being cited by his shipmates for tasty pastries. Riviere, who sails exclusively as night cook and baker, got the accolade again, this time from the crew of the Seatrain New York on the coastwise run.

Riviere has been around "for a while" as the saying goes, joining the SIU way back when, on November 30, 1938. A native of the British West Indies, he now makes New York City his home town. He's 63 years of age.

~ ~ ~

Crewmembers of the Alcoa Roamer are some of the many

Seafarers who are fired up about the Coast Guard's ambitious plans to put all working seamen on a physical and mental exam griddle. Seafarer R. W. Miller, chairman of the last shipboard meeting, put in a few minutes discussing the Coast Guard scheme and reminded the membership present that the way to lick it was to get busy writing Senators and Representatives in Washington, giving them the low-down.

Miller comes from North Carolina, but now makes his home in Norfolk, Va. He joined the SIU in New York on May 24, 1949, and sails in the engine department. He's 34 years old.

~ ~ ~

Men aboard the Mississippi cruise ship, Del Mar, also were urged to write to their representatives on the Coast Guard problem. The chairman of the last shipboard meeting, Jack Bates, known affectionately to his shipmates as "Gator Mouth" told the crew to get on the ball if they wanted to keep the Coast Guard from putting the screws on the Union membership and imperiling the seaman's right to work ships and earn a living.



Bates

~ ~ ~

The holiday season is always a busy time for cooks everywhere, and steward department men on SIU ships are no exception to the general rule. Thanksgiving, Christmas and New Year's Day are all occasions for something extra special in the way of shipboard feeding, with each galley gang trying to outdo the other in putting up the best possible holiday feed.

Among crews that made a point of noting the quality of holiday meals were the men aboard the Steel Rover (Isthmian) and the Frances (Bull). The Steel Rover crewmen called the Christmas dinner "wonderful." The Frances gang said that the food was "excellent." The adjectives might be different, but the end result was the same, a well-fed and contented crew.

"Not too long ago . . ."



Seamen picket NY pier in 1936. Minutes before, police rode down 30 pickets.



Seamen's defense committee waterfront office provided legal aid for arrested strikers.



New York Police give rush act to group of pickets in 1936 strike to clear way to pier.



This 1940 photo from San Francisco shows SUP Sailors fighting off Bridges-inspired raid by shoreside union on American President Lines pier.

A vivid reminder that seamen's unions were born on the picketlines within the last 20 years are these photos of waterfront beefs before World War II. Between 1921, when the Government and shipowners broke the back of the old ISU, and 1934, when West Coast seamen led the way to a union revival, seamen's conditions sank to rock bottom. Wages started at \$22.50 a month and work-always made payless trips for the privilege of getting a job the next time around. Crews were turned to on "field days" and blue linen was the rule all around. Old union men either were blacklisted out of the industry or were careful to hide the fact that they once packed a union book.

In the depths of the depression grumbling grew and out of desperation crewmembers took to job actions. Here and there the remnants of once-strong maritime unions kept halls open.

The spark that touched off the rebirth of strong unions was the 1934 general strike when seamen walked off the ships in support of longshoremen. There were no funds and the men were ill-equipped for an extended strike but the picketlines went up and stayed there despite guns, gas and blackjacks.

Subsequently, in 1936, East Coast seamen followed the lead of their West Coast brothers in a general upheaval of the maritime industry. From then on maritime unions were here to stay, although many a battle was fought in the years that followed and will be fought in the future.

No doubt many readers of the SEAFARERS LOG took part in these strikes and some may recognize themselves or old shipmates in these photos. It was the sacrifices of these men, some of whom paid with their lives, that made it possible for seamen to turn the tables on the shipowner after years of bucko rule on the ships.



Not all strike scenes were furious. Idle lumber carrier sits peacefully at dock in '36 tieup.



Soup kitchens were essential to strikers. This one was in San Francisco in '36.



Bitterest and hardest-fought waterfront strike was the now-famed walkout of seamen and longshoremen of 1934 on the San Francisco docks. Here police used gas bombs to scatter strikers from front of warehouse and gave way for patrol trucks to deliver hot cargo.



San Pedro had its soup kitchen too in 1936. They were operated by Maritime Federation of Pacific representing seamen and longshoremen. Federation broke up when Communists took it over.

PORT REPORTS

New Orleans:

New Recreation Room Makes Christmas Debut

A big Christmas party and dinner was given in the New Orleans hall on Christmas Day and all hands agreed it was one of the most successful affairs of the kind ever held here.

The dinner, which included turkey, ham and all the trimmings, was served in our new recreation room on the ground floor. Work on the recreation room is nearly completed and it will be ready for use as soon as painting of the walls, final trimming and equipping the room is completed.

The pleasant atmosphere of the new room contributed a great deal to the success of the Christmas party, which was attended by many



Martin

New Orleans members and their families and members from elsewhere who were here on the beach or aboard ships in port.

There was plenty of turkey and ham for all. In fact, there was such a plentiful supply that on Monday after Christmas we were able to serve turkey and ham sandwiches and cold beer to all those who were present for the 11 AM job call. Everybody agreed the post-Christmas "lunch" was something like eating turkey hash at home, only better.

Beefs have all been of a minor nature here of late and the crews of the Del Alba, Del Mar and Del Oro (Mississippi) were accorded a vote of thanks by the patrolmen here for bringing in exceptionally clean ships.

Steward Given Thanks

The steward of the Del Oro was given a vote of thanks by the crew for a job well done on this ship's most recent voyage to West Africa. Everybody who ever has sailed this run knows it creates plenty of headaches for the steward, so Alexander Martin, the steward in question, certainly deserves a pat on the back and our nomination as "Seafarer of the Week."

Shipping has been proceeding at a steady rate since our last report. Shipping for permitmen has been particularly good. Bookmen have preferred to wait until after the holidays to throw in for jobs. It appears that competition will be keen in the immediate future, though, as everyone will be anxious to get out and we have only six payoffs scheduled for the coming two weeks.

From the USPHS hospital here we have received news that Samuel Cope and Benjamin Foster have been discharged to outpatient treatment after long confinement to the hospital. We hope they will qualify for "fit for duty" slips soon.

Arne V. Oisen, Jack Peralta and Nicholas Tala also have been discharged from the hospital and are expecting to ship in the near future.

Among patients recently admitted to the hospital are Kristian Gunderson, August Brosig, Darrell Riley, Fred Fagan, Earl Garberson, George Nichols and Enoch Gaylor.

8 Ships Pay Off

During the last two weeks, 8 ships paid off here, 6 signed on and 19 called in transit.

The Alcoa Planter (Alcoa); Steel Architect (Isthmian); Del Oro, Del Santos, Del Mar and Del Alba (Mississippi), and the DeSoto and Iberville (Waterman) paid off.

Ships signing on were the Alcoa Planter (Alcoa); Steel Advocate (Isthmian); Del Mundo, Del Mar

and Del Oro (Mississippi), and Ocean Dinny (Maritime Overseas).

The following ships called in transit: Alcoa Clipper, Alcoa Pennant, Alcoa Corsair and Alcoa Pilgrim (Alcoa); Steel Advocate, Steel Architect, Steel Age and Steel Worker (Isthmian); Del Mundo and Del Oro (Mississippi); Morning Light, Monarch of the Seas, Bienville and Claiborne (Waterman); Marie Hamil (Bloomfield); Evelyn (Bull); Ocean Dinny (Maritime Overseas), and Seatrains Georgia and Louisiana (Seatrains Lines).

Lindsey J. Williams
New Orleans Port Agent

Boston:

Good Shipping Seen For Next Two Weeks

Shipping was fair in Boston during the last report period and the outlook for the future is pretty good.

During this period we paid off the Alexandra (Carras) and Bents Fort, Council Grove and Logans Fort (Cities Service). These four ships signed on and in transit were the Chickasaw, Antinous and De Soto (Waterman), Robin Kettering (Seas Shipping) and Steel Vendor and Steel Seafarer (Isthmian).

All the payoffs were clean and there were no beefs of any kind on any of the above ships.

Our selection of a typical SIU man this week is Anthony J. Melanson, who is known to his friends and shipmates as "Shorty." Shorty sails as engine utility,

pumpman or oiler and his last ship was the Queenston Heights. During the holidays he has been working ashore, driving an Army truck, but now that the holidays are over he intends to ship out again.

Also on the beach now are D. Hines, R. Johnston, W. Canty and W. Foster. In the Brighton Marine Hospital are J. Fawcett, F. Alasavich, G. Weddell and A. Hancock.

James Sheehan
Boston Port Agent



Melanson

Lake Charles:

Port Affairs Smooth During The Holidays

Things have been running along quite nicely in this port during the past two weeks.

Calling in here during this period were the Bradford Island, Council Grove, Salem Maritime, Bents Fort, Government Camp, Chiwawa, Winter Hill and Cantigny (Cities Service); Val Chem (Valentine Tankers), and Excello (Excello).

All of the above ships took on a few men so shipping picked up quite a bit during the holidays and we were able to ship 40 men, mostly in the deck department. Shipping has now slowed down again, however, and we have enough men on hand to handle any expected calls.

For our Seafarer of the Week we nominate Brother Jack M. Johnson who sails mostly as third cook, although he sometimes ships as OS. All the benefits SIU men enjoy were only obtained by hard work, Brother Johnson says, and we must always be alert to see that no one takes these benefits from us.

Men On The Beach

On the beach here now are A. G. (Tex) Alexander, Jimmy Phillips, J. A. Coyne, Tom Bolton, Red Kehrlly and a number of others, all spending the holidays with their families. But after January 1 they will be ready to go again.

We have no men in the hospital at this time.

At our last meeting the deck department took over, with Tex Alexander serving as chairman and J. A. Phillips as recording secretary. Both men did a fine job.

On the local labor front things are very quiet now, and the local political front is also quiet. It looks as if all the candidates are waiting until after the holidays to start blasting their opponents.

From all the members around here to all the other brothers, afloat and ashore—a Happy New Year and good sailing during 1955 to one and all.

Leroy Clarke
Lake Charles Port Agent



Voting to elect officials of the Union for the next two years is proceeding at a brisk pace in San Francisco, with more than 200 men already voting. Here Roy Alston drops his vote in ballot box while members of balloting committee look on. Committee members are (l-r) J. Ramos, Hans Skaalegaard and Luke A. Ciamboli.

San Francisco:

Future Outlook Seen 'Exceptionally Good'

Although shipping has been only fair here during the past two weeks the outlook for the future is exceptionally good.

During these past two weeks we paid off and signed on The Cabins (Cabins) and in transit were the Pennmar and Marymar (Calmar); Steel Navigator (Isthmian), and Choctaw, Azalea City, Hastings and John B. Waterman (Waterman).

Lately we have been getting complaints that men have been refusing orders aboard the ships. This is definitely contrary to the agreement, as there is a clause in the agreement about obedience to the master. If you think that the orders given to you are wrong, carry them out anyway and when you arrive in the payoff port you will be compensated if they are wrong.

Men now on the beach include

204 Men Cast Votes

The voting for Union officials is coming along fine in this port and at this writing 204 men have voted. Anyone who has not voted yet and wants to do so should do so quickly, because voting will end January 15.

Men now on the beach include

C. N. McKee, W. O'Conner, C. Gates, A. Begg, F. Votto, H. Skaalegaard, J. Thomas, E. Martinez, William Bause and T. M. Moriarty. In the hospital are M. Byers, C. Brown, O. Gustavsen, O. Klein, C. Neumaier, G. Promutico, J. Perriera, P. Yuzon, W. Center and P. E. Huggins.

Tom Banning
San Francisco Port Agent

Houston:

Shipping 'Very Good' But Drop Is Expected

Shipping has been very good in this port during the past two weeks as the dispatcher's records show.

However, we do not expect this pace to hold because we have no payoffs scheduled during the next two weeks.

We had no sign-ons during the last two weeks but we paid off the Margaret Brown (Bloomfield) and had 14 ships in transit, as follows: Republic (Trafalgar); Seatiger (Colonial); Logans Fort and French Creek (Cities Service); Seatrains Texas, Savannah and New Jersey (Seatrains); Del Oro (Mississippi); Alexandra (Carras); Steel Architect and Steel Age (Isthmian), and Golden City and Bienville (Waterman).

There were a few minor beefs on the Steel Age and Margaret Brown but these were squared away.

A. (Frenchy) Michelet
Houston Port Agent

Tampa:

Bids Being Received On Hall Improvements

We had no payoffs or sign-ons in this port during the past two weeks but five Waterman ships called in transit. These were the Golden City, De Soto, Chickasaw and Iberville, which called here twice.

All the in-transits were visited and found to be in good shape, with no beefs pending on any of them.

Currently we are receiving estimates from contractors on improving the hall here.

In closing, we would like to take this opportunity to wish all of the brothers, afloat and ashore, a Happy New Year. We sincerely hope they all enjoy good sailing throughout 1955 and the years to come.

Bennie Gonzales, Acting

VOTE
STU... ELECTION... TO... JAN. 15

A & G SHIPPING RECORD

Shipping Figures December 15 to December 28

PORT	REG. DECK	REG. ENGINE	REG. STEW.	TOTAL REG.	SHIP. DECK	SHIP. ENG.	SHIP. STEW.	TOTAL SHIPPED
Boston	99	11	2	29	9	8	2	19
New York	123	75	96	294	91	71	68	230
Philadelphia	23	24	26	73	10	16	9	35
Baltimore	114	92	75	281	70	54	43	167
Norfolk	16	17	16	49	15	17	15	47
Savannah	28	12	17	57	20	9	18	47
Tampa	12	9	15	36	5	5	2	12
Mobile	33	33	49	115	38	32	48	118
New Orleans	62	54	48	164	76	61	62	199
Houston	42	23	24	89	27	21	16	64
Seattle	37	35	32	104	38	36	35	109
San Francisco	27	12	13	52	25	13	9	47
Wilmington	7	6	6	19	2	0	4	6
Totals	540	403	410	1,353	467	342	391	1,160

PORT REPORTS

Savannah:

South Atlantic, Bull Ships Pay Off, Sign On

Shipping has been mighty good in this port during the past two weeks. The outlook for the future is fair and we expect nothing out of the ordinary.

During the last report period we paid off the Angelina (Bull) and Southport and Southstar (South Atlantic). These three ships signed on and in transit were the Robin Sherwood (Seas Shipping), Steel Admiral (Isthmian) and Seatrains Georgia and Louisiana, which each called here twice.

There were a few minor beefs on the Angelina when she paid off but these were all squared away.

Men now in the hospital are James Lee, R. L. Field, J. T. Moore, A. W. Lima, R. Carrollton, E. Webb, J. Littleton, George Chance, J. T. Kern, A. G. McLaughlin, J. B. Christy, J. D. Cannady, Frank Nelson and Fred Buckner.

Jeff Morrison
Savannah Port Agent

Baltimore:

Shipping Slow; Port O'Call Being Readied

Shipping in the port of Baltimore has been on the slow bell during the past two weeks and the near future does not look too bright. We registered 281 men during this period and shipped 167, which leaves quite a large number of men on the beach.

During this period we had 15 payoffs, 10 sign-ons and 8 ships in transit. The payoffs were as follows: Frances, Mae, Suzanne and Edith (Bull); Steel Age (Isthmian); Salem Maritime (Cities Service); Bethcoaster and Oremar (Calmar);



Sjoberg

Yaka (Waterman), and Felore, Chilore, Cubore, Baltore and Venore (Ore).

Signing on were the Trojan Trader (Trojan); Oremar (Calmar); Frances (Bull); Yaka (Waterman), and Marore.

Our new hall is proving a wonderful place to be in. Our cafeteria is doing very well and our Port O'Call bar should be ready to serve patrons within the next two weeks. We are expecting to make this one of the show spots of this city.

Voting Is Brisk

Voting to elect the officials of the Union for the next two years has been going on at a brisk pace here and I know that all records for this port will be broken. Personally I am gratified to see the members taking such an active interest in their affairs.

Our Seafarer of the Week is Brother Al Sjoberg, who has been an SIU member from the very beginning and who has always been active in all our beefs and in all things concerning the welfare of the Union. His advice to the newer members is to always conduct themselves as gentlemen. In that way, he says, they will always be respected as gentlemen. We certainly wish Al good sailing at all times in the future.

In conclusion, don't forget to drop a line to the boys in the USPHS Hospital, Wyman Park

Drive, Baltimore 18, Md. They are: Harry Johnson, Allen Myrex, George Sexton, Thomas Mungo, Daniel Hutto, Thomas Ankerson, John Rekstin, Philip Korol, Walter Denley, Carl Chandler, Jesse Clarke, Roy Bell, W. Moore, Louis Firlie, Edsel Malcom, Timothy Less, Joseph Kozlowski, Joe McKreth, Robert McKnew and Harry Byrd.

Happy New Year to all.
Earl Sheppard
Baltimore Port Agent

Norfolk:

Foreign Transfers Hit Shipping Here

During the past two weeks the Chiwawa (Cities Service) paid off and signed on in this port and in transit were the Southport (South Atlantic), Bienville (Waterman) and Alcoa Partner (Alcoa).

All of these ships were found to be okay.

At this writing two ships are paying off in Hampton Roads—the National Freedom (American Waterways) and the Seacoral (Coral). These two ships will sign on foreign crews and our checking shows that these foreign crews came out of the phony New York crimp rig that the SEAFARERS LOG exposed.

Coal Loadings Up

Coal loading in Hampton Roads has been higher than it has been in many years, but is being carried in foreign-flag ships. With all this, the outlook for the future here is not good.

In the hospital now are I. E. Taylor, Isaac B. Duncan, Thurston Lewis and Colon Boutwell. These men received the Christmas bonus as well as the regular weekly hospital benefit.

Ben Rees
Norfolk Port Agent

Wilmington:

In-Transits Expected To Provide More Jobs

Shipping was very slow in this port during the Christmas holidays but tomorrow we expect to have two Waterman and one Calmar ship in transit so we may get a few jobs.

We had no payoffs or sign-ons during the last two weeks. In transit were the Pennmar and Marymar (Calmar); Citrus Packer and Azalea City (Waterman); Steel Navigator (Isthmian), and Liberty Bell (Tramp Cargo).

Ernest B. Tilley
Wilmington Port Agent

New York:

Robin Ship Comes Out; Dredge Takes More Men

We are happy to report that shipping and business in the Port of New York remains good, and after everyone enjoyed a big Christmas we are all looking forward to a happy and prosperous New Year for all hands.

Although we did not have as many ships coming in for payoff as we normally have, shipping held up good. Permits had good shipping because a lot of the boys wanted to stay ashore until after the holidays.

Shipping was given an added boost when the Robin Goodfellow (Seas Shipping) came out of lay-up and took a full crew, and we also flew an additional 20 men down to Venezuela to the Sand-captain, a dredge belonging to Construction Aggregates. Those boys have a steady job for the next 16 months if they stick it out for the duration of the contract.

Ships In Good Shape

All of the ships coming in here during the past two weeks were in good shape, with their crews doing a bang-up job on them. During this period we paid off 14 ships, signed on 5 and serviced 17 in transit. The payoffs were as follows:

Beatrice, Emelia and Elizabeth (Bull); Steel Apprentice (Isthmian); Seatrains New Jersey, New York, Georgia and Texas (Seatrain); Mankato Victory (Victory Carriers); Archers Hope, Bradford Island and Royal Oak (Cities Service); Queenston Heights (Seatrade), and Robin Kettering (Seas Shipping).

Signing on were the Robin Sherwood, Robin Mowbray and Robin

Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of January 4, 1955, and are subject to change without notice.

- England, New Zealand, South Africa: \$2.80 per pound sterling.
- Australia: \$2.24 per pound sterling.
- Belgium: 50 francs to the dollar.
- Denmark: 14.45 cents per krone.
- France: 350 francs to the dollar.
- Germany: 4.2 marks to the dollar.
- Holland: 3.7-3.8 guilders to the dollar.
- Italy: Average closing rate of live to the dollar in Milan and Rome.
- Norway: 14 cents per krone.
- Portugal: 28.75 escudos to the dollar.
- Sweden: 19.33 cents per krone.
- India: 21 cents per rupee.
- Pakistan: 30.22 cents per rupee.
- Argentina: 14.2 pesos to the dollar.
- Brazil: 5.4 cents per cruzeiro.
- Uruguay: 52.63 cents per peso.
- Venezuela: 29.85 cents per bolivar.

Goodfellow (Seas Shipping); Steel Admiral (Isthmian), and Liberty Flag (Gulf Cargo).

In transit were the Wild Ranger, Arizpa, Chickasaw, Warrior, Antinous and Fairland (Waterman); Kathryn, Suzanne and Beatrice (Bull); Seatrains Savannah and Louisiana (Seatrain); Cantigny, Winter Hill and Government Camp (Cities Service); Alcoa Partner (Alcoa); Calmar (Calmar), and Republic (Trafalgar).

Claude Simmons
Asst. Sec. Treasurer

Seattle:

Tagalam Is Scheduled To Come Out Of Lay-Up

Shipping has been very good in this Northwest port during the past two weeks and the outlook for the future is bright as we have the Tagalam (Seatrade) coming out of lay-up and the Alcoa Pegasus is due in for payoff in Portland, Ore.

Paying off here in Seattle during the past two weeks were the Seacomet II (Ocean Carriers) and the Cecil N. Bean (Drytrans). Signing on were the Seacomet II and the Coeur d'Alene Victory (Victory Carriers), and in transit were the Pennmar, Massmar and Marymar (Calmar) and the Azalea City, Citrus Packer and John B. Waterman (Waterman).

The Calmar ships, incidentally, are giving us one of our biggest headaches here, because nearly every week we have to request additional stores for them to make the return trip to the East Coast. We generally have to request such things as coffee, night lunches and large quantities of meat, and the crews and delegates are very hot about this. This is a situation which we believe should be rectified and at our last meeting a motion was made and carried unanimously that headquarters look into the storing of these ships on the intercoastal runs.

Guess that's all except to say that the severe cold and snow we had last year seem to be bypassing us this winter. We have had some rain, but who can complain about that when shipping is so good?

Jeff Gillette
Seattle Port Agent



SIU ELECTION
CLOSES JAN. 15

Mobile:

Arizpa Will Crew Up, 11 Ships To Pay Off

Shipping in the port of Mobile was good during the past two weeks and we shipped 118 men to various ships. We also sent 139 men to relief jobs in and around the harbor.

During this period we had 8 payoffs, 6 sign-ons and 4 ships in transit. The payoffs, which were all in good shape, were as follows: Monarch of the Seas, Claiborne and Arizpa (Waterman) and Alcoa Corsair, Alcoa Pilgrim, Alcoa Puritan, Alcoa Runner and Alcoa Cavalier (Alcoa).



Nall

Signing on were the Golden City (Waterman) and Alcoa Corsair, Alcoa Pilgrim, Alcoa Puritan, Alcoa Runner and Alcoa Cavalier (Alcoa).

In transit were the Del Aires (Mississippi), Steel Advocate (Isthmian) and De Soto and Iberville (Waterman). Coming in here for payoff during the next two weeks are the Monarch of the Seas, Chickasaw, Claiborne and Antinous (Waterman) and Alcoa Patriot, Alcoa Clipper, Alcoa Polaris, Alcoa Pointer, Alcoa Roamer and Alcoa Corsair (Alcoa).

In addition, we expect to crew up the Arizpa (Waterman) which paid off here December 28 and laid up for about 10 days. This ship should take a full crew around January 3.

Sails As Chief Steward

In the spotlight, as Seafarer of the Week, is Brother Clarence Nall, who has been a member of the Union since its beginning. Brother Nall, who sails as chief steward, is married, and has two grandchildren. He thinks that our Vacation and Welfare Plan benefits are the best in the industry.

Members currently on the beach include G. Troche, Marion Green, Walter Whitten, Charles Spencer, D. L. Parker, J. Wread and a number of others.

In closing, we wish to extend our sympathy to the family of Brother Robert Shell, who died since our last meeting. He is survived by a wife and other relatives. We also extend our sympathies to the families of the crew of the Southern Districts and hope that some news about the men on this ship will be forthcoming.

Cal Tanner
Mobile Port Agent

Philadelphia:

Shipping Rise Noted; Standby Jobs Obtained

Shipping picked up quite a bit in this port during the last report period and it looks as if it will continue for some weeks to come. Moreover, we have been fortunate in picking up the standby work for one of our contracted companies.

During the past two weeks we paid off the Carolyn (Bull), Seatiger (Colonial), Alamar (Calmar), Michael (Carras) and Republic (Trafalgar).

The Seatiger, Alamar, Michael and Republic signed on and in transit were the Chickasaw, Fairland and Gateway City (Waterman) and the Frances and Edith (Bull).

All the payoffs and sign-ons were clean and all the ships generally were in good shape, with only a few minor beefs which were all squared away.

S. Cardullo
Philadelphia Port Agent

SIU HALL DIRECTORY

SIU, A&G District

- BALTIMORE.....1216 E. Baltimore St. Earl Sheppard, Agent Eastern 7-4900
- BOSTON.....278 State St. James Sheehan, Agent Richmond 2-0140
- HOUSTON.....4202 Canal St. A. (Frenchy) Michelet, Agent. Preston 6558
- LAKE CHARLES, La.....1419 Ryan St. Leroy Clarke, Agent HEMlock 6-5744
- MOBILE.....1 South Lawrence St. Cal Tanner, Agent HEMlock 2-1754
- NEW ORLEANS.....523 Bienville St. Lindsey Williams, Agent Magnolia 6112-6113
- NEW YORK.....675 4th Ave., Brooklyn HYacinth 9-6000
- NORFOLK.....127-129 Bank St. Ben Rees, gent MADison 2-9834
- PHILADELPHIA.....337 Market St. S. Cardullo, Agent Market 7-1635
- SAN FRANCISCO.....450 Harrison St. Tom Banning, agent Douglas 2-5475
- Marty Breithoff, West Coast Representative
- PUERTA DE TIERRA, PR. Pelayo 51-La 5 Sal Colla, Agent Phone 2-5996
- SAVANNAH.....B Abercorn St. Jeff Morrison, Agent Phone 3-1728
- SEATTLE.....2505 1st Ave. Elliott 4334
- TAMPA.....1808-1811 N. Franklin St. Ray White, Agent Phone 3-1323

- WILMINGTON, Calif.....505 Marine Ave. Ernest Tilley, Agent Terminal 4-2874
- HEADQUARTERS.....675 4th Ave., Bklyn. SECRETARY-TREASURER Paul Hall
- ASST. SECRETARY-TREASURERS Robert Matthews Joe Algina Claude Simmons Joe Volpian William Hall

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- HONOLULU.....16 Merchant St. Phone 5-8777
- PORTLAND.....523 N. W. Everett St. Beacon 4336
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- SEATTLE.....2505 1st Ave. Main 0290
- WILMINGTON.....505 Marine Ave. Terminal 4-3131
- NEW YORK.....675 4th Ave., Brooklyn HYacinth 9-6000

Canadian District

- MONTREAL.....636 St. James St. West Plateau 6161
- HALIFAX, N.S.....128 1/2 Hollis St. Phone 2-9011

- FORT WILLIAM.....118 1/2 Syndicate Ave. Ontario Phone: 3-3221
- PORT COLBORNE.....103 Durham St. Ontario Phone: 5591
- TORONTO, Ontario.....272 King St. E. Empire 4-5119
- VICTORIA, BC.....617 1/2 Cormorant St. Empire 4531
- VANCOUVER, BC.....293 Main St. Pacific 7824
- SYDNEY, NS.....304 Charlotte St. Phone 6346
- BAGOTVILLE, Quebec.....20 Elgin St. Phone: 543
- THOROLD, Ontario.....52 St. Davids St. Canal 7-3202
- QUEBEC.....113 Cote De La Montague Quebec Phone: 2-7078
- SAINT JOHN.....177 Prince William St. NB Phone: 2-5232

Great Lakes District

- ALPENA.....133 W. Fletcher Phone: 1238W
- BUFFALO, NY.....190 Main St. Phone: Cleveland 7591
- CLEVELAND.....734 Lakeside Ave. NE Phone: Main 1-0147
- DETROIT.....1658 3rd St. Headquarters Phone: Woodward 1-6897
- DULUTH.....531 W. Michigan St. Phone: Melrose 2-4110
- SOUTH CHICAGO.....3261 E. 82nd St. Phone: Essex 5-2418

On Logans Fort, The Crewmen Sport Real SIU Smiles



Sporting real SIU smiles as they pose for the cameraman are some of the crewmembers (left) of the Cities Service tanker Logans Fort. In the usual order are AB Pinnel, ship's delegate Lewis, wiper Brenanides, wiper Fielding, OS Alexander, wiper Copado and engine delegate McGee. At the right is a typical messroom scene. Photos were taken by Wm. Rapp, oiler, and S. Manuel, pantryman.

Santo Domingo's Tops For A Flingo Even If You Can't Speak The Lingo

(Ed. note: The following article was written by one of the LOG's roving correspondents, Seafarer Angus C. (Red) Campbell. We think it speaks for itself.)

During my recent literary absence from these pages I have been filling in as fashion editor on the "Hobo News." Nevertheless, I'd like to take this opportunity to offer some advice to readers of the LOG regarding mid-winter vacations. Personally, I can think of no finer place than Trujillo

City, better known as Santo Domingo. You can get there either by ship or plane. Air travel is quite safe, but you still have a cab ride from the airport. The speed limit here is 35 miles an hour—25 on the sidewalks.

The selection of a hotel naturally depends on your financial "background." If you're in the higher income brackets, like bookies and TV repairmen, you'll take up residence at "The Jaragua" where super-cleanliness is the rule. Here they don't change the linen—they throw out the whole bed. And nowhere else are the chambermaids so well bred—or badly buttered.



Campbell

Just think how nice it would be to sit nightly on your own private balcony with a tropical moon shining down on your varicose veins. If you're looking for a cold one, the bar features "50 Mixed Drinks and How to Swallow Them." The bartenders are strictly tropical—they've always got their palms out. And this is the only bar in the

world that features neon-lit poetry in the men's room.

Try "Mike's Place"

Of course, this is not the only hotel in town. There's another nearby with 200 rooms and no baths. It's closed on Saturdays. As a last resort, if you're the kind of person who can stand anything, like a Pirate fan, you can stay at "Mike's Place." When you register don't be surprised if you have to make your own bed—but he'll give you a hammer and saw. For two dollars you get a room with an adjoining towel. Every building in the city faces the ocean—Mike's faces the incinerator. Room No. 7 doesn't have any ceiling but that's okay—the guy upstairs doesn't walk around much. As for the bathroom, make sure you're a loud singer—there's no lock on the door. But some rooms have radio and television—boy, it would be great if they had electricity!

As for air conditioning, the porter comes around every half hour and blows through the key-hole. If he ever brings you a telegram you'll never get him to stick it under the door. It's always on a plate.

But no matter where you stay,

the many beaches will offer you a pleasant day. You may even be in time to see "Miss Surfermaid" elected. The only contestant I ever backed wound up as "Miss Sandbar." When the judges saw her they all wanted to know how long the body had been in the water.



"You may have to make your bed..."

If it's hot music and torrid dancing you're looking for, this is the place. If the dances were ever interpreted, the whole Kinsey report would have to be revised. The music is so hot that the TV sets are equipped with asbestos screens.

Take it from me, you'll love Santo Domingo. Just leave the wife at home.

Sign Name On LOG Letters

For obvious reasons the LOG cannot print any letter or other communications sent in by Seafarers unless the author signs his name. Unsigned, anonymous letters will only wind up in the waste-basket. If circumstances justify, the LOG will withhold a signature on request, but if you want it printed in the LOG, put your name on it.

OFF WATCH

This feature is designed to offer hints and information on hobbies, new products, developments, publication, and the like which Seafarers may find helpful in spending their leisure-time hours, both ashore and aboard ship. Queries addressed to "Off Watch," SEAFARERS LOG, 675 Fourth Avenue, Brooklyn 32, NY, will be answered in the column or by mail, wherever possible.

Fans of the off-beat in recordings will probably enjoy one of the latest offerings of a company called Cook-Sounds of Our Time which, in the absence of burlesque in many places, has taken the trouble to bring it right into the living room—for your listening pleasure, anyway. The company set up its equipment in the pit of a New Jersey burlesque house and recorded the sounds of the pit-band playing music for the strippers, the comedians' gags and skits and the audience howling, stomping and whistling. "Burlesque Uncensored" (\$5.95) is a rare find that will be enjoyed by many. It may not make too much of a hit with the ladies, however.

Anso announces a new version of its Super Regent 35 mm coupled



Anso Super Regent

rangefinder camera with a boast that now even the most inexperi-

enced photographer can make perfect exposures without figuring out the compensating F-stop adjustment for every change in shutter speed. Introduced last year with a conventional Synchro-Compur shutter, the Super Regent is now available with the new Compur LVS (Light Value Scale) shutter. A change in the shutter speed automatically changes the diaphragm to a correctly compensated F-stop. Another feature of the new model is a delayed action mechanism for self-timed pictures. It is synchronized at all speeds for both flash and electronic flash and lists at \$89.50.

A different type of sea story in its own right is "The Blue Continent," a chronicle of actual undersea adventures by an Italian scientific-sport expedition of skin-divers in the Red Sea. Well-studded with photographs, the book provides a good accounting for the growing popularity of skin-diving as a sport—both by itself and combined with underwater photography or offshore fishing. Seafarers who are enthusiasts for this sort of thing will doubtless find the reading entertaining and valuable for their own purposes. Written in an exciting style by an actual member of the expedition, Folco Quilici, the book is priced at \$5 and is published by Rinehart & Co.

LOG-A-RHYTHM:

My Seafaring Son

By Lillian Logan

I know a lad who went to sea,
He went because the food was free.
To work all week, then have to pay
For his own keep was not his way.

One day he said, "Can'tcha see,
mum,
From a life like this no fortune'll
come.
I gotta go where, come pay day,
The dough's all mine and I can
play

Cards if I like, or spend it all
On one night's spree in some port
o' call.
Or, if I want, I'll work a while,
Then take off and live in style.

And when I'm tired I'll start to
save,
Then come home and never slave.

So this young lad who was so smart
Got his papers and did depart.

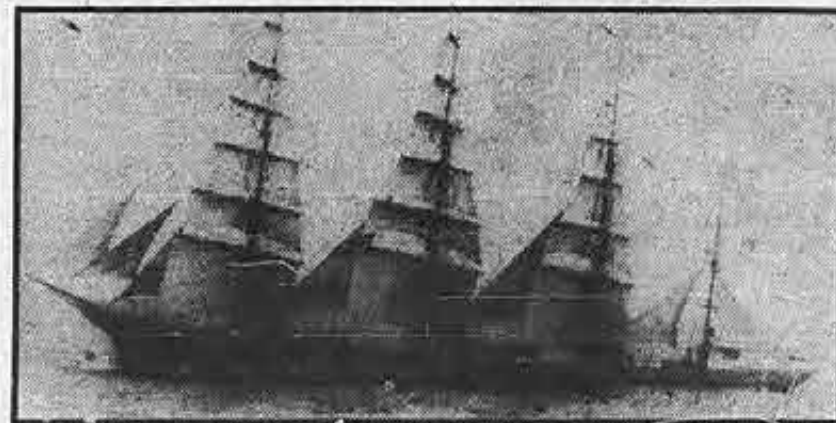
He sailed the seas, saw sights
galore,
Then one day met a gal ashore.
Now this same lad can't sail afar
Or spend his pay in the nearest
bar.

Nor can he take time off at will,
He has to work to pay some bill,
And he hasn't saved that "pile" yet
'Cause all his plans became upset.

The butcher man, the baker, too,
Want their money when it's due.
And now there is a little boy
Who always wants another toy.

So Daddy still sails on the sea,
But not because the food is free.

Pay? 'A Handful Of Shillings'



Things were a lot different for a seaman in the days before the SIU, says veteran Seafarer Thor Thorsen, who submitted the above photo. This is the Christel Vinnen, built in 1890, on which Thorsen made a 13-month trip in 1913 before quitting the ship in Australia. The first mate issued him a draw of a handful of shillings before he left—and that was all the pay he ever got from that voyage, Thorsen reports.

Quiz Corner

- (1) Members of what religion use a mosque as a place of worship?
- (2) What was the motto of The Three Musketeers?
- (3) What is the Earth's nearest neighbor in space: (a) Mars, (b) Saturn, (c) Moon, (d) Jupiter?
- (4) After a card-game, a man winds up with \$10.25 in nickels, dimes and quarters. If the number of quarters is one more than the number of nickels, and the number of dimes he has is twice the number of quarters less two, how many of each does he have?
- (5) Before the US went off the gold standard, what was the value of a double eagle?
- (6) What is the name of the Indian chief who completely routed and destroyed the forces of General Custer?
- (7) Two men who later became Presidents of the US signed the Declaration of Independence in 1776. One of them was John Adams. Who was the other? Was it: (a) Franklin, (b) Hamilton, (c) Jackson, (d) Jefferson?
- (8) What famous building is located at Agra, India?
- (9) Three cigars and one pipe will exactly balance 12 boxes of matches on a scale. One cigar and eight boxes of matches will exactly balance one pipe. How many boxes of matches will balance one pipe?
- (10) How many men were on a dead man's chest?

(Quiz Answers On Page 17)

Mixup Gives Crew Draw, But In IOU's

When a shipping company has its headquarters on the East Coast, and one of its ships comes out of lay-up on the West Coast, there's apt to be some confusion. This is what happened when the Oceanstar (Triton) came out of lay-up recently. And, in fact, there was so much confusion that the crewmen found themselves getting part of a draw in IOUs, according to ship's delegate William J. Anderson.

"This ship was taken out of the boneyard in Portland, Ore.," Anderson reports. "But the company is a New York outfit and so there was a lot of confusion. In fact, when the ship got to Coos Bay, and we asked for a draw, the captain didn't have enough money to cover it. We must say, to the captain's credit, that he used his own money to cover as much of the draw as he could, but the remainder had to be given out in IOUs.

"While it certainly was decent of the captain to do this, it must be noted that giving out a draw in IOUs is uncommon, to say the least," Anderson says.

Right Now He's A Cowboy



Seafarer Al Page, DM, proudly shows off his five-year-old son Steve as a "future deck maintenance man," during a recent visit to SIU headquarters. Steve, who is obviously a rootin'-tootin' cowboy right now, hasn't committed himself for the future yet.

Broom-Swinging Bosun Goes Into Gear And There Are Dead Ducks On The Mae

During the fall and early winter months, when the hunting season is on in various parts of the country, the SEAFARERS LOG gets a lot of letters from brothers who think they're pretty handy with a gun, and who like to report on what they've toted home from the hills.

Apparently, however, one brother stands in a class by himself. In fact, he doesn't even need a gun to bag himself a bevy of birds. Just as old broom is good enough.

This seagoing Deadeye Dick is Ralph Ruff, a Union oldtimer who generally ships out of Baltimore, and who's lately been sailing as bosun on the Mae (Bull). Accord-

ing to Ralph's shipmate, third cook Sid Berger, Ralph recently demonstrated his ability with a broom by bringing down a pair of good-sized wild ducks while the Mae was crossing the Gulf of Mexico.

Cementing Hawse Pipe

Ralph was cementing the hawse pipe when the ducks came in for a landing on the forecastle head, Sid reports to the LOG, and so he promptly knocked them off with a

broom. After landing, the ducks were hemmed in by the bulwarks and were unable to take off again,



After knocking off this pair of wild ducks with a broom, bosun Ralph Ruff of the Mae proudly poses with prize.

and so they were really sitting ducks—but that's beside the point. Sid doesn't say what happened to the ducks later but we have little doubt that the crewmembers of the Mae had a lip-smacking time in the messhall, thanks to Ralph's broom-swinging prowess.

Seafarer Sam Says

GET YOUR TRAVEL VOUCHER!

In order to collect transportation money, when paying off in a port other than the port of sign-on, make sure you get a return transportation receipt and a travel subsistence voucher ... AND present it to the company's home office within 30 days.

SIU DEMOCRACY AT WORK VOTE!

The SPORTS LINE

By Spike Marlin

Just because Otto Graham is the neighbor of a certain MD who was recently convicted of disposing of his wife was no reason, in the eyes of patriotic Detroiters, for him to behave with such homicidal intent towards the world champion Lions. If Graham is wise he will stay out of Detroit hereafter. Local pride was cut to the quick by the Cleveland Brown's 56-10 drubbing of the Lions and revenge would be the order of the day.

Actually Graham had a motive of sorts. His club had never beaten Detroit and he had never thrown a touchdown pass against them. Since professional football is, at best, little short of legalized mayhem, Graham could be excused for emulating his neighbor.

Nimble-Footed

Graham is justly famous for his passing skill but he showed real art as a runner in the title game. As a matter of fact, he was the shiftest runner on the field. The lumbering giants of the Detroit defensive line had him trapped several times in the first half when there was still time to turn the tide. But Graham skipped away from them as nimbly as an antelope outfooting a herd of elephants. It must have been terribly frustrating to the outsize defense-men who were out to crush him if they could, or at least tear a ligament in his throwing arm.

Half of the battle in a pro football game is to keep key men from getting hurt. The T-formation quarterback's motto is "he who passes and runs away lives to pass another play." Graham has always been pretty good at self-preservation although he usually has considerable help from some of his burlier teammates.

Other quarterbacks in the league haven't been quite that fortunate, with corresponding effects on their team's fortunes. In the past season alone, Tittle of San Francisco, Conerly of New York, Finks of Pittsburgh, Krekorian of Baltimore, Blanda of the Chicago Bears

and Layne of Detroit have all been on the shelf for one game or more because of injuries. But Graham seems to lead a charmed life. It's reminiscent of the time Sid Luckman played with the Chicago Bears. He went through many a game without getting the seat of his pants dirty.

Graham vs. Baugh

Some sportswriters have taken to comparing Graham with Sammy Baugh, generally rated the best ever. It's hard to make comparisons because Baugh played double duty, offense and defense. Offhand though, Baugh could do everything Graham can, and more. Aside from his passing and running skill, Baugh was one of the best punters pro football has ever seen, and he was a fine safety man as well. But since the Browns have Horace Gillom to boot the ball, they are perfectly happy with Graham the way he is.

Bagging A Buck



A recent hunting trip in Nova Scotia proved very successful for Seafarers John MacPherson (left) and Eddie Derhak, as this photo shows. The buck whose antlers they are holding weighed 225 pounds after it was dressed.

GALLEY CLEANINGS

The LOG opens this column as an exchange for stewards, cooks, bakers and others who'd like to share favored recipes, little-known cooking and baking hints, dishes with a national flavor and the like suitable for shipboard and/or home use. Here's Seafarer Louis Corne's recipe for "Veal Scalopine a la Cream."

It cannot be denied that veal is not popular on American ships, according to Seafarer Louis "Frenchy" Corne, although the US has by far the best quality of veal in the world.

In his experience, the reason for this is the lack of care and attention given to it during preparation.

This is in sharp contrast with conditions in Europe, where veal is, to use Corne's own expression, the "plat de luxe"—"the real stuff." "Scalopine a la cream," which is a good standby dish, is quickly prepared. A good chef can turn it out in 25 minutes, and Corne has found it to be a top success whenever he's served it aboard ship.

Corne, incidentally, is a seagoing veteran whose first trip dates back to 1913 and who has been sailing SIU ships since 1942. The only break in this stretch was from 1926-41 when he operated a well-known place in New Jersey on his own.

In order to make the "scalopine," here's what you do: take 20

pounds of veal, cut it up like cutlets, and then cut these pieces in two. Flatten the meat with the palm of the hand instead of hammering it to death with a "persuader." Salt and pepper on both sides—heavy on the black pepper—and dip lightly in olive oil.

Next, saute the veal in butter and keep it hot. Then, whip or stir the melted butter—including whatever sticks to the pan (which is the best part)—and work in 4 or 5 cans (pints) of milk, 1 tablespoon each of A-1 sauce and Kitchen Bouquet sauce or Bovril and ½ tablespoon of Worcester-shire.

Stir this mixture until the sauce is thick like a good beef gravy, strain and keep it in a bain marie (double boiler). At mealtime, serve 4 or 5 "scalopines" per person covered with sauce. "Frenchy" adds that if there's a good skipper aboard, try to get a pint of sherry or port wine to use instead of one pint of milk. It's even better that way.



Corne

Army Could Use Ship Know-How

To the Editor:
As one of the many Seafarers who has shipped to Europe via his local draft board during the past year, I would like to take this occasion to wish one and all happy and safe voyages during 1955.

I would also like to say "hello" to the many friends, too numerous to mention, with whom I had the pleasure of sailing.

During the past year I have read many letters in the LOG from Seafarers in the Army who are looking forward to sailing again when they are discharged. For myself, I'm hoping there will still be some American-flag ships left sailing when I get out in April, 1956.



Krieg

Right now I'm in an Army boat company and I will say that, in my opinion, there's a crying need for men who know something about operating the boats. If there are such things as navigation laws, proper lights and simple safety rules, they don't seem to know about them over here. I have been amazed at some of the happenings I have seen.

Wants LOG Sent

If possible, I would like very much to receive the LOG over here. Copies are now sent to my home address, but my mother is a regular LOG reader and I don't want to deprive her of this pleasure.

I'll close with best wishes to all.
Pvt. Barney L. Krieg
US 54144222
81st Trans. Co. (BOAT)
APO 217, NY, NY.

(Ed. note: Your service address has been added to our mailing list.)

Ship's Delegate Thanked By Crew

To the Editor:
I am writing this on behalf of my fellow crewmembers on the Cities Service tanker Logans Fort, and we hope that it will be published in the LOG.

We, the crew of the Logans Fort, wish to thank Thurston Lewis for his untiring efforts in our behalf and the fine job he has done as our ship's delegate.

We wish him a speedy recovery from his recent injury and a happy New Year.

Joseph P. Saide, Jr.

LOG Makes Wife Hep To Sea Talk

To the Editor:
When my husband and I were married I knew nothing about ships or the sea. And since my husband—who is now on the Alcoa Corsair—has been going to sea for 17 years, I felt completely left out of

LETTERS

all conversations pertaining to ships and their operations.

Then one day I happened to pick up a copy of the SEAFARERS LOG. I started to read it, became very interested in it, and found the answer to my problem. I can now talk about the sea and I owe it all to the LOG. I look forward eagerly to receiving each copy and can't put it down until I have read it through from cover to cover.

Liked Log-A-Rhythm

I would like to comment especially on the Log-A-Rhythm in the September '54 issue—"Yearning" by M. Dwyer. I thought the poem was just beautiful.

We formerly lived in St. Petersburg but now we are back in good old Mobile again. I am sending you our new address and I sincerely hope you will continue to send us the LOG as I enjoy reading it so much.

Mrs. John R. Roberts

(Ed. note: You will continue to receive the LOG regularly.)

Says "Thank You" For Xmas Dinner

To the Editor:
I would like to use these columns of the SEAFARERS LOG to thank each and every person who so generously contributed to the success of the Christmas dinner in the New Orleans hall.

Since I know your space is limited, I will not try to name all the people who deserve thanks individually. But I do want to say to all the people who devoted their time and effort to preparing and serving this dinner that this event would not have been possible without you.

The port agent and Union officials here also pitched in to make this dinner a real old-fashioned family affair, and they also deserve thanks.

It was really a pleasure to see our Seafarer brothers and their families all gathered together in real SIU style, swapping reminiscences and enjoying themselves. It made me realize again how fortunate I am to be an SIU member.

Victor Miorana

He Goes From Ships To Planes

To the Editor:
I am writing this to let you know I am now working as an operations agent for National Airlines at International Airport in Miami, and am joining the branch of the Airline Pilots' Association.

I am a former SIU bookman and I certainly would appreciate it if you would print this in the SEAFARERS LOG so all the brothers may know where I am and what I'm now doing.

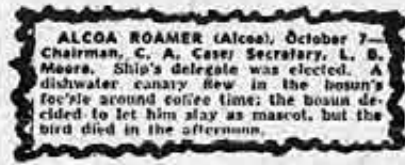
William T. Scott

But Who Killed Cock Canary?

To the Editor:

We, the crew of the Arlyn, were so overwhelmed with grief and shock upon reading the October 7 minutes of the Alcoa Roamer, about the death of the dishwasher canary, that we decided to do something immediately.

We just can't have gooney birds dying and do nothing about it—not us, the gallant crew of this sleek craft of Liberty-ship design.



Was this bird murdered? Or did he, perhaps, get a whiff of that evil-smelling Island DDT? And did the crew wire the Coast Guard for instructions as to a fit burial for the little creature?

After all, this canary must have been a rare bird to hog the entire space of the ship's minutes.

And now, for the most important details concerning this bird. Was the flag flown at half mast? Did the captain read the Bible for the last rites? And was the crew in full dress for the last rites?

Want More Info

We, the crew of the Arlyn, are very concerned about these things, and if the crew of the Alcoa Roamer will fill us in on the details in their next minutes, they will relieve our great anxiety over this terrible tragedy.

Meanwhile, we have this bit of counsel to offer the Roamer crewmen: In case another dishwasher bird enters your foc'sle, make sure it is free of all foul odors, put him on a special diet, give him books out of the SIU library to read, teach him a few manners, and you will have a happy bird—not a dead one. In fact, he may even help you chip paint—and without OT.

And so, we who were so sorely struck by this tragedy, send our sincere condolences—to the bird, that is.

Fraternally,
Crew of the Arlyn

On Turkish Job, Wants LOG Sent

To the Editor:

I have been a member of the SIU since 1949, shipping mostly out of Seattle. But right now I am working on a shoreside job here in Adana, Turkey. I am working for a construction firm from Boise, Idaho, and I am an excavation superintendent on this dam and power house project for the Turkish government.

I have always enjoyed reading the SEAFARERS LOG and would like to keep up with the activities

of the Union, and so I would appreciate it very much if you could send the LOG to me over here.

Harlan K. Hall

(Ed. note: Your name has been added to our mailing list.)

Thanks SIU For Cheerier Xmas

To the Editor:

I'm out of the hospital now, waiting to ship from New York, but I can tell you it would have been one rough Christmas up at the Brighton (Mass.) marine hospital without that greeting card from the Union, plus the \$25 bonus benefit voted to hospitalized Seafarers.

A lot of other guys in the hospital weren't so lucky, and didn't get any messages from anybody. The extra \$25, of course, really came in handy, along with the regular weekly \$15 benefit I've been getting for the past seven weeks. I had been in the Brighton hospital for a liver ailment.

Now that's all cleared up and I came down to New York to pick up a ship and visit old friends. I generally sail carpenter and was last on the Steel Traveler (Isthmian).

Thanks again to the SIU for thinking of guys like me in the hospitals and for making our holiday a lot cheerier.

Matthew Stabile

Seastar Sailing After 14 Months

To the Editor:

This is to let you know that the Seastar (Triton) is finally out of lay-up and is making her first voyage in 14 months. After 14 months in the honeyard, as you can imagine, it's quite a job for all hands to get things going right. However, we have a very, very good crew on board and we hope to have this ship in real SIU order in a short time.

There are numerous things the company will have to take care of and we are sure these things will be done as soon as we hit Baltimore. Meanwhile, as I say, every man in the crew is doing his full share to get this vessel shipshape.

Before closing, we would like to extend a vote of Thanks to our steward department for serving really topnotch food.

Vance A. Reid
Ship's delegate

Son Gotten Home In Emergency

To the Editor:

I hope you will publish this letter in the SEAFARERS LOG as I would like to thank the SIU representatives in Philadelphia for the wonderful help given to us when we were trying to locate the ship my son was sailing on.

Because of this help my son was able to get home in time when his father was being operated on, and he was also there when his father failed to survive the operation.

It is a comfort to me to know how much effort the SIU made to locate my son, and we can never thank the SIU enough.

(Mrs.) Margaret Graf

In Lay-Up, He'd Welcome Letters

To the Editor:

I am writing this because I have not been getting my SEAFARERS LOG lately and I certainly hope you have not taken my name off your mailing list.

I have been laid up for the past six years, but the call to go back to sea is still very strong and I have been praying for the day when I could start shipping again. I certainly miss the feel of a deck under my feet and the good times I used to have with my old shipmates.

I hope you will publish this letter in the LOG so my old shipmates can see it and maybe write to me. The address is Louis Kellar, 86953, Box 69, London, Ohio.

Louis Kellar

(Ed. note: You will continue to receive the LOG regularly.)

Says Power Grab By CG Isn't New

To the Editor:

I have just finished reading the article in the November 26 issue of the LOG about the Coast Guard plotting a seamen's blacklist. What the LOG says about this move being a power grab is true, but I would like to remind the members that this plot is not a recent thing. Under the Government's "security program," for instance, any seaman can be brought up on charges by the Coast Guard, classified as a "security risk" and suspended indefinitely without a chance to defend himself.

It seems to me that certain people in Washington are trying to use the Coast Guard to wreck US maritime unions and all the gains they have made. In fact, it seems to me that the present Republican administration is bent on wrecking the entire labor movement, and is going along with "big business" all the way.

Guy W. Newman



Burly

For All Hands

By Bernard Seaman



DIGEST of SHIPS' MEETINGS . . .

VENORE (Ore), November 4—Chairman, R. Malloy; Secretary, M. J. Lakyn. Pantry will be cleaned. Quarters and galley should be souged and painted. All hands were asked to keep the laundry and the washing machine cleaner.

GOVERNMENT CAMP (Cities Service), November 25—Chairman, L. Parker; Secretary, J. Block. Steward department was complimented for a very nice Thanksgiving dinner.

OCEAN LOTTE (Maritime Overseas), November 25—Chairman, R. Palmer; Secretary, F. Wasmer. A special meeting was called to elect ship's delegate. General discussion took place relative to improvement of steward department quarters. Installation of fans, renewing coils on bunks and painting. There was a great deal of discussion pertaining to the articles signed in San Francisco and the failure of the captain to take care of repairs.

BALTORE (Ore), no date—Chairman—G. Reier; Secretary, Charles Henschke.

Grand Jury Probes Hall Murder Plot

(Continued from page 2)

20. On some of these trips aliases were used. Cobb stated he had used an airline credit card belonging to Bradley.

Bradley admitted to reporters he had a card but that he "lost it" and has since gotten another one. Cobb said, according to Calissi, that Ray White made arrangements for him to use Bradley's card.

Galda further reported that Higgs told him Bradley gave him a check for \$6,000, which Higgs cashed in a Tampa bank. According to Cobb's story he got \$2,000 two days after the date Higgs was supposed to have received the check from Bradley.

Galda added that Bradley had given at least \$40,000 to Ray White and concluded that there was "big money floating all over the place down there."

While White's extradition is pending, Priore has waived extradition and gone to New Jersey, where he is being held in \$30,000 bail. He has admitted knowing Cobb and Taffe, Calissi reported, but has refused to talk further.

Bradley was due to be questioned by the grand jury on January 4, but his appearance was postponed. Steely White has not yet been found.

Quiz Answers

- (1) Mohammedanism.
- (2) "One for all and all for one."
- (3) (c) Moon.
- (4) 20 nickels, 40 dimes and 21 quarters.
- (5) Twenty dollars.
- (6) Sitting Bull.
- (7) (d) Jefferson.
- (8) Taj Mahal.
- (9) Nine boxes of matches. By simplifying the information we have, we find that one cigar will balance one box of matches. Since one cigar and eight boxes of matches balance one pipe, it follows that nine boxes of matches can also balance one pipe.
- (10) 15.

Puzzle Answer

S	I	U	S	P	I	C	A	R	C	S	
E	N	G	I	N	E	E	R	M	E	A	T
A	G	A	D	I	R	E	M	I	G	R	E
N	A	P	A	T	A	A	G	R			
W	A	D	S	E	L	E	C	T	I	O	N
A	L	A	F	L	A	T	O	N			
R	E	B	U	M	B	O	A	T	S	O	
S	O	N	A	N	N	P	A	D			
N	I	C	K	N	A	M	E	G	I	G	S
A	R	O	E	R	A	B	A	R			
M	E	T	A	L	S	G	A	L	A	T	A
E	N	I	D	O	P	E	R	A	T	O	R
S	E	A	S	N	O	M	E	E			

Motion made and carried to get a new washing machine. Steward was requested to vary menus more often in the future. Members were asked to return coffee cups to the sink.

MOTHER M. L. (Eagle), December 1—Chairman, J. Nance; Secretary, Neil Matthey. Most of the repairs have been taken care of. Ship's delegate was asked to have a draw list ready one week before arrival. Crew agreed that Thanksgiving dinner just couldn't be beat. Fresh frozen strawberries will be served Christmas and New Year's. There are a fine bunch of fellows aboard and everyone agrees that there will be a clean payoff.

MASSMAR (Calmar), November 30—Chairman, A. Kavel; Secretary, W. Dunham. After a discussion was held on the coffee situation a motion was made and carried that the steward write a letter to the company and have the brand changed. Chairman talked on the subject of the ship's fund and made a motion that the fund be used only for relief of our needy brothers. Crewmembers were urged to vote in the SIU election.

WARRIOR (Waterman), October 14—Chairman, C. Garner; Secretary, M. Elliott. Some of the repairs from last trip were not completed. Future meetings will be called after 6:30 PM or at 1 PM on Saturdays or Sundays. Suggestion made that telegram be sent to New Orleans about windchutes and fans that have not come aboard as yet.

November 28—Chairman, J. Craws; Secretary, M. Elliott. Something should be done about the vegetables and potatoes, and steward agreed to do something about same. Everything aboard running smoothly.

BENT'S FORT (Cities Service), November 14—Chairman, R. Hammett; Secretary, J. Beres. Machinery made a motion that soap be changed to national brand. Portable dogs and gaskets to be put on repair list. All men to put needed repairs on a list. Prolonged discussion on the current SIU election.

November 28—Chairman, R. Hammond; Secretary, J. Beres. Ship's radio is still in the repair shop. The ship's delegate held a discussion on the use of elected delegates for all requests to department heads.

SEATIGER (Colonial), November 30—Chairman, T. Beatty; Secretary, A. Harrington. A talk was held on getting draws in American money. The chairman asked members to donate money for extra washing machine motor. Ship needs exterminating as there are roaches in lockers and lockers.

KATHRYN (Bull), November 28—Chairman, none; Secretary, Mike Zelinka. Ship's delegate reported everything shipshape. The repair list should be made out earlier than in the past.

ELIZABETH (Bull), November 28—Chairman, R. Barrett; Secretary, Ruelings. All crew's quarters locks will be overhauled and/or renewed if necessary by shore locksmith. News carried topside and this must be stopped. Steward to attend in crew messhall during meal hour.

BALTORE (Ore), October 31—Chairman, R. Stahl; Secretary, A. Nelson. Motion made by one brother that all delegates check with steward on or before

PERSONALS

Andrew Kinney
Your brother Michael asks you to write him at USNS Upshur, c/o FPO, New York, NY.

Charles W. Brinton
This man is seeking witnesses to his accident November 30, 1953, while on a standby job in Oakland, Calif. Contact Ivan Pechner, 225 South 15th St., Philadelphia, Pa.

James Ahern
You are asked to contact J. Sufryd, 3 Tudor Gardens, W. Auton, London W3, England.

Henry Waller
Duke Duet asks you to get in touch with him c/o the Antinous, Waterman SS Co., Mobile, Ala.

John Kucharski
ex-SS George A. Lawson
Contact Pan-Oceanic Navigation Corp., 270 Park Ave., NYC, regarding your retroactive wages.

George Glennon
Your mother asks you to write her in Hillsboro, ND.

Stanley D. Turner
Get in touch with Pfc. W. R. Weidmann, 4006 ASU Enl. Det., Fort Sam Houston, Tex.

John F. Dixon
Your wife asks you to contact her at 124 W. Bryan St., Savannah, Ga.

day of arrival to make certain that fresh stores are put on each trip. Chief engineer will be notified of water cooler being out of order.

FAIRLAND (Waterman), December 2—Chairman, G. Conrad; Secretary, H. Pierce. Ship's delegate reported that the crew had to get the port agent in Wilmington down to the ship in order to have a catwalk erected over the deck cargo and lashings. Repair list will be made up before payoff port.

CALMAR (Calmar), December 5—Chairman, H. Pedersen; Secretary, P. St. Marie. Repair lists requested from department delegates will be mailed from the Canal Zone. No beefs reported.

DEL NORTE (Mississippi), November 28—Chairman, Brother Munns; Secretary, J. Bremer. Brother Callahan reported that the captain had decided after a conference with the delegates to revoke his prohibition of no beer for the crew at the beginning of the new voyage. He warned the delegates that he would institute the prohibition again if any members of the crew showed any signs of performing. Treasurer reported a cash balance on hand amounting to \$125.00. Brothers were requested to be more careful with the new washing machine.

DEL SUD (Mississippi), November 28—Chairman, T. James; Secretary, C. Paterno. Motion made and carried that the crew go on record of supporting our union officials one hundred per cent with a vote of thanks. The men were requested not to use face bowl for laundry. A vote of thanks was extended to the steward department for a job well done in handling the Thanksgiving dinner.

FLORIDA (P & O), December 4—Chairman, G. Taylor; Secretary, D. Birmingham. A letter from secretary-treasurer to the crew was read to the membership. Due to the shortage of time avail-

able to the crew, many of whom were on duty, a motion was made and carried that all reports be dispensed with and the meeting be confined to new business.

IBERVILLE (Waterman), November 26—Chairman, C. Copper; Secretary, R. Guthrie. Ship's delegate reported that there was too much horseplay on ship, and reported that steward was neglecting his job, and the galley and stove are filthy. A motion was made that two delegates and the steward inspect the galley every week to see that everything is SIU shipshape. A new ship's delegate was elected and the old one was given a vote of thanks for a good job done.

WESTERN TRADER (Western Navigation), December 3—Chairman, C. Murray; Secretary, H. Krohn. While in Raymond, Washington, one of the brothers in the deck department was injured while on watch and was taken to the hospital. As soon as the longshoremen heard about some they offered their help. Their cooperation was appreciated by all. All hands were told to bring cups to pantry. Chairs in recreation need repairing.

DEL MUNDO (Mississippi), December 5—Chairman, T. Bealrous; Secretary, J. Picou. Ship's delegate explained about the logs to everyone's satisfaction. Brother Tucker asked all brothers to keep off his freshly painted deck for about one hour.

PAOLI (Cities Service), December 5—Chairman, W. Walker; Secretary, J. Fisher. All hands were asked to be sure to shut off washing machine. A vote of thanks was given to the steward department and each and every man for making the trip across a pleasant one.

BRADFORD ISLAND (Cities Service), November 14—Chairman, R. Lyte; Secretary, V. Recliff. Discussion on crew member who missed ship. A telegram will be sent to the patrolman to ask for

a new library aboard. Watertight doors into passageways leak. There is a balance of \$5.10 in the ship's fund.

ROBIN SHERWOOD (Seas Shipping), November 25—Chairman, E. Luzier; Secretary, W. Tregembo. Beefs about preparation of food. A vote of thanks went to the crew messman. A suggestion was made that if a man doesn't do his job properly he should be replaced.

BEATRICE (Bull), December 5—Chairman, J. Bernard; Secretary, R. Hull. Ship's fund amounts to \$12. All hands were asked to cooperate and keep the laundry clean, and to turn in all extra linen. Gangway watch will keep keys to pantry so as to keep longshoremen out.

PONCE (Ponce Cement), December 7—Chairman, E. Mooney; Secretary, P. Meranda. Motion made and carried to have a meeting at least once a month while ship is on this run, and to stagger meeting and time to give men on watches a chance to attend. The ship's delegate was given a vote of thanks for a job well done.

ARCHERS HOPE (Cities Service), December 2—Chairman, J. Mitchell; Secretary, H. Richardson. All departments were asked to turn in repair lists as soon as possible. The icebox is out of order and will be repaired upon arrival in the next port.

DEL AIRES (Mississippi), November 20—Chairman, B. Wright; Secretary, D. Hall. Quite a few beefs aboard regarding chow, penalty cargo, disputed overtime, etc. Motion made and carried that ship's delegate see the patrolman about having the ship fumigated for rats as they have been seen everywhere. The drinking water is rusty and it was recommended that the fresh water tanks be recemented. A letter was sent to the New Orleans port agent regarding food beef and other beefs mentioned.

Southern Districts Probe Opens; CG Cancels Sailings Of All LSTs

(Continued from page 3)

and the chief engineer patched a hole in the hull below the waterline, by passing a bolt over the side on a line and using it to secure a big washer used to plug the leak.

John Flanagan, oiler, who signed on last August 12th and got off in the shipyard here "because the engines were in too bad condition to make the trip" said lines in the engine room were patched with friction tape and wooden plugs.

Pump Burned Out

On one trip from Houston to San Juan, Puerto Rico, he testified, it was necessary to keep the bilge pump running 24 hours a day because of a leak in the No. E3 center tank. As a result, the bilge pump was burned out and never was put back in working order, he said. Other pumps aboard would not suffice to take care of the inflow of water in event of a serious mishap, he said.

Flanagan also told of the steering gear going out of commission twice while he was aboard. Once, he said, both engines were stopped while repairs were made at sea to the steering engine. The voyage was continued with the steering apparatus jury rigged, he added. On the other occasion, the steering gear jammed and the ship cruised in a circle until it could be temporarily repaired.

When Flanagan joined the ship August 12, he said, the steering engine was powered by current conducted by an ordinary extension cord leading from an AC outlet in the messroom. He said this jury rig was installed after generators supplying current to the

steering engine burned out. There were no spare parts aboard to repair the generators and when he left the ship in New Orleans, November 28, this arrangement for supplying electrical power to the steering apparatus was still in use.

Plugging Leaks

Charles P. Johnsen, DM, related two leaks in the bottom shell plating of the No. 3 center tank were patched with wooden plugs in San Juan and the ship continued on to Jamaica where a cargo of bauxite was taken aboard for Corpus Christi.

Rust on deck was "a good half-inch thick" and "we weren't allowed to do any chipping, just painted over it," Johnsen testified.

Johnsen said when he saw the ship in drydock in New Orleans just before he got off along with Flanagan and Collins the bottom of the ship "looked like a shower" from water spraying from leaks amidships and forward.

He recalled he left the Southern Isles, a sister ship of the Southern Districts, shortly before the Southern Isles went down off Hatteras, and the "Districts was in far worse shape than the Isles."

"At least, they made an attempt to keep up the Southern Isles," he said.

"The Southern Districts was always leaking and they were always taking soundings, eight or ten times a day," he said.

Once, after a sounding, he testified, the mate dropped the sounding rod and "it went right through the rusty deck near the No. 1 hatch." The hole was patched with a sheet of steel welded over the hole, he said.

Both Collins and Johnsen said the Southern Districts habitually sailed "down by the head."

They also testified that in rough weather it was necessary to dog down the only doors leading from the crew's quarters so tightly that it could take four minutes in Collins' estimation and "from five to ten minutes" according to Johnsen, to free them to permit escape in an emergency.

The Coast Guard action in lifting the certificates was without parallel in recent maritime history. After

the Southern Isles sinking in 1951 the Coast Guard ordered LST's to be strengthened with additional belly-bands. It did the same when two T-2 tankers broke in half one winter.

In the Southern Isles case, the ship broke in two and sank so rapidly that crewmembers never had a chance to launch lifeboats. All indications are that the same fate befell the Southern Districts which was doubly unfortunate in that there were no other ships in the vicinity at the time to offer any help.

The Southern Districts had left Port Sulphur, on December 2, with a cargo of 3,900 tons of sulphur ores. She was due in Bucksport on December 12, but was supposed to report in 72 hours before arrival time, or December 9.

When nothing was heard from on the 9th or for 48 hours afterwards, the company notified the Coast Guard on the 11th. A search was begun which proved unsuccessful.

Consequently, it is fairly certain that the ship sank some time between December 6, when she was sighted off the Florida Keys, and December 9 when she was due to radio the home office but failed to do so.

Seafarers lost aboard the ship in addition to Gelardos were: James H. Brandon, 38, Tampa; Louis B. Cook, 53, Lake Charles; Thomas Nichols, 29, West Lake, La.; Frank Famiglio, 18, New Orleans; Samuel B. Thomas, 35, Thomson, Ga.; John Daniels, 36, Conway, SC.; Wladslaw Hinc, 46, Philadelphia; Purdom Morris, 30, Fordyce, Ark.; William T. Cooper, 27, Savannah; James B. Sellers, 29, Savannah; Victoriano R. Martinez, Norfolk.

Two SUP men lost were Herman Klotz, Jackson Heights, NY, and Blitze Nolan, Miami. Officers aboard the ship were Captain E. M. Rowe, Norfolk; T. B. Roane, 1st mate, Norfolk; J. B. Downing, 2nd mate, Virginia Beach; D. C. Hudson, 3rd mate, Portsmouth, Va.; G. C. Falle, radio operator, Baltimore; W. H. Jennette, chief engineer, Scranton, NC; E. Oppfer, 1st assistant, Palatino, Cuba; M. L. Carder, 2nd assistant, Newport, Ky.; L. L. Parrish, Jr., 3rd assistant, Richmond, Va.

NOTICES

J. Coleman
Your gear off Council Grove is at headquarters. Get in touch with Welfare Services.

Will the following men contact headquarters record clerk. Your pictures in book ledger are fading and have to be replaced: Jesus Araya, John Anton, Lewis Almeida, Marty Amad, Daniel W. Alexander, Alex Anegnoston, Robert W. Alvertson, Robert M. Bellevue, John Bigwood, Ed P. Badon.

Here's How You Collect M & C

Keeping down maintenance and cure payments to Seafarers is obviously in the interest of the shipowner and the claim agent. One asset to the shipowner in this respect is the absence of any accident or sickness report from the ship.

If the company office has no report, that puts the burden of proof on the Seafarer. It means days, and sometimes weeks of digging up the necessary information so that the Seafarer can collect his dough. When a man is on the beach and not fit for duty, delays like that aren't welcome.

File Report

The best way to assure that payments will be met promptly is to see to it that the skipper or the purser takes down a report that the crewmember is leaving the ship for medical reasons. Ideally the report should be filled out in duplicate, signed and a copy re-

tained by the crewmember. The next best thing is have a shipmate witness the fact that a report has been made.

After the report has been made, the crewmember should get a medical certificate from the master. This is further proof that he left the ship for medical reasons, whereas an ordinary discharge simply shows he paid off the ship without indicating the reason for leaving.

The master's medical is used to gain admittance to the Public Health Service hospital. It becomes part of the official hospital record which is readily available

to the Seafarer if he is called on to show proof that he left the ship for treatment.

Welfare Services has two instances on record of men leaving ship by ambulance, yet having difficulty collecting maintenance because the claims agent had no report from the skipper.

In any case, it's wise for the Seafarer to contact SIU Welfare Services on any maintenance and cure item. It will save the Seafarer a good deal of time and will make it easier for him to collect in the event the company wants to stall him or deny him his benefits.

RECENT ARRIVALS

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

James Hilton Babson, Jr., born November 30, 1954. Parents, Mr. and Mrs. James Babson, Enfield, North Carolina.

Darlene Walls, born November

15, 1954. Parents, Mr. and Mrs. Kurt Walls, New Orleans, La.

Elizabeth Ann Zechenelly, born November 10, 1954. Parents, Mr. and Mrs. George Zechenelly, Pearl River, La.

David Charles Griffith, born November 16, 1954. Parents, Mr.

and Mrs. Thomas Griffith, Indian Head, Maryland.

Robert Rodriguez, born November 22, 1954. Parents, Mr. and Mrs. John Rodriguez, Brooklyn, New York.

Steven Kong Wong, born December 7, 1954. Parents, Mr. and Mrs. David Kong Wong, Brooklyn, New York.

Sarah Fay Foster, born October 13, 1954. Parents, Mr. and Mrs. James Foster, Mobile, Alabama.

Teresa Jo Sheffield, born December 6, 1954. Parents, Mr. and Mrs. Ralph Sheffield, Mobile, Alabama.

Michael Battle, born November 28, 1954. Parents, Mr. and Mrs. Winston Battle, Mobile, Alabama.

David Calvin Byrd, born December 2, 1954. Parents, Mr. and Mrs. Willoughby Byrd, McLain, Mississippi.

Judy Lynn Jones, born November 15, 1954. Parents, Mr. and Mrs. Raymond Jones, San Antonio, Texas.

Olga Marina Rosales, born December 11, 1954. Parents, Mr. and Mrs. Orlando Rosales, San Francisco, California.

Antonio Cruz Lopez, born October 31, 1954. Parents, Mr. and Mrs. Antonio Cruz, Caguas, Puerto Rico.

James Alan Zuzov, born August 31, 1954. Parents, Mr. and Mrs. John Zuzov, Los Angeles, California.

Jeanne Colleen Edwards, born August 14, 1954. Parents, Mr. and Mrs. Howard Edwards, Gulfport, Mississippi.

Elizabeth Marie Alexander, born October 3, 1954. Parents, Mr. and Mrs. Frederick Alexander, Dorchester, Mass.

Richard Steven Lacoste, born December 15, 1954. Parents, Mr. and Mrs. James A. Lacoste, Mobile, Alabama.

Vivian Ellen Jansson, born December 11, 1954. Parents, Mr. and Mrs. Sven Jansson, Brooklyn, New York.

NY Scans 'Gyp' Undertakers Who Rake In Union Benefits

New reports of unscrupulous undertakers preying on families of deceased union members have come to light recently following an investigation undertaken by the Attorney-general of New York State.

The investigation, centering on New York City, concerns those undertakers who hike up the price of funerals when they discover that a union welfare fund is paying a sizable death benefit.

So far, SIU Welfare Services reports that no such cases involving Seafarers have been called to the attention of the Union office in recent months. However, this practice is widespread, judging from previous complaints made on this score in various parts of the country. The CIO United Auto Workers Union has turned up such cases in the past, and the United Mine Workers Welfare fund also reported many instances of similar abuses.

In the past, Welfare Services

has assisted many families of Seafarers in handling burials and making all necessary arrangements. It has found that the cost of a most elaborate ceremony is very rarely over the \$600 mark, yet there have been reports in the papers of undertakers charging far more than that to working men's families.

Burials of a family member is a grievous task, and in the general upset following a death, it is easy for the unscrupulous members of the undertaking profession to play on the family's desire to give the deceased a fitting tribute.

Should any doubt arise as to the legitimacy of funeral charges, SIU Welfare Services should be contacted on this score.

Pop's Handing Out The Cigars



Ex-Seafarer Russell Hinkel, now an Army corporal, is all smiles and cigar as he poses with wife and new daughter Sandra Lee. Hinkel's last trip before going into service was on the Yaka in March, 1953.

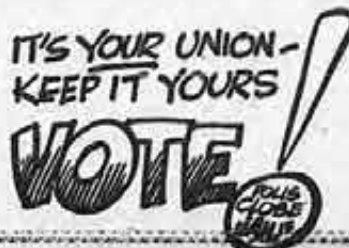
SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS	
REPORT ON BENEFITS PAID	
From 12-30-54 To 12-31-54	
No Seafarers Receiving Benefits this Period	222
Average Benefits Paid Each Seafarer	69.55
Total Benefits Paid this Period	65,933.14
WELFARE, VACATION BENEFITS PAID THIS PERIOD	
Hospital Benefits	10,485.00
Death Benefits	9,086.55
Disability Benefits	2,225.00
Maternity Benefits	3,000.00
Vacation Benefits	41,146.59
Total	65,933.14
WELFARE, VACATION BENEFITS PAID PREVIOUSLY	
Hospital Benefits Paid Since July 1, 1950*	611,920.50
Death Benefits Paid Since July 1, 1950*	1,110,917.85
Disability Benefits Paid Since May 1, 1952*	71,770.00
Maternity Benefits Paid Since April 1, 1952*	325,400.00
Vacation Benefits Paid Since Feb. 11, 1952*	3,964,272.72
Total	6,084,291.07
* Date Benefits Began	
WELFARE, VACATION PLAN ASSETS	
Cash on Hand	714,335.33
Vacation	591,293.19
Welfare	161,442.85
Estimated Accounts Receivable	150,298.40
US Government Bonds (Welfare)	1,220,464.64
Real Estate (Welfare)	1,361,711.37
Other Assets - Training Ship (Welfare)	117,803.40
TOTAL ASSETS	6,717,345.18
COMMENT:	
During the month of November the Plan paid out six DEATH BENEFITS making a total for the year, as of the end of November, of one-hundred and fifty eight. The Plan also paid out eight-hundred and fifty three HOSPITAL BENEFITS making a year to date total, as of October, of ten thousand and nineteen. The amount of MATERNITY BENEFITS paid out for the month of November were sixty, which gives the Plan a year to date total of five-hundred and thirty six. There were thirty-nine DISABILITY BENEFITS paid during the month which give a year to date total of one thousand four-hundred and nine.	
Submitted 1-3-55 <i>AL Kerr</i> Assistant Administrator	

Assurance Of A Happy New Year



Wilmington Port Agent Ernest Tilley (left) congratulates Seafarer Henry A. Ferree after latter receives his first disability benefit check from SIU.



SEEIN' THE SEAFARERS

With WALTER SIEKMANN



We're still toting up the figure on the amount of money that was paid out to the brothers as a hospital bonus this Christmas, but the total has already gone past the \$5,000 mark, besides the cigarettes that were distributed to keep the brothers in smokes for a while.

Your Union is proud that it was the first to start the practice of paying a holiday bonus, as well as being the first to pay benefits for an unlimited period. Now some of the other unions in the industry are swinging around to the SIU way of doing things, which proves it has been the best way all along.

Among the brothers who spent the Christmas holiday at the hospital was Seafarer Olav Seim. Brother Seim was on the Steel Admiral on his first trip, but he had to take off for Staten Island on December 12, when he suffered a malaria attack.

Andrew Muller, who was AB on the Wacosta, faces a pretty long stay in the boneyard. He was badly hurt by a fall aboard the Wacosta (Waterman) while the ship was in Guantanamo Bay, Cuba. He was taken to the Jacksonville Naval hospital at first, but was transferred to Staten Island when he was in shape to be moved.

Talk about tough luck, William Horne has had a share. He was all set to go with the Sandcaptain on that 18-month sign-on, when he fell and broke his leg in a shoreside accident. He was taken first to Methodist hospital in Brooklyn until the Union had him moved across the bay.

We were happy to see that Donald McShane is rapidly on the mend. He was pretty badly smashed up in a fall from a boom over in Iceland, but it appears now that after a long spell of treatment he will be as good as ever.

Brother Fred Harvey, bosun on the Steel Architect, came into the hospital during the holiday week. He's suffering with an abdominal strain and had to leave the ship in New Orleans. He went into the hospital there, but then came up to New York as he lives here.

Other brothers who have been admitted recently include Morris Siegel, messman on the Greece Victory, Antonio Colon, steward utility off the Seatrains Savannah; Leon Ryzop, who was on the Evelyn last trip out, and Joe Malone, who is back in for further treatment of his troublesome stomach ailment.

Seafarers In Hospitals

- | | | | |
|--|--|--|---|
| <p>USPHS HOSPITAL NEW ORLEANS, LA.</p> <p>Julian Barrett
Thomas Blackledge
George Books
Charles Brady
John I. Calamia
John Carolan
Sebastian Carregel
Herman Carson
Clarence Cob
Enoch Collins
Samuel Cope
Warren Currier
George Curry
Robert Dewey
Fred Fagan, Jr.
E. H. Fairbanks
Leo Fontenot
B. D. Foster
J. T. Gehringer
Harvey L. Graham
Richard Gralick
Francis Green
William Grimes
Kristian Gunderson
E. T. Harbman
E. G. Knapp
Leo Lang
August Michel</p> <p>USPHS HOSPITAL GALVESTON, TEXAS</p> <p>H. M. Bumpass
Troy Cousins
Thomas J. Dawson
Benjamin Grice
A. W. Keane</p> <p>USPHS HOSPITAL SEATTLE, WASH.</p> <p>Frank O. Airey
Clarence Edwards
L. A. Forgeron
F. D. Gilman</p> <p>USPHS HOSPITAL SAN FRANCISCO, CALIF.</p> <p>Charlie C. Brown
Max Byers
Wayne T. Center
Henry J. Childs
Olav Gustavsen
F. J. Haigney
Paul E. Huggins</p> <p>USPHS HOSPITAL BRIGHTON, MASS.</p> <p>Frank Alasavich
George B. Dunn
Joseph C. Fawcett
Robert H. Fields</p> <p>USPHS HOSPITAL MANHATTAN BEACH, NY</p> <p>Fortunato Bacono
Frank Bemrick
Claude F. Blanks
Robert L. Booker
Joseph G. Carr
Ho Yec Choe
John J. Driscoll
Bart E. Guaranic
John B. Hass
Taib Hassen
Thomas Isaksen
John W. Keenan
L. Kristiansen
Frederick Landry
James J. Lawlor</p> | <p>Vincent Michel
George C. Murphy
C. R. Nicholson
Alfonso Olaguibel
Arne V. Olsen
Jack Peralta
Randolph Hatcliff
Joseph Richard
Darrall Riley
M. Rodriguez
Tage Roslund
Lembit Saar
Edward Samrock
S. Schieffler
Benjamin Seal
Luther Seidle
Wade H. Sexton
Durand D. Shaw
Henry Sosa
A. Stevenson
Albert Stout
Nicholas Tala
Lennie R. Tickle
Eusebio Velazquez
James E. Ward
V. L. Williamson
A. C. Witherington</p> <p>USPHS HOSPITAL BIRMINGHAM, ALA.</p> <p>Murray A. Plyler
William G. Trice
John T. Watt
Robert R. White
Charles B. Young</p> <p>USPHS HOSPITAL SEASIDE MEM. HOSP. LONG BEACH, CALIF.</p> <p>Bjorn A. Granberg
Sverre Johannessen
Mike Michelik
V. K. Ming</p> <p>USPHS HOSPITAL BALTIMORE, MD.</p> <p>Philip Korol
J. A. Kozlowski
Marvin F. Kramer
T. E. Lanphear
Timothy Less
James McFarlin
Earl McKendree
Robert C. McKnew
J. G. McKreth
Tony Mastantino
W. W. Moore
Thomas Mungo
Allen M. Myrex
John Reksin
August A. Smith
A. Stracciollini</p> <p>USPHS HOSPITAL MEMPHIS, TENN.</p> <p>Vic Milazzo
Melvin O. Moore
Eugene T. Nelson
Pedro Peralto
D. F. Ruggiano
G. E. Shumaker
Robert Sizemore
E. R. Smallwood
Henry E. Smith
Harry S. Tuttle
Renate A. Villata
Virgil E. Wilmoth</p> | <p>USPHS HOSPITAL STATEN ISLAND, NY</p> <p>Hussen Ahmed
Harvey Alexander
C. C. Boreallino
C. F. Boyle
Jar Chong
George T. Coleman
C. W. Cothran
R. Cowperthwaite
John J. Doherty
A. G. Eliasson
George W. Flood
David S. Furman
William A. Gardner
Estell Godfrey
Henry Grzegorski
Fred Hauser
Edward R. Hillman
Vincent Jones
David B. Kaim
K. W. Kelly
Al Leiner</p> <p>BKLYN EYE & EAR HOSP. BROOKLYN, NY</p> <p>Alberto Espino</p> <p>USPHS HOSPITAL SAVANNAH, GA.</p> <p>Paul B. Bland
Fred Buckner
J. D. Cannady
R. Carrollton
George S. Chance
Rufus L. Fields
James F. Lee</p> <p>USPHS HOSPITAL NORFOLK, VA.</p> <p>Isaac B. Duncan</p> <p>USPHS HOSPITAL FORT WORTH, TEXAS</p> <p>B. F. Deibler
Virgil L. Harding
W. A. Meyers</p> <p>VA HOSPITAL OTEEN, NC</p> <p>Leonard J. Frank</p> <p>SAILORS SNUG HARBOR STATEN ISLAND, NY</p> <p>Joseph Koslusky</p> | <p>Huribert M. Free</p> <p>USPHS HOSPITAL STATEN ISLAND, NY</p> <p>N. H. Lundquist
Donald McShane
Perfecto Mangual
A. I. Muller
William E. Neef
Joseph Neubauer
James Parker
G. H. Robinson
Jose Rodriguez
M. Ruuskallio
Jose Salgado
William Saltares
Olav Seim
Victor Shavroff
Morris Siegel
F. B. Strelitz
Sidney D. Turner
Samuel L. Vandal
Francis Wall
Albert Willis
Clifford Womack</p> <p>USPHS HOSPITAL STATEN ISLAND, NY</p> <p>Albert W. Lims
Jimmie Littleton
A. G. McLaughlin
Angelo J. Martins
J. T. Moore
Frank F. Nelson
Ernest H. Webb</p> <p>USPHS HOSPITAL DRETTROT, MICH.</p> <p>Tim Burke</p> <p>USPHS HOSPITAL FORT WORTH, TEXAS</p> <p>J. Santlago
Edward J. Toolan</p> |
|--|--|--|---|

Ship In Hurry So Crewman Suffers

The hazards of falling ill at sea were strongly pointed up by the experience of Seafarer Charles Cothran. Although he was on a coastwise ship within range of numerous US coastal cities, Cothran suffered through three days and nights aboard ship with what later proved to be a ruptured appendix. Only emergency surgery and 26 days of hospital treatment pulled him through. He still has three weeks to go at the minimum, before he will be fit for duty again.

All this could have been avoided, Cothran believes, if the skipper had taken the time out to have him transferred and put ashore when he first started showing signs of illness.

Cothran was aboard the Seatrains Texas as 3rd cook when she left Texas City, Texas, about noon, November 30. The ship was leaving earlier than usual and was making time so it could get into Edgewater, New Jersey, on Sunday, December 5, unload, and go into the shipyard the next day.

Slight Bellyache

Tuesday night, Cothran reported, he was awakened with a slight bellyache but thought nothing of it. The same happened the following evening, but again it didn't seem anything to get alarmed about.

Thursday morning, though, Cothran really started to feel sick. After breakfast he headed for his bunk and took a little nap.

When a shipmate came in to wake him at 11 for the noon meal, he found he was unable to get out of bed because of crippling pain in his abdomen. He asked for the skipper, who came down and looked him over. Feeling sicker by the minute, Cothran asked the skipper to contact the Coast Guard and see if he could

be transferred ashore either by cutter or helicopter. The nearest city at the time was Key West.

No Hospital

"The skipper said there was no point in doing it because there was no hospital in Key West," Cothran said. "But even so, I could have gotten to a doctor. And in any case, there were opportunities later on to transfer me where I could go ashore in Miami or some other city."

"I have an idea he didn't want to lose any time on the way up because the ship was on a tight schedule. But after all, ships are delayed all the time if a person's life is at stake. Two of three hours would not make that much difference."

Instead, the captain got in touch with the PHS hospitals by radio for information on how to treat Cothran. That night the mate gave him two shots of penicillin. By the following evening, Friday, he was in such distress that the mate had to give him morphine, but the effects wore off in just a few hours. Cothran agreed that he was given all possible attention while aboard ship but obviously there was no

one on board who was qualified to treat him.

It was 10 AM Sunday morning before Cothran finally got ashore. He was taken over to the Staten Island hospital where the doctors operated almost immediately. They found his appendix had ruptured at least 48 hours beforehand if not more and gangrene had set in. It wasn't until December 31 that Cothran was able to leave the hospital, subject to further examination and treatment.

Gets Wages Plus M&C

Since Cothran won't be fit for duty for a while yet, Welfare Services is making all necessary arrangements for him to collect wages due as well as maintenance money.

"The doctors told me," Cothran concluded, "that I was really lucky to pull through this one alive. Lucky or not, there's no reason in my mind why I or anybody else in the same spot can't be put ashore as rapidly as possible under such circumstances. On a coastwise ship there's no good reason for any delay in medical treatment. At least the seaman should be given the benefit of the doubt."



Cothran



Ryzop

FINAL DISPATCH

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

Thomas A. Bryan, 67: Brother Bryan of 67 Macombs Place, New York, died of natural causes at the Kings County hospital in Brooklyn on December 2, 1954. He was buried at Woodlawn Cemetery in New York. Brother Bryan joined the Union in New York in 1944 and had been sailing in the steward department. He is survived by his niece, Vera Smith Green of Brooklyn, New York.

Manuel Martins, 59: On December 15, 1954, Brother Martins died of natural causes at the USPHS

hospital in Staten Island, New York. He was buried in Silver Mount Cemetery in Staten Island. Joining the Union in 1939, in Savannah, Brother Martins had been sailing as watertender in the engine department. His beneficiary is a friend, Antonio Vieira Cardozo of New York City.

Harold James Pitts, 52: Brother Pitts died of heart trouble on July 6, 1953, in the Rhode Island Hospital. Place of burial, North Burial Ground, Providence, Rhode Island. He joined the Union in Boston in March, 1952, and had been sailing in the deck department. Brother Pitts is survived by his wife, Margaret Pitts of Providence, Rhode Island.

Solid Comfort



Life seems placid for Reinaldo Antonio Cruz Lopez, son of Seafarer Antonio Cruz. New addition arrived on October 31, 1954.

Speak Your Mind At SIU Meetings

Under the Union constitution every member attending a Union meeting is entitled to nominate himself for the elected posts to be filled at the meeting—chairman, reading clerk and recording secretary. Your Union urges you to take an active part in meetings by taking these posts of service.

And, of course, all members have the right to take the floor and express their opinions on any officer's report or issue under discussion. Seafarers are urged to hit the deck at these meetings and let their shipmates know what's on their mind.

FAMILY TROUBLES?



THE SIU WELFARE SERVICES DEPARTMENT



YOUR PROBLEM IS OUR BUSINESS

OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL •




- 1. Financing a Home
- 2. Perils for Home Buyers
- 3. Are Co-Op Houses Good?
- 4. Your Buying a House
- 5. Cutting Housing Costs
- 6. Save on Property Ins.
- 7. Buying Good Work Clothes
- 8. Men's and Women's Coats
- 9. Money Values in Shoes
- 10. How to Buy a Raincoat
- 11. How to Buy a Suit
- 12. Save on Car Expenses
- 13. Save on Car Needs
- 14. What Car Owning Costs
- 15. Beware Finance Co. Ins.
- 16. Savings in Cleansers
- 17. Buy Quality Furniture
- 18. Tips on Wash Machines
- 19. Those Food-Freezer Plans
- 20. High Cost of Loan Co.'s
- 21. Up to Date on GI Ins.
- 22. Loans for Seamen
- 23. The Most for Savings
- 24. Life Insurance I
- 25. Life Insurance II
- 26. Budget for a Family
- 27. Phony Health Plans
- 28. Small Insurance Costly
- 29. Guarding Soc. Sec. Rights
- 30. Beware Costly Vitamins
- 31. Eat Better for Less
- 32. Household Drugs Gouge
- 33. Private Brands Save
- 34. The Truth on Cold Cures
- 35. Beating the Milk Gouge
- 36. Facts on Toiletries
- 37. Toothpaste and Teeth
- 38. Women Worst Fed
- 39. Buying at Discounts
- 40. The Lowdown on Watches
- 41. Are Synthetics Useful?
- 42. Save on Eyeglasses
- 43. Tips on Buying Jewelry
- 44. Costly Hearing Aids
- 45. Best Buys in Luggage

IN EVERY issue of the SEAFARERS LOG "Your Dollar's Worth"—a column written exclusively for Seafarers—gives aid in helping you get the best quality merchandise at the lowest cost, plus tips on how to avoid swindles, gimmicks and shady practices often used to bilk the working guy and his family. These columns are written by Sidney Margolius, the nation's outstanding expert on consumer buying.

At right are 45 ways you and your family can get the most for your money. These columns originally appeared in the LOG and upon request are available to you for your guidance.

In the future the SEAFARERS LOG will continue to assist Seafarers and their families by reporting the best in buys and the pitfalls to avoid. Any Seafarers having questions or suggestions for topics they wish covered are asked to drop a line to the LOG editor.





Editor
SEAFARERS LOG
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Send me columns No.
Name
Street
City Zone State



If you wish to receive copies of one or several of the columns listed above, fill out the coupon at left, giving the column numbers, and they will be mailed to you without cost.

SEAFARERS LOG

Vol. XVII, No. 1

Jan. 7, 1955

Const. Supp.



The strength of any organization lies in its foundation and the foundation of the SIU is its constitution. In the 27 months since the membership voted in secret referendum to rewrite its constitution, it has amply fulfilled the function of better protecting the rights of every member. In the course of drafting and adopting the new document, copies of the constitution were printed in the SEAFARERS LOG and distributed to all Seafarers, ashore and on ship.

Subsequently the 1953 Agents Conference report, which was adopted in all branches, moved that the LOG print the constitution every six months, so all Seafarers would have the opportunity to acquaint themselves thoroughly with their guaranteed rights and privileges. Accordingly the constitution was reprinted in the issues of July 10, 1953, January 8, 1954, July 9, 1954, and now, six months later, is reprinted once again.

CONSTITUTION

Seafarers International Union • A&G District • AFL



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

Representative Craig Hosmer, Calif.: "I wish to congratulate you on your furnishing members of Congress with your newly adopted constitution. I believe that the more explicitly rules, regulations, customs and privileges can be drafted and set down in documentary form, the better off we are. . . . It just happens I am a deepwater man myself, and sailed with the merchant marine during the war."

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

Senator Henry M. Jackson, Wash.: ". . . I have looked over the constitution and off-hand it would appear to be eminently fair and just. I was particularly interested in the fact that it was adopted in such a democratic manner by the full membership of your organization."

Senator James E. Murray, Montana: "I am particularly impressed by the provisions of the constitution providing for a trial com-

mittee to hear charges against members, and guaranteeing the traditional American rights to representation, cross-examination, and confrontation by the accuser. . . . I am happy to note that your new constitution is drawn in the spirit of democratic trade unionism."

Representative James A. Byrne, Pa.: "I feel sure that your organization, operating under its revised Constitution which embodies the fundamental concepts of our democratic system, is contributing to the welfare of all Seafarers and of the nation."

Representative John J. Rooney, NY: "I firmly believe that you have achieved a masterful job in rewriting your Constitution and the fact that it was adopted by a membership vote of over 90 percent demonstrates that they are apparently well satisfied with the provisions contained therein."

Senator Wayne Morse, Oregon: "This formulation of union's practices and usage is tremendously impressive. I was particularly struck by the Declaration of Rights. . . . Also of great interest to me are the meticulous provisions for trials and appeals. I would hope that this kind of action will be generally followed throughout the trade union movement. . . ."

Senator Hubert Humphrey, Minn.: "The constitution seems to me to be an extremely democratic one and I am impressed with the emphasis which is placed upon ratification by members. I also approve the provisions with respect to providing for a trial committee. . . ."

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

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

Senator Paul H. Douglas, Ill.: "I appreciate your sharing the constitution with me and I commend the sense of public interest which moves you to feel that these are of concern to persons outside the ranks of your own membership."

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.

PREAMBLE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

STATEMENT OF PRINCIPLES AND DECLARATION OF RIGHTS

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

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

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

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

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

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

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

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

V

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

VI

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

VII

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

VIII

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

CONSTITUTION

ARTICLE I

NAME AND GENERAL POWERS

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

ARTICLE II

AFFILIATION

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

ARTICLE III

MEMBERSHIP

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

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

OBLIGATION

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

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

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

This time shall not run:

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

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

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

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

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

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

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

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

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

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

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

ARTICLE IV REINSTATEMENT

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

ARTICLE V DUES AND INITIATION FEE

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

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

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

ARTICLE VI RETIREMENT FROM MEMBERSHIP

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

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

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

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

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

ARTICLE VII SYSTEM OF ORGANIZATION

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

(a) The Constitution

(b) Majority vote of the membership

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

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

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

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

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

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

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

ARTICLE IX OTHER ELECTIVE JOBS

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

(A) Meeting Chairman

(B) Delegates

(C) Committee Members of:

(a) Auditing Committee

(b) Trial Committee

(c) Quarterly Financial Committee

(d) Appeals Committee

(e) Negotiating and Strike Committee.

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

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

Section 1. The Secretary-Treasurer

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

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

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

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

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

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

At the first regular meeting in August of every election year, the Secretary-Treasurer shall submit to the membership a pre-balloting report. This report shall recommend the number and location of Ports, the number of Assistant Secretary-Treasurers and Agents, and the number of Port Patrolmen which are to be elected for each Port. This recommendation may also specify, whether any Patrolmen and/or Assistant Secretary-Treasurers, shall be designated as departmental or otherwise. The report shall be subject to approval or modification by a majority vote of the membership.

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

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

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

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

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

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

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

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

Section 2. Assistant Secretary-Treasurer

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

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

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

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

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

Section 3. Port Agents

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

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

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

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

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

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

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

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

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

Section 4. Port Patrolmen

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

Section 5. Meeting Chairmen

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

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

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

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

Section 6. Delegates

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

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

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

Section 7. Committees

(a) Auditing Committee

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

(b) Trial Committee

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

(c) Quarterly Financial Committee

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

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

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

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

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

(d) Appeals Committee

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

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

(e) Negotiating and Strike Committee

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

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

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

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

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

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

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

ARTICLE XI

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

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

Secretary-Treasurer
Assistant Secretary-Treasurer
Port Agent
Patrolman

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

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

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

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

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

ARTICLE XII

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

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

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

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

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

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

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

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

ARTICLE XIII

ELECTIONS FOR OFFICERS, PORT AGENTS AND PATROLMEN

Section 1. Nominations

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

- 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.

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

Section 2. Credentials Committee

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

(b) After its election, the Committee shall immediately

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

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

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

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

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

Section 3. Balloting Procedure.

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

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

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

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

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

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

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

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

Section 4. Polls Committees

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ARTICLE XIV OTHER ELECTIONS

Section 1. Auditing Committee.

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

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

Section 2. Quarterly Financial Committee.

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

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

Section 3. Trial Committee.

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

Section 4. Appeals Committee.

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

Section 5. Negotiating and Strike Committee.

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

Section 6. Meeting Chairman.

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

Section 7. Delegates.

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

ARTICLE XV TRIALS AND APPEALS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(e) The Appeals Committee may recommend lesser punishment.

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

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

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

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

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

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

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

ARTICLE XVI OFFENSES AND PENALTIES

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

(a) Proof of membership in any organization advocating the overthrow of the Government of the United States by force;

(b) Acting as an informer against the interest of the Union or the membership in any organizational campaign;

(c) Acting as an informer for, or agent, of the Company against the interests of the membership or the Union;

(d) The commission of any act as part of a conspiracy to destroy the Union.

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

(a) Wilfully misappropriating or misusing Union property of the value in excess of \$50.00;

(b) Unauthorized use of Union property, records, stamps, seals, etc., for the purpose of personal gain;

(c) Wilful misuse of any office or job, elective or not, within the Union for the purpose of personal gain, financial or otherwise, or the wilful refusal or failure to execute the duties or functions of the said office or job, or gross neglect or abuse in executing such duties or functions;

(d) Unauthorized voting, or unauthorized handling of ballots, stubs, rosters, verification lists, ballot boxes, or election files, or election material of any sort;

(e) Preferring charges with knowledge that such charges are false;

(f) Making or transmitting, with intent to deceive, false reports or communications, with knowledge of the falsity thereof, or unauthorizedly altering reports or communications which fall within the scope of Union business;

(g) Deliberate failure or refusal to join one's ship, or misconduct or neglect of duty aboard ship, to the detriment of the Union or its agreements;

(h) Deliberate and unauthorized interference, or deliberate and malicious vilification, with regard to the execution of the duties of any office or job;

(i) Paying for, or receiving money for, employment aboard a vessel;

(j) Wilful refusal to submit evidence of affiliation for the purpose of avoiding or delaying money payments to the Union, or unauthorizedly transferring or receiving evidence of Union affiliation, with intent to deceive;

(k) Wilful failure or refusal to carry out the orders of those duly authorized to make such orders during time of strike;

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

(a) Wilfully misappropriating or misusing Union property of the value under \$50.00;

(b) Assuming any office or job, whether elective or not, with knowledge of the lack of possession of the qualifications required therefor;

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

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

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

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

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

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

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

(e) Disorderly conduct in the Union Hall;

(f) Gambling in the Union Hall;

(g) Negligent failure to join ship.

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

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

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

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

ARTICLE XVII PUBLICATIONS

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

ARTICLE XVIII BONDS

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

ARTICLE XIX EXPENDITURES

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

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

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

ARTICLE XX INCOME

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

Section 2. No member shall be required to pay or deliver any sum of money to any Union representative without obtaining an official Union receipt, signed and dated. It shall be the duty of the member to demand such receipt.

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

(a) The ballot must be secret.

(b) The assessment must be approved by a 2/3 majority of the valid ballots cast.

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

ARTICLE XXI

PERMITS AND OTHER TYPES OF UNION AFFILIATION

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

ARTICLE XXII

FORMULATION OF SHIPPING RULES

Section 1. The formulation of shipping rules shall not be deemed part of any routine administrative task. Shipping rules governing the details of the assignments of

jobs and governing conduct and procedure connected therewith may be issued and take effect only after approval by a majority vote of the membership. Shipping rules duly issued shall be deemed to be Union policy.

Section 2. A majority vote of the membership may make special exceptions or rules for any company or vessel, for organizational purposes, whether covered by a contract or not.

ARTICLE XXIII QUORUMS

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

Section 2. The quorum for a regular meeting of a Port shall be seven members.

Section 3. The quorum for the Agents' Conference shall be a majority of those eligible to attend.

Section 4. Unless otherwise specifically set forth herein, the quorum for any committee shall be the majority of those duly elected or appointed thereto.

Section 5. Unless otherwise specifically set forth herein, the decisions, reports, recommendations, or other functions of any segment of the Union requiring a quorum to act officially, shall be that of the majority of the quorum, and shall not be official or effective unless the quorum requirements are met.

ARTICLE XXIV MEETINGS

Section 1. All ports shall hold regular meetings, provided a quorum is present, on every other Wednesday, at 7:00 P.M. If such meeting night falls on a holiday, the meeting shall take place, providing a quorum is present, at 7:00 P.M. the following night. In the event a quorum is not present at 7:00 P.M., the Port Agent of the pertinent port shall postpone the opening of the meeting until a quorum is present, but in no event later than 7:30 P.M. A majority vote of the membership shall be sufficient to change the date of any future regular meeting.

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

ARTICLE XXV AGENTS' CONFERENCE

Section 1. The Secretary-Treasurer shall call an Agents' Conference once a year, and may call, with the approval of a majority vote of the membership, additional Agents' Conferences during the year. The time and place of each such meeting shall be fixed by the Secretary-Treasurer. These conferences may be postponed or cancelled by a majority vote of the membership in case of emergency. A majority vote of the membership shall determine when such emergency exists.

Section 2. The Agents' Conference may discuss and prepare reports and recommendations on any part of the Union's activities, policies and plans. The adoption of any such recommendation by a majority vote of the membership shall make the provisions thereof binding Union policy, until modified or otherwise altered by a majority vote of the membership provided such recommendation is not inconsistent with the provisions of this Constitution.

ARTICLE XXVI DEFINITIONS AND MISCELLANEOUS PROVISIONS RELATING THERETO

Section 1. Incapacity. Unless otherwise set forth or dealt with herein, the term "incapacity," shall mean any illness or condition preventing the affected person from carrying out his duties for more than 30 days; or absence from the United States; or suspension from office or membership as provided for in this Constitution; or the due replacement of one under an incapacity as indicated. However, nothing contained in this Article shall be deemed to prohibit the execution of the functions of more than one job and/or office, in which event no incapacity shall be deemed to exist with regard to the regular job or office of the one taking over the duties and functions of the one incapacitated. The period of incapacity shall be the time during which the circumstances exist.

Section 2. Unless otherwise set forth or dealt with herein, the term "vacancy," and the term "vacancy not caused by an incapacity," shall be deemed to be the same, and shall include failure to perform the functions of any office or job by reason of death, or resignation, or expulsion from the Union with no further right to appeal in accordance with the provisions of this Constitution.

Section 3. When applicable to the Union as a whole, the term, "majority vote of the membership," shall mean the majority of all the valid votes cast by members at an official meeting of those Ports holding a meeting. This definition shall prevail notwithstanding that one or more Ports cannot hold meetings because of no quorum. For that purpose of this section, the term "regularly scheduled meeting night at which the pertinent vote may take place" shall refer to a meeting or meetings during the time period within which a vote must be taken in accordance with:

(a) The Constitution

(b) Union policy, and

(c) Custom and usage of the Union

in the indicated priority.

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

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

Section 6. Where the title of any office or job, or the

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

Section 7. The term "Election Year" shall be deemed to mean that calendar year prior to the calendar year in which elected officials and other elected job-holders are required to assume office. The first election year shall be deemed to be 1954.

Section 8. The terms, "this Constitution," and "this amended Constitution," shall be deemed to have the same meaning and shall refer to the Constitution which takes the place of the one adopted by the Union in 1939, as amended up through August 1951.

Section 9. The term, "member in good standing," shall mean a member not in arrears or under suspension or sentence of expulsion. Unless otherwise expressly indicated, the term, "member," shall mean a member in good standing.

Section 10. The term, "membership book," shall mean any official certificate issued as evidence of Union membership.

Section 11. Whenever the day on which a Union meeting or action is to take place falls on a holiday, the meeting or action shall be put off until the next business day, at the same hour.

ARTICLE XXVII AMENDMENTS

This Constitution shall be amended in the following manner:

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

Section 2. When a proposed amendment is accepted by a majority vote of the membership, it shall be referred to a Constitutional Committee in the Port where Headquarters is located. This Committee shall be composed of six members, two from each Department and shall be elected in accordance with such rules as are established by a majority vote of that Port. The Committee will act on all proposed amendments referred to it. The Committee may receive whatever advice and assistance, legal or otherwise, it deems necessary. It shall prepare a report on the amendment together with any proposed changes or substitutions or recommendations, and the reasons for such recommendations. The latter shall then be submitted to the membership by the Secretary-Treasurer. If a majority vote of the membership approves the amendment as recommended, it shall then be voted upon, in a yes or no vote by the membership of the Union by secret ballot in accordance with the procedure outlined in Article XIII, Section 3-B through Section 5. The amendment shall either be printed on the ballot, or if too lengthy, shall be referred to on the ballot. Copies of the amendment shall be posted on the bulletin boards of all Ports and made available at the voting site in all Ports.

Section 3. If approved by a 2/3 majority of the valid ballots cast, the amendment shall become effective immediately upon notification by the Headquarters Tallying Committee to the Secretary-Treasurer that the amendment has been so approved, unless otherwise specified in the amendment. The Secretary-Treasurer shall immediately notify all Ports of the results of the vote on the amendment.

ARTICLE XXVIII TRANSITION CLAUSE

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

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

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

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

Section 5. The Secretary-Treasurer, the Assistant Secretary-Treasurer, all Port Agents and Patrolmen, and all others elected as a result of the balloting held by this Union during November and December of 1952, shall be deemed to have been duly elected in conformity with the provisions of this Constitution. From the date of adoption of this Constitution, they shall execute the powers and functions, and assume the responsibilities, of the said offices and jobs, as set forth in this Constitution. They shall hold office, pursuant hereto, until the expiration date of the terms of office set forth herein. The terms of Article XIII, only insofar as they apply to election of Officials, Port Agents, and Patrolmen, shall take effect the first election year.

SUMMARY of SIU CONSTITUTION



ARTICLE I—Name and General Powers: Designates the name of the union and defines its general powers.

ARTICLE II—Affiliation: Provides for affiliation of the Atlantic and Gulf District with the Seafarers International Union of North America, the American Federation of Labor and other bodies as may be determined by a majority vote of the membership.

ARTICLE III—Membership: Sets forth that new members may be admitted under rules set by a majority vote of the membership—Defines certain eligibility requirements that must be met by candidates for new membership—Provides relief for members who may be unable to pay dues because of incapacity beyond their control—States the Union's oath of obligation—Outlines rules for suspension and dismissal for non-payment of dues and assessments—Rights of membership to expel those who might support dual and hostile groups.

ARTICLE IV—Reinstatement: Gives the membership the right to set rules for reinstatement of dismissed members.

ARTICLE V—Dues and Initiation Fee: Retains the existing dues schedule, initiation fee and method of payment—Provides dues may not be changed except by constitutional amendment—Permits the membership, by majority vote, to waive dues and initiation fees for organizational purposes only.

ARTICLE VI—Retirement from Membership: Defines the procedure by which a Seafarer may retire his book and outlines the method of reinstatement.

ARTICLE VII—System of Organization: Designates the departments of the Union and provides for administrative authority.

ARTICLE VIII—Officers: Designates the following as elective officers: the Secretary-Treasurer, Assistant Secretary-Treasurers and Port Agents and Patrolmen.

ARTICLE IX—Other Elective Jobs: Provides that meeting chairmen, delegates and members of certain committees must be elected by the membership.

ARTICLE X—Duties of Elective Officers: Defines the duties of the Secretary-Treasurer, Assistant Secretary-Treasurers, Port Agents, Patrolmen, Meeting Chairmen, Delegates and members of the Auditing, Trial, Quarterly Financial, Appeals and Negotiating and Strike Committees—Provides procedure for filling vacancies in office—Requires all Port Agents to file weekly financial reports—Establishes membership control over actions and reports of officials and committees.

ARTICLE XI—Wages and Terms of Office: Provides that the Secretary-Treasurer, Assistant Secretary-Treasurers, Port Agents and Patrolmen shall serve for two-year terms and that their wages shall be set by a majority vote of the membership—Provides for hiring and dismissal of other employes and personnel, subject to a majority vote of the membership.

ARTICLE XII—Qualifications for Elective Office: Sets forth that any member has the right to nominate himself for any office—Lists eligibility requirements for the various offices.

ARTICLE XIII—Elections: Describes procedure for nomination to office—Provides for election of a six-member Credentials Committee to inspect the candidates' eligibility according to rules of Constitution—Establishes safeguards for the right of a member to nominate himself to office—Retains the Union's existing balloting procedure—Describes balloting procedures in detail—Provides for election of five-member Polls Committees and six-member Tallying Committees to conduct elections and tabulate results—Sets forth the manner for installation of officers.

ARTICLE XIV—Other Elections: Provides procedure for election of meeting chairmen, delegates and members of the following committees: Auditing, Quarterly Financial, Trial, Appeals, Negotiating and Strike—Defines qualifications for these positions.

ARTICLE XV—Trials and Appeals: Reaffirms the right of every member to a fair trial by an impartial committee of his Union brothers.

Lists in detail the procedure for bringing charges and for presenting charges to the membership—Provides for election of five-member trial committee and defines Committee's procedure and duties—Requires that accused must be confronted by the accuser—Gives accused right to representation by a brother member before the trial committee—Requires presentation of the Committee's findings to the membership for acceptance, rejection or modification by a majority vote of the members—Provides procedure for appeals.

ARTICLE XVI—Offenses and Penalties: Lists in detail the offenses for which a member may be brought to trial—Places limitations on penalties that may be imposed upon members found guilty of such offenses—Gives a member the right to waive trial and accept an automatic penalty for infractions not involving suspension or dismissal from the Union—Provides for trial by meeting acting as committee as a whole for offenses committed during course of meeting.

ARTICLE XVII—Publications: Gives the membership the right to authorize the publication of a newspaper and other literature.

ARTICLE XVIII—Bonds: Provides for bonding of officers and employes of the Union under such conditions as may be determined by the membership.

ARTICLE XIX—Expenditures: Provides that the membership shall determine policies or specific instructions with regard to expenditures.

ARTICLE XX—Income: Defines the Union's sources of income—Sets forth the duty of members to require Union representatives to give them a receipt for any payment of money to the Union—Provides that no assessment may be levied unless approved by a two-thirds majority of the valid ballots cast by the members in a secret election—Gives membership power to set up general rules for assessment balloting—Provides for the Union to derive income from dividends, interest and legitimate business operations.

ARTICLE XXI—Permits: Retains the existing requirement that rules for issuance of permits must be determined by the members.

ARTICLE XXII—Formulation of Shipping Rules: Guarantees, as did the previous Constitution, that shipping rules may not be revised unless approved by membership.

ARTICLE XXIII—Quorums: Provides that the quorum for a special meeting of any port shall be six members and the quorum for a regular Port meeting shall be seven members.

ARTICLE XXIV—Meetings: Sets the time and date for regular meetings at 7 PM on every other Wednesday—Exceptions are noted for holidays and failure to obtain a quorum.

ARTICLE XXV—Agent's Conference: Provides for an annual conference of Port Agents to be called by the Secretary-Treasurer.

ARTICLE XXVI—Definitions: Defines various terms used frequently in the language of the Constitution.

ARTICLE XXVII—Amendments: Details procedure for amendment of the Constitution by the membership.

ARTICLE XXVIII—Transition Clause: Provides for transfer of Union practices and procedures to regulation by proposed Constitution.