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Strong Unionism of Benefit To Seafarers, Admiral Says

Washington

Vice Admiral Arthur Gralla, commander of the Military Sea Transportation Service, says "strong unionism" has resulted in many gains for seagoing men.

Speaking at a luncheon of the AFL-CIO Maritime Trades Department, Admiral Gralla said he could remember a very different seamen's life when he sailed on a merchant ship at age 16.

"I slept on a thin mattress on a wooden shelf," the admiral said. "I stood a watch and my watch was eight hours on the wheel. I recall that my pay was \$1 per day and board."

"There wasn't very much unionization then and I think I can see a great deal of the need—I could then and I can now."

'Things Have Changed'

He continued: "Things have changed since then and I think that those who go to sea recognize the great advantages and the gains that have been made. In all honesty, many of those gains were made as a result of strong unionism and the affect the union has had on the industry as a whole."

The commander of the largest shipper in America, Admiral Gralla said the MSTs spent \$212 million last year to send cargoes in ships of the unsubsidized lines.

"This, of course, is converted in many areas into hiring of personnel and people who work those ships," the admiral said.

He said that MSTs also employed 5,300 seamen in seven unions aboard ships of the



VICE ADM. GRALLA
... hails unions

transport services' own nucleus fleet.

Same Conditions

"The conditions under which they work for us are the same as in industry. The same standards which the unions have required out of the maritime industry are applied in our case," he said.

He added that MSTs makes no contribution to the employees pension because all 5,300 are Civil Service employees and have a separate pension plan.

The admiral expressed concern for the maritime industry now that the Vietnam withdrawal is increasing.

He said that since MSTs now ships 80 percent of the cargo that sails in U.S. bottoms, the maritime industry faces serious economic problems as the number of military men overseas decreases.

"Obviously we will be shipping less clothing, less food,

less material of all kinds as the number of men stationed overseas decreases," the admiral said.

Shipping Less

He said he thought that the cutback in military shipping could result in decreases in sailings and in availability of jobs for those employed by the U.S.-flag fleet, unless U.S.-flag ships are able to garner a greater share of U.S. foreign trade.

"While 80 percent of all U.S.-flag shipping is military cargo, U.S.-flag ships carry only 6 percent of the nation's foreign trade," Admiral Gralla said.

The military reductions, the admiral said "mean that if ships are not going to be laid up, if jobs are to be maintained, then some of that 94 percent of the U.S. trade now being carried foreign must come to U.S.-flag ships."

Three Elements

To attract new cargoes to U.S.-flag ships, the admiral suggested three necessary items: "Good modern ships, good management, and excellent seamen."

He said the best way to develop those three elements is to concentrate on marketing, efficiency and adaptation of modern techniques in cargo handling.

"This may mean automation and increased use of containerization," the admiral said. "But if U.S.-flag ships can offer better service than foreign competitors, the cargoes will come to them."

SIU Wins Vacation Plan Test Case

New York State appeals court has upheld the Seafarers International Union in a case that could have jeopardized the prompt payment of vacation money to Seafarers.

The Appellate Division of the New York State Supreme Court has ruled that the Seafarers Vacation Plan is not subject to the regulations of the New York State Insurance Department.

The unanimous decision by the five-judge panel will affect all other vacation programs in which unions negotiate a cash payment for vacations, rather than providing time off from regularly-scheduled work with pay.

There was a danger that some vacation payments could have been delayed in bureaucratic channels had the SIU program been subject to continual review of the state's Insurance Department.

The Appellate Court judges agreed with a lower court that the SIU plan, which is a joint union-management program,

could not be classified as an insurance fund, and is not subject to the bureaucratic supervision of the state.

The decision is expected to free several other union-management vacation plans from the department's supervision.

The SIU contended that the state's insurance law was designed to regulate profit-making insurance companies and funds to which employees make contributions.

The Seafarers Vacation Plan, the union argued, was an article of negotiation between the union and management—and any regulation by the State Insurance Department would hinder, and possibly destroy, effective collective bargaining on vacations.

The SIU noted that the insurance law was drafted without consultation with trade unions, and provided no understanding of the problems involved in guaranteeing prompt payment of vacation benefits agreed to between the union and a company.

New Sea-Land Ports in East

SIU-contracted Sea-Land Service, Inc., one of the largest unsubsidized American-flag containership operators, added the ports of Boston, Mass., and Port Everglades, Ft. Lauderdale, Fla., to its weekly coastwise run last month.

Two SIU-manned Sea-Land containerships, the *Fairland* and the *Bienville*, each with a capacity of 226 containers, have been assigned to the new serv-

These vessels will link up New England and Southern Florida with the more than 50 other ports around the world now serviced by SIU-contracted vessels owned by Sea-Land.

Sea-Land ships regularly call at ports on the East, West, and Gulf coast of the United States, Puerto Rico and other Caribbean islands, Panama, Northern Europe, England and the Far East.

'Cargo in the Holds'

The Merchant Marine Act of 1970, which is approaching a vote on the floor of the U.S. Senate, gives us a blueprint for the future of the maritime industry. It gives new hope to a business that has suffered since World War II from a despair brought on by public neglect and government indifference.

The act contains a promise to provide federal construction funds to help build a minimum of 300 new ocean-going ships in the next 10 years for use in the international trade. Through other benefits, it creates incentives for operators on the Great Lakes and in the domestic trade to add to their fleets, which in all too many cases contain ships that are tired from use and depleted from age.

We are optimistic about the chances for the bill being passed. We have, through political action, dedicated ourselves to bringing new vigor to our declining American-flag fleet to provide both job security and job opportunities for Seafarers.

This has been a long struggle for Seafarers. And it will not end with the stroke of President Nixon's pen should he receive and approve the measure.

We know that ships are only half the battle. We know that the most modern vessel doesn't move when it's empty. We know that it takes economic fuel—cargo in the holds—to make a ship move. We also know that an idle ship provides neither jobs for Seafarers nor profits for operators.

That is why we have been fighting for many years to require the federal agencies involved to follow the letter and spirit of the law on government cargo.

Congress, with the knowledge that the federal government is the world's largest shipper of oceanborne goods, passed the cargo preference legislation to guarantee that our ships would have a fair share of our nation's government cargo.

Yet time after time, in agency upon agency, we have found that the 50 percent minimum has been interpreted as a ceiling and not as a minimum of U.S.-flag ship participation in the carriage of this cargo.

The law has been ignored. We have shown repeatedly that the government agencies have failed particularly to utilize the tramp fleet in the shipment of government cargo.

There seems to be a dedication on the part of some federal agencies to support foreign-flag shippers at the expense of their own country's merchant marine.

If the people in the agencies who make the decisions on shipments were committed to supporting the American-flag fleet, we would be transporting far more than half of all government cargo.

A possible solution is to place the responsibility for the shipment of all government cargo in the hands of the Maritime Administration—an agency whose sole purpose is to promote the American-flag fleet. This would centralize a function that is now buried deep in the bureaucratic piping of all too many government agencies. And it would insure that an

THE PRESIDENT'S REPORT

by PAUL HALL



agency whose job is to help the merchant marine would be in a position to do that job.

Of course, our efforts to gain cargo for the U.S.-flag fleet must go beyond that shipped by government.

If President Nixon's goal to increase the percentage of American imports and exports carried aboard American ships to 30 percent by the mid-1970's is to be reached, it will take the cooperation of the American businessman as well.

The Maritime Administration has launched a program to promote the use of American-flag ships by private industry.

A ray of brightness can be found in a news report this month from London that the Ford Motor Co., will ship engines for its new Pinto subcompact car from overseas plants to assembly plants in New Jersey, California and Canada on American-flag ships.

We as Seafarers, through our union, through the Maritime Trades Department and its Port Councils with which we are affiliated, have reason to do all we can to assist the Maritime Administration in its "Ship-American" program.

Seafarers have contributed their time, their knowledge, their dollars and their spirit through the years to helping the maritime industry. We know that the job is endless. But we have no intention of stopping—and the placement of cargo aboard American-flag ships is our immediate goal.

SIU Indictment Hit by AFL-CIO

The AFL-CIO Executive Council, meeting in Chicago, adopted a resolution supporting the SIU in its fight against federal grand jury indictments accusing the union and its officers of making political contributions in violation of federal regulations.

The following is the text of the AFL-CIO statement:

In June of this year a Grand Jury in Brooklyn returned an indictment charging the Seafarers International Union and several of its officers and members with making and conspiring to make political contributions in violation of federal law. The indictment specifically alleges that in the national election of 1968 the Seafarers Union, through its Political Activity Donation Account (SPAD), contributed a total of \$20,000 to Republican campaign committees and contributed a like amount to Democratic campaign committees. It also alleged a continuing conspiracy from 1962 to have the union make unlawful political contributions through SPAD.

Under federal law labor organizations are precluded from using union funds to make contributions in connection with federal elections and, as a result, many national and international unions have formed separate political committees to collect voluntary dollars from its members and supporters to be used in federal political campaigns. The formation of such committees and their use of monies so collected to support candidates for political office has always been permitted under federal law.

The indictment, however, charges, in essence, that the Seafarers open and above board campaign to secure voluntary contributions to its Political Activity Donation Account, and to make campaign contributions from that fund, which were fully reported to the Clerk of the House of Representatives as the law requires, somehow constitutes a conspiracy to violate the prohibition against using union dues monies for contributions to federal candidates.

As the Supreme Court has recognized, working men and women have a First Amendment right to associate together to make their voice heard in federal elections. They have the right to make voluntary contributions to political activity funds set up by their unions. And unions have the right and the responsibility to convince their members that such contributions are vital to safeguard their interest in a progressive and responsive federal government. Congress, the Supreme Court and the Justice Department, itself in the past, have recognized as much.

The broad and loosely drawn indictment in the Seafarers case can only be read as a device to coerce working men and women and their unions to forego their basic constitutional rights.

The reasons behind this move by the key politician in the Administration, Attorney General Mitchell, are not hard to discern. He has learned by hard experience, first in the 1968 campaign, and then in labor's fight to defeat the unwise nominations of Judges Haynsworth and Carswell that the labor movement is the bulwark against the regressive and repressive policies the Executive Branch has sought to implement.

Recognizing this, he is seeking to silence the American trade union movement for purely political purposes. While he pursues the labor movement through new and expensive legal theories, he refuses to move forward against the Republican campaign committees that did not file their reports on time during the 1968 campaign, despite the fact that the failure to file constituted clear violation of law. This is all of a piece with the trend of Administration policy which is to monopolize the press and the airwaves by silencing its critics.

The reaction of the American trade union movement to this strategy is simple. We will not be cowed. We are going to continue to exercise our basic rights and we are going to aid the defense of those labor organizations which become the chosen targets of the Justice Department.



SIU's Pension Study Committee is shown as it wraps up the final details on its recommendations for an improved pension for Seafarers. Committee members are (from left) F. F. Pasaluk, Philadelphia; Irwin I. Sherman, New Orleans; A. W. Saxon, Mobile; Jim Golder, New York, chairman; Terrence McNee, Baltimore, and F. M. Reyes, Houston, secretary.

Union Pension Study Panel Completes Work

New York

Six veteran Seafarers who make up the SIU Pension Study Committee have completed their job and returned to their home ports after reviewing the pension fund and making several recommendations for improving the program.

Top among their recommendations is a plan that would allow retirement at age 55 with 20 years of seetime, coupled with the current provision that entitles Seafarers to draw disability pensions at any age after 12 years of sea duty.

The committee members, who have an average of 23 years of membership in the SIU, recommended that the new program be implemented no later than Dec. 31, 1971.

They called for the present SIU pension plan, which provides for retirement benefits at age 65 with 15 years of seetime and disability payments at any age with 12 years at sea, to be continued until the new plan can be negotiated.

The committee members have an average of nearly 12 years of seetime each.

Century of Sailing

The committeemen, with a total of 136 years of membership in SIU, were elected by members in the Ports of New York, Houston, Baltimore, Mobile, Philadelphia and New Orleans to represent those ports.

The senior member of the committee, from the point of SIU service, is Jim Golder of New York, who has been a member of SIU since 1943. He served as chairman of the committee.

F. M. Reyes of Houston, a member of the SIU since 1945 who has 7,478 days of seetime, served as secretary of the committee.

Committee members Terrence McNee of Baltimore and A. W. Saxon of Mobile both became SIU members in 1947. F. F. Pasaluk of Philadelphia has held an SIU book for 20 years and Committeeman Irwin

I. Sherman of New Orleans is an 18-year veteran of the union.

The committee recommended that pertinent facts gathered in their study be published in the *Seafarers Log* within three months of their report, which came last month.

Special Supplement

The *Log* in September will contain a special supplement that will give details of the committee's findings, including:

- Data showing the financial condition of the SIU Pension Fund.
- The SIU Fund's ability to guarantee pensions forever for both those on pension and those who will draw their pensions in the future.
- A projection on the impact on pending federal maritime legislation of the industry, the SIU and the pension program.
- A report on the unfunded liability—the amount of money it would take to guarantee total pension coverage for all those affected—of both the SIU and other pension funds.
- A comparison between the SIU Pension Fund and other pension funds in the maritime industry.
- A report on pension funds that have had to reduce or stop pension checks because of a lack of money.

Shutdown of Hazardous Job Sites Approved

Alaska's Commissioner of Labor now has the right to shut down a job site or part of a site where a safety hazard exists. Amendments to the state's safety code signed into law recently by Governor Keith Miller require the shutdown remain in effect until the hazardous condition is corrected. (PAI)

Support Rallying to SIU in Political Case

Seafarers at ship's meetings are continuing to give strong support to the SIU against an indictment by a federal grand jury on charges that the union violated the law involving political campaign contributions.

A report by SIU Secretary-Treasurer Al Kerr, which called upon the membership to "fight the indictment financially and morally and utilize the union's full strength to protect its rights" was adopted without dissent by 1,200 members attending regular membership meetings in New York and in the outports shortly after the indictments were announced by U.S. Attorney General John

Mitchell.

Several newspapers have quoted from the special supplement in the July issue of the *Seafarers Log* which announced the solid membership support, as well as reprinting the text of the indictment. The supplement has been reprinted by the union and sent to the homes of all SIU members.

The *Machinist*, official publication of the 1.3-million-member International Association of Machinists, featured a story on the indictment across its front page, topping it with a headline saying "Administration Trying to Halt Labor's Campaign Collections."

The story noted that:

"The American labor movement is clearing the decks this week for the defense of the Seafarers International Union. For several years the SIU has maintained one of labor's most aggressive and successful political organizations.

"Its campaign funds donated by union seamen have been used to support mostly Democrats, but also Republicans. The SIU has campaigned especially for legislation to strengthen the American merchant marine whose ships are manned by SIU members."

Other labor publications have taken a similar tack, and the

general press has reported the fact that Seafarers have committed themselves to defend their union in its determination to take an active part in the American political system.

The indictment charges that the union violated federal rules when its Seafarers Political Activities Donations (SPAD) organization made contributions to both Republican and Democratic campaigns in 1968. The indictments also claim that the union and many of its officers conspired to spend \$750,000 between 1964 and 1968 in Presidential, Senatorial and Congressional campaigns.

(Continued on Page 27)



For Vietnam Sealift Service

SIU Vice President Frank Drozak (left) receives Certificate of Vietnam Sealift Service from Maritime Administrator Andrew Gibson in San Francisco. The award was presented to the SIU for "distinguished service" performed by SIU crews aboard the Maritime Administration's General Agency ships assigned to the Vietnam supply run.

Migrant Farm Workers Are Among Forgotten Americans

Migrant farm workers have been the focus of a Senate subcommittee hearing, a TV documentary and innumerable newspaper and magazine articles in recent weeks, evoking feelings and producing facts that add up to a picture of horror.

Sen. Walter F. Mondale (D-Minn.), chairman of the Senate Subcommittee on Migratory Labor, said he held the hearings to place on the record "the destitution and exploitation of men, women and children, horrifying beyond imagination."

And, he added, "it is time to find out who are the exploiters. Nothing will change until this rotten system is exposed and held accountable."

Testimony before Mondale's committee pointed the finger of accountability at powerful corporate conglomerates.

Senate Votes Farm Limit

Washington

A proposed \$20,000 limit on subsidies any one grower may receive under the crop control program has been voted by the U.S. Senate.

Historically such a limit has been voted by the House of Representatives, and been defeated in the Senate. This year the House did not include the subsidy ceiling when approving agriculture appropriations. Hence, the proposal will be debated in a House-Senate Conference.

Philip Moore, staff counsel of the Project on Corporate Responsibility, an organization formed recently to explore ways to make corporations more responsible to public needs, said that since 1960, nearly 7,000 corporations have gone into farming, usually as subsidiaries of the conglomerates.

It is profitable, Moore said. One of the biggest Florida citrus growers owns or controls under long term lease more than 30,000 acres of planted citrus groves, and owns three Florida processing plants with a capacity of 7,100 gallons of citrus concentrate per hour.

One of the worst migrant centers in the state is a grove owned by that corporation, he said.

Dr. Raymond M. Wheeler, a Charlotte, N.C., physician, was a member of a team of doctors studying the problems of migratory workers in the South—particularly Florida and Texas. He told the subcommittee:

Defies Description

"We saw housing and living conditions horrible and dehumanizing to the point of our disbelief. In Florida and in Texas, we visited housing projects, built with public funds, which defy description.

"We saw living quarters constructed as long cinderblock or wooden sheds, divided into single rooms by walls which do not reach to the ceilings. Without heat, adequate light or ven-

tilation, and containing no plumbing or refrigeration, each room (no larger than 8 by 14 feet) is the living space of an entire family—appropriately suggesting slave quarters of earlier days."

The testimony of Dr. Wheeler, Moore and representatives of the AFL-CIO Farm Workers pointed to excessive hunger and malnutrition, and physical deformities attributable to them.

Rickets, a disorder thought to be nearly abolished in the U.S., was common in farm workers. So were crippling parasites, tuberculosis, and infant and maternal mortality.

Children—both pre-school and school age—work alongside their parents in the fields. Sometimes there are schools for them to attend, but families feel the time off is a luxury since their average annual income is \$891.

The \$891 a year per family is contrasted to \$1.4 billion earned by farm owners each year.

Yet TV cameramen found growers were camera shy.

One grower who did appear told the film makers: "These are the happiest people I've ever seen."

Dr. Wheeler, while supplying the subcommittee with vivid testimony, noted that the rhetoric was not new to Congress. He said the plight of migrants has been known for years, but little has been done for them.

Celler Warns Against More Delay

Maritime Bill Can Save Fleet

Washington

"Our nation cannot survive any further delay in implementing the Merchant Marine Act of 1970," Rep. Emanuel Celler (D-N.Y.) told an AFL-CIO Maritime Trades Department luncheon recently.

The legislation is "designed to pump new vigor, new stamina and new life into an industry that now faces a complete collapse," the dean of the House said.

Unfortunately, he continued, the country and the maritime industry have had to wait too long before any effective measures were taken to help bring the industry out of its slump. The wait continued while the U.S. "drifted" from first to fifth among the maritime powers of the world.

Celler found it "ironic" that the U.S., the greatest trading nation in the world, is in such a desperate state, struggling to "keep its fleet afloat."

The statistics are grimmer yet when one considers that 140 American-flag ships have been scrapped in the past six years, the New York Democrat reported.

Scrap Rate Higher

"They also tell us that the rate of ships being sold for scrap is accelerating—and will continue to increase during the next three years."

According to Celler the production of new vessels, approximately 30 ships a year for 10 years, as outlined in the act, will not be "in full swing" until 1972. And it won't be until 1973 that the first "impact" of the revitalization of the American merchant marine will be felt.

The congressman cited the elimination of the double standard of subsidies, affecting the merchant fleet since the Merchant Marine Act of 1936, as

the "single most important aspect of the Merchant Marine Act of 1970."

Up until this new bill, federal construction and operating subsidies were limited to 14 berth-line operators. When the Merchant Marine Act of 1936 was passed and first implemented bulk cargo made up only 22 percent of the total U.S. foreign trade volume. Today, bulk carriers "carry 85 percent of our total international tonnage," he said.

"It is high time for the entire American-flag fleet to have equal treatment," he declared.

Celler believes: "It is largely because we have neglected the tramp fleet that our share of American international trade being carried in American-flag ships has fallen below the 5 percent mark."

The double standard of subsidies has not only ignored the majority of carriers by denying them government assistance, he stated, but it has done an even greater disservice to the maritime industry—forcing shipowners, operators and shipbuilders into bitter disputes which are now injuring the entire maritime industry.

Celler was confident the new bill will rectify the situation: "By making subsidies available to all who participate in our international trade it will give the industry a reason to bind its wounds."

Most important "it will bring hope" to the maritime industry and give it the strength, indeed power, to rebuild itself so that it might regain the position it once held among the maritime powers of the world.

"Last Frontier," Says Carey

Ocean Study Spells Survival

Washington

A United States commitment to the study and development of our oceans could be the key to man's survival and would certainly solve much of the hunger and starvation in the world, Rep. Hugh L. Carey (D-N.Y.) told an AFL-CIO Maritime Trades Department luncheon here recently.

Nearly two-thirds of the children on earth are protein-starved, the Congressman said.

"While these children starve, the oceans teem with fish and other sea life which could feed the world. The sea life man has turned his nose up at in the past may well be his salvation in the future."

The oceans and seas, said Carey, are the last "frontier" yet to be fully explored by man. They hold mineral wealth from

which man could benefit, if used wisely. He listed abundant supplies of gold and diamonds, oil and natural gas, magnesium, iron, aluminum, copper and nickel.

What to Do

"What will we do with it?" Carey asked. "Hopefully not what we did with those items that we found on the one-third of the earth that is not underwater. Man must plan carefully and proceed carefully to avoid botching the job and causing an even more serious environmental crisis."

Before the engineers, technicians, biologists, geochemists and metallurgists reach down into the ocean depths, Carey believes some ground rules must be set to make sure that the ocean's wealth belongs to all mankind.

Carey noted that the President did this in his Oceans Policy, when he referred to these resources as the "common heritage of all mankind."

But, said Carey, this is but one step towards the goal of exploring our oceans and benefiting from their wealth.

Carey called for a full-fledged program that will place "money, talent, knowhow and technology" on the line. He called upon Congress to help mold such a program. "The United States must serve as the leader in developing these oceans," he declared.

Carey concluded by quoting the late President John F. Kennedy:

"Knowledge of the oceans is more than a matter of curiosity. Our very survival depends upon it."

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Clothing for Peruvian Quake Victims

Items collected for Peru's earthquake refugees are inspected here by Steve Edney (right), chairman of the joint fishing industry labor and management committee which gathered the clothing. Edney, president of the Fish and Cannery Conference of the SIUNA, is aided by Arnie Miranda (left), vice president of the United Cannery and Industrial Workers of the Pacific, and Major James L. Ellis of the Salvation Army, who supervised distribution of the goods. The aid was given in spite of the persistent attacks on U.S. fishing vessels off Peru.

Direct Presidential Vote Under Debate in Congress

Washington

A measure that would alter the system of electing the President and the Vice President of the United States is before Congress. The constitutional amendment that the President would be elected by popular vote is sponsored by Sen. Birch Bayh (D-Ind.).

However, only the House has acted upon the measure to date. It received the necessary two-thirds vote in favor.

According to the House-passed bill, the leading presidential candidate winning at least 40 percent of the popular vote would be the victor. Should no candidate receive the necessary 40 percent a runoff would be held between the two top contenders.

Small States Opposed

Although the bill has the support of the majority of the Senate members, it is clear that there will be some opposition, specifically from senators of small states. This is because these states swing more weight under the existing system than they would in a direct election.

Should it pass the Senate, the direct election amendment will still need the approval of three-fourths of the states before it can become a part of the Constitution.

Meanwhile, it has received the support of various business, government, labor, religious and political organizations. Among these are the AFL-CIO, the United Auto Workers, the American Bar Association, the Chamber of Commerce, and the League of Women Voters. Many people have become increasingly disturbed about the Electoral College since voters now determine the members of the college, not the President.

According to the electoral

college system the President need not win the popular vote as long as he gets 270 of the 538 electoral votes.

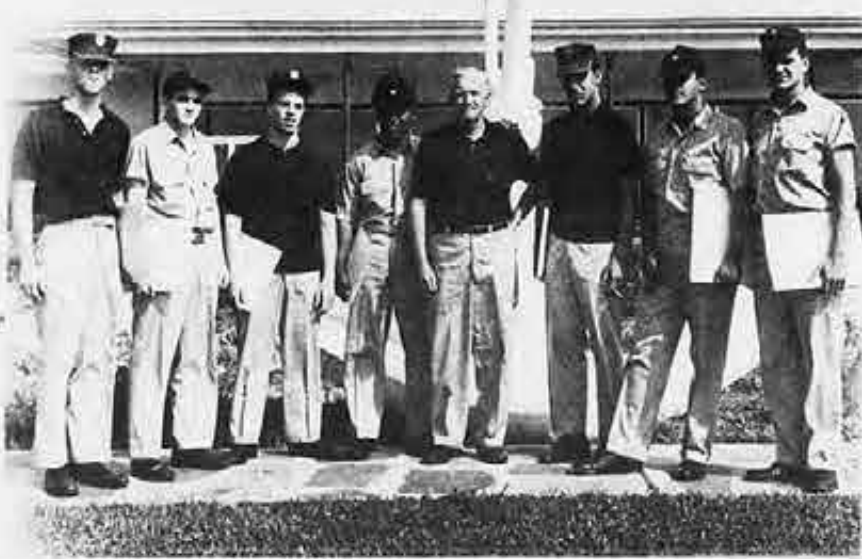
Minority Presidents

In the past, 12 Presidents have received less than a clear majority of the popular vote. And in the elections of John Quincy Adams, Rutherford B. Hayes and Benjamin Harrison, the Electoral College winners actually finished in second place as far as popular vote is concerned.

Many people believe there are too many loopholes in the present system. For example, electors are not required to vote for the candidate whose banner they run under.

There has been a good deal of legislation concerning voting passed by Congress in recent years—most recently the lowering of the voting age to 18.

It may be time now to change the basic system of electing the President. It's a change many people would find favorable.



HLSS graduates pose with Bill Hall, director of training, before departing for careers at sea.



Veteran Seafarer Skippy Guszczynsky extends his congratulations to a group of HLSS Class 45 graduates.

Favors Maritime Priorities

HHH Sees Threat In Reds' Seapower

"Soviet seapower is changing the equation of world power," former Vice President Hubert H. Humphrey warned recently in an article documenting Russian strides to assume dominance over the world's maritime fleets.

"While the United States has had its eyes on the moon, the Soviet Union has quietly mounted the first great challenge to our seapower in a generation," the 1968 Democratic presidential nominee wrote in the *Jersey Journal*.

"Measured by naval power, by maritime fleet and by oceanographic research," he said, "the Soviet Union is rapidly catching up with us and in some areas already has passed us."

"They have done this by making a concerted national effort at a time when we have been doing business as usual," he continued.

Mobile Power

Humphrey wrote that Soviet naval power was small and defensive in nature until recently but now the Russian fleet has emerged as a mobile power that can move all over the world with confidence.

"Now its large, modern navy has a visible presence in the Mediterranean. It is deployed in the Indian Ocean. Its submarines prowl the Central and South Atlantic. Its electronic surveillance ships ply our coastal waters," Humphrey said.

He further warned that the Soviet Union, a nation with no warm water ports, is in a posi-

tion to dominate the Suez Canal and the Dardanelles.

"We cannot deny the Russians the free use of the seas, but neither can we continue to live on our reputation as the world's number one seapower," Humphrey said.

"Half our naval fleet is over 20 years old and we have lost our technological lead in such areas as nuclear submarines," he continued.

New Priorities

Humphrey urged a reorientation of priorities "in light of our lower profile around the world." He urged both the Navy and the merchant marine to examine the deterioration of the United States as a maritime power and implement reforms to reverse this slide.

To implement this suggestion, the former Vice President cited the value of the Administration's Maritime Act of 1970 to construct 300 new cargo ships in the next 10 years.

"We must insist that the ship builders, the ship operators, and the seamen start working together effectively," he concluded.

Record Enrolled

A record 454,826 persons were enrolled in manpower work and training programs on May 1, reports the U.S. Department of Labor—an all-time high for non-summer months. Of that total, 85,000 were trainees in the Work Incentive Program, designed to remove persons from welfare rolls and into jobs.

New Seafarers Ready to Ship Out

Anticipation runs high on graduation day at the Harry Lundeberg School of Seamanship—the new Seafarers are anxious for their first work assignment.

It's the beginning of a life-long career at sea for many of the young men, and for some it fulfills a life-long dream of sailing the oceans.

"Shipping out" means different things to each graduate—visiting places they've only read about, the camaraderie of working with other Seafarers on a ship, making friends, finding adventure and making money.

The graduates are fresh from 12 weeks of intensive training at HLSS. The school, located at Piney Point, Md., on the Chesapeake Bay, graduates approximately 1,200 men per year. Sponsored by the Seafarers International Union, the school prepares the young trainees for careers at sea aboard U.S.-flag ships.



SIU Representative Joe Sacco congratulates HLSS graduates of Class 45 as they prepare to ship out.

Inflation Growth Unchecked

Washington

Labor economists disagree with recent administration contentions that the economic slowdown has "bottomed out," that unemployment will not rise much higher, and that the economy will improve during the second half of 1970.

Among the contradictions to this rosy viewpoint, the union economic forecasters cited a rise in jobless rolls during June from 3.3 to 4.6 million workers.

They were backed up by a statement by Sherman Maisel, a member of the Federal Reserve Board, who said that a continued rise in unemployment will not ease inflation.

Unemployment Up

Mid-July Labor Department statistics also show that, of the 4.7 million unemployed workers (a continued rise of 100,000 from the end of June), only 1.6 million of these were receiving jobless benefits. Relatively few workers find themselves eligible for jobless aid.

The remaining 3.1 million are living on savings, with the help of relatives or have been added to the welfare rolls. Labor is urging enactment of

pending legislation to broaden unemployment coverage to include 4 million additional workers.

The legislation would offer eligibility to agricultural workers, small business employees and those working for nonprofit enterprises, now exempt from unemployment compensation coverage.

Labor also seeks to expand federal participation in the unemployment compensation program by state adoption of federal standards. Currently, individual states administer the programs with eligibility and the length and amount of benefits varying widely from state to state.

The Bureau of Labor Statistics reports unemployment rose 1.3 million during June, while the adjusted national percentage of jobless dropped to 4.7 percent. The influx of summer workers into the job market caused a reduction in the overall percentage from 5 percent during May.

In a recent White House press conference, President Nixon revealed the administration's belief that the economy will be "turning up" and that

inflation is leveling off.

The President further suggested that the nation can look forward to a full employment economy next year.

Liberal and labor economists question this optimism.

They point to signs of weakness in the nation's economic health:

- There has been little upward movement in the Gross National Product, and what movement has taken place is due to inflated prices rather than a rise in productivity.

- Far from operating at full production, American factories were operating at an average of 77.9 percent of capacity during the second quarter of 1970. This is the lowest level in more than nine years.

- Wholesale prices are still rising, although they are leveling off, and the cost of living has been rising at a yearly rate of 6 percent with little chance it will slow down.

- A 4 percent rise in economic growth—targeted by administration economists—would not be enough, according to labor forecasters. "We must grow 4 percent just to stand still," one spokesman said.



Relaxing Aboard Seatrain Florida

Seafarer Robert Byrd (left), bosun aboard the Seatrain Florida, and Wilbur Sink, chief cook, relax up on deck in the Port of Yokohama as their ship takes on stores and unloads its cargo of containers.

seafarers ACTION LINE

In addition to the beefs and contract questions which are settled aboard ship at payoffs and sign-on and by the SIU Contract Enforcement Department, headquarters in New York receives communications from Seafarers seeking contract interpretations and other information relating to their jobs.

These questions cover the range of working conditions, pension and welfare and other related subjects.

Because many of these questions are of general interest to the membership, headquarters has arranged to have the questions and answers published regularly in the Log.

Question:

Under what circumstances must a hot midnight lunch be provided aboard ship?

Answer:

The answer to this question can be found in Article 2, Section 45, paragraphs A, B, C, D, and E of the General Rules of the New Standard Freightship Agreement.

It says that crew members who work later than 9 p.m. should have coffee and night lunch provided and, if work continues after 9 p.m., 15 minutes should be allowed for the night lunch and should be included as overtime.

It further states that if the crew starts work "at or before 9 p.m. and works continuous overtime until midnight, the men shall be provided with hot lunch at midnight."

If work continues after midnight, Seafarers are allowed one unbroken hour for this hot lunch and the men involved, if not permitted this hour, shall receive one hour of overtime. In addition to the actual hour worked during the hot lunch hour.

If the crew is broken out after 9 p.m. and works continuously for three hours, a hot lunch should be provided at the expiration of the three hours if the work is to be continued. Otherwise, a night lunch should be provided and the crew should receive an unbroken hour to eat or should get an additional hour in lieu thereof, in addition to the actual overtime worked.

The Freightship Agreement further states: "If crew works as late as 3 a.m., coffee and night lunch should be provided and if work continues after 3 a.m., 15 minutes shall be allowed for coffee and night lunch, which time shall be included as overtime."

The agreement also allows for a 15 minute coffee and night lunch break if the crew is required to work beyond 6 a.m.

The rule states: "If the crew works as late as 6 a.m., coffee shall be provided and if work continues after 6 a.m., 15 minutes shall be allowed for coffee, which time should be included as overtime."

The Freightship Agreement further provides (Paragraph G) that in the event a midnight lunch is not provided, "the men involved shall be paid the supper meal allowance in addition to the overtime provided above." This supper allowance is currently \$5.50.

For steward department personnel, the agreement provides for the following overtime pay provisions: in Article 5, Section 16, paragraphs A and B:

"Members of the Steward Department actually engaged in serving hot lunches at midnight are to be allowed three hours overtime for preparing and serving same."

"When not more than the equivalent of one department is served at 9 p.m. or 3 a.m. night lunch, one cook shall be turned out to perform this work. When a midnight hot lunch is served to not more than five men, one cook shall perform this work. When from six to ten men are served, one cook and one messman shall perform this work. When more than ten men are served, one cook and two messmen shall perform this work," the Agreement provides.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

June 1, 1970 to June 30, 1970

DECK DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	4	6	6	4	1	9	5
New York	110	112	77	78	26	203	121
Philadelphia	13	17	15	9	2	27	25
Baltimore	47	22	31	17	4	98	40
Norfolk	27	41	43	54	17	39	28
Jacksonville	46	46	28	26	10	43	34
Tampa	6	5	2	2	0	20	21
Mobile	40	22	16	9	1	88	35
New Orleans	106	81	57	55	8	193	117
Houston	47	57	52	40	8	139	39
Wilmington	33	56	43	40	10	31	49
San Francisco	107	77	86	83	16	106	38
Seattle	34	22	28	22	12	35	5
Totals	620	564	484	439	115	1031	557

ENGINE DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	5	6	4	4	5	7	7
New York	94	165	61	103	42	148	149
Philadelphia	11	14	7	12	2	14	23
Baltimore	51	28	34	31	6	65	32
Norfolk	21	49	21	46	8	34	40
Jacksonville	15	28	11	25	14	17	26
Tampa	3	10	1	3	1	9	27
Mobile	26	35	14	12	1	57	65
New Orleans	81	79	50	37	4	128	172
Houston	46	65	50	48	10	55	112
Wilmington	23	44	21	31	20	26	25
San Francisco	76	131	45	96	31	80	47
Seattle	35	25	18	23	12	26	5
Totals	487	679	337	471	156	666	730

STEWARD DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	5	0	3	1	5	3	2
New York	81	54	53	28	41	123	73
Philadelphia	5	5	4	14	3	11	15
Baltimore	39	23	27	16	3	63	33
Norfolk	16	31	15	27	15	21	29
Jacksonville	23	25	14	12	17	32	22
Tampa	9	3	1	0	0	21	6
Mobile	31	20	8	10	0	64	39
New Orleans	89	43	53	26	4	143	111
Houston	59	29	25	35	10	89	59
Wilmington	17	22	17	19	11	14	8
San Francisco	76	82	66	65	34	75	43
Seattle	32	14	21	10	6	38	7
Totals	482	351	307	263	157	697	447

Vacations at Piney Point 'Most Relaxing'



Pat Rogers and his family are typical of the more than 30 union members who have taken advantage of the Seafarers Vacation Center at Piney Point, Md.

Pat, his wife Jean, and their seven children live in Manasquan, N.J. Pat, a member of the SIU for 23 years, sails as fireman-oiler. It was their first vacation in 22 years.

"With seven children, no seaman could afford to take a vacation like this until now," Pat said. "This is really the most relaxing time Jean and I have had together since we had the children."

Jean particularly likes the children's camp where the kids can enjoy a wide variety of supervised indoor and outdoor activities, with their own sleeping and dining facilities.

"Six of our children are SIU babies, and this program is the greatest since the union started the maternity benefits. It's the icing on the cake," she said.

Richard Roel is an IBU tugboatman out of Philadelphia. He and his wife Donna are also sailboat enthusiasts, and they particularly liked cruising the waters around Piney Point in one of the Harry Lundeberg School's fleet of small sailing boats. The Roels brought their two children with them, Richard Jr., 10, and Roberta, 8.

Mrs. Roel said, "This is a great place for the children as well as for us. There is so much for them to do, and you can just let the kids go and never have to worry about them."

For the John Elliots, it was "the best vacation we have ever had." John, Delores and their two children, Lynn, 5, and Delores, 3, spent seven days at the Vacation Center. "Everything about the place was just wonderful," Mrs. Elliot said as they prepared to return home. "I now know why they refer to Southern Maryland as the 'Land of Pleasant Living'."

John and Margaret Goodwin live in Baltimore, and were on their way for a week's vacation at Virginia Beach with their children, Michele, 4, and Stacey, 2. But they decided to stop in at the Seafarers Vacation Center first, "just to look around." They stayed the full time, and, as they left, made reservations for next summer.

"The wife and I have gone around to a few vacation spots, but there is nothing to compare with what we have right here," Goodwin said. "Everything has been just great, better than anything we could have had at any other place I know—and at much less cost. It's the best vacation we've ever had together."

The Seafarers Vacation Center will remain open to Seafarers and their families through Labor Day.



John and Terry Kane enjoy a tasty supper in the modern, air-conditioned main dining room of the SIU Vacation Center after a full day's activities. Plenty of varied exercise in the clear air of sunny southern Maryland makes for hearty appetites and restful sleep.



Pool is a popular indoor sport with the youngsters at the Vacation Center. The air-conditioned recreation hall also has a bowling alley, table tennis, a TV room, movie theatre, game room, and a reading room.

Richard and Donna Roel sign their children, Richard Jr. and Roberta, for the children's camp at the SIU Vacation Center. Recreational areas, dining room and sleeping quarters are available for Seafarers and their families.



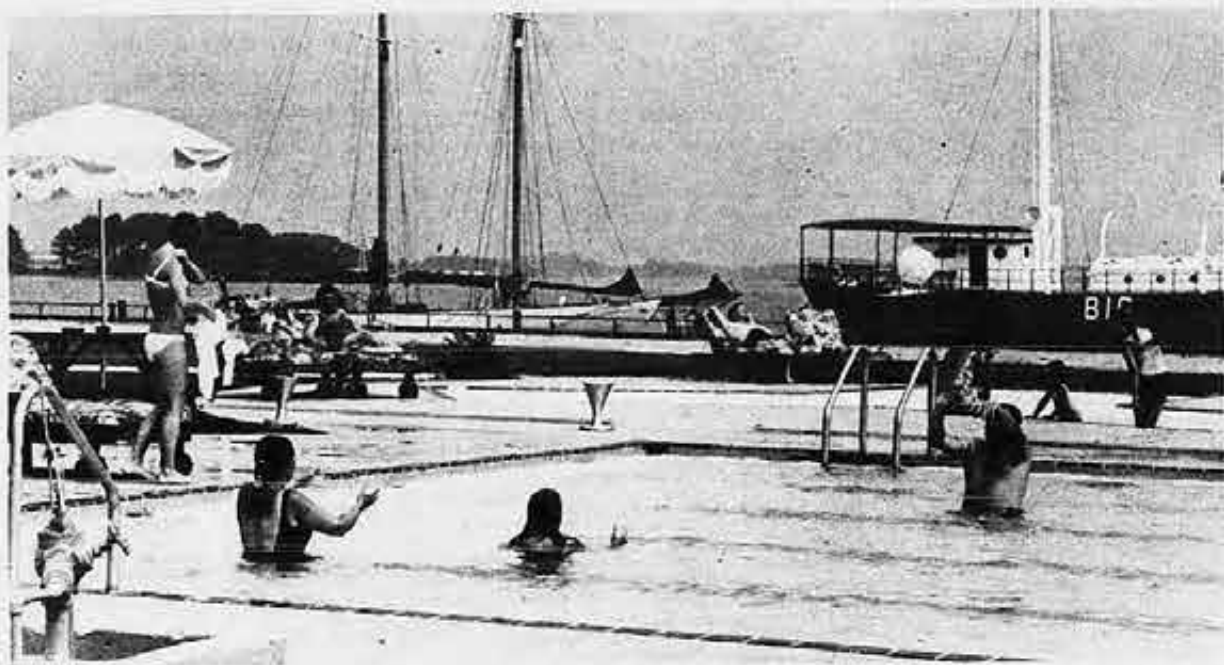


During a visit to the Harry Lundberg School of Seamanship Library, Pat and Jean Rogers found a picture of Mrs. Rogers with baby Catherine, who had just become their third "SIU Baby." That's Catherine, now a beautiful young woman of 15, pointing to the photo and story.

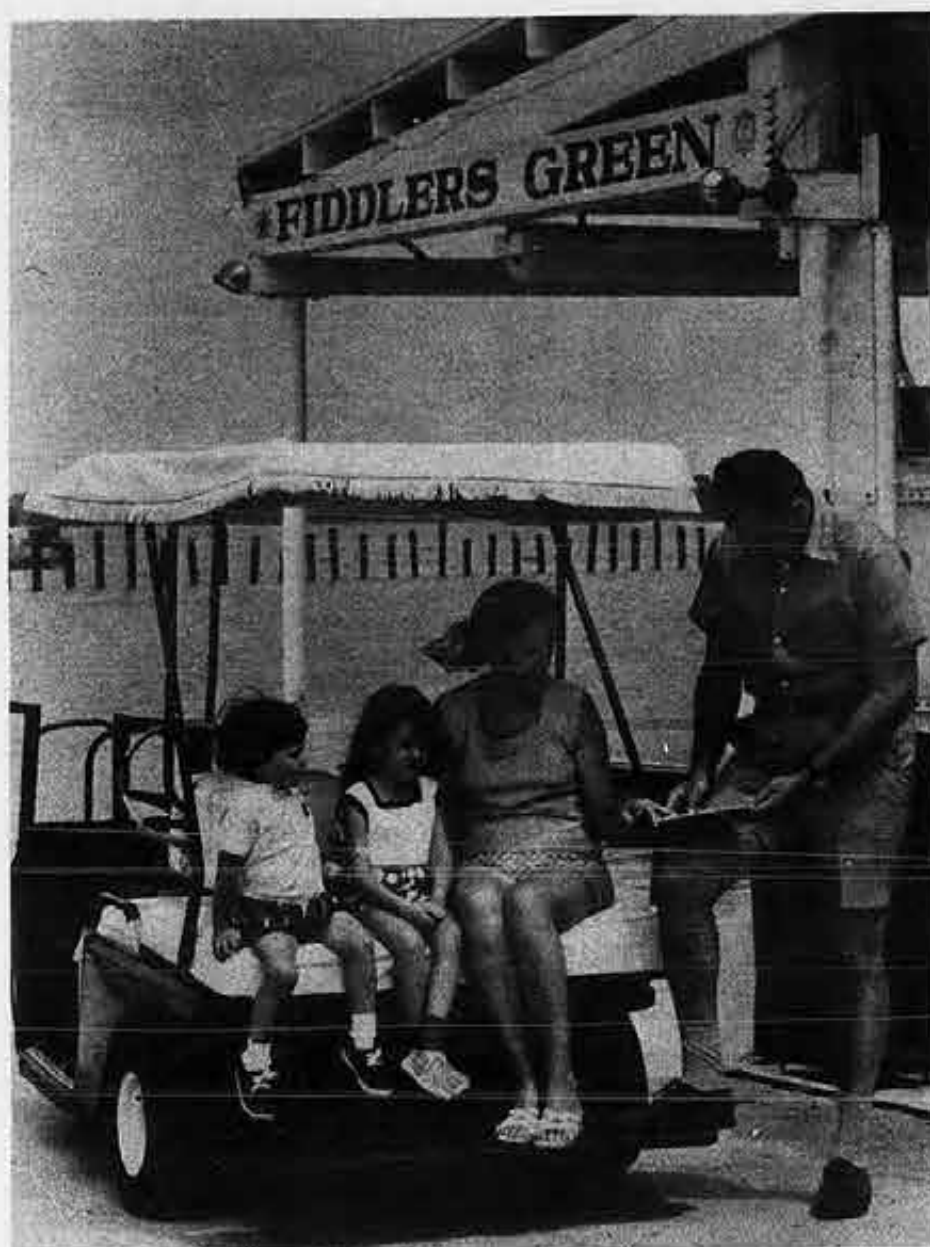


Sailing aboard the *HLSS Manitou*, one of many sailing ships at Piney Point, are a large group of vacationing Seafarers and their families visiting the SIU vacation center.

Pat Rogers tosses the ball to his wife, Jean, as daughter Catherine tries to intercept in a game of "keep-away." The modern swimming pool is a popular attraction for both youngsters and the grown-ups at the SIU Vacation Center.



Norris Syzmanowski and his family check out after spending a week at the SIU Vacation Center at Piney Point. Norris said that this was "the most enjoyable week he has spent in many, many years."

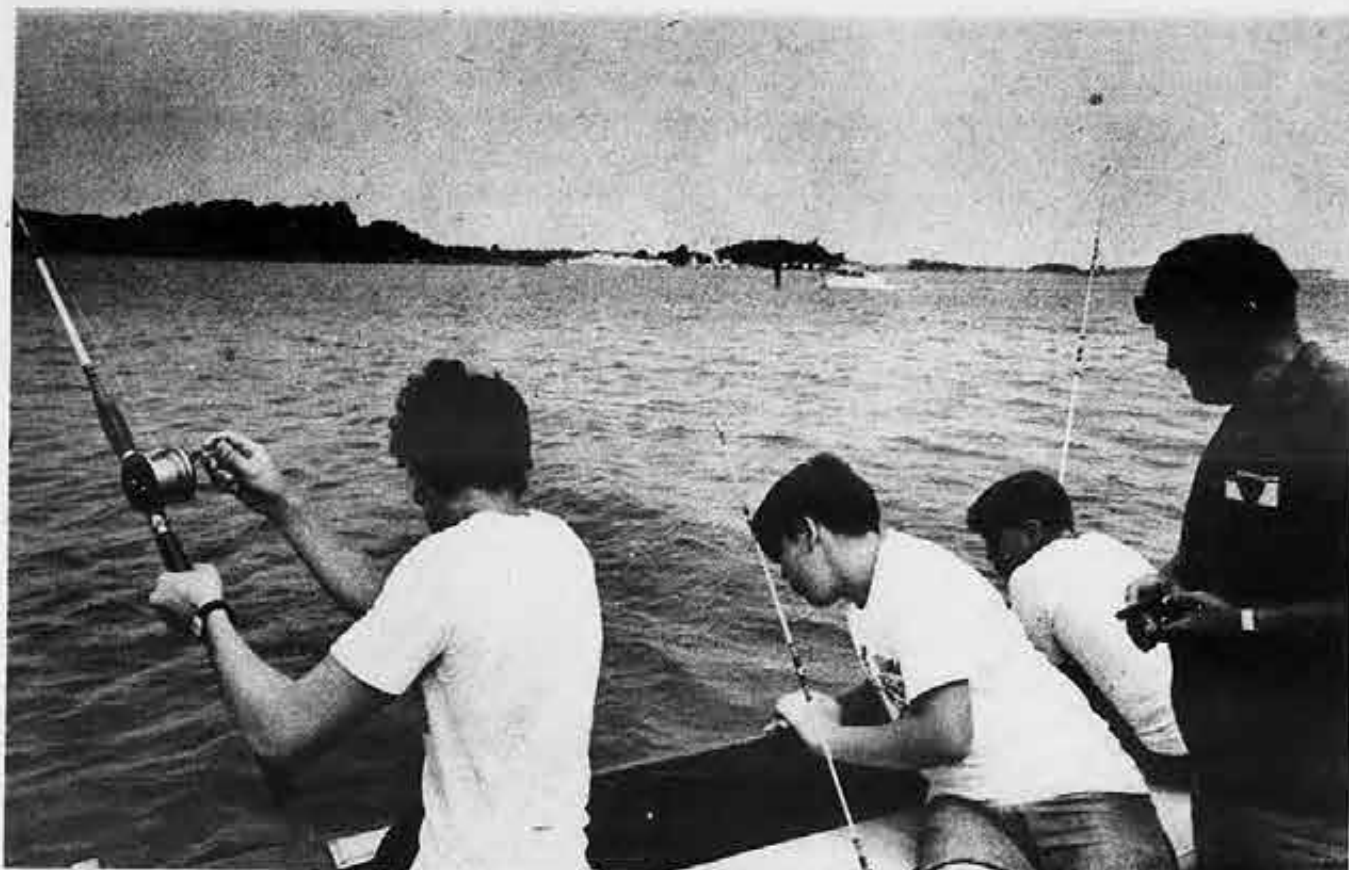


John and Delores Elliot look over the chart of local waters as they prepare to go out for a boat ride with daughters, Lynn, 5, and Delores, 3.



Cycling is popular with SIU members and their families at the Vacation Center at Piney Point, and there are plenty of bikes available for roaming around the 54 acres. Retired Seafarer Frank Miller pauses during a tour of the area to chat with vacationers John and Terry Kane.

Little Tommy Rogers turned nine during his stay at the Vacation Center with his parents. His buddies got together with the counselors at the children's camp to plan a surprise party.



Skippy Guszczynsky offers advice to his grandchildren, Edward, Nicholas and William, who try their luck in the waters off St. George's Island. Fishing is generally good during the summer months, and several boats are available at the Vacation Center for fishing parties.



John Elliot provides an assist as daughter Lynn, 5, prepares to solo on a trainer bike. Mom watches closely, but little sister Delores, 3, seems more interested in what's going on at the pool.

Counselors at the children's camp at the SIU Vacation Center meet regularly with vacationing youngsters to discuss and plan activities. The young people have their own dining and sleeping quarters, a modern and well-supervised pool, and complete recreational facilities for both indoor and outdoor sport.



Horseback riding is a favorite activity of both the youngsters and grown-ups. There is plenty of space for riding in the pine stand, and instruction is provided for beginners.

It's the end of a day full of sun and fun for Delores Elliot, 3, and the dining room table serves as a temporary pillow as she waits for her mother and father to finish their meal at the SIU Vacation Center.





Turning Points—1915, 1970

When the LaFollette Seaman's Act of 1915 was passed by the Congress, shipowners balked as the cartoon above indicates. It was "monstrous," they said, but it succeeded in bringing to an abrupt halt many age-old abuses inflicted on sailors, vastly improving their working conditions.

The Republican insurgent senator who authored the legislation, Robert A. LaFollette, had long been a friend of labor, and fought hard for passage of his bill because he deplored the widespread maltreatment of merchant seamen.

It was a turning point in the history of the maritime industry in the United States.

The Merchant Marine Act of 1970, now pending before the Senate, is also designed to abolish age-old abuses and widespread maltreatment—but commercial, not physical.

The act is historic in that it would extend federal benefits to all segments of the U.S. merchant fleet, instead of the few favored berthline operators now receiving such aid.

It would be the first step in the long-needed

revitalization of the American-flag merchant fleet.

The House has approved the Merchant Marine Act, 307-1, and the Senate Commerce Committee has also endorsed the proposal. There are a few differences in the House and Senate bills, but their purpose is the same.

Both bills would extend to all American-flag ship operators in the international trade the right to qualify for construction and operating differential subsidies. All operators also will be allowed to utilize tax-deferred construction reserve funds.

The abuses have been long-standing: The Merchant Marine Act of 1936 limited the subsidies to a few berthline operators, and the rest of the merchant fleet, including the bulk carriers, has been operating without subsidies and construction reserves.

If the legislation passes the Senate, and indications are favorable, the U.S. merchant fleet will have reached another turning point—one every bit as important and far-reaching as LaFollette's legislation more than half a century ago.

Helping the Economy

The SIU has been arguing for years that more U.S.-owned, U.S.-registered ships would contribute mightily to this country's balance of payments, and now the British have supplied us with more evidence as to what this would mean to our economy.

Balance of payments is the value of goods exported versus the value of goods imported. When exports exceed imports, the nation's balance of payments is said to be favorable.

Well, the United States has been suffering through a stretch when the balance of payments in this nation was unfavorable, and money was flowing out faster than it was coming in.

The British, however, have overcome the problem of a deficit in the balance of payments and their favorable balance continues to

rise on the momentum provided by British-owned and British-registered ships.

Last year, British-owned and registered ships contributed \$720 million to the crown's balance of payments, a figure up from \$698 million the year before.

In addition, the balance of payments figures also reflect a saving in terms of currency of more than a billion dollars.

That's a large contribution to the economic well being of a nation. This nation's ships, if they were registered under this nation's flag, could be making a similar contribution.

In years to come, perhaps our expanded, revitalized merchant marine fleet will be capable of doing so.

Letters to the Editor

Grant Winner Received Honors

To the Editor:

I would like to thank the SIU for the four-year scholarship, which enabled me to spend my undergraduate years at Louisiana State University in Baton Rouge. I have just received my Bachelor of Arts in German with minors in French and history.

I made the Dean's List several times, was initiated into Phi Kappa Phi, LSU's highest scholastic honorary fraternity, and was LSU's nominee for a German Foreign Exchange Service Scholarship.

I plan to start graduate school at the University of Texas in Austin as a candidate for the Masters Degree in German, with hopes of earning a PhD in Comparative Literature.

My years at LSU were only made possible because of my SIU scholarship. I want you to know how much it has meant to me and how much I appreciated the manner and promptness with which the award was handled.

Thank you again.

Sincerely,
(Miss) Dedra M. Robertson
Port Arthur, Tex.

Widow Praises Kindness, Help

To the Editor:

I would like to extend my sincere thanks and appreciation to the members of the SIU and the Seafarers Welfare plan for their kindness and much needed help during the long illness and death of my late husband Peter Bush.

A special thanks to Capt. M. Gosciminski and crew members aboard the *Fort Hoskins* who carried out my husband's final wish for a sea burial.

I appreciate all letters of condolence and also the Welfare

Fund check. I feel I have a friend in the SIU even though my husband is gone.

Sincere thanks,
Lorene Bush
El Paso, Tex.

Hearts Saddened, But Grateful

To the Editor:

We wish to express our deepest gratitude for the lovely wreath sent to our Nollie and Daddy. It was beautiful and we appreciated it very much.

Our hearts are saddened and our home is lonely without him but we are grateful to his many friends.

God Bless you all.

The Nollie Towns Family
Sarasota, Fla.

Seaman's Club In Chicago Loop

To the Editor:

I am sending these few lines to thank you for sending me your fine newspaper these past few years.

My vocation gives me the opportunity to minister to the needs of many of your brother seamen here in the Port of Chicago. I do all that I can to help them with information or any other assistance as well as being available for their spiritual needs.

We have a Seamen's Club at 646 South State Street, near the Loop, where a warm welcome awaits any seaman who visits Chicago.

I have many friends among the Seafarers from the years I served as chaplain of the Public Health Service Hospital here until it closed down.

Every good wish to all my friends.

Most sincerely,
Rev. Austin Hayton
Chicago, Ill.



Vegetables, Coming Up

Seafarer Oliver Hodge, left, third cook aboard the *Transoregon* (Hudson Waterways), serves up a hot portion of steamed vegetables as Jan Rooms, chief cook, looks on. The *Transoregon* is a fine feeder.

Safety Big Issue on Rails, in Skies

The safety of consumers, while traveling and while at home, and the still-rising cost of living remain a major concern of various labor and governmental agencies, as well as interested individuals.

At its recent 17th Annual Air Safety Forum, the Airline Pilots Association left no area uncovered in its search for making the airways safer for the millions of Americans who fly them.

Over 500 air safety experts discussed various topics such as what to do about birds on the runway, the size of life rafts, air-cushioned boats for rescues on marshy lands, an "explosive door ejector" similar to those used on military aircraft, all-weather flying, air traffic control and the role of the well-disciplined stewardess when an emergency arises.

Another major area covered by the forum was the use of non-flammable products throughout an aircraft. The forum urged the entire airlines industry to call on the Federal Aviation Administration to insist "that proper fire prevention be included in the basic certification of all airplanes."

During the discussion on fire problems, a National Aeronautics and Space Administration expert told forum members that many of the flame-resistant, non-metallic materials from the Apollo moon spacecraft program may be usable in commercial aircraft. He said these newly-developed materials could be used for aircraft curtains, carpets, decorative panels, cabinets, paper, oxygen lines and masks.

Missing Firemen

At the same time a 74-page study compiled by a group of independent professional economists revealed that the elimination of firemen from diesel engines is a direct and significant cause of an increase in railroad accidents.

The results of the study were presented to a presidential emergency board trying to resolve the 5-year controversy over the need for railroad firemen involving the United Transportation Union and the nation's railroads.

The study analyzed train accidents on every major railroad in the nation for 1962 and 1963, two years prior to application of an arbitration award that let railroads eliminate thousands of firemen in freight service. These figures then were compared with those for a similar two-year period after the firemen were eliminated.

The study concludes that for each 10 percent decrease in the use of firemen in yard service, there was a 10 percent increase in the number of accidents occurring. The same percentage decrease in the use of firemen on over-the-road freight trains brought about a 4.7 to 6.3 percent increase in road service accidents.

The board, appointed by President Nixon after UTU struck three railroads and management threatened a nation-

wide lockout, will study the findings and arguments and make its recommendation.

Vehicle Safety

In another area of transportation, figures released recently show that the auto industry recalled 7.9 million vehicles during 180 safety defect correction campaigns last year. The Department of Transportation reports there were 138 recalls made by foreign manufacturers.

On the domestic scene, the Federal Trade Commission is attempting to place the burden of consumer safety on the manufacturers. Of particular interest to the FTC are flammable fabrics, which have been proven responsible for numerous tragic home accidents.

Right now the procedure upon discovering a possibly dangerous product is for the FTC to issue a press release pointing out the danger and describing the product. Then it must depend upon local stores to track down buyers and local newspapers to publicize the warning.

Buyer Caution

High on the FTC's list of items regarding extra care before purchasing are carpets, blankets, children's clothing, fake fur products, and color TV sets.

The National Commission on Product Safety has made a list of recommendations to Congress for improving consumer safety protection.

Although the safety stand-

ards for consumer protection remain down, prices of products continue to go up. During the past year the four most inflationary products have been meats, home ownership, auto insurance and medical costs.

Meats have gone up over nine percent in the past 12 months. When you consider this is about 6 percent of all the living expenses of a working family, it cuts deeply into the pocketbook.

Rising Hamburger

Especially damaging to moderate-income families is that prices of some of the meats usually considered "cheap" have also gone up as many families turned to these to replace the usually expensive cuts. For instance, hamburger prices

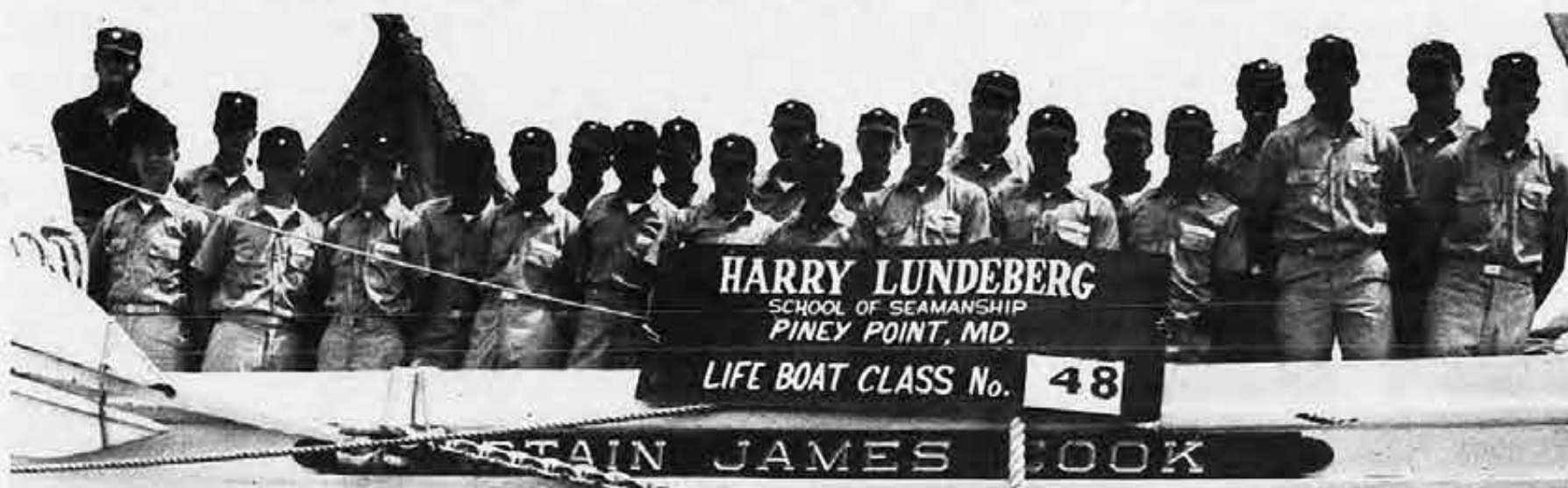
have gone up 11 percent, while frankfurters and bologna prices have gone up 14 percent.

Homeownership costs have gone up 11 percent, with the sharpest rise in mortgage interest—15 percent. Housing costs generally take 33 percent of a typical working family's budget.

For the most part medical costs have been the most persistent inflationary force, rising 6 percent during the past year for a total rise of 63 percent since 1957-59.

Auto insurance has jumped 14 percent over the past year. This means that the average family now spends more for auto insurance alone than for all public transportation.

Graduation Time for Trainees



Graduates of Lifeboat Class 48 of the Harry Lundeborg School of Seamanship in Piney Point, Md., line up on the Captain James Cook. In the front row, from left, are Jack Stein, Thomas Basile, Larry Smith, Lee Buford, Willie Bridges, David Taylor, James Cooper, David Lawshe, Jeffrey Blackwell, Larry Harvell, Jesus Gomez, Harry Macon, and William Enz. In the back row are Instructor Paul Verolopulo, Tim Hurley, John Richardson, Caldwell Sabb, Louterry Flemming, Walter Ingram, David Rine, Gregory Fuller, Richard Macon, Thomas McQuay and John Kapustin.



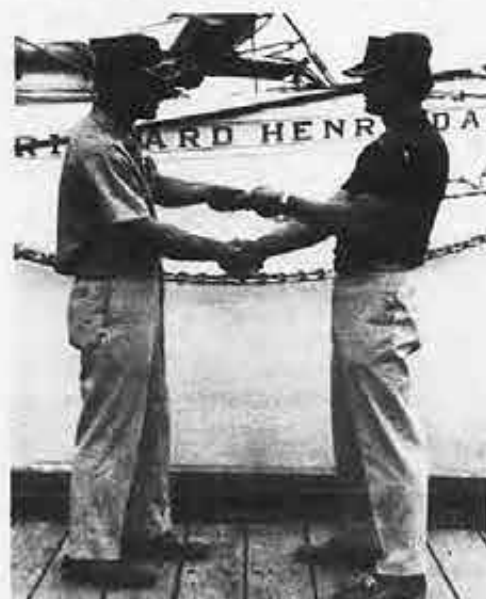
Mike Nelson, named outstanding graduate of Lifeboat Class 50, receives a wristwatch from the instructor.



Graduating trainees of Lifeboat Class 49 line up alongside the HLSS schooner Richard Henry Dana. Kneeling, from left, are Morris Hawkins, Harry Smith, Jim Kerrigan, Greg Townsend, Bill Beisgen, Bill Hanna, Joe Pereira, Bob Trainor, and Ken McCarver. Standing: John Chandler, Al Berlin, Steve Varn, Bill Shea, Marcelo Gomez, Dan Trayer, Gerry Robles, John Rogers, Pete Pantoja, Dave Cooper, John Walsh, Mike Crockett, John Salomone, Mark Stenson, Al Williams, Dan Weaver, and Lifeboat Instructor Paul Verolopulo.



Graduating trainees of Lifeboat Class 50 line up alongside Big Red. Kneeling, from left, are Don Shordone, Tom Davis, Aziz Amat, Iain Torrance, Ron Burdette, Raul Santana, and Simon Hickey. Standing, from left, are Jeff Rash, Charles Kirksey, Ron Shaw, Bruce Kelley, Ron Knox, John Wells, Bob Koczian, Percy Payton, Mike Nelson, and Instructor Paul Verolopulo.



John Walsh is congratulated by Lifeboat Instructor Paul Verolopulo after being named outstanding graduate of Lifeboat Class 49.

Step Aboard a Ship of Memories— The Proud, Triple-Masted 'Eagle'

She sailed into New York Harbor recently, reviving memories of when men roamed the Seven Seas in search of adventure and fortune.

The 295-foot sailing barque *Eagle*, once a ship of the German Navy and now operated by the U.S. Coast Guard, was paying a visit to the South Street Seaport Museum pier, allowing New Yorkers a rare opportunity to step aboard a sailing ship out of the past.

The ship was built in 1936 and commissioned by the Germans as the *Horst Wessel* to serve as a training vessel for German naval cadets.

During the early part of World War II, she

was converted into a cargo ship and used mainly in the Baltic Sea, carrying supplies and passengers between Germany and East Prussia.

At the conclusion of the war, she was presented to the United States as reparation. She was then rechristened the *Eagle*, a name taken from a long line of famous U.S. revenue cutters.

Today, the three-masted, steel ship serves as a training vessel for Coast Guard cadets. The floating school, with a 39½ foot beam, carries a crew of 17 officers, 45 enlisted, and 163 cadets. She is homeported at the New London, Conn., Coast Guard base.



Know
Your

Rights

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

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

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

Earl Shepard, Chairman, Seafarers Appeals Board
17 Battery Place, Suite 1930, New York, N.Y. 10004

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

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

your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

EDITORIAL POLICY—SEAFARERS LOG. The Log has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960, meetings in all constitutional ports. The responsibility for Log policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

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

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. The SIU publishes every six months in the *Seafarers Log* a verbatim copy of its constitution. In addition, copies are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges,

trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

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

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

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

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

TEXT OF
SIU
CONSTITUTION

For SIU Atlantic, Gulf, Lakes And Inland Waters District

(Effective January 1, 1970)

CONSTITUTION

THE SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA— ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT

Affiliated with American Federation of Labor — Congress of Industrial Organizations
(As Amended January 1, 1970)

PREAMBLE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Statement of Principles and Declaration of Rights

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

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

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

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

I

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

II

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

III

No member shall be deprived of his membership without due process of the law of this Union. No member shall be com-

pelled to be a witness against himself in the trial of any proceeding in which he may be charged with failure to observe the law of this Union. Every official and job holder shall be bound to uphold and protect the rights of every member in accordance with the principles set forth in the Constitution of the Union.

IV

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

V

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

VI

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

VII

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

CONSTITUTION

Article I

Name and General Powers

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

Article II

Affiliation

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

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

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

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

Article III

Membership

Section 1. There shall be two classes of membership, to wit full book members and probationary members. Candidates for membership shall be admitted to membership in accordance with such rules as may be adopted from time to time, by a majority vote of the membership and which rules shall not

be inconsistent with the provisions of this Constitution. All candidates with 360 days or more seetime in a consecutive 24 calendar month period commencing from January 1, 1968, in an unlicensed capacity, aboard an American-flag merchant vessel or vessels, covered by contract with this Union, shall be eligible for full membership. All persons with less than the foregoing seetime but at least thirty (30) days of such seetime, shall be eligible for probationary membership. Only full book members shall be entitled to vote and to hold any office or elective job, except as otherwise specified herein. All probationary members shall have a voice in Union proceedings and shall be entitled to vote on Union contracts.

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

The membership, by majority vote, shall at all times have the right to determine the membership status of pensioners.

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

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

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

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

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

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

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

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

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

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

Section 8. Evidence of membership or other affiliation with the Union shall be in such form or forms as determined by the Executive Board, and shall at all times remain the property of the Union. Members may be required to show their evidence of membership in order to be admitted to Union meetings, or into, or on Union property.

Article IV

Reinstatement

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

Article V

Dues and Initiation Fee

Section 1. All members shall pay dues quarterly, on a calendar year basis, no later than the first business day of each quarter, except as herein otherwise provided. The dues shall be those payable as of the date of adoption of this Constitution as amended and may be changed only by Constitutional amendment.

Section 2. No candidate for full book membership shall be admitted into such membership without having paid an initiation fee of Five Hundred (\$500.00) Dollars, except as otherwise provided in this Constitution. In addition, the candidate shall pay a Ten (\$10.00) Dollar "service fee" for the issuance of his full book.

Each candidate for probationary membership and each probationary member shall, with the payment of each of his first four quarterly dues, as required by Section 1, pay at each such time the sum of One Hundred and Twenty-five (\$125.00) Dollars as partial initiation fee. The total of such initiation monies so paid shall be credited to his above required initiation fee for a full book member upon completion of the required seetime as provided for in Article III, Section 1. Monies paid to the Union by any non-full book member prior to the effective date of this amended Constitution, on account of initiation fee and assessments, not exceeding Two Hundred and Fifty (\$250.00) Dollars, shall be credited to such member's payment of his initiation fee as required by this section.

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

Section 4. All members shall be and remain in good standing.

Article VI

Retirement from Membership

Section 1. Members may retire from membership by surrendering their Union books or other evidence of affiliation and paying all unpaid dues for the quarter in which they retire, assessments, fines and other monies due and owing the Union. When the member surrenders his book or other evidence of affiliation in connection with his application for retirement he shall be given a receipt therefor. An official retirement card shall be issued by Headquarters, upon request, dated as of the day that such member accomplishes these payments, and shall be given to the member upon his presenting the aforesaid receipt.

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

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

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

Section 5. The period of retirement shall be computed from the first day of the quarter following the one in which the retirement card was issued.

Article VII

Systems of Organization

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

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

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

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

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

Article VIII

Officers, Headquarters Representatives, Port Agents and Patrolmen

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

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

Article IX

Other Elective Jobs

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

Committee members of:

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

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

Article X

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

Section 1. The President.

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

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

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

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

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

Where ports are opened between elections, the President shall designate the Union personnel thereof.

The President shall designate, in the event of the incapacity of any Headquarters Representative, Port Agent or Patrolman, or any officer other than the President, a replacement to act

as such during the period of incapacity, provided such replacement is qualified under Article XII of the Constitution to fill such job.

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

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

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

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

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

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

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

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

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

Section 2. Executive Vice-President.

The Executive Vice-President shall perform any and all duties assigned him or delegated to him by the President. The Executive Vice-President shall be a member of the Executive Board and may cast one vote in that body.

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

The Vice-President in Charge of Contracts and Contract Enforcement shall perform any and all duties assigned him or delegated to him by the President. In addition, he shall be responsible for all contract negotiations, the formulation of bargaining demands, and the submission of proposed collective bargaining agreements to the membership for ratification. He shall also be responsible, except as otherwise provided in Article X, Section 13(d)(1), for strike authorization, signing of new contracts, and contract enforcement. He shall also act for headquarters in executing the administrative functions assigned to headquarters by this Constitution with respect to trials and appeals except if he is a witness or party thereto, in which event the Secretary-Treasurer shall act in his place. In order that he may properly execute these responsibilities he is hereby instructed and authorized to employ such help as he deems necessary, be it legal, or otherwise, subject to approval of the Executive Board.

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

Section 4. Secretary-Treasurer.

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

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

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

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

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

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

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

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

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

In order that he may properly execute his responsibilities he

is empowered and authorized to retain any technical or professional assistance he deems necessary, subject to approval of the Executive Board.

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

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

He shall supervise and be responsible for the activities of all the ports, and the personnel thereof on the Lakes and Inland Waters, including their organizing activities.

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

Section 8. Headquarters Representatives.

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

Section 9. Port Agents.

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

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

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

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

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

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

Section 10. Patrolmen.

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

Section 11. Executive Board.

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

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

In the event that death, resignation or removal from office for any reason should occur to the President, the Executive Board by majority vote shall name a successor from its own membership who shall fill that vacancy until the next general election.

In the event the President is incapacitated for a period of more than thirty (30) days, and the Executive Board by majority vote thereafter determines that such incapacity prevents the President from carrying out his duties, the Executive Board by majority vote, may appoint from among its own membership the officer to fill the office of President. This appointment shall terminate upon the President's recovery from such incapacity or upon the expiration of the President's term of office whichever occurs first.

The Executive Board by majority vote may grant requests for leaves of absences with or without pay to officers. In the event that a leave is granted to the President, the Executive Board by a majority vote, shall designate from among its own membership who shall exercise the duties of the President during such period of leave.

Section 12. Delegates.

(a) The term "delegates" shall mean those members of the Union and its subordinate bodies or divisions who are elected in accordance with the provisions of this Constitution, to attend the convention of the Seafarers International Union of North America. The following officers upon their election to office shall, during the term of their office, be delegates to all Conventions of the Seafarers International Union of North America in the following order of priority: President; Executive Vice-President; Vice-President in Charge of Contracts and Contract Enforcement; Secretary-Treasurer; Vice-President in Charge of the Atlantic Coast; Vice-President in Charge of the Gulf Coast; Vice-President in Charge of the Lakes and Inland Waters; Headquarters Representatives, with priority to those most senior in full book Union membership; Port Agents, with priority to those most senior in full book Union membership; and Patrolmen, with priority to those most senior in full book Union membership.

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

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

Section 13. Committees.

(a) Trial Committee.

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

(b) Appeals Committee.

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

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

(c) Quarterly Financial Committee.

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

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

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

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

5. The Quarterly Financial Committee shall consist of seven (7) full book members in good standing to be elected at Headquarters—Port of New York. No officer, Headquarters Representative, Port Agent, or Patrolman, shall be eligible for election to this Committee. Committee members shall be elected at the regular Headquarters—Port of New York meeting designated by the Secretary-Treasurer. In the event such regular meeting cannot be held for lack of a quorum, the New York Port Agent shall call a special meeting as early as possible for the electing of Committee members to serve on the Quarterly Financial Committee. On the day following their election, and continuing until the Committee has completed its report, each Committee member shall be paid for hours worked at the standby rate of pay, but in no event shall they be paid for less than eight (8) hours per day. They shall be furnished room and board during the period they are performing their duties.

In the event a committee member ceases to act, no replacement need be elected, unless there are less than three (3) committee members, in which event they shall suspend their work until a special election for committee members shall be held as provided above, for such number of committee members as shall be necessary to constitute a committee of not less than three (3) members in good standing.

(d) Strike Committee.

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

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

Article XI

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

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

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

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

The first nomination and election of officers and jobs under this amended Constitution as provided for in this Article XI, and Articles XII and XIII, shall be held in the year 1971, notwithstanding the unexpired term of any office as a result of a prior election or appointment.

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

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

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

Article XII

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

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

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

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

(c) He has at least one hundred (100) days of seetime, in an unlicensed capacity, aboard an American-flag merchant vessel or vessels covered by contract with this Union, or one hundred (100) days of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, or a combination of these, between January 1st and the time of nomination in the election year; and

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

(e) He is not disqualified by law. He is not receiving a pension from this Union's Pension Fund, if any, or from a Union-Management Fund to which Fund this Union is a party or from a company under contract with this Union.

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

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

Article XIII

Elections for Officers, Headquarters Representatives, Port Agents and Patrolmen

Section 1. Nominations.

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

(a) The name of the candidate.

(b) His home address and mailing address.

(c) His book number.

(d) The title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Agent or Patrolman.

(e) Proof of citizenship.

(f) Proof of seetime and/or employment as required for candidates.

(g) In the event the member is on a ship he shall notify the Credentials Committee what ship he is on. This shall be done also if he ships subsequent to forwarding his credentials.

(h) Annexing a certificate in the following form, signed and dated by the proposed nominee:

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

Dated

Signature of member

Book No.

Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

Any full book member may nominate any other full book member in which event such full book member so nominated shall comply with the provisions of this Article as they are set forth herein, relating to the submission of credentials. By reason of the above self nomination provision the responsibility if any, for notifying a nominee of his nomination to office, shall be that of the nominator.

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

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

Section 2. Credentials Committee.

(a) A Credentials Committee shall be elected at the regular meeting in August of the election year, at the port where Headquarters is located. It shall consist of six (6) full book members in attendance at the meeting, with two (2) members to be elected from each of the Deck, Engine and Stewards Departments. No officer, Headquarters Representative, Port Agent or Patrolman, or candidate for office or the job of Headquarters Representative, Port Agent or Patrolman, shall be eligible for election to this Committee, except as provided for in Article X, Section 4. In the event any committee member is unable to serve, the Committee shall suspend until the President or Executive Vice-President, or the Secretary-Treasurer, in that order, calls a special meeting at the port where Headquarters is located in order to elect a replacement. The Committee's

results shall be by majority vote, with any tie vote being resolved by a majority vote of the membership at a special meeting called for that purpose at that Port.

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

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

(c) When an applicant has been disqualified by the committee, he shall be notified immediately by telegram at the addresses listed by him pursuant to Section 1 of this Article. He shall also be sent a letter containing the reasons for such disqualification by air mail, special delivery, registered or certified, to the mailing address designated pursuant to Section 1(b) of this Article. A disqualified applicant shall have the right to take an appeal to the membership from the decision of the Committee. He shall forward copies of such appeal to each port, where the appeal shall be presented and voted upon at a regular meeting no later than the second meeting after the Committee's election. It is the responsibility of the applicant to insure timely delivery of his appeal. In any event, without prejudice to his written appeal, the applicant may appear in person before the Committee within two days after the day on which the telegram is sent, to correct his application or argue for his qualification.

The committee's report shall be prepared early enough to allow the applicant to appear before it within the time set forth in his Constitution and still reach the ports in time for the first regular meeting after its election.

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

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

Section 3. Balloting Procedures.

(a) Balloting in the manner hereafter provided, shall commence on November 1st of the election year and shall continue through December 31st, exclusive of Sundays and (for each individual Port) holidays legally recognized in the City of which the port affected is located. If November 1st or December 31st falls on a holiday legally recognized in a Port in the City in which that port is located, the balloting period in such port shall commence or terminate, as the case may be, on the next succeeding business day. Subject to the foregoing, for the purpose of full book members securing their ballots, the ports shall be open from 9:00 A.M. to 12 Noon, Monday through Saturdays, excluding holidays.

(b) Balloting shall be by mail. 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 with book number and job seniority classification status.

The listing of the ports shall first set forth Headquarters and then shall follow a geographical pattern, commencing with the most northerly part of the Atlantic Coast, following the Atlantic Coast down to the most southerly port on that coast, then westerly along the Gulf of Mexico and so on, until the list of ports is exhausted. Any port outside the Continental United States shall then be added. There shall be no write in voting and no provisions for the same shall appear on the ballot. Each ballot shall be so prepared as to have the number thereon placed at the top thereof and shall be so perforated as to enable that portion containing the said number to be easily removed to insure secrecy of the ballot. On this removable portion shall also be placed a short statement indicating the nature of the ballot and the voting date thereof.

(c) 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. The Secretary-Treasurer shall also send to each Port Agent a sufficient amount of blank opaque envelopes containing the word, "Ballot" on the face of the envelope, as well as a sufficient amount of opaque mailing envelopes, first class postage prepaid and printed on the face thereon as the addressee shall be the name and address of the depository for the receipt of such ballots as designated by the President in the manner provided by Article X, Section 1, of this Constitution. In the upper left-hand corner of such mailing envelope, there shall be printed thereon, as a top line, provision for the voter's signature and on another line immediately thereunder, provision for the printing of the voter's name and book number. In addition, the Secretary-Treasurer shall also send a sufficient amount of mailing envelopes identical with the mailing envelopes mentioned above, except that they shall be of different color, and shall contain on the face of such envelope in bold letters, the word, "Challenge". The Secretary-Treasurer shall further furnish a sufficient amount of "Roster Sheets" which shall have printed thereon, at the top thereof, the year of the election, and immediately thereunder, five (5) vertical columns designated, date, ballot number, signature full book member's name, book number and comments, and such roster sheets shall contain horizontal lines immediately under the captions of each of the above five columns. The Secretary-Treasurer shall also send a sufficient amount of envelopes with the printed name and address of the depository on the face thereof, and in the upper left-hand corner, the name of the port and address, and on the face of such envelope, should be printed the words, "Roster Sheets and Ballot Stubs". 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 the 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 all the aforementioned election material actually received. The Secretary-Treasurer shall prepare a file in which shall be kept memoranda and correspondence dealing with the election. This file shall at all times be available to any member asking for inspection of the same at the office of the Secretary-Treasurer and shall be turned over to the Union Tallying Committee.

(d) Balloting shall be secret. Only full book members in good standing may vote. Each full book member may secure his ballot at Port offices, from the Port Agent or his duly designated representative at such port. Each Port Agent shall designate an area at the Port office over which should be posted the legend "Voting Ballots Secured Here." When a full book member appears to vote he shall present his book to the Port Agent or his aforementioned duly designated representative. The Port Agent or his duly designated representative shall insert on the roster sheet under the appropriate column, the date, the number of the ballot given to such member and his full book number, and the member shall then sign his name on such roster sheet under the appropriate column. Such member shall have his book stamped with the word, "Voted" and the date, and shall be given a ballot, and simultaneously the perforation on the top of the ballot shall be removed. At the same time the member shall be given the envelope marked "Ballot" together with the pre-paid postage mailing envelope addressed to the depository. The member shall take such ballot and envelopes and in secret thereafter, mark his ballot, fold the same, insert it in the blank envelope marked "Ballot", seal the same, then insert such "Ballot" envelope into the mailing envelope, seal such mailing envelope, sign his name on the upper left-hand corner on the first line of such mailing envelope and on the second line in the upper left-hand corner print his name and book number, after which he shall mail or cause the same to be mailed. In the event a full book member appears to vote and is not in good standing, or does not have his membership book with him or it appears for other valid reasons he is not eligible to vote, the same procedure as provided above shall apply to him, except that on the roster sheet under the column "Comments", notation should be made that the member voted a challenged ballot and the reason for his challenge. Such member's membership book shall be stamped "voted challenge", and the date, and such member instead of the above-mentioned mailing envelope, shall be given the mailing envelope of a different color marked on the face thereof with the word, "Challenge". At the end of each day, the Port Agent or his duly designated representative shall enclose in the envelope addressed to the depository and marked "Roster Sheets and Ballot Stubs", the roster sheet or sheets executed by the members that day, together with the numbered perforated slips removed from the ballots which had been given to the members, and then mail the same to such depository. To insure that an adequate supply of all balloting material is maintained in all ports at all times, the Port Agent or his duly designated representative, simultaneously with mailing of the roster sheets and ballot stubs to the depository at the end of each day, shall also make a copy of the roster sheet for that day and mail the same to the Secretary-Treasurer at Headquarters. The Port Agent shall be responsible for the proper safeguarding of all election material and shall not release any of it until duly called for and shall insure that no one tampers with the material placed in his custody.

(e) Full book members may request and vote an absentee ballot under the following circumstances: while such member is employed on a Union contracted vessel and which vessel's schedule does not provide for it to be at a port in which a ballot can be secured during the time and period provided for in Section 4(a) of this Article or is in a USPHS Hospital anytime during the first ten (10) days of the month of November of the Election Year. The member shall make a request for an absentee ballot by registered or certified mail or the equivalent mailing device at the location from which such request is made, if such be the case. Such request shall contain a designation as to the address to which such member wishes his absentee ballot returned. The request shall be postmarked no later than 12:00 P.M. on the 15th day of November of the election year, shall be directed to the Secretary-Treasurer at Headquarters and must be delivered no later than the 25th of such November. The Secretary-Treasurer shall determine whether such member is eligible to vote such absentee ballot. The Secretary-Treasurer, if he determines that such member is so eligible, he shall by the 30th of such November, send by registered mail, return receipt requested, to the address so designated by such member, a "Ballot", after removing the perforated numbered stub, together with the hereinbefore mentioned "Ballot" envelope, and mailing envelope addressed to the depository, except that printed on the face of such mailing envelope, shall be the words "Absentee Ballot" and appropriate voting instructions shall accompany such mailing to the member. If the Secretary-Treasurer determines that such member is ineligible to receive such absentee ballot, he shall nevertheless send such member the aforementioned ballot with accompanying material except that the mailing envelope addressed to the depository shall have printed on the face thereof the words "Challenged Absentee Ballot." The Secretary-Treasurer shall keep records of all of the foregoing, including the reasons for determining such member's ineligibility, which records shall be open for inspection by full book members and upon the convening of the Union Tallying Committee, presented to them. The Secretary-Treasurer shall send to all Ports, the names and book numbers of the members to whom absentee ballots were sent.

(f) All ballots to be counted, must be received by the depository no later than the January 5th immediately subsequent to the election year and must be postmarked no later than 12 midnight December 31st of the election year.

Section 4. (a) At the close of the last day of the period for securing ballots, the Port Agent in each port, in addition to his duties set forth above, shall deliver or mail to Headquarters by registered or certified mail, attention Union Tallying Committee, all unused ballots and shall specifically set forth, by serial number and amount, the unused ballots so forwarded.

(b) The Union Tallying Committee shall consist of 14 full book members. Two shall be elected from each of the seven ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston and Detroit. The election shall be held at the regular meeting in December of the election year, or if the Executive Board otherwise determines prior thereto, at a

special meeting held in the aforesaid ports, on the first business day of the last week of said month. No officer, Headquarters Representative, Port Agent, Patrolman, or candidate for office, or the job or Headquarters Representative, Port Agent or Patrolman, shall be eligible for election to this Committee, except as provided for in Article X, Section 4. In addition to its duties herein set forth, the Union Tallying Committee shall be charged with the tallying of all the ballots and the preparation of a closing report setting forth, in complete detail, the results of the election, including a complete accounting of all ballots and stubs, and reconciliation of the same with the rosters, and receipts of the Port Agents, all with detailed reference to serial numbers and amounts and with each total broken down into port totals. The Tallying Committee shall have access to all election records and files for their inspection, examination and verification. 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.

In connection with the tally of ballots there shall be no counting of ballots until all mailing envelopes containing valid ballots have first been opened, the ballot envelopes removed intact and then all of such ballot envelopes mixed together, after which such ballot envelopes shall be opened and counted in such multiples as the Committee may deem expedient and manageable. The Committee shall resolve all issues on challenged ballots and then tally those found valid, utilizing the same procedure as provided in the preceding sentence either jointly or separately.

(c) The members of the Union Tallying Committee shall, after their election, proceed to the port in which Headquarters is located, to arrive at that port no later than January 5th of the year immediately after the election year. Each member of the Committee not elected from the port in which Headquarters is located shall be reimbursed for transportation, meals, and lodging expenses occasioned by their traveling to and returning from that Port. Committee members elected from the port in which Headquarters is located, shall be similarly reimbursed, except for transportation. All members of the Committee shall also be paid at the prevailing standby rate of pay from the day subsequent to their election to the day they return, in normal course, to the port from which they were elected.

The Union Tallying Committee shall elect a chairman from among themselves and, subject to the express terms of this Constitution, adopt its own procedures. All decisions of such Committee and the contents of their report shall be valid if made by a majority vote, provided there be a quorum in attendance, which quorum is hereby fixed at nine (9). The Committee, but not less than a quorum thereof, shall have the sole right and duty to obtain all mailed ballots and the other mailed election material from the depository and to insure their safe custody during the course of the Committee's proceedings. The proceedings of the Committee except for their organizational meeting and their actual preparation of the closing report and dissents therefrom, if any, shall be open to any member, provided he observes decorum. Any candidate may act as an observer and/or designate another member to act as his observer at the counting of the ballots. In no event shall issuance of the above referred to closing report of the Committee be delayed beyond January 31st immediately subsequent to the close of the election year. In the discharge of its duties, the Committee may call upon and utilize the services of clerical employees of the Union. The Committee shall be discharged upon the completion of the issuance and dispatch of its report as required in this Article. In the event a recheck and recount is ordered pursuant to this Article, the Committee shall be reconstituted, except that if any member thereof is not available, a substitute therefore shall be elected from the appropriate port at a special meeting held for that purpose as soon as possible.

(d) The report of the Committee shall be made up in sufficient copies to comply with the following requirements: two copies shall be mailed by the Committee to each Port Agent and the Secretary-Treasurer no later than January 31st immediately subsequent to the close of the election year. 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, and notify the Secretary-Treasurer, in writing, as to the date of such posting. This copy shall be kept posted until after the Election Report Meeting, which shall be the March regular membership meeting immediately following the close of the election year. At the Election Report Meeting, the other copy of the report shall be read verbatim.

(e) Any full book member claiming a violation of the election and balloting procedure or the conduct of the same, shall within 72 hours of the occurrence of the claimed violation, notify the Secretary-Treasurer at Headquarters, in writing, by certified mail, of the same, setting forth his name, book number and the details so that appropriate corrective action if warranted may be taken. The Secretary-Treasurer shall expeditiously investigate the facts concerning the claimed violation, take such action as may be necessary if any, and make a report and recommendation, if necessary, a copy of which shall be sent to the member and the original shall be filed for the Union Tallying Committee for their appropriate action, report and recommendation, if any. The foregoing shall not be applicable to matters involving the Credentials Committee's action or report, the provisions of Article XIII, Sections 1 and 2 being the pertinent provisions applicable to such matters.

All protests as to any and all aspects of the election and balloting procedures or the conduct of the same, not passed upon by the Union Tallying Committee in its report, excluding therefrom matters involving the Credentials Committee's action or report as provided in the last sentence of the immediately preceding paragraph, but including the procedure and report of the Union Tallying Committee, shall be filed in writing by certified mail with the Secretary-Treasurer at Headquarters, to be received no later than the February 25th immediately subsequent to the close of the election year. It shall be the responsibility of the member to insure that his written protest is received by the Secretary-Treasurer no later than such February 25th. The Secretary-Treasurer shall forward copies of such written protest to all ports in sufficient time to be read at the Election Report Meeting. The written protest shall contain the full book member's name, book number, and all details constituting the protest.

(f) At the Election Report Meeting the report and recommendation of the Union Tallying Committee, including but not limited to discrepancies, protests passed upon by them, as well as protests filed with the Secretary-Treasurer as provided for in Section (e) immediately above, shall be acted upon by the meeting. A majority vote of the membership shall decide what action, if any, in accordance with the Constitution shall be taken thereon, which action, however, shall not include the

ordering of a special vote, unless reported discrepancies or protested procedure or conduct found to have occurred and to be violative of the Constitution, affected the results of the vote for any office or job, in which event, the special vote shall be restricted to such office, offices and/or job or jobs, as the case may be. A majority of the membership at the Election Report Meetings may order a recheck and recount when a dissent to the closing report has been issued by three (3) or more members of the Union Tallying Committee. Except for the contingencies provided for in this Section 4(f), the closing report shall be accepted as final. There shall be no further protest or appeal from the action of the majority of the membership at the Election Report Meetings.

(g) Any special vote ordered pursuant to Section 4(f) shall be commenced within ninety (90) days after the first day of the month immediately subsequent to the Election Report Meetings mentioned above. The depository shall be the same as designated for the election from which the special vote is ordered. And the procedures shall be the same as provided for in this Section 4, except where specific dates are provided for, the days shall be the dates applicable, which provide for the identical time and days originally provided for in this Section 4. The Election Report Meeting for the aforesaid special vote shall be that meeting immediately subsequent to the report of the Union Tallying Committee separated by one calendar month.

Section 5. Elected Officers and Job Holders:

(a) A candidate unopposed for any office or job shall be deemed elected to such office or job notwithstanding that his name may appear on the ballot. The Union Tallying Committee shall not be required to tally completely the results of the voting for such unopposed candidate but shall certify in their report, that such unopposed candidate has been elected to such office or job. The Election Report Meeting shall accept the above certification of the Union Tallying Committee without change.

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

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

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

In such event, a majority vote of the membership may grant additional time for the assumption of the office or job. In the event of the failure of the newly-elected President to assume office the provisions of Article X, Section 11 shall apply until the expiration of the term. All other cases of failure to assume office shall be dealt with as decided by a majority vote of the membership.

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

Article XIV

Other Elections

Section 1. Trial Committee.

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

Section 2. Appeals Committee.

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

Article XV

Trials and Appeals

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

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

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

shall also be handed a written copy of the charges made against him.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

should have been disqualified, or (b) that the accused was not adequately informed of the details of the charged offense, which resulted in his not having been given a fair trial, or (c) that for any other reason, the accused was not given a fair trial.

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

(e) The Appeals Committee may recommend lesser punishment.

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

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

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

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

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

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

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

Article XVI

Offenses and Penalties

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

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

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

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

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

- Willfully misappropriating or misusing Union property of the value under \$50.00;
- Assuming any office or job, whether elective or not with knowledge of the lack of possession of the qualifications required therefor;
- Misconduct during any meeting or other official Union proceeding, or bringing the Union into disrepute by conduct not provided for elsewhere in this Article;
- Refusal or negligent failure to carry out orders of those duly authorized to make such orders at any time.

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

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

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

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

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

Article XVII

Publications

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

Article XVIII

Bonds

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

Article XIX

Expenditures

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

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

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

Article XX

Income

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

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

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

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

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

Section 5. To the extent deemed appropriate by the majority of the Executive Board, funds and assets of the Union may be kept in an account or accounts without separation as to purpose and expended for all Union purposes and objects.

Article XXI

Other Types of Union Affiliation

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

Article XXII

Quorums

Section 1. Unless elsewhere herein otherwise specifically provided, the quorum for a special meeting of a port shall be six (6) full book members.

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

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

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

Article XXIII Meetings

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

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

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

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

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

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

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

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

Article XXIV

Definitions and Miscellaneous Provisions Relating Thereto

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

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

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

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

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

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

Section 7. The term "Election Year" shall be deemed to mean that calendar year prior to the calendar year in which elected

officials and other elected job-holders are required to assume office.

Section 8. The terms, "this Constitution", and "this amended Constitution," shall be deemed to have the same meaning and shall refer to the Constitution as amended which takes the place of the one adopted by the Union in 1939, as amended up through August, 1968.

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

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

Section 11. The term "full book" or "full Union book" shall mean only an official certificate issued as evidence of Union membership which carries with it complete rights and privileges of membership except as may be specifically constitutionally otherwise provided.

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

Article XXV Amendments

This Constitution shall be amended in the following manner:

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

Section 2. When a proposed amendment is accepted by a majority vote of the membership, it shall be referred to a Constitutional Committee in the Port where Headquarters is located. This Committee shall be composed of six full book members, two from each department and shall be elected in accordance with such rules as are established by a majority vote of that Port. The Committee will act on all proposed amendments referred to it. The Committee may receive whatever advice and assistance, legal or otherwise, it deems necessary. It shall prepare a report on the amendment together with any proposed changes or substitutions or recommendations and the reasons for such recommendations. The latter shall then be submitted to the membership. 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 directed by a majority vote of the membership at the time it gives the approval necessary to put the referendum to a vote. The Union Tallying Committee shall consist of six (6) full book members, two from each of the three (3) departments of the Union, elected from Headquarters Port. The amendment shall either be printed on the ballot, or if too lengthy, shall be referred to on the ballot. Copies of the amendment shall be posted on the bulletin boards of all ports and made available at the voting site in all ports.

Section 3. If approved by a majority of the valid ballots cast, the amendment shall become effective immediately upon notification by the aforesaid Union 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.

EXHIBIT A

Minimal requirements to be contained in Constitution of subordinate bodies and divisions chartered by or affiliated with the Seafarers International Union of North America — Atlantic, Gulf, Lakes and Inland Waters District.

I

All members shall have equal rights and privileges, subject to reasonable rules and regulations, contained in this Constitution, including secret election, freedom of speech, the right to hold office and the right of secret votes on assessment and dues increases, all in accordance with the law.

II

No member may be automatically suspended from membership except for non-payment of dues, and all members shall be afforded a fair hearing upon written charges, with a reasonable time to prepare defense, when accused of an offense under the Constitution.

III

This Union is chartered by (and/or affiliated with), the Seafarers International Union of North America—Atlantic,

Gulf, Lakes and Inland Waters District, and this Constitution and any amendments thereto, shall not take effect unless and until approved as set forth in the Constitution of that Union.

IV

An object of this Union is, within its reasonable capacity, to promote the welfare of, and assist, the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District.

V

The charter (and/or affiliation) relationship between this Union and the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District shall not be dissolved so long as at least ten members of this Union, and the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District acting through its Executive Board wish to continue such relationship.

VI

No amendment to this Constitution shall be effective unless and until approved by at least a two-thirds vote of the membership in a secret referendum conducted for that purpose. In any event, the adoption of this Constitution and any amendments thereto, will not be effective unless and until compliance with Article II of the Constitution of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District is first made.

VII

The Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District shall have the right to check, inspect and make copies of all the books and records of this Union upon demand.

VIII

This Union shall not take any action which will have the effect of reducing its net assets, calculated through recognized accounting procedures, below the amount of its indebtedness to the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, unless approved by that Union through its Executive Board.

IX

So long as there exists any indebtedness by this Union to the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, that Union shall have the right to appoint a representative or representatives to this Union who shall have the power to attend all meetings of this Union, or its sub-divisions, or governing boards, if any; and who shall have access to all books and records of this Union on demand. This representative, or these representatives, shall be charged with the duty of assisting this Union and its membership, and acting as a liaison between the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District and this Union.

X

So long as any unpaid per capita tax, or any other indebtedness of any sort is owed by this Union to the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, such indebtedness shall constitute a first lien on the assets of this Union, which lien shall not be impaired without the written approval of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District acting through its Executive Board.

XI

The per capita tax payable by this Union to the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District shall be that which is fixed in accordance with the terms of the Constitution of that Union.

XII

This Constitution and actions by this Union pursuant thereto are subject to those provisions of the Constitution of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District pertaining to affiliation, disaffiliation, trusteeships, and the granting and removal of charters.

XIII

This Union shall be affiliated with the Seafarers International Union of North America through the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District. It shall share in, and participate as part of, the delegation of that District to the Convention of the Seafarers International Union of North America in accordance with the provisions of the Constitution of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District.

EVERY SEAFARER IS GUARANTEED:

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

When an Emergency Is Not an Emergency

For years the emergency strike clause of the Railway Labor Act has allowed the nation's railroads to use forced labor during disputes with unions, and to negotiate differences through compulsory arbitration.

The most recent victims of the 44-year-old emergency clause are railroad firemen.

Under the "status quo" procedures of the Railway Labor Act, rail or airline unions cannot strike for 60 days, during which time a national mediation board studies the dispute and makes recommendations for ending it.

If at the end of the 60-day "cooling off" period the board decides the dispute is "substantially" interrupting interstate commerce and depriving the nation of essential transportation, the President can appoint a board to compel a settlement.

The United Transportation Union recently called a strike of three railroads, culminating a five-year dispute with railway management over the fate of some 12,000 firemen whose jobs the railroads intended to eliminate.

Findings Unacceptable

At the conclusion of the "cooling off" period, UTU President Charles Luna said the recommendations of the national mediation board were unacceptable, and plans were made to strike the Baltimore & Ohio, Louisville & Nashville, and the Southern Pacific.

"We made every effort, even going beyond the requirements of the Railway Labor Act, in an effort to settle the issue. We have held back from strike action in an effort to settle the case and not inconvenience the public. But railroad management, in its destructive determination to acquire compulsory arbitration by going back again and again to Congress over bargainable issues, has now forced us to exercise our economic strength," the UTU president said.

Less than 24 hours after the strike was called, however, President Nixon announced a federal arbitration panel would be appointed to arbitrate the dispute. The President said that compulsory arbitration was necessary since the three striking railroads represented a threat to national security.

The Administration's action marked a reversal of the "hands off" policy that former Labor Secretary George Shultz held when he first took office.

Iniimical Intervention

Since the early days of 1968, the Administration had insisted that federal intervention was inimical to healthy collective bargaining and a free market economy.

At his confirmation hearing before the Senate Labor and Public Welfare Committee, Shultz said he regarded compulsory arbitration with distaste although he did favor keeping open some form of federal intervention as a last ditch option.

Prior to the President's action in the railway dispute, a report by a Washington correspondent disclosed that the Labor Department was sending a recommendation to the White House calling for a reform of emergency disputes legislation that would remove airlines and railroads from the cumbersome provisions of the Railway

Labor Act, and place them under the provisions of the Taft-Hartley Act.

According to the newspaper account, the Labor Department's recommendations also included an additional step in negotiations after an initial 80-day "cooling off" period. The additional step reportedly called for the appointment of a panel to choose one or the other of the last proposals made by the disputing parties.

Presumably, this additional step in labor-management negotiations would allow the President time before tipping his hand to one side or the other.

If the newspaper story was accurate, the transportation unions would be dealt a strong blow by the Administration and labor's fight to end emergency strike clauses and compulsory arbitration would be set back.

Unproven Workability

The leaders of the nation's transportation unions contend that the emergency clauses have not proved workable when they have been used, and time and again they have been used when there was no emergency.

As one labor official noted, "the Railway Labor Act was passed in 1926 when railroads were much more essential to the nation's economy than they are today. In 1926 there were not the cars, buses, trucks and airplanes of today. There has to be great doubt, therefore, that a strike on three railroads, even major ones, represents a threat to the nation, particularly a strike in its first day."

It would be senseless to argue that strikes don't inconvenience the public. In fact, it is by inconveniencing the public that striking workers have an economic impact. However, it would seem illogical to assume that because three railroads are struck, the total economy is endangered.

Railroad management, on the other hand, claims that collective bargaining has failed and that it must be replaced by compulsory arbitration.

John P. Hiltz, chairman of the National Railway Labor Conference, recently said that the "only long-run solution will be an amendment of the Railway Labor Act to outlaw the ratification procedure or to provide mandatory arbitration as a last resort for the settlement of disputes."

After the UTU announced its intention to strike the three railroads, management countered with a threat to shut down all the nation's railroads if even one railroad was struck.

Lockout Threatened

"If any of the shopcraft unions should strike any one or a combination of railroads . . . we will be forced to discontinue rail service throughout the country," Hiltz said.

Many labor leaders have asked why when one or more transportation locals strike there is a national emergency, but when management threatens to lockout all the nation's railroads, they are not accused of endangering the economy.

As an example of the abuse of the emergency strike clause in the Railway Labor Act and the Taft-Hartley Act, labor points to a recent legal battle in which a federal judge refused to grant a transportation union plea for an injunction against the lockout plan while giving management an injunction against a planned strike.

The court's decision forced the union to call a national strike and led to eventual intervention by the Administration and Congress to impose a settlement.

Union leaders across the country have asserted that organized labor will continue its fight for the removal of the emergency strike clauses from both the Railway Labor Act and the Taft-Hartley Act before another "emergency" is called when no emergency exists.



While aboard the *Seatrail San Juan*, Richard Panerali displays his recently awarded Chief Engineer's license. He received his license in June after completing the course offered by the School of Marine Engineering, jointly sponsored by the SIU and MEBA, District 2.

New Job Fits Panerali In Three Major Ways

"I find my job very rewarding mentally, financially and in welfare."

Richard Panerali, who joined the SIU in 1951 in the Port of Baltimore, was talking about his newly achieved position as licensed Chief Engineer.

Working his way up the seniority ladder of the engine department, Brother Panerali achieved his final goal of Chief Engineer through the School of Marine Engineering jointly sponsored by the SIU and MEBA, District 2.

He received his license from the Coast Guard in June and sailed out shortly thereafter as Chief Engineer aboard the *Seatrail San Juan*.

Began As Wiper

Brother Panerali started out in the engine department as a wiper and worked his way up to higher positions until in 1962 he received his Third Assistant Engineers' license.

Then, through the SIU-MEBA school, he passed the Coast Guard tests for Second and First Assistant Engineer in 1966 and 1968 respectively.

While in the SIU, Panerali often served the union as department and ship's delegate.

Originally from Chicago, 38-year old Panerali now makes

his home in McHenry, Ill., with his wife Bonnie Ray.

Asked how he felt about seafaring life, he said: "I wouldn't be doing it this long if I didn't like it." He added, however, that he enjoys "the vacation."

It seems that Brother Panerali must have a liking for the sea since, when he is away from his job, one of his favorite sports is boating. The other is riding a snowmobile.

Since the SIU-MEBA school opened in February 1966, 379 graduates have been helped to reach higher grades.

Oldest Grad

Among those graduates the oldest was Sigwart Nielsen, 63, who had been sailing more than 20 years when he received his Third Assistant Engineer's license.

The youngest graduate and the youngest merchant seaman ever to achieve a license was Robert McKay. He entered the training program at the age of 16 and was awarded his Third Assistant Engineer's license when he was 19, the minimum age under Coast Guard regulations.

Brother Panerali is the third man to receive his Chief Engineer's license through the school.



Wheel of Friendship

SIU Yokohama Representative Frank Boyne (left) shows Samuel Kovenetsky, president of the AFL-CIO Department Store Workers Union, a plaque in the shape of a ship's wheel presented to the SIU by Page Groton, director of the Boilermakers Iron Shipbuilders Marine Council. The plaque expresses the fraternal ties that exist between the Boilermakers and the SIU.

Model Models

Penn Central's railroad may be going broke, but the makers of model railroads report that business was never better. One national firm reports sales of railroad equipment up 49 percent from last year's figures. However, model train enthusiasts are realistic. The firm said freight cars outsell passenger coaches nine to one.

VOTER Seeks Ohio Voters

Toledo

As prelude to the upcoming state and local elections in Ohio a unique organization known as VOTER, Volunteers Organized to Educate and Register, has been established.

It has targeted 50 precinct communities for various action programs that will have the same basic goal—urging eligible voters to get out and register.

Government officials, union leaders and interested citizens

were present at the kickoff campaign reception to drive home the need and value of heavier voter registration—and voting—this year.

Among those speaking were Ohio State Senator Marigine Valiquette, Judge Clifford Brown, County Commissioner Sol Wittenberg and Melvin H. Pelfrey, MEBA District 2 vice president.

Following this event was the initiation of a door-to-door

campaign on June 27 at the Albert Brown Homes, a large housing development in Toledo.

All-Pro defensive lineman Allan Page of the Minnesota Vikings greeted residents of the community and urged them to register. He was joined by Donald Bensman, SIU Port Agent for the Great Lakes District in Toledo and Charles Hendrix, international vice president of the American Federation of State, County and Municipal Employees and Port Council officials.

The SIU along with other unions is an active participant in this statewide drive.

In addition the organization has gained the support of the Maritime Trades Department of the AFL-CIO, the Lucas County Young Democrats, Retail Clerks Local 954, Perry Burroughs Women's Democratic Club, Service Employees International Union Local 3, Grass Roots Democratic Club, the Toledo Coalition and MEBA District 2.



Leading participants in the Ohio VOTER campaign are from the left: Donald Bensman, SIU port agent; Allan Page, All-Pro defensive lineman for the Minnesota Vikings, and Charles Hendrix, international vice president of AFSCME.



Seafarers and their families are urged to support a consumer boycott by trade unionists against various companies whose products are produced under non-union conditions, or which are "unfair to labor." (This list carries the name of the AFL-CIO unions involved, and will be amended from time to time.)

BRICKS—Boren Clay Products Co., northeastern and Great Lakes region. (United Brick and Clay Workers)

CIGARETTES—R. J. Reynolds Tobacco Co., makers of Camels, Winston, Salem, Tempo, Brandon, Doral and Cavalier cigarettes. (Tobacco Workers)

CLOTHING—Siegel (H. I. S. brand) suits and sports jackets, Kaynee boyswear, Richman Brothers mens' clothing, Sewell suits, Wing shirts, Metro Pants Co. products, and Diplomat Pajamas by Fortex Mfg. Co. (Amalgamated Clothing Workers) Judy Bond blouses. (Ladies Garment Workers)

FLOUR MILL PRODUCTS—Pioneer Products, San Antonio, Tex. (Brewery, Flour and Distillery Workers)

FURNITURE—James Sterling Corp. and White Furniture Co. (Furniture Workers) Economy Furniture—Bilt-Rite, Western Provincial and Smithtown Maple (Upholsterers)

GRAPES—All Arizona and California table grapes not bearing a union label on the crate. (United Farm Workers)

HOME BARBER SETS—Wahl Clipper Corp. (Machinists)

LIQUORS—Stitzel-Weller Distilleries, makers of Old Fitz-

gerald, Cabin Still, Old Elk and W.L. Weller brands. (Distillery Workers)

NEWSPAPERS—Los Angeles Herald-Examiner. (10 unions involved—covering 2,000 workers)

PRINTING—Kingsport Press, "World Book" and "Childcraft." (Six unions involved)

RANGES—Magic Chef, Pan Pacific Division. (Allied Appliance Workers)

SHOES—Genesco Shoe Mfg. Co., shoes by SENTRY, Cedar Chest, Staler, Jarman, Johnson & Murphy and Crestworth. (Boot and Shoe Workers)

SPECIAL—All West Virginia camping and vacation spots. (Laborers)

TOYS—Fisher-Price toys. (Doll and Toy Workers)

Maritime Policy Change Needed, Says Keith Terpe

San Juan, P.R.

Drastic changes in U.S. policy toward subsidization of its merchant fleet has been called for by Keith Terpe, president of the SIU of Puerto Rico.

Addressing the San Juan Propeller Club, he noted that presently only 14 lines receive construction differential subsidies, "and none of these are allowed to operate on the trade routes serving Puerto Rico."

Terpe also suggested creating tax deferments to enable shipping lines to accumulate reserve funds with which to build and maintain a modern merchant fleet.

The SIU leader said the administration's plan to build 300 new ships in 10 years is not completely adequate.

Kimberli Meyers, born June 21, 1970, to Seafarer and Mrs. Russell Meyers, North Highlands, Calif.

Derek Holtrey, born May 24, 1970, to Seafarer and Mrs. William E. Holtrey, Frankfort, Mich.

Rachael Dellaccio, born April 14, 1970, to Seafarer and Mrs. Joseph J. Dellaccio, New Orleans, La.

Sharon Burke, born June 3, 1970, to Seafarer and Mrs. William D. Burke, Brooklyn, N.Y.

Marcy LaFrange, born May 17, 1970, to Seafarer and Mrs. Horace C. LaFrange, Port Arthur, Tex.

John Paschall, born April 24, 1970, to Seafarer and Mrs. Gene A. Paschall, Eagle Lake, Tex.

Luis Solano, Jr., born June 10, 1970, to Seafarer and Mrs. Luis A. Solano, New Orleans, La.

Joseph Domingo, Jr., born June 18, 1970, to Seafarer and Mrs. Joseph Domingo, Philadelphia, Pa.

Diego Bentz, born April 15, 1970, to Seafarer and Mrs. Henry G. Bentz, Guaynabo, P.R.

Timothy Hawxhurst, born April 26, 1970, to Seafarer and Mrs. Erie Hawxhurst, Jr., Metairie, La.

John Antich, born June 14, 1970, to Seafarer and Mrs. John J. Antich, Chicago, Ill.

William Fell, born May 28, 1970, to Seafarer and Mrs. William K. Fell, Jersey City, N.J.

Jennifer Hawkins, born Nov. 12, 1969, to Seafarer and Mrs. Matthew T. Hawkins, San Marcos, Tex.

Gary Doyen, born June 13, 1970, to Seafarer and Mrs. Gary E. Doyen, Gardena, Calif.

Bob Damon Kelley, born April 27, 1970, to Seafarer and Mrs. Bob T. Kelley, Silsbee, Tex.

Kay Ann Manekas, born May 27, 1970, to Seafarer and Mrs. Michael Manekas, Astoria, N.Y.

Ann Jo White, born Nov. 18, 1969, to Seafarer and Mrs. Rodney C. White, III, Newport News, Va.

David Lynch, born July 6,

1970, to Seafarer and Mrs. James Lynch, Jr., Parlin, N.J.

Regina Tjong, born May 27, 1970, to Seafarer and Mrs. Rudy Tjong, San Francisco, Calif.

Jardes Garay, born April 12, 1970, to Seafarer and Mrs. Peter J. Garay, Brooklyn, N.Y.

Mari-An Bethel, born June 18, 1970, to Seafarer and Mrs. Edward T. Bethel, Philadelphia, Pa.

Steven Sheppard, born May 13, 1970, to Seafarer and Mrs. Charles M. Sheppard, Williamsport, N.C.

Trevor McDonald, born April 7, 1970, to Seafarer and Mrs. William D. McDonald, Supply, N.C.

Elias Bonfont, born May 5, 1970, to Seafarer and Mrs. Rafael Bonfont, Brooklyn, N.Y.

Josefina Ross, born June 1, 1970, to Seafarer and Mrs. Jose Ross, Playa Ponce, P.R.

Nancy Maldonado, born May 1, 1970, to Seafarer and Mrs. Francisco R. Maldonado, Brooklyn, N.Y.

Rose Marie Cadiz, born April 26, 1970, to Seafarer and Mrs. Santiago Cadiz, Brooklyn, N.Y.

James Haltiwanger, born April 20, 1969, to Seafarer and Mrs. Richard Haltiwanger, Marion, S.C.

Elizabeth Sanchez, born Feb. 3, 1970, to Seafarer and Mrs. Jose Sanchez, Tampa, Fla.

Carl Monoletto Simmons, born March 18, 1970, to Seafarer and Mrs. Henry A. Simmons, Pineville, S.C.

Kenneth William Whitcher, born May 3, 1970, to Seafarer and Mrs. David R. Whitcher.

Lawrence Jerome Curnow, born March 21, 1970, to Seafarer and Mrs. Lawrence J. Curnow, Duluth, Minn.

Carey Johnson, born March 4, 1970, to Seafarer and Mrs. Joseph G. Johnson, Metairie, La.

Michael Kasco, born March 26, 1970, to Seafarer and Mrs. Charles B. Kasco, Glen Burnie, Md.

Jerry James Somani, born March 30, 1970, to Seafarer and

Mrs. Yaswant L. Somani, Norfolk, Va.

Michael and Michelle Clifford, born Oct. 24, 1969, to Seafarer and Mrs. Robert H. Clifford, Southgate, Mich.

David Martin, born Feb. 27, 1970, to Seafarer and Mrs. Dennis L. Martin, Rome, Ga.

Tammy King, born March 22, 1970, to Seafarer and Mrs. Jerry R. King, Tampa, Fla.

Moraima Bonafont, born April 24, 1970, to Seafarer and Mrs. Luis A. Bonafont, Yabucoa, P.R.

Heidi Rae Rettershofer, born March 31, 1970, to Seafarer and Mrs. Walter Rettershofer, Williamstown, N.J.

Roger Wood, born Oct. 20, 1969, to Seafarer and Mrs. Victor K. Wood, Wood River, Ill.

John Stephen Joyce, born April 26, 1970, to Seafarer and Mrs. John J. Joyce, Philadelphia, Pa.

Roderic Lee Bergeron, born Jan. 6, 1970, to Seafarer and Mrs. Herman Bergeron, Jr., New Orleans, La.

Charles Cory Battle, born, Feb. 9, 1970, to Seafarer and Mrs. Joseph L. Battle, Charlevoix, Mich.

Pedro Gallegos III, born Jan. 14, 1970, to Seafarer and Mrs. Pedro Gallegos, Jr., Houston, Tex.

Jennifer Dee Ann Coolidge, born March 11, 1970, to Seafarer and Mrs. Frank A. Coolidge, Belle Chasse, La.

Stories Cited

Washington

A series of stories on the Alaska oil boom has earned Tom Brown, reporter for the *Anchorage Daily News*, the 1969 Thomas L. Stokes award. The \$500 award, accompanied by a citation, is presented for coverage of conservation issues. It was established in honor of the late Thomas L. Stokes, nationally-known columnist, who died in 1958.

Buyer Knows Cost of Credit

Truth-in-Lending is shorthand for a series of recent legislative acts which protect the consumer from the unwise and uninformed use of credit.

Buy a car, a refrigerator, that luxury you've had your eye on for months and chances are that credit—a signature instead of cold cash—will be part of the transaction.

Truth-in-Lending means that the buyer now will know the amount of money his use of credit costs, the annual rate at which he is required to pay interest, and the number of installment payments necessary to get out of debt.

Allows Comparison

The amount of interest, for example, on a \$100 loan may be \$6. If the entire loan is paid in 12 equal installments, then

Oil Stories Cited

Washington

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How Credit Laws Work

The safeguards built into Truth-in-Lending laws work for the consumer in several ways:

- ✓ The buyer must be told the total amount of money it will cost him above the purchase price for the use of credit.
- ✓ The annual rate of interest must be explained so that the buyer will have a base of comparison on which to judge his purchase.
- ✓ All details of a purchase must be explained, so that if an item advertised at \$2 down requires a weekly \$10 payment, all advertising about the product must say so.

the interest rate is 11 percent—not 6 percent.

Under the Truth-in-Lending laws all this must be explained to the buyer in advance. He can then use the information as a base on which to compare prices from various dealers and make the best buy for the money.

Another advantage of the laws is the relief they give from the problem of overextension of credit—buying too much without enough cash to pay for it.

Also, the old trap of advertisements reading "\$2 down" and not mentioning the \$10-a-week payment is eliminated by Truth-in-Lending laws. Under the law all financial details must be given, meaning that if an advertiser says a product is available for a certain down payment, he must also tell the amount and number of pay-

ments necessary for full payment.

Time to Reconsider

The law also has a provision for re-thinking decisions on credit transactions that use homes as collateral.

If a person puts his home up to secure repairs on the property he has three days to notify the contractor that he has changed his mind. The law forbids the contractor to perform any work during the waiting period.

The law is enforced by several agencies, and violations by individual companies are punishable by law suits from a minimum of \$100 to a maximum of \$1000, depending on the violation.

Underneath all the legal technicalities lies a desire for the protection of the consumer from unjust credit fees and deceptive credit practices.



Receives Boy Scout Award

AFL-CIO Community Services Director Leo Perlis is presented with the Silver Buffalo, the highest award of the Boy Scouts of America. The award was given to Perlis and seven other prominent figures, including Astronaut Neil Armstrong, at the BSA National Council's 60th annual meeting in Denver. It is for service to the Scouts.

Factory Idea Draws Interest

Washington

The Maritime Administration has apparently stimulated considerable interest in a recently announced research proposal aimed at determining if the reserve fleet could be used for floating factories.

MA now reports that 14 bids from companies across the country have been made for the industry-subsidized contract.

Through the project, a six-month, \$100,000 study, the Maritime Administration ex-

pects to determine the feasibility of converting the National Defense Reserve Fleet into factories to manufacture low-cost housing. Part of the project will also involve planning a prototype.

The idea for such a study, as reported in the June issue of the *Log*, originally was generated by Andrew E. Gibson, Maritime Administrator and Alfred Perry, head of the Department of Housing and Urban Development's Project Breakthrough.

Mortars and Planes: The Transerie

Payoff for most members of the crew of the *Transerie* (Hudson Waterways) was held in the international arrivals lounge of John F. Kennedy International Airport rather than aboard their ship.

The crew had just arrived in New York after a flight from London aboard a giant 747 jetliner. The flight was the last leg of a journey from the Persian Gulf after their one-year Articles had expired.

The year-long voyage of the *Transerie* brought the vessel to many ports around the world, including an exciting stopover in Vietnam.

One night, while moored at her dock, the *Transerie* came under heavy Viet Cong mortar fire and several rounds hit the dock alongside, narrowly missing the ship. With hot shrapnel whistling across the deck, the order was given to get underway.

As the ship moved away from the fire, the crew could see the mortar explosions on the waterfront, answered by tracers fired from American defensive positions. Despite the nearness of the Viet Cong barrage, all hands emerged safe and unhurt.

After the voyage of mortars and planes, most of the crew were hoping for a quiet vacation before they ship out again, for a quicker next trip.



Hendry J. Rucki, *Transerie*'s ship's committee chairman, relaxes in the arrival lounge at Kennedy Airport while awaiting payoff for the year-long voyage. The ship's committee reported a smooth voyage except during a stop in Vietnam when the *Transerie* came under Viet Cong mortar fire.



Wayne Thompson, left, a 1969 graduate of the Harry Lundeberg School of Seamanship and a "first tripper" aboard the *Transerie*, shows a collection of foreign coins he acquired during the voyage. Messman Abdallan Salen Ali looks on.



Transerie crewmen await payoff at John F. Kennedy International Airport after their flight from London. Pictured are (front row, from left) A. W. Perkins, Terry Anderson, Wilson Yarbrough, Abdallan Salen Ali and S. W. Lewis. Standing in the rear are James Purvis, Gordon H. Vaag and Chris Kelly. They arrived in a new 747 jumbo jet airplane on the last leg of their journey home from the Persian Gulf after their one-year Articles expired. All of those pictured served the entire one-year voyage.



Chief Cook Bjorn Kristiansen (left) and Deck Delegate Terry Anderson (right) discuss the voyage with SIU Representative E. B. McAuley in the overseas arrivals lounge at Kennedy Airport. SIU Representative Angus (Red) Campbell looks on at rear.



Fanwood May Join Vietnam Run

The *Fanwood* (Waterman Steamship) returned to Pier 44, Brooklyn, N.Y., last month after completing a smooth five-month voyage to various ports in the Middle East. The ship delivered general cargo, including the latest models of American automobiles.

Crew members reported having enough leisure time to enjoy the sights in the many ports they visited. They also extended a "well done" to the steward department.

It is anticipated that the *Fanwood* will be assigned in the near future to the Vietnam run for several months. Many of the crew members who made the Middle East run are also expected to sail with her to Vietnam. Payoff at the Brooklyn pier went smoothly with only a few minor beefs reported.



Seafarer Alex Alexander, third Cook aboard the *Fanwood*, serves up a portion of spanish rice to Moacia Formonte, messman.



Seafarers Benny Sarant (left) and Hdstad Jackson, both able seamen, enjoyed the five-month cruise, but said they look forward to some time off stateside between trips.



SIU Representative E. B. MacAuley, center, takes time during a union meeting aboard the *Fanwood* to fill the crew members in on the status of jobs and the maritime legislation currently before Congress.

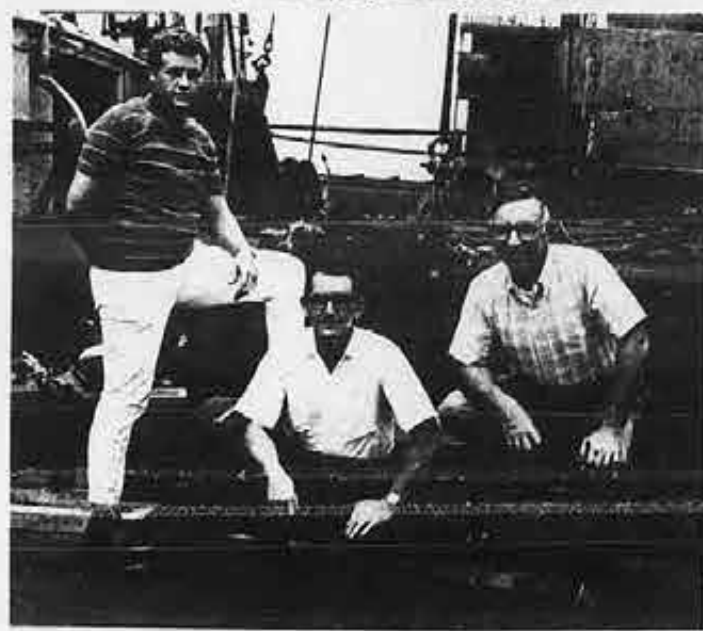
Veteran Seafarer Richard F. Flounroy, who sails as a fireman-watertender aboard the vessel, devotes some time to routine maintenance of boiler parts while the ship takes on new cargo.



Relaxing topside while awaiting payoff are, from left: Frank Wolverton, ordinary seaman; Thomas Deale, electrician, and Morty Kerngood, bosun.



Making sure that everything is shipshape with gauges in the ship's engine room is oiler John H. Nettles.



The Big Squeeze—Land vs People

It's the age of The Big Squeeze.

There are more and more people, dwindling amounts of space and resources, and a forecast for even greater problems in the future.

We're dirtying our environment, using up available land, consuming food at a stupendous rate and, in general, rushing pell mell into an even bigger crush than we're already in.

✓ The United Nations Food and Agriculture Organization has expressed "cautious optimism" that the projected world food shortages in the next few decades may not materialize. But it's not sure.

✓ Experts meeting in the Netherlands recently were told that population projections point to a worldwide "labor force explosion" by 1985, with awesome problems of unemployment to be dealt with. No one knows quite how to do it.

✓ The population is soaring so rapidly in the United States—in 30 years it is expected to jump from 200 to 300 million—that President Nixon said to accommodate the additional 100 million persons in new communities, "we would have to build a new city of 250,000 persons each month from now until the end of the century."

The problems brought about by the mushrooming world population are monumental, but in recent years there has been increasing attention devoted to them, and efforts made to head-off the potential social and environmental crises that will result from an over-crowded world.

Labor Force Explosion

Meeting at The Hague, Netherlands, the second World Food Congress found the much-feared hunger problem of the future may be surpassed by the labor force explosion of 225 million additional workers in the underdeveloped countries of the world.

Mercedes Concepcion, of the Philippines, chairman of the United Nations Population Commission told the experts at The Hague that family planning measures now will not prevent the crisis.

"These people have already been born—the population explosion of the 1960's will be the labor force explosion of the 1980's," she said.

Labor Surplus

The problem of a labor surplus is compounded by the fact that in these same countries there is a need to improve agricultural techniques to meet the food needs of the people. As more efficient farming methods are developed, jobs must be found for the people displaced from agriculture.

The problems, however, are not confined to underdeveloped countries.

The soaring "people rate" in the U.S. has caused increasing concern both at the grass roots level and in the Congress.

Nearly everyone can remember a once-favorite pasture that is now a subdivision, a scenic country road that is now a six- or eight-lane highway, a corner store that has been replaced by a supermarket.

Three-quarters of the nation's people are crunched together in the massive urban centers of the U.S.—piled on top of each other in highrise office and apartment buildings, vying for every inch of roadway, seeing only slices of sky between buildings and trying to maintain a separate feeling when all around there's The Big Squeeze.

Land Study Complete

A 19-member commission, named by Congress in 1964, has completed a five-year, \$7 million study on public lands policy and submitted it to the President and the Congress.

Touted as the first comprehensive study of public land use undertaken in the last two centuries, the report contains some 350 recommendations concerning public lands, where most of our natural resources can be found.

It has been criticized by some as "a great disappointment" because it does not define clear-cut policies and safeguards on public lands, nor make long-range projections.

But it is a step, if not a big one, in providing the greatest benefit for the most people.

The report recommends that most of the public land be retained by the federal government—the nation's largest landholder—and managed by a new Department of Natural Resources.

Correct Land Damage

It urges an inventory of environmental deterioration on public lands be taken and damage corrected, and that environmental research should be expanded.

The oil, mining and timber industries all cut into



natural resources in an effort to provide for the needs of the burgeoning population.

The commission has urged that high standards be set for removing such resources from public lands and for processing them.

"For example," the commission said, "public land timber may supply a woodpulp mill causing air and water pollution and the degradation of landscape aesthetics."

"Smelters processing public land minerals may cause similar adverse environmental impacts," it noted.

Guidelines Needed

Their proposed solution is: clear congressional guidelines to protect the environment and strict enforcement to carry out the terms of the guidelines.

For the average citizen, woodpulp mills and smel-

ters seem far removed from his sphere of life. But air and water pollution are very much part of everyone's life.

While The Big Squeeze is indeed making an impact on life, there is hope.

Cities cover just 8 percent of our land at present. Nearly half the nation's land is still farmland, and much of that unused. Forests are found over 26.4 percent and recreation or wilderness areas take 4.4 percent.

The controversy over how the United States will use its remaining lands is far from resolved, but the increased awareness of the problem is encouraging.

The relationship between family planning clinics and a commission on public land use and a World Food Congress is complex, but it all pivots around The Big Squeeze.

Census Tracks Population Shifts

Washington

When final figures are completed the 1970 Census should yield a fairly accurate picture of what changes have taken place over the last 10 years in the U.S. with regard to population distribution—whether people are still flocking to the giant metropolitan areas seeking the great urban life, or if the West has grown more popular than the East.

Though all the data has not been collated and analyzed, one evolving trend over the past decade has been the move away from the urban center to the less hectic, more leisurely suburbs. All across the country cities are reporting this same kind of population drift.

Milwaukee, Wisc., lost 32,000 while its suburbs gained some 113,000. Birmingham, Ala., lost some 43,000 to its suburban communities. And other cities such as Abilene, Galveston and Odessa, Tex., have reported similar losses.

Going West

A second major trend points West. Most of the industrialized Western states have registered a fairly heavy growth in population. Arizona has grown by some half million people, so has Colorado. Nevada has increased its populace by about 70 per cent and Oregon has also reported notable gains.

However, Eastern states have shown only a small rise and the Mid-Western states have not experienced any dramatic changes in population distribution.

While Texas boasts a population of over 10 million, a 1.4 million gain over the 10-year period, other rural states across the nation such as Maine, Mississippi, Nebraska, North Dakota, South Dakota, Kansas, Iowa and West Virginia bemoan their loss in population.

Despite the estimated overall growth of more than 10 per cent, these heavily rural states have lagged behind the rest of the country in general population growth.

Rural Changes

Another pattern emerging over the past decade to affect the rural areas is a marked change in the occupational status of rural residents—one that is likely to go further in the years to come.

The Census indicates that one-third of the farm workers 14-years-old or over do not live on farms. And, many of those who do, work on farms only part time.

More farmers are finding it necessary to supplement their farm work with industrial jobs. Statistics show that farm area unemployment remains relatively low, while the industrial sector's unemployment levels have zoomed.

With information on the four largest states—California, New York, Pennsylvania and Illinois still to come—analysts may discover population trends leading to forecasts for the 10 years ahead.

Ships' Committees: Keeping in Touch

Taking the Union To the Men at Sea



Members of the *San Juan* (Seatrains Lines) ship's committee are, from left: Juan Ruiz, steward delegate; Will Stark, ship's secretary-reporter; Jim Spencer, ship's chairman; Pedro Flores, deck delegate, and Jesus Avala, engine delegate.



Members of the ship's committee for *Transoregon* are seated from left: Lorie Christman, engine delegate; and John Clark, steward delegate. Standing: Sid Berger, secretary-reporter; Mike Doherty, deck delegate; and Legal Joseph, chairman.



Members of the *Steel Architect* (Isthmian) committee have some happy smiles. From the left are: "Dutch" Keeffer, ship's chairman; "Blackie" Munzert, acting engine delegate; J. L. Gomez, secretary-reporter; Conrad Gauthier, steward delegate, and Lars Nielsen, deck delegate.

Pictured are members of the *Steel Maker* (Isthmian) ship's committee. They are, from left: Pablo Barrial, ship's chairman; Dan Tacub, steward delegate; Jim Tucker, deck delegate; Roque Macaraeg, secretary-reporter, and Rod Doiron, engine delegate.



Members of the *Steel Designer* (Isthmian) ship's committee take time out to scan copies of the *Log* and other union publications. Seated from left are: Henry Crocknell, steward delegate; Arveds Auers, deck delegate; Bill Hart, engine delegate, and Mike Ramage, secretary-reporter. Standing is Anthony Villanova, ship's chairman.

Digest of SIU Ships Meetings

MAYAGUEZ (Sea-Land), June 4—Chairman, S. Foti; Secretary, L. B. Moore; Deck Delegate, G. Morales; Engine Delegate, H. B. Stevens; Steward Delegate, Robert A. McLane. No beefs and no disputed OT. Vote of thanks to steward department for job well done.

STEEL WORKER (Isthmian), May 9—Chairman, Eddie Parr; Secretary, William M. Hand; Deck Delegate, James P. Bush; Engine Delegate, William R. Seattle; Steward Delegate, J. Graddick. \$48.49 in ship's fund. Some disputed OT in deck department to be straightened out by patrolman. Vote of thanks to steward department for job well done.

STEEL ARCHITECT (Isthmian), June 7—Chairman, Charles D'Amico; Secretary, Thomas Williams; Deck Delegate, Robert N. Talk; Engine Delegate, Allan R. J. Brunt; Steward Delegate, Arturo I. Aguilos. \$20 in ship's fund. No beefs and no disputed OT.

COLUMBIA STAR (Columbia), May 31—Chairman, C. B. Pickle; Secretary, E. E. Harris; Deck Delegate, D. H. Ikiri; Engine Delegate, C. E. Wynn; Steward Delegate, John Silva. Motion made to have company pay transportation from union hall to ship if man has to travel out of town to get to ship.

FAIRISLE (Panoceanic Tanker), May 10—Chairman, A. H. Anderson; Secretary, S. J. Davis; Deck Delegate, R. B. Honecutt; Engine Delegate, George Green; Steward Delegate, Rayfield E. Cranford. \$3 in ship's fund. No beefs reported by department delegates.

WALTER RICE (Reynolds Metal), July 5—Chairman, Tom Martineau; Secretary, Felipe Quintayo; Deck Delegate, Charlie C. Brown; Engine Delegate, Roberto Hinoposa; Steward Delegate, F. H. Copado. \$16.27 in ship's fund. No beefs reported by department delegates.

FAIRISLE (Panoceanic Tanker), May 31—Chairman, A. H. Anderson; Secretary, S. J. Davis; Steward Delegate, Rayfield E. Cranford. \$3 in ship's fund. No beefs reported. Vote of thanks to steward department for job well done.

NEWARK (Sea-Land), July 12—Chairman, A. Rivera; Secretary, J. Utz; Deck Delegate, Luis F. Rivera; Engine Delegate, John J. St. John; Steward Delegate, Matias C. Pena. Few hours disputed OT in deck department. No beefs reported by department delegates.

STEEL SURVEYOR (Isthmian), July 12—Chairman, William Bushong; Secretary, John Reed; Deck Delegate, Ralph O. King; Engine Delegate, Robert Ellenson; Steward Delegate, William R. Magruder. \$10.50 in ship's fund. Disputed OT in engine department to be brought to attention of patrolman.

OVERSEAS NATALIE (Maritime Overseas), July 12—Chairman, Barney E. Swearingen; Secretary, Louis D. Croom, Jr. No beefs reported by department delegates. Various motions submitted to headquarters. Vote of thanks to steward department.

STEEL DIRECTOR (Isthmian), June 28—Chairman, Arvel Bearden; Secretary, J. P. Baliday; Deck Delegate, Jennings Long; Engine Delegate, Douglas McLeon; Steward Delegate, Philip Swing. \$118.47 in ship's fund. Few hours disputed OT in deck department to be referred to boarding patrolman. Discussion held regarding rusty water aboard ship.

LONGVIEW VICTORY (Victory Carriers), June 14—Chairman, F. Gaspar; Secretary, Thomas O. Rainey; Deck Delegate, A. Delgado; Engine Delegate, Henry Crean; Steward Delegate, R. Pelliccia. Everything running smoothly. Vote

of thanks to steward department for job well done.

OVERSEAS ROSE (Maritime Overseas), June 7—Chairman, None; Secretary, David Nash; Deck Delegate, Joseph S. Moore; Engine Delegate, Richard L. Lomos; Steward Delegate, J. T. Lebuski. Disputed OT in deck and engine departments.

CITIES SERVICE NORFOLK (Cities Service), July 15—Chairman, Ralph Dougherty; Secretary, George Tamlin; Deck Delegate, Paul Gillian; Engine Delegate, R. L. Cooper; Steward Delegate, S. Aspin. \$57.61 in ship's fund. No disputed OT. Vote of thanks to chief cook for job well done.

STEEL ADVOCATE (Isthmian), July 13—Chairman, Chester A. Iannel; Secretary, William J. McNeely; Engine Delegate, William Teffner. Everything running smoothly except for few hours disputed OT in engine department.

JAMES (Ogden Navigation), July 15—Chairman, Francis D. Finch; Secretary, Leopold Bruce; Deck Delegate, F. DeKeyser; Engine Delegate, Oliver N. Myers; Steward Delegate, James Pendergrass.

ELIZABETHPORT (Sea-Land), July 4—Chairman, A. J. Surles; Secretary, Maximo Bugawan; Deck Delegate, B. Maxwell; Steward Delegate, Olus McCann. Ship sailed short one man in deck department. Everything running smoothly so far. No beefs reported by department delegates.

CHOCTAW (Waterman), June 21—Chairman, Enos Allen; Secretary, Frank L. Shackelford. One man left in hospital in Bremerhaven and one in hospital in Rotterdam. No beefs and no disputed OT reported by department delegates.

PENN CHALLENGER (Penn), June 20—Chairman, W. Wilson; Secretary, W. Wallace. Some disputed OT in engine department. Vote of thanks extended to steward department for job well done.

TRANSPACIFIC (Hudson Waterways), July 5—Chairman, Jake Levin; Secretary, John Hunt; Engine Delegate, Frank Travis. Some disputed OT in engine department.

HALCYON TIGER (Halcyon), July 6—Chairman, James Catania; Secretary, C. J. Nall; Deck Delegate, James Catania; Engine Delegate, Donald C. Robinson. Beefs and disputed OT in each department to be brought to attention of patrolman. Vote of thanks to steward department for job well done in spite of shortage in personnel.

STEEL TRAVELER (Isthmian), June 14—Chairman, Horace Mayeaux; Secretary, Illuminado R. Llenos; Engine Delegate, Arnaldo Alemon; Steward Delegate, Clyde Kruss. \$7 in ship's fund. Some disputed OT in deck and engine department.

OVERSEAS CARRIER (Maritime Overseas), July 5—Chairman, Peter J. Causey, Jr.; Secretary, James A. Hollen; Deck Delegate, D. Warren; Steward Delegate, L. E. Ellison. Disputed OT in each department to be brought to attention of boarding patrolman. Vote of thanks to steward department for job well done.

OAKLAND (Sea-Land), July 7—Chairman, Albert Ahin; Secretary, John Doyle; Deck Delegate, V. Miller; Engine Delegates, George Silva; Steward Delegate, Orville Arndt. \$3.80 in ship's fund and \$57 in movie fund. No beefs reported by department delegates. Two motions submitted to negotiating committee.

MANKATO VICTORY (Victory Carriers), June 8—Chairman, C. L. Francum; Secretary, E. Sylvester; Deck Delegate, John F. Marth; Engine Delegate, John Blizard; Steward Delegate, John Mc-

Cree, Jr. No beefs reported by department delegates. Vote of thanks extended to steward department for job well done.

FAIRISLE (Panoceanic Tanker), July 12—Chairman, A. H. Anderson; Secretary, S. J. Davis; Deck Delegate, W. J. McKennen; Engine Delegates, Michael Schwall; Steward Delegate, Quenton Brown. No beefs reported by department delegates.

SEAFARER (Marine Carriers), July 8—Chairman, R. Schwarz; Secretary, C. Loper, Jr.; Deck Delegate, R. Willis. \$7.41 in ship's fund. Some disputed OT in deck and engine departments to be taken up with patrolman. Motion submitted to headquarters regarding contract agreement. Vote of thanks extended to steward department for job well done.

STEEL SURVEYOR (Isthmian), June 28—Chairman, W. Bushong; Secretary, John C. Reed; Deck Delegate, Ralph O. King; Engine Delegate, Robert Ellenson. \$10.50 in ship's fund. Discussion held regarding mail beef. Company not forwarding mail to ship. Some disputed OT in engine department.

MAIDEN CREEK (Gulf Puerto Rico Lines), June 29—Chairman, George Annis; Secretary, Joseph E. Hannon; Deck Delegate, Howard Bryant; Engine Delegate, Cecil N. Lewis; Steward Delegate, C. L. Avera. Discussion held regarding raise in wages and pension plan. No beefs and no disputed OT.

STEEL DESIGNER (Isthmian), June 28—Chairman, A. V. Lanova; Deck Delegate, Calvin N. Smith; Engine Delegate, William E. Hart; Steward Delegate, H. G. Cracknell. Some disputed OT in deck and engine departments to be brought to attention of patrolman.

STEEL SCIENTIST (Isthmian), June 29—Chairman, James Parker; Secretary, J. D. Foster; Deck Delegate, D. B. Wasson; Engine Delegate, Anthony Philipello; Steward Delegate, Angelo Tuno. Few hours disputed OT in deck and engine departments, otherwise everything going along smoothly.

EAGLE TRAVELER (Sea-Transport), June 14—Chairman, J. L. Bourgeois; Secretary, A. W. Hutcherson; Deck Delegate, William I. Parks. No major beefs reported by department delegates. Vote of thanks extended to steward department for job well done. Vote of thanks also extended to retiring deck department delegate, Brother Mack Chapman.

OVERSEAS EMPLOYER (Maritime Overseas), June 28—Chairman, J. Latapie; Secretary, R. M. Kennedy; Deck Delegate, R. Witska; Engine Delegate, Bernard Burge; Steward Delegate, W. J. Caldara. No beefs reported by department delegates.

FAIRISLE (Panoceanic Tanker), June 14—Chairman, A. H. Anderson; Secretary, S. J. Davis; Engine Delegate, Michael Schwall; Steward Delegate, Quenton Brown. No beefs reported by department delegates.

FAIRISLE (Panoceanic Tanker), June 21—Chairman, A. H. Anderson; Secretary, S. J. Davis; Engine Delegate, Michael Schwall; Steward Delegate, Quenton Brown. \$1 in ship's fund. No beefs reported by department delegates.

CHATHAM (Waterman), May 24—Chairman, Reidus Lambert; Secretary, George L. Tolliver; Deck Delegate, John McDonald; Engine Delegate, R. H. Mann; Steward Delegate, Steven D. Jones. No disputed OT and no beefs.

WESTERN HUNTER (Western), June 7—Chairman, J. O. Bass; Secretary, Leon Krawczyk. Very good crew aboard. No beefs reported by department delegates.

HALCYON PANTHER (Halcyon), June 28—Chairman, Charles D. Merrill; Secretary, Henry W. Roberts; Deck Delegate, George Stanley; Engine Delegate, Philip Broadus; Steward Delegate, Enoch Collins. Vote of thanks given to Brother Stanley for making TV antenna on his own time. Vote of

thanks also given to steward department for job well done.

PANAMA (Sea-Land), June 21—Chairman, C. Pereira; Secretary, J. McPhaul; Steward Delegate, Jose Vazquez. No beefs reported by department delegates. Vote of thanks to steward department for job well done.



*from the ships
at sea*



Bivens B. Henderson, ship's secretary-reporter aboard the *Chicago* (Sea-land), reports that everything is running smoothly with no disputed overtime and no beefs in any department.



Bivens

Henderson quaint several "first trippers" with union ship-board procedures and assist them in participating in union affairs, a full explanation of the rules and purposes of union meetings at sea was given.

It was pointed out that such meetings promote harmony aboard ship, make for smooth voyages and also protect certain rights and obligations for every member of the crew.

An offer to assist any of the "first trippers" in any way possible was made by all hands.

The *Chicago* stopped at Cam Ranh Bay in July and is expected to pay off in San Francisco early this month.

Walter Sibley is ship's committee chairman; Don H. McKinney, deck delegate; Julian Lopez, engine delegate; Lawrence W. Schofield, steward delegate.

Alipio Trujillo, ship's secretary-reporter aboard the *Transcolorado* (Hudson Waterways), reports that the vessel is on a smooth intercoastal voyage.

A brief stop-over lasting only 10 hours was made in the Panama Canal, and the ship is now sailing for several ports of call on the West Coast.

A few members of the union, sailing for the first time, are fitting in nicely and learning quickly from the "oldtimers" aboard. There is a fine SIU crew aboard this vessel. So far, there is no disputed overtime reported in any department and no beefs.

The *Transcolorado* is a fully air-conditioned ship and the crew is happy to report that the system is working fine. There is \$31 in the ship's fund and everyone is being urged to contribute to building up the fund.

Brother Martin Iturrino, steward delegate, is also serving as ship's treasurer. Frank Rodriguez is deck delegate; C. Emertziadis, engine delegate and John Urzan, ship's chairman.



Alipio Trujillo

SIU Fights Indictment

(Continued from Page 3)

All of SPAD's contributions have been reported publicly to the Department of Labor and the Clerks of the House of Representatives and the Senate.

Kerr's report to the members noted that:

"The heart of the Government's case consists of the allegations that SPAD exists only on paper and is nothing more than a device designed to conceal unlawful political contributions by the Seafarers International Union.

"As you all know, contrary to the Government's assertion, SPAD is a bona fide political committee, established and maintained in strict accordance with the requirements of law on advice of our counsel and our accountants. It is a separate entity, distinct from the Seafarers International Union, and is intended to receive voluntary contributions from our membership and to make political contributions and expenditures in their behalf."

Kerr's report asserted that the government's action "marks a very substantial step to stop

union people from making campaign contributions. There seems no question but that this indictment is meant to have a chilling effect on the free and protected expression of the rank and file members of all unions to express their political preferences in the time-honored labor tradition as expressed by Samuel Gompers, to 'reward your friends, and fight your enemies.'

"We know that if we Seafarers have no voice in the halls of Congress that we will very soon lose all the things that we have fought so hard to obtain over the years."

In addition to the union, the grand jury issued indictments against SIU President Paul Hall, Kerr, Vice President Earl Shepard, SIU Representatives Frank Boyne, Paul Drozak, Joseph DiGiorgio and Frank Drozak, and Philip Carlip, the union's legislative representative in Washington. Named co-conspirators but not defendants by the grand jury were Vice Presidents Robert Matthews, Al Tanner, Lindsey Williams and Cal Tanner.

Ed Johnston: Home After 30 Years at Sea

Ed Johnston is finally home from the sea.

After more than 30 years of sailing the world's oceans and visiting most every major port, he has settled down to a non-peripatetic life of relaxation.

"Now I have time to do the jobs around the house that needed to be done for years," he says.

Since his retirement from the Seafarers International Union on April 1, 1970, he already has completed painting the kitchen and vestibule, laying a new kitchen floor, and refitting the doors on his house.



... taking it easy

And, Ed Johnston hastens to add, this relaxed way of life is made possible only because of his monthly SIU pension.

Pension Vital

As he explained in a Letter to the Editor, which appeared in the July issue of the *Log*: "I have just received my first normal pension check.

"I wonder if you can really understand how much the pension does mean? For over 30 years I have sailed steadily. That meant little time at home.

"Now I can remain home and stay where I live. This is only possible through the pension.

"Otherwise? Try to keep going and it isn't so easy now—or move and drastically cut all expenses if I stopped going to sea.

"I am quite sure that in the '30s and '40s a pension in this line of work could not even have been a dream. Certainly I did not so dream.

"Of course you don't know me personally. Nonetheless, I want you to know my appreciation of all the advantages SIU members now enjoy.

"While I very gladly stay home, I will still be an SIU member."

Stay at Home

"Home" for Mr. Johnston is in Havertown, Pa., about 10



Ed, and wife, Ethel, scan a copy of the *Log*

miles outside Philadelphia. He and his wife of 24 years, Ethel, spend virtually all their time here. Only rarely does he even venture into Philadelphia and when he does, it generally is "to visit the Union Hall in South Philly just to keep in touch with what is going on."

Devout church-goers, practically all the Johnstons' social activities and outside interests center on the United Presbyterian Church in Havertown.

Mrs. Johnston donates her services to the Sunday School and Vacation Bible school and her husband will be instructing the church's scout troop in the arts of carpentry and knot-tying come this fall, which is right up the alley of a man who spent 30 years at sea as a carpenter and bosun.

Outside of his church activities and "fooling around the house or out in the garden," Mr. Johnston occupies himself by following the Philadelphia Phillies baseball team.

"I hardly ever get to the ballpark," he says, "but I do

listen to or watch nearly all the Phillies' games."

His study room, situated on the top floor of the well-kept, two-story house, is where he likes to take refuge to tune in the ball games and "keep up with my correspondence."

Souvenirs, Memories

Sitting there among various awards, citations and souvenirs collected during his career at sea, Johnston reminisced about his life as a Seafarer and talked of the changes he has witnessed in the industry during that time.

He first signed up in February 1939, at the Port of Philadelphia. He then picked up a West Coast ship named the *Harpoon*.

As he remembers: "It was a good ship with a fine crew, and I was just learning the ropes so I was kept pretty busy."

After that it was one ship after another for the next 30 years, but the one that stands out most vividly for Johnston

was the Liberty ship, *Charles H. Stiles*.

"I rode her for 14 months during World War II," he said, "and never saw better crews. I think it was probably the best ship I rode."

Ship Strafed

He said he was fortunate during the war years that none of the ships he was aboard came across German U-boats.

"On one run between Liverpool and Antwerp we were subjected to a couple strafing runs by some German planes, but that was the most that ever happened to any ship I was on," he said.

He quickly added: "I guess I was lucky."

Not all cruises went smoothly he recalled:

"One time we were aboard a ship called the *Westkyska*, when we ran out of all food except for dry beans some 14 days out of port. It was dry beans for breakfast, lunch and dinner.

Good Times

"We finally pulled into Trinidad, where the U.S. Army donated a crate of eggs and some sugar and the U.S. Navy gave us 100 pounds of potatoes.

"Eggs and potatoes never tasted so good."

Of all the ports he visited, he said Antwerp and Rotterdam were the most enjoyable.

His 30-year career encompassed "countless good times," three wars, and what he considers "drastic changes for the better."

Recalling how he sailed on ships of 1918 vintage, Johnston said "the living conditions for the crew members were inadequate and unsanitary. Working conditions were unsatisfactory, and the hours long and tiring."

The newer ships—although he thinks they are "rapidly becoming outdated"—offer "much more in personal comfort to the men and make the job that much more pleasant. Plus, the adoption of some modern technology has made the work much easier."

Another significant improvement, according to Johnston, is the quality of food served aboard the ships. "Most all ships now qualify as 'good feeders,'" he said.

The Same Sea

Johnston hopes that improvements will continue to be made in all areas of the shipping industry. He contends that the only thing that doesn't change as far as shipping goes "is the sea."

After making a 10-month cruise to Vietnam, the *Steel Seafarer* was paid off in March of this year at Portland, Ore., and Ed Johnston underwent his change.

"Like many of the ships, I've grown old in this trade," he says. "Now I just want to remain at home and take life easy. I've finished sailing and, because of the SIU pension, I'll be able to do what I want."

Personals

Edward "Frenchy" Spalding

Stan Stashak asks that you contact him immediately at P.O. Box 427, Lucerne, Calif. 95458.

Sanford J. McMillan

Please contact Mrs. W. L. Balmer as soon as possible at 4704 Harta Rd., Jacksonville, Fla. 32210.

Conrad B. Taylor

Your mother, Mrs. J. Bahnsen, asks that you contact her right away at 7201 Hayes St., Hollywood, Fla. 33024.

Charles Doroba

Your sister, Mrs. Julia Orzech, asks that you contact her immediately at 1933 W. Oakdale Ave., Chicago, Ill. 60657.

Willis Edward Brown

Please contact Thomas V. Friedman as soon as possible at Rosen, Esterson & Friedman, 211 Saint Paul Pl., Baltimore, Md. 21201.

Kevin W. Cassidy

Please contact Cataract Loan Company Inc., Boulevard Mall, Amherst, N.Y., as soon as possible regarding papers being held for you.

William J. Hogan, Jr.

Please contact your attorney, Newton R. Brown, at 213-830-2760, as soon as possible.

Thomas A. Dunn

Your wife, Ida, asks that you contact her at 844 East 242nd St., Bronx, N.Y. 10470.

Richard J. Henderson

Your mother-in-law, Mrs. H. T. Harris, asks that you contact her at 1028 Marlin St., Birmingham, Ala. 35214.

Seymour Heinfing

Your sister, Ruth Brady, asks that you contact her as soon as possible.

George Stravarides

Please contact Thomas M. Breen, 160 Broadway, New York, N.Y. His phone number is 212-BE-3-3740.

Samuel Wilson Knight

Your mother, Mrs. Mary Knight, asks that you contact her at 884 Rochester Rd., Victor, N.Y. 14564.

George T. Bareford

Your sister, Mrs. Myrtle McCullough, asks that you contact her at 5401 Kendall Rd., Richmond, Va. 23225.

Thomas J. Brand

Your mother, Mrs. J. T. Poston, asks that you contact her at RR 2, Box 497-A, Savannah, Ga. 31404.

Salvatore Barbara

Please contact your sister, Mrs. Frances Curto, at 1816 Holland Ave., Bronx, N.Y. 10462.

Jimmie Davis

Please get in touch with Mrs. N. G. Acord, 5546 Little Lake St., Bellaire, Tex. 77401.

Jose R. Velez

Your uncle, Pedro Velez, asks that you contact him at 1161 St. Lawrence Ave., Bronx, N.Y. 10472.

Leonard A. Wright

Your mother, Mrs. H. C. Wright, is anxious to hear from you. She asks that you contact her at 2091 Lennox Rd., Cleveland, O. 44106.



... letter writing in his study room



First Pension Checks

Four veteran Seafarers received their first pension checks from SIU Vice President Earl Shepard at the July membership meeting in New York. From left are Modesto Velez, Eilif Brondelsho, Carlos Matt, Jose Ramos and Vice President Shepard.

Retirement Life Attracting Ten More SIU Members

The Seafarers Pension Fund has currently paid out more than \$18 million to help SIU retirees enjoy their retirements. (See list of benefits on the back page of the Log.)

During the past month, the pension fund has added 10 more long-time Seafarers to the rolls of hundreds who receive their monthly pension checks.

Carlos Matt, 62, joined the SIU in the Port of New York in 1940 and sailed in the deck department as an able seaman. A native of the Philippine Islands, Brother Matt is spending his retirement in New York City.

Jacob Cook, 65, joined the union in the Port of Baltimore and sailed in the steward department. A native of Holland, Seafarer Cook now makes his home in Cape City, Ark. He is an Army veteran of World War II.



Carlos Matt Jacob Cook

Joachim Yanisses, 58, a native of Andrus, Greece, now lives in New York City. He joined the SIU in the Port of New York and sailed in the engine department as a deck engineer.

Walter O. Hoven, 56, joined the union in the Port of Mobile and sailed in the deck department. A native of Grove Hill, Ala., Seafarer Hoven now makes his home in Prichard, Ala.



Joachim Yanisses Walter Hoven

Claud Odell Stroud, 66, is a native of Tennessee and now makes his home in New Orleans. He joined the union in the Port of Norfolk and sailed in the engine department as a fireman-oiler, pumpman and deck engineer. Brother Stroud is an Army veteran of World War II.

Julius Sheldon Atwell, 65, joined the Seafarers in 1940 in Miami and sailed in the engine department as a fireman-oiler for 43 years. Born in Key West, Fla., Brother Atwell now lives in Ojus, Fla. He served in the Coast Guard from 1922 to 1923.



Claud Stroud Julius Atwell

Eilif H. Brondelsho, 65, hails from Norway and now lives in Brooklyn, N. Y. He joined the union in the Port of New York and sailed in the deck department. Brother Brondelsho is an U.S. Army veteran of World War II.

Eugenio Keyes Gatmaitan, 66, is a native of the Philippine Islands and now lives in Brooklyn. He joined the union in the Port of New York and sailed in the steward department. When he retired, Brother Gatmaitan had 43 years of sailing behind him. He had served as department delegate while aboard ship and was issued picket duty cards in 1961 and 1962.



Eilif Brondelsho Eugenio Gatmaitan

Social Security Q&A:

Disability Payments Help Ease Way Back to Work

By A. A. BERNSTEIN
SIU Social Security Director

A recent survey has shown that a large majority of young adults are ignorant of and unconcerned about the Social Security system. They are uninformed about the very benefits that might provide for them in an emergency.

The SIU Social Security staff is ready, willing and able to answer any questions regarding such benefits. SIU members and their families should address any questions about Health Insurance and Social Security benefits to widows, children, disabled workers, retirees, etc. to A. A. Bernstein, director of

Social Security and Welfare Services, Seafarers Welfare and Pension Plans, 275 20th Street, Brooklyn, N.Y. 11215.

Q: My son, now 22, is a high school dropout but has been doing construction work since he was 17. He is disabled mentally as a result of a head injury on the job. He has "blackouts" so often that he hasn't worked for the last eight months. I'm at my wit's end. Does he qualify for disability payments?

A: Possibly. You and your son should visit your Social Security office now and apply for benefits. The people at the office will tell you what medical information you will need to furnish. Under the Social Security law your son can be considered disabled if he has a severe physical or mental condition which prevents him from working and which has lasted, or is expected to last, at least 12 months, or to result in death.

Q: Last year, my cousin got his first job, and his employer insisted on seeing his Social Security card before he would let him start work. Being a nice guy, I lent him mine since he had lost his card and we both go by initials only—the same ones. I know now that we made a mistake, but the problem is how can we straighten this out with Social Security?

A: The best approach is for you and your cousin to visit your nearby Social Security office. Take with you all available wage receipts or other records of employment. The Social Security people will then examine both Social Security records and make the needed corrections. They will also assure that your cousin is issued a duplicate Social Security card showing his correct number.

Q: My wife and I have both worked fulltime since our marriage 10 years ago. We are both concerned over the Social Security contributions she must

pay, especially since she can get payments on my work record. Why deduct from my wife's earnings when she can get payments whether she works or not?

A: It's true that your wife could qualify for payments on your Social Security record whether she works or not. However, an important consideration is the valuable protection she has built up as a result of her own work. Now that she has worked 10 years, she can be assured of a benefit on her own record at 62 or later. She can receive this benefit even if you continue to work after her retirement. Also, chances are that the benefit on her own record will be higher than the benefit payable as a dependent wife. In addition your wife's work gives her disability protection if she should become disabled before 65. If you have children, they too would be eligible to receive survivors benefits based on her work. And, in the event of her death, a lump-sum death payment would be made even if you had no children.

Q: Isn't Social Security's main purpose to keep people out of poverty?

A: The primary purpose of Social Security is to help replace earnings lost because of the retirement, disability, or death of the breadwinner. It is not an anti-poverty program as such, but it does have the effect of preventing poverty. About 10 million people are able to live above the poverty level because of Social Security benefits. But it also pays benefits to people who had higher incomes during their working years, including professional people, executives, etc. Social Security is not intended to provide complete income replacement. Rather, people are encouraged to aid their Social Security protection through insurance, savings, union pension plans, investments, and similar programs.

Q: A few years ago my mother died. Shortly thereafter I entered the Air Force. I'm now 20 and plan to enter college this fall under the GI Bill. I know Social Security will pay benefits to a student under 22 if his father has died, but what about benefits after a mother's death?

A: Social Security does pay benefits to a student—up to 22—based on the earnings of his deceased mother. Also, the fact that you will receive assistance under the GI Bill will not affect your right to benefits on your mother's record, providing, of course, she worked long enough under the program to permit you to qualify. Your nearby Social Security office will be glad to check your mother's record and assist you in applying for payments if you qualify.

SIU Welfare, Pension and Vacation Plans

CASH BENEFITS PAID

REPORT PERIOD JUNE 1, 1970 to JUNE 30, 1970

SEAFARERS' WELFARE PLAN	NUMBER OF BENEFITS	AMOUNT PAID
Scholarship	2	\$ 253.00
Hospital Benefits	1,681	40,537.29
Death Benefits	23	57,438.76
Medicare Benefits	291	1,167.50
Maternity Benefits	38	7,600.00
Medical Examination Program	424	12,962.00
Dependent Benefits (Average) \$479.35	2,301	110,297.78
Optical Benefits	552	7,946.01
Meal Book Benefits	427	4,274.75
Out-Patients Benefits	4,738	37,452.00
Summary of Welfare Benefits Paid	10,477	279,929.09
Seafarers' Pension Plan—Benefits Paid	1,582	376,667.00
Seafarers' Vacation Plan—Benefits Paid (Average \$564.43)	1,338	760,562.71
Total Welfare, Pension & Vacation Benefits Paid This Period	13,397	1,417,158.80

Final Departures

William F. Hammer

William F. Hammer, 39, died June 12 aboard the steamer *Fred A. Manske* in Oregon, O. A native of Geneva, O., Mr. Hammer was a resident of Painesville, O. He joined the SIU in the Port of Buffalo in 1966 and sailed in the engine department. Burial was in Riverside Cemetery in Painesville.



George Kurt Liebers

George Kurt Liebers, 67, passed away May 9 in USPHS Hospital in New Orleans. A native of Germany, Mr. Liebers was a resident of New Orleans. He joined the SIU in the Port of New York in 1948 and sailed in the steward department. Burial was in Memorial Gardens, Chalmette, La.



Arturo Alderete

Arturo Alderete, 60, died Feb. 8 while sailing aboard the *Hurricane*. He joined the union in the Port of Wilmington in 1957 and sailed in the engine department as a fireman. Mr. Alderete was a resident of Monterey Park, Calif. when he passed away. Among his survivors are his mother, Angela Coutts of Monterey Park.



Reamer C. Grimes

Reamer C. Grimes, 70, passed away June 17 at Memorial Medical Center, Savannah, Ga. A native of Georgia, Mr. Grimes was a resident of Savannah. He joined the SIU in the Port of Savannah in 1939 and sailed in the deck department as a boatswain. Among his survivors is a son, C. A. Grimes. Burial was in Greenwich Cemetery in Savannah.



L. C. Wilson

L. C. Wilson, 35, passed away June 3 in Mobile, Ala. He joined the SIU in the Port of Mobile in 1952 and sailed in the deck department. A native of Alabama, Mr. Wilson was a resident of Mobile. Among his survivors are his wife, Eugenia. Burial was in Turnerville Cemetery in Mobile County, Ala.



Lowell T. McNabb

Lowell T. McNabb, 58, died April 18 in Houston, Tex., from heart disease. A native of Indiana, Mr. McNabb resided in Houston. He joined the SIU in the Port of Mobile in 1947 and sailed in the engine department. Among his survivors are his mother, Mrs. Lulu M. Sinclair of Merion, Mich. Burial was in Garden of Gethsemane Cemetery in Houston.



John Schupstick

John Schupstick, 64, died January 19 in New Orleans from heart disease. He joined the union in the Port of New Orleans in 1941 and sailed in the deck department. He was a crewmember of the *Overseas Progress* when he died. A native of Latvia, Mr. Schupstick was a resident of Covington, Tenn. He died after sailing the seas for 47 years. Among his survivors are his wife, Audrey. Burial was in Covington.



James W. Barnes

James William Barnes, 58, an SIU pensioner, passed away July 2 from natural causes in Pamlico County, N.C. He joined the union in the Port of Norfolk in 1945 and sailed in the engine department as a fireman-oiler. His last ship was the *Robin Sherwood*. A native of North Carolina, Mr. Barnes was a resident of Vandemere, N.C. Burial was in Celestial Gardens Cemetery.



John B. Trombino

John B. Trombino, 60, died June 24 from heart disease in the USPHS Hospital, New Orleans, La. A native of Italy, Mr. Trombino was a resident of Metairie, La. He joined the SIU in the Port of New Orleans in 1947 and sailed in the steward department. Mr. Trombino was an Army veteran of World War II. Survivors include his wife, Conchetta. Burial was in Lakelawn Park, New Orleans.



Nollie A. Towns

Nollie A. Towns, 52, died April 28, enroute to a hospital in Belem, Brazil, after suffering a heart attack. A native of Georgia, he joined the SIU in 1941, at the Port of Savannah, and sailed in the deck department as a boatswain. He is survived by a sister, Mrs. Julia M. Rojas, of Destin, Fla., and two children, Mary Catherine and James Ancele, both of Sarasota, Fla.



David D. Poyner

David D. Poyner, 19, died May 24 after an automobile accident in Currituck County, N.C. He joined the SIU in the Port of New York in 1968 and graduated that same year from the Harry Lundeberg School of Seamanship. Mr. Poyner later upgraded himself to fireman-oiler. A native of Norfolk, Va., Mr. Poyner was a resident of Barco, N.C. Among his survivors is his father, Urias D. Poyner of Barco, N.C. Burial was in Snowden Cemetery, Maple, N.C.



Rene A. Rivera

Rene A. Rivera, 30, died June 12 in Saigon, Vietnam, while a crew member aboard the *Seatrail Ohio*. A native of Puerto Rico, Mr. Rivera was a resident of San Francisco. He joined the union in the Port of San Francisco and sailed in the engine department as a wiper. Among his survivors is his father, Teodoro Rivera of San Francisco.



Paul C. Settle

Paul C. Settle, 18, of Phoenix, Ariz., died May 23 in an automobile accident in Wythe Township, Ill. A native of San Jose, Calif., Mr. Settle joined the SIU last year in the Port of Piney Point and graduated from the Harry Lundeberg School of Seamanship. Among his survivors are his mother, Allyn Joyce Settle of Phoenix. Mr. Settle was buried in Greenwood Memorial Park in Phoenix.



Richard L. Smith

Richard Lewis Smith, 43, died April 13 in San Francisco. A native of Toledo, O., Mr. Smith was a resident of San Francisco. He joined the union in the Port of Baltimore in 1960, and graduated from the Andrew Furuseth Training School. Mr. Smith sailed in the deck department as an able seaman. He was a veteran of World War II. Among his survivors are his son, Richard L. Smith, Jr. of Toledo. Memorial services were held in Olivet Memorial Park in Colma, Calif.



William F. Harris

William F. Harris, 63, died June 2, in St. Joseph's Hospital in Houston, Tex., from heart disease. He joined the SIU at the Port of New York in 1956, and sailed in the deck department. Mr. Harris was a native of Alabama. He is survived by his wife, Gloria Sue, of Houston. Burial was in Greenwood Cemetery, Teague, Tex.



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6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

Schedule of Membership Meetings

SIU-AGLIWD Meetings

New Orleans Sept. 15—2:30 p.m.
MobileSept. 16—2:30 p.m.
Wilmington Sept. 21—2:30 p.m.
San Fran.Sept. 23—2:30 p.m.
SeattleSept. 25—2:30 p.m.
New YorkSept. 8—2:30 p.m.
Philadelphia Sept. 8—2:30 p.m.
BaltimoreSept. 9—2:30 p.m.
DetroitSept. 11—2:30 p.m.
HoustonSept. 14—2:30 p.m.

United Industrial Workers

New Orleans Sept. 15—7:00 p.m.
MobileSept. 16—7:00 p.m.
New YorkSept. 8—7:00 p.m.
Philadelphia Sept. 8—7:00 p.m.
BaltimoreSept. 9—7:00 p.m.
HoustonSept. 14—7:00 p.m.

Great Lakes SIU Meetings

DetroitSept. 21—2:00 p.m.
BuffaloSept. 21—7:00 p.m.
AlpenaSept. 21—7:00 p.m.
ChicagoSept. 21—7:30 p.m.
DuluthSept. 21—7:00 p.m.
FrankfortSept. 21—7:00 p.m.

Great Lakes Tug and Dredge Section

ChicagoSept. 15—7:30 p.m.
†Sault Ste. Marie Sept. 17—7:30 p.m.

BuffaloSept. 16—7:30 p.m.
DuluthSept. 18—7:30 p.m.
ClevelandSept. 18—7:30 p.m.
ToledoSept. 18—7:30 p.m.
DetroitSept. 14—7:30 p.m.
MilwaukeeSept. 14—7:30 p.m.

SIU Inland Boatmen's Union

New Orleans Sept. 15—5:00 p.m.
MobileSept. 16—5:00 p.m.
Philadelphia Sept. 8—5:00 p.m.
Baltimore (li-

censed and unlicensed) Sept. 9—5:00 p.m.
NorfolkSept. 10—5:00 p.m.
HoustonSept. 14—5:00 p.m.

Railway Marine Region

Philadelphia Sept. 15—10 a.m. & 8 p.m.
BaltimoreSept. 16—10 a.m. & 8 p.m.
*NorfolkSept. 17—10 a.m. & 8 p.m.
Jersey CitySept. 14—10 a.m. & 8 p.m.

†Meeting held at Galveston wharves.

†Meeting held in Labor Temple, Sault Ste. Marie, Mich.

*Meeting held in Labor Temple, Newport News.

Directory of Union Halls

SIU Atlantic, Gulf, Lakes & Inland Waters

Inland Boatmen's Union

United Industrial Workers

PRESIDENT
Paul Hall

EXECUTIVE VICE PRESIDENT
Cal Tanner

VICE PRESIDENTS
Earl Shepard Lindsey Williams
Al Tanner Robert Matthews

SECRETARY-TREASURER
Al Kerr

HEADQUARTERS675 4th Ave., Bklyn.
(212) NY 9-6800
ALPENA, Mich.800 N. Second Ave.
(517) EL 4-3616
BALTIMORE, Md.1216 E. Baltimore St.
(301) EA 7-4900
BOSTON, Mass.663 Atlantic Ave.
(617) 482-4716
BUFFALO, N.Y.735 Washington St.
SIU (716) TL 3-9259
IBU (716) TL 3-9259
CHICAGO, Ill.9383 Ewing Ave.
SIU (312) SA 1-0733
IBU (312) ES 5-9570
CLEVELAND, O.1420 W. 25th St.
(216) MA 1-5450
DETROIT, Mich.10225 W. Jefferson Ave.
(313) VI 3-4741

DULUTH, Minn.2014 W. 3d St.
(218) RA 2-4110
FRANKFORT, Mich.P.O. Box 287
415 Main St.
(616) EL 7-2441
HOUSTON, Tex.5804 Canal St.
(713) WA 8-3207
JACKSONVILLE, Fla.2608 Pearl St.
(904) EL 3-0987
JERSEY CITY, N.J.99 Montgomery St.
(201) HE 5-9424
MOBILE, Ala.1 South Lawrence St.
(205) HE 2-1754
NEW ORLEANS, La.630 Jackson Ave.
(504) 529-7546
NORFOLK, Va.115 3d St.
(703) 622-1892
PHILADELPHIA, Pa.2604 S. 4th St.
(215) DE 6-3818
PORT ARTHUR, Tex.534 Ninth Ave.
SAN FRANCISCO, Calif.1531 Mission St.
(415) 626-6793
SANTURCE, P.R.1313 Fernandez Juncoos
Stop 20
724-2848
SEATTLE, Wash.2505 First Ave.
(206) MA 3-4334
ST. LOUIS, Mo.4577 Gravois Ave.
(314) 752-6500
TAMPA, Fla.312 Harrison St.
(813) 229-2788
TOLEDO, O.935 Summit St.
(419) 248-3691
WILMINGTON, Calif.450 Seaside Ave.
Terminal Island, Calif.
(213) 832-7285
YOKOHAMA, JapanIsaya Bldg.,
Room 801
1-2 Kalgan-Dori-Nakaku
2014971 Ext. 281



Qualified Lifeboatmen

Nine members of the New York lifeboat class of the Harry Lundeberg School of Seamanship have received endorsements as qualified lifeboatmen from the Coast Guard. Seated from left are William Sawyer, James Borce, Mike Schwall, David Brinkerhoff and Kirk Frazier. Standing are SIU Instructor Lenny Decker, David Swiger, Charles McGinnis, Jose Chacon and Jerry Effinger.



Vice President Lindsey Williams answers questions following his remarks at the meeting. The trainees are keenly interested in the informational meetings and take an active part by asking questions.



Paying close attention to reports presented at the Piney Point informational meeting are from left, Vice President Lindsey Williams, Representative Paul Drozak, Director of Training Bill Hall and Representative Frank Drozak.



Vice President Earl Shepard presents the headquarters report to the Piney Point informational meeting. Seated, from left, are HLSS President Robert Matthews, SIU Representative Joe Sacco, and Piney Point Port Agent Paul McGaharn.

Piney Point Trainees Learn About Union

Trainees at the Harry Lundeborg School of Seamanship heard reports from SIU officers from the East Coast, the Gulf district and the West Coast during a July informational meeting at the Port of Piney Point. It was the second such meeting at the Port.

About 140 trainees attended the session which was chaired by Robert Matthews, HLSS president.

Vice President Earl Shepard presented the full headquarters report that he had given earlier in July at the regular membership meeting in the Port of New York. SIU Secretary-Treasurer Al Kerr read the union's financial report, and a report on new ships, conversions and scrappings was presented by Headquarters Representative Joe DiGiorgio.

The Piney Point Port report was given by Port Agent Paul McGaharn.

Other SIU officials who spoke to the trainees were Vice President Lindsey Williams of New Orleans, Representatives Frank Drozak of San Francisco and Paul Drozak of Houston.

The trainees responded to the reports with questions, and the union officers gave replies as part of the meeting's purpose of educating the trainees in the purpose and activities of the union.

All trainees at the Harry Lundeborg School of Seamanship attend the monthly informational meetings held at the Port of Piney Point. The meetings help to prepare them for the time when they will take an active part in regular membership meetings as full union members.



Headquarters Representative Joe DiGiorgio reads his reports on new SIU ships, recent conversions and scrappings as Director of Training Bill Hall and Secretary-Treasurer Al Kerr listen.



\$135,620,954.39

Pension, Welfare, Vacation Benefits Pass Milestone



The SIU's welfare, pension and vacation programs reached another milestone June 30th when benefits paid members and their families reached a total of \$135,620,954.39.

A substantial part of the total—\$18,205,425.75—has been paid to retired Seafarers to help them enjoy the days ashore, content in the memory of ships, and ports of the past.

The large sum of \$41.5 million has been paid Seafarers in welfare benefits under the union's program which includes hospitalization, death, disability, maternity, dependent, optical and out-patient. A total of \$4 million has gone to out-patient treatment and another \$1.7 million has been spent for maternity benefits since the welfare plan was started in 1950.

The vacation plan was organized in 1952 to help Seafarers and their families enjoy the leisure time between cruises. Since that beginning, more than



\$75.5 million has been expended to make vacations enjoyable and worthwhile.



As impressive as the \$135 million figure is, it does not represent the total of benefits paid because the cost of scholarships, upgrading and training facilities is not included. Totaled up, these figures are evidence of what it means to be an SIU member, and demonstrate the way the union works for you.