



# SEAFARERS LOG

Vol. XXXIV No. 4

April 1972

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## Sea-Land Receives PHS Honor

For the tenth consecutive year, SIU-contracted Sea-Land Service, Inc. has been awarded the U.S. Public Health Service Special Citation for the exceptional "ship-shape" condition of its vessels.

During the period from January 1, 1970 to June 30, 1971, Sea-Land, the largest American-flag ship operator in the United States, had a fleet of forty-seven vessels in service.

Thirty-nine of these vessels were inspected at regular intervals by representatives of the U.S. Public Health Service and the Food and Drug Administration, and each received the Public Health Service's Certificate of Sanitation.

In photo, SIU Secretary-Treasurer Joe DiGiorgio (second, left), holds special citation awarded to SIU-contracted Sea-Land Service, Inc. by the U.S. Public Health Service. Others in photo are, from left: Captain Joe Moncrief, Sea-Land vessel operations manager; Bill Varn, Sea-Land commissary superintendent; Captain Warren Leback, Sea-Land vice president, and Robert Martin, deputy director, Food and Drug Administration, New York District.



## State—A Formidable Foe

Our United States Merchant Marine can number among the ranks of its enemies a most unusual organization—the United States State Department.

As reported in a story elsewhere in this issue of the *Log*, the maritime industry for years has failed in every effort to get the State Department to abide by the will of the Congress and to act in the best interests of our own country by supporting the American-flag fleet.

State Department operatives, along with those in a handful of other Federal agencies, have steadfastly interfered with the revitalization of the U.S. maritime industry.

The State Department has never in recent decades favored the American-flag fleet in its competition with foreign-flag operators. Instead, as Carl E. McDowell, executive vice president of the American Institute of Marine Underwriters said recently, the State Department "has a 40-year history of trying to sell our maritime heritage down the river."

### Sellout of U.S. Fleet

This sellout of the U.S. Merchant Marine comes at the same time that labor, management and government representatives are making a total commitment to bringing new cargo to our cargo-starved commercial fleet.

Congress, in the Merchant Marine Act of 1970, specifically commanded the federal government to stimulate export trade in American-flag ships.

Yet while the Maritime Administration is fighting with unprecedented vigor to carry out that command, State Department authorities curry favors with other nations by handing them Federal cargo at the expense of our own fleet.

The State Department, as McDowell and others have pointed out, is always ready to trade away our maritime industry's interests to placate foreign critics—a fact that makes us wonder which side our State Department is on.

### Basic Policy Changes

The State Department is primarily responsible for the fact that a high percentage of our nation's trade is carried in Scandinavian-flag vessels. The reason they give is that the Scandinavian nations, as members of the North Atlantic Treaty Organization (NATO) are allies.

Helping our allies is a proper thing to do. But when that help takes the form of scuttling our own American Merchant Marine, the time has come to make some basic policy changes.

It is the State Department that, in carrying out its campaign to be loved by Latin American nations, has nurtured the practice of seizing American-flag fishing vessels and holding them for ransom.

The Ecuadorians, in particular, look upon our tuna-boats as virtually their own special treasure chest. They seize the boats, wait for the State Department to pay off a unilaterally established ransom and then turn the boats and their American crews loose so they can return again—to be seized again.

### Unpardonable Shakedown

This shakedown is unpardonable. Yet our State Department has used virtually none of its wide-ranging powers to end the seizures.

There is in our nation today the most united front of labor, management, governmental and Congressional leaders ever formed to promote the development of a modern, efficient, stable and profitable maritime industry—an industry that will provide good and secure jobs for Seafarers for years to come.

Snipping at our flanks and resisting our progress are a few bureaucrats like those in the State Department who hold themselves above the will of the nation.

Each day we are working to penetrate the houses of our detractors and convince them that they, too, have a stake in the future of the maritime industry. The State Department ranks high on the list of those agencies whose policies must be changed so that we can get on with our job of revitalizing the American-flag fleet.



Paul Hall

SUPPORT-UNITED STATES



## Head of MSC Declares:

# U.S. Needs a Strong, Viable Merchant Fleet

Rear Admiral John D. Chase, commander of the Navy's Military Sealift Command, has called for a strong commercial shipbuilding effort to enhance the nation's seapower.

Adm. Chase, speaking at a luncheon in Washington sponsored by the AFL-CIO Maritime Trades Department, said the maritime strength of America is threatened by current world trends in shipbuilding, which he said show that America is being outproduced.

"Obviously, we will not be able to maintain our relative position as a world seapower," he cautioned, "if other nations continue to outbuild us while our World War II vintage merchant fleet sails a steady course for the scrap yards."

However, he sees signs of hope and encouragement for the American merchant marine, through recognition that the nation needs a strong merchant fleet.

The admiral cited five elements he described as "vital" to the nation's seapower requirements. They are:

- A Navy combatant force second to none.
- A merchant marine capable of carrying "our commerce in peace and our military cargo in war."
- A professional seagoing force which can operate the merchant ships both in peace and war.
- A strong shipbuilding industry.
- Unity among all elements of the maritime industry.

Lending dramatic effect to those elements of seapower, the admiral said, were the realities of today's shipping world.

### Cites Soviet Growth

First, he said, was "the spectacular growth of the Soviet Navy and the Soviet merchant marine."

"The Soviet Navy is expanding its sphere of operations and the Soviet merchant marine ranges across the oceans of the world. Its fishing fleet and merchant ships are penetrating new markets, developing new customers. Its oceanographic and scientific fleet is seen everywhere. They track our navy ships, monitor our space flights and observe our missile tests."

Also increasing the need for seapower, the admiral said, is the reality that, "today our security, if not our survival, is threatened."

He said the threat lies in the nation's dependence on maritime fleets of other nations to import strategic materials for us.

"We no longer have the ships to carry our own commerce," he said. "We do not have enough merchant ships to support our troops if there were another war. We have become a maritime dependent."

### Emerging Energy Crisis

The growing energy crisis is another factor that bears on the need for new ships, according to Adm. Chase.

"The frightening fact that relates to this situation is that we do not have the ships to deliver our needs," he declared. "Unless we do something about it we will be dependent upon foreign ships for the energy which fuels our ever expanding technology."

"Unless we build new ships which provide jobs and security for our seagoing men, we will not have the dedicated skilled labor force we need for emergency expansion."

"Unless we build new ships we will not be able to carry our own com-

merce or support our troops in American flag ships."

That means, the admiral contended, that "economic and national security are at stake."

Admiral Chase said that Congress and the Administration recognized those realities in the Merchant Marine Act of 1970.

He said the provisions of the act can and should be used in three ways to achieve America's necessary seapower.

"First, we must build new ships," said the admiral. "Second, we must build ships which are truly competitive on the oceans of the world."

The third solution, he said, was cooperation among elements of the maritime industry. He decried what he said was the past practice of accentuating the negative.

"That situation," he declared, "happily, is rapidly changing."

### Encouraging Signs

He said he was encouraged by steps like the founding of the National Maritime Council, the "labor innovations" pledged by maritime unions at the AFL-CIO executive board session in February and by his own agency's new cargo procurement policy.

The new policy which requires that shippers give 25 percent of their capacity to MSC cargoes on a given route and the regulation of cargo so that no ship company obtains more than 75 percent of the military cargo sailing on a route, will "improve service while distributing our military cargo among as many operators as possible," Adm. Chase said.

"By improving the competitive position of shipping companies, we help encourage the expansion of our merchant fleet. And that provides jobs," the admiral asserted.

He concluded, "We can ill afford to tolerate weakness in any element of our seapower for to do so is to negate the effective application of national policy, and make impossible the attainment of national objectives."

"It is no exaggeration in my mind when I say our survival is threatened. If we must rely on foreign ships and crews for the energy we need to fuel our factories and light our homes, shops and streets, we make ourselves dependent on foreign interests."

"If we must depend on foreign ships for the strategic materials we require, or to deliver the products we produce, grow or manufacture, our power of decision and our choices are limited."

"If we cannot support and sustain the military forces we now can airlift when and where needed in an emergency they do not possess the mobility our foreign policy and doctrine demands of them."

"The question we face is not: Do we need to maintain our position as a global superpower? It is, rather, how are we going to do it, and when?"



Rear Admiral John D. Chase greets a group of students from the SIU's Harry Lundeberg School who attended the Washington luncheon as part of their overall education program. From the left are, Glenn Taylor, Efrain Rodriguez, Adm. Chase, Dale Reinhardt and Tom Mitchell.

## Insurers Say State Dept. Hurts U.S. Merchant Marine

A leading maritime industry leader has attacked the United States State Department for selling the American Merchant Marine "down the river."

Carl E. McDowell, executive vice president of the American Institute of Marine Underwriters, charged that the State Department is deliberately fostering policies that are detrimental to the U.S. maritime industry.

The State Department, McDowell said, has decided that the American Merchant Marine is no longer a major power among the oceangoing commercial fleets.

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"Therefore, they have decreed that the U.S. competitive interests are the same as those of Chile, India, Zambia and whatever country may have been created yesterday," he declared.

He told an audience at the 202nd annual dinner of the Marine Society of the City of New York that the State Department policies are developed by theorists with no maritime understanding.

Those policies, he said, are designed to curry favors with other nations at the expense of the American-flag fleet.

"State's policy is that you have something to trade away in favor of something else they think is more important," he asserted.

### A Long History

In this case, the "something" that is being traded away is the cargo that U.S.-flag fleet must have to survive.

The State Department, he said, "has a 40-year history of trying to sell our maritime heritage down the river."

He deplored the fact that this policy

is continuing at a time when management, labor and government are working intensively and together in an effort to revitalize American-flag shipping.

He noted that Congress, in adopting the Merchant Marine Act of 1970, legislated a wide range of new subsidy and other government support to increase the construction, operation and cargo carryings of U.S. vessels.

The Merchant Marine Act of 1970, he said, changed the basic national maritime policy for the first time since 1936. In changing that policy, the Act commits the Federal government to stimulate export trade for American-flag ships.

McDowell, in his address to 500 maritime industry leaders, suggested that the head of the State Department may not know what was going on in his vast bureaucratic jungle.

"Does the Secretary of State know what is going on in his engine room?" he asked.

### Levels Charges

He charged the State Department was being particularly derelict in carrying to the Congress programs that the maritime industry has developed to increase the carriage of container cargo.

The State Department, he said, is more interested in shipper nations than with the U.S. Merchant Marine.

"That is to say, the countries that ship coffee, rubber, ores and other raw materials and foodstuffs have more influence in the mentality of the State Department than do you and your customers and your bankers and your insurers and forwarders," he said.

## Maritime Authorization Bill Passes House by Wide Margin

By an overwhelming majority, the House of Representatives passed and sent to the Senate a bill to authorize \$559.5 million in maritime subsidies for the upcoming fiscal year.

Passage of the bill came on a 364 to 13 vote.

The money would be used by the Federal Maritime Administration for its operations as well as for ship construction and operating differential subsidies.

Part of the amount is intended for the purchase of break-bulk vessels for layup in the national reserve fleet.

The remainder is earmarked for construction of 17 new ships including, tankers, general cargo ships, and specially designed liquid natural gas vessels.

The authorization measure will now be considered by the U.S. Senate. Hearings on the bill are expected to begin shortly.





### Full Books Earned by Seafarers

Each of these Seafarers have earned their full books after upgrading through the SIU's Harry Lundberg School of Seamanship. In the top photo, front row, from the left are M. Kerby, M. Robinson, N. Smiley and T. Dodson. In the rear are J. Valle, M. Furbush, G. Johns, R. Hagood and S. Krylstosiak. In the bottom photo, from the left are J. Wilson, J. Sharpless, J. Collins, C. Solas, G. Fuller, J. Windham and L. Croes.

## Personals

### Leon Paul Drummond

Please contact Rev. Edward H. Duerksen by mail or phone, whichever is convenient. His address is 5828 Arapaho Dr., San Jose, Calif., 95123. His telephone number is 408-225-8569.

### Ben Pritken

Please contact Nicolas Cappadona at 1734 West 13 St., Brooklyn, N.Y. 11223, telephone number CL 6-8781.

### Jimmy Davis

Please get in touch with Mrs. Norma Stout who has lost your address. Her address is 5546 Little Lake St., Bellaire, Tex. 77401.

### Tony Escoto

Your sister-in-law, Mrs. Lillian Escoto, asks that you contact her as soon as possible at her new address, 225 Douglas Drive, Harahan, La. 70123, telephone number 737-0910.

### Ronald A. Fredericks

Please get in touch with Nancy York or Jose Coro as soon as possible at 1114 West 9 St., Austin, Tex.

### Gerald Erlinger

### Rex Sherwell

### James Bolen

### Glenn Somerville

John Mahoney asks that you contact him as soon as possible C/O Seaman's Mail, Rincon Annex, San Francisco, Calif. 94119.

### Ignatius B. Miller

Your sister, Mrs. Edna Braun asks that you contact her as soon as possible at 4 Sewell St., Billerica, Mass., telephone number 663-6879.

### Carlos Canales

Please contact your mother, Mrs. Lydia Canales by calling collect anytime after midnight at 947-2840.

### Tony Raia

Your brother, S. Raia, asks that you call your father at 207-367-2382 or write to him at home.

### Stan Whitfield

Ron Carraway asks that you contact him C/O Tarrayo, Polo San Miguel, Pilapil St., Pasig, Rizal, Philippines.

### John Bryant

Please contact Walter E. Harris C/O Midship Bar, 606 Iberville St., New Orleans, La. 70130.

### Ralph DiPaoli

Your sister, Mrs. Carmela Fornito asks that you contact her at 1135 South Seventh St., Philadelphia, Pa. 19147.

### Charles F. Brunke

Please contact your daughter, Mrs. Larry H. Bishop at P.O. Box 51, Clinchport, Va. 24227.

### Amado E. Diaz

Your wife asks that you contact her at her new address: 2208 West 34 St., Houston, Tex., telephone number 713-681-3232.

## NOTICE

Seamen seeking employment on vessels in Singapore must be able to show a round trip ticket purchased in the United States.

# Unclaimed Wages Await SIU Members

The following Seafarers have checks awaiting them for unclaimed wages as a result of voyages aboard Maritime Overseas Corporation ships.

If your name appears on this list you may receive the amount due by contacting the Paymaster at Maritime Overseas Corporation,

511 Fifth Ave., New York, N.Y. 10017. Telephone (212) 867-3500.

When writing to the above address, include your social security number in your letter.

Elmer Lamb  
James A. Tims  
Martin G. Smutek  
Ronald N. Perron  
Frederick O. Harris  
Lyman B. Turner  
Charles H. Kouchiyama  
William S. Rudd  
Vernon Thompson  
Milton Sabin  
D. Miller  
D. Nomeo  
Oliver F. Meder  
Ennis Charles  
William M. Hudson  
Hendley J. Beaver  
Mahland C. Cann  
Henry Karpowicz  
Marvin Hyman  
Juan Hopkins  
Robert E. Oliver  
Clyde Roysden  
Nathal Kisser  
John Graham  
Mack Brendle  
Winston Dupress  
John E. Vaughn  
Robert Zambrowski  
Vincent Hughes  
James A. Sullivan  
Winfield Downs, Jr.  
Don H. Shine  
Joseph Milukas  
Calvin M. Sheridan  
Coyle L. Cross  
Edwin V. Laday  
Wm. H. Gray  
John Keith  
James Williams  
Harry Resisaner  
Charley Davis

Albert Coale  
George M. Bryant  
Gillum Mefford  
Stephen E. Burwell  
Robert J. Hazenhal  
George C. Nickum  
William H. Lee  
Glenn E. Johnson  
Thomas A. Bircher  
Paul R. R. Brown  
Salvatore Calvante  
Salomon R. Josefovicz  
John J. Frederick, Jr.  
Paul O. Kayton  
Curtis E. Lang  
Seymour Heinfling  
James H. Maxey  
Carl E. Yates  
Calvin H. Spears  
S. L. Anderson  
K. H. Hermansen  
R. Carbone  
B. E. Fowler  
E. C. Arndt  
J. S. Dzurik, Jr.  
L. K. Fallis  
K. L. Watson  
M. E. Taggart  
B. S. Cossiboin  
W. O. Cash  
R. J. Baumgardner  
B. R. Stalsworth  
E. P. Savickas  
J. R. Smart  
C. R. Bivins  
T. V. Dagdag  
F. Sullins  
F. Hills  
J. V. Sivley  
J. Crivello  
H. J. Whitmore

M. Perez  
O. B. Melanio  
J. D. Smith  
J. Jacobs  
R. Durden  
V. Santos  
J. McGauley  
H. A. Payne  
C. O'Neil  
J. H. Stirling  
C. Muscapella  
C. Brewer, III  
H. W. Roberts  
F. Strates  
T. L. Stanley  
H. Enriquez  
D. O. Coker  
C. Remper  
O. Motley  
F. Rizzo  
J. G. Huszar  
L. W. Peppett  
C. G. Hall  
E. L. Johnson  
G. N. Mclear  
A. M. Awad  
C. R. Lyons  
E. K. Bryan  
J. Federnak  
E. A. Hattaway  
J. D. Psathas  
B. A. Owen  
J. W. Parker  
O. E. Webber  
A. E. Larson  
F. R. Fisher  
S. Miller, Jr.  
R. T. Knoles  
C. A. Brown  
L. Parker  
A. Runiak

B. B. Jenkins  
A. E. Auers  
C. C. Callahan  
J. E. Griffin  
H. S. Hogan  
A. Pocari  
A. F. DeRoche  
V. Guzman  
C. Nunez  
E. Gorum  
F. Knaope  
F. J. Hall  
R. O. Mills  
J. W. Hunter  
A. E. Hollis  
F. D. Moore  
E. F. Flanagan  
A. Ellingsen  
G. Silkowski  
C. W. Oatley  
B. B. Jenkins  
T. E. Howell  
A. Rodriguez  
A. E. Augers  
J. P. Cavanaugh  
W. J. Grant  
O. Ferguson  
F. Anderson  
El Silver  
S. A. Marshall  
M. J. Donnelly  
J. R. Nelson  
R. W. Newkirk  
A. W. Funk  
W. Franklin, Jr.  
N. R. Petersen  
B. B. Bailey  
V. Egel  
W. W. Page  
T. R. Reading  
V. L. Williamson

C. S. Galbraith  
J. L. Hart  
J. J. Salter  
J. F. S. Barron  
R. W. Smith  
J. J. Guard  
S. O. Bernaldes  
H. W. Riley  
F. T. Russell  
A. Bell  
R. J. Boyd  
C. H. Canales  
J. O. Dewell  
G. Atcherson  
E. P. Moran  
R. G. Barr  
B. G. Morrow  
M. Spellman  
G. W. Stidham  
T. F. Ziezer  
P. T. Babbitt  
P. J. Feeley  
G. G. Bigger  
O. Pineo  
B. D. Saxon  
R. Powers  
J. S. Shafer  
E. R. Gil  
G. L. Zintz, Jr.  
C. Wodack  
R. F. McLain  
C. D. Whipp  
W. M. Conley  
V. Turner  
L. Mahaffey  
R. Adams  
E. V. Webb, Jr.  
D. P. Davis  
K. J. Sabot



# Resolution for Merger and Constitutional Amendments

The following resolution for merger and constitutional amendments was submitted by SIU Secretary-Treasurer Joseph DiGiorgio. It deals with a proposed merger of the SIUNA Great Lakes District and the SIUNA Atlantic, Gulf, Lakes and Inland Waters District, and presents the language necessary for proper changes in the SIU Constitution. It was presented to the membership for action at meetings in April, 1972 in all Constitutional ports. In each meeting the membership concurred and accepted the proposed resolution.

Whereas, this Union—the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District—and the Seafarers International Union of North America, Great Lakes District are each labor organizations chartered separately by and affiliated with the Seafarers International Union of North America, AFL-CIO; and

Whereas, the membership of this Union essentially represents unlicensed seamen employed aboard American flag merchant vessels operating upon the oceans and deep seas; and

Whereas, the Great Lakes District essentially represents unlicensed seamen employed aboard American flag merchant vessels operating upon the Great Lakes located between the United States and Canada; and

Whereas, both of such labor organizations as affiliates of the Seafarers International Union of North America representing American unlicensed seamen have for sometime past worked with each other upon numerous common problems for the betterment of their respective memberships; and

Whereas, both of such labor organizations are each union parties to common union management trusts that provide for their respective memberships, various welfare, pension, vacation and other fringe benefits and each organization has worked intimately with the other and their respective contracted employers with respect to matters arising under and in the administration of such trusts for the respective memberships; and

Whereas, it is believed that it would be in the best interests of both labor organizations and their memberships by reason of their respective histories and backgrounds and the resultant reduction of operating expenses and the affording of greater continued strength and resources to the membership if they were merged into one organization; and

Whereas, the executive officers of each such organization have agreed to merge into one organization, preserving however the long established job and shipping rights of the respective memberships with their two separate groups of employers, consistent with past practices and subject at all times to the determination

of the membership and in accordance with applicable law;

Now therefore, in the interests of our membership and in the interests of the unlicensed American seamen and in the interests of a stronger trade union capable of preserving and protecting and enhancing the rights of our membership, it is hereby

Resolved, that the merger agreement between this Union and the Great Lakes District, dated March 22, 1972 be in all respects approved; and it is further

Resolved, that in order to effectuate the said merger agreement, certain constitutional amendments are necessary and that our Constitution shall be amended in the following respects:

1) Section 3(e) of Article III shall be amended by adding a new sentence as follows:

Provisions of this subsection (e) shall be inapplicable when such merchant vessel is operating upon the Great Lakes."

2) A new Section 6 shall be added to Article VI as follows:

"Section 6. No member may retire his membership during the period of a strike or lockout."

3) There shall be added to Article X, Section 11 the following:

"Notwithstanding the provision of Section 1(j) of this Article X, the Executive Board, by majority vote, may determine not to fill any vacancy in any office or job for all or any part of an unexpired term."

4) Section 12(a) of Article X shall be amended by changing that portion of the second sentence thereof starting with the words "The following," and ending with the words "order of priority:" to read as follows:

"The following officers and job holders, upon their election to office or job shall, during the term of their office or job, be delegates to all Conventions of the Seafarers International Union of North America in the following order of priority:"

5) Section 13(d)(1) of Article X shall be amended by inserting a comma at the end of thereof, and adding the following:

"Or segment of the Union, whichever applies."

6) The last paragraph of Section 1 of Article XI shall be amended by changing "1971" to "1975" and replacing the comma with a period, striking the balance of the sentence beginning with the word "notwithstanding" and ending with the word "appointment."

7) Section 1(c) of Article XII shall be amended by deleting at the end thereof after the words "election year," the "; and" and inserting a comma and then adding the following:

"Except if such seetime is wholly aboard such

merchant vessels operating solely upon the Great Lakes, in which event he shall have at least sixty-five (65) days of such seetime instead of the foregoing one hundred (100) days; and"

B) Section 8 of the Article XXIV shall be amended by changing the date "August 1968" to "December 1971."

It is further resolved, that as Constitutionally provided, if this Resolution be accepted by a majority vote of the membership, a Constitutional Committee shall hereafter be elected at a Special Meeting at Headquarters on April 14, 1972, to report upon the amendments as proposed, to the May 1972 membership meetings; and it is

Further resolved, that if the membership accepts such report of the Constitutional Committee, the proposition constituting the merger agreement including the proposed Constitutional amendments be voted upon by secret ballot with the vote to be held commencing June 1, 1972 and ending on June 30, 1972; and it is

Further resolved that on the balloting to be taken on the proposed amendments, as well as the merger agreement, said amendments and merger agreement be voted "up" or "down" as one proposition; and it is

Further resolved, that copies of the proposed merger agreement, without paragraph 14 thereof, but with the propositions constituting the aforesaid amendments of the Union's Constitution as presently constituted shall be available at A&G Headquarters and Ports for its membership no later than May 27, 1972; and it is

Further resolved, that the merger agreement, including the proposed amendments, shall not become effective unless a majority of the members of the Great Lakes District voting, vote affirmatively as to each proposition to be set forth on their ballot, and unless a majority of the members of this Union voting, vote affirmatively on the propositions to be voted upon by them; and that if both groups vote affirmatively, the merger agreement and the amendments to the Constitution shall become effective on the latest date that the Tallying Committee of both organizations certifies that each of the propositions have been voted upon affirmatively by their respective memberships and it is

Further resolved, that if either of the memberships shall not vote affirmatively on all of the propositions set forth on their ballot, then the merger agreement, including the proposed amendments to the Constitution set forth above, shall be deemed cancelled, null and void, and of no force and effect.

Submitted by  
Joseph Di Giorgio  
Secretary-Treasurer

Activity—legislative and administrative—at the national level can, and does, affect every Seafarer every day of his working life. For ours is a federally regulated occupation, and progress must come through the legislation passed by Congress, and a favorable action by the executive branch of government.

It takes constant attention to assure continuing progress for Seafarers and for their industry. Like attention to the bills currently being considered by Congress. For instance:

- The bill to require that 50 percent of U.S. oil imports be carried on American-flag vessels.
- The bill that would fund construction of 40 liquefied natural gas ships.
- The bill that would close the

Virgin Islands loophole in the Jones Act.

These are a few of the measures in Congress that bear directly on job opportunities for Seafarers, and thus bear on all facets of their lives.

And there are other matters that must be pressed on behalf of Seafarers, such as the battle to keep the U.S. Public Health Service Hospitals open and the fight to improve the U.S. balance of trade situation.

And the plain fact of the matter is that no one will do our fighting for us. We either carry the freight ourselves, or the fight is lost.

And the Seafarers way of protecting their interests and winning the battles is through voluntary contributions to

the Seafarers Political Activity Donation.

SPAD works on the fundamental principle of labor's political action, first enunciated by Samuel Gompers, first president of the American Federation of Labor:

"Labor must reward its friends and defeat its enemies."

There is no substitute for the support of friends who have been tried and tested many times over on critical legislation. SPAD is our way of giving them that support.

It is our way of assuring continuing legislative progress which will, in turn, insure the continuation of the professional seamen's way of life.



# SUPPORT SPAD



## LEGISLATIVE REPORT



Rep. William Anderson (D-Tenn.), has introduced legislation to authorize construction of 40 liquefied natural gas carriers within the next eight years.

Under the provisions of his bill, H.R. 13832, the Secretary of Commerce would enter into contracts with U.S. shipbuilders for the construction, outfitting and equipping of the ships to be delivered no later than January 1, 1980.

The bill further provides that the LNG's can be sold, upon completion, to U.S. operators for domestic trade.

At the present time, there are no U.S.-flag LNG's, and none are under construction in U.S. shipyards.

Implementation of H.R. 13832 would provide jobs in shipyards, aboard ships, on unloading docks, and in plants which convert the gas to its natural state from a liquid. This would revitalize the American merchant marine, stimulate the national economy, and meet the increasing need for fuel.

It is estimated that within the next 10 years, we will need 80 LNG's to supply these needs.

The bill has been referred to the House Merchant Marine and Fisheries Committee for action.

### Appropriations

The House of Representatives, on April 11, passed an appropriations authorization bill for maritime programs for fiscal 1973. The bill, H.R. 13324, had been introduced by Rep. Edward Garmatz (D-Md.), chairman of the Merchant Marine and Fisheries Committee.

The authorization includes construction differential subsidies, operating differential subsidies, and research and development funds as well as funds for operation of the reserve fleet, Kings Point Academy and the state maritime schools.

The bill was amended in committee to increase the construction differential subsidy from \$250,000,000 to \$280,000,000. Some \$30 million of this amount is for the purchase of modern break-bulk U.S.-flag ships.

### Pending Measures

Two bills of interest to Seafarers because of their direct effect on the maritime industry and the national economy are being considered by the House Merchant Marine and Fisheries Committee.

They are:

H.R. 12324, to require at least 50 percent of all imported oil be carried on U.S.-flag ships. Public hearings on this measure have concluded on the House side. Similar legislation soon will be considered by the Senate.

H.R. 12886 would amend the Jones Act to include the Virgin Islands. Action of this measure is expected in the near future.

## MTD's Moody Optimistic On U.S. Maritime Future

O. William Moody Jr., administrator of the AFL-CIO Maritime Trades Department, said the nation's maritime industry now has the direction, perspective and determination to win its fight for life.

Moody spoke to the Propeller Club of the U.S. meeting in New York City, and reviewed maritime's progress in recent years and the problems that still must be overcome.

Today's maritime outlook, Moody said, contrasts with the view of the 50s and the 60s "when only a few of us dared hope that we could save our fleet."

Moody said the factors contributing to the brighter outlook were enactment of the Merchant Marine Act of 1970, renewed dedication to the merchant marine on the part of the Federal Maritime Administration and unity within the industry itself.

### Face Tough Fight

Moody said, "yes, we have accumulated a lot of pluses in the past two years. But we are still faced with a long, hard grind before we can say we have succeeded."

Part of the problem, he contended, arises from government agencies that "continue to balk" despite the strong support for the merchant marine given by the White House and the Maritime Administration.

Moody catalogued a number of failings in the U.S. State Department, which he said favors "ships flying the flag of NATO nations, ships flying the flags of developing countries, even ships flying the flags of convenience," over ships flying the U.S. flag.

And he criticized the U.S. Department of Agriculture saying, "it sometimes seems that the Department of Agriculture is mesmerized by the sight of a foreign flag and completely

turned off by the sight of the U.S. colors flying from a ship."

The great problem in the resistance of those two departments, Moody asserted, is that "at this time we are nearly totally dependent on government cargoes for our survival."

### Suggests Solution

The answer to the problem, according to Moody, is to "continuously hammer at those government officials who would strip us of an American-flag fleet in order to do their peculiar favors for our foreign competitors."

He also criticized major newspapers who are opposed to maritime subsidies and said the maritime industry must convince them that "our government is right, is just and is fair and is acting in the national interest in lending a helping hand to the merchant marine."

He said that while those are serious problems, "we are ahead. And we are gaining ground."

As evidence, he cited a speech given by Assistant Secretary of Commerce Andrew Gibson in Sweden recently in which Gibson told an international trade audience that protection of maritime fleets was the current reality in the world and that reality suggests that bilateral agreements between shipping nations will be the prevailing fact of life.

Moody said Gibson's speech shows that he is "replacing empty rhetoric with bold and realistic leadership."

Moody declared that success lies ahead, "if we continue to work hard at our problems and build on the accomplishments of the past two years."

He concluded, "There will be rough days ahead but we will win because we have the direction, we have the perspective and we have the determination to win."



## Maritime Council of Midwest Established

As part of its program to promote the U.S. maritime industry the National Maritime Council has been forming regional groups throughout the country. One of the latest to be formed is the Maritime Council of the Midwest. Shown here, standing, from the left are: F. "Scotty" Aubusson, SIU representative and Chicago port agent; Lou Lucci, NMU business agent, Port of Chicago; Paul Drozak, SIU port agent, Houston; Bob Luttenberger, Sea-Land Central States manager; J. N. Kelly, Farrell Lines Great Lakes resident manager; C. A. Marsh, American Mail Line Midwest regional manager; P. H. Gilbert, MARAD, Chicago; R. A. Thomson, Pacific Far East Line Midwest regional

manager; Wally Johnson, International Brotherhood of Boilermakers, St. Paul, Minn.; S. Buschbacher, American Export Lines, Chicago; and Capt. C. R. Davenport, Lykes Lines district manager, Chicago. Seated are: A. J. Molnar, MARAD, Chicago; F. A. Wendt, Delta Line vice president, New Orleans; J. M. Smith, Moore-McCormack Lines vice president, Chicago; T. J. Smith, Farrell Lines president, New York; L. C. Paine, Jr., MARAD, Washington; W. J. McGowan, American Mail Line, Seattle; J. H. Crosthwaite, American Export Lines general sales manager, New York, and Barton Jahncke, Lykes Line assistant vice president, New Orleans.





Andrew E. Gibson

## MARAD's Gibson Suggests New Maritime Concepts

*Andrew E. Gibson, assistant secretary of commerce for maritime affairs, recently spoke at a "Freedom of the Seas" discussion at Gothenburg, Sweden. Because of the importance of his remarks, and the possibility of future impact, they are reprinted here. They should be of special interest to every Seafarer.*

The economic relations between the trading nations of the world are going through a period of extensive revision. Last year, President Nixon's new economic policy signalled the United States' determination to seek new and far more equitable ground rules for its international trade, and as a result, there has been a growing re-examination of the assumptions underlying world commerce in order to seek more realistic and practical standards on which to base future relations.

For many, it has become increasingly clear that the broad principles which for many years governed international trade relations have become outdated and must be restructured. The world today is a far cry from the one existing after World War II when many of the past trade policies evolved. A ravaged Europe has transformed itself into the Common Market, the world's largest trading bloc; Japan has literally risen from the ashes of war to become one of the most powerful industrial nations the world has ever seen; and a completely new entity, the multinational corporation, has come into existence. Yet, until recently, the rules governing trade relations have remained essentially unchanged for the last quarter century.

President Nixon, in announcing his new economic policy, described the situation in these words:

"At the end of World War II the economies of the major industrial nations of Europe and Asia were shattered . . . Today, largely with our help, they have regained their vitality. They have become our strong competitors, and we welcome their success. But now . . . the time has come for them to bear their fair share of the burden of defending freedom around the world."

The new Secretary of Commerce, Mr. Peterson—while serving as President Nixon's Assistant for International Economic Affairs—analyzed the situation in a similar fashion.

He said:

"The old policies were based partly on early postwar realities, and sometimes reflected lags between changes in these realities and the world's perception of those changes . . . We as a nation and the world as a whole were too slow to realize that basic structural and competitive changes were occurring; as a result, international policies and practices were too slow in responding."

In the world of ocean shipping there is a similar need to reexamine longstanding ideas and policies, since it is becoming increasingly clear that they have not kept pace with changing reality. And it is from this viewpoint that I believe we should reconsider the concept of "freedom of the seas."

### Freedom of the Seas

The freedom of vessels to go where they wish on the high seas is of course long-standing, and there is also a long tradition among nations to open their ports to all who come in friendship or

in need. As an economic concept, however, "freedom of the seas" is a product of classical economic theory, the body of thought which extols the virtues of pure competition and goes all the way back to Adam Smith and Grotius.

In its simplest form the concept holds that vessels of every flag should have the right to engage in the movement of cargoes from and to all nations, so that the market for shipping services will be international and truly competitive. In particular it states that the needs of the world economy are best served by promoting an international division of labor, in contrast to mercantilist policies which had emphasized and protected interests, narrowly conceived.

So much for the theory.

As an economic abstraction it seems to make good sense and, indeed, has sufficient validity to retain an important place in our thinking about today's problems. It gets particular support, of course, in those nations who have benefited most from it, and whose shipping companies are highly developed and have a predominant role in the shipping world.

It has lost much of its support, however, in other parts of the world where people basically question whether "freedom of the seas" really exists—at least for them. They are aware that conditions in ocean shipping today are, in fact, nothing like what the theorists assume them to be. They see a fundamental divergence between theory and practice.

### Contradictions Noted

They see concentrations of economic power, especially through the closed conference system, whereas the theory assumed a multitude of small operators with equal opportunities to compete. With rates fixed by conferences, they see very little price competition under normal conditions. In fact, they see the conferences sometimes closed to them, or to any outsider. They observe that the same lines that talk most about "freedom of the seas" also appear to be willing partners in various types of restrictive shipping agreements when it serves their purposes.

They begin to think that "freedom of the seas" may actually mean freedom for shipping lines to do as they wish and, above all, that it means simply that governments should not interfere.

Clearly, there are contradictions between what is being said and what is actually happening. And this has given rise to substantial problems. Let us look at some of them.

Like the international economy itself, ocean shipping is in the process of rapid change. Those few Atlantic nations who provided most of the world's shipping services in the pre-war era are being challenged by a growing array of emerging national lines, led by the Soviet Union but also representing many of the developing nations of the world.

We are all familiar with the concerted efforts of the Latin American nations to expand their merchant fleets. The British Committee of Inquiry into Shipping, under the chairmanship of Lord Rochdale, has reported that the fleets of developing nations have increased more than seven times over in the period 1939 to 1968—from under 2 million gross tons to more than 14 million. It is apparent that these nations have not only the desire but a growing ability to carry their trade, and this is finding its expression in hard steel—the ultimate commitment.

These growing merchant fleets are a direct result of a national drive for industrialization and economic independence. Today these countries see their national-flag fleets as providing constant and reliable shipping services for the exports and imports on which their economic growth is based. Through these fleets, also, these nations seek to retain a large measure of control over the movement of their trade, particularly freight rates. Furthermore, these fleets—frequently government owned—provide a source of foreign exchange.

It also must be recognized that having a national-flag merchant marine is a source of patriotic pride for many of these nations, and a symbol of their developing nationhood. These are all powerful stimulants.

Before anyone condemns these motives, they should review the maritime history of some of the developed nations such as Japan and the Soviet Union, since it must be apparent that these same motives guided their efforts to expand their merchant fleets in the past. To date I've heard no one seriously challenge their right to do so, for the development of a strong, efficient merchant fleet has generally been the hallmark of a successful trading nation.

The less developed nations admittedly often do not have at their command the more sophisticated methods used by their larger trading partners to promote and maintain their fleets, and they usually do not afford direct support. For this reason, they have employed government regulation to obtain a desired level of national-flag participation in trade.

The Rochdale Commission has estimated that some 30 nations pursue direct flag-discrimination policies of one sort or another. Some of these result in bilateral agreements under which trading nations tend to divide the cargoes by reserving a substantial portion for their own ships.

Among the Latin American nations, some of these governmental edicts and resulting bilateral agreements date back more than 15 years, and they have been instrumental in encouraging the development of modern national-flag fleets in these countries. I would point out, in this connection, that not only the United States, but many of the Western European shipping lines are parties to such agreements with the South American countries.

### Efforts All Inclusive

These efforts to increase national-flag participation are by no means limited to the liner trades. In the wake of the steadily increasing world demand for energy, many oil and natural-gas producing nations appear to have the clear intention of owning bulk carriers to participate in the transport of these resources to world markets.

Whether we may approve or not, this trend is becoming well defined and must be dealt with. Most importantly we need to recognize that the desire of the developing nations to create and maintain merchant fleets under their own flags is a natural one, and is not about to diminish.

In Santiago, Chile, at the Third United Nations Conference on Trade and Development, the debate on this subject was continued and there was much talk about "freedom on the seas," competition and the development of future shipping policy.

In this debate, where does the United States stand? Before I try to answer that question, let

(Continued on Page 12)



# SIU Clinics: A Vital Service

An important arm of the SIU benefits program is the system of clinics available to Seafarers and their dependents across the country. For the Seafarers, the clinics are vital because examinations there are the means by which the annual health cards are issued. And for his dependents, they provide that extra measure of care that makes a seaman's life more secure and more worthwhile.



This little baby gets a mouthful of nourishment from her daddy as she waits to be examined. She is Ayanna Kane and her father, Cyric, brought her in for a regular check-up. She was two months and 16 days old at the time of this photo.



Before going to see one of the doctors at the clinic, Mrs. Paquita Colazzo stops in the reception room to talk with Nurse Phyllis Gallo. Mrs. Colazzo's daughter, Evelyn was also at the clinic that day getting an eye examination.



Mrs. Colazzo waits to see the doctor along with Mrs. Lillian Combos, left, and other SIU dependents. Mrs. Combos' husband, Xenefon, is a member of the affiliated Sailors Union of the Pacific.



Maurice Rivkin, M.D. checks Mrs. Stephanie Mucia's blood pressure and finds no problems. Mrs. Mucia's husband, Joseph, works on the Sea-Land shore gang.





SIU Medical Director, Joseph B. Logue, M.D., talks with Mrs. Helen Gages at the New York Clinic. Mrs. Gages' husband, Frank, sails in the deck department.



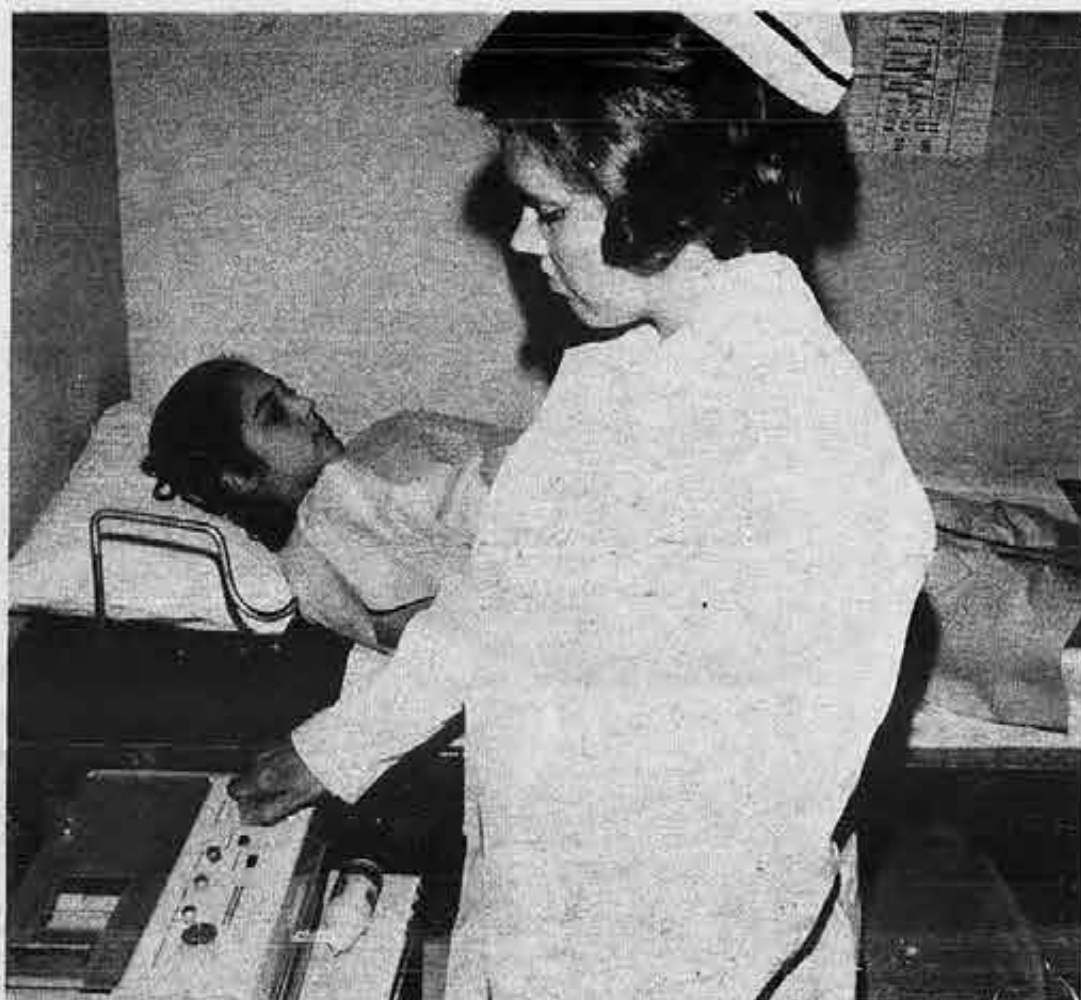
Roland Darbonne, a medical technician, is about to take a blood sample from Mrs. Marie Carbone whose son, Robert Carbone, sails in the deck department. Mrs. Carbone came in for a check of her blood pressure.



Little Cheryl Gibbons, six years old, has her arm x-rayed by Benjamin A. Iannotti, L.X.T. A short while later, seven-year-old sister, Michelle, gets a hand x-ray. Both are daughters of John Gibbons, Jr. who sails as chief cook.



Nine-year-old Wayne Truhart gets his chest examined by Joseph A. San Filippo, M.D. Wayne's father, Fenner Truhart, sails in the engine department.

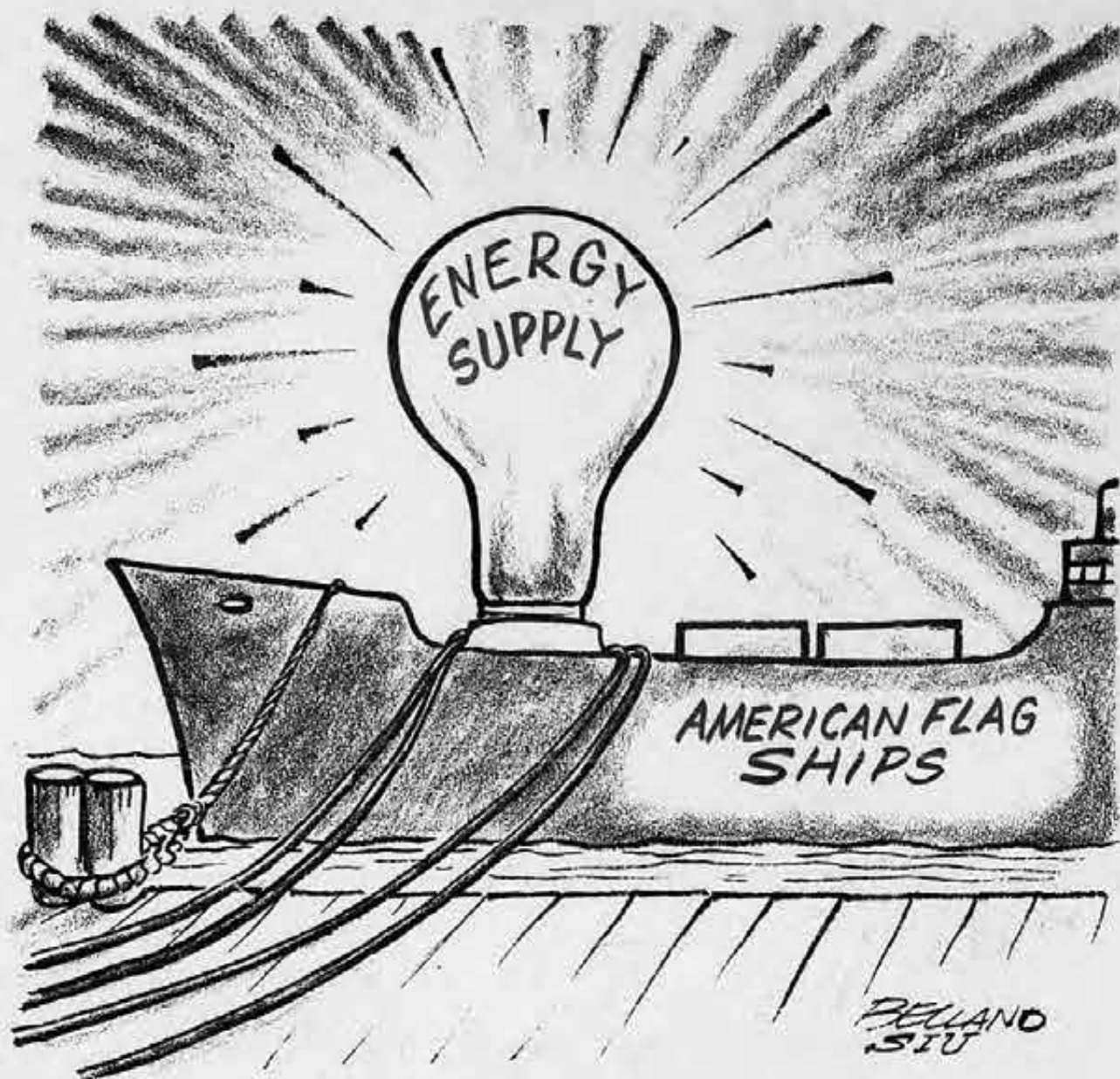


Nurse Sheryl Edel adjusts the electro-cardiogram on Carmen Camacho. Miss Camacho's father, Fructoso Camacho, is an SIU pensioner.



Sixteen-year-old Evelyn Collazzo has her eyes examined at the New York clinic by medical technician R. C. Brigham. Evelyn's father is Seafarer Edward Collazzo.





## New Light on Energy Crisis

"I think I can see the day when the country might have to ration electricity."

Those are the words of James R. Schlesinger, chairman of the Atomic Energy Commission. They appeared in a Page 1 story in the *Washington Post* an in-depth article on the nation's energy crisis by writer Thomas O'Toole.

The article declared that "the richest nation in the world has discovered it is energy poor and that this sudden poverty threatens the balance of trade, our attempts to clean up the air and water, and the efforts we've made to hold down the prices of products from gasoline to electricity."

We're glad the *Washington Post* has given an energy crisis story front page coverage. We hope other newspapers will follow suit. Because we've recognized the crisis for a long time and have tried to warn the nation. But sometimes it takes a bigger spotlight on a subject for people to become aroused and concerned.

As writer O'Toole says, "the energy crisis in America threatens the American way of life." He also says that "the United States will import oil and gas worth an estimated \$3 million this year, but that's just

a trickle alongside the flood that will pour into this country" in the future.

The article fails to say just how that oil and gas will come to our shores . . . whether on foreign ships or American.

The SIU and other maritime unions have given their support to legislation that will guarantee that at least 50 percent will come on U.S. ships. We think that's important—important for our economy, our security, our industry.

We've said so, many times, publicly and privately. And now, we think that the message is getting through. Take note of these developments:

✓ Rep. William Anderson (D-Tenn.) has introduced a bill calling for government construction of 40 liquefied natural gas carriers over the next eight years—American ships to be built in American yards and leased to American firms under the U.S. flag.

✓ Subsidiaries of El Paso Natural Gas Co. have applied to the Maritime Administration for construction subsidy to build six 125,000 cubic-meter LNG's.

These are hopeful signs that a beginning has been made.

With our help, it will continue.

## A Part of the Game

To the utter dismay of club owners and sports writers, major league baseball players have struck a blow for recognition on the bread-and-butter issue of the major league pension fund.

But, oh, how that dismays management. None other than Ted Williams, manager of the Texas Rangers team, has condemned the players' strike, calling it "a crime that anything as big and good as baseball can get hung up like this."

And his remarks have been echoed by sports editors across the land who have spent a few million words condemning the players.

Yet these same sports editors rarely complain when baseball's owners pass players

from team to team like so many indentured servants. They rarely cry about the disdain with which the owners move franchises from city to city (except when it is their city that the team is leaving), stranding hosts of fans and admirers.

To these sports editors and Mr. Williams "it's all part of the game."

And now, thank goodness, the players have asserted their rights as workingmen. They have simply used labor's strongest tool—the strike—as a means to obtain better lifetime security for themselves and their families.

That's no crime, Ted, that's economic justice.

## Letters to the Editor



## A Sad Situation

I read with considerable interest a series of articles in the March issue of the *Log* concerning U.S. oil imports.

Each of the various articles had the same basic point to make: That the SIU and others are making every effort to insure that at least 50 percent of any oil import into this country be carried aboard American-flag ships. A noble commitment on the part of the union and other interested groups, whether union or management.

What really startled me about the whole affair is the fact that such legislation is even needed. Does not the entire issue concern jobs for America's working men—the ones who pay U.S. taxes, spend their monies in U.S. stores and, in general, help make this country what it is?

I fail to perceive, perhaps because of some personal ignorance, how our own government, i.e. the State Department and Agriculture Department specifically, can consider any alternative to shipping any imports or exports on anything but American-flag ships.

It is a fine example these government agencies set for private industry groups. Nor do I think it is to their credit—anyone that ships American imports or exports on a foreign-flag vessel—that they are merely exploiting other working men around the world. And, that is just what they are doing. It amounts to doing almost anything to save themselves a buck or two here and there, and damn the poor slob who is willing to work for substandard wages.

The American union man fought long and hard throughout the years to eliminate such treatment. Now that he has gained respectability and has attained a comparatively decent way of life, these people turn to other countries where the workingman is still exploited much as he was in the first half of this century in this country.

As I said, it amazes me that legislation such as the 50 percent minimum is needed, but since it obviously is a reality I would make one suggestion: Don't settle for 50 percent; keep after them until American-flag ships get 100 percent of American imports and exports.

Michael O'Rourke  
New York

## Enjoys Souvenir

Thank you for my portfolio souvenir of my stay at Piney Point during the Seafarers Educational Conference. I appreciated it very much.

I learned a lot at the conference. I think that the Harry Lundeberg School of Seamanship is one of the finest opportunities available to a young man today. I wish I had such an opportunity during my youth. These students should be as proud to be affiliated with the SIU as I am.

Walter F. Mueller  
Tampa, Fla.

April, 1972

Volume XXXIV, No. 4

### SEAFARERS LOG

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

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Published monthly at 810 Rhode Island Avenue N.E., Washington, D.C. 20018 by Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO 675 Fourth Avenue, Brooklyn, N.Y. 11232. Tel. 499-6600. Second class postage paid at Washington, D.C.



17 CIRCULARS 17



# Kirkland Sees National Health Care Progress

AFL-CIO Secretary-Treasurer Lane Kirkland has claimed that "some important progress" has been made toward the goal of national health insurance "despite the delaying tactics"



Lane Kirkland

of some influential people and groups.

In a Washington address to some 200 delegates attending a conference of the Committee for National Health Insurance, Kirkland said that "some are disappointed at the slow pace of legislation. They should not be. The

## Meany Criticizes Commerce Dept.

AFL-CIO Pres. George Meany has charged the Department of Commerce with utilizing distorted data, omissions and biased analyses in an attempt to refute organized labor's charge that American multinational firms are contributing to unemployment in the U.S.

Meany said that a recent Commerce Department report not only misrepresented AFL-CIO views on international trade and investment but its "relevant data" deliberately sought to give an impression of job gains by omitting multinational industries where employment has fallen.

Instead of employment gains "nearly equal" to all of U.S. industry, as the report contends, Meany declared that U.S. multinational corporations are lagging far behind the remainder of the U.S. in job-creation. "A fair analysis would show that total U.S. employment rose two and one-half times faster than employment in the 14 industries selected" in the Commerce Dept. report on multinational firms, Meany stated.

He called upon Commerce Secretary Peter G. Peterson "in the interest of accurate public information"—to correct the report's distortions and its conclusion that "relevant data . . . does not bear out labor's contention that overseas investment operations result in declining employment."

### Conference Set

SIU representatives will attend the first National Planning Conference on Domestic Shipping April 30-May 4 in St. Louis, Mo. The conference, sponsored by the Maritime Administration's Office of Marketing and Development, will consider Great Lakes, inland waters and coastwise domestic shipping problems.

fact that we are all here, working together, united, is progress."

He said "millions of Americans, who have been shortchanged by the health insurance industry are demanding a rational health system—one predicated on the individual's right to health care, not on the devices of the insurance industry."

The millions who are denied health care now because they are "poor risks"—a phrase that means they are black or old or poor or they get sick—are demanding their right to quality medical care, Kirkland said.

"The voice of the health consumer in America is getting louder and angrier. The insurance industry is turning up the volume of its commercials, but they can't drown us out.

### Lists Opponents

"The Administration, the insurance lobby and some of their friends in the Congress are resorting to delaying tactics. They know that a powerful and persuasive case is being documented against the performance of insurance companies.

"The Administration has pulled the cloak of secrecy over some of the evidence. For instance, HEW Elliot Richardson is refusing to release what are called 'Contract Performance Review Reports.' These reports document the failure of insurance companies to control costs under Medicare. He knows that if these reports are made public the Administration is going to have a difficult time explaining why they want insurance companies to administer a national health insurance program.

"The American people have a right to know what is happening to their tax dollars. Freedom of information would be served and the national security would not be damaged by release of these reports. The only damage would be to the political security the insurance industry now receives from the Nixon Administration.

"These reports are just one piece in the puzzle—and we are putting that puzzle together. When it is together, it will spell National Health Security . . ."

### Three Tasks

Looking to the future Kirkland said that in the election of 1972 "we can make the greatest single stride to enactment of National Health Security. However, this effort, important as it may be, must not cause us to ignore the legislative scene. Here, we face three tasks:

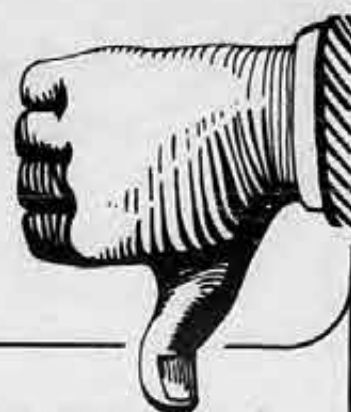
One, to continue our work toward the best possible bill out of the Ways and Means Committee, consistent with our commitment to health care as a right of all Americans.

Two, vigilance against attempts to delay needed reforms in the health care system. Specifically, I mean the so-called catastrophic sickness insurance concept. Catastrophic insurance alone is a political expedient. It is a step backward. It is the worst possible solution.

Third, we must work for reform in the health care system, such as development of Health Maintenance Organizations, expanded training programs and other methods of improving the delivery of health care. As long as the old and the poor must depend on Medicare and Medicaid, we must improve these programs.

We can do all this and not lose sight of our goal—the early enactment of National Health Security.

## Unfair to Labor



# DO NOT BUY!!

### BARBER EQUIPMENT—

Wahl Clipper Corp., producers of home barber sets. (Int'l. Assoc. of Machinists and Aerospace Workers)

### CIGARETTES—R. J. Reynolds Tobacco Co.—

Camels, Winston, Salem, Tempo, Brandon, Doral, and Cavalier. (Tobacco Workers Union)

### CLOTHING—Reidbord Bros., Co.,

Siegal (H. I. S. brand) suits and sports jackets, Kay-nee boyswear, Richmond Brothers men's clothing, Sewell suits, Wing shirts, Metro Pants Co., and Diplomat Pajamas by Fortex Mfg. Co. (Amalgamated Clothing, Judy Bond Blouses—(International Ladies Garment Workers Union)

### CONTACT LENSES AND OPTICAL FRAMES—Dal-

Tex Optical Co. Dal-Tex owns a firm known as Terminal-Hudson. They operate stores or dispense to consumers through Missouri State Optical Co.; Goldblatt Optical Services; King Optical; Douglas Optical, and Mesa Optical; Lee Optical Co.; and Capitol Optical Co.

### DINNERWARE—Metalox

Manufacturing Co. (Int'l. Brotherhood of Pottery and Allied Workers)

### FILTERS, HUMIDIFIERS—

Research Products Corp. (Int'l. Assoc. of Machinists and Aerospace Workers)

### FURNITURE—James Sterling

Corp., White Furniture Co., Brown Furniture Co., (United Furniture Workers)

### LIQUORS—Stitzel-Weller Dis-

tilleries products—Old Fitzgerald, Cabin Still, Old Elk, W. L. Weller. (Distillery Workers)

### MEAT PRODUCTS—Poultry

Packers, Inc. (Blue Star label products). (Amalgamated Meat Cutters and Butcher Workmen)

Holly Farms Poultry Industries, Inc.; Blue Star Label products (Amalgamated Meat Cutters and Butcher Workmen)

### PRINTING—Kingsport Press

"World Book," "Childcraft." (Printing Pressmen, Typographers, Bookbinders, Machinists, Stereotypers, and Electrotypers)

### NEWSPAPERS—Los Angeles

Herald-Examiner. (10 unions involved covering 2,000 workers) Britannica Junior Encyclopedia (Int'l. Allied Printing Trades Assn.)

### RANGES—Magic Chef, Pan

Pacific Division. (Stove, Furnace and Allied Appliance Workers)

### SHOES—Genesco Shoe Mfg.

Co.—work shoes; Sentry, Cedar Chest and Statler; men's shoes; Jarman, Johnson & Murphy, Crestworth (Boot and Shoe Workers)

### SPECIAL—All West Virginia

camping and vacation spots, (Laborers)

### TOYS—Fisher-Price toys (Doll

& Toy Workers Union)

## Rubber Workers Issue Sharp Rebuttal to Industry Claims

President Peter Bommarito United Rubber Workers has issued a sharp rebuttal to rubber industry propaganda that workers and unions are responsible for the country's economic difficulties.

Bommarito especially turned his criticism on the chairman of the Goodyear Company who recently gave an interview to the press in which American workers were characterized as lazy, unproductive and over-paid through the excessive power of labor unions.

"This is the same old story that U.S. industry has been handing the American people since labor began to organize and demand equitable treatment," Bommarito declared.

Citing the great increase in productivity by rubber workers, Bommarito accused the Goodyear official with using loaded statistics to play down productivity increases. He noted that while the industry spokesman complained of a 49 percent increase in wages during the past five years, corporate salaries and dividends have increased at a higher rate.

"Why is it okay for dividends to increase by 54.5 percent (a corporate management decision) but condemn the 49 percent increases in wages?" Bommarito asked.

He also pointed to salary boosts in executive management running as high as 78 percent.





HLS trainees talk with *Falcon Lady* crewmember Houston White during their visit to the supertanker last week. Visits to tankers and freightships in Piney Point, Baltimore and Norfolk are a regular part of the trainees' program.



The SIU-contracted supertanker *Falcon Lady* is shown tied up at the Steuart Petroleum docks at Piney Point. While the vessel was in port, trainees and staff members from HLS had the opportunity to go aboard her.

## Lundeberg Trainees, Staff Tour *Falcon Lady*

There's no substitute for the real thing—so trainees at the Harry Lundeberg School are given every opportunity to go aboard and take a look at the freightships and tankers they will soon be sailing.

Each class makes a trip to Baltimore or Norfolk to spend a day aboard one of the SIU-contracted ships in port. While on board, they get an opportunity to talk with the Ship's Committee and other crewmembers, and to become familiar with the machinery and gear of the modern seagoing vessel.

Sometimes they don't have to travel far for the chance to visit a ship, as when the big supertanker *Falcon Lady* came into Steuart Petroleum's terminal in Piney Point recently—and gave trainees and teachers from the Lundeberg School the chance to go aboard to inspect her.

Crewmembers took the groups on guided tours of the pilot house, high above the deck of the 600-foot tanker, and down deep in her engine room where they saw the automated controls for the two big diesel engines which generate 15,000 horse-

power. They watched as pumpmen attached discharge hoses as they made ready to pump out their cargo of gasoline, kerosene and fuel oil.

The Lundeberg trainees also had an opportunity to sit in as Gerry Brown, Seafarers Union port agent for Piney Point held a union meeting with crewmembers.

Several of the *Falcon Lady's* crew also visited the school while their ship was here. They had an opportunity to see the school's facilities, and to talk with trainees, teachers and other staff members.

## MARAD's Gibson Speaks on Trade Realities, Bilateralism

(Continued from Page 7)

me remind you of some of the essential interests and attitudes that determine our position.

- First, as a major world power the United States needs a strong merchant fleet to contribute to an effective implementation of its foreign and defense policies. President Nixon's concept of the United States' role in the world, known as the Nixon Doctrine, places renewed stress on the foreign policy and defense missions fulfilled by a strong merchant marine. In de-emphasizing the role of overseas bases and large concentrations of American troops around the world, his policy places increased reliance on a strong Navy and merchant fleet to carry out our policies abroad. To do this we need a first-class merchant marine, and we intend to have it.

- Second, as the world's largest trading nation, the United States is also the largest user of international shipping services and has much to gain from the development of shipping on a sound basis. We depend heavily upon efficient economic and regularly available ocean transport, whether under our own flag or others. Healthy competition is important to us. For more than half a century we have had shipping legislation which directly supports the general concept of freedom of the seas.

- Third, it has been reliably forecasted that the energy requirements of the United States will double by 1985. To meet this vast increase in demand much of the supply will have to be obtained from overseas sources. Heretofore, we have produced virtually all of our power requirements domestically. This has now changed. Thirteen years from now we expect to be importing 14 to 18 million barrels of oil per day. It has been estimated that more than 160 million tons of shipping will be necessary to meet this requirement. This is approximately equal to the total tonnage of the entire world's tanker fleet in 1971. It is our intention to exert effective and direct

control over a reasonable portion of this fleet.

- Fourth, as a major maritime nation, the United States is working constantly to reestablish a position for the U.S.-flag merchant marine which is consistent with its security requirements and its position in world trade. Our basic shipping legislation long ago established as a goal that we should carry a substantial part of our foreign commerce in our national merchant marine. Today we are far from achieving that goal, but through the President's maritime program we have every intention of increasing U.S.-flag participation in our trade to a more substantial level. I would point out that, with few exceptions, no major maritime nation carries less than 30 percent of its own trade and many approach 50 percent, or at least have that as an objective.

Although our basic interests and goals remain constant, our policies must of course deal with the realities of the shipping world today. Among these realities are the efforts of shipping lines to cope with the problems of technological change, especially through pooling and other means of rationalizing their services, and the efforts of governments to increase the participation of their national lines through extensive cargo reservations.

Our policy generally has been that we support the maximum freedom possible in trade and shipping consistent with our national security requirements.

As interpreted by past Administrations, this had had unfortunate consequences for American ship operators. Caught between the demands by many of our trading partners for bilateral divisions of their trade and the U.S. Government's insistence on free access to it, the American shipowner was left in the middle—with empty rhetoric on one side and empty ships on the other.

### Fallacy Pointed Out

The fallacy of these policies finally became all too apparent between 1967 and 1969 in the U.S.-Brazil trade. Despite the best efforts to solve the

problem, one American carrier saw his level of participation drop from 60 percent to 15 percent in two years. It was not until this Administration intervened directly with the Brazilian authorities that an equitable arrangement was reached that would protect U.S.-flag participation in this trade, and it is our intention that such a situation will not be allowed to develop again. We have finally realized that our shipping companies are too valuable a national asset to allow them to be victimized through an unrelenting adherence to a slogan or concept.

To date I know of no realistic way of maintaining open access to trade in the face of any nation's insistence on reserving a portion of it for its own fleet. At the moment, the only alternative that has been offered is to recognize the right of the U.S. to carry a portion of its trade, and then to make that portion alone available to the third-flag carriers. Such a solution is totally unacceptable particularly when one considers the relatively small portion of our present trade carried on American-flag ships.

We have no illusions that it will be easy to find internationally acceptable rules in the near future, for this is a complex subject that needs and deserves careful study. It cannot be dealt with on the basis of ready-made formulas or of simplistic slogans. In our view, governments should examine the whole question of the role of competition and of rationalization in international shipping, with particular attention to present and future realities and with due regard to the experience gained in the past.

It is our hope that soon a firm basis can be laid for the negotiation of equitable agreements leading to a fair participation by the ships of the trading nations, and at the same time maintaining a position for "third-flag" vessels as well. But it will be increasingly difficult and it can only be accomplished if we recognize that the world that gave birth to many of our past shipping policies and theories has long since ceased to exist.



**TEXT OF**  
**SIU**  
**CONSTITUTION**

***For SIU Atlantic, Gulf, Lakes And Inland Waters District***

**(Effective March, 1972)**



# 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, Detroit and San Francisco 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 not 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 seafaring 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 seafaring. 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 seafaring, 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:

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

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

Dated \_\_\_\_\_

Signature of member \_\_\_\_\_

Book No. \_\_\_\_\_

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

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 thereof 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 any time 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 falls beneath a quorum, it shall adjourn until a quorum does exist.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(e) The Appeals Committee may recommend lesser punishment.

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

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

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

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

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

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

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

## Article XVI

### Offenses and Penalties

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

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

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

- (a) Willfully misappropriating or misusing Union property of the value in excess of \$50.00;
- (b) Unauthorized use of Union property, records, stamps, seals, etc., for the purpose of personal gain;
- (c) 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;
- (d) Unauthorized voting, or unauthorized handling of ballots, stubs, rosters, verification lists, ballot boxes, or election files, or election material of any sort;
- (e) Preferring charges with knowledge that such charges are false;
- (f) Making or transmitting, with intent to deceive, false reports or communications which fall within the scope of Union business;
- (g) Deliberate failure or refusal to join one's ship, or misconduct or neglect of duty aboard ship, to the detriment of the Union or its agreements;
- (h) Deliberate and unauthorized interference, or deliberate and malicious vilification, with regard to the execution of the duties of any office or job;
- (i) Paying for, or receiving money for, employment aboard a vessel, exclusive of proper earnings and Union payments;
- (j) 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;
- (k) Willful failure or refusal to carry out the order of those duly authorized to make such orders during time of strike.

(l) Failure or refusal to pay a fine or assessment within the time limit set therefor either by the Constitution or by action taken in accordance with the Constitution.

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

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

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

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

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

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

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

## Article XVII

### Publications

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

## Article XVIII

### Bonds

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

## Article XIX

### Expenditures

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

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

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

## Article XX

### Income

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

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

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

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

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

**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; on Wednesday—at Mobile; and on Thursday—at San Francisco. 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 March, 1972.

**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.*



## Burke Claims Imports' Cost Is U.S. Jobs

"We need to protect ourselves in many fields from this incredible flood of imports that has washed hundreds of thousands of jobs away in its wake," Rep. James A. Burke (D-Mass.) said.

Unless this country receives the immediate protection from the "grossly unfair reality of our free trade policy," he predicted that a slow starvation of the nation's economy and an erosion of jobs and income will result. There can only be a "collision course of chaos" he said, when referring to the imbalance of American imports and exports.

Rep. Burke, along with Sen. Vance Hartke (D-Ind.), is co-sponsor of the Burke-Hartke Foreign Trade and Investment Act bill which is pending in Congress. This bill seeks to limit American imports and restrict the tax loopholes of multinational corporations.

The government must establish its rightful share of these corporations' profits, he said of those multinational firms that are "raking in by producing things abroad and sending them back here for sale. They have for far too long been exempt from U.S. taxes because they have offshore operations."

The Massachusetts congressman spoke at a luncheon sponsored by the eight-million member AFL-CIO Maritime Trades Department in Washington, D.C. He told the audience that there is a "global law of supply and demand" which is accompanied with a "mythology of free trade."

### Burke's First Law

However, he continued, "there hasn't been free trade in the memory of man and you can put this down as Burke's first law of world trade: It will never be free."

He retraced U.S. foreign trade policy which has "played benefactor to the world . . . (and) operated for many years on the discredited notion that world trade is free."

He said: "Our experts trained people around the world in ways they could compete with our industry. We gave away the machinery to set up shop and sent technicians to get the operations going. We licensed patents so that the latest technology could be adapted to industry overseas. And perhaps worst of all, through a system of tax advantages and credits, we encouraged our nation's industry to locate overseas. And they did."

But, he noted that "The myth is beginning to wear thin."

American firms are now scattered around the globe, "where labor comes cheap, taxes come cheaper and profits climb faster through their sales back home," the congressman said.

Meanwhile, in this country, he added, people are waiting in lines to cash unemployment checks. These are people, he said, "who have many skills to contribute to America's development and who cannot because the jobs aren't there."

He concluded in calling the MTD and its affiliates "a loud, clear voice warning all of us . . . that the disaster was coming. It is only now that I and some of my colleagues on the Hill are beginning to see . . . that we must, for the survival of the national standard of living, put a halt to these continual losses in world trade . . . (from) a trade policy that is bankrupting the country."

## MARITIME DEFENSE LEAGUE



Protection. Protection for Seafarers. Protection against threats to the personal liberties of Seafarers.

That's what the Maritime Defense League is all about. It is a voluntary fund set up to assure that maritime workers are afforded the fundamental right to counsel in times of such a need.

MDL was established in 1967 as a league supported by voluntary contributions. It was endorsed by the SIU membership. It was set up to fill a pressing need which existed then and exists today.

There was a time when a man's union could step in and help him when he needed legal help. But recent laws and recent court interpretations of those laws made such assistance virtually impossible.

To fill this awful void, MDL was created. It collects the voluntary contributions needed for the defense of members who can't turn to their

union for help—because the law denies them the help they need.

MDL means that when a union brother has to defend himself in a court of law or before a government agency, he does not have to seek legal aid through charity or handouts. When a union brother is in this kind of trouble—this kind of serious trouble—he knows he can turn to MDL for help. And the help we will receive is not charity, not a handout. It's part of the Seafarers' heritage—the Brotherhood of the Sea.

That's why it is important to keep MDL alive and thriving—so it can continue to help maritime workers when they need help. That's why your own contributions are essential.

To make a contribution to MDL, or for more information or assistance, write to the Maritime Defense League, One Hanson Place, Brooklyn, N.Y. 11217.

## Delta Brazil Garners Award

For the second consecutive year, the crew of the SIU-contracted Delta Brazil has earned the Delta Lines Fleet Safety Award for their exceptional safety record at sea.

A total of 1,289 consecutive accident-free days have been logged by the vessel. The total includes perfect safety records for 1970 and 1971 as well as accident free days chalked up in prior years.

Captain J. L. Cox, master of the Delta Brazil acknowledged that full credit for achieving the fine record of safety must be extended to each and every member of the vessel's crew. He noted that safety requires teamwork and teamwork abounds aboard the Delta Brazil.

A sister ship, the SIU-contracted Delta Mexico, was the "first runner-up" in the safety

competition with a total of 1,118 consecutive accident-free days.

Both the ships have earned the two-year Jones F. Devlin Safety Award. The award is presented annually by the American Institute of Merchant Shipping.

In the accompanying photo Capt. Cox accepts a safety plaque on behalf of the officers and crew from Capt. C. P. McFaull, Delta's safety director.





# SIU Ships' Committees

The SIU Ships' Committees exist to serve the union's members at sea. And by serving the members, they also serve the union as a whole.

Each Sunday while at sea it is the duty of each ship's committee chairman to call a meeting of all unlicensed personnel. These meetings provide a forum for the individual member to voice his feelings and opinions on matters affecting him in particular and the SIU in general.

These thoughts, suggestions and criticisms are recorded and forwarded to the union's headquarters ashore. Here they are reviewed and in cases where they will best serve the greatest number, they are implemented.

These meetings serve as more than a one-way street. At the meetings members are informed of what has been taking place at union headquarters and halls across the country. In this way they are kept abreast of what the SIU is doing in their interests.

Only through full and active participation by all members can the ships' committee meetings be productive. By taking part in these meetings each member is benefitting not only himself, but also his brothers in the SIU.

There are six members of the stand-

ing ship's committee with three elected and three appointed delegates, but every Seafarer is urged to attend each meeting and become involved

in the proceedings. The six include the ship's committee chairman, the education director, the secretary-reporter, and elected representatives of

the deck, engine and steward departments.

The chairman is responsible for calling the meeting and preparing an agenda. He also moderates the group to insure proper parliamentary procedure is used to guarantee every member's right to be heard.

The education director is charged with maintaining a shipboard library of union publications and must be able to answer any questions relating to union upgrading and educational programs.

The secretary-reporter serves as a recorder of the minutes of the meeting and is responsible for relaying the minutes and recommendations to SIU headquarters.

Each of the elected department delegates is concerned with questions relating to the entire crew, in general and the members of his department, in particular.

The SIU ships' committees have succeeded in bridging the communications barrier between a far-flung membership and the officials entrusted to head the union. They have succeeded in keeping the membership informed and active in the highest democratic traditions.



**LAFAYETTE (Waterman)**—Newark, New Jersey was a short stopover for the Lafayette before she sailed for Africa and the Far East. From left are: T. Sanford, ship's chairman; R. Lyle, engine delegate; F. Quindayo, secretary-reporter; O. Woods, deck delegate; L. Ellison, steward delegate, and H. Johnson, educational director.



**FALCON LADY (Falcon Carriers)**—Ship's committee aboard the modern tanker Falcon Lady includes, from left: C. Terry, deck delegate; J. Sorel, ship's chairman; J. McCrannie, steward delegate; M. Toth, secretary-reporter, and J. Sanchez, engine delegate.



**JACKSONVILLE (Sea-Land)**—Another voyage through the Panama Canal was logged during March by the Jacksonville. From left are: I. Buckley, secretary-reporter; W. King, engine delegate; C. Ludwick, steward delegate; V. Nelsen, ship's chairman, and D. Jesus, deck delegate.



**CITIES SERVICE MIAMI (Cities Service)**—The Cities Service Miami has just completed a coastwise voyage from Texas, through the Gulf of Mexico to Boston and New York. From left are: C. Yow, steward delegate; T. Weems, deck delegate; F. Wilkison, ship's chairman, and W. Foley, engine delegate.



**TRANSINDIANA (Hudson Waterways)**—The Transindiana recently completed a voyage from Puerto Rico. From left are: A. Amabile, engine delegate; A. Rivera, ship's chairman; W. Datzko, secretary-reporter; S. Zieleiski, educational director; O. Ortiz, deck delegate, and J. Fanoli, steward delegate.





**SEATRAN SAN JUAN** (Seatrains), Dec. 12—Chairman A. Sakelis; Secretary A. Aragon. Some disputed OT in deck department, otherwise no beefs were reported.

**OVERSEAS ARCTIC** (Maritime Overseas), Dec. 5—Chairman Robert Pope; Secretary Stanley Schuyler; Deck Delegate George W. Baker; Engine Delegate William H. Bowman; Steward Delegate Richard Valkerts. \$125 in ship's fund. Everything is running smoothly with no beefs and no disputed OT.

**TRANSEASTERN** (Hudson Waterways), Dec. 12—Chairman H. B. Butts; Secretary M. B. Elliott. \$7 in ship's fund. Everything is running smoothly with no beefs.



## 'It's Chow Time'

That "Let's get to it" look in the eye of Transoregon Chief Cook Raymond Perez (left) makes it clear that the evening meal is about to be served and those fresh roasts need slicing. Third Cook Ernesto Ruiz is ready to lend a helping hand.

**BOSTON** (Sea-Land), Dec. 26—Chairman Ray Knoles; Secretary George Hair. Small amount of disputed OT in engine department. Vote of thanks to the steward department for the excellent Christmas dinner.

**STONEWALL JACKSON** (Waterman), Dec. 26—Chairman Robert H. Pitcher; Secretary Stanley Gondzar. No beefs. Everything is running smoothly.

**SL 181** (Sea-Land), Dec. 19—Chairman J. J. McHale; Secretary G. Walter; Deck Delegate Fred Jensen; Engine Delegate James W. Robertson; Steward Delegate Stonewall Jackson. \$15 in ship's fund. Some disputed OT in Deck and Engine departments.

**YELLOWSTONE** (Ogden Marine), Dec. 26—Chairman Danny Merrill; Secretary George William Luke; Deck Delegate Joe Cane; Steward Delegate William Gonzalez. \$15 in ship's fund. Everything is running smoothly with no beefs. Vote of thanks to the steward department for a job well done.

**SUMMIT** (Sea-Land), Jan. 2—Chairman J. Gonzales; Secretary T. Williams. Everything is running smoothly with no beefs. Vote of thanks was extended to the entire steward department for the excellent Christmas and New Year's dinners.

**PENN CHAMPION** (Penn Shipping), Dec. 26—Chairman J. T. Mann; Secretary V. Swanson. \$3 in ship's fund. No beefs were reported. Vote of thanks to the steward department for the fine Christmas dinner.

**INGER** (Reynolds Metal), Jan. 1—Chairman M. Beeching; Secretary L. J. Beale; Deck Delegate D. C. Brown; Steward Delegate Charles S. Smith. Few hours disputed OT in engine department.

**DELTA PARAGUAY** (Delta Lines), Nov. 28—Chairman Norman W. Dubois; Secretary Charles J. Mitchell; Deck Delegate William T. Roche; Engine Delegate Elvert Welsh; Steward Delegate Charles E. Ludwick. \$1 in ship's fund. Few hours disputed OT in deck and steward departments. Vote of thanks to the steward department for the excellent Thanksgiving Day dinner.

**TRANSHAWAII** (Hudson Waterways), Dec. 19—Chairman Edward F. Wallace; Secretary W. Seltzer; Deck Delegate Frank J. Balasia; Engine Delegate P. Marcial; Steward Delegate John J. Breen. \$24 in ship's fund. Few hours disputed OT in deck department. Vote of thanks to the Steward department for a job well done over the holidays.

**MISSOURI** (Ogden Marine), Jan. 2—Chairman William Hale; Secretary W. J. Miles; Deck Delegate Leonard Bartlett. \$21 in ship's fund. No beefs were reported.

**TRENT** (Verity Marine), Jan. 9—Chairman Benny Brinson; Secretary C. E. Turner; Deck Delegate Peter E. Dolan; Engine Delegate John Fedesovich; Steward Delegate August Lanepinto. \$19 in ship's fund. No beefs and no disputed OT. Vote of thanks to the steward department, especially the cooks, for the fine meals.

**CHICAGO** (Sea-Land), Jan. 2—Chairman Dan Butts; Secretary J. M. Davis; Deck Delegate H. E. Miller; Engine Delegate S. E. Hoopes; Steward Delegate John Knuden. Everything is running smoothly. Few repairs were taken care of. \$16 in ship's fund. Vote of thanks to the entire steward department for a job well done.

**SAN PEDRO** (Sea-Land) Jan. 2—Chairman A. Beck; Secretary R. H. Casanover; Deck Delegate Frank Barron; Engine Delegate John Der; Steward Delegate John Tilley. Some disputed OT in deck and engine departments.

**SL181** (Sea-Land), Jan. 2—Chairman J. J. McHale; Secretary G. Walter; Engine Delegate H. W. Robertson; Steward Delegate Stonewall Jackson. \$15 in ship's fund. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done. Everything seems to be running smoothly. Most of the repairs have been taken care of.

**MOBILE** (Sea-Land), Jan. 9—Chairman David Atkinson; Secretary G. Bryant; Deck Delegate A. J. Eckert; Engine Delegate R. E. Tumison. Everything is running smoothly with no beefs and no disputed OT. Vote of thanks to the steward department for a job well done.

**SEATRAN WASHINGTON** (Hudson Waterways), Jan. 3—Chairman Willard Taylor; Secretary Lauren Santa Ana; Deck Delegate John Taubman; Engine Delegate Howard Menz; Steward Delegate Bernard McNally. No beefs, everything is running smoothly. Vote of thanks to the department delegates and to the entire steward department for a job well done.

**MT. VERNON VICTORY** (Victory Carriers), Jan. 9—Chairman V. Grima; Secretary Bill Stark. \$10 in ship's fund. No beefs were reported. Vote of thanks to the steward department for the exceptional holiday meals.

**RACHEL V** (Vantage), Jan. 30—Chairman Earl DeAngelo; Secretary Harvey M. Lee. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done.

**STEEL SEAFARER** (Isthmian), Jan. 23—Chairman A. Donnelly; Secretary, Herb Knowles; Deck Delegate Ramon Quiles; Engine Delegate P. Charrette; Steward Delegate M. Anzalone. \$15 in ship's fund. Vote of thanks to the steward department for a job well done. Some disputed OT in engine department.

**PENN CHAMPION** (Penn Shipping), Jan. 9—Chairman J. T. Mann; Secretary V. L. Swanson; Joseph D. McPhee; Engine Delegate Paul R. Simmons; Steward Delegate Cleo Jones. \$3 in ship's fund. Vote of thanks to the steward department for a job well done.

**CALMAR** (Calmar), Jan. 23—Chairman Joseph Snyder; Secretary B. Falk. Some disputed OT in deck department. The steward department extended a vote of thanks to the crew for cooperating in keeping messhall clean. Vote of thanks was extended to the steward department for a job well done.

**STEEL EXECUTIVE** (Isthmian), Jan. 3—Chairman Robert A. Sipsey; Secretary John C. Reed. Everything is running smoothly. Vote of thanks to the steward department for a job well done.

**BETHLOR** (Bethlehem Steel), Feb. 13—Chairman J. E. Rose; Secretary J. G. Lakwyk. \$24 in ship's fund. Few hours disputed OT in deck department. Vote of thanks to the deck and engine departments for keeping the messroom clean at night.

**THETIS** (Rye Marine), Jan. 2—Chairman J. Northcutt; Secretary S. J. Davis; Deck Delegate S. Anderson; Engine Delegate Homer C. Frazier. \$27 in ship's fund. No beefs were reported. Vote of thanks to the steward department for a job well done.

**YORKMAR** (Calmar), Jan. 2—Chairman A. Antonio; Secretary R. Clarke; Deck Delegate Thomas J. McSweeney; Engine Delegate John W. DeVaux; Steward Delegate Frank Ridrigs. Everything is running smoothly. This has been a very good trip with no beefs. Vote of thanks was extended to the steward department for a job well done.

**PORTLAND** (Sea-Land), Feb. 13—Chairman N. Becklivanis; Secretary W. Moore; Deck Delegate C. Maynard; Engine Delegate T. Frazier; Steward Delegate J. Rodriguez. Everything is running smoothly. Some disputed OT in engine department.

**BUCKEYE ATLANTIC** (Buckeye), Jan. 2—Chairman George Hayes; Secretary C. M. Modellas. \$10 in ship's fund. Disputed OT in engine department.

**HOOD** (Verity), Dec. 26—Chairman W. C. Byrd; Secretary E. Bradley; Deck Delegate Joseph J. Mall Jr.; Engine Delegate F. F. Gomez; Steward Delegate W. Brown. \$18 in ship's fund. No beefs were reported. Vote of thanks to the steward department for a job well done.

**MONTICELLO VICTORY** (Victory Carriers), Jan. 16—Chairman W. G. Thomas; Secretary W. B. Yarbrough; Deck Delegate L. Harvey; Engine Delegate J. B. Davis; Steward Delegate Raymond Prouby. \$45 in ship's fund. Some disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done.

**YORKMAR** (Calmar), Dec. 26—Chairman Angelo Antonio; Secretary R. Clarke; Deck Delegate Thomas J. McSweeney; Engine Delegate Earl D. Willis; Steward Delegate Frank Ridrigs. Wonderful trip with a very good crew on board. No beefs and everything is running smoothly. Vote of thanks to the Steward and his entire department for the excellent Christmas dinner.

**LONGVIEW VICTORY** (Victory Carriers), Sept. 12—Chairman James C. Baudoin; Secretary E. C. Cooper; Deck Delegate J. C. Flippo; Engine Delegate William R. Dixon; Steward Delegate George A. O'Berry. \$30 in ship's fund. No beefs were reported. Everything is running smoothly. Vote of thanks to the steward department for a job well done.

**CITRUS PACKER** (Waterman), Jan. 16—Chairman P. Sheldrake; Secretary C. Shirah; Deck Delegate F. S. Sellman; Engine Delegate Douglas McLeod; Steward Delegate A. Rankin. \$19 in ship's fund. Vote of thanks was extended to all crewmembers for a job well done. Some disputed OT in deck and engine departments to be taken up with patrolman.

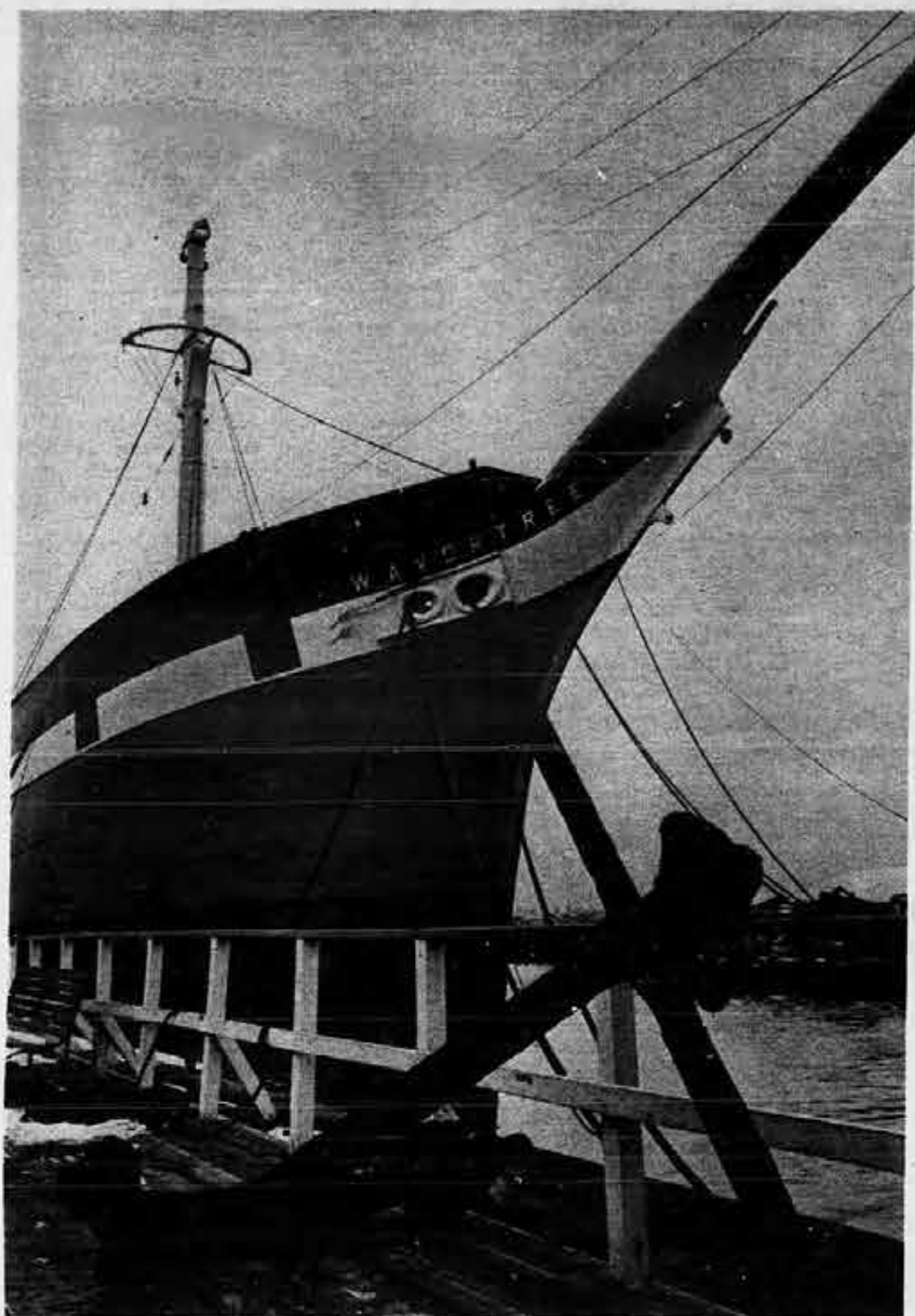
**WESTERN PLANET** (Western Agency), Jan. 23—Chairman O. J. O'Blantz; Secretary A. P. Hargis. Some disputed OT in deck and engine departments. The captain sent the company a telegram regarding the mail situation.

## Liberty Time

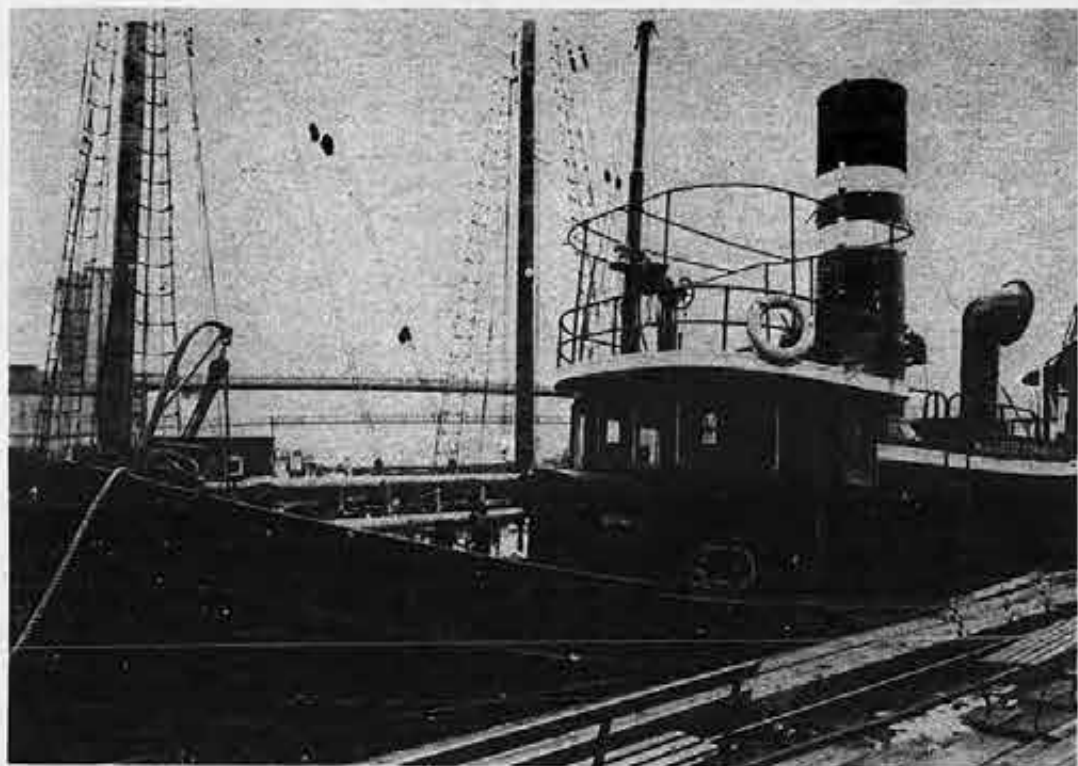
The supertanker Overseas Ulla is making ports in the Far East, including that of Okinawa. In the photo below, making their way to shore in a launch are, from left: John Shields, deck maintenance; Tom Maher, oiler; Gary Paull, oiler; John Williamsen, able seaman, and ship's Third Assistant Engineer Joe Williams. In the photo at right, Seafarer Henry Scott shows a sure foot as he boards the launch back to the Overseas Ulla.







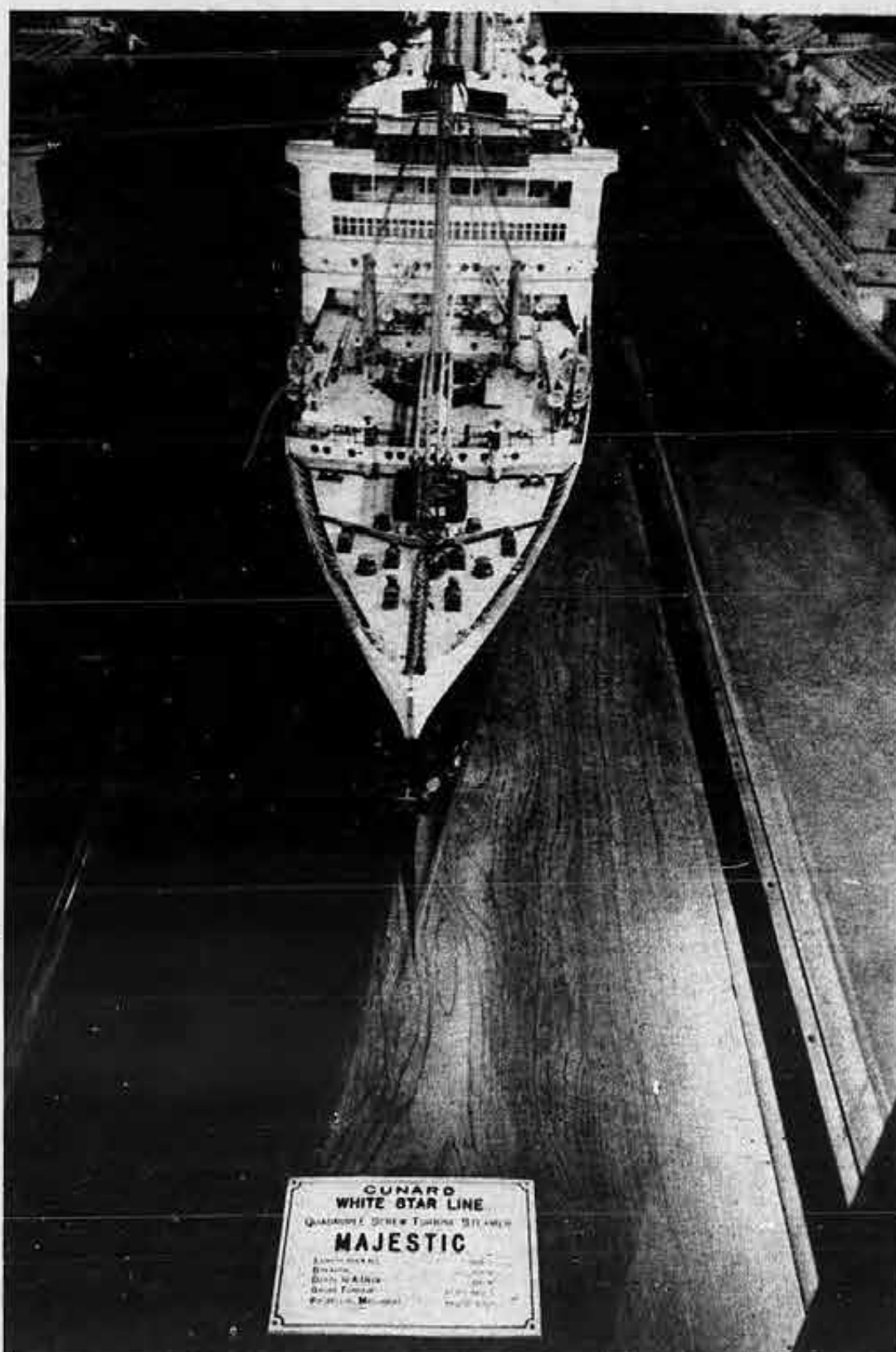
One of the Museum's proudest and loveliest ships is the Wavertree, an 1885 British square-rigger. Her 19th-century style is a magnificent sight in New York Harbor. Restoration work on the ship continues.



One of the latest additions at the Museum's Pier 16 is the tugboat Mathilda. Built in 1899 this team tug was owned by McAllister Towing, Ltd.

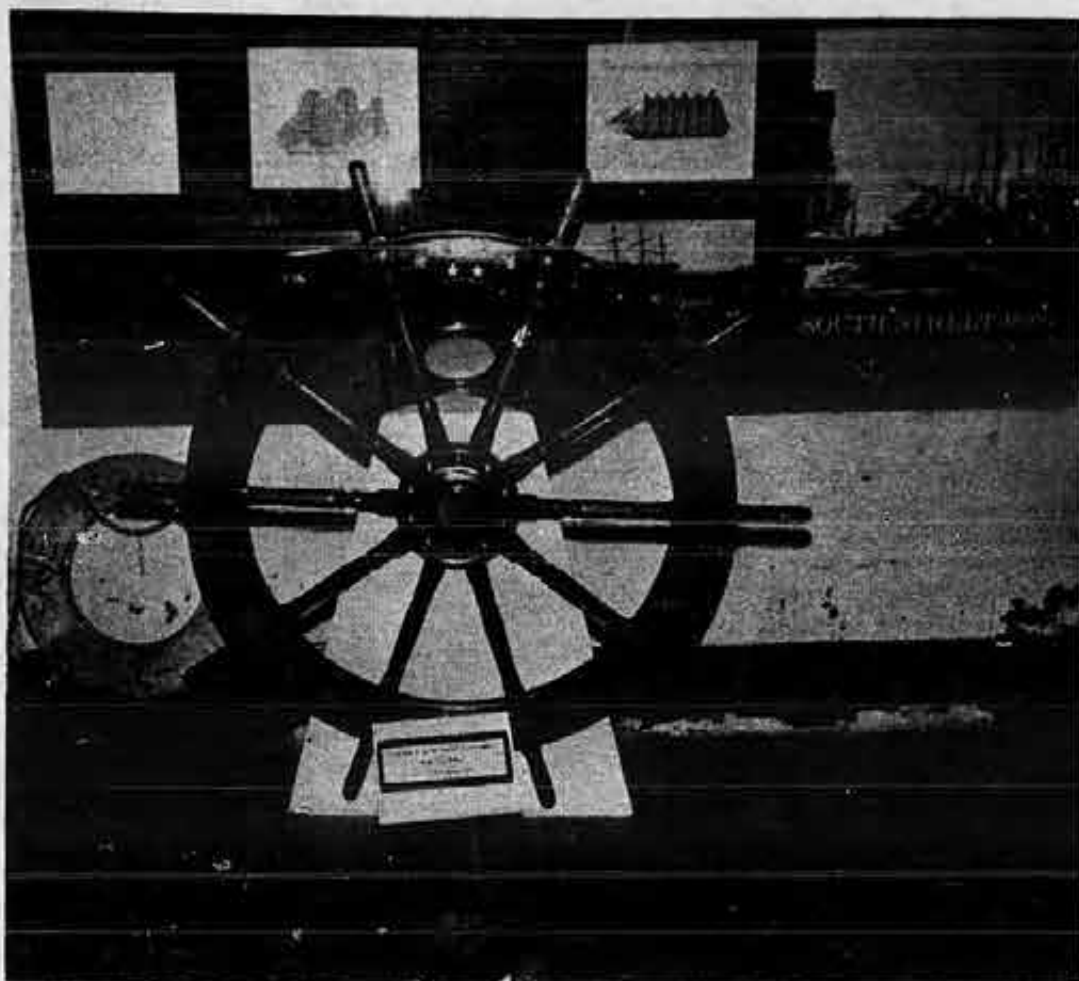
## *South Street Seaport: Sea History Retold*

For all its hugeness, impersonality and unprecedented skyscrapers, the Port of New York can still be a quaint place. One and two story buildings from the late nineteenth century, cobble stone streets, and ships that know a less modern world than that of today, can still be enjoyed by the Seafarers in lower Manhattan—on South, Front, Fulton and Water Streets. The South Street Seaport Museum located there restores and re-creates the flavor of the "Old" Port of New York. Six ships of the past are docked at Pier 16 at the foot of Fulton Street so that visitors can see what sailing used to be like. Also, the museum maintains centers where ship models, paintings and relics of seafarers past can be seen as well. On any day from noon to 6 p.m., except Thanksgiving and Christmas, the Seafarer can enjoy a tour of his livelihood's past.

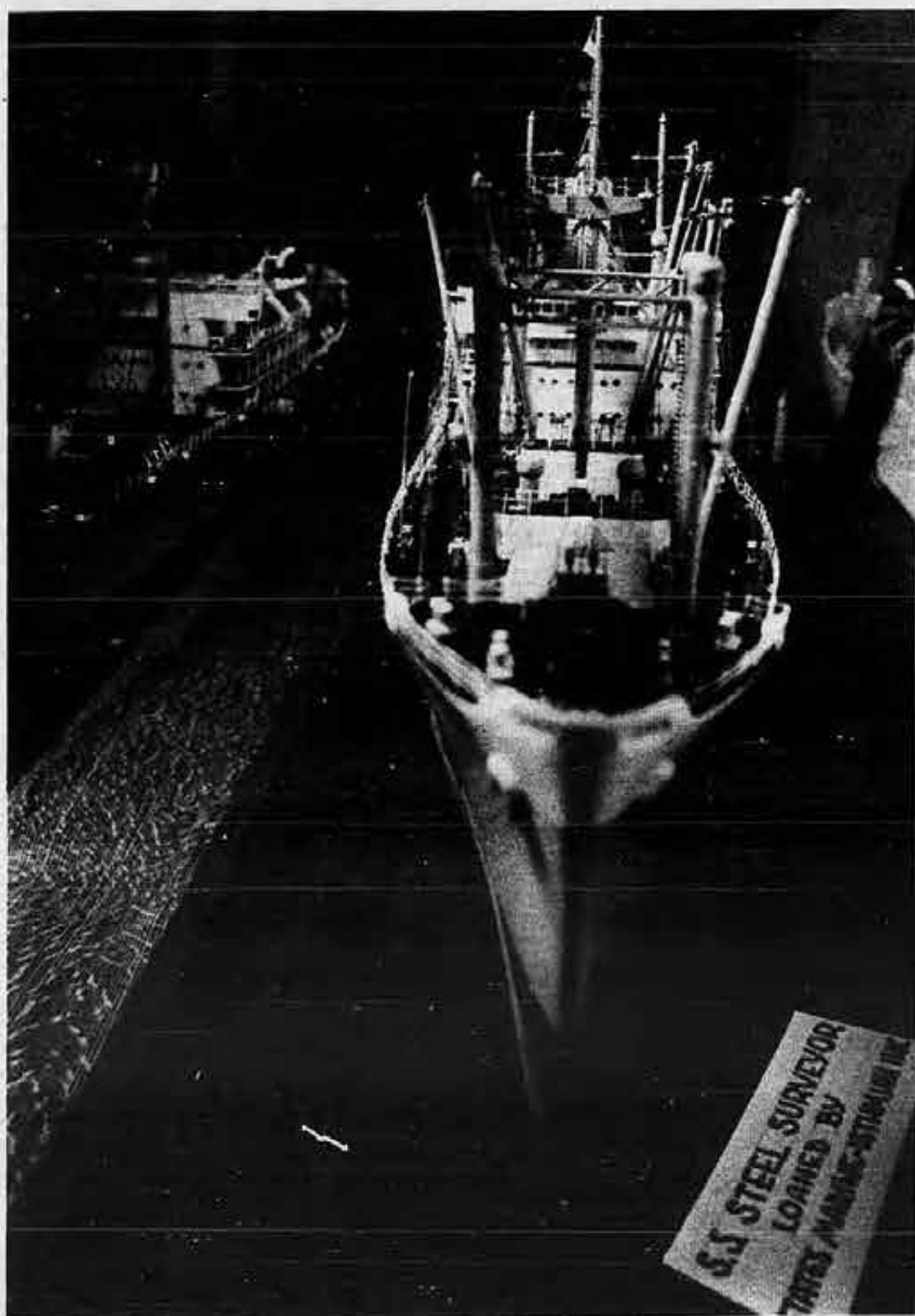


This model of the steamer Majestic is on display at the Seaport. Started in 1914, she was delayed by World War I and not completed until 1922. She was bought by White Star Line and was rebuilt as a training ship in 1938 and received the new name of Caledonia. The 956-foot long vessel caught fire and burned in a British harbor.



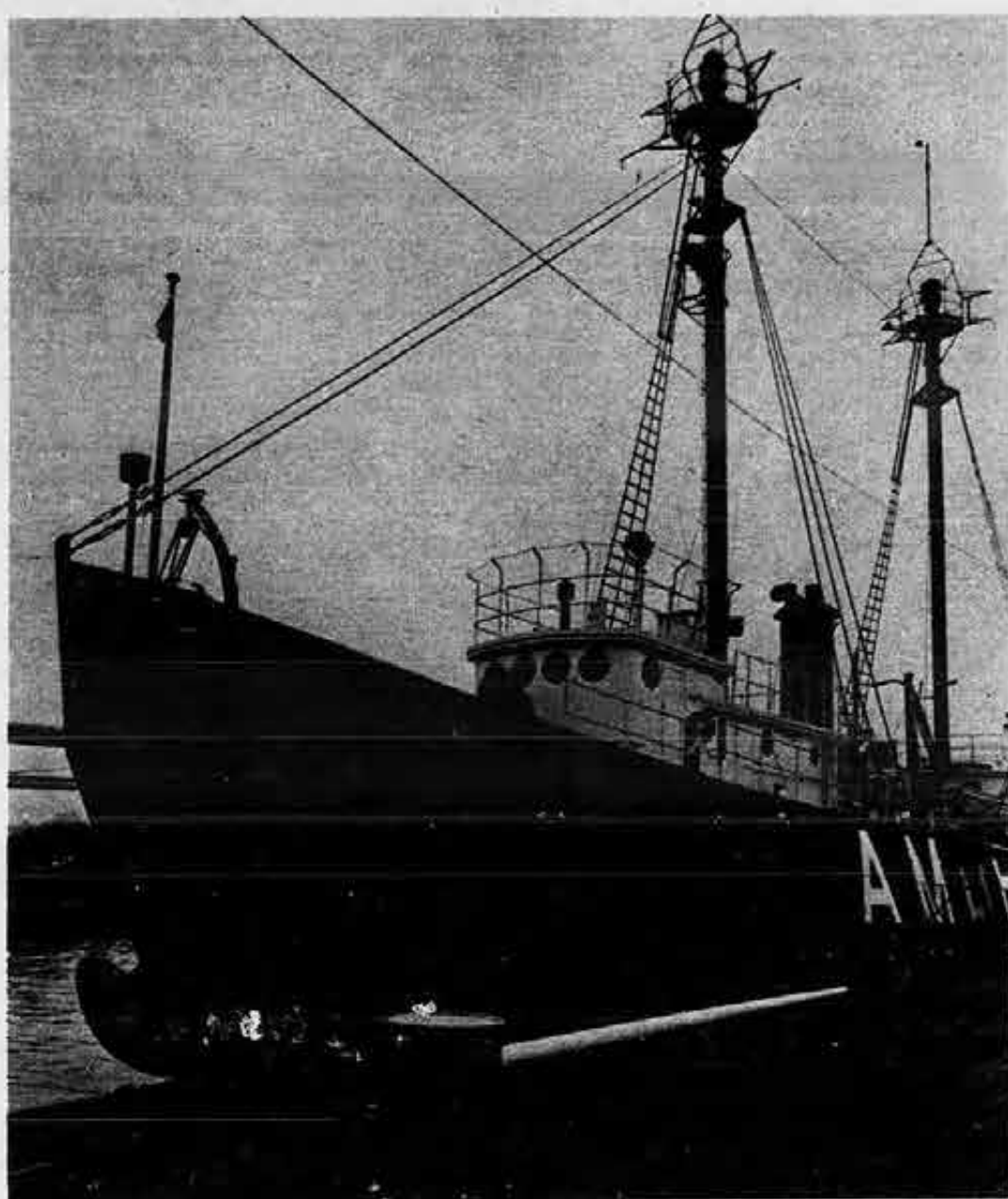


The wheel of the last American square rigger *Kaiulani* is shown at the Museum's display center on Fulton Street. The *Kaiulani* was built in Bath, Me. in 1899.

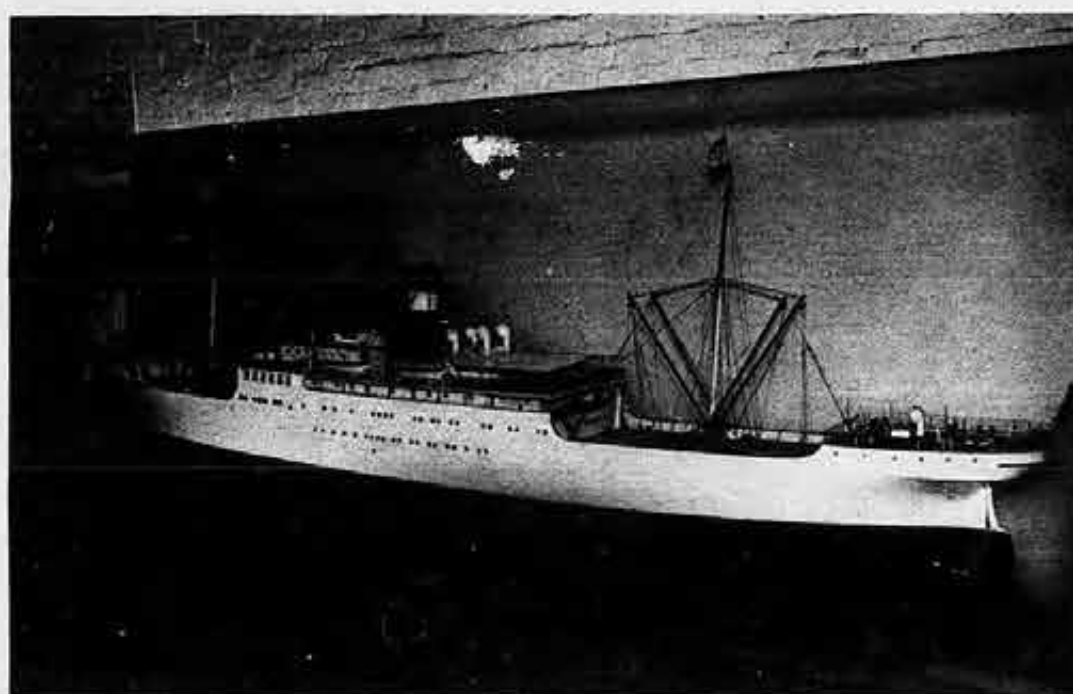


This model of the *Steel Surveyor* was loaned to the Museum by States Marine-Isthmian Lines and is being shown at 203 Front Street. When the *Steel Surveyor* was in service, many an SIU man logged a voyage or two with her.

This is the South Street Seaport Museum display of "The Seaport of the Future." The intricate model shows ships already obtained by the Museum and vessels which they eventually hope to acquire. The display also shows what this section of lower Manhattan will be like when full restoration of the historic area is completed.



The *Ambrose* lightship is part of the ever-growing fleet at the Museum's Pier 16. Built in 1907, the 135-foot ship for many years helped countless ships to find their way into New York harbor. She was built by the New York Shipbuilding Corp. at Camden, N.J. and cost \$115,000.



At the Museum's display center on Front Street, visitors can see some well designed ship models including this one of the *Contessa*. "A boat of the banana trade." The plaque reads, "she served for many years out of Pier 14 on the East River." The *Contessa* was built for the Standard Fruit Company of New Orleans and was scrapped in the early 1960's.







Brother John Sanders relaxes with a good cigar before leaving Port of New York for Baton Rouge, La. Sanders joined the SIU in Miami in 1941 and is currently a resident of Ft. Lauderdale, Fla.

## Busy Tanker *Falcon Lady* In New York

The *Falcon Lady* (Falcon Carriers, Inc.), one of the newest and proudest additions to the SIU-contracted tanker fleet, paid a visit to the Port of New York last month.

The 672-foot-long vessel built in 1971 has already logged a number of voyages, mostly coastwise from the upper Atlantic down to and through the Gulf ports.

The *Falcon Lady* can carry more than 300,000 barrels of oil or other liquid cargo in her holds. Her design includes the latest in safety features for the protection of both crewmembers and their ship.



Lending a hand bringing stores aboard before sailing for the Gulf ports are, from left: J. Sorel, bosun; E. Thurlow, ordinary seaman, and G. Hernandez, able seaman.



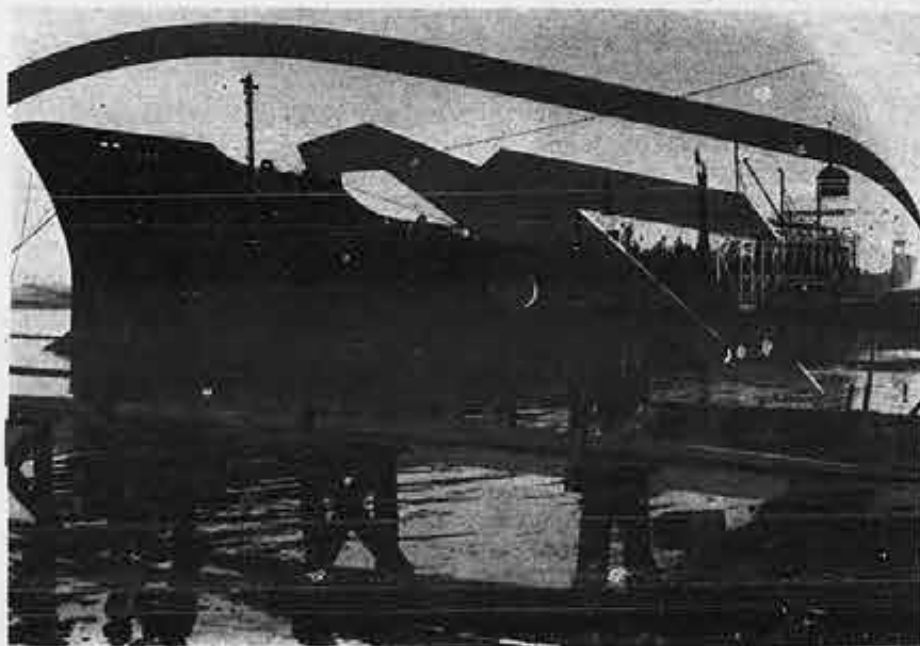
Able seaman G. Hernandez catches up on some reading in crew's recreation room aboard the tanker. Brother Hernandez is a native of Galveston, Tex., and joined the SIU in 1953.



This foursome of SIU tankermen topside aboard the *Falcon Lady* is, from left: E. Hall, L. Kool, I. Fitch, and H. White. All sail as able seamen.



Brother Michael Toth, steward aboard the *Falcon Lady*, gets early start on dinner preparations in ship's galley.





# Some Correspondence Schools 'Not Ethical'

by Sidney Margolius

Some of the high-pressure trade and correspondence schools are getting a long-overdue scrutiny by various state and local authorities. Many working families have lost large sums of money because of the failure of state educational departments and other government agencies to adequately police the selling methods and quality of courses sold by some of these schools.

Also responsible for the widespread deception of moderate-income students are dollar-hungry TV stations that broadcast deceptive commercials for trade schools; newspapers that accept "employment" ads which are really sales lures for courses; state education departments that "accredit" trade schools without adequately investigating their courses, and the Veterans Administration.

The VA provides much of the money these schools take in but relies on the equally-neglectful state education departments for approval of the schools. About 20 percent of the young veterans going back to school under GI benefits take correspondence school courses.

## Blames Banks, Too

Some of the biggest banks in the country also have played a part in helping correspondence and trades schools sell high-priced courses of uncertain usefulness. In the case of the now-bankrupt Famous Artists and Famous Writers Schools, the Bank of America in California (nation's largest) and Chase Manhattan in New York (third largest) provided the financing for these schools by taking over the installment contracts. Thus, even if students quit because they are disappointed or for other reasons, they must continue to pay the banks a specified portion of the fee under the notorious "holder in due course" laws in most states.

Often the student does not realize that the school has "sold" his account to a bank until the bank contacts him.

But often the students cannot continue to meet the high costs of the courses, which are pyramided by the additional finance charges they must pay the banks. Such bad debts, along with over-expansion, were cited by the Famous Schools for their recent bankruptcy petition.

Even before the bankruptcy proceedings a number of state authorities had moved to stop some of the selling and collection activities of the Famous Schools. Bess Myerson, New York City Consumer Affairs Commissioner, made the Chase Manhattan Bank stop sending misleading collection letters for contracts it financed for the Famous Writers School. The bank wrote to delinquent students threatening lawsuits to collect not only the money the students had agreed to pay but additional sums for the bank's attorneys' fees.

## Denial Issued

The bank denied that it ever "intentionally engaged" in such practices but agreed not to threaten people with lawsuits unless it actually intended to sue. The fact was, Commissioner Myerson said, the bank never did sue any such customers. Furthermore, despite the threat to collect attorneys' fees, in actuality the bank was prohibited from doing so by a state law passed in 1967. This law made it illegal for a creditor's attorney to add a bill for legal fees to the amount of debt a creditor sues for.

The Famous Writers School also was compelled by New York City and State authorities to discontinue some of their selling practices in that region. Bess Myerson's office found that even though the company itself admitted that the average student completed only one-third of the full course of 24 lessons, students who took the course for more than six months were told they must pay for the whole course whether they finish or not. The two-year course costs \$780 plus bank finance charges if paid in installments.

## Seafarers Welfare, Pension and Vacation Plans

### CASH BENEFITS PAID

For Month of March 1972

FOR PERIOD DECEMBER 1, 1971 thru MARCH 31, 1972

SEAFARERS WELFARE PLAN	NUMBER OF BENEFITS	AMOUNT PAID
Scholarship .....	17	\$ 1,089.90
Hospital Benefits .....	1,960	50,991.19
Death Benefits .....	22	63,599.00
Medicare Benefits .....	708	3,966.30
Maternity Benefits .....	36	7,200.00
Medical Examination Program .....	1,329	46,139.42
Dependent Benefits (Average \$428.18) .....	2,307	98,781.06
Optical Benefits .....	809	11,612.60
Meal Book Benefits .....	411	4,114.20
Out-Patients Benefits .....	5,536	42,700.00
Summary of Welfare Benefits Paid .....	13,135	330,193.67
Seafarers Pension Plan—Benefits Paid .....	1,898	461,087.60
Seafarers Vacation Plan—Benefits Paid (Average \$480.88) .....	1,115	536,177.81
<b>Total Welfare, Pension &amp; Vacation Benefits Paid This Period .....</b>	<b>16,148</b>	<b>\$1,327,459.08</b>

The investigators also found that in the early stages of the course the school did not provide "personalized" criticism. Instructors merely selected their criticisms from computerized pre-written paragraphs.

The so-called "aptitude tests" by which some trade and correspondence schools claim to "select" students also has come under fire. In the case of Famous Writers, the New York City authorities found that between 78 and 95 per cent of those who took the aptitude test were given passing marks.

## Computer Schools Scored

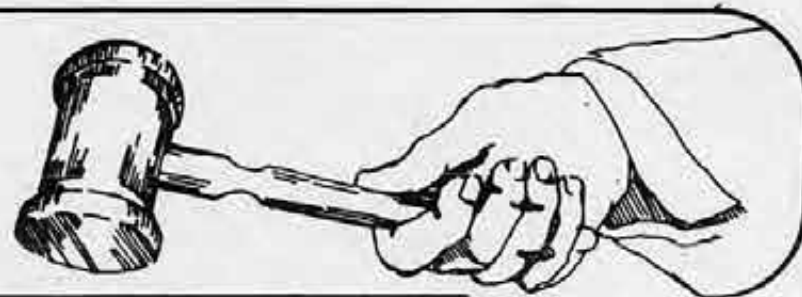
Miss Myerson reports a number of complaints from students of computer schools who were told they had passed "selective" aptitude tests and were capable of completing the course. But after they enrolled and obligated themselves to pay large fees such as \$545, they found they could not do the school work. One woman who could barely speak English was told she had passed a test to become a computer programmer. But later she could not understand the material. A man who

quit his job to take a computer course found he could not get a job when he finished. Two prospective employers gave him their own tests which showed he had no aptitude to become a programmer.

Similarly, adult-education officials in Bloomington, Ill., reported that the Cuban-refugee parents of an 18-year-old girl had bought a correspondence course in bookkeeping for her, but the girl was unable at all to cope with the materials.

Labor union officials and government authorities have also become concerned about the methods used by some heavy-equipment trade schools. One of the most effective campaigns was started by Adolf Tobler, a member of IAM Local 459 and business representative of the St. Paul Trades and Labor Assembly. He became concerned by the number of people he saw being victimized by short courses in jet mechanics. He got the local papers interested. With the help of the Minnesota State Education Department, the press and labor unions conducted an impressive campaign revealing many abuses.

# 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 audit by Certified Public Accountants every three months, which are to be submitted to the membership by the Secretary-Treasurer. A quarterly finance committee of rank and file members, elected by the membership, makes examination each quarter of the finances of the Union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

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

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.

**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.





# SIU Pensioners



**Alfred Uhler, 59**, joined the union in 1947 in the Port of New York and sailed in the engine department. He often served as department delegate while sailing. Brother Uhler was issued a picket duty card in 1961. A native of the Philippine Islands, Seafarer Uhler now lives in Jackson Heights, N.Y.



**Hsing Foo Tung, 65**, joined the union in 1951 in the Port of Norfolk and sailed in the deck department. A native of China, Brother Tung now resides in Manhattan, N.Y.

**Steve Kardanis, 66**, joined the union in the Port of Milwaukee in 1958 and sailed in the engine department on the Great Lakes. A native of Greece, Brother Kardanis now resides in Martins Ferry, O.

**Howard A. Smith, 68**, is a native of Pennsylvania and now makes his home in River Rouge, Mich. He joined the union in the Port of Frankfort and sailed in the steward department on the Great Lakes.

**James L. Tucker, 59**, is one of the first members of the union, having joined in 1938 in the Port of Baltimore. He sailed in the deck department. A native of Macon, Ga., Brother Tucker now lives in Kenansville, N.C. His retirement ended a sailing career of 38 years.

**Everett K. Noack, 54**, joined the union in the Port of Detroit and sailed in the deck department on the Great Lakes. A native of Michigan, Brother Noack now lives in Alpena, Mich.



**Clayton L. Barnes, 65**, is a native of Massachusetts and now makes his home in Brooklyn, N.Y. He joined the union in 1948 in the Port of New York and sailed in the deck department. Brother Barnes was a picket duty captain in the District Council 37 Beef.



**Jose R. Ricamonte, 68**, is a native of the Philippine Islands and now makes his home in Fremont, Calif. He joined the union in 1947 in the Port of Baltimore and sailed in the steward department. Brother Ricamonte was issued a picket duty card in 1961. He served in the Coast Guard from 1925 to 1929. His retirement ended a sailing career of 42 years.



**Oren C. Johnston, 66**, is a native of Alpena, Mich. and now lives in Hubbard Lake, Mich. He joined the union in the Port of Alpena and sailed in the deck department on the Great Lakes. Brother Johnston's retirement ends a sailing career of 40 years.



**Frank Borst, 60**, is one of the early members of the union having joined in 1939 in the Port of New York. He sailed in the deck department. Brother Borst was issued picket duty cards in 1961, 1962 and 1963 and also served picket duty during the District Council 37 Beef. A native of New York, Brother Borst now makes his home in Bellrose, N.Y. Seafarer Borst served in the Navy from 1928 to 1930.



**Robert Scherffius, 62**, is one of the first members of the union having joined in 1938 in the Port of Mobile. Brother Scherffius sailed in the deck department. A native of Florida, Seafarer Scherffius now lives in Mobile, Ala. His retirement ended a sailing career of 43 years.



**Sixto Rodriguez, 60**, is one of the first members of the union, having joined in 1939 in the Port of New York. Brother Rodriguez sailed in the engine department. He was issued a picket duty card in 1961 and also served as department delegate while sailing. A native of Puerto Rico, Rodriguez now lives in Jersey City, N.J.



**Walter Cressman, 59**, is a native of Pennsylvania and now makes his home in Quakertown, Pa. One of the early members of the union, Brother Cressman joined in 1939 in the Port of Philadelphia and sailed in the engine department.



**Joseph Roll, 65**, is a native of Baltimore, Md. and now resides in Hacienda Heights, Calif. He joined the union in 1947 in the Port of Baltimore and sailed in the steward department. Brother Roll is an Army veteran of World War II.



**Robert W. Bunner, 58**, is a native of Grafton, W.Va. and now lives in Kelso, Wash. He joined the union in 1955 in the Port of Miami and sailed in the steward department. Brother Bunner retired after sailing 27 years.



**Edwin L. Brown, 68**, joined the union in 1951 in the Port of San Francisco and sailed in the steward department. A native of Rock Falls, Ill., Seafarer Brown now lives in Concord, Calif. He served in the Army from 1920 to 1921.



**Sergio H. Arrebola, 50**, is a native of Cuba and now makes his home in New Orleans, La. He joined the union in 1947 in the Port of Miami and sailed in the steward department.



## New SIU Pensioners Receive Congratulations

SIU Vice President Earl Shepard (at microphone) congratulates three more Seafarers going on pension at the March membership meeting in the Port of New York. Facing Shepard from left are:

Felix Bonfont, Demetres Mastrantonis, and Frank Borst. Looking down from rostrum is New York Port Agent Leon Hall. SIU Representative George McCartney is in background.



# DISPATCHERS REPORT

Atlantic, Gulf & Inland Waters District

March 1, 1972 to March 31, 1972

## DECK DEPARTMENT

TOTAL REGISTERED TOTAL SHIPPED REGISTERED ON BEACH

Port	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston.....	7	7	1	8	0	14	8
New York.....	106	34	60	14	0	213	125
Philadelphia.....	17	15	3	0	0	43	29
Baltimore.....	51	21	39	15	0	97	67
Norfolk.....	19	10	5	2	0	41	26
Jacksonville.....	34	19	11	9	0	58	37
Tampa.....	14	7	7	2	0	19	19
Mobile.....	57	15	9	4	0	113	37
New Orleans.....	88	56	42	6	0	200	131
Houston.....	85	59	70	50	14	149	133
Wilmington.....	11	16	4	4	0	62	87
San Francisco.....	121	82	101	37	0	161	191
Seattle.....	31	19	17	31	0	37	26
Totals.....	641	360	369	182	14	1207	916

## ENGINE DEPARTMENT

TOTAL REGISTERED TOTAL SHIPPED REGISTERED ON BEACH

Port	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston.....	3	4	2	5	0	9	5
New York.....	87	81	33	25	0	160	176
Philadelphia.....	5	4	4	5	0	20	25
Baltimore.....	33	38	31	21	1	83	61
Norfolk.....	8	11	4	4	0	29	35
Jacksonville.....	21	16	12	21	0	29	23
Tampa.....	6	7	2	1	0	9	17
Mobile.....	29	23	11	6	0	69	53
New Orleans.....	73	65	35	17	0	178	173
Houston.....	92	46	62	48	1	142	118
Wilmington.....	11	10	5	6	0	27	67
San Francisco.....	91	97	68	72	0	111	170
Seattle.....	14	21	18	21	0	19	26
Totals.....	473	423	287	252	2	885	949

## STEWARD DEPARTMENT

TOTAL REGISTERED TOTAL SHIPPED REGISTERED ON BEACH

Port	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston.....	3	4	1	3	0	4	2
New York.....	57	38	30	29	0	134	107
Philadelphia.....	14	3	0	4	0	22	13
Baltimore.....	31	14	25	12	0	73	44
Norfolk.....	8	5	6	2	0	20	17
Jacksonville.....	15	16	10	8	0	17	26
Tampa.....	5	3	2	0	0	16	8
Mobile.....	25	16	9	2	0	13	34
New Orleans.....	76	22	22	13	0	166	74
Houston.....	65	45	45	32	1	139	116
Wilmington.....	26	7	4	0	0	38	31
San Francisco.....	76	62	65	41	0	98	91
Seattle.....	10	7	21	14	0	26	10
Totals.....	405	242	240	160	1	766	573

## MEMBERSHIP MEETINGS' SCHEDULE



### SIU-AGLIWD Meetings

New Orleans.....	May 16—2:30 p.m.
Mobile.....	May 17—2:30 p.m.
Wilmington.....	May 22—2:30 p.m.
San Francisco.....	May 18—2:30 p.m.
Seattle.....	May 26—2:30 p.m.
New York.....	May 8—2:30 p.m.
Philadelphia.....	May 9—2:30 p.m.
Baltimore.....	May 10—2:30 p.m.
Detroit.....	May 19—2:30 p.m.
†Houston.....	May 15—2:30 p.m.

### United Industrial Workers

New Orleans.....	May 16—7:00 p.m.
Mobile.....	May 17—7:00 p.m.
New York.....	May 8—7:00 p.m.
Philadelphia.....	May 9—7:00 p.m.
Baltimore.....	May 10—7:00 p.m.
Houston.....	May 15—7:00 p.m.

### Great Lakes SIU Meetings

Detroit.....	May 8—2:00 p.m.
Buffalo.....	May 8—7:00 p.m.
Alpena.....	May 8—7:00 p.m.
Chicago.....	May 8—7:00 p.m.
Duluth.....	May 8—7:00 p.m.
Frankfort.....	May 8—7:30 p.m.

### Great Lakes Tug and Dredge Section

†Sault Ste. Marie.....	May 16—7:30 p.m.
Chicago.....	May 18—7:30 p.m.

Buffalo.....	May 17—7:30 p.m.
Duluth.....	May 19—7:30 p.m.
Cleveland.....	May 19—7:30 p.m.
Toledo.....	May 19—7:30 p.m.
Detroit.....	May 15—7:30 p.m.
Milwaukee.....	May 15—7:30 p.m.

### SIU Inland Boatmen's Union

New Orleans.....	May 16—5:00 p.m.
Mobile.....	May 17—5:00 p.m.
Philadelphia.....	May 9—5:00 p.m.
Baltimore (licensed and unlicensed).....	May 10—5:00 p.m.
Norfolk.....	May 11—5:00 p.m.
Houston.....	May 15—5:00 p.m.

### Railway Marine Region

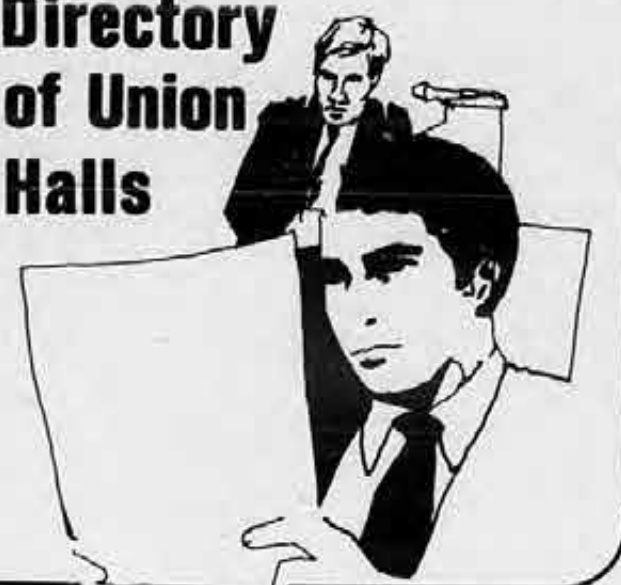
Philadelphia.....	May 16—10 a.m. & 8 p.m.
Baltimore.....	May 17—10 a.m. & 8 p.m.
*Norfolk.....	May 18—10 a.m. & 8 p.m.
Jersey City.....	May 15—10 a.m. & 8 p.m.

†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

SECRETARY-TREASURER

Joe DiGiorgio

EXECUTIVE VICE PRESIDENT

Cal Tanner

VICE PRESIDENTS

Earl Shepard

Lindsey Williams

Al Tanner

Robert Matthews

HEADQUARTERS .....675 4th Ave., Blyn. 11232  
(212) HY 9-6600

ALPENA, Mich. ....800 N. Second Ave. 49707  
(517) EL 4-3616

BALTIMORE, Md. ....1216 E. Baltimore St. 21202  
(301) EA 7-4900

BOSTON, Mass. ....215 Essex St. 02111  
(617) 482-4716

BUFFALO, N.Y. ....290 Franklin St. 14202  
SIU (716) TL 3-9259  
IBU (716) TL 3-9259

CHICAGO, Ill. ....9383 Ewing Ave. 60617  
SIU (312) SA 1-0733  
IBU (312) ES 5-9570

CLEVELAND, Ohio ....1420 W. 25th St. 44113  
(216) MA 1-5450

DETROIT, Mich. ....10225 W. Jefferson Ave. 48218  
(313) VI 3-4741

DULUTH, Minn. ....2014 W. 3d St. 55806  
(218) RA 2-4110

FRANKFORT, Mich. ....P.O. Box 287,  
415 Main St. 49635  
(616) EL 7-2441

HOUSTON, Tex. ....5804 Canal St. 77011  
(713) WA 8-3207

JACKSONVILLE, Fla. ....2608 Pearl St. 32233  
(904) EL 3-0987

JERSEY CITY, N.J. ....99 Montgomery St. 07302  
(201) HE 5-9424

MOBILE, Ala. ....1 South Lawrence St. 36602  
(205) HE 2-1754

NEW ORLEANS, La. ....630 Jackson Ave. 70130  
(504) 529-7546

NORFOLK, Va. ....115 3d St. 23510  
(703) 622-1892

PHILADELPHIA, Pa. ....2604 S. 4th St. 19148  
(215) DE 6-3818

PORT ARTHUR, Tex. ....534 Ninth Ave. 77640  
(713) 983-1679

SAN FRANCISCO, Calif. ....1321 Mission St. 94103  
(415) 626-6793

SANTURCE, P.R. ....1313 Fernandez Juncos,  
Stop 20 00908  
(809) 724-0267

SEATTLE, Wash. ....2505 First Ave. 98121  
(206) MA 3-4334

ST. LOUIS, Mo. ....4577 Gravois Ave. 63116  
(314) 752-6500

TAMPA, Fla. ....312 Harrison St. 33602  
(813) 229-2788

TOLEDO, Ohio ....935 Summit St. 43604  
(419) 248-3691

WILMINGTON, Calif. ....450 Seaside Ave.  
Terminal Island, Calif. 90744  
(213) 832-7285

YOKOHAMA, Japan .....Iseya Bldg., Room 810  
1-2 Kaigan-Dori-Nakaku  
2014971 Ext. 281



# Final Departures



**Edmund M. Marsh, 74**, was an SIU pensioner who passed away on Dec. 29, 1971 in Ben Hill County Hospital, Fitzgerald, Ga. after an illness of two years. Brother Marsh joined the union in 1941 in the Port of New Orleans and sailed in the steward department. A native of North Carolina, Brother Marsh was a resident of Fitzgerald when he died. Among his survivors is his sister, Ada Marsh Best of Warsaw, N.C. Burial was in Evergreen Cemetery, Fitzgerald.



**Guy G. Gage, 62**, passed away Jan. 5 of heart trouble in Harbor Springs, Mich. One of the first members of the union, Brother Gage had joined in 1938 in the Port of Baltimore. He sailed in the steward department. A native of Harbor Springs Seafarer Gage was a resident there when he died. Among his survivors is his mother, Blanche Gage. Burial was in Lakeview Cemetery.



**George C. Warren, 59**, passed away Jan. 24 in Maryview Hospital, Portsmouth, Va. as the result of injuries received in an auto accident on Jan. 17 in Churchland, Va. Brother Warren joined the union in 1947 in the Port of Norfolk and sailed in the engine department. At his death he had been sailing 34 years. A native of Virginia, Brother Warren was a resident of Portsmouth when he died. He served in the Navy from 1934 to 1940. Among his survivors is his wife, Margaret. Burial was in Oak Grove Cemetery in Portsmouth.



**Manuel Laureano, 54**, passed away Nov. 29, 1971 in Hospital Prebisteriano, San Juan, P.R. A native of Puerto Rico, Brother Laureano was a resident of Carolina, P.R. when he died. Seafarer Laureano joined the union in 1952 in the Port of New York and sailed in the deck department. He was issued a picket duty card in 1961. Among his survivors is his mother, Luisa Negron Laureano of Rio Piedras, P. R. Burial was in Municipal Cemetery, San Juan, P.R.



**LeRoy L. Dix, 43**, passed away Oct. 24, 1971 in Mueller Township, Mich. as the result of injuries received in an auto accident. A native of Forestville, Wis., Brother Dix was a resident of Algoma, Wis. when he died. Seafarer Dix joined the union in 1969 in the Port of Detroit and sailed in the deck department on the Great Lakes. He served in the Army from 1946 to 1948. Among Dix's survivors are his three children, Terrie, Timothy and Tammi, all of Algoma. Burial was in St. Paul's Cemetery in the town of Ahnapee, Wis.



**Raymond E. Tollefson, 54**, passed away Jan. 2 of heart trouble in Lengby, Minn. A native of Minnesota, Seafarer Tollefson was a resident of Lengby when he died. Tollefson joined the union in 1969 in the Port of Duluth and sailed in the engine department on the Great Lakes. He was an Army veteran of World War II. Among his survivors is his brother, Clifford D. Tollefson of Dilworth, Minn. Burial was in Kingo Cemetery in Lengby.



**Burton E. Hardway, 57** passed away Jan. 5, 1972 of heart disease in Detroit General Hospital, Detroit, Mich. Brother Hardway joined the union in 1960 in the Port of Detroit and sailed in the engine department on the Great Lakes. A native of Duck, W.Va., Hardway was a resident there when he died. He was an Army veteran of World War II. Among his survivors is his wife, Lina. Hardway's body was removed to McLaughlin Cemetery in Clay County, W.Va.



**Leonard H. Goodwin, 90**, was an SIU pensioner who passed away Dec. 9, 1971 in Yarmouth County, Nova Scotia. One of the first members of the union, Brother Goodwin had joined in 1938 in the Port of Boston and sailed in the deck department. A native of Canada, Goodwin was a resident of Yarmouth County when he died. Among his survivors is his wife, Nellie.



**Karl S. Svendsen, 74**, was an SIU pensioner who passed away Dec. 19, 1971 after an illness of four months in Veterans Administration Hospital, Buffalo, N.Y. A native of Norway, Brother Svendsen was a resident of Erie, Pa. when he died. He sailed on the Great Lakes as a wheelsman and was an Army veteran of World War II. Among his survivors is his wife, Leonora. Burial was in Erie Cemetery.



**Douglas A. Dehn, Jr., 24**, passed away Nov. 28, 1971 of illness in Port Huron General Hospital, Port Huron, Mich. A native of Ann Arbor, Mich., Brother Dehn was a resident of Mt. Pleasant, Mich. when he died. Dehn joined the union last year in the Port of Detroit and sailed in the deck department. Among his survivors is his father, Douglas A. Dehn, Sr. of Mt. Pleasant. Burial was in Riverside Cemetery, Mt. Pleasant.



**Jorge J. Marrero, 45**, passed away Jan. 21, 1972 in Philadelphia, Pa. Brother Marrero joined the union in 1951 in the Port of Norfolk and sailed in the steward department. A native of Puerto Rico, Marrero was a resident of Philadelphia when he died. Among his survivors is his wife, Clotilde. Burial was in Hillside Cemetery in Pennsylvania.



**Edward L. Blevins, 48**, passed away Jan. 15 of heart disease in Johnston Memorial Hospital, Abingdon, Va. Brother Blevins joined the union in 1945 in the Port of Norfolk and sailed in the deck department. A native of North Carolina, Blevins was a resident of Damascus, Va. when he died. Among his survivors is his wife, Margaret. Burial was in Lewis Cemetery in Taylors Valley, Va.



**John Hartman, 53**, was an SIU pensioner who passed away Jan. 1, 1972 of illness in the USPHS Hospital in Baltimore, Md. A native of the Philippine Islands, Seafarer Hartman was a resident of Baltimore when he died. He joined the union in 1945 in the Port of Baltimore and sailed in the steward department. Among his survivors is his wife, Mayme. Cremation was in Loudon Park Crematory in Baltimore.



**Raymond G. Munsell, 40**, passed away Oct. 4, 1971 of illness in Ohio State University Hospital, Columbus, O. A native of Fowlerville, Mich., Brother Munsell was a resident there when he died. Munsell joined the union in 1961 in the Port of Buffalo and sailed on the Great Lakes as a tugboat fireman. He was a Marine veteran of the Korean war. Among his survivors is his wife, Mae. Burial was in Greenwood Cemetery in Fowlerville. His wife has started a research fund in Brother Munsell's name at the Ohio State University Hospital in Columbus, O. and she writes that "if any of his former fellow workers would like to contribute to the Anyotrophic Lateral Sclerosis Research Fund, they may send the money to Dr. Ernest Johnson" at the hospital.



**James B. Porter, 49**, passed away Jan. 28, 1972 in Baltimore, Md. A native of Virginia, Brother Porter was a resident of Baltimore when he died. He joined the union in 1949 in the Port of Norfolk and sailed in the deck department. Porter had been sailing 30 years when he died. Cremation was in Washington, D.C.



**Leonard E. Hodges, 61**, was an SIU pensioner who passed away Jan. 3 of heart trouble in Memorial Medical Center in Savannah, Ga. A native of Savannah Brother Hodges was a resident there when he died. One of the early members of the union, Hodges had joined in 1939 in the Port of Savannah. He sailed in the engine department. Brother Hodges retired in 1963. Among his survivors is his brother, Earl L. Hodges of Savannah. Burial was in Laurel Grove Cemetery in Savannah.



**Aaron Turner, Jr., 53**, passed away Sept. 17, 1971 in Highland General Hospital, Oakland, Calif. of heart disease. A native of Fair Banks, La., Brother Turner was a resident of Oakland, when he died. Turner joined the union in 1965 in the Port of San Francisco and sailed in the steward department. He was a veteran of World War II having served in the Navy from 1942 to 1963. Among his survivors is his brother, Forrest Simms of Birmingham, Ala.



**Adolph A. Hanson, 80**, was an SIU pensioner who passed away Jan. 22 of heart disease in Virginia, Minn. A native of Wisconsin, Brother Hanson was a resident of Mt. Iron, Minn. when he died. Hanson joined the union in the Port of Chicago and sailed on the Great Lakes. Hanson had been sailing 39 years when he retired in 1964. Among his survivors is his brother, Theodore J. Hanson of Mt. Iron. Burial was in Greenwood Cemetery in Virginia, Minn.



**Harold C. Holderfield, 43**, passed away Dec. 13, 1971 of illness in Baltimore, Md. A native of North Carolina, Brother Holderfield was a resident of Baltimore when he died. Among his survivors is his wife, Bertha. Burial was in Veterans Administration Cemetery in Jalisbury, N.C.



**Oliver S. Flynn, 68**, was an SIU pensioner who passed away Dec. 23, 1971 of illness in Our Lady of the Lake Hospital, Baton Rouge, La. Brother Flynn joined the union in 1952 in the Port of Savannah and sailed in the steward department. He was given a personal safety award for his part in making the *Alcoa Roamer* an accident free ship in the first half of 1960. Seafarer Flynn had been sailing 25 years when he retired in 1969. Flynn was a resident of Baton Rouge when he died. Among his survivors is his wife, Maude. Burial was in Greenoaks Cemetery in Baton Rouge.



**Aldo P. Perini, 47**, passed away Dec. 25, 1971 of heart disease in Fort Lauderdale, Fla. He joined the union in 1948 in the Port of New York and sailed in the deck department. Brother Perini was issued picket duty cards in 1961 during the Greater New York Strike and in 1962 during the Moore McCormack-Robin Line Beef. Perini was a Marine veteran of World War II. Among his survivors is his sister, Dina P. Nolan of Manhattan, N.Y. Brother Perini's body was removed to Calvary Cemetery in Queens, N.Y.



## SIU Arrivals

**Calvin Raynor**, born Dec. 22, 1971, to Seafarer and Mrs. Oscar M. Raynor, Lafollette, Tenn.

**Roxanne Garcia**, born Feb. 7, 1972, to Seafarer and Mrs. Luciano F. Garcia, Los Angeles, Calif.

**Kenneth Arnold**, born Oct. 21, 1971, to Seafarer and Mrs. Charles R. Arnold, New Orleans, La.

**Tracy Hoitt**, born Jan. 31, 1972, to Seafarer and Mrs. Ernest R. Hoitt, Jr., Portsmouth, N.H.

**Brett Castle**, born Oct. 9, 1971, to Seafarer and Mrs. Bruce A. Castle, Point Pleasant, W.Va.

**Kevin Green**, born Feb. 16, 1972, to Seafarer and Mrs. Haywood Green, Robertsdale, Ala.

**Natalie Brady**, born Feb. 9, 1972, to Seafarer and Mrs. Rick Brady, Lachine, Mich.

**Jose Caraballo**, born Feb. 5, 1972, to Seafarer and Mrs. Carlos J. Caraballo, Baltimore, Md.

**Dwayne Dugas**, born Dec. 29, 1971, to Seafarer and Mrs. Lawrence J. Dugas, Houma, La.

**Newman Larce**, born Mar. 2, 1972, to Seafarer and Mrs. William M. Larce, New Orleans, La.

**Robert McLeod**, born Feb. 21, 1972, to Seafarer and Mrs. Robert W. McLeod, Alameda, Calif.

**John Rucker**, born Nov. 10, 1971, to Seafarer and Mrs. James T. Rucker, Jackson, Ala.

**Benjamin Simmons**, born Feb. 6, 1972, to Seafarer and Mrs. Raymond Simmons, Jr., Kirbyville, Tex.

**Amber Carpenter**, born Nov. 23, 1971, to Seafarer and Mrs. Billy W. Carpenter, Arcadia, Tex.

**Dionne Jones**, born Feb. 9, 1972, to Seafarer and Mrs. Henry Jones, Jr., Saint Rose, La.

**Angela Cooper**, born Feb. 18, 1972, to Seafarer and Mrs. Marshall C. Cooper, Robertsdale, Ala.

**Nicole Davalle**, born Oct. 22, 1971, to Seafarer and Mrs. Carnavius M. Davalle, New Orleans, La.

**Sherry Pipkins**, born Sept. 7, 1971, to Seafarer and Mrs. Charles E. Pipkins, Pascagoula, Miss.

**Anthony Davalle**, born Jan. 4, 1972, to Seafarer and Mrs. Tookie A. Davalle, New Orleans, La.

**Marine Cuenca**, born Feb. 5, 1972, to Seafarer and Mrs. Estuardo I. Cuenca, Brooklyn, N.Y.

**Stephanie Lee**, born Feb. 3, 1972, to Seafarer and Mrs. John Q. Lee, Lumberton, N.C.

**Wendy Solomon**, born Jan. 29, 1972, to Seafarer and Mrs. Samuel A. Solomon, Jr., Mobile, Ala.

**Sammi Moody**, born Jan. 2, 1972, to Seafarer and Mrs. Samuel M. Moody, Sabine Pass, Tex.

**Lyell Amora**, born Feb. 14, 1972, to Seafarer and Mrs. Felix P. Amora, San Francisco, Calif.

**Rodney Orgel**, born Feb. 21, 1972, to Seafarer and Mrs. Richard E. Orgel, Toledo, Ohio.

**Nikki Klein**, born Jan. 8, 1972, to Seafarer and Mrs. John P. Klein, Abbeville, La.

**Jason Woods**, born Feb. 2, 1972, to Seafarer and Mrs. William E. Woods, Charleston, Mo.

**Tina Baughman**, born Dec. 30, 1971, to Seafarer and Mrs. Robert J. Baughman, Elberta, Mich.

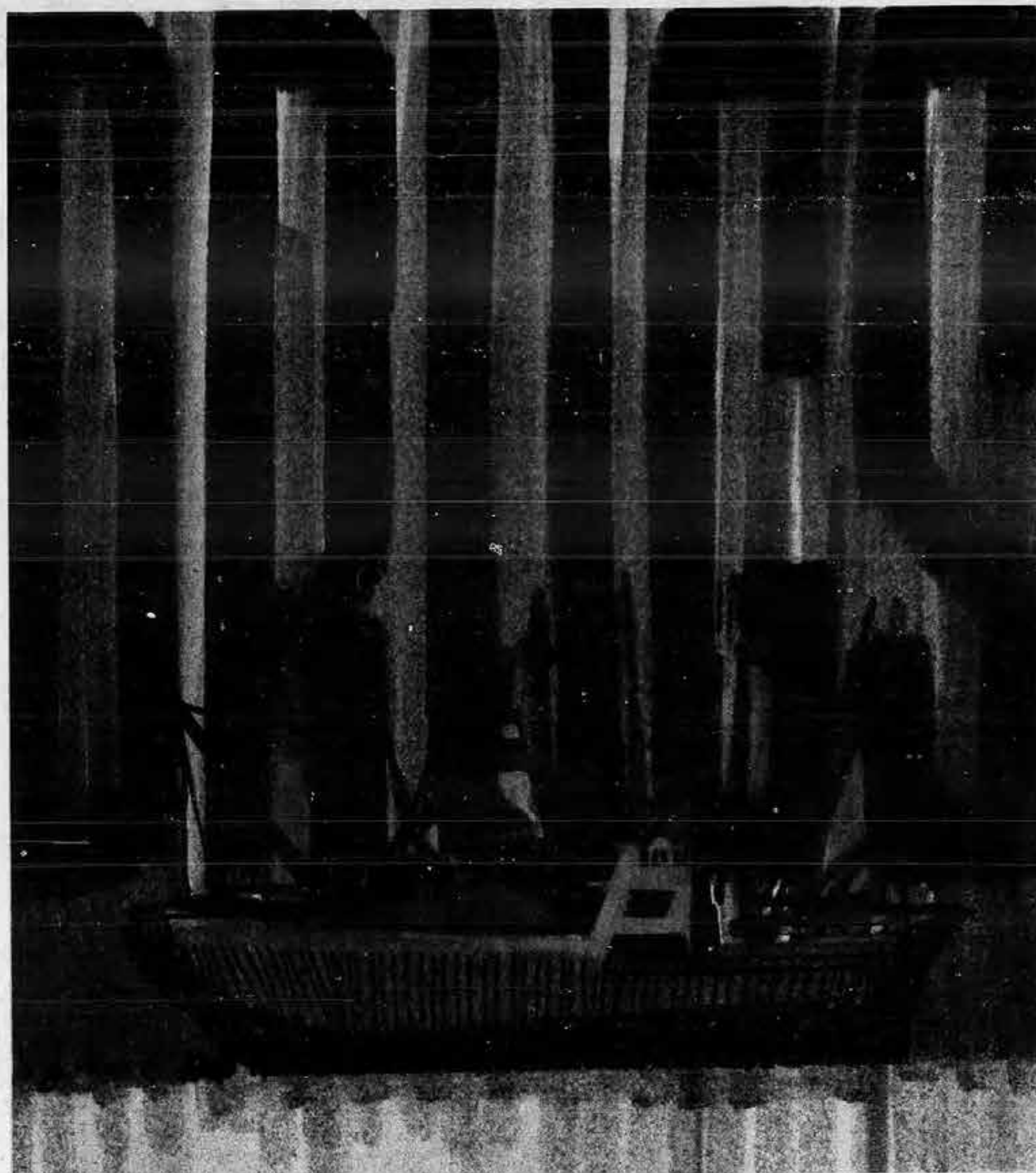
**Gregg Allen**, born Feb. 15, 1972, to Seafarer and Mrs. Alfred D. Allen, Seattle, Wash.

**Tammy Gainey**, born Jan. 23, 1972, to Seafarer and Mrs. Gilbert K. Gainey, Jacksonville, Fla.

**Stacie Power**, born Dec. 23, 1971, to Seafarer and Mrs. Joseph J. Power, Pine Run, N.J.

**James Arnett, Jr.**, born Nov. 18, 1971, to Seafarer and Mrs. James A. W. Arnett, Onalaska, Tex.

**Ann Marie Christopher**, born Jan. 10, 1972, to Seafarer and Mrs. William T. Christopher, III, Irvington, Ala.



## ... the veiled dangers!

Horse. Barbs. Mary Jane. Speed. Downers. You've heard of all of them.

They are narcotics. And, they are deadly danger signals which every Seafarer MUST avoid just as his ship steers clear of shallow water and treacherous reefs.

Narcotics are illegal. Soft, hard, pill, powder or leaf—all illegal. Hallucinations, dizziness, prolonged periods of depression or euphoria, and "flashbacks" of the drug experience are results of narcotic usage.

Using drugs once and being "busted," whether on land or at sea will immediately be the end of a Seafarer's career. His right to the sea—not just for a little while but, FOREVER!

It will mean his mind and body are not functioning at all times at full capacity. He is physically and mentally weakening.

And, it will hurt those who associate with the Seafarer—his family, friends and fellow shipmates. Even his ship. All will be affected by the drug user's "bust."

A ship needs each Seafarer to be alert and able to do his individual duties. If a Seafarer is popping pills or searching for veins, then he is unable to help the ship. Other crew members have to take on more responsibilities to make up for his inadequacy.

The respect of his fellow shipmates, friends and the dignity of his ship all go aground when narcotics are involved. A ship with a record of a Seafarer's drug use will always be under surveillance by customs authorities and narcotics agents wherever it docks.

The crew, too, his fellow Seafarers will be under close watch. They may have been "clean," but at the expense of their drug using shipmate, they are punished.

Everyone loses in the narcotics games. There is NO second chance.

All Seafarers must know the consequences of narcotics use—even once—to his job, his life, his ship and his shipmates.

The temporary "high" is not worth all the hassle and bad times that will follow the "busted" Seafarer.



## Is Your Beneficiary Card Up-to-Date?

Important things should never be put off, especially if they take only a minute or two of a Seafarer's time to handle. Filing an up-to-date enrollment-beneficiary card with the Seafarers Welfare and Pension Plans is easy to do, yet at the same time is one of the most important protections a Seafarer and his family have.

When your card is on file at the Plan office and contains the latest information on your beneficiaries, prompt payment of welfare benefits due you is facilitated—benefits the SIU has won for every Seafarer through years of struggle.

If you have never filled out an enrollment-beneficiary card, you should do so at once. If you have a card on file but have recently moved, acquired new dependents, or want to change your beneficiary, a new card is a must.

The enrollment-beneficiary card reproduced on this page is provided for the convenience of Seafarers who wish to file their card without delay.

Both sides of the card should be filled out legibly and it is important that no information is left out. The beneficiary's name and address should be entered clearly, and the Seafarer's signature should be witnessed, but a notary is not necessary. The person designated as a beneficiary may not sign as a witness.

Mail the completed card to:

Seafarers Welfare Plan  
275-20th Street  
Brooklyn, N.Y. 11215

Cards are also available aboard all SIU-contracted ships, and in all SIU halls.

Don't delay, mail your card today.

### Seafarers Welfare and Pension Plans 275-20th Street, Brooklyn, N.Y. 11215 ENROLLMENT-BENEFICIARY CARD

Name \_\_\_\_\_  
PRINT: LAST NAME FIRST NAME MIDDLE INITIAL  
Address \_\_\_\_\_  
PRINT: NUMBER AND STREET CITY ZONE NO. COUNTY STATE  
Social Security No. \_\_\_\_\_ Z No. \_\_\_\_\_

Date of Birth \_\_\_\_\_

I revoke all previous beneficiary nominations and make the following nomination with respect to all benefits provided now or at any time in the future under the Seafarers Welfare Plan, still reserving to myself the privilege of other and further changes.

Name of Beneficiary \_\_\_\_\_ Relationship to You \_\_\_\_\_  
PRINT: \_\_\_\_\_

Address of Beneficiary \_\_\_\_\_  
PRINT: NUMBER AND STREET CITY ZIP CODE COUNTY STATE

Date \_\_\_\_\_ Employee's Signature \_\_\_\_\_

Witness \_\_\_\_\_  
SIGNATURE OTHER THAN BENEFICIARY

Address \_\_\_\_\_  
PRINT: NUMBER AND STREET CITY ZIP CODE COUNTY STATE

#### LIST BELOW NAMES OF YOUR WIFE AND UNMARRIED CHILDREN UNDER 19 YEARS OF AGE

LIST NAMES IN ORDER OF AGE—ELDEST FIRST	CHECK (✓) RELATIONSHIP				DATE OF BIRTH		
	Wife	Husband	Son	Daughter	MONTH	DAY	YEAR

IMPORTANT: As soon as possible, mail photostatic copies of your marriage certificate and the birth certificates of all unmarried children on this card to the Seafarers Welfare Plan, 275 — 20th Street, Brooklyn, N. Y. 11215.

Failure to do so could delay the payment of welfare benefits.