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## Testifies Before House Committee

# Meany Urges Overhaul Of Jobless Insurance System

WASHINGTON—A major overhaul and modernizing of the 30-year old unemployment insurance system was strongly backed by AFL-CIO President George Meany before the House Ways & Means Committee recently.

Testifying in favor of the Administration bill sponsored by Committee Chairman Wilbur D. Mills (D-Ark.), the federation president pointed out:

- Less than half the unemployed — four out of 10 — are drawing insurance payments. State disqualification rules, state regulations on eligibility and the exhaustion of payments under the "limited duration provisions" of state laws are primarily responsible.

- Among jobless workers who are covered, unemployment compensation supplies a "maximum" payment averaging 42 percent of the work's usual salary, far below the 65 percent existing in 1939 when the system went into effect.

"It is not only a failure for these people," Meany said. "It is also the landlord, the grocer, the merchant who are losing out. Because of its shortcomings, jobless pay replaces less than \$2 out of every \$5 lost through unemployment — the current seasonally adjusted average being 3.5 million jobless in this "good year."

### "Rusty With Neglect"

"The economic functions of unemployment benefits as a purchasing power stabilizer have become rusty with neglect," he told the committee.

The Administration bill, on which Labor Secretary W. Willard Wirtz was the lead-off witness, would strengthen the system by raising the taxable wage base for employers to \$5,600 at once and to \$6,600 in 1971.

It would extend coverage to about 5 million workers now left unprotected and lift state benefit payments to 50 percent of lost wages, subject to a gradually rising ceiling of two-thirds of each state's average wages. It would also create a new federal extended-benefit program for workers who have exhausted state benefits, up to an additional 26 weeks. This would be financed in part by a small increase in payroll taxes, partly from general federal revenues.

"The problems workers face trying to live in the 1960s with benefits appropriate to some bygone era have been extensively

surveyed and documented," Meany told the committee. "What do they do? They use up their savings. They borrow money. They move to cheaper housing or move in with someone else. They sell what they can. They ask for help from friends and relatives. Some of them—if they can bring themselves to do it and many cannot — will ask for help from public or private welfare or assistance agencies. In short they are forced to do the very things that an unemployment insurance program is supposed to prevent.

### Benefits Insufficient

It was "hoped and expected" 30 years ago, he continued, that the federal law would "equalize the tax burden" between states and thus "remove the possibility of interstate competition of the worst kind—competition based on human hardship." This hope died "because the law set no minimum standards for the benefit provisions — the eligibility, amount, duration and disqualifying penalties, while at the same time the law permitted different tax rates among the several states."

The result has been that in most states "benefits are geared to insufficient financing arrangements," with the tax rate set for those "whose first concern is the tax rate rather than the needs of the unemployed." Totally separate tax rates leave each state facing "the specter of insolvency," and states with low rates use it as a "sales argument" to attract industry, he continued.

The provisions of the Mills bill for federal payments to meet the needs of the long-term jobless — those out of work 26 weeks or longer — is not "federalization," the AFL-CIO president said, but "fiscal responsibility."

Every state would "continue to have its own fund," he observed. State administrations would "continue to be governed by their own state civil service laws" or comparable laws. Tax schedules would "continue to be a matter of state determination."

The federal government would set minimum benefit standards, he said, but "there is nothing new (Continued on page 23)

## SIU Companies Receive Twelve More Victories

WASHINGTON — The Maritime Administration has released 25 more vessels from the reserve fleets for reactivation. SIU-contracted companies are slated to operate twelve of the newly-reactivated vessels.

This is the third batch of reserve fleet ships to be released by MARAD in recent months. In July, 15 vessels were ordered recommissioned, of which SIU-contracted companies will operate 10. On August 13, eight vessels were ordered reactivated and will be operated by SIU Pacific District-contracted companies.

The companies will serve as general agents for the Navy's Military Sea Transportation Service.

### Three-Week Job

It takes about three weeks to refit a mothballed vessel and MARAD hopes to have work begun on some of the latest batch of ships immediately. A scarcity of skilled shipyard workers brought about by the steady decline in the U.S. shipbuilding industry threatens to slow down the reactivation process however.

SIU Atlantic & Gulf-contracted companies slated to operate newly-released vessels are Alcoa Steamship, which will get the Wake Forest Victory; Bloomfield Steamship, which will operate the Brigham Victory; Delta Steamship — Barre Victory, Southwestern Victory; Isthmian — Rice Victory; and Waterman Steamship—Anniston Victory, Citadel Victory.

### Pacific District

SIU Pacific District-contracted companies slated to operate vessels released on August 24 are American President, which will operate the Bucknell Victory; Matson Navigation — Xavier Victory;

Pacific Far East—Swarthmore Victory; States Steamship — Pine Bluff Victory and the Monroe Victory.

Of the 48 ships released from the mothball fleets this year to serve during the Southeast Asia emergency, 31 are being or will be operated by SIU-contracted companies.

## International President's REPORT

By Paul Hall



The Seafarers International Union of North America has spared no effort in its increasing fight to make the United States a first-rate maritime power on the oceans of the world. As we have all come to realize, this is a hard, uphill fight which is not made easier by the fact that many of our publicly-elected officials in the past have been content to sit by and watch the American-flag merchant fleet slowly dwindle away.

During recent months we have witnessed moves in Washington indicating that the Federal government is getting around to considering new policies that could push this country's fleet back into a position of pre-eminence in the world. However, our military situation in Vietnam is serving to put the spotlight on the declining U.S. merchant fleet more effectively than almost anything that has occurred in the maritime world to date.

Congress and special presidential committees have been concentrating on such topics as the economics of the maritime industry, the competitive position of the U.S.-flag fleet among the nations of the world and other complicated problems which must be analyzed before solutions can be proposed to upgrade the American fleet. The sudden emergence of a multitude of demands on our nation's merchant fleet created by the stepped-up U.S. military efforts in Vietnam has pointed to one inescapable conclusion that has pushed these investigations into the background. If the United States is to be the world's strongest power, it needs a fleet commensurate with its global military obligations.

The U.S. now has well over 100,000 American fighting men in Vietnam. This Army needs extensive supplies, vehicles, ammunitions and replacements. These military commitments have created what has come to be known as the Vietnam "Sealift" in which our merchant fleet plays a vitally important role.

One of the first lessons which Washington has learned from the Sealift has been that there are not enough vessels in the U.S.-flag merchant fleet to do the necessary job. Our nation's military strategists are now faced with the fact that they have to endure costly delays and spend large amounts of money to get World War II vessels out of mothballs and back into service. In a larger emergency this kind of delay could well lead to a national tragedy.

The military planners are quickly beginning to realize that a large, modern, fast merchant fleet should immediately be available to carry the men and supplies desperately needed in Vietnam. In view of the facts, it is interesting to note that the top brass in the Pentagon no longer speaks glowingly about the role of air power in supplying a military operation the size of the one in which we are engaged in.

In the event that our military experts have any doubt about the need for this country possessing the most modern fleet afloat, they have only to take a close look at the sealift in action. The massive transport operation is providing the ironic spectacle of the world's most advanced fighting equipment moving on outmoded World War II ships, the majority of which were built more than 20 years ago. We find it hard to understand why the U.S. must rely on ships more than two decades old to provide the margin of military superiority needed if we are to turn back the communist tide.

The United States and its allies are locked in a titanic struggle with the Communist world to insure the survival of freedom. We in the U.S. have already given evidence of our intent of sparing no expense to make sure we emerge victorious should military conflict become inevitable. It is difficult for us, as it must be to our boys fighting in the jungles of Vietnam, to understand why we must settle for second best in this struggle.

## Contract Negotiations Continue At Headquarters



Members of the SIU rank-and-file negotiating committee were in session at headquarters recently with representatives of the negotiating committee for SIU-contracted companies as contract talks continued to progress. Taking part in the contract negotiations was SIU vice-president in charge of contracts, Robert Mathews (center, rear). Members of the rank-and-file negotiating committee seated with Mathews included Seafarers Irvin Glass, Jay Cohen, Robert Creel, Ed Kelly and Larry Tryon. Another member of the rank-and-file committee, Seafarer Bill Burke was not present when the picture was taken. The companies negotiating committee, represented the Waterman Steamship Company, Transeastern, Bloomfield, Calmar, Penn Shipping, Marine Carriers, Moore-McCormack, Isthmian, Alcoa, Sea-Land, Victory Carriers and the Delta Steamship Company.

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# Fourteen Oldtimers Retire On Pensions



Xidias Jackson Franco Mullen

Fourteen additional Seafarers have joined the growing ranks of SIU veterans whose retirement years are protected by lifetime \$150 monthly pension checks.

The fourteen additional pensioners, whose claims were recently approved by the Seafarer's Welfare Board, are James Xidias, 65, Joseph Roy Jackson, 68, Louis Franco, 53, Michael J. Mullen, 80, Joseph O. Bush, 62, Vincent P. Villa, 65, George Meltzer, 49, Albert Wilford Nelson, 65, Benjamin W. Baum, 64, Henry C. Callahan, 61, John W. Picou, 62, William E. Lane, 55, Walter H. Cook, 54, and George W. Flood, 60.

Xidias joined the SIU in the port of New York, sailing as an FWT in the engine department. A native of Greece, he now makes his home in New York City. He last sailed aboard the Steel Apprentice.

Jackson sailed as a tugman after joining the SIU Inland Boatmen's Union in the port of Buffalo, New York. Born in New York State, he and his wife Helen make their home in Hamburg, N.Y. Jackson last sailed for the Great Lakes Towing Company.

Franco signed on with the SIU in the port of Baltimore where he sailed as a member of the steward department. A native of Puerto Rico, he still makes his home there with his wife Apolonia.

Mullen sailed as a scowman after joining the SIU Inland Boatmen's Union in the port of Buffalo.

## MM&P Ratifies New Contract

NEW YORK—The rank-and-file membership of the Masters Mates and Pilots has voted overwhelmingly to ratify a new contract with eight shipping companies, bringing the 78 day old strike by the union to an end.

Members of the American Radio Association, voting here and in Houston, have also accepted a new contract with the eight shipping companies by a large margin. However, as the LOG went to press, voting in New Orleans, Baltimore and some other ports was still continuing.

ARA and MM&P representatives reached accord with the shipowners on Sunday, August 28 and the rank-and-file began balloting yesterday, September 1.

Members of the Marine Engineers Beneficial Association voted overwhelmingly on August 19 to accept a new agreement between MEBA and the eight operators.

The solution of the major issues of dispute between the three unions and the industry was based on a formula proposed by President Johnson involving the manning scale on automated ships.

The formula calls for a long-range study of the problem under the direction of Secretary of Labor W. Willard Wirtz and AFL-CIO President George Meany with a

(Continued on page 23)

Born in New York, he and his wife Della now make their home in Buffalo, N.Y. Mullen last sailed for the Great Lakes Dredge and Dock Company.

Bush joined the SIU in the port of Norfolk, Virginia, sailing as an FWT in the engine department. Born in Alabama, he now makes his home in Linwood, Pennsylvania.

Villa sailed as a cook after joining the SIU Inland Boatmen's Union in the port of Houston, Texas. A native of the Philippine



Bush Villa

Islands, he and his wife Martha presently make their home in Houston.

Meltzer joined the SIU in the port of New York, sailing as a member of the steward department. Born in New York, he continues to make his home there.

Nelson signed on with the SIU in the port of New York where he sailed as an AB in the deck department. Born in New York, he lives in the Bronx. He last shipped aboard the Fairland.

Baum sailed as a tugboat captain after joining the SIU Inland Boatmen's Union in the port of Philadelphia, Pennsylvania. A native of North Carolina, he and his wife Phoebe now make their home in Camden, New Jersey. Baum last sailed for the Marine Towing Company.

Callahan joined the SIU Rail-



Meltzer Nelson

way Marine Region in the port of New York, sailing as a deckhand. Born in New York, he and his wife Theresa now make their home in North Bergen, New Jersey. Callahan last sailed for the New York Central Railroad.

Picou signed on with the SIU in the port of New Orleans where he sailed as a member of the steward department. Born in Louisiana, he now makes his home in New Orleans with his wife Laua-Etta. He last shipped aboard the Overseas Joyce.

Lane sailed as a member of the engine department after joining

(Continued on page 7)

# Twenty-Nine Congressmen Urge Agriculture Department Adhere To 50-50 Provisions

WASHINGTON — Strong support for wholehearted compliance with the nation's cargo preference laws was voiced in Congress recently as the House of Representatives debated the Administration's Omnibus Agriculture bill. Twenty-nine members of the House

took the floor to demand that the Agriculture Department and other government agencies strictly adhere to the laws' provisions which provide that a minimum of 50 percent of government-generated cargoes will be carried on American-flag merchant ships.

As the debate opened, Congressman John M. Murphy (D-N. Y.) introduced a statement of the Seafarers International Union of North America calling on Congress to insure that the Agriculture Department obey the letter of the cargo preference law to preserve the declining strength of the American-flag merchant marine.

### Urges Commitment

In entering the SIU statement into the Congressional Record, Representative Murphy declared that the House should insist on the Cargo Preference Program being

supported by the Department of Agriculture. Summarizing the Union's message to Congress, he pointed out that while billions of dollars are being spent to subsidize U. S. Agriculture at home, and make it competitive in world markets, attempts are being made to deprive the American-flag merchant marine of a fair share of these agricultural cargoes.

(The House of Representatives passed HR 9811, the Food and Agriculture Act of 1965 on August 19 by a vote of 221-172.)

### Fair Return

In its statement the SIU emphasized that it was not opposing the new Agricultural Bill. The Union declared that the farmer is entitled to enjoy a fair return for his labor, but that this same principle should apply to other American workers, including those in the maritime industry. The SIU advocated providing constructive support for the agriculture industry, but asserted that this support

should not be forthcoming at the expense of the maritime industry, which is essential to the national defense and the country's commerce.

The SIU strongly urged members of the House to demand that the Department of Agriculture clarify its intentions toward the U.S.-flag merchant marine before passing the Agricultural Bill.

### National Support

Following the introduction of the SIU statement, House members from districts on the east, west and Gulf coasts as well as the Great Lakes and the mid west all arose to speak in favor of the need to build a strong American-flag merchant marine.

(The text of the remarks of the 29 congressmen appears on pages 12, 13, 14, 15).

Several of the representatives pointed to the fact that American-flag ships in some categories carry less than 50 percent of the cargoes generated under Public Law 480. They declared that this minimum percentage had been turned into a maximum figure as administered by Department of Agriculture officials and called for a reversal of this practice.

### Assurances Doubted

Several congressmen publicly doubted assurances expressed by Agriculture Secretary Orville Freeman in letters that he was a strong supporter of the country's merchant marine and desired to protect the interests of the U.S.-flag fleet as well as the interests of the farmer. In expressing these doubts they pointed to the poor record of PL 480 cargoes carried by American-flag shipping under Secretary Freeman's administration and called for a commitment by the Agriculture Department to full compliance in assigning these cargoes to U.S.-flag vessels.

### Speakers

Speaking in behalf of a strong U.S.-flag merchant marine and effective compliance with the cargo preference laws by Agriculture Department officials were Representatives Thomas M. Pelly (R.-Wash.), Harlan Hagen (D.-Calif.), Jacob H. Gilbert (D.-N.Y.), John M. Murphy (D.-N.Y.), Robert E. Sweeney (D.-Ohio), Samuel N. Friedel (D.-Md.), Paul G. Rogers (R.-Fla.), Phillip Burton (D.-Calif.), Edward A. Garmatz (D.-Md.), Joseph G. Minish (D.-N.J.), Seymour Halpern (R.-N.Y.), William A. Barrett (D.-Pa.), Lenor K. Sullivan (D.-Mo.), James A. Byrne (D.-Pa.), Dominick V. Daniels (D.-N.J.), Paul A. Fino (R.-N.Y.), Leonard Farbstein (D.-N.Y.), Thomas N. Downing (D.-Va.), Paul J. Krebs (D.-Va.), Abraham J. Multer (D.-N.Y.), Porter Hardy, Jr. (D.-Va.), Alton A. Lennon (D.-N.C.), John H. Dent (D.-Pa.), Thomas C. McGrath, Jr. (D.-N.J.), James H. Morrison (D.-La.), Jamie L. Whitten (D.-Miss.), Bob Casey (D.-Tex.), Hugh L. Carey (D.-N.Y.) and Joseph P. Addabbo (D.-N.Y.).

## Reaffirm Support Of 50-50

# Maritime Unions Stand Firm On Soviet-Bloc Grain Shipments

NEW YORK—The Joint Maritime Labor Committee, which is composed of six maritime unions including the SIU, has informed President Johnson in a telegram that their position is "unchanged" on the use of U.S. flag ships for at least fifty percent of grain shipments to Soviet bloc nations. They expressed confidence that the President will resist "selfish pressures" for repeal of this requirement.

The telegram was drafted at a meeting of the Joint Committee called after reports that the President was considering lifting the restriction that at least 50 percent of such cargoes must move in American-flag ships.

The 50-50 provision was first announced by the late President Kennedy as part of the 1963 Russian grain deal. President Johnson later gave his pledge to AFL-CIO President George Meany that it would be continued.

The telegram, signed by International Longshoremen's Association President Teddy Gleason, who is chairman of the Joint Maritime Labor Committee, stated:

"The Joint Maritime Labor Committee this morning held a special meeting on the question of reported pressures to force repeal of Administration policy requiring that at least fifty percent grain shipments to Iron Curtain countries must be shipped on U.S. flag vessels.

"This requirement was established by your Administration in recognition of the fact that it is a minimum necessary for protecting the interest of our country in a strong American merchant marine, for protecting the jobs of thousands of American workers and for assuring that our country derives full economic and psychological advantage from the sale of grain needed by the Soviets.

"The interests of our country are unchanged and the stand of our unions on this issue is unchanged.

"It is unthinkable that our country under your leadership will bow to blackmail originating from greedy grain dealers and foreign interests including the Soviet bloc nations. This would indeed be a sorry blow to our country and to the thousands of American seamen who today are delivering military supplies to our armed forces in South Vietnam and who count on your firm support of a strong American flag merchant marine.

"We are confident that your Administration will not yield to the selfish pressures seeking to change the requirement that a minimum of 50 percent of grain shipments be shipped on U.S. flag ships."

In addition to the ILA and SIU, the Joint Committee is composed of representatives of the National Maritime Union, Marine Engineers Beneficial Association, Masters, Mates & Pilots, and the American Radio Association.



# House OKs Labor-Backed Immigration Law Revision

WASHINGTON—The House voted overwhelming approval of the Administration's immigration bill scrapping the 41-year-old "national origin" quota system that President Johnson only a few hours before had assailed as "shameful."

In place of the quotas—which gear a country's immigration allotment to the percentage of Americans of that national origin as determined by the 1920 census—the House bill would set an annual overall ceiling of 170,000 on immigrants from countries outside the Western Hemisphere. This would be applied on a first-come, first-served basis with a limit of 20,000 of the total from any one country.

In another major development, the Senate approved and sent to the White House a compromise \$3.36 billion foreign aid program. It survived a key test the following day when a House Appropriations subcommittee limited its cuts to \$75 million.

The House finally cleared the immigration reform measure, 318-95, after narrowly beating down a Republican-sponsored attempt to put a blanket limitation for the first time on immigration from other American countries. Most of the debate centered on the amendment proposed by Representative Clark MacGregor (R-Minn.) to impose a ceiling of 115,000 a year on immigration from all Western Hemisphere nations.

## Amendments Beaten

The amendments was first tentatively approved, 156-154, on a non-record vote, but the action was reversed by roll call, 218-189, with 70 Democrats and 119 Republicans voting for the limitation and 205 Democrats and 13 Republicans against it. The party breakdown on final passage of the bill was 209 Democrats and 109 Republicans for, 70 Democrats and 25 Republicans against.

The immigration reform measure had strong labor backing, which was reaffirmed early in the debate by AFL-CIO Legislative Dir. Andrew J. Biemiller in a letter to all House members.

"It is high time that this national origin system, which has too long reflected an attitude of ethnic bigotry, should be wiped from the statute books," Biemiller declared.

He charged that the quotas had "damaged the image of America as a land of freedom and opportunity in the eyes of people around the world and of our own citizens."

Johnson conveyed his own urgency over the need for reform in a letter to House Speaker John W. McCormack declaring that no bill before Congress "in terms of decency and equity is more demanding of passage. . . ."

He noted that immigration reform had been urged by his three predecessors—President Truman, Eisenhower and Kennedy—as well as himself.

"Four decades have been witness to this kind of need," he said. "Countless Americans with ties of family and heritage reaching beyond the seas have cried out for this kind of action."

"Our present restrictions say that Italians, Greeks, Spaniards, all the Southern European countries in particular, are not as desirable as others. What a shameful declaration!"

The bill would phase out the national origin system by July 1, 1968. Meantime, thousands of waiting applicants from low-quota

countries, such as those mentioned by the President, would be given special preference through the assignment of unused quotas from other countries.

Spouses, children and parents of U.S. citizens would be exempt from the 20,000-a-year-per-country limitation, as would resident of countries in the Western Hemisphere. Other broad categories given special preference would be scientists, artists and other professionals; workers with special skills needed to meet domestic labor shortages, and refugees from communism.

The Senate Judiciary Committee currently is working on a companion immigration reform bill, and Senate sponsors are optimistic that passage can be achieved before Congress adjourns.

The compromise foreign aid bill was cleared to the White House with 48 Democratic and 19 Republican senators voting for it, 16 Democrats and 11 Republicans against.

Essentially, it embodies the House's one-year aid program, setting aside the Senate plan to provide a two-year authorization, end the program in its present form in 1967 and then impose drastic changes in approach. The conference committee report had pre-

viously been accepted by the House, 243-150.

The compromise authorized \$3.36 billion of the \$3.38 billion originally sought by the Administration, but this figure was trimmed by \$75 million the next day in the House Appropriations subcommittee. It was the smallest reduction ever proposed by the subcommittee, head by Rep. Otto E. Passman (D-La.), a long-time foe of foreign aid.

In other developments:

- The House, at press time, turned to consideration of the Administration's program of aid to higher education, which includes federal scholarships, subsidized loans and stepped-up construction grants.

- The Senate without dissent voted approval of the House-passed bill authorizing construction of a \$431-million rapid transit system for the District of Columbia involving 25 miles of rail and subway lines.

- The omnibus farm bill was passed by the House, 221-172, after a major battle was avoided when the Administration agreed to permit Treasury payment of a new wheat subsidy rather than pass the cost on to millers and bakers.



By Al Kerr, Secretary-Treasurer

## SIU Welfare Plan Means Security

Many a Seafarer can recall clearly that it wasn't too many years ago when the only thing he could count on from a job was a month's pay. The idea of monetary assistance for himself or his family in time of sickness or old age when he could no longer work was virtually unknown.

Today's Seafarer, on the other hand, faces completely different conditions. He knows he can perform his job secure in the knowledge that his Union has provided a vast welfare plan which will help both him and his family in time of sickness and old age, and also will assist his loved ones after he has passed on.

SIU members have shown time and again that they are aware of their improved benefits situation. One of the major indications of this is that 60 percent of our Union members are married and supporting families. Figures coming into our department show that the number of our brothers who are getting married is increasing every day.

This is obviously a good trend. It means that the professional seaman is a man who will make a career out of sailing, rather than taking a trip and then quitting until his money runs out.

Not only has the Union built up a welfare plan to provide for the married seaman and children, but it has also provided proportionate benefits for our single members.

While SIU men who are married may get more in benefits than our single brothers, it should be recognized that they have accepted more responsibilities since they must think in terms of providing for the needs of two, three, four or more people. There can be little argument with the fact that the married man's dollar must go a great deal further than that of a single member.

We should all remember that the single Seafarer also has his responsibilities. He may be responsible for taking care of dependent parents, younger members of his family or step or foster parents. The Union welfare plan also provides assistance for these dependents.

Among the typical benefits provided by the SIU welfare plan which a Seafarer and his family may depend on are hospital expenses, which include room and

board, the inevitable extras, blood transfusions, doctor calls, surgical and maternity expenses.

Other forms of assistance include medical examinations, optical benefits, sickness and accident, special disability, maintenance and cure and special equipment to aid in recuperation from an illness or accident. In addition to the \$4,000 death benefit and regular monthly pension, special scholarships are awarded to both Seafarers and their children each year.

From this brief survey it can be readily seen that an SIU member has more at stake in his job than his monthly wages. While many of our brothers sometimes take these extensive benefits for granted, it should never be forgotten that they are the result of many hard-fought battles which were waged by you and your Union.

## The Atlantic Coast



By Earl (Bull) Shepard, Vice-President, Atlantic  
Former Seafarer Gets Gov't Post

Congratulations were the order of the day around the New York hall as many SIU men sent along their best wishes to former Seafarer Leon Climenko who was recently appointed to the post of Deputy Industrial Commissioner for the New York City office of the State Industrial Commission. Prior to his years with the Labor Department, Climenko sailed SIU and, from 1943-44, he served as assistant to the late Mathew Woll, a first vice-president of the AFL.

A happy victim of cupid's arrow, Francisco Molsillo has been holding off shipping out as long as he can. Francisco is telling boys around the hall that there will soon be wedding bells. Then it's back to the sea to support his spouse-to-be. He last sailed aboard the Alcoa Mariner.

Luis Palanco recently piled off the Steel Artisan where he sailed as bos'n on a round-the-world'er. Luis says he's looking for a carpenter's slot, preferably on another round the world or India run.

Jack Cleator has been saying hello to a lot of his buddies around the hall. Jack is off the Bienville and he's looking for an AB slot—on a far east run, if possible. Another familiar face around the New York hall is Walter Kushner. Walt's passing the word he's looking for an AB job on a coastwise. He says he likes to stay close to home now that he's set his heart and hopes on a particular lady. Walt last sailed aboard the Seatrain Texas.

## Philadelphia

Shipping continues at a fair clip in Philadelphia with no big changes expected in the coming weeks.

Old-timer James Bergiria is happy as can be about his ffd. Jim last shipped aboard the Commander and is waiting for the first wiper's job to hit the board. Also proudly displaying his new ffd, Bennie Crawford is around the hall waiting for a steward or cook's job. His friends are all glad to see Bennie back on his feet and raring to go. Last sailing aboard the Columbia, Bennie has nothing but praise for the Seafarers Welfare Plan which, he says, came through with flying colors for him during his recent illness.

After a vacation trip to the west coast with his wife and three children, C. Hennsely is back in the hall and waiting for the Petrochem on a coastwise run. Brother Hennsely, who made the west coast trip via auto and trailer, says he can hardly wait to start travelling in a normal way again—by ship. His last ship was the Globe Progress. Longtime SIU veteran William McDonald is just in off the Kent after a run to India.

## Baltimore

Shipping for the past two week period has been good, and prospects for the coming period continue to be promising. At the present moment, we have the Transarctic about to come out of layup. It should crew up within the next two weeks. There have also been rumors that Calmar will break out another one of their Liberty ships, the Kenmar. This should give shipping out here an additional shot in the arm.

Everyone is glad to see that Marco Calgare is back on his feet and sporting an ffd after a recent shore accident that laid him up for about three weeks. Marco, who last sailed aboard the Globe Explorer, says that he's feeling fine and will ship steward aboard the first ship going to the far east.

Piling off the Seamar C-4 and telling everyone within earshot what a fine ship and fine crew she floats, oldtimer Josef A. Czerwinski will take a little rest before shipping out again. Joe, who sails in the engine department, says he hopes he can get another ship like the C-4.

## Boston

Shipping has picked up quite a bit this period with the crewing of the Robin Trent. We expect the

board to move a long at a fair pace in the coming weeks.

The boys around the Boston Hall are all giving the glad hand to 25-year SIU veteran Oskar (Rudy) Kala who has his ffd and is looking for the first electrician's job to hit the board. Rudy last sailed aboard the Steel Director as chief electrician. Arthur Ahearn is renewing old acquaintances around the hall while waiting to grab the first ship that opens up. Arty last sailed aboard the Cabins as a wiper. Waiting for a pumpman's slot aboard another floating hotel like his last vessel the Mt. Washington, Charlie Perrin has been making the rounds here.

Gerald Conant is telling all his pals that he's glad to be home where he can get in some work around the house and be with his family for a while. Jerry recently piled off the Steel Surveyor where he sailed as an AB.

## Norfolk

Shipping has been very good in Norfolk, with the outlook for the immediate future expected to be favorable.

Raymond Waterfield who was taken off ship sick in New York, is recuperating nicely in Norfolk where he is now an out patient. Ray says that he really appreciated the SIU Welfare Plan and would have been squarely behind the eight ball without it. Ray last shipped out as an FWT aboard the Globe Progress.

Tom Stubbs says that he's had enough vacation time and is ready to go again as an oiler, preferably on a European run. Last sailing aboard the Globe Progress, Tom looks fit and tan after his rest-up on the beach.

Just off the Beloit Victory where he sailed as an AB, F. M. Jones can't praise the chow on board that vessel highly enough. He was sorry to get off her, but says that the Vietnam run is too hot for him at this time of year.

## Puerto Rico

The Water Resources Authority has announced the signing of \$5.28 million contract with a Texas firm for the mounting of two thermoelectric units in the Puerto Nuevo plant.

Max Acosta is back in town after a stay in the hospital on the West Coast. Max doesn't like to stay on the beach too long between runs, and he says that he's ready for a chief cook's job on whatever ship comes up.



## The Pacific Coast

By Frank Drozak, West Coast Representative

### SIU Men Respond To Emergency Call

Up in Seattle, Seafarers came through in true SIU style when a member of an SIUNA affiliated union sent out an emergency call for a rare type of blood. SIU members from Seattle responded to this distress call in the real spirit of the Brotherhood of the Sea. The wife of the stricken member has been joined by officials of his union in thanking SIU members for their timely aid.

Retail automobile salesmen are continuing their walkout against San Francisco's new car dealers with impressive results. The local Motor Car Dealers Association has disclosed that its members have lost 60 percent of their normal sales which occur at this time of year. The salesmen struck the dealers July 26 when negotiations stalled for a new contract. At the heart of the dispute is the dealers' refusal to consider the salesmen's wage proposals. Current estimates are that the strike will run for at least another two weeks, when the dealers will show a good deal more interest about getting their sales force on the job again to show the 1966 models which will be put on display around October 1.

#### San Francisco

Shipping in San Francisco continues to be exceptionally good and the outlook appears to be excellent for the coming month. Several ships which have been on the run to

Vietnam will be coming into port to pay off. The military situation in the Far East has given the job situation a real boost, as four out of every five ships that crew up here are headed for the Vietnam bonus area. Rated men continue to be in short supply, and all men holding ratings who are now on the beach are urged to register as soon as possible.

During the past two weeks the *Panocenic Faith, Our Lady of Peace* and the *Western Planet* all paid off in the Bay area. Ships crewing up included the *Fairport, Fanwood, Transwestern* and *Overseas Rose*.

T. J. Kisman told us that it's about time he took a vacation after a long voyage as deck maintenance man on the *Manhattan*. After recovering from a long illness, S. Bolds signed on the *Western Planet*. Bolds is a great man for the Far East shuttle runs and has spent the last five years on them.

#### Wilmington

The shipping situation in Wilmington continues to be bright and clear, especially for men holding deck and engine ratings. Among the old, familiar faces around the hall here have been Victor Egel and Frank Lambertio who both took jobs on the *San Francisco*. Lambertio picked up the deck honcho's job from Red Braunstein who says he's due for some rest. Joe Myercheck is looking for a good ship after spending a couple of weeks with his folks. Also keeping close tabs on the shipping board is Max Greenwals who is looking for a steward department job. John McElroy has registered again and vows he will take the first good steward's opening that comes along.

#### Seattle

Shipping has been pretty fair in this port and is expected to pick up considerably in the coming weeks. Vessels paying off during the last two weeks were the *Summit, Anchorage, Overseas Rose, Seattle* and *Ames Victory*.

Amos Jaramillo tells us that he

### Vacation Pay

As a result of instructions from an insurance representative covering the Union for possible theft or forgery of vacation payments to members, a change in the method of payment of SIU vacation benefits has become necessary. All payments will now have to be made at an office of the Union and proper identification must be given at the same time.

### Meany Supports U.S. Action

# AFL-CIO Reaffirms Support Of Firm U.S. Vietnam Policy

PORTLAND, Ore.—The American labor movement is "wholeheartedly committed" to helping the nation fulfill its responsibilities in Viet Nam, AFL-CIO President George Meany told the American Legion convention in a speech in which he gave vigorous support to the course mapped out by President Johnson.

"We have honored and will continue to honor this commitment with full dedication and without hesitation," he declared.

"Freedom and peace are the burning needs of all mankind. Our organizations can do much to help our country in its efforts to help the world meet these needs.

"The present critical hour calls for close cooperation between our organizations in the pursuit and support of the aims proclaimed by President Johnson."

Meany recalled that the AFL-CIO and the American Legion have had friendly relations for years "crowded with tension, turmoil and tragic conflict" during which dictatorships—Fascist, Nazi, Communist—"have been the source of catastrophic violence and war."

#### New Menace

Today, he continued, Communist China is the "principal, though not the sole, source of violence" in Viet Nam.

"Despite all its differences with

the Chinese," he continued, "the Soviet Union shares responsibility for this act of destructive aggression against the people of South Viet Nam. Moscow could, if it wanted to, hasten the end of bloodshed in Viet Nam by saying just one word. That word would be 'yes' in answer to President Johnson's repeated calls for negotiating peace in Viet Nam."

Many people in all parts of the world "simply do not know the facts" about this "tragic and expanding conflict," our role in it and the stakes in its outcome, Meany said in urging a stepped-up effort to disseminate accurate information. If mishandled or misunderstood, he added, the crisis "could lead inevitably to a worldwide nuclear conflagration."

He recounted repeated incidents of Communist aggression in Viet Nam since the Geneva Accord of 1954 ended the war in Indo-China.

"The record is clear," he said. "Every university professor seeking the truth can see it clearly. No student really thirsting for knowledge can fail to see it. Every sincere pacifist—with whom we all share a deep concern for the sanctity of human life—must face realistically the facts.

"All Americans, and the entire world, must put first things first: The first fact of the matter is that it is the North Viet Nam Communist—backed by Peiping and Moscow—who have been infiltrating, subverting, attacking and invading South Viet Nam. The South Vietnamese authorities and people—backed by the United States—have never invaded North Viet Nam.

"Effective educators, sincere students and honest pacifists can serve the cause of peace only by supporting, as we of the AFL-CIO do, the President's persistent efforts to bring an end to the war in Viet Nam—through meaningful negotiations, if possible, and through military strength to halt aggression, whenever necessary. Let the opponents of our government policy direct their advertisements and appeals to the dictators in Hanoi, Peiping and Moscow to stop North Vietnamese military infiltration and invasion of South Viet Nam. The moment that these acts of Communist aggression cease, peace in Viet Nam will not be far off."

Those who claim that peace would come sooner if the U.S. government would "stop interfering with the aggressors" would be "much more realistic," Meany said. "If they appealed to the Communists to stop bombing restaurants, nurseries, hotels and homes and instead to seek a solution of the crisis at the conference table."

#### Self Defense

"No honest unaligned statesman really believes that if you defend yourself against attack, if you hit back at those attacking you, then you are extending the conflict," he declared. "Only those who continue infiltration and invasion are to blame for continuing and extending the conflict . . .

"Those . . . who are flooding Washington with pleas for negotiations are sending their appeals to the wrong city. Their pleas should

be sent to Hanoi, Peiping and Moscow. They should try to place their advertisements in the daily papers of Hanoi, Peiping and Moscow, where the pleas for unconditional negotiations for a just and lasting peace in Viet Nam are most urgently needed."

Meany described the government's course in Viet Nam as one that "embodies the democratic ideals, the dedication, the determination and the strength" that saved world peace in past Red-precipitated crises. Johnson's economic reconstruction program for Southeast Asia, he added, is "only a continuation of the humanitarian spirit and generous aims" of the Marshall Plan.

## American Mail To Build Three New Vessels

SAN FRANCISCO — SIU Pacific district-contracted American Mail Line has announced that it will award contracts for three new vessels next spring as the third and final phase of the company's fleet replacement program.

The designs, which have been approved by the Maritime Subsidy Board, are for 21,000-ton, 605-foot freighters capable of 20 knots with accommodations for 12 passengers. The vessels are expected to cost over \$10 million each, and will operate in the line's Southeast Asia service.

American Mail's fleet replacement program calls for the construction of eight modern vessels, five of which, costing about \$48 million, have already been ordered.

### Pamphlets Explain Medicare

Organized labor's fight to put the Social Security Medicare Bill on the books was a long hard struggle.

Now that President Johnson has signed the bill into law, all union members should make certain to become fully and thoroughly acquainted with the provisions of the Medicare program.

Working closely with the AFL-CIO to achieve the widest possible distribution of information among all American workers, the Social Security Administration has prepared two free pamphlets which explain the Medicare Law in detail.

Seafarers and all union members may obtain these pamphlets by contacting their local Social Security Offices, or by writing to the Social Security Administration, Social Security Building, Baltimore, Md. 21235—Attention: Miss Barbara Cook, Room 105.

## BE UNION - BUY UNION

The observance of Union Label Week is set for September 8-12. The union label is the consumers guarantee of both fair value and fair labor standards. It also is a guarantee to the consumer that he is not supporting a sweatshop, but rather is endorsing an establishment whose workers are able to maintain an American standard of living.

AFL-CIO President George Meany, endorsed the 1965 Union Label Week observance by declaring that organized workers should renew their determination to "look for the union label every day of the week."

"The labor movement has undergone vast changes during the lifetime of many who are still active union members," Meany recalled. "Our numbers have multiplied five-fold; our prestige has grown in far greater proportion; our range of active interests embraces every phase of American life.

"At the same time our responsibilities have also grown. We have acquired, without consciously seeking it, the role of the 'people's lobby,' the voice of the public interest on many issues. It is the labor movement that leads the great campaigns for social progress, such as medicare; that battles for morality and justice, as in the case of civil rights; that carries forward on many fronts the war against poverty, unemployment and human misery."

Nevertheless, he continued, it is well to recall that though labor's functions have broadened, "one of our earliest weapons is today one of our most valuable."

"The union label and its sister-emblems, the shop card, store card and service button, are unmistakable symbols of fair wages and working conditions and union standards of quality," he said. "When we buy union label goods and services, we are also doing our part toward the broader objectives to which we are dedicated."

Union Label Week is sponsored by the AFL-CIO Union Label and Service Trades Department.







# SEAFARERS ROTARY SHIPPING BOARD



(Figures On This Page Cover Deep Sea Shipping Only in the SIU Atlantic Gulf Lakes and Inland Waters District.)

August 14 to August 27, 1965

The pace of employment for SIU men slackened somewhat during the past period, but the level of activity is still a high one.

The extent to which the Viet Nam situation has effected the job picture is difficult to determine. Yet there can be no doubt that it has, as many Seafarers have responded to the call of duty by manning reactivated Victory ships bound for Southeast Asia.

1,312 men answered job calls during the past period. This total represented a slight dip from the previous period.

In the East, New York with 263 men to its credit shipped more men than any other port, but fell 32 men from the previous period. Baltimore showed a similar decline. In the positive column was Boston which upped by 14 the number of men it shipped.

In the Gulf, New Orleans showed strength, shipping 32 more men than previously. Houston dipped while Mobile declined even more steeply. Tampa had better luck, and contributed a 21-man rise.

On the Coast, Seattle climbed to 102 men shipped, a gain

of 59 men. This gain was offset by an almost identical loss in San Francisco.

Total registrations between period declined from 1,246 to 1,205. Most registrations occurred in the Class A Deck, Group 2 category. However, even more men shipped out from this classification.

A department analysis of registrations shows Deck increasing over last period, while Engine and Steward marked declines. The recorded changes in registrations, by department were: Deck, increasing by 21, Engine and Steward decreasing by 37 and 25 men respectively.

There was little change in the class proportions of men shipped from last time. Class A still accounts for 52.2% of the total. Class C men did a little better now, increasing to 13.8% of the total or a 0.3% rise at the expense of Class B men who slipped from 34.3% to 34.0%.

Men registered on the beach totaled 3,615 at the end of the period. Of this amount Class A represented 2,332 and Class B 1,283 seamen.

Overall shipping activity experienced a lift. Payoffs, Sign-Ons and In-Transits all rose and combined to increase the total from 209 to 222.

## Ship Activity

	Pay Off	Sign On	In Trans.	TOTAL
Boston	1	0	3	4
New York	16	11	18	45
Philadelphia	4	3	2	10
Baltimore	5	4	8	17
Norfolk	4	3	3	10
Jacksonville	0	0	10	10
Tampa	0	1	6	7
Mobile	4	1	9	14
New Orleans	7	8	11	26
Houston	8	10	37	55
Wilmington	0	0	7	7
San Francisco	2	1	3	6
Seattle	5	3	3	11
<b>TOTALS</b>	<b>54</b>	<b>46</b>	<b>120</b>	<b>222</b>

## DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B				
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP				
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL	
Boston	2	4	2	8	0	1	2	3	4	7	3	14	0	1	0	1	0	0	0	0	14	1	0	15	9	11	2	22	0	2	0	8	
New York	22	42	9	73	4	15	15	34	19	35	12	66	3	14	12	29	0	5	4	9	66	29	9	104	91	133	26	250	6	34	48	88	
Philadelphia	2	4	2	8	0	1	2	3	0	5	2	7	0	0	3	5	8	0	0	0	0	7	8	0	15	9	13	8	30	0	2	22	24
Baltimore	4	13	1	18	1	6	8	15	4	18	3	25	1	4	7	12	0	1	3	4	25	12	4	41	35	52	4	91	3	23	32	58	
Norfolk	4	3	1	8	1	5	5	11	4	5	2	11	0	2	2	4	0	0	2	2	11	4	2	17	15	11	0	26	0	5	17	22	
Jacksonville	3	4	3	10	1	2	1	4	2	1	0	3	2	2	0	4	0	0	1	1	3	4	1	8	8	7	3	18	1	5	7	13	
Tampa	1	2	0	3	0	2	1	3	1	3	0	4	1	2	1	4	0	2	2	4	4	4	4	12	2	4	1	7	0	0	1	1	
Mobile	5	5	0	10	2	7	4	13	4	8	1	13	1	3	5	9	0	1	0	1	13	9	1	23	27	37	10	74	3	6	23	32	
New Orleans	16	24	2	42	1	19	22	42	19	24	6	49	1	19	14	34	0	1	3	4	49	34	4	87	74	64	11	149	5	36	52	93	
Houston	20	27	6	53	1	14	13	28	18	27	3	48	1	11	16	28	0	10	8	18	48	28	18	94	60	84	11	155	6	41	37	84	
Wilmington	0	3	1	4	0	1	1	2	2	4	2	8	1	1	0	2	0	1	0	1	8	2	1	11	11	11	3	25	0	2	3	5	
San Francisco	12	22	4	38	1	4	6	11	9	18	3	30	3	6	3	12	1	4	5	10	30	12	10	52	26	18	6	50	1	11	6	18	
Seattle	12	15	5	32	0	5	9	14	2	15	4	21	0	3	9	12	0	1	0	1	21	12	1	34	24	21	8	54	3	21	13	37	
<b>TOTALS</b>	<b>103</b>	<b>168</b>	<b>36</b>	<b>307</b>	<b>12</b>	<b>82</b>	<b>89</b>	<b>183</b>	<b>88</b>	<b>170</b>	<b>41</b>	<b>299</b>	<b>14</b>	<b>71</b>	<b>74</b>	<b>159</b>	<b>1</b>	<b>26</b>	<b>28</b>	<b>55</b>	<b>299</b>	<b>159</b>	<b>55</b>	<b>513</b>	<b>391</b>	<b>466</b>	<b>94</b>	<b>951</b>	<b>28</b>	<b>188</b>	<b>267</b>	<b>483</b>	

## ENGINE DEPARTMENT

Port	Registered CLASS A				CLASS B Registered				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	3	2	1	6	0	2	1	3	0	2	1	3	0	2	2	4	0	1	0	1	3	4	1	8	6	9	3	18	0	2	1	3
New York	19	44	2	65	3	22	10	35	14	45	3	62	5	14	9	28	0	7	2	9	62	28	9	99	51	121	9	181	8	45	32	83
Philadelphia	1	4	0	5	0	0	0	0	0	0	0	0	0	0	3	3	0	1	0	1	6	3	1	10	1	17	4	22	0	6	10	16
Baltimore	8	14	3	25	2	9	6	17	1	16	1	18	2	8	9	19	0	1	2	3	18	19	3	40	18	60	8	86	0	20	24	44
Norfolk	2	5	0	7	0	3	1	4	0	5	0	5	0	4	3	7	0	1	4	5	5	7	5	17	4	13	4	21	2	8	9	19
Jacksonville	0	1	0	1	1	4	2	7	0	0	0	0	0	0	0	0	0	2	1	3	0	0	3	3	3	6	0	9	1	8	5	14
Tampa	0	0	0	0	0	1	1	2	1	0	1	2	0	0	1	3	0	1	1	2	2	3	2	7	1	2	0	3	0	1	3	4
Mobile	4	8	1	13	1	3	5	9	3	9	2	14	1	4	9	14	0	3	0	3	14	14	3	31	10	25	4	39	0	8	11	19
New Orleans	10	25	2	37	4	13	13	39	6	28	5	39	6	9	5	20	0	2	0	2	39	20	2	61	27	66	7	100	12	49	39	100
Houston	10	27	3	40	5	20	14	39	9	32	3	44	4	18	11	33	1	3	4	8	44	33	8	85	25	79	6	110	5	52	51	108
Wilmington	0	5	0	5	1	2	0	3	0	1	3	4	0	2	0	2	1	2	1	4	4	2	4	10	6	11	5	22	3	1	3	7
San Francisco	10	5	0	15	2	7	5	14	5	6	0	11	3	10	5	18	2	7	3	12	11	18	12	41	12	35	0	47	0	9	10	19
Seattle	1	16	1	18	1	10	3	14	2	10	2	14	1	7	6	14	0	0	1	1	14	14	1	29	4	21	2	27	1	11	4	16
<b>TOTALS</b>	<b>68</b>	<b>156</b>	<b>13</b>	<b>237</b>	<b>20</b>	<b>96</b>	<b>67</b>	<b>183</b>	<b>41</b>	<b>169</b>	<b>21</b>	<b>222</b>	<b>22</b>	<b>80</b>	<b>63</b>	<b>165</b>	<b>4</b>	<b>31</b>	<b>19</b>	<b>54</b>	<b>222</b>	<b>165</b>	<b>54</b>	<b>441</b>	<b>168</b>	<b>465</b>	<b>52</b>	<b>685</b>	<b>30</b>	<b>220</b>	<b>202</b>	<b>452</b>

## STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B					
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP					
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL		
Bos.	1	1	1	4	0	0	2	2	1	1	3	6	1	0	2	3	0	0	0	0	6	3	0	9	1	1	1	2	5	1	0	0	1	
NY	4	12	10	40	2	3	6	11	3	11	1	20	2	3	7	12	0	0	13	13	35	12	13	60	19	52	24	61	156	6	8	32	46	
Phil.	0	1	0	2	3	0	2	2	0	0	1	1	2	0	0	4	4	0	0	2	2	4	2	8	2	8	3	13	20	0	1	12	13	
Bal.	1	3	1	6	11	2	2	3	7	1	8	3	18	2	1	8	11	0	0	2	2	18	11	2	31	11	26	17	20	74	1	2	44	47
Nor.	0	1	0	3	4	0	1	4	5	0	1	2	5	1	1	5	7	1	0	6	7	5	7	19	1	4	2	6	13	1	3	14	18	
Jac.	0	2	0	2	1	2	1	4	0	0	0	0	1	0	0	0	0	0	3	3	1	0	3	4	1	1	2	0	4	1	3	5	9	
Tam.	0	1	0	3	4	0	0	0	0	0	1	3	6	0	0	1	1	0	0	1	6	1	1	8	1	1	0	1	3	1	0	1	2	
Mob.	1	2	0	8	11	0	0	6	6	1	2	3	8	0	1	6	7	0	0	4	4	8	7	19	9	16	10	25	60	1	0	14	15	
NO.	3	6	4	14	27	1	0	17	18	1	11	5	34	1	2	17	20	0	0	1	34	20	1	55	14	33	16	66	129	2	5	80	87	
Hou.	0	16	4	13	33	5	5	13	23	0	8	3	26	4	3	12	19	1	0	15	16	26	19	61	16	50	25	35	126	4	15	46	65	
Wil.	1	2	1	3	7	0	1	0	1	0	0	1	1	0	0	3	3	0	0	2	2	1	3	6	6	3	5	6	20	0	2	5	7	
SF.	0	8	6	7	21	2	1	14	17	0	6	1	3	10	1	3	9	13	1	2	13	10	13	39	11	11	12	20	54	1	3	0	4	





By Al Tanner, Vice President

and Fred Farnen, Secretary-Treasurer, Great Lakes

### New Lakes Navigation Ruling Proposed

The United States Coast Guard, in conjunction with the federal communications commission, has proposed new laws and regulations that would require all vessels of at least 300 gross tons and passenger vessels at least 65 feet long, as well as tow boats, to carry bridge phones as an aid to navigation, enabling all vessels on the Great Lakes to communicate with each other.

The Lake Carriers' Association reported that shipments of iron ore, coal and grain during July were the highest for that month since 1957 and more than one million tons over the total last year. According to Oliver T. Burnham, Association Vice President and Secretary, the 19,982,018 tons moved over the Great Lakes last month was the highest since a record 22,011,012 tons were moved in July eight years ago.

Ore shipments rose to 11,065,115 gross tons from 10,075,505 ton a year ago, and coal hit an eight-year peak for the month at 5,175,439 tons last year. Grain cargoes dropped to 2,418,650 tons which was only 8.6 per cent of the grain, however, moved in US bottoms.

Cargoes of the three commodities moved this year to August 1 added up to a grand total of 70,766,956 net tons, a five-year high, and compared to 69,549,724 tons moved in the 1964 period.

#### Cleveland

Shipping here is at a booming rate, with companies calling for replacements for men getting off for mid-season vacations. So far we have been able to meet the demand.

Radio Pete, George Karr and Harold Carroll have all got themselves another ship to get a stake before the snow starts to come again, leaving this hall pretty bare of oldtimers. With three more months left for the season, we expect shipping to be good to the very last.

#### Frankfort

Shipping still remains good in the port of Frankfort and we are still short of rated men for job calls on freighters.

All members are urged to be sure they have up-to-date enrollment cards, naming their beneficiary, on file with the Seafarers Welfare Plan.

#### Alpena

Shipping is still very good in this port. As a result of the J. B. Ford laying up in Alpena, we have had a few men come in and register. Most of the men off the J. B. Ford who registered are now distributed among the Huron boats, relieving men who had been waiting for vacation reliefs. We are expecting to have more men shortly due to the fact that the L. G. Harriman is on her way to the Soo to lay up.

#### Chicago

It's the usual story from this branch—shipping again has been extremely good and is not expected to drop. As of this date, and for the month of August, we have shipped from the Chicago hall exactly 100 men in various ratings and jobs.

Joe Veno, an old Great Lakes district oldtimer recently took a fireman's job on the Milwaukee Clipper. Shipping as cook on the tanker Detroit was "our chef" Curtis Clark. The crew of the Detroit are in for some fancy eating. Curtis' claim to fame is that he can make a salad out of a grass skirt.

#### Buffalo

Shipping continues to be good and we have had a steady supply of replacements as needed.

Dr. Joseph Logue was in this port last week and made final arrangements for our clinic, which will be available around September 13. It will be located at 73 High Street which is in the vicinity

of our hall and is equipped with all the newest apparatus and a staff of thirteen doctors.

#### Duluth

Shipping has been very good in this port. Many rated and non-rated jobs are coming in. We have several AB's registered on the board, but all must be on vacation as they are not ready to ship out. They will let us know when they desire to take the big plunge.

Ralph H. Tesser, Lou Little, and Pat Needham have come back into the hall after their trip on the John C. They claim it was a good voyage.

## Pensions

(Continued from page 3)

the SIU in the port of New York. Born in Maplewood, West Virginia, he continues to make his home there with his wife Elva.



Baum



Callahan

He last sailed aboard the Kenmar. Cook signed on with the SIU in the port of New Orleans, sailing as a member of the steward department. Born in Georgia, he and



Ficou



Lane

his wife Della now live in New Orleans. His last voyage was aboard the Arizpa.

Flood joined the SIU in the port of New York, where he sailed



Cook



Flood

as a member of the steward department. A native of Bermuda, he and his wife Sarah presently make their home in New Orleans, Louisiana. Flood last sailed aboard the Steel Scientist.



"Big Mamie," the famous World War II battleship USS Massachusetts, was dedicated as the state's official war memorial recently at ceremonies at Fall River, Massachusetts.

### SIU Delegation Takes Part

# World War II Battleship Designated As Memorial

FALL RIVER, Mass.—An SIU delegation led by Boston Port Agent Edward Riley, Austin P. Skinner, secretary-treasurer of the SIUNA-affiliated New Bedford Fishermen's Union and NBFU Delegate John Burt participated in ceremonies on Saturday, August 14, marking the designation of the battleship USS Massachusetts as the state's official war memorial.

About 2,500 persons watched the 90-minute dedication at the State Pier where "Big Mamie," the blockbusting battleship that fired the last salvos on the Japanese mainland in 1945, will be open to the public from now on.

Salvaged from the mothball fleet after a three-year fund-raising campaign, the battleship now sports a new coat of gunmetal grey paint and a complete set of multi-colored semaphore flags from stem to stern.

#### SIU Represented

Port Agent Riley represented SIU President Paul Hall at the ceremonies during which Governor John Vople said he was "proud" to accept the ship on behalf of the citizens of Massachusetts. He crossed the gangplank and raised the pine tree flag—an official flag of the Massachusetts Navy.

The principal speaker was Assistant Secretary of the Navy Robert W. Morse, who hailed the battleship as a shrine before which all Americans can renew "our faith in our ideals."



SIU officials and state legislators took part in the recent dedication ceremonies of the USS Massachusetts as the state's official war memorial. Left to right above are: SIU Boston port agent Edward Riley; SIUNA-affiliated New Bedford Fishermen's Union secretary-treasurer Austin Skinner; Massachusetts' Governor John Vople; NBFU delegate John Burt (partially hidden); Assistant Navy Secretary Robert Morse; Fall River, Mass., Mayor Roland Desmarais; US Representative Joseph Martin (R-Mass.) and Senator Leverett Saltonstall (R-Mass.).

In his remarks, Riley said that Massachusetts is heralded as one of the 13 states that provided the nucleus of the Union that gave the breath of life to the skills of our men during the early clipper ship days and provided the

progress that spelled expansion of our economy from the coast of Maine to California. "So today, on this special occasion, Massachusetts through the fighting spirit of the men who manned the ship, is being placed on the pedestal of fame and honor long to be remembered."

The Massachusetts, one of the "South Dakota" Class of battleships, displaces 25,000 tons and is 680 feet long with a 108 foot beam. Capable of 27 knots, the warship carries nine 16 inch guns and twenty 5 inch guns.

Built in 1942, the Massachusetts took part in many battles during WW II. She was on hand at the D-Day landings in Europe and fired the last salvos at the Japanese mainland in 1945.

## SIU Pacific Ship Delivers Art Cargo

LOS ANGELES—A priceless shipment of national art treasures from Japan was unloaded recently from the SIU Pacific District-manned American President Lines cargo liner President Lincoln for delivery to the Los Angeles County Museum of Art.

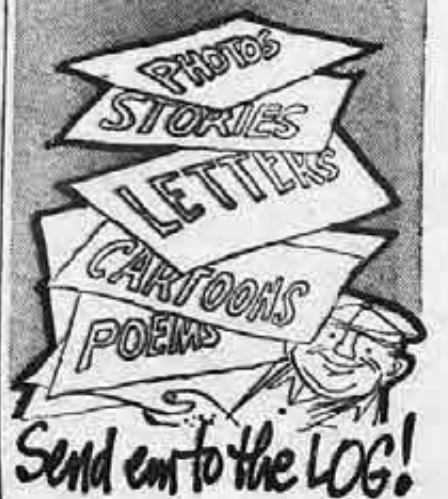
The Japanese art works were carefully packed in special lined boxes and loaded aboard the President Lincoln at Yokohama. The cargo of more than 150 objects d'art, including paintings, sculpture, applied arts and calligraphy, will be first displayed in this country at the museum from October 2 through November 7.

According to museum curator of Oriental art George Kuwamura, who with other officials has been working five years to arrange for the exhibit, only after the personal patronization of President Johnson and Prime Minister Eisaku Sato of Japan has the collection been allowed to leave that country.

#### 7th To 19th Century.

The 7th to 19th century collection, which may be viewed at the Lytton Gallery, includes the famous scroll of Choju Giga from a Kyoto temple and the Yakushi Nyorai sculpture from another temple in Nara, Japan. Two curators from the Japanese Ministry of Education, the sponsoring organization, accompanied the valuable cargo.

Every precaution was taken to insure safe delivery, including special wrapping in tissue paper and cotton of every item and the subsequent fitting of the pieces into foam rubber-lined boxes.





Non-Stop, Under Sail

# Solo Sailor In 13-Foot Boat Crosses Atlantic In 78 Days

After a harrowing 78-day, non-stop, solo crossing of the Atlantic, 47-year old newspaperman Robert Manry recently landed his tiny sailboat Tinkerbelle at Falmouth, England, where he received a hero's welcome from 20,000 cheering onlookers.

During the hazardous 3,200-mile crossing, the 13½-foot Tinkerbelle — smallest vessel to ever make the non-stop trip—capsized at least once, and Manry was washed overboard six times by heavy seas.

Afraid that some large ship would run him down during the night, Manry was often so exhausted that he suffered from hallucinations throughout the voyage.

Manry's wife Virginia and their 14-year old daughter Robin occupied a place of honor among the crowds greeting him at the end of his record-breaking crossing.

Stepping ashore at Falmouth, Manry first kissed the earth and then embraced his wife.

"Someone is shaking the earth," he said, having difficulty regaining his "land legs" after seven weeks at sea.

Originally, Manry had planned to kiss his wife first, and the earth second, but seemingly the thrill of being on firm land proved too much for him.

**Boyhood Dream**

Manry, who had dreamed of making the trip since he heard about similar adventures as a high school youth, bought the 36-year old Tinkerbelle six years ago. Built originally as a racing dinghy, Manry set about preparing the tiny sailing craft for the arduous ocean voyage. He fitted her out with a small cabin, flotation lining and a heavy daggerboard for stability in rough seas. She carries a 75-foot mainsail and a jib of less than 20 square feet.

A weekend sailor before his maiden ocean-going voyage, Manry made sure to stack his frail vessel with plenty of canned and con-

**Union Runs Tight Ship**

Falmouth, England — A message from his union was waiting for Robert Manry, copy reader for the Cleveland, O., Plain Dealer, when he docked here after a 3,200-mile solo voyage across the Atlantic in a 13.5-foot sloop named Tinkerbelle.

"Six hundred cynical Cleveland (newspaper) Guildsmen congratulate you on your maiden voyage," the tongue-in-cheek message from Newspaper Guild Local 1 said. "We never thought you'd make it."

When Manry returns, the local wants to talk to him about back dues for 78 days—the length of his voyage. "We run a tight ship too," Local 1 President John D. Fairfield wrote.

concentrated food and a small stove to heat it with.

Afraid of being rammed by large oceanfaring ships, Manry sailed only at night, when he could spot the lights of oncoming vessels and flash back a warning. Similarly, he avoided the main shipping lanes. "But every so often," he said, "some great steamer would come bearing down."

Battling the sea for as many as 12 or 13 hours a night, Manry slept by day, hoping that the giant liners would be able to see Tinkerbelle before they were on top of her. Before bedding down each day, he took down the sail, lashed the helm, and threw out a heavy sea anchor to keep the

craft headed into the wind so that it could roll with the huge 20-foot waves.

**Hair-raising Visions**

But the constant tension and the reversed day-night regimen took their toll in exhaustion and frayed nerves. He began to suffer from giddiness and was soon subject to hair-raising hallucinations.

The voyage was filled with real perils too. A heavy storm tossed the tiny Tinkerbelle across the waves for hours, finally capsizing her, flat on her side with her mast in the water. But the valiant little craft righted herself with no apparent damage.

Manry was washed or blown overboard several times by rough seas and weather. He survived by pulling himself back aboard by a lifeline he wore that was attached to the boat.

**Feared Lost**

A week before landing at Falmouth, Tinkerbelle was feared lost at sea. The world held its breath as planes and ships sought in vain for the small vessel. But then a fishing boat spotted her and Mrs. Manry traveled 55-miles out to sea to join her husband briefly aboard the little craft. They hugged and kissed and Virginia reported, as any wife would, that her husband looked "thinner, but fit."

## Welland Canal To Be Widened

**BUFFALO**—Traffic congestion problems in the Welland Canal will be eased in the future, as a result of a decision of the St. Lawrence Seaway Authority to widen a curved section of the waterway near Port Robinson. The Seaway Authority acted in the wake of the difficulties wide-beam vessels experienced in passing each other along the mile-and-three-quarter curve.

The width of the section will be increased from 192 to 300 feet to ease the passing problems of vessels which are often 75 feet wide. Excavation work will take about six months to move some 1.3 million cubic yards of earth for the widening job. The cost of the job is estimated to be \$2.4 million.

Plans were also announced to build a 500-foot approach wall above Lock 6 on the Welland. Construction of the wall will aid navigation through the short channel between Locks 6 and 7, according to Authority officials. A minimum seaway depth of 27 feet will be created by the new wall. The wall project was actually started last winter when the proposed site was drained for excavation work.



## The Gulf Coast

By Lindsey Williams, Vice-President, Gulf Area

**Gulf Shipping Expected to Boom**

Shipping in the Gulf area has slowed down a little but, with the announcement of new ships coming out of the boneyard in this area, it should be booming again very shortly.

The Maritime Trades Department of New Orleans and the Greater New Orleans AFL-CIO joined the SIU in protesting to the Louisiana congressional delegation the passage of the agriculture bill H. R. 9811, because of the detrimental affects this bill will have on the American-flag Merchant Fleet.

The Louisiana shrimp season opened in Louisiana August 16, 1965, and the first day of trawling, as one fisherman reported, was a "shu shu," and it looks bad for the rest of the season. Boats came back empty, after hours of trawling out of Grand Isle, Louisiana, and one boat reported, after seven hours of trawling, a catch of only two pounds of shrimp. Out of Buras, 60 boats brought back only 20 barrels of shrimp which amounts to approximately seven pounds per trawler, not even enough to pay expenses. A representative of the Louisiana State Wild Life and Fisheries Commission predicted that although the first season might have been relatively weak, the second harvest, which begins in September, could be strong. Orleanians looking forward to fresh shrimp from shrimp boats, and beer parties, will have to content themselves with paying 59c per pound for medium sized shrimp on the retail market.

Delta Line was in the news with the reported collision of their passenger ship Del Sud, in Rio de Janeiro, with the Chilean ship Astral, and the celebrating of the anniversary of the first Delta Line ship sailing 46 years ago, August 7, 1919. The old S.S. Bound Brook, 46 years ago, sailed from New Orleans with 2,705 tons of cargo bound for Brazil. She loaded an additional 805 tons of cargo at Pensacola. About two months later, October 23, 1919, she returned to the city with 60,000 bags of coffee from Rio de Janeiro and Santos aboard. The Bound Brook's trip marked the first sailing from New Orleans of a vessel under the flag of the Mississippi Shipping Co., Inc. Her cargo was modest, perhaps, but from this beginning has come one of the nation's major steamship lines and a giant in the coffee trade . . . Delta Steamship Lines, Inc. In recent years the company has carried more than 50 per cent of the total coffee imports from Brazil to the Gulf. Since the initial voyage of the Bound Brook, the company has chalked movements of 77,524,479 bags of green coffee from Brazil.

**New Orleans**

On the beach ready to go soon is Brother Thomas (Whitey) Plunkett. When he came in on the Del Oro his son, who has been in the Navy for two years, was in port on leave so he got off to spend some time with him and had an enjoyable visit. Joseph (Champ) Barron off the Del Rio is sweating the hall ready to go as chief cook. Seems like shipping in that particular rating slows up everytime Champ hits the beach.

Also hitting the hall regularly, waiting to ship, are Brothers William Meehan off the Del Mundo

waiting for a Group 3. Steward Department job and Brother Eddie Kosecki, off the Neva West, waiting for a FWT or Oiler's job. **Houston**

The shipping situation slackened slightly last period, but things are expected to pick up again in the coming weeks.

Among our old-timers on the beach here, is deckhand Hugh Warren who piled off the Montpelier Victory. Hugh says it was a good ship in every way and he wants to catch another just like it.

The port of Houston was saddened by the death of one of our pensioners, Julian Mineses, who was killed in an auto accident.

Deckman Jimmie Hammond, sailing SIU since 1941, is passing the word that he is waiting for a supertanker. Jim thinks the SIU has come a long way since he started shipping out. Old-timer Glenn Dickens who sails in the engine department is telling the boys around the hall about his last run aboard the Penn Carrier. Glenn says it was a pretty fair trip and he's doing a little tugboating while waiting for a coastwise ship.

**Mobile**

Shipping is fairly good in Mobile and the picture is expected to remain bright during the coming periods.

Old-timer Cal Pierce is around the hall waiting to gobble up the first good deck job that comes along. Cal last sailed aboard the Rachel V where he put in five months. While on the beach, he is spending plenty of time with his wife and family.

The boys around the Mobile hall are all giving the glad hand to Mortimer T. Morris who re-

(Continued on page 16)

### SIU Clinic Exams—All Ports

EXAMS THIS PERIOD: June 1 - June 30, 1965

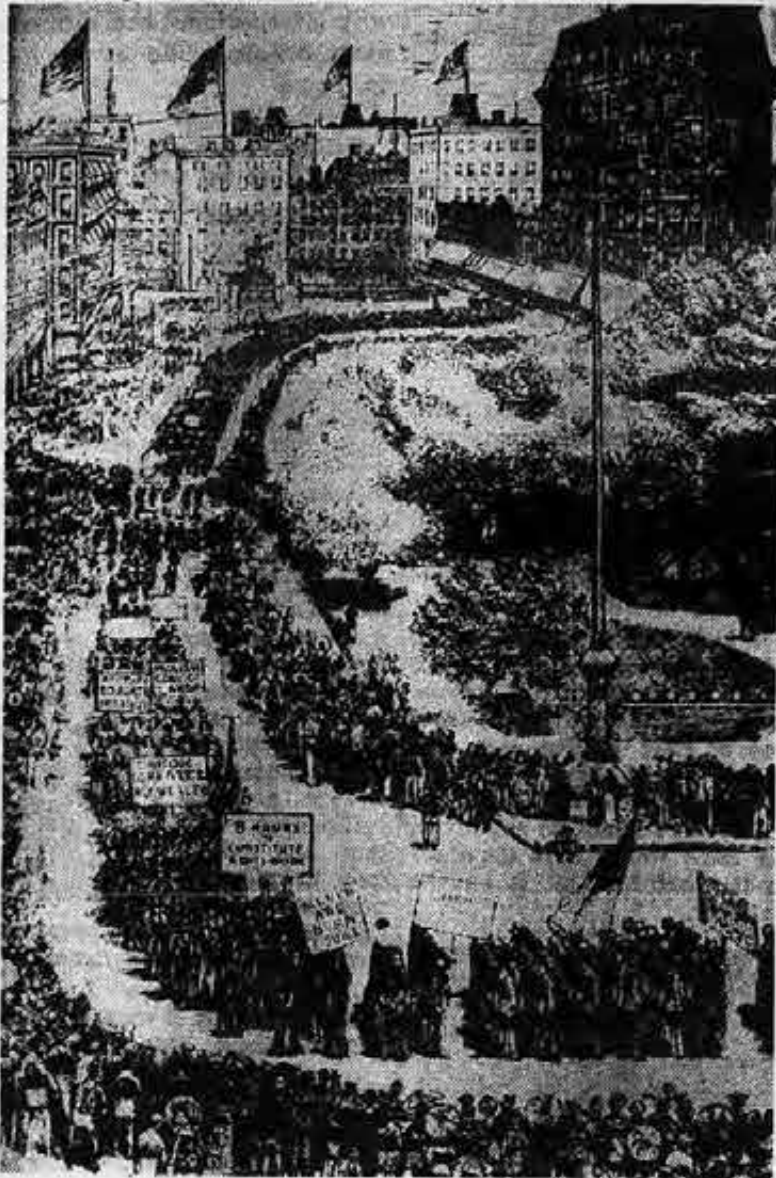
Port	Seamen	Wives	Children	TOTAL
Baltimore.....	9	0	0	9
Jacksonville.....	128	34	18	180
Boston.....	15	1	1	17
Houston.....	146	6	18	170
New York.....	510	36	27	573
Norfolk.....	106	0	0	106
Philadelphia.....	45	15	3	63
Tampa.....	8	0	0	8
San Francisco.....	30	16	6	52
New Orleans.....	268	13	15	296
Mobile.....	81	4	10	95
San Juan.....	25	15	4	44
<b>TOTAL.....</b>	<b>1,371</b>	<b>140</b>	<b>102</b>	<b>1,613</b>



Cleveland newspaperman Robert Manry was on the last leg of his 3,200 voyage alone across the Atlantic when this aerial shot was taken.



# The FIRST LABOR DAY



On Monday, September 8, millions of Americans will pause to pay tribute to the skill and toil of the country's workers which have built the United States into the strongest nation in the world. While the vast contributions of America's working men and women to the country will be hailed by thousands of labor leaders and politicians across the land, very few people will remember how Labor Day was proclaimed a national holiday.

Few Labor Day speeches will mention the name of Peter J. McGuire, an almost forgotten New York City carpenter who is credited with first proposing that a special day be set aside for the country's workers. McGuire originally called for the creation of a Labor Day holiday more than 83 years ago in a speech before the newly organized Central Labor Union in New York.

#### Enthusiastic Reception

Delegates to the city's new central labor council greeted McGuire's proposal enthusiastically as he suggested that Labor Day be celebrated on the first Monday in September. The New York carpenter explained that he selected the September date since it fell between two other national holidays—the Fourth of July and Thanksgiving Day.

The New York central labor body demonstrated that it was ready to do more than talk about McGuire's proposal. A committee was quickly appointed to begin work on preparing the first celebration of Labor Day in 1882.

(A picture of the first U.S. Labor Day parade held in New York in 1882 is seen at the left.)

Meanwhile, the idea of a Labor Day holiday spread across the country and in 1884, two years after New York trade union members had held their first observance of the day, delegates to the fourth annual convention of the American Federation of Labor unanimously passed a resolution calling for a national celebration.

The AFL convention resolution said, "Resolved, that the first Monday in September of each year be set apart as a laborers' national holiday, and that we recommend its observance by all wage workers, irrespective of sex, calling or nationality."

Although the American trade union movement had officially called for a national observance of Labor Day, a great deal of effort was ahead before this goal was actually achieved. The nation's unions first turned their attention to state capitals where they urged legislators to set aside the first Monday in September as a legal holiday for working men and women.

Oregon took the honor as the first state in the country to set aside Labor Day as a holiday, even though the new law selected the first Saturday in June for the observance. Six years later, in 1893, the Beaver State lawmakers bowed to the national trend and revised the date of Labor Day to the first Monday in September. All in all, 22 other states followed Oregon's lead.

#### Congress OKs Bill

Meanwhile, the national campaign for a Labor Day celebration caught fire in Washington. The Labor Committee of the House of Representatives took favorable action on a bill designating Labor Day as a legal public holiday in May, 1894. Both houses of Congress had approved the Labor Day bill by June 26, 1894.

President Grover Cleveland signed the law which created Labor Day as a national holiday on June 28, 12 years after Peter McGuire first proposed the idea in New York City. President Cleveland presented the pen used to sign the bill to Representative Amos C. Cummings of New York, who introduced the legislation. Cummings, in turn, made a gift of the pen to Samuel Gompers, president of the American Federation of Labor.

## 1965 Seafarers Scholarship Winners

(Continued from Back Page)

ently, he attended a four-day science symposium at the University of Texas in Austin.

In the fall, he will attend the University of Notre Dame, where he plans to major in math. "Notre Dame is a very fine school, but it is also a very expensive school," Anthony says. "If it were not for the SIU scholarship, it would have been virtually impossible for me to attend this school. I owe the Union a heartfelt thanks," he declares, "and I believe that the best way I can repay this gift is by performing scholastically as well as I am able next year and in the years to come.

Although it is hard to predict the future, Anthony eventually plans to work in the computer field. "If my interests remain unchanged," he says, "I will be working with computers. It is a fascinating field."

One of the 1965 winners of the SIU \$6,000 scholarship awards is 27-year old Seafarer Arturo Castro, of Houston, Texas. Arturo is fortunate enough to combine his scholastic abilities with the vast experience he gained during his many voyages as a Seafarer.

Raised in Galveston, Texas, Arturo attended several grammar schools in that city before attending Stephen F. Austin Jr. High School. He then went on to Stewart High School in Hitchcock, Texas.

Although he never received a formal high school diploma, Arturo managed to achieve the same end by diligently studying to pass the necessary exams for an equivalency certificate while serving in the U.S. Army where he was enrolled in the U.S. Armed Forces Institute.

Supplementing his academic studies with a keen observation of the many foreign lands he has visited in the course

of his Seafaring duties, some of Arturo's favorite ports are in Brazil, Argentina, Peru, Egypt, the Persian Gulf, India, Singapore and Manila. The experience and sense of responsibility that he picked up as a Seafarer will be an invaluable aid to Arturo, no matter what field of endeavor he finally chooses to enter.

Arturo's favorite sport is bowling and he is a frequent visitor at nearby bowling alleys where he can be seen chalking up the strikes and spares on his off time. He hopes that the college of his choice fields a bowling team.

Arturo joined the SIU in 1960, in the port of Houston. A member of the engine department, he recently sailed with Sea-Land Service.

When he first learned that he had won the \$6,000 SIU scholarship, Arturo planned to enter the legal profession, hoping to pursue his studies at the South Texas College of Law in Houston, Texas. A strong Union supporter, he thought of serving the American labor movement by practicing labor law.

Unfortunately, he had to scrap his original plans when he learned that he did not have sufficient pre-law training.

Arturo now plans to enroll in the University of Houston, where he will major in political science and foreign languages—his interest in both subjects born of his Seafaring and Union experiences. Armed with his SIU scholarship, he hopes to complete his studies rapidly and well.

"The scholarship that the Union offers is a wonderful thing," Arturo says. "I would never have attempted to enter

college without it. I would like to express my deep-felt thanks to the Union and to all the Brothers who make this plan possible."

Last, but by no means least among the 1965 scholarship winners is Peter J. Bakarich, son of Seafarer Peter Bakarich of Boonton, N.J. Peter is an all-around student who is already well on the way to establishing himself in his chosen profession of teaching. Like the other scholarship holders, he excels in many fields—sports, theatre, newspaper work, scouting and camping, to name a few.

At the age of five, Peter was enrolled in Sts. Cyril and Methodius Grammer School in Boonton. The school was attached to his parish church.

After grammar school, he attended Morris Catholic High School, in Denville, N.J. In his freshman year he won a silver medal in the nation-wide Auxilium Latinum Test. In his sophomore year, he again won the silver medal, and, in his senior year, was awarded the gold medal.

Invited to join the Great Books Club in his freshman term, he continued his membership throughout his four years of high school. The club is devoted to the study of literary classics.

The sophomore year brought with it increased activity. Peter joined the Future Teachers of America and was invited to work on the school newspaper—Marian Echoes.

The high point of his junior year came when Peter was elected a member of the National Honor Society.

Senior year brought with it added responsibilities. Peter was elected president of the Future Teachers, treasurer of the National Honor Society, and named feature editor of the school newspaper.

That same year, he was inducted into the National Quill and Scroll Society in recognition for his newspaper work, and elected to the National Thesplan Society as a result of his efforts as stage manager in a school drama production of "See How They Run."

Capping his record of outstanding academic achievements, Peter was chosen as the Salutatorian for his graduating class at Morris Catholic High.

Peter has always been an ardent sportsman and athlete. While at high school, he participated in cross country track events and was a familiar sight on the basketball courts. Other hobbies include stamp and coin collecting.

Outside of his studies, Peter's primary interest is scouting. He is presently an Eagle Scout and Junior Assistant Scout Master. While a scout, he has hiked the Appalachian Trail from Greenwood Lake to Bear Mountain, visited the National Jamboree at Valley Forge, and participated in long-term summer camp programs. For the past four years, he has been on the Boy Scout Camp staff.

On the strength of his \$6,000 scholarship, Peter plans to attend the College of Arts and Sciences at Seton Hall University where he will major in philosophy. Keeping an eye on his future teaching career, he will participate in the Humanities Honors Program—an accelerated program for superior students which he hopes will give him a broad background in the liberal arts.

"When I first received the telegram informing me that I had been awarded one of the SIU scholarships, I was extremely surprised," Peter says. "I am deeply grateful for being awarded this scholarship, for it has enabled me to further my education without being a financial burden on my parents."



Castro





# Beef Box



By Robert A. Matthews,

Vice-President, Contracts, & Bill Hall, Headquarters Rep.

The SIU Contract Department receives many requests for clarifications of shipboard beefs which are similar in nature. We are reprinting here several questions and clarifications which have appeared in the past, which we feel can be of special aid to Seafarers.

**Question:** "It states in the agreement sea watches shall be broken upon F.W.E. for Oilers that is if vessel is to stay in port 24 hours or more. Now, if this is so, an Oiler should receive 1 hour o.t. for securing engine after 5 p.m. and before 8 a.m. as after F.W.E. has been rung on here, we have to close the intermediate stops, secure the idling generator, the steam stand by pump and put on the port feed pump and secure the main feed pump which all takes about 1/2 an hour after F.W.E., so we are working after the bell has been rung off and we are on day work."

**Answer:** Under the circumstances you have outlined, you would be entitled to overtime for performing this work.

**Reference:** Standard Freightship Agreement, Article IV, Section 3 (a)—Hours of Work, "Working hours in port and at sea for all men classified as day workers shall be from 8 a.m. to 5 p.m. Monday through Friday. Any work outside these hours or on Saturdays, Sundays, or Holiday, to be paid for at the applicable overtime rate, except as provided in Article II, Section 18. When in accordance with Article II, Section 44 (c), the meal hours are changed the hours of work shall be changed accordingly, provided that when a meal hours is changed for the entire department.

Standard Freightship Agreement, Article IV, Section 7, first paragraph — Breaking Watches. "When a vessel is in port as defined in Article II, Section 34, and is scheduled to remain in port twenty-four hours or longer, sea watches shall be broken. When scheduled stay of vessel is less than twenty-four hours, sea watches shall be maintained. If sea watches are to be broken, they shall be broken when 'Finished with Engine' bell is rung."

**Question:** Our job to stand by in the holds and watch cargo. The hours were from 8 a.m. to 12 noon, 2 p.m. to 5 p.m., and 3 p.m. to 3 a.m. Are we entitled to straight overtime between 8 a.m. and 5 p.m. and 1 1/2 between 5 p.m. and 8 a.m. weekdays and the same on weekends?

**Answer:** Since the work you are performing is not the customary duties of the Deck Department, all of the crewmembers involved are entitled to straight overtime for all hours worked while watching cargo.

## MFOW Opens Nominations

Nominations for officials of the Marine Firemen's Union for the 1966 term of office will open on September 1, 1965, and will remain open for the entire month. Nominations may be made in person at the regular business meetings of Sept. 2 and Sept. 16 at headquarters and the branches or may be made by mail, provided that mailed nominations are received at MFOW headquarters by Sept. 30, 1965.

Any member wishing to become a candidate for office must be nominated and have a second to his nomination. Any member in good standing may nominate himself.

Balloting will commence on Monday, November 1, 1965, and will continue through Monday, January 31, 1966, in order to give the greatest number of members ample opportunity to cast their ballots.

**Reference:** Standard Freightship Agreement, Article 11, Section 10, first paragraph, which reads: "Members of all departments shall perform the necessary and customary duties of that department. Each member of all departments shall perform only the recognized and customary duties of his particular rating."

**Question:** "Does entering tanks that have contained latex, for the purpose of removing plugs from the port and starboard tanks fall under Article III, Section 32(b)."

**Answer:** Yes, since latex is a vegetable and when members of the crew are required to enter tanks that have contained, animal, vegetable, petroleum oil, or creosotes including bunkers or molasses, this section is applicable.

**Reference:** Standard Freightship Agreement, Article III, Section 32(b)—TANK CLEANING. "When members of the crew are required to enter tanks that have contained animal, vegetable, petroleum oil, or creosotes including bunkers or molasses, including use of Butterworth System for the purpose of cleaning or making repairs therein, the watch on deck during straight time hours shall be paid at the rates of \$2.24 per hour for those ratings receiving a basic monthly wage of \$357.47 or below; \$2.28 per hour for those ratings receiving \$364.50 but not more than \$416.07 and \$2.33 per hour for those ratings receiving \$424.07 or above. On Saturdays, Sundays and Holidays or between the hours of 5 p.m. and 8 a.m. weekdays, the rates for such work shall be \$4.47, \$4.57 and \$4.65 per hour respectively, dependent upon the monthly wage ranges specified above.

Three hours overtime at the rate of \$2.24, \$2.28 and \$2.33 per hour respectively, dependent upon the monthly wage ranges specified above, shall be paid for this work in addition to the overtime actually worked, provided however, that these three (3) hours overtime shall be paid only once when tanks are being cleaned on consecutive working days."

In submitting questions and work situations for clarification, delegates and crews are reminded once again to provide as much detail as possible setting forth the circumstances of any dispute.

WRITE TO THE LOG



# Dummy Mine Gives SIU Fishermen A Rough Time

**NEW BEDFORD**—The crew of the SIU New Bedford Fishermen's Union-manned scallop trawler New Bedford breathed easier recently after an object dredged up in its net from the ocean floor off Norfolk, Va., turned out to be a plaster-filled practice mine launched

by a submarine rather than a deadly torpedo.

The incident occurred 56 miles southeast of Cape Henry, and the New Bedford's crew sweated it out until the Navy got the object out of the nets and determined it was a dud.

Lt. Howard Graff, skipper of the Navy fleet tug Palute, which went to the scene, said the fishermen were "pretty shook up" about picking up the dummy mine. "Even after we found it and determined it was inert they didn't seem to be anxious to believe it," he said.

The scallop fleet operating off the Virginia and North Carolina coast has been nervous ever since the trawler, Snoopy, was blown to bits recently by a torpedo in her nets and eight men were killed. The spot at which the New Bedford brought up the dummy mine was only 31.6 miles from the spot where the Snoopy was reduced to an oil

slick and nothing more.

### "Torpedo Junction"

The area of the Atlantic off the Virginia and North Carolina coasts is referred to as the "Graveyard of Ships" because of the large amount of U.S. tonnage sent to the bottom there during WW II by German submarines. Seafarers still refer to the area as "torpedo junction."

The recovery of the dummy mine from the New Bedford's nets was handled by Navy frogmen. "An explosive mine would look just like this," one of the Navy men said, tapping the dud, which was 10 feet, 7 inches long, 21 inches in diameter and weighted about a ton.

If it had been a live mine, he added, he and his men would have blown it up on the ocean bottom. This one was tangled in the New Bedford's steel scallop net and therefore would have been too dangerous to disarm if it had been live. But more likely, he explained, a live mine would have gone off when the net first hit it on the ocean floor.



By Cal Tanner, Executive Vice-President

## I.C.C. Decision Favors Railroads

The nation's inland water carriers have once again been confronted with hard proof that the Impartial Interstate Commerce Commission appears to be more concerned with protecting the country's railroads than giving a fair shake to every segment of the U.S. transportation system. The latest evidence of the ICC's apparent pro-railroad bias came when the commission gave the roads permission to hike by 10 percent, switching charges which domestic shippers must pay.

This decision, of course, operates to the complete disadvantage of the U.S. inland water carrier industry. By forcing water carrier costs up with the 10 percent switching rate increase, the inland carrier industry loses a good deal of its competitive advantage. As a result of this unfortunate ICC decision, the water carrier must either increase his own cargo rates to his customers or absorb the increased cost of the higher switching charges himself. If he boosts his rates, he will lose business to the railroads; if he absorbs the higher cost of the switching, he will lose even more of his already slim income.

Either way the inland water carrier turns, he is hung on the horns of a damaging dilemma made in Washington by the Interstate Commerce Commission.

In making this decision, the ICC commissioners once again illustrated their obvious prejudice in favor of the nation's railroads. The ICC conveniently overlooked the fact that the majority of the railroads normally include switching charges in through services, while the inland water carriers do not. The switching charges involved in water transportation are usually paid by the shipper or his customer.

According to a spokesman from the domestic water carrier industry, the railroads will not be able to recover a larger portion of their switching costs from line-haul carriers by means of the increase. He branded the new, higher switching charges as a "transparent means to impose new cost burdens upon the water carrier industry while holding rail rates at their same level."

While the ICC decision puts the domestic water carriers at a serious competitive disadvantage, the agency's action is consistent with its apparent posture as the railroad industry's best friend in Washington. The inland water carrier industry has consistently protested repeated ICC decisions which have permitted railroads to cut their freight rates on cargoes which are also carried on U.S. domestic waterways.

These decisions are aimed at giving the railroads every possible advantage over the low cost transportation provided by the water carriers. It is about time that the ICC began to treat the inland boat industry as an equal branch of the nation's transportation system. A few more decisions like the one that permits the railroads to hike their switching rates might be all that is needed to wipe out one of the most important means of transporting bulk commodities at low cost in the country.

# The INQUIRING SEAFARER

**QUESTION:** Do you keep up with international and American news events while at sea? If so, how?

**Gullermo O'Neill:** Yes, I do my best to keep up with the news as it breaks. I listen to the radio on board ship and pick up what newspapers I can in foreign ports. These days, with such things happening like the Gemini space flights and the



Vietnamese War, you have to follow the news.

**Alvin Tutson:** For Seafarers, who must answer questions about

America in every foreign port of call, keeping well informed is a matter of utmost importance. I carry a radio with me on every run and make sure to pick up magazines like Time and Newsweek in every port. I read the LOG for maritime news.



**Jacob Matesz:** I read the Union paper aboard ship and try to catch the news on the radio whenever I can. My luck with the tv news has been bad. There always seems to be distortion and interference when the news hits the screen. Every



Union man should keep up with what's happening in the States.

**John W. Martinez:** I try to keep on top of the news every way I can. I read all the newspapers and magazines I can get my hands on in port or on board. I also read many books on current and political affairs. While sailing, one thing I really miss is the day to day newspaper coverage.



**Ronald Fernandez:** One of the best ways for Seafarers to keep up with the news, is to engage in frequent discussions about current events with their shipmates. It is the responsibility of a free citizen to keep informed. I read the papers and catch radio news broadcasts whenever I can.



**Tony Amendolia:** I listen to the radio on the ship for news of international and national events, and I read the LOG for maritime and Union news. In port, the port agent often relays important information to us. I also avail myself of the newspapers and magazines in the LOG library.





**SPAD**

**Seafarers  
Political Activity  
Report**



The liberal record of the 89th Congress is no accident. The efforts of SIU members, in conjunction with the educational and political action programs of the AFL-CIO's Committee On Political Education (COPE), contributed much to making this Congress the most liberal and productive in decades. The achievements of the 89th Congress bear proud record to the political labors of union men everywhere. Here is part of that record:

**"RIGHT TO WORK" REPEAL**—As this issue of the LOG went to press, Senate action was pending on repeal of Section 14(b) of the Taft-Hartley Act, the section authorizing state "right to work" laws. The House already had voted to repeal 14 (b). Repeal would wipe the existing 19 state open shop laws off the books. In the House 48 of the 51 new liberals your SPAD dollars helped elect in 1964 voted for free collective bargaining and an end to union-busting "right to work."

**MEDICARE**—The 20-year battle to provide health care for the elderly under Social Security has been won. It received overwhelming support from the Senators and Representatives backed by organized labor. Some 20 million Americans over 65 will benefit from the program. Hospital bills are automatically covered, and for \$3 a month the elderly also will get coverage for doctors' fees.

**SOCIAL SECURITY**—The entire Social Security program was liberalized and improved. All benefits were boosted seven percent retroactive to Jan. 1, 1965, for those receiving the minimum monthly payment. After next January 1, family benefits will go as high as \$368 a month. Widows, the disabled and dependents will receive better pension provisions.

**EDUCATION**—The 89th Congress took a giant step toward assuring that your children will get the best possible education. It passed the first major program of federal aid to public schools, bolstering almost every school system in the nation. The \$1.3 billion program will provide textbooks, improve school libraries, set up community-wide educational centers, improve educational research and training, and strengthen state departments of education. Its basic thrust is toward helping children from poor families get the education they need to break out of the poverty cycle.

**HOUSING**—There's a new twist in housing, aimed at moving faster toward the goal of decent dwellings for all Americans. The program passed by Congress provides rent supplements for low-income families and individuals.

**VOTING RIGHTS** — Thousands of Negroes in hard-core areas throughout the south already have responded to the historic voting rights law enacted recently by registering to vote. The long-run effect will be emergence of an effective liberal movement in states now retarded by obsession with the race issue. The new law protects the right to register and vote by sending federal registrars into areas where patterns of discrimination exist. It suspends literacy tests as a qualification for voting in any state or political subdivision where less than 50 percent of the voting-age population was registered and voted last November.

**TAXES**—Excise taxes that burdened consumers for years were slashed by the 89th Congress. Estimated savings for the average American family: \$57 a year.

**LABOR ROUND-UP**

The Clothing Workers have won a 10 cent per hour wage increase for 35,000 members in the cotton garment industry in a one-year extension of an agreement originally negotiated in 1962. Under the terms of the revised agreement employers will contribute another one-half of 1 percent to the industry's welfare and retirement funds, and workers will receive a third week of vacation after one year's service. The agreement is expected to set a pattern for another 100,000 workers in the industry.

The labor movement compiled an impressive record of active support and service to Boys Clubs of America in 28 states, according to a report issued by the organization. During 1964 union contributions ranged from sponsoring a Babe Ruth baseball team in Hot Springs, Ark. pledging \$50,000 worth of free labor on a new building in Denver, Col., and building a gymnasium in San Mateo, Calif. AFL-CIO President George Meany is a member of the national board of directors of the Boys Clubs of America.

In paying tribute to Clarence N. Sayen, former president of the Air Line Pilots who died in an airplane crash in Lake Michigan recently, AFL-CIO President George Meany declared that he "gave selfless leadership to the cause of a better life for all Americans, including the less fortunate." Sayen was president of the ALPA from 1951 until 1962. He was also president of the International Federation of Air Line Pilots Associations from 1962 to 1964 when he left the union to go into business. He was killed in a crash of a jet liner north of Chicago.

Moldmaker members of the Flint Glass Workers will receive a package of gains worth 45 cents per hour in a new three-year contract covering 80 glass container shops. The Glass Container Manufacturers Institute, representing 23 employers, agreed to a 36 cent per hour wage increase in three steps and a fringe benefit package totaling 9.5 cents per hour. Benefits include a fourth week of vacation, a pension increase of \$3 a month per year of service and an increase from 8.5 to 10 cents per hour in company insurance contributions.

**"Progress . . . And Poverty"**



The recent successful flight of Gemini 5 has placed the United States "first in space." It was a long, hard, uphill fight to overcome the early space lead rolled up by the Soviets, but a concerted, all-out effort was made and American technology and know-how came through.

The fact is that continually being "second in space" had become an embarrassment to the American Government both at home and abroad—so something was done about it.

Maritime is another area in which the American Government is beginning to feel acute embarrassment both at home and abroad. The fact that the U.S. merchant fleet has slipped to fifth place among the world's maritime nations is beginning to really hurt.

The buildup in Vietnam is a prime example. Looking about for ships to transport the vast amount of cargoes necessary to supply an American fighting force on foreign shores, the government found that there were not enough active vessels remaining in the U.S. merchant fleet to perform this vital, national security function. Faced with the problem of moving countless tons of cargo across the ocean, the boast of Defense Secretary MacNamara that military movements in the future would be made exclusively by air and that ships were no longer necessary for this purpose—has apparently been forgotten.

To fill the gap, the government fell back on the mothballed World War II vessels in the nation's reserve fleets. However, this is proving to be an expensive and embarrassing proposition on many grounds. Firstly, the decline in our shipbuilding capability, which has paralleled the decline in our merchant fleet, has created a shortage of shipyard

facilities necessary to put these vessels back into service,

Secondly, once they are put in shape and take to the seas these reactivated Victory ships can still provide only the minimum of service.

Built primarily in the early 1940s—nearly 25 years ago—they are obsolete by almost any standards. They are small, slow and uneconomical. Having to support our foreign commitments with vessels such as these should embarrass anyone with the smallest amount of national pride.

The launching of the first Soviet sputnik shocked the U.S. out of its inactivity and led to the successful flight of Gemini 5. There are indications that our fifth-rate and totally inadequate merchant fleet is now also causing concern and prompting increased interest within the Government. The President's Maritime Advisory Committee is presently considering SIU-supported recommendations proposing Government support for the construction of a new fleet of American-flag dry bulk carriers and tankers, and for Government aid for the replacement of our presently unsubsidized liner fleet.

In addition, the problems facing maritime are under serious discussion for the first time in years and more and more it seems that truly constructive action will be taken to restore the U.S. merchant fleet to a condition of health.

Our efforts in space are, naturally, much more spectacular than efforts aimed at regaining a position of strength among the maritime nations of the world. But for a nation like the United States, with its worldwide trade and military commitments, strength on the high seas is no less important than a superiority in the race for space.



On August 17, as the House debated the 1965 Omnibus Agriculture bill, Representative John M. Murphy (D.-N.Y.) read the statement of the Seafarers International Union on the necessity of preserving the American-flag merchant marine into the record.

Mr. MURPHY of New York. Mr. Chairman, I want to bring to the attention of my colleagues, during this debate on the farm bill this year, the statement by the Seafarers International Union of North America, AFL-CIO.

The Seafarers have in their statement clearly pointed out that billions of dollars are being spent to subsidize our agricultural labor and industry to keep it competitive with other world markets. And yet we seem to be overlooking our dying merchant marine in its greatest hour of need.

I think that the House should insist on the cargo-preference program being supported by the Department of Agriculture, and that we hear today from the Secretary.

Mr. Chairman, the Seafarers statement follows:

#### STATEMENT BY SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA, AFL-CIO

Members of the House of Representatives will soon be asked to vote on H.R. 9811—the Food and Agriculture Act of 1965.

Before voting on this measure, we would urge the Members of the House to weigh carefully certain activities of the Department of Agriculture, and allied agricultural interest, with respect to the preservation of the American-flag merchant marine.

Agriculture each year asks the Government — the American taxpayer — to appropriate some \$7 billion, most of which is spent to maintain high farm prices at home and to enable the American farmer to compete in world markets.

We have no quarrel with this subsidization of the American farmer. On the contrary, we believe that the American farmer is entitled to enjoy every benefit of the American way of life—including a fair return for his labor.

But we also believe that the same concept should apply to other American workers, including American maritime workers.

We believe that the agricultural industry of this country should be given every possible constructive support. But we do not believe that this should be done at the expense of another industry—and certainly not at the expense of an industry which is essential to the defense of this Nation, as well as to its commerce.

Unfortunately the Department of Agriculture, and particularly during the tenure of Mr. Freeman, has been making repeated efforts to destroy even the small measure of security still retained by American shipping and American seamen.

At the present time, and pending the development of a more vigorous maritime policy by our Government, American shipping must rely in large measure, for its continued existence, on the carriage of Government-sponsored cargoes, particularly agricultural commodities.

Even for the subsidized segment of our merchant fleet, these Government cargoes often spell the difference between profit and loss. And for the unsubsidized segment of our fleet—which makes up two-thirds of our total fleet—these Government cargoes spell virtually the difference between life and death.

The legal right granted by Congress to American ships and seamen, to carry at least half of the cargoes generated by their own Government, and paid for by the American taxpayer, represents, as we have said, the single small measure of security still left to the American-flag merchant fleet.

Yet this final measure of security is the one which the Department of Agriculture, along with various allied agricultural blocs, has methodically and systematically been attempting to destroy.

Last March 16, for instance, Charles S. Murphy, who was then the Under Secretary of Agriculture, told members of the Senate Committee on Banking and Currency that the requirement on the use of American-flag merchant ships is detrimental to the export of U.S. farm products to Russia and other Communist countries.

Three days later, on March 19, the same view was expressed by Secretary Freeman in testimony before a House appropriations subcommittee.

In recent weeks there has been marked evidence of the buildup of an attack, by the agricultural interests of this country, against the requirement that American-flag vessels carry at least half of the grain cargoes destined for the Soviets and its satellites—although a pledge to this effect was given by the late President Kennedy at the time the original sales of wheat to Russia were negotiated in the fall of 1963.

It must be evident that a victory for these farm interests, which are seeking an end to the use of American flagships to carry grain to the Soviets, would signal the beginning of a new onslaught against the entire cargo preference program, which they have been seeking to destroy since it was enacted by the Congress in 1954—even though the entire cargo preference program costs the American taxpayer around \$80 million a year, compared with the billions which Agriculture spends annually.

The maintenance of an adequate and healthy American-flag merchant fleet is essential not only to the commercial well-being of this Nation, but also to its national security. Yet the state to which our merchant marine has fallen was heavily underscored recently when our military authorities had to authorize the use of foreign-flag vessels, and break antiquated American-flag vessels out of the reserve fleets in order to maintain the sealift to Vietnam.

Moreover, the essentiality of an American-flag merchant marine for both commercial and defense purposes is clearly stated in the Merchant Marine Act of 1936 and constitutes the foundation of our national maritime policy.

In pursuing programs which seek the destruction of the American-flag merchant fleet, the Department of Agriculture is not only trying to destroy an industry upon which hundreds of thousands of American workers depend, but is also acting contrary to the established national maritime policy which has been mandated by the Congress.

The destruction of the American-flag merchant fleet,

which could result if the Department of Agriculture and Secretary Freeman continue with their present policies, would also have a most detrimental effect upon our international balance of payments as well as upon our local economies—particularly the economies of our seacoast cities.

We would strongly urge that the Members of the House demand that Agriculture clarify its intentions toward the American merchant marine before approving the bill now before it.

The CHAIRMAN. If there are no further requests for time, pursuant to the rule, the Clerk will now read the bill by title, instead of by section.

The Clerk read . . .

On August 18, as the debate on the Administration's Omnibus Agriculture bill continued, the following congressmen stressed the necessity of effective implementation of the nation's cargo preference laws: Representatives Pelly (R.-Wash.), Hagen (D.-Calif.), Gilbert (D.-N.Y.), Murphy (D.-N.Y.), Sweeney (D.-Ohio), Friedel (D.-Md.), Rogers (R.-Fla.) and Burton (D.-Calif.).

Mr. PELLY. Mr. Chairman, I move to strike the requisite number of words.

Mr. Chairman, I sought recognition to try to get some information. I was just handed

**Strong support for government compliance with the nation's cargo preference laws was recently voiced on the floor of the House of Representatives by 29 Congressmen, during debate on the Administration's Omnibus Farm Bill.**

**The 29 members of the House, representing key maritime cities and areas dependent on the merchant marine, took the floor to demand that the Agriculture Department and other agencies strictly adhere to the provisions of the 50-50 law. The complete transcript of their remarks as they appeared in the Congressional Record on August 17, 18 and 19 appears on this centerfold and on pages 14 and 15.**

a telegram which I want to read into the Record and then ask for comment by one of the members of the committee. This telegram reads as follows:

My Dear Congressman: The King County Labor Council urges you to withhold support of H.R. 9811 agriculture bill which would grant farmers subsidies of over 30 billion. We urge you to demand clarification of the Agricultural Department's attitude toward the rights of the American merchant marine to participate in shipment of farm products. Your support and consideration of this position is urgently requested.

This telegram is signed, C. W. Ramage, executive secretary, Kings County Labor Council of Washington, AFL-CIO.

Mr. Chairman, I would like to ask one of the members of the committee what exactly is the attitude of the Department of Agriculture with regard to the use of American-flag ships and the American merchant marine in carrying grain under Public Law 480?

Mr. RESNICK. Mr. Chairman, will the gentleman yield?

Mr. PELLY. I yield to the gentleman from New York.

Mr. RESNICK. I do not think that is a question that can be answered by any member of the committee. That is up to the administration. We are deliberating here on a bill. What happens subsequently, we cannot determine, and that has nothing to do with this bill.

Mr. HAGEN of California. Mr. Chairman, will the gentleman yield?

Mr. PELLY. I yield to the gentleman from California.

Mr. HAGEN of California. I would like to read into the Record a letter I received from the Secretary of Agriculture, as follows:

There is nothing in H.R. 9811, the farm bill, which in

any way would adversely affect the interests of the American merchant marine. On the contrary, because this legislation does away with export subsidies on major crops such as cotton and wheat, world trade in these communities will be increased and it would certainly be our hope that through this increase in world trade, benefits would accrue to American shipping.

I want you to know that I have always been a supporter of a strong American merchant marine. The Department and I have worked very closely with the President's Maritime Advisory Committee in an effort to develop a sound national maritime policy. I am officially represented on Under Secretary Boyd's interagency task force, which is also working closely with the Advisory Committee toward this common objective. The Department complies with and will continue to comply with the Cargo Preference Act.

In our efforts with the Maritime Advisory Committee, the Boyd task force, and in relation to cargo preference, my desires have been to protect the interests of our merchant marine as well as the interests of the farmer.

H.R. 9811, in addition to strengthening world trade, will continue the successes we have made in agriculture—reducing surpluses, keeping a stable supply of food for our consumers, reducing Government expenditures, and strengthening farm income.

I am sure you share with me the belief that these are vital to our Nation.

Mr. PELLY. Mr. Chairman, I want to express my appreciation to the gentleman from California for reading that letter. The gentleman is a member of the Committee on Merchant Marine and Fisheries. He knows we have passed legislation which was presumed to provide that at least 50 percent of all American cargoes should go on American-flag ships. I only hope that under this program and under all other programs we can utilize our American-flag service.

Mr. HAGEN of California. I thank the gentleman and I hope the Secretary of Agriculture cooperates fully in that regard.

Mr. GILBERT. Mr. Chairman will the gentleman yield?

Mr. PELLY. I yield to the gentleman from New York.

Mr. GILBERT. I thank the gentleman from Washington. May I say I was very interested in the communication that has just been read by my colleague, the gentleman from California. But the platitudes and statements in the letter are one thing while action is another thing. At the present time the Secretary of Agriculture is not complying with the cargo preference program to such an extent that up until recently they only used 22 percent of American-flag ships under Public Law 480. After protest this was increased to 38 percent. I still would persist with my colleague, the gentleman from Washington, in inquiring of the chairman of the Committee on Agriculture if he has discussed this question with the Secretary of Agriculture because at the present time the Secretary of Agriculture is not complying with the cargo preference law.

Mr. PELLY. I thank the gentleman for his contribution.

The CHAIRMAN. The time of the gentleman has expired.

Mr. MURPHY of New York. Mr. Chairman, I would like to point out to the chairman of the full committee a communication I received this morning from the Secretary of Agriculture in response to the questions I asked on the floor yesterday. Under unanimous consent I include this letter.

I certainly appreciate the response of the Secretary. However, I want to make it clear as I support this legislation that the intent of Congress in establishing the 50-50 ratio on Public Law 480 cargoes was that the 50 percent would be a minimum of the freight to be carried by American bottoms.

Last year American ships only participated in 38 percent of these cargoes, which seems to me to be an indicator that certain people in the Department feel that the 50 percent for the American ships is a ceiling and not a floor.

I will be asking the chairman of the full

committee to cooperate in a survey of the actual cargo preference.

The letter follows:

DEPARTMENT OF AGRICULTURE  
OFFICE OF REPRESENTATIVES  
WASHINGTON, D. C.

HON. JOHN M. MURPHY  
House of Representatives

Dear Congressman: The farm bill, which in any way interests of the American farmer, because this legislation does away with export subsidies on major crops such as cotton and wheat, world trade in these communities will be increased and it would certainly be our hope that through this increase in world trade, benefits would accrue to American shipping.

I want you to know that I have always been a supporter of a strong American merchant marine. The Department and I have worked very closely with the President's Maritime Advisory Committee in an effort to develop a sound national maritime policy. I am officially represented on Under Secretary Boyd's interagency task force, which is also working closely with the Advisory Committee toward this common objective. The Department complies with and will continue to comply with the Cargo Preference Act.

In our efforts with the Maritime Advisory Committee, the Boyd task force, and in relation to cargo preference, my desires have been to protect the interests of our merchant marine as well as the interests of the farmer.

H.R. 9811, in addition to strengthening world trade, will continue the successes we have made in agriculture—reducing surpluses, keeping a stable supply of food for our consumers, reducing Government expenditures, and strengthening farm income.

I am sure you share with me the belief that these are vital to our Nation.

Sincerely yours,

Mr. SWEENEY. The debate draws to a close. I thank the gentleman for his attention of the House constituents from Ohio asking that my support be withheld until such time as a committee report is secured. Agriculture would like the explicit provision of the 50-50 Act, as well as the United States, and shippers on Agriculture matters abroad.

It should be noted that President Kennedy is signing the Cargo Preference Act, that "section 910(b) of the Act requires that 50 percent of Government-owned cargo be moved on U.S.-flag vessels, and that each agency to ship such cargoes on U.S.

Mr. Chairman, I am sure there has been a report that the Department consistently flouted I believe that the Department should and must implement to toe the line of American-flag requirements. I hope that such a report is written into this

In view of the importance of this subject, I would like to see and I am happy to see to me which indicates terms that he intended of Agriculture compliance with the 50-50 Act.

There are many who are concerned with the welfare of the U.S. feel that this Government is altogether too inattentive to the industry. It will, on the occasion of the hearing by this House, not the Department would make a commitment to American ships.

I enclose a copy of a letter to me on this subject dated 1965:



# AUGUST 1965

DEPARTMENT OF AGRICULTURE  
OFFICE OF THE SECRETARY  
Washington, D.C., August 19, 1965.

HON. ROBERT E. SWEENEY  
House of Representatives

Dear Bob: There is nothing in H.R. 9811, the farm bill, which in any way would adversely affect the interests of the American merchant marine. On the contrary, because this legislation does away with export subsidies on major crops such as cotton and wheat, world trade in these commodities will be increased and it would certainly be our hope that through this increase in world trade, benefits would accrue to American shipping.

I want you to know that I have always been a supporter of a strong American merchant marine. The Department and I have worked very closely with the President's Maritime Advisory Committee in an effort to develop a sound national maritime policy. I am officially represented on Under Secretary Boyd's interagency task force, which is also working closely with the Advisory Committee toward this common objective. The Department complies with and will continue to comply with the Cargo Preference Act.

In our efforts with the Maritime Advisory Committee, the Boyd task force, and in relation to cargo preference, my desires have been to protect the interests of our merchant marine as well as the interests of the farmer.

H.R. 9811, in addition to strengthening world trade, will continue the successes we have made in agriculture—reducing surpluses, keeping a stable supply of food for our consumers, reducing Government expenditures, and strengthening farm income.

I am sure you share with me the belief that these are vital to our Nation.

Sincerely yours,

ORVILLE.

Mr. FRIEDEL. Mr. Chairman, I move to strike the requisite number of words. I shall be brief. I expect to use not more than 2 minutes.

I disagree with the remarks of the gentleman from Texas, that we are not concerned in this bill with problems with respect to shipping in American bottoms. I believe it is very much our business to make the record quite clear that we want at least 50 percent, if not more, of the farm products we ship overseas to be shipped in American bottoms, to help keep our merchant marine strong.

I also received the letter read by the gentleman from California (Mr. Hagen) with reference to the remarks of the gentleman from Washington (Mr. Pelly). It was addressed to me, signed by Orville Freeman, Secretary of Agriculture. But I have received complaints from the American merchant marine that American-flag ships are not being used to ship even half of our farm products as required by Public Law 480.

In this connection I should like to refer to one paragraph in the letter I received from Secretary Orville Freeman. It says:

I want you to know that I have always been a supporter of a strong American merchant marine.

And later in the same paragraph he says:

The Department complies with and will continue to comply with the Cargo Preference Act.

But the information I have indicates that they are not complying.

We hope to make the record clear that the Department of Agriculture must comply with the law and ship a minimum of 50 percent of its products in American ships.

The Department of Agriculture's own figures show that in 1964 the value of agriculture products shipped abroad under Public Law 480 was approximately \$1.6 billion, but less than 50 percent under titles 1 and 4 were transported in American ships. I have heard one estimate that the cost of this bill will be \$6 billion in subsidies paid for farm products. I think we should make it unmistakably clear that the major portion of any of these products exported shall move in American vessels. They should not be shipped in foreign-flag vessels in competition with our own merchant marine.

(Mr. FRIEDEL asked and was given permission to revise and extend his remarks.)

Mr. BURTON of California. Mr. Chairman, I join with the distinguished gentleman from Maryland (Mr. Friedel). I, too, am concerned with the plight of our maritime industry.

In this connection, I should like to pose a question to the chairman of the Agriculture

Committee (Mr. Cooley). Will the distinguished chairman use his good offices as chairman of the powerful Committee on Agriculture to encourage the Department of Agriculture to adopt policies that will assure a fair share of the overseas shipments will be carried in American-bottom ship.

Mr. COOLEY. Yes; I will.

Mr. ROGERS of Florida. Mr. Chairman, the House consideration of the 1965 farm bill involves a price tag of some \$4 billion.

Most of this money goes to maintain farm prices in the United States and to permit this Nation to sell surplus food overseas. Yet the unfortunate fact is that while the Department of Agriculture appears to be helping the American farmer its more recent policies are further undermining the American shipping industry.

The Department of Agriculture ships massive quantities of foodstuffs abroad, but approximately half of these shipments go aboard foreign-flag ships. While the Merchant Marine Act sets forth the requirement that at least 50 percent of such shipments be moved by American ships, the law also would accommodate the Department of Agriculture shipping greater percentages of its cargoes in American ships.

But this has not been the case. The 50-percent minimum requirement has been scarcely maintained. Furthermore, instead of adopting policies which would strengthen the shipping industry operating under the American flag, the Department of Agriculture seems to become dedicated toward policies of further decline in American maritime strength.

At the present, American ships carry less than 10 percent of the total cargo moving through U.S. ports. So pathetic is this Nation's shipping strength that we must resort to antiquated vessels long relegated to mothballs in order to conduct the sealift to Vietnam. Thus far, it has been necessary for the Government to reactivate 22 vessels at a cost of nearly \$9 million. Yet the recent utterances of high officials in the Agriculture Department seem to signal a new attack on the 50-percent cargo reserves for U.S. ships. We hear, for example, such shocking statements as the requirement that American ships carry at least 50 percent Government cargo hampers Agriculture Department's efforts to sell U.S. wheat to Russia.

Mr. Chairman, in the absence of more constructive policies toward the shipping industry in this Nation, the least this Government can do is be the first to uphold a campaign to "ship American." The 50-percent minimum cargo shipments are a wholly inadequate help to the U.S. shipping industry, but right now they mean the difference between life and death in an industry which has slipped more than 25 percent in 15 years' time—this despite the more than \$380 million spent each year in subsidies from the Government.

The preference given American ships by this law may one day also mean life and death in terms of our national security. Not only is a strong shipping industry necessary for economic security but vital in time of national emergency. A strong merchant fleet is important to every port from Maine to Florida, the Gulf and Pacific coasts, and the Great Lakes region. The economic welfare of these ports is tied to American shipping, but the national security importance of American shipping is the concern of virtually every American, whether he lives on a farm, in a port city, or manufacturing area.

I urge that the importance of preserving

the American shipping fleet be continually before the Department of Agriculture, that the U.S. Government not merely comply with the minimum requirements of the law, but become the leader in "shipping American."

The sake of this Nation may ultimately depend on it.

As the House continued to discuss the 1965 Agriculture bill on August 19, 21 more congressmen spoke out in favor of the need for strong cargo preference laws. They were Representatives Garmatz (D.-Md.), Minish (D.-N.J.), Halpern (R.-N.Y.), Barrett (D.-Pa.), Sullivan (D.-Mo.), Byrne (D.-Pa.), Daniels (D.-N.J.), Fino (R.-N.Y.), Farbstein (D.-N.Y.), Downing (D.-Va.), Krebs (D.-Va.), Muller (D.-N.Y.), Hardy (D.-Va.), Lennon (D.-N.C.), Dent (D.-Pa.), McGrath, Jr. (D.-N.J.), Morrison (D.-La.), Whitten (D.-Miss.), Casey (D.-Tex.), Carey (D.-N.Y.) and Addabbo (D.-N.Y.).

Mr. GARMATZ. Mr. Chairman, I move to strike out the last word.

Mr. Chairman, as one of the sponsors of the Cargo Preference Act of 1954, more commonly known as the 50-50 act, I would like to take this opportunity to remind the Members of the House that some of the agricultural commodities for which we are making provisions in this bill now being considered will be shipped abroad under our AID programs paid for by American taxpayers.

As you know, the 50-50 law requires that at least 50 percent of these shipments be made in American vessels when they are available.

In view of the depressed condition of our merchant marine over the past few years, certainly there will be no difficulty in making the tonnage available for this purpose.

In the past some Government departments have done everything possible to circumvent the 50-50 law and one of the chief offenders has been the Department of Agriculture.

There, I believe it is advisable to remind the Department of Agriculture that while we are willing to subsidize the American farmers, because they are entitled to the same assistance from the Government as other segments of our population and because they are vitally important to our Nation, the American merchant marine is equally vital to our country and is equally deserving of our support.

I strongly urge that the Department of Agriculture take note of this and be governed accordingly in making future shipments of commodities under our Government subsidized program.

Mr. MINISH. Mr. Chairman, I rise in support of the eloquent remarks made by our distinguished colleague from Maryland (Mr. Garmatz) in behalf of the Cargo Preference Act.

The national interest demands that we adopt the pending amendment that is designed to help insure a strong American merchant marine. Surely, the requirement that at least 50 percent of Government-generated cargoes move on U.S.-flag vessels is a modest stipulation that should need no defense. It is most regrettable that the failure of the Department to comply with the cargo preference law necessitates writing this explicit requirement into the farm legislation and thereby safeguarding the interests of our merchant marine as well as the interests of the farmer. I urge favorable action on the amendment.

Mr. HALPERN. Mr. Chairman, most pertinent to the bill we will vote upon today, is the crucial issue of the percentage of exported farm products to be shipped on American-flag vessels.

Section 910(b) of the Cargo Preference Act requires that at least 50 percent of Government-generated cargoes be transported on American ships. There is considerable evidence that this legislative mandate is not being accorded support by the Department

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late later this year in a practices involving our

DEPARTMENT OF AGRICULTURE  
OFFICE OF THE SECRETARY  
Washington, D.C., August 17, 1965

There is nothing in H.R. 9811, the farm bill, which would adversely affect the interests of the American merchant marine. On the contrary, because this legislation does away with export subsidies on major crops such as cotton and wheat, world trade in these commodities will be increased and it would through this increase in world trade, benefits would accrue to American shipping.

I have always been a supporter of a strong American merchant marine. The Department and I have worked very closely with the President's Maritime Advisory Committee in an effort to develop a sound national maritime policy. I am officially represented on Under Secretary Boyd's interagency task force, which is also working closely with the Advisory Committee toward this common objective. The Department complies with and will continue to comply with the Cargo Preference Act.

In our efforts with the Maritime Advisory Committee, the Boyd task force, and in relation to cargo preference, my desires have been to protect the interests of our merchant marine as well as the interests of the farmer.

H.R. 9811, in addition to strengthening world trade, will continue the successes we have made in agriculture—reducing surpluses, keeping a stable supply of food for our consumers, reducing Government expenditures, and strengthening farm income.

I am sure you share with me the belief that these are vital to our Nation.

ORVILLE FREEMAN.

Mr. Chairman, as the Secretary of Agriculture, I wish to draw the attention to the fact that many of the farm products we ship overseas to be shipped in American bottoms, to help keep our merchant marine strong.

that in April of 1962, I issued a directive regarding the Cargo Preference Act which stated that at least 50 percent of Government-generated cargoes shall be the objective of a maximum amount of flag vessels."

I am disturbed to note that the repeated reference to the Department of Agriculture has the law in this regard. The Department of Agriculture should make an explicit commitment with regard to patronizing American-flag vessels. I would like to see the requirement can be explicit in the farm bill.

In the interest of my constituents, I have attached hereto his response to the question in clear and concise language to have the Department of Agriculture comply with the Cargo Preference Act.

Who are interested in the maritime fleet and who are interested in the Government's policy has been responsive to the needs of this industry, it is interesting to see the Department's performance on the next farm bill consideration to judge whether or not it walks as it talks, and to see the Department's attempt to patronize American-flag vessels.

Secretary Freeman's subject on August 18,



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of Agriculture. I want it to be clearly understood that this 50-percent requirement represents a minimum, not a ceiling—and a minimum which must be met.

Unless our merchant fleet receives the full support of our Government it will wither, and this would be perilous for our national security. If we intend to maintain our strong posture in international trade, we must have a thriving merchant fleet. This is possible only if the Department of Agriculture adheres to the letter and spirit of the Cargo Preference Act, and gives our ships their due proportion of our agricultural exports.

Mr. BARRETT. Mr. Chairman, will the gentleman yield?

Mr. GARMATZ. I yield to the gentleman from Pennsylvania.

(Mr. BARRETT asked and was given permission to revise and extend his remarks.)

Mr. BARRETT. Mr. Chairman, earlier this week I received a number of telegrams from important labor organizations in the Philadelphia area who are concerned over the preservation of the American-flag merchant marine. It was their unanimous request that I not support the Food and Agriculture Act of 1965 until the future of the American-flag shippers was definitely established and assured.

Under Public Law 480 at least 50 percent of the Government cargoes were to be carried by our U.S.-flag vessels. This was the minimum and the intent of the Congress. We have, however, been informed that last year our American ships carried only about 38 percent of these cargoes.

I hope and feel confident the Department of Agriculture will remedy this situation in order that our American-flag service will be given a greater percentage of these cargoes in the future.

Mrs. SULLIVAN. Mr. Chairman, will the gentleman yield?

Mr. GARMATZ. I yield to the gentlewoman from Missouri.

(Mrs. SULLIVAN asked and was given permission to revise and extend her remarks.)

Mrs. SULLIVAN. Mr. Chairman, I join in the remarks of my colleague from Maryland (Mr. Garmatz) asking that the 50-50 program be used to its fullest extent. If we are to maintain an adequate U.S. merchant marine, we must use the ships sailing under the U.S. flag to their fullest extent and capacity.

Mr. BYRNE of Pennsylvania. Mr. Chairman, will the gentleman yield?

Mr. GARMATZ. I yield to the gentleman from Pennsylvania.

Mr. BYRNE of Pennsylvania. I should like to associate myself with the remarks of the gentleman in the well, the distinguished gentleman from Maryland (Mr. Garmatz), who is acting chairman of the great Committee on Merchant Marine and Fisheries.

Mr. Chairman, at least once each year those of us who regard an American merchant marine as vital

to our country's welfare are confronted with the necessity of answering the attacks of the Department of Agriculture. That Department takes the position that any attempt to safeguard our ships by providing for reasonable rates is detrimental to its efforts to expand sales of farm products to Communist countries.

Each year we are asked to authorize large subsidies for our American farmers on the ground that they require Government help to produce the foods necessary for our existence. We encourage overproduction and then seek to penalize another group of our workers in order to dispose of a part of it. I know we need farmers and that we must do whatever is necessary to encourage them to exist and make a living. But equally, we need ships and the men that man them both for the needs of our commerce and of defense.

Every time someone in the executive branch makes statements that we should plow under our merchant marine, there occurs a Cuba, a Lebanon, a Korea or a Vietnam to demonstrate the fallacy of his position.

How can we assure a supply of ships to maintain our commitments around the world if we do not afford a living wage in the form of adequate freight rates? Maximum cost of our Cargo Preference Act is about \$80 million per year, not even a small fraction of what we pay our farmers.

I am not taking the position that we should stint our farmers but I do say that it ill becomes one who is a big beneficiary of Government assistance to attack another who receives a little help from the same source.

We need our merchant marine — where would we be today in supplying our effort in Vietnam without it?

(Mr. BYRNE of Pennsylvania asked and was given permission to revise and extend his remarks.)

Mr. DANIELS. Mr. Chairman, will the gentleman yield?

Mr. GARMATZ. I yield to the gentleman from New Jersey.

Mr. DANIELS. Mr. Chairman, I should like to associate myself at this time with the remarks of the gentleman from Maryland (Mr. Garmatz), the ranking majority member of the House Merchant Marine and Fisheries Committee, and the many other Members of this House from all parts of the Nation who have expressed concern over the flouting of Public Law 480, by the Department of Agriculture.

Mr. Chairman, the decline of the American merchant marine is nothing short of a national disgrace and in addition to the question of national security which is posed by this decline there is also the question of economic hardship for thousands of Americans.

The Cargo Preference Act states that 50 percent of all Government generated cargoes shall move on U.S.-flag vessels. Mr. Chairman, the Secretary of Agriculture has an affirmative duty to see that this law is carried out.

Mr. Chairman, I have the honor to

represent a constituency which is included in the area known as the port of New York. We are worried, and with good reason about the general neglect of our port by the Department of the Navy. Recently, as you all know the great Brooklyn Navy Yard was ordered closed and this announcement was followed by the news that Todd's Shipyard on the Hoboken, N.J., waterfront would be the latest in a series of private shipyards to close its doors in the New York-New Jersey port.

Mr. Chairman, the American merchant marine is sick — there is no other way to describe it—and the ship building industry is hurting as it has never been hurt before.

Recently, the Federal Government reactivated two ancient Victory class cargo ships from the Hudson River Reserve Fleet to carry supplies to Vietnam. This decision proves beyond a shadow of a doubt that our merchant marine is in such condition that it is unable to supply our less than maximum military effort in southeast Asia. What will happen if the crisis does indeed escalate and our supply requirements soar?

The preference written in public law for American bottoms is important for a congressional district such as mine where we depend in large measure for our prosperity on our port facilities. But it is not as a New Jersey Congressman pleading merely for the economic interest of his district that I speak to you today. It is as an American Congressman seriously alarmed about the decline of one of our first bastions of defense that I speak to you today.

We must restore our merchant marine and it is essential that the Federal Government be made to play its part in this restoration.

American cargoes must be carried in American-flag vessels. And when we are shipping billions of dollars worth of agricultural commodities overseas, the Department of Agriculture must do its share by observing the spirit and the letter of Public Law 480.

(Mr. DANIELS asked and was given permission to revise and extend his remarks.)

Mr. FINO. Mr. Chairman, will the gentleman yield?

Mr. GARMATZ. I yield to the gentleman from New York.

Mr. FINO. I should like to compliment the gentleman from Maryland for making his views so well known on the floor of the House.

Mr. Chairman, I would like to take this occasion to express my very strong feelings regarding the need to shift a larger and greater portion of our agricultural export volume to American-flag ships.

It is very disturbing to know that although the Cargo Preference Act requires that at least 50 percent of all American cargoes should go on American-flag ships, only a fraction of that percentage has moved on U.S.-flag vessels.

I do not like the idea of excessive subsidies for agricultural produce whether exported or domestically consumed and I particularly dislike programs which combine agricul-

tural give aways with a negative or nonchalant attitude toward affiliated American interests.

It is a matter of record that, until recently, American-flag ships carried only 22 percent of the cargoes under Public Law 480. It was only after congressional protest that this amount was increased to 38 percent. This is not enough.

I would like to make it crystal clear that I consider the 50 percent requirement to be a minimum requirement, not a permissible maximum. I hope that this House will make similar sentiments clear to the Secretary of Agriculture.

I further hope that this House will go on record clearly as urging the Secretary of Agriculture to ship the bulk of any farm products as shall be exported in American-flag ships. U.S. agricultural products should not be shipped in foreign-flag vessels in competition with our merchant marine. It is that simple.

(Mr. FINO asked and was given permission to revise and extend his remarks.)

Mr. FARBSTEIN. Mr. Chairman, will the gentleman yield?

Mr. GARMATZ. I yield to the gentleman from New York.

Mr. FARBSTEIN. Mr. Chairman, I wish to associate myself with the remarks made by the gentleman in the well. I strongly feel that the thoughts expressed by him should be followed by the Department of Agriculture. American bottoms should continue to be used in the shipping of American products; certainly to the extent of 50 percent insofar as foreign aided products are concerned. Unless American flag ships are used to this degree we will shortly wind up without a merchant fleet.

(Mr. FARBSTEIN asked and was given permission to revise and extend his remarks.)

Mr. DOWNING. Mr. Chairman, will the gentleman yield?

Mr. GARMATZ. I yield to the gentleman from Virginia.

Mr. DOWNING. Mr. Chairman, I commend the gentleman for his statement.

Mr. Chairman, I am very grateful to the gentleman from Maryland for reminding us of the importance of our Cargo Preference Act to the American-flag merchant marine and I would like to commend him for his wisdom in working for the enactment of this law.

The American-flag merchant marine needs our help, Mr. Chairman. There are few industries in our Nation so beset with difficulties at the present time. The future of this vital industry is clearly dependent upon the Federal Government. We can legislate the American-flag merchant marine out of its depression or we can stand by here in Washington and watch a great industry decline to the vanishing point.

All of us have heard the American merchant marine described as the fourth arm of defense. All of us recall the response of this great industry when our Nation has been involved in global conflict. I am con-

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vinced that the United States could never have attained its pre-eminence on the high seas without the vessels and the seamen that make up the American-flag merchant marine.

The gentleman from Maryland is dedicated to the protection and the preservation of our merchant marine and I join him in encouraging the Department of Agriculture to support our Nation's merchant marine fleet by fully complying with the provisions of the 50-50 act. I believe every department of the Federal Government should ship its commodities on American vessels to the maximum possible extent. I can think of only one justification for one of our Government's departments to ship its commodities on a foreign flag vessel. And that would be the unavailability of an American vessel.

I am convinced that the American people and the Congress of the United States expect a strong, vital merchant marine. I hope the Agriculture Department and all of the other departments will bear this expectation in mind.

(Mr. DOWNING asked and was given permission to revise and extend his remarks.)

Mr. KREBS. Mr. Chairman, will the gentleman yield?

Mr. GARMATZ. I yield to the gentleman from New Jersey.

Mr. KREBS. Mr. Chairman, I wish to commend the gentleman from Maryland and to associate myself with his statement.

[Mr. KREBS addressed the Committee. His remarks will appear hereafter in the Appendix.]

(Mr. KREBS asked and was given permission to revise and extend his remarks.)

Mr. MULTER. Mr. Chairman, will the gentleman yield?

Mr. GARMATZ. I yield to the gentleman from New York.

Mr. MULTER. Mr. Chairman, I join with the gentleman in his comments.

I thank the gentleman from Maryland for yielding to me at this time.

I commend him for calling this important matter to the attention of the House and join with him and our many other colleagues in reiterating the principle that our Government must do everything within its power not only to maintain and preserve our merchant marine but to expand and strengthen it.

The Congress has repeatedly made known its intent in this respect. I am sure that the heads of all of the executive departments will take note of the remarks of our colleagues in this connection.

I am pleased to note that Secretary of Agriculture, Mr. Freeman, has indicated in letters to many of our colleagues that he understands the intent of Congress in this connection and that he intends to comply therewith both in spirit and in letter. The Department of Agriculture in the implementation of Public Law 480 is in a unique position to implement the congressional intent so that American ships will be used to the

fullest extent possible in the transportation of American products. We have every right to expect that he and the heads of all other departments that can contribute to strengthening our merchant marine will exert their every effort in that regard.

(Mr. MULTER asked and was given permission to revise and extend his remarks.)

Mr. HARDY. Mr. Chairman, will the gentleman yield?

Mr. GARMATZ. I yield to the gentleman from Virginia.

Mr. HARDY. Mr. Chairman, I should like to commend the gentleman for his remarks and to associate myself with them.

[Mr. HARDY addressed the Committee. His remarks will appear hereafter in the Appendix.]

(Mr. HARDY asked and was given permission to revise and extend his remarks.)

Mr. LENNON. Mr. Chairman, will the gentleman yield?

Mr. GARMATZ. I yield to the gentleman from North Carolina.

Mr. LENNON. Mr. Chairman, I commend the gentleman from Maryland for his remarks and I associate myself with him.

I say to the gentleman that the Merchant Marine and Fisheries Committee should have the Secretary of Agriculture before it very soon to explain why he is not using this law.

Mr. DENT. Mr. Chairman, will the gentleman yield?

Mr. GARMATZ. I yield to the gentleman from Pennsylvania.

Mr. DENT. I want to join the gentleman. I say to him that I have worked out a proposal which I hope to present at the proper time, whereby the subsidies will be paid directly to shipping, so that the products of the United States will flow at world prices without any subsidies to growers, mills or anybody else, with the subsidy going to the shippers.

Mr. McGRATH. Mr. Chairman, will the gentleman yield?

Mr. GARMATZ. I yield to the gentleman from New Jersey.

Mr. McGRATH. I wish to associate myself with the gentleman in the well.

Mr. Chairman, I feel a provision should be placed in the agriculture bill which would set 50 percent as the minimum percentage of Public Law 480 foodstuffs which must be shipped in American bottoms.

In April 1962, President Kennedy issued a directive regarding the Cargo Preference Act which stated:

Section 901(b) requires that at least 50 percent of Government-generated cargoes move on U.S.-flag vessels. This requirement is a minimum and it shall be the objective of each agency to ship a maximum amount of such cargoes on U.S.-flag vessels.

Mr. Chairman. I note that last year, U.S. ships participated in the carrying of only 38 percent of these cargoes, which would indicate that some people in the Department of Agriculture take the position that the figure of 50 percent is meant as the maximum, not the minimum percentage.

I favor a thorough study of the actual practices involving our cargo preferences with a view toward insuring that the figure of 50 percent be considered the minimum requirement for shipping American cargoes in U.S.-flag vessels.

(Mr. McGRATH asked and was given permission to revise and extend his remarks.)

Mr. MORRISON. Mr. Chairman, will the gentleman yield?

Mr. GARMATZ. I yield to the gentleman from Louisiana.

Mr. MORRISON. Mr. Chairman, I likewise wish to associate myself with the gentleman's remarks and to say that I am certainly in accord with everything the gentleman has said.

Mr. WHITTEN. Mr. Chairman, will the gentleman yield?

Mr. GARMATZ. I yield to the gentleman from Mississippi.

Mr. WHITTEN. I compliment the gentleman, and I trust that all people interested will support the amendment, because my amendment will increase the shipment of cotton and will do a lot to increase the business for the shipping interests.

Mr. CASEY. Mr. Chairman, will the gentleman yield?

Mr. GARMATZ. I yield to the gentleman from Texas.

Mr. CASEY. I wish to associate myself with the gentleman's remarks. I hope that the suggestion of our colleague, the gentleman from North Carolina (Mr. Lennon), will be followed with reference to a hearing in this regard.

Mr. CAREY. Mr. Chairman, there are several grave reasons why I cannot support the farm bill presently before us.

As one who is interested in a balanced economy, along with a satisfactory solution to the balance-of-payments problem, one of my principal objections to the measure is its failure to provide adequate concern for the security of our merchant marine and the welfare of our merchant seamen. I find it hard to understand the present policy of the Secretary of Agriculture and his deputies in their open defiance of Public Law 480, which clearly expressed the will and intent of the Congress.

Plans are now being made that would further hamper and obstruct the shipment of surplus farm commodities in American vessels. It would seem that we are deliberately playing into the hands of economic opponents on the premise that a few dollars saved in exporting surplus commodities will be of great benefit to the farm program.

Just the reverse is true.

If we do not make every effort to strengthen and support the merchant marine as well as other segments of our economy, we cannot hope to generate the revenues necessary to assist the farmer.

I feel so strongly on this point that I believe nothing short of a complete reversal or turnaround of the Secretary's policy is necessary to assure us that he means to follow the will of the Congress and implement the

clear intent of Public Law 480.

It is my conviction that every Cabinet member and, indeed, every office of the Government has a responsibility to do everything possible to correct the balance-of-payments problem. The shipping of surplus commodities in foreign vessels is such a grievous waste of American currency that it seems rather foolhardy to ask travelers and others not to spend dollars abroad when the Secretary of Agriculture persists in setting such a bad example.

Mr. ADDABBO. Mr. Chairman, I wish to advise the House and the committee that I have been receiving many protests from constituents relative to the so-called bread tax, and I know many of my colleagues have also. I oppose any additional subsidies, especially those that would further burden the consumers who are still the largest group of taxpayers in this Nation.

I have supported and will continue to support the elimination of this so-called bread tax now. If this bread tax is removed by this body and should be reinstated in the other body of this Congress, I shall continue to oppose it.

Mr. Chairman, as we debate and discuss this farm bill, there is another segment of our economy which is equally important to the welfare of this Nation and which must be discussed because it is not indirectly but is directly affected by our farm program and that is the status of our merchant fleet.

I wish to join with my colleagues who believe that the Secretary of Agriculture should clarify for this body his position on the Cargo Preference Act.

I have always believed that a strong American merchant marine is vital to the interests of this Nation. This has been amply demonstrated in recent weeks when we have had to pull vessels from the mothball fleet into service to move supplies for our forces in Vietnam.

In spite of the general assurances from the Secretary of Agriculture recently given on this subject, in my opinion, they are not sufficient when we take into account the Secretary's statement on March 19, 1965, to the Subcommittee on Agriculture, Committee on Appropriations, that the requirement on the use of American-flag merchant ships is detrimental to the export of U.S. farm products.

At the present time, the carriage of agricultural commodities is one of the few remaining lifelines of American shipping. The Cargo Preference Act was enacted by the Congress, signed by the President, and it is the law of the land. We should make sure that the Secretary of Agriculture will fight vigorously to fulfill the letter of the law rather than mount an offensive to destroy this last bit of security the American-flag merchant fleet has.

In my opinion, this is the time for the Secretary to stand up and be counted—he wants security for the American farmer and I have no quarrel with that, but I say that our merchant marine must be assured of its security by adherence to the Cargo Preference Act.



# NLRB Head Raps Anti-Union Bosses

WASHINGTON—Too many American businessmen are illegally impeding union organization, National Labor Relations Board Chairman Frank W. McCulloch declared recently.

Reappointed by President Johnson and confirmed by Congress for a new five-year term as head of the government agency that referees labor-management disputes, McCulloch noted that there still is widespread employer resistance to unions.

Interviewed by a United Press International newsman, McCulloch asked:

"Why should we, 30 years after adoption of congressional policy to protect the right to organize, still find companies firing people for trying to form a union? Yet this is the great bulk of the work that comes to the NLRB in 1965."

Without going into specifics, he hinted that the board may seek to

develop new techniques to discourage anti-union conduct by employers.

### Equal Time

The AFL-CIO recently urged the board to revise its rules to give unions real access to workers and time to respond to "captive audience" speeches in which employers "brainwash" their workers.

In May the executive council of the Textile Workers Union of America called on Congress to pass legislation withholding federal contracts from employers who repeatedly violate their employees' rights.

The UPI interview quoted McCulloch as saying the NLRB has tried to enforce the labor law "promptly and effectively" though the Landrum-Griffin amendments of 1959 placed new restrictions on workers. He insisted that the curbs on boycotts and picketing have not crippled union organizing, the chairman said.

McCulloch agreed that employer resistance to unions is reflected in the doubling of the agency's caseload in the last decade.

The latest annual report of the NLRB showed that unfair practice cases now make up more than half the constantly-rising work load of the agency. In fiscal 1964, 68 percent of the unfair practice charges were filed against employers, 32 percent against unions—10,695 cases and 4,856 respectively.

# Ship Watchers Start Seaway Tourist Boom

MASSENA, N.Y.—Seafarers aboard ships plying the St. Lawrence Seaway probably don't think themselves particularly picturesque as they go about their shipboard tasks. But thousands of tourists who turn out regularly to watch vessels being locked through apparently do.

Each year, more and more people are showing up during the summer months to watch the big ships make the trip. The little town of Massena, N.Y., once simply a place where motorists stopped to ask directions for getting somewhere else, is enjoying a tourist boom of ship-watchers.

They come—about 500,000 are expected this year—and stand for hours watching the ships moving along. They hang around the lookout, munch frankfurters, drink coke, and don't miss a thing.

A main highway passes through a tunnel right under the westward end of Eisenhower Lock and many tourists seem to get a thrill out



of driving through the tunnel while a great ship is passing over their heads. Then they can honestly write home "Dear Folks: A ship ran over us in Massena, N.Y., but we're all right..."

One of the favorite tourist spots is a modern structure with three levels where all the operations on Eisenhower lock can be viewed at leisure.

Eisenhower Lock is 800 feet long. When a ship is in the lock and the huge garage-type doors close, 21 million gallons of water will lift her some 40 feet for the next part of her journey. To the Seafarer its all just part of a day's work. To the tourists it's quite a show and well worth watching.

### On The Ball



Seafarer George Wilson, who sails in the engine department and normally keeps his eyes glued to the engine gauges, has his shot all lined up here at the Baltimore hall. His patience was rewarded when the complicated bank shot worked.

# SIU Supports MSB Call For Ship Building Plans

NEW YORK—The Seafarers International Union has urged SIU-contracted companies in the Atlantic and Gulf District to consider a recent request by the Maritime Subsidy Board that companies interested in building ships with construction differential subsidies submit their plans and proposals to the Subsidy Board by September 30, 1965.

In calling for the submission of plans and proposals, Maritime Administrator Nicholas Johnson, who is also chairman of the Subsidy Board, explained:

"In order to plan ship construction programs and budgets from as informed a base as possible, we need to know what the maximum ship expansion program of this country could be if operators were not restrained by Maritime's budgetary limitations. Knowing this, we are in a better position to plan, budget, and select for this country those proposals which will give the Government, the operators and the unions as many ships and as much shipping capability as is possible, and a fleet of which all America can be proud."

In urging SIU-contracted com-

panies to consider the Board's request, the Union pointed out that the SIU has been fighting very hard for many years to promote the building of new American-flag vessels and to obtain the support of the appropriate Federal agencies to that end.

It was also noted that to further the end, the SIU recently:

- Supported the recommendations made to the President's Maritime Advisory Committee proposing Government support for the building of a new fleet of American-flag dry bulk carriers and tankers.

- Supported recommendations made to the MAC proposing Government aid for the replacement of our presently unsubsidized liner fleet.

- Supported the new "Statement of General Policy" of the MSB which would give priority in the award of Government ship construction subsidies to those vessel promising the greatest productivity, providing any saving accruing to the Government from such productivity were used to expand the size of our present merchant fleet.

SIU support of the latter proposal, the Union made clear, was based upon the understanding that it would open the door on construction subsidies to presently unsubsidized operators as well as to subsidized ones.

The SIU noted that the Maritime Subsidy Board's request in no way constitutes a commitment that planned vessels will actually be built, but concluded that the proposed "Statement of General Policy" and the MSB's request for plans and proposals "are encouraging indications of the possibility that our government may now be more receptive to the idea of supporting the building of more American-flag ships."

**Shipboard**  
By Fred Stewart & Ed Mooney  
Headquarters Representatives

## Important Role For Safety Committee

On each SIU vessel on every voyage a Safety Committee is organized in accordance with the provisions of the SIU Safety Program, for the purpose of minimizing and, if possible, eliminating personal injury accidents.

Committee members take their responsibilities seriously, set a good example for their fellow crewmembers and give careful supervision to all shipboard work. Ship Safety Committee meetings are held regularly. Minutes are kept of all actions, suggestions and recommendations. These are all detailed in written form.

An SIU ship is not only a clean ship but a safe ship as well. Safety aboard ship has always been one of the aims of the SIU. Safety is written into the agreement between the SIU and contracted companies. "The employer shall furnish safe working gear and equipment when in any harbor, roadstead, or port. No man shall be required to work under unsafe conditions..."

Because of the stress which the SIU has placed on safety aboard ship over the years, we are seldom faced with breaches of safety rules—such as the failure to wear or to use safety equipment or to observe all necessary safety standards in shipboard work. The safety program has made impressive progress, of which every Seafarer can be justly proud.

The benefits resulting from a reduction of accidents are so clearly evident, and the improvement in operating morale so worth striving for, that safety efforts no longer have to be argued for aboard SIU ships. The problem now is one of method, not intention.

To insure against personal injury, every Seafarer must have a thorough knowledge of the ship, the work, and of proper standards of safety.

For an example, the use of greasy or muddy shoes is dangerous and a breach of safety standards. Wearing greasy shoes when climbing ladders is simply inviting a fall which could result in serious injury.

A vast number of other safety factors are stressed and adhered to aboard SIU ships. Some of the more important are:

- Proper use of tools and equipment.
- Wearing eye protection.

- The correct way to use cleaning solvents.

- Using absolute caution when near lines under tension.

- The use of proper clothing. Clothing and gloves should not be ragged or loose.

- When entering the ice box, doors are closed or placed on the hook to prevent swinging.

These are only a few points. In general "good housekeeping" is of prime importance for safety and is the slogan aboard SIU-manned ships.

A Seafarer is his own greatest safety device. Being aware of danger and using caution is the most important accident preventative.

## Quitting Ship? Notify Union

A reminder from SIU headquarters cautions all Seafarers leaving their ships to contact the hall in ample time to allow the Union to dispatch a replacement. Failure to give notice before paying off may cause a delayed sailing, force the ship to sail short of the manning requirements and needlessly make the work tougher for your shipmates.

# Gulf Coast

(Continued from page 8)

cently received his electrician and pumpman endorsements. Mort is putting in his hours with his wife and family who live in Mobile. He last sailed as an officer aboard the Steel Age on an India run.

Steward Young McMillan, who is off the *Mayaguez* where he occupied the night cook and baker's slot, is waiting for any baker's job that hits the board. Meanwhile he's enjoying the company of his wife in Mobile. A. B. Demetrios Kyriakos piled off the *Alcoa Runner* after a year's run and is currently waiting for any good deck job that comes along. While on the beach, he is getting together with his brother who also sails AB in the Gulf. After a year's absence from the sea, SIU veteran A. E. Delaney is ready to ship again. Delaney, who has been working ashore as a shipyard electrician while getting his business straightened out, has been sailing out of the Gulf Area as an electrician for the past twenty years. Steward Dawson Perry is a welcome sight around the hall after getting off his last ship the *Alcoa Commander* where he was galley utility for about six months. Dawson says he plans to stay on the beach for a while and just take it easy. Then he'll be looking for one of the short runs he likes so well.



Your SIU Clinic

By Joseph B. Logue, MD, Medical Director



Effects Of DDT Under Study

DDT and other insecticides which find their way into the food supply may someday be shown to have a direct effect on human learning ability as reported in HEALTH BULLETIN. That possibility was mentioned this week by two University of Arkansas scientists following studies of quails given DDT-doctored food. Dr. Douglas James and James Turner of the University's Department of Zoology discovered that, contrary to what has been believed, even slight exposure to a pesticide-contaminated diet causes a decline in learning ability. The possibility that humans may be exposed to the same danger because of the DDT residues found in many foods is certainly "germane and worthy of consideration through research," Dr. James told scientists attending the American Institute of Biological Sciences meeting this week.

The Arkansas researcher explained that these findings came to light in a special study sponsored by the federal government and the Arkansas Fish and Game Commission. Adult quail (bobwhites) trained to obtain food by pecking at a disk

of chlorinated hydrocarbon pesticides in their flesh.)

only when it was illuminated were fed diets containing levels of DDT considered safe for the birds. One pound of DDT in 25 tons of food (20 parts per million)—has been found to lower reproductive potential by reducing egg hatchability and chick survival rates, but it was believed to have no effect on adult birds. However, this level was toxic enough to prevent the birds from selecting the right disc in order to obtain food, Dr. James reported. Birds fed a normal diet actually improved in their rate of learning these discrimination tests, he pointed out. "The significant findings of the present study are that the ingestion of DDT apparently affects the central nervous system of bobwhites in a way that produces a decline in learning ability, and that this effect is caused by sublethal levels of DDT," he concluded.

Commenting on the Arkansas study, Turner also warned that the findings have "definite human implications." The quail's system, physiologically speaking, is the same as man's, he explained. The fact that DDT is a cumulative poison, continually building up in the body's fat tissues is also reason for concern. Turner told Health Bulletin. (The July, 1965, issue of the BRITISH JOURNAL OF INDUSTRIAL MEDICINE reported that the body burden of dieldrin and DDT may be increasing continually based on studies of human body fat collected in 1961 and 1964.) "We have to get people to see this danger" even though both the chemical industry and government are exerting tremendous pressures to persuade farmers that using pesticides is the only way to increase agricultural yields, he concluded.

James Turner, graduate assistant to Dr. James, told Health Bulletin that wild birds may actually be getting more DDT than that given in the feeding experiments. "I suspect that the amount I'm using now is somewhat lower than they're getting in their normal habitat," he said. All game birds are being dosed with excessive amounts of insecticides, Turner said, pointing to the large numbers of dead game found in different states. (Health Bulletin reported recently that Montana hunters were advised by their state fish and game department to trim the fat from grouse before cooking as a precautionary measure against pesticide contamination. Fat samples from birds living in spray areas ranged from six to 109 parts per million of DDT residues. Two years ago California pheasants were found to have an average of 741 parts per million

Senator Tells LOG Why He Supports 14B Repeal

WASHINGTON—Senator Thomas H. Kuchel (R-Calif.) has been one of the staunchest advocates of 14b repeal in Congress. His strong stand against 14b and for much of the legislation also supported by the American labor movement has made him a prime target of American right-wing organizations.

Kuchel receives much mail from advocates of 14b but continues to maintain his stand that Section 14b of Taft-Hartley, which allows the states to pass so-called right-to-work laws, must be repealed. In a recent letter to the LOG, the senator outlined some of his views on this matter.

"The misnamed "right-to-work" laws mean one thing: low wages and cheap labor. To say that they promote individual freedom is simply to confuse the issue. I fail to see how freedom is promoted when an individual cannot join together with a majority of his colleagues on the job to petition his employer for a redress of his grievances and to bargain collectively with his employer for an improvement of wages and working conditions . . ."

Poor Conditions

"Only one "right-to-work" state has a Fair Employment Practices Act, while almost 70 percent of the non-right-to-work states have such laws. Only a quarter of the "right-to-work" states have a minimum standard child labor law while almost three-fifths of the non-right-to-work states have such laws. Only one "right-to-work" state has an unemployment insurance maximum weekly benefit of at least \$48 as compared to almost half of

the non-right-to-work states. And so on in other areas of protective worker legislation."

"... 'Right-to-work' laws do not promote free collective bargaining. They do promote and encourage a "Freddy freeloader" men-

tality whereby an individual can receive all the benefits which a group of employees, organized on a majority basis, have bargained for with their employer and yet avoid paying his fair share of the bargaining costs."

Labor's Rich Language; An American Heritage

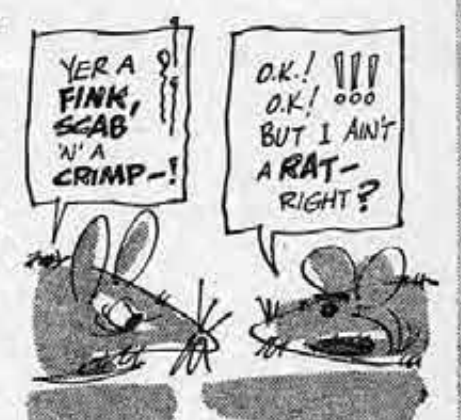
"Scab! Fink! Yellowdog! Rat!" These are a few of the "more polite" terms with which organized labor has traditionally branded its enemies and identified its traitors. As could be expected, such tags quickly spread beyond the limits of the picket lines and became an integral part of the colorful spectrum of American slang. Nowadays, you don't have to be a union man to know what a "goon," a "sellout," a "moonlighter," or a "freeloader" is.

As labor historian Archie Green recently wrote in his book "Industrial Relations": "Words initially transferred to unions from particular trades or related social movement, have, in time, moved on into the general speech."

For example, delving into labor linguistics, Green discovered that the term "rat" first showed up in 1816—in a list circulated by the Albany Typographical Society to identify those who had "acted dishonorably toward their societies." The dishonorable unionists were named "rats."

Waterfront Finks

Similarly, he found the earliest mention of "fink" in the columns of the Seattle Union Record, dated May 30, 1918. The Pacific Coast waterfront workers were then making a concerted drive against employer-run "fink" halls—the so-called "open" hiring halls. The Union Record stated: "A fink is the remains of what once was a human being, but who, through ignorance, is a menace to himself and society."



According to Green, the development of the term has not yet been satisfactorily traced.

"There is no adequate etymology for the term 'fink,'" he says. "Perhaps someday the word will be traced from its obscure past into labor lingo, then out again into the teenage talk of the 50's, to appear once more in the presidential campaign of the 60's."

The Scab!

The most hated word in labor's vocabulary is "scab." A scab is something that, while calling itself a man, will cross your picket line and steal your job. In the 11th Century, scab was the name of a skin disease in Europe. By the 14th Century, it came to identify a mean and scurvy rascal. Scab assumed its current meaning during the Civil War. Years later, novelist Jack London, wrote the most colorful and enduring definition of "scab." A staunch friend of labor, London ranked the scab somewhere beneath the rattlesnake and the cockroach.

Talking Union, a popular labor song of the 30's, had this to say about scabs: "He doesn't have to scab, he can always get along—on what he steals out of blind men's cups."

Along with "rat", "fink," and "scab," a host of other words have ridden into popular usage through the vehicle of the labor movement. Among them are—blackleg, crimp, faker, freerider, goon, hooker, moonlighter, popsicleman, porkchopper, salmon-belly, scissorbill, seagull, sellout, and yellowdog.

A "goon" is a strike-breaking thug, employed by the boss to violently smash a picket line. A "freerider" is a worker who won't join the union, but who benefits from organized labor's hard-won gains.

Yellowdogs

One of the most interesting labor phrases is "yellowdog." Back in the early part of the century, many employers forced their workers to sign "yellowdog" contracts. These contracts stipulated that any worker who joined a union could be fired. Workers who signed such contracts were called "yellowdogs."

Such terms are not pleasant and have often been used with great bitterness. But they have provided standards by which union men and others have been able to effectively determine and evaluate their behavior.

Navy Builds Giant Seagoing Drydock

WASHINGTON—The Navy is now operating a big, seagoing drydock built to repair the nation's submarine fleet, both nuclear and conventionally powered. The new drydock can be moved anywhere in the world and is capable of handling submarines of up to 8,000 tons.

The drydock, built at a cost of \$5.1 million by the Bethlehem Steel Corporation, was so big that it was built at three separate yards operated by the company in Balti-

more. Called the ARDM-2, the repair facility was jumboized from a smaller drydock which could only handle less than half of the final 8,000 ton capacity.

Big Job

The jumboizing project began with the carving up of the smaller drydock into eight sections. New sections were added between the cuts to give the new facility added length and depth. The jumboized sections were then brought together and the 22,000-ton drydock assembled at Bethlehem's Key Highway yard.

The new drydock has an increased draft of more than nine-feet over the older, smaller facility. Navy officials emphasize the advantages of mobility of the new vessel, since it can immediately leave for a new repair job when it finishes getting a disabled submarine back into action.

Seafarer On Pension



SIU oldtimer Guy Whitehurst (left) received his first regular monthly \$150 SIU pension check recently from SIU rep Charlie Moser at the Norfolk hall. Whitehurst's last trip was aboard the Andrew Jackson (Waterman) where he sailed in the engine department.

YOUR UNION MEETINGS ARE IMPORTANT TO YOU. ATTEND THEM!





**THE HIGH RATE OF U.S. UNEMPLOYMENT**

Civilian Labor Force and Unemployment in the U.S. and in Seven Foreign Nations Combined



\* Canada, France, Great Britain, Italy, Japan, Sweden and West Germany.  
Source: U.S. Bureau of Labor Statistics.

**Rights Conference Cites Need For Jobs**

WASHINGTON—The gap between Negro education and training on the one hand and the requirements of the labor market on the other is widening, Vice President Hubert H. Humphrey warned in the keynote speech at the White House Conference on Equal Employment Opportunity.

Negroes must receive better training and education if their job opportunities are to be expanded, Humphrey asserted, adding that government, business and labor must open more jobs to Negroes and "must go out and affirmatively seek those persons who are qualified and begin to train those who are not."

Representatives of the AFL-CIO and more than 40 national and international unions, including the SIU, attended the parley, which was called under the Civil Rights Act of 1964.

Humphrey declared that Title VII of the act, outlawing discrimination in employment because of race, color, sex or national origin, must be "fully implemented" so as to improve "the quality of existence for those who remain largely untouched" by progress and prosperity.

His statement that unemployment in some Negro neighborhoods runs

as high as 40 percent took on added significance in view of the Los Angeles riots of a few days earlier. Negroes, he said, are on the verge of "a major economic crisis."

"What can we expect," he asked, "when hope is resolutely crushed from the young, when there are no jobs even for the educated and no homes in good neighborhoods even for the hard-working?"

At a reception in the White House Rose Garden, President Johnson rebuked the Los Angeles rioters, emphasizing the need for law and order, and at the same time pledged continued effort to eliminate the "dark ghettos" and the denial of equality in job opportunity for members of minority groups.

"We shall overcome," he said in the words of the popular civil rights song, "and I am enlisted for the duration."

More riots like those in Los Angeles, he warned, might wipe out all advances in civil rights.

**Problem Complex**

"If there is one thing I have learned from the civil rights struggle," he added, "it is that the problem of bringing the Negro American into an equal role in our society is more complex, and is more urgent, and is more critical than any of us have ever known."

Equal employment opportunity, the President said, is "just a key" with which "we can begin to open the gates that now enclose the ghettos to despair." But it will open the gates, he went on "only for those who are willing to shoulder the responsibilities, as well as the rights."

The conference included general sessions and seven workshops which tackled different elements of the task of making the job bias ban effective.

At a meeting of the panel on apprenticeship and training including skills upgrading, AFL-CIO Civil Rights Director Donald Slaman said Negro protests have produced few new members of craft unions. But few Negroes have applied for admission, he said, and even fewer passed qualifying tests where discrimination did not exist.

N. Thompson Powers, executive director of the Equal Employment Opportunity Commission set up under the 1964 act, said a federal survey showed a smaller percentage of Negro apprentices than Negro craftsmen in manufacturing plants. The nation, he told the panel, is "reaping the bitter harvest of educational deficiencies."

The traditional exclusion of Negroes from better jobs cannot be overcome by the anti-discrimination law alone, said Herbert Hill, labor secretary for the National Association for the Advancement of Colored People. He urged a huge federal program of subsidies and scholarships for young Negroes while they undergo training as apprentices.

"Recurring themes in these workshops," the panel said in its report to the conference, "were concern for the current curriculum in vocational education schools and effective methods of recruiting minority group candidates for apprenticeship and training programs."

**High U.S. Joblessness Laid To Growth Lag In Economy**

WASHINGTON—Unemployment in the United States continues to outstrip joblessness in other free world industrialized nations simply because the economy hasn't grown fast enough to meet the demand for jobs, AFL-CIO economists declared recently.

"Put simply," the improvement in the economy has fallen short," they say in the August issue of the American Federationist, AFL-CIO monthly magazine. "The number of jobs has increased, but not enough. And this is because purchasing power in the hands of the people who would spend—though it has increased—has not increased enough. And this in turn is related to the basic economic policies of the nation, which have not measured up to the needs of the times."

"Wage increases have been too small; minimum wages have not risen adequately; increases in social security benefits have been too meager; the tax cuts of 1954 and 1964 gave too much relief to the corporations and to high-income groups and not enough to the low and middle-income groups."

**Other Causes**

"Moreover, government spending—on public works, mass transportation, housing, schools, hospitals, roads and ports—all of which help to create jobs, has fallen short of the needs. In addition, hours of work have not been reduced as they should have been."

The Department of Research economists in a Labor's Economic Review feature of the Federationist, assert that "no single measure will solve the problem."

"Only an increase in government programs to create jobs and to improve social welfare programs, as well as action to increase the buying power of workers, can put the U.S. economy on the road to full employment," they say.

One of the best ways to boost purchasing power, the article continues, is through wage increases, which "have been kept down" in the U.S. Between 1960 and 1964 wages in this country rose by about 12 percent compared to increases of three to five times that amount in France, Italy, Japan and West Germany, according to the article.

**Spending Lag**

The lag in pay hikes has been aggravated by the dearth of government spending on job-creating programs and on other programs aimed at improving income such as "improved old-age benefits, higher minimum wages, medical care and increased unemployment benefits," the study says.

The restraints that have resulted, it continues, have combined to keep the growth of the real Gross National Product from 1955 to 1963 down to 25

percent. In the same period the real GNP jumped 34 percent in Canada and Sweden, nearly 50 percent in France, "well over" 50 percent in Italy and West Germany, and more than 100 percent in Japan.

The article cites studies covering 1960 and 1963, made by the Labor Department's Bureau of Labor Statistics, which after allowing for differences in statistical procedures show that unemployment in the U.S. has persistently

outstripped that in the other nations.

The 1963 survey showed, it goes on, 5.7 percent joblessness in the U.S. compared to 1.1 percent in Japan and one-half of 1 percent in West Germany. The U.S. unemployment rate according to the survey was "more than three times as great as Sweden's rate, more than twice as great as Italy's and well above the rates in France and Great Britain, the article observes."

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

By Sidney Margolius

**Beware Of Many Small Debts**

Beware accumulating many small debts. This can be as risky as owing several large bills or even more so, a survey of over-indebted families by Family Service of St. Paul reveals.

This large family-counseling agency operates its own debt-adjustment service. What it found can be helpful to families anywhere who tend to rely heavily on credit buying, and especially to those already pressed by creditors.

The agency found that while the total debts of the families who had to have debt-adjustment help were not necessarily very big, they did have a lot of them. The total debts of most of these families ranged from \$500 to \$2500. But almost two out of three had 10 to 18 creditors apiece.

This report confirms the experience of the 100 over-indebted families in Michigan surveyed recently by Dr. Milton Hubor. These had an average income before taxes of about \$6500, and averaged nine creditors apiece. Their total debts were higher than the St. Paul Group, averaging \$3689.

**Can Force Bankruptcy**

The danger of many small debts is that one creditor, even if you don't owe him much, can start legal action that will force the other creditors to claim their money even though otherwise they would be willing to wait. The result may be to force a family into bankruptcy.

As this writer has reported before, the usual way to work your way out of an overload of debts is to first work out a "crash" budget; then figure out how much income you have left to apportion among your creditors, and then go to them with your plan. It often is useful to have some experienced person or agency help you make the approach, such as a labor union or credit union counselor, a family service agency, retail credit bureau, minister, teacher, banker or even one of your creditors.

The St. Paul family agency developed temporary minimum budgets of this kind for the over-indebted families it was helping. These did not allow for emergencies such as appliance repairs, upkeep of property or medical or dental costs other than health insurance.

**Tight Budgeting**

The experience was that families were able to live on such stringent budgets for about 18 months, reports Lois Hoffman, Director of Casework Services.

The minimum amounts were developed in 1962-63, when living costs were about 5 per cent lower than in '65. The budgets were:

Family Size	Monthly Budget
2	\$160
3	201
4	245
5	282
6	330
7	355

These are tight budgets, because these families were heavily pressed by creditors, and the agency set a preferred target of retiring the debts in that 18-month period of usual toleration of a sharply-reduced living standard. Sometimes the period had to be extended because of unforeseen circumstances such as illness, irregular employment or pregnancy of a working wife.

Despite the stringencies of such crash budgets, half or more of the over-indebted families do seem able to stick, at least when they have the guidance of a competent agency. Albert Horner, Manager of the Michigan League Cooperative Budget Service, reports that about 60 percent of the families who start a debt repayment program complete it, and some who discontinue, later return.

**Loan Consolidation**

Another often-used route to pacifying debtors is consolidation loans. If such a loan is secured from a low-cost source such as a credit union or bank, it may be an effective method of escaping garnishee, repossession or other potential problems of debtors. But a loan from a small-loan company merely may substitute a higher-cost debt, at rates of 18-36 per cent, for lower-cost debts.

If you already owe money to a small-loan company or "consumer finance" company, you may find that they will not agree to a postponement of payment on the principal but may to the postponement of the interest due. In that case, a loan company may ask you to sign a new note which will incorporate the amount you owe on interest, depending on state law. But this would be costly to you, and should be avoided if possible, since you now would be paying interest on interest.

Community agencies and credit bureaus who help families with debt-repayment plans sometimes are able to negotiate a reduction or waiver in interest or finance charges. But individuals may not have the influence to get such concessions when negotiating a reduced level of payments.



### Notify Union On LOG Mail

As Seafarers know, copies of each issue of the SEAFARERS LOG are mailed every two weeks to all SIU ships as well as to numerous clubs, bars and other overseas spots where Seafarers congregate ashore. The procedure for mailing the LOG involves calling all SIU steamship companies for the itineraries of their ships. On the basis of the information supplied by the ship operator, four copies of the LOG, and minutes forms are then airmailed to the agent in the next port.

Similarly, the seamen's clubs get various quantities of LOGs at every mailing. The LOG is sent to any club when a Seafarer requests it by notifying the LOG office that Seafarers congregate there.

As always the Union would like to hear promptly from SIU ships whenever the LOG and ship's mail is not delivered so that the Union can maintain a day-to-day check on the accuracy of its mailing lists.

**DEL ALBA (Delta), Aug. 2**—Chairman, Joseph Collins; Secretary, Clarence V. Dyer. No beefs reported by department delegates. Brother James B. King was elected to serve as ship's delegate. Crew request that a new ice maker be put aboard ship.

**STEEL EXECUTIVE (Isthmian), Aug. 12**—Chairman, P. Sernyk; Secretary, R. Huchins. \$18 in ship's fund. Discussion on rusty water. This to be taken up with patrolman. Otherwise, everything is running smoothly.

**TRANSARTFORD (Hudson Waterways), Aug. 18**—Chairman, James Bryant; Secretary, John Calhoun. Discussion to see boarding patrolman about water coolers not being repaired and ice machine not making enough ice. Disputed OT in each department. Motion that the negoti-

ating committee try to get transportation money from port to port. Also, ships on Indian and Persian Gulf runs should have air conditioning units in crew messrooms. Pumpman stated that the chief engineer has requisitioned four new water coolers.

**OVERSEAS EVA (Maritime Overseas), Aug. 8**—Chairman, Larry P. Conticello; Secretary, Peter Mirabella. No beefs reported by department delegates. Brother Lawrence P. Conticello was elected to serve as ship's delegate.

**PANWOOD (Waterman), Aug. 8**—Chairman, Homer Workman; Secretary, Michael Miller. Disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done. Crew would like the Union to request the Company to forward all mail.

**SEAMAR (Calmar), Aug. 8**—Chairman, Basilio Maldonado; Secretary, Eric Natwig. Disputed OT in deck and steward departments.

**MANHATTAN (Hudson Waterways), June 3**—Chairman, Sam McDonald; Secretary, L. K. Coats. No beefs reported by department delegates. Vote of thanks to steward department. Vote of thanks to port patrolmen Medford & Higgenbottom at last payoff for taking care of repair list. Ship's delegate to speak to Captain about shore repair gang working in and around crew quarters.

**ALICE BROWN (Bloomfield), Aug. 15**—Chairman, W. W. Perkins; Secretary, T. M. Spiera. No beefs reported by department delegates. Ship's delegate reported everything running smoothly, all beefs settled at last payoff. Brother L. Laffargue was elected to serve as ship's delegate. Crew gave vote of thanks to steward department. Motion made that ship's delegate contact headquarters to determine whether or not crew is entitled to 10% of present cargo.

**HASTINGS (Waterman), June 7**—Chairman, James McQuaid; Secretary, J. E. Wells. No beefs reported by department delegates. Discussion on retirement for those that do not retire on disability, some of the members feel that the payments should be larger than the disability plan calls for.

**THETIS (Rye Marine), Aug. 8**—Chairman, Bobby Thornton; Secretary, Oscar Rayner. Crew did not receive new washing machines. Repairs need to be made on air conditioner. \$15.64 in ship's fund. Disputed OT in deck and engine departments. Motion made to contact headquarters about mail not reaching ship, also limited supply of cigarettes in sleep chest.

**WILD RANGER (Waterman), July 25**—Chairman, Luke Giambelli; Secretary, Werner Pedersen. Steward department to order more fans. Vote of thanks to steward department. \$40 in ship's fund. No disputed OT reported. Crew was asked not to place glasses in sink, also to keep feet off chairs in messroom. Ship's delegate reported that crew was a pleasure to work with, all very cooperative.

**MERIDIAN VICTORY (Waterman), Aug. 15**—Chairman, T. E. Yablonsky; Secretary, Harry Thrash. No beefs reported by department delegates. General discussion on condition of ship, as vessel has just come out of layup after 12 years. Ship's delegate suggested to crew that the department delegates try to settle all small beefs in their own department.



ting committee try to get transportation money from port to port. Also, ships on Indian and Persian Gulf runs should have air conditioning units in crew messrooms. Pumpman stated that the chief engineer has requisitioned four new water coolers.

**STEEL SCIENTIST (Isthmian), July 28**—Chairman, Jack Nelson; Secretary, Ali Fazil. \$7.91 in ship's fund. Crew requested to keep messrooms and heads locked when in foreign ports. Vote of thanks to the steward department and carpenter.

**DELAWARE (Bulk Transport), Aug. 1**—Chairman, R. W. Corns; Secretary, H. McCollum. Discussion on washing machine pump, which needs repairs. Ship's delegate promised that this will be taken care of. He also stated that there will be plenty of OT for men who want to work. Looks forward to a good trip.

**STEEL DIRECTOR (Isthmian), Aug. 15**—Chairman, T. Jones; Secretary, T. W. Kubecka. Brother W. A. Walsh was elected to serve as ship's delegate. \$13 in ship's fund. No beefs reported by department delegates.

**PORTMAR (Calmar), Aug. 15**—Chairman, Lester Lapham; Secretary, J. Tutwiler. No beefs reported by department delegates. Motion made to increase the ship's personnel; 1 electrician, 3 daymen, 1 wiper, 1 cook and 1 pantryman.

**FAIRLAND (Sea-Land), Aug. 17**—Chairman, William T. Rose; Secretary, William A. Padgett. Brother Bill Padgett was elected to serve as ship's delegate. Beefs to be taken up with patrolman concerning lockers on this ship.

**TRANSLOBE (Hudson Waterways), Aug. 8**—Chairman, C. I. White; Secretary, F. A. Stephen. \$28 in ship's fund. No beefs reported by department delegates. Brother F. A. Stephen



The new washing machine recently installed aboard the Overseas Eva (Maritime Overseas) is causing a bit of a furor. The machine has so many controls and modern gismos on it that crewmembers aren't quite sure what goes where, or what does what. Covered with

gadgets and switches, the complex little ship's laundromat spins, whirrs, rinses, washes, changes gears, switches speeds and alters water temperature, all in a matter of minutes. Shipboard rumor has it that the machine can cook, sew and fetch your slippers—if the correct switch is pulled. "What we are going to do," announces ship's delegate Lawrence P. Conticello, "is attach an instruction list to the bulkhead in the laundry room. Nobody in his right mind could figure out how to operate that mechanical nightmare by himself. Sometimes I think we were better off when everything was done by hand, seafarer Conticello said. Then the only instruction you ever needed was a loud 'put your back into it.'"



Conticello

Crewmembers board the Fairland (Sea-Land) announce that they have completed their recent shipboard elections. When the votes were tallied, Bill Padgett won a hands down victory and was sworn in as new ship's delegate. "Bill, is a good man," says meeting chairman William T. Rose. "Whatever the job entails, he's the man to get it done."

Safety rules and regulations, which are a byword aboard all SIU-manned vessels, took on special weight aboard the Delaware (Bulk Transport). Delaware crewmembers, carrying a cargo of explosives, gave special consideration to safety precautions. The safety-minded Seafarers held many meetings and discussions to clarify and implement safety regulations. "One of the rules we discussed most often," reports ship's meeting chairman Roy W. Corns, "was the regulation governing smoking on the vessel. 'I am pleased to announce,' he continues, that the men behaved in true SIU fashion. No one smoked on deck throughout the entire voyage. And all other safety rules were adhered to as well. The whole crew behaved in an exemplary SIU manner. We are looking forward to completing a fine run."

E. D. Winslow, ship's delegate aboard the Steel Scientist (Isthmian), relays the crew's vote of thanks to the ship's carpenter for

making many needed repairs during the voyage. "He was a real help," says Winslow. "Anything we needed, all we had to do was ask. His help and his attitude contributed to making this a real smooth-running ship."

Crew members sailing aboard the Iberville (Waterman) relay a vote of thanks to delegates serving in all departments. "All those who served as delegates did a fine SIU job," reports ship's meeting chairman Joseph Alcedo. "It is a real pleasure to make a voyage where there is such a spirit of cooperation and understanding between crewmembers, and between crewmembers and their representatives. This is an example of true SIU spirit."

The hot summer sun is really bearing down and baking the decks aboard the Transhartford (Hudson Waterways). Everywhere you turn, the crew is busy installing fans, water-coolers, awnings and icemakers. "These Indian Ocean and Persian Gulf runs can get awfully hot," declares ship's delegate James N. Bryant, wiping the perspiration out of his eyes. "Trying to keep cool is a full time job in itself. Sometimes even fans, cold water, ice, and awnings aren't enough. But," he grins, "leave it to an SIU crew. We'll come up with something."



Bryant

A recent report from the decks of the Del Alba (Delta Steamship Lines) announces that James B. King was unanimously elected to the post of ship's delegate. "The Del Alba crew knows a good thing when it sees one," says ship's delegate Joseph Collins. "That's why everybody voted for Jim King."

Seafarers aboard the Los Angeles (Sea-Land) are all looking forward to using the recreation room which will be given to the crew. "We'll be glad to get it," reports ship's meeting chairman E. Bonafonte. "We intend to make good use of it during our time off. It's always a good thing to have diversified recreation facilities aboard the ship. That way the men don't get tired of spending their leisure time the same way during the

voyage. With a recreation room, ship's t.v., and the ship's library at their disposal, Seafarers have their choice of recreational activities."



Bonafonte

Ship's meeting chairman Roy Guild, sailing board the Steel Recorder (Isthmian) reports that the ship's safety award money won by the crew, is being tabled for future discussion. "There are so many ways we can spend the money," says brother Guild, "that we want to think it over and discuss it further before coming to a final decision. But no matter what we finally decide," he assures, "you can be sure that the money will be spent wisely and well. This is a steady crew and we'll make good use of the prize money."

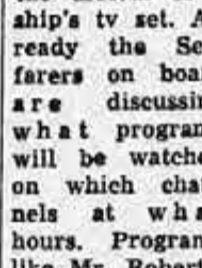


Guild

Seafarers aboard the Duval (Gloria Steamship) report that Bob High was elected as ship's delegate by popular acclamation. "There were so many seconds to the motion," says meeting secretary W. Butterton, "that it seemed as if the whole crew wanted to go down on record as officially seconding the motion."

Del Aires (Delta Line) crewmembers are anxiously awaiting the arrival of a ship's tv set. Already the Seafarers on board are discussing what programs will be watched on which channels at what hours. Programs like Mr. Roberts, McHales Navy and Gilligan's Island are slated for prime viewing time. The ship's radio officer has already been asked to curtail his use of a ham radio outfit because it is feared that the amateur broadcasts will interfere with video reception. "It won't be long now," says ship's meeting chairman Charles Lee. "And we're just in time for the Fall schedule of new shows."

Ship's delegate I. Bickford of the Morning Light (Sea-Land) reports that everything is going smoothly on board. "On the preceding voyage we had a clean payoff," he says. "And we expect to have the same this time." At Brother Bickford's suggestion, the ship's meeting was a combination meeting and safety discussion. He was awarded a vote of thanks by the crew.



Lee





## Appreciates Union Action

To the Editor:

Thanks to our SIU brothers, organized unions and letter-writers everywhere, the Medicare Bill is now a matter of history.

Now, if shipping companies—especially tanker-outfits sailing under foreign flags—would

## LETTERS To The Editor

All letters to the editor for publication in the SEAFARERS LOG must be signed by the writer. Names will be withheld upon request.

wake up, then we'd really be getting somewhere.

Also, since the marine hospitals are still with us, I would like to suggest that retired Seafarers and their families should use the USPHS hospitals when they fall ill. A Seafarer is always more at home there than anywhere else, what with meeting his old buddies and all.

Let me also compliment the LOG. We enjoy it every time it comes. There is more in it than in the other newspapers.

Everybody is hoping for more American flagships before the year is out. In the meantime, good shipping to all.

Sincerely yours,  
John Van Dyk

↓ ↓ ↓

## Thanks Union For Pension

To the Editor:

I would like to express my thanks to the Union and to all the brothers for my recent pension. It makes a man feel pretty good to know that he can face the future without fear of poverty. Many people are frightened of growing old with all the bills that can pile up. But with my Union pension I'll never be afraid of going down to the mailbox in the morning. Joining up with the SIU was the smartest and luckiest day of my

life. The next best day, was the one on which my first pension check arrived.

May God bless you all,  
Eric Goddard

↓ ↓ ↓

## SIU Wife Grateful

To the Editor:

I want to express my deep thanks for the \$4,000 death benefit check I received when my husband died. Most of all, I am grateful for the Union's sympathy. It is deeply appreciated.

I would like everyone to know that my husband Rupert Jackson was very proud to be a member of the SIU. He thought it was the best union of its kind anywhere in the world. He had a very warm spot in his heart for all his Seafaring brothers.

I remember how when he retired on pension, all his medical bills were paid by the Union. The monthly checks coming in lifted a great burden from his mind and gave him peace and security.

I am so grateful for everything. Thank you again.

Sincerely yours,  
Elinora Jackson

↓ ↓ ↓

## Pensioner Misses SIU

To the Editor:

Now that I have finally found a safe harbor with my SIU pension, I find that I miss the song of those turbines ringing in my ears. And I miss all my many Seafarer brothers of the good old days.

Retiring after a lifetime at sea is not easy. But it will make things so much easier if somehow I could continue to talk and hear about what's happening in the SIU.

If any of the boys would like to write, call, or see me, I am staying at the Coach House, Box 2302, Lot 71, Palmetto, Florida.

I sure would appreciate hearing from them and listening to some good old SIU talk.

I would also like everyone to know how great the SIU pension is. All I can say is, it takes care of my every need.

Thank you, and smooth sailing,  
Norman (Peg-Leg) West

## Keeping Up



Keeping up with the latest news and maritime developments as they wait for the right job to hit Baltimore Board, Seafarers (l-r) Darrel Barnett, deck, James Warren, steward, Charlie Bedell, steward, and George Davis, deck, look over a recent issue of the LOG.

# SIU Navy Veteran Pays Visit To WWII Okinawa Battle Site

It is a rare SIU veteran who does not have at least a few World War II experiences stuck away in the back of his memory. Many prefer to forget these incidents, but most cannot. One of those who cannot forget is Seafarer Faustino I. Ayson who has been shipping

SIU as a steward for almost twenty years. On a recent voyage to Okinawa aboard the Steel Voyager, he was suddenly so vividly reminded of the War, that for a moment it was like re-living the original experience. Although almost two decades have passed, he knows now that the war shall always remain with him.

"I thought I had forgotten the War," Ayson says. "But now I know that I shall never forget."

Brother Ayson was part of the amphibious forces that took part in the invasion of



Ayson

Okinawa. Manning the LSMs, he and his Company hit the beach right behind the army.

The short trip was a nightmare of artillery and automatic weapon fire, as the Japanese troops made a last ditch stand.

"Shells were bursting all around," Ayson recalls. "The beach was strewn with bodies from both sides. Everytime you picked up your head, you'd see another man fall."

The fighting continued unabated for a full day. The Japanese refused to budge, knowing that after this defeat they were, for all intents and purposes, finished.

### This Is It

"It's a funny thing," Ayson says with a puzzled smile, "but I wasn't really frightened. I suppose, in a way, that I didn't have time to be afraid. Our commander had given us a sort of pep talk before we went in. He told us that there was nothing to be frightened about and that we mustn't panic. I didn't remember a single word of that speech on the beach though. All I kept thinking was, this is it, this is it. That phrase kept repeating itself in my mind, over and over again."

While the fighting on the beach

raged all about him, Ayson could see the deadly Kamakazi—Japanese suicide planes—at their work in the harbor. The Kamakazi pilots, their imaginations filled with the glory of dying for the empire and their ancestors, dove their death planes directly at the U. S. ships lying at anchor. While Ayson watched, three Kamakazis screamed in for the kill against the destroyer New Mexico. Two were downed by the destroyer's deck gunnery crews, but the third scored a direct hit, exploding his plane against the U. S. warship.

### Like Vultures

"Kamakazis are a terrifying sight," relates Brother Ayson. "Before they dive, they circle their target vessel again and again—just like vultures zeroing in. Then those dives, with the high-pitched snarl of the engines roaring in your ears as the pilot aims his plane straight at the ship... That's something else that I'll never be able to forget."

Although he still remembers World War II Japan, Brother Ayson is the first to admit that the land of the rising sun has undergone enormous and favorable changes.

"Take Okinawa itself," he says. "There were parts of it that I didn't even recognize. There are so many new buildings and streets. Much of the island was bombed

out during the war and the new construction is 100 per cent different from the original city."

Most of all, Ayson is pleased with the change in the people.

### People Changed

"I suppose that all people are bad, if you're at War with them," he says. "While you are fighting, the enemy always appears evil and inhuman. But once the war is over, you get a chance to regard them in a different light."

"But I feel that the people on Okinawa are really different than they were twenty years ago. They are so much happier now, and more content. Though again, I suppose that's the difference between being at war or at peace. No person is happy when he is fighting," he declares.

According to Ayson, the Okinawa population is extremely friendly to visiting Seafarers, and the port offers a great deal in the way of entertainment.

"I like Okinawa," he says. "It's one of my favorite far eastern ports."

Brother Ayson sails as a member of the steward department, having joined the Union in 1947. He is married and he and his wife Edita live in New York with their three children.

## LOG-A-RHYTHM:

# Memories

By Ed Filina

Sometimes, when I lie awake,  
And I'm feeling pretty low,  
From the foggy river's edge,  
I hear the whistles blow,  
And then I remember how young I was,  
So many, oh so many years ago.

When I was just a little boy,  
Playing in the sand,  
I did not know how soon it was,  
That I would be a man,  
Or that I who loved the sea so much,  
Would be consigned to land.

The dreams of youth are windy dreams,  
And the days of youth stretch long,  
This is what they said to me,  
But what they said was wrong,  
And I can't even whistle now,  
The tune of childhood's song.

They've burned the sails that flew so proud,  
And turned them into steam,  
And what were mighty oceans once,  
Are now but schoolboy's streams,  
And all the wooden ships and iron men,  
Lie shipwrecked in my dreams.

Time is a thief and a robber,  
Who steals into your life at dawn,  
And when you wake, it's twilight,  
And all your friends are gone,  
And while you blink and shake your head,  
The minute hand moves on.

A boy is a living legend,  
A man is a tale untold,  
But the clock ticks iron hours out,  
Turning our memories cold,  
And arrogant youth can never dream,  
That even pain grows old.

And that is the harshest twist of all,  
The one that makes a jest of pain,  
For I would laugh at every hurt,  
If I could but live them all again.



# Seafarers Bid U.S. Keep PHS Alive

Seafarers aboard the York believe in taking an active roll in the political struggles of the day. When the York crew learned of an American Medical Association-backed plan to close the USPHS hospitals, they immediately sent a joint resolution to House Majority Leader Carl Albert voicing strong opposition to the proposed closings and urging that members of the House continue to take note of the special needs of the American seaman.

Pointing out the special health requirements and hazards of maritime employment, the York resolution demanded that the USPHS hospitals continue to treat American seamen and citizens as they have been doing since they were founded by Congressional order in 1798.

York delegates Seymour Heinfling and Al Doud emphasized that if Seafarers are to play a direct part in any of the political issues that effect them, they must stand up and be counted.

As a start, the 39 Seafarers aboard the York, have sent the following petition to Carl Albert, House Majority Leader," Heinfling and Doud announced.

WHEREAS, the United States Public Health Service Hospitals are in danger of being closed and the Public Health Service Hospitals were founded by Congress in 1798 to provide medical care for merchant seamen due to the special requirements and character of maritime employment, and

WHEREAS, it would be false eco-



Heinfling



Doud

nomy to transfer patients to the Veteran's Administration Hospitals as the Veteran's Administration Hospitals do not have enough beds to care for all veterans, much less additional patients turned out of U.S. Public Health Service Hospitals, and

WHEREAS, Merchant Seamen are exposed to unusual health hazards since their work takes them to all parts of the world,

NOW THEREFORE, Be it RESOLVED: that the hospital and medical services given merchant seamen are specially tailored to their needs; that we urge you to support House Resolution 7268, so that USPHS hospital facilities be preserved so that they may continue to provide care for American merchant seamen and others as they have been doing since being founded by Congress in 1798. Signed:

We, The American seamen aboard the steamship York.

# SIU Crew Rescues Cuban Refugees From Open Boat

Guided by a flashing mirror that winked faintly in the darkening ocean 42 miles off Key West, Florida, Seafarers aboard the Monarch of the Seas made their way to a family of four Cuban refugees who were fleeing Cuba in an open boat.

Outbound from New Orleans to San Juan, the SIU crewmembers spotted a light flashing on the sea at about 6:30 p.m. and turned the vessel about to investigate. They came upon a man and wife and two teenage children in the small open boat. The family had been at sea for about 22 hours and all they had in the way of provisions was some water, evaporated milk and some soggy crackers. They had come 65 miles from Cuba's shores.

"When I saw that light blinking out in the middle of the ocean, I knew something was wrong," said Buddy Adom, the Seafarer who first sighted the fleeing craft. "Although I could not see the boat in the darkness, I realized that the light was a distress signal of some sort."

When the Monarch of the Seas hovered alongside, the Cuban

refugees were lifted off their tiny boat and placed safely on board the freighter.

"They looked a little tired and worn, but not much the worse for their 22 hours at sea," said deckhand James Vernon McClantoc who, along with Seafarers Ed Mor-

ris and Hilton Woolsey participated in the rescue operation. "They were sure glad to be aboard," McClantoc added.

He applied for a fishing permit, saying he intended to learn a new trade and bought the 15-foot open boat with an inboard engine and some fishing equipment. Then he put to sea regularly, pretending to fish. Actually though, he was becoming familiar with the shoreline and with handling the boat.

After finding a spot along the shore where there was a submerged reef along which his family could walk a long distance into the ocean, he put to sea in his normal fashion, met them there, and set sail for freedom.

Less than a day later, he was safely aboard the SIU-manned Monarch of the Seas.

### Eyes Open

"I guess they were pretty lucky that we happened along and spotted their signal," said Hilton Woolsey, who sails in the steward department. "Buddy Adom really had his eyes open, and that was a break for those people. No telling how long they would have been out there, and don't forget that they had almost nothing in the way of provisions."

When placed safely ashore, Castellon, his wife Joaquina and their two children Maria 17 and Jorge 14 said that they would be eternally grateful to the SIU crewmembers who rescued them.



McClantoc



Woolsey

ris and Hilton Woolsey participated in the rescue operation. "They were sure glad to be aboard," McClantoc added.

The Monarch of the Seas made an eight-hour detour to a Coast Guard station near Key West and put the family ashore. Before landing, the man, who identified himself as Cecilio Castellon, 57, described to the crew the careful planning which led to his successful escape.

### Bad Times

A clothing peddler in Cienfuegos Province at the time of the Castro takeover, he said that his supplies were gradually diminished until he could barely eke out a living. He tried to make arrangements to leave the country through legal

# Seafarers Mourn For Shipmate

Seafarers manning the Choctaw Victory responded with traditional SIU brotherhood when their fellow-union member and shipmate Samuel Vincius died at sea during a recent voyage.

Each member of the crew donated a full day's pay to a shipboard collection taken up for Brother Vincius' mother, Mrs. Mary Vincius.

Hailing from San Antonio, Texas, Vincius sailed as a electrician in the engine department, joining the Union in 1947.

A highly regarded SIU veteran, he was loved and respected by all that sailed with him.

Vincius served in the United States Marine Corps for three years during World War II, receiving his discharge in 1945.

Choctaw Victory crewmembers sent a telegram to Mrs. Mary Vincius, extending their heartfelt sympathy and expressing their own deep, personal sense of loss.

"On behalf of the entire crew," the telegram read, in part, "we send you our sincere sympathy . . . and a small token from us here on the ship to show how much Samuel is missed by all . . . May God grant you strength and guidance."

The contributing Choctaw Victory crewmembers were: Bos'n H. Hill, Day Man J. Masters, A.B. A. Novelli, A.B. J. Fisher, A.B. J. Barton, A.B. J. Pettus, A.B. J. Schupstik, A.B. R. Perelra, O.S. H. Williams, O.S. Nuttig, O.S. D. Bethell, Chief Electrician W. Mitchell, Oiler R. Linkowski, 2nd Electrician W. Fitzpatrick, Oiler R. Ripley, FWT R. Eisman, FWT K. Bane, Wiper F. Wright, Steward J. Darouse, Chief Cook R. Fontana, Baker F. Johnson, 3'd Cook A. Nelson, M.M. W. Morgan, M.M. R. Reyna, P.M. M. Leache, and B.R. W. Smith.



Vincius

### LOG-A-RHYTHM:

## Ministering Comrades

By Roy Lee Hinson

From there by the sea to live,  
Where brave mariners their lives give,  
Sick in body and in soul,  
By the coast where sea waves roll.

Hearing the shifting of steam ships,  
Some preparing their fatal trips,  
Watching the wounded soldiers come in,  
Ministered to by their fellowmen.

How true it is that they care,  
For each other in war fare,  
While they who fight the battles of life,  
Are in confusion and in strife.

See the soldier in great battle,  
He falls to earth from his saddle,  
His comrades are ready to stand by,  
Lest the wounded soldier die.

They will risk their very neck,  
To give strength to a battle wreck,  
But some soldiers of the cross,  
Count their wounded comrades dross

Editor,  
SEAFARERS LOG,  
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# the SEACHEST



# SIU ARRIVALS and DEPARTURES

All of the following SIU families have received maternity benefits from the Seafarers Welfare Plan, plus a \$25 bond from the Union in the baby's name:

Diann Lynn Jaegle, born June 8, 1965, to the Donald Jaegles, Toledo, Ohio.

Pamela Henry, born July 20, 1965, to the Raymond H. Henrys, Houston, Texas.

Daniel Edward Hanback, born July 15, 1965, to the Burt T. Hanbacks, N. Tarrytown, N.Y.

Nicholas Peter Hatgimisios, born July 1, 1965, to the Nicholas P. Hatgimisios, Philadelphia, Pa.

Darla Jeanne Havard, born June 22, 1965, to the Howard E. Havards, Semmes, Ala.

Brian James McQueeney, born July 9, 1965, to the Francis McQueeney, Lynd Hurst, N.J.

Leslie Fields, born April 12, 1965, to the Thomas Fields, New Orleans, La.

Kathleen Pierce, born July 13, 1965, to the James P. Pierces, Philadelphia, Pa.

Angela Holston, born June 20, 1965, to the Charles S. Holstons, Louisville, Ky.

William Finnerty, born May 30, 1965, to the Edward Finnertys, Cleveland, Ohio.

Scott Kevin Barnes, born June 25, 1965, to the Ronald B. Barnes, Bothell, Washington.

Joseph Townsend, born July 21, 1965, to the Joseph E. Townsends, Pennsville, N.J.

William Joseph Tomic, born June 13, 1965, to the Richard Tomics Warren, Mich.

Jack Charles Reptsch, Jr., born July 8, 1965, to the Jack Reptschs, Philadelphia, Pa.

Carlos Luna, born July 20, 1965, to the Carlos M. Lunas, Kenner, La.

Mary Lynn Skyles, born July 22, 1965, to the Herbert Skyles, Brooklyn, New York.

Doris Lopez, born July 13, 1965, to the Orlando H. Lopez, Levittown, P.R.

Ed Roy Connolly, Jr., born Sept. 9, 1964, to the Ed Roy Connollys, Houston, Texas.

Leroy Thomas Magee, born June 29, 1965, to the Wasselle Magees, New Orleans, La.

Jerry Lynn Cummings, born June 18, 1965, to the Jake Cummings, Clifton, Tenn.

Leslie Rogamos, born July 17, 1965, to the Sammy R. Rogamos, San Francisco, Calif.

Deborah Marie Branlund, born June 26, 1965, to the Frank W. Branlunds, Seattle, Wash.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan (any apparent delay in payment of claims is normally due to late filing, lack of beneficiary card or necessary litigation for the disposition of estates):

Atonane Elchuk, 61: Brother Elchuk succumbed to heart disease on May 15, 1965, at Britanico Hospital, Buenos Aires, Argentina. A member of the Union since 1946, he sailed in the steward department. He was buried in Buenos Aires. No beneficiary was designated.

Lubin Roland Lanne, 47: Brother Lanne died of heart disease on May 7, 1965, in New Orleans, Louisiana. A member of the deck department, he joined the Union in 1957. Place of burial was the St. Vincent de Paul #3 Cemetery, New Orleans, Louisiana. He is survived by his wife Marguerite.

Edwin Allison Alnsworth, 60: Heart disease proved fatal to Brother Alnsworth on June 21, 1965, at his residence in Seattle, Washington. A member of the Union since 1948, he sailed in the engine department. He was buried in the Knights of Pythias Cemetery, Port Orchard, Washington. Surviving is his sister Mae K. Alnsworth.

Richard Benton Jones, 51: Brother Jones succumbed to a heart attack on May 20, 1965, at the Gilmore Hotel, Newport, Oregon. A member of the engine department, he joined the SIU in 1952. Place of burial was the Greenlawn Memorial Park Cemetery, Port Arthur, Texas. He is survived by his wife Lena.

John Wesley Hill, 58: Brother Hill died of natural causes on June 27, 1965, at his home in New Orleans, Louisiana. A member of the Union since 1965, he sailed in the engine department. He was buried in the Forest Lawn Cemetery, Slidell, Louisiana. Surviving is his brother Grant Monroe Hill.

Lee Roy H. Hoffman, 44: Brother Hoffman died of heart disease on April 26, 1965, at St. Mary's Infirmary, Galveston, Texas. A member of the engine department, he joined the Union in 1947. He is survived by his brother Fred, and by his sister Clara B. Parker. Place of burial was the Galveston Memorial Park Cemetery, Hitchcock, Texas.

Earl Millard Hartman Jr., 47: Brother Hartman died of natural causes on July 5, 1965, at the Baltimore, Maryland Mercy Hospital. A member of the Union since 1960, he sailed in the deck department. He is survived by his mother Alma J. Hartman. Burial was in the Sherwood Cemetery, Roanoke, Virginia.

Clement C. Acuin, 44: Brother Acuin died of natural causes on August 4, 1965, in Singapore. A member of the Union since 1946, he sailed in the steward department. He was buried in Singapore. No beneficiary was designated.



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TAMPA: 312 Harrison St. Phone 229-2788

# Know Your Rights

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

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

**SHIPPING RIGHTS.** Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is: Earl Shepard, Chairman, Seafarers Appeals Board, 17 Battery Place, Suite 1930, New York 4, N.Y.

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

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

**EDITORIAL POLICY—SEAFARERS LOG.** The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 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 circumstance should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be reported to headquarters.

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

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

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

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

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



# Schedule of Membership Meetings

## SIU-AGLIWD Meetings

Regular membership meetings for members of the SIU Atlantic, Gulf, Lakes and Inland Waters District are held regularly once a month on days indicated by the SIU Constitution, at 2:30 PM in the listed SIU ports below. All Seafarers are expected to attend. Those who wish to be excused should request permission by telegram (be sure to include registration number). The next SIU meetings will be:

New York	Sept. 7	Detroit	Sept. 10
Philadelphia	Sept. 7	Houston	Sept. 13
Baltimore	Sept. 8	New Orleans	Sept. 14
Mobile	Sept. 15		

## West Coast SIU-AGLIWD Meetings

SIU headquarters has issued the following schedule for the monthly informational meetings to be held in West Coast ports for the benefit of Seafarers shipping from Wilmington, San Francisco and Seattle, or who are due to return from the Far East. All Seafarers are expected to attend these meetings, in accord with an Executive Board resolution adopted in December, 1961. Meetings in Wilmington are on Monday, San Francisco on Wednesday and Seattle on Friday, starting at 2 PM local time.

Wilmington	San Francisco	Seattle
Sept. 20	Sept. 22	Sept. 24

## Great Lakes SIU Meetings

Regular membership meetings on the Great Lakes are held on the first and third Mondays of each month in all ports at 7 PM local time, except at Detroit, where meetings are held at 2 PM. The next meetings will be:

Detroit	Sept. 7-2 P.M.
Alpena, Buffalo, Chicago, Cleveland, Duluth, Frankfurt	Sept. 7-7 P.M.

## SIU Inland Boatmen's Union

Regular membership meetings for IBU members are scheduled each month in various ports. The next meetings will be:

Phila.	Sept. 7-5 P.M.
Baltimore (licensed and unlicensed)	Sept. 8-5 P.M.
Houston	Sept. 13-5 P.M.
Norfolk	Sept. 9-5 P.M.
N'Orleans	Sept. 14-5 P.M.
Mobile	Sept. 15-5 P.M.

## RAILWAY MARINE REGION

Regular membership meetings for Railway Marine Region-IBU members are scheduled each month in the various ports at 10 AM and 8 PM. The next meetings will be:

Jersey City	Sept. 13
Philadelphia	Sept. 14
Baltimore	Sept. 15
Norfolk	Sept. 16

## GREAT LAKES TUG AND DREDGE REGION

Regular membership meetings for Great Lakes Tug and Dredge Region IBU members are scheduled each month in the various ports at 7:30 PM. The next meetings will be:

Detroit	Sept. 13
Milwaukee	Sept. 13
Chicago	Sept. 14
Buffalo	Sept. 15
†Sault Ste. Marie	Sept. 16
Duluth	Sept. 17
Cleveland	Sept. 17
Toledo	Sept. 17

(For meeting place, contact John Mero, 1644 West 3rd Street, Ash-tabula, Ohio.)

## United Industrial Workers

Regular membership meetings for UIW members are scheduled each month at 7 PM in various ports. The next meetings will be:

New York	Sept. 7
Baltimore	Sept. 8
Philadelphia	Sept. 7
Houston	Sept. 13
Mobile	Sept. 15
New Orleans	Sept. 14

\* Meetings held at Labor Temple, New York.  
† Meeting held at Labor Temple, Sault Ste. Marie, Mich.  
‡ Meeting held at Galveston wharves.

# PERSONALS and NOTICES

John K. Naeole, PE-6102  
You are requested to contact your wife as soon as possible.

Donald A. Crawford, PE-17155  
You are requested to contact your mother as soon as possible.

Henri J. Robinson  
You are requested to contact your sister Mrs. George F. Nicholson immediately at 8515 Greenwood Avenue, Thomas Park, Maryland, Phone: 589-3189.

Raphel Quisda  
You are requested to contact your god-daughter Cuniel and Jerry as soon as possible in care of Mrs. Elizabeth Rodriguez, 604 Clinton Street, Brooklyn New York.

Louis Samia  
You are requested to contact your sister immediately at 271 Clinton Street, Brooklyn, New York.

Howard A. Sampson  
You are asked to contact Jo as soon as possible at 3232 Francis, Houston, Texas, care of Carolyn Smith.

FOR ALL MAIL TO SIU HEADQ'RTS. OR TO THE LOG USE ZIP CODE NUMBER 11232 AFTER ADDRESS

S.I.U. 675 Fourth Ave. Brooklyn, N.Y. 11232

THIS WILL SPEED MAIL DELIVERY AND PROCESSING...

# SEAFARERS IN DRYDOCK

All hospitalized Seafarers would appreciate mail and visits whenever possible. The following is the latest available list of SIU men in the hospital:

USPHS HOSPITAL SAN FRANCISCO, CALIFORNIA J. Colonna C. W. Dillman Edw. Fernandes F. H. Foster J. W. Givens Nils Larsson SEATTLE, WASHINGTON H. A. Anderson T. W. Carter USPHS HOSPITAL DETROIT, MICHIGAN Tahel Ahmed George Koehler John Macko A. A. Mohamed USPHS HOSPITAL NORFOLK, VIRGINIA Robert E. Brush John Gurganus Clarence J. Hobbs USPHS HOSPITAL NEW ORLEANS, LOUISIANA John E. Adams Lucien Allarie Tobe Beams Tim Brown Gregory J. Bruno Ardell Burkett Thomas J. Caylor Mallory J. Coffey Allen Collins, Jr. Charles Colston Clifford Cummings Claude R. Deane Nelson R. Dorado Harry D. Emmett O. J. Gautreau O. J. Kendrick Pleas T. Martin James W. McFarlin R. A. Medicus Joseph Mendoza Ethel Messonner	USPHS HOSPITAL GALVESTON, TEXAS E. Babineux Charles Copeman Gordon E. Dalman Rul Delos Santos Elmer Dickerson Hugh Grove Jimmie L. Jackson A. K. Keenum E. J. McMaster Andrew P. Mazurek J. E. Moore USPHS HOSPITAL JACKSONVILLE, FLORIDA W. E. Barber USPHS HOSPITAL STATEN ISLAND, NEW YORK E. Boies, Sr. R. Burton William Coggins Chester Courmas R. E. Cuevas Jeff Davis Dominic Fois Bryan Gibson R. G. Gustafson Orlando Hernandez Juan R. Landron R. J. Lasso K. Letma Edward P. Lee M. Loretto Michael Marcello G. P. Marcotte C. Melpignano Pedro Mena J. A. Mitchell USPHS HOSPITAL BRIGHTON, MASSACHUSETTS Edward Broussard John Keegan USPHS HOSPITAL BALTIMORE, MARYLAND Lowell Bailey	Hubert S. Wilson USPHS HOSPITAL A. M. Myrex Robert Nelson Robert F. Nielsen E. J. Sillin Wm. C. Schaefer Richard L. Toler C. D. Umfleet G. Villonauera James Walker Lucy Williamson E. C. Yeamans USPHS HOSPITAL A. N. Kitchings Albert R. Moore J. G. Napoleonis A. Niineberg John Novak Stan O'Brien K. E. Olsen Charles W. Palmer A. Pedro Teotonio Pereira Louis O. Pickhart Joseph Polsney Julio Quinonez Jose Rodriguez R. Roeder W. G. Schoenborn Francisco Solis Juan Soto Walter Sudnick Isidoro Valles R. E. Waterfield John Sweeney Wm. Willdrige Nick Mutin	Andy C. Noah James Portway Roy Rayfield Harry Reynolds Earl Smith R. Thornsberry Charles Tyree George Williams Anthony Zielinski USPHS HOSPITAL FORT WORTH, TEXAS Thomas Lehay Abraham Mander Max Olson SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK William Kenny Harry MacDonald U.S. SOLDIERS HOME HOSPITAL WASHINGTON, D.C. VA HOSPITAL HOUSTON, TEXAS VA HOSPITAL WEST HAVEN, CONNECTICUT VA HOSPITAL BROOKLYN, NEW YORK VA HOSPITAL PHILADELPHIA, PENN. VA HOSPITAL LONG BEACH, CALIFORNIA VA HOSPITAL HINES, ILLINOIS VA HOSPITAL ANN ARBOR, MICHIGAN PUREAIR SANATORIUM BAYFIELD, WISCONSIN Theodore Galazan
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**UNFAIR TO LABOR**

**DO NOT BUY**

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

- "Lee" brand tires (United Rubber, Cork, Linoleum & Plastic Workers)
- Eastern Air Lines (Flight Engineers)
- H. I. Siegel ("HIS" brand men's clothes (Amalgamated Clothing Workers))
- Sears, Roebuck Company Retail stores & products (Retail Clerks)
- Stitzel-Weller Distilleries "Old Fitzgerald," "Old Elk" "Cabin Still," "W. L. Weller" Bourbon whiskeys (Distillery Workers)
- J. R. Simplot Potato Co. Frozen potato products (Grain Millers)
- Kingsport Press "World Book," "Childcraft" (Printing Pressmen) (Typographers, Bookbinders) (Machinists, Stereotypers)
- Jamestown Sterling Corp. Southern Furniture Mfg. Co. Furniture and Bedding (United Furniture Workers)
- Empire State Bedding Co. "Sealy Mattresses" (Textile Workers)
- Pepsi Cola Company (Soft Drink Workers, Local 812)
- White Furniture Co. United Furniture Workers of America

# Jobless Insurance

(Continued from page 2)

about federal standards for the distribution of monies raised by a federal tax. Under existing law — and they have existed from the beginning — "there are over 30 standards a state must meet."

## Raise Benefits

The AFL-CIO wants the maximum benefit raised, also, to "50 or 60 percent of the average wages paid in a state," with the average payment one-half a jobless worker's own previous wage. Meany testified. He suggested that one feature of the Mills bill be dropped — a provision allowing states to raise their maximums in a series of "steps." State legislature would have to "amend their laws to adjust" to the Mills bill, "and they may as well do so at once."

In the shifting work patterns of the past 30 years, he pointed out, "millions of workers" either never were or are not now under protection by the system. "We believe it should provide for everyone who works for salary or wages, who wants to work, and who cannot find work."

The system needs refurbishing by establishing new federal qualification standards for the states, Meany told the committee. While the question of disqualifications would be left to a special advisory committee under the Mills bill, he urged that the penalty for an act of "disqualification" should be limited to six weeks, thus making "the punishment fit the crime."

Meany vigorously opposed an alternative bill sponsored by the Interstate Conference of state employment security commissioners — also introduced by Mills and by Representative John W. Byrnes (R-Wis.), ranking GOP member of the Ways & Means Committee.

That bill is "defective," he told the committee because it leaves up to each state "whether it wants to do anything." It is based on a "premise" that very long-term unemployment "is attributable only to recession periods, which, he said was erroneous. "The most outstanding feature of long-term unemployment is its persistence when the over-all rate of unemployment is dropping.

The federation president also

objected to the formula in the Interstate Conference bill that would "trigger" a "few more weeks of benefits" only if unemployment rates in each state reach a specified level. "We are unequivocally opposed to the triggered approach because we believe unemployment benefits should provide help to those who need it whether or not an individual's unemployment happens to coincide with an increase in the total number of unemployment," he said.

A sick person who needs to go to a hospital should not be barred because the community has not been hit by an epidemic — but that "analogy is parallel to the Interstate Conference bill" on jobless benefits, he observed.

"This is the time — while we are not under the gun of an emergency unemployment problem — to shore up the system," he urged the committee.

# Strike

(Continued from page 3)

panel consisting of Assistant Secretary of Labor James Reynolds, Lane Kirkland, assistant to President Meany and Theodore Kheel, labor arbitrator.

Approximately 100 ships have been affected on the Atlantic and Gulf Coasts. The MEBA began its strike on June 16. A week later they were joined by the MMP and the ARA. Talks at settling the strike were then undertaken by Secretary of Labor W. Willard Wirtz. Up to that time virtually no collective bargaining had taken place. Although MEBA negotiators had indicated their desire to meet on an around-the-clock basis, the shipowners showed no willingness to discuss the issues and few meetings were held.

Meanwhile, the SIUNA deep sea units—the MFO, A&G District, SUP and MCS—which previously extended their contract deadlines to August 15, have agreed to continue their bargaining talks with management so long as there is evidence of good faith on the part of the shipowners.



**F**OR THE PAST twelve years, annual winners of the SIU scholarship awards have displayed the same high standards of academic and moral achievement that marked the first scholarship awards in 1953. Now, as then, the Seafarers scholarship program attracts students who combine intellectual prowess with character, and ability. The SIU scholarship winner has consistently proved his mettle, not only as a student, but as a citizen, a family member and a participant in community affairs as well.

The SIU scholarship program has been operated on an annual basis for the past twelve years and is recognized as one of the most liberal, no-strings-attached programs of its kind. Seafarers and their children are eligible to compete.

The children of SIU members have been awarded 40 of the 63 scholarships granted to date. SIU men have received 23 of the college scholarships.

An example of how an SIU scholarship paved the way to success is Dr. Alma Jimenez, who was one of the 1953 award winners. She is the daughter of Seafarer Pedro Jimenez. Alma went on to graduate from the University of Puerto Rico and established her own medical practice. Other former winners are now engaged in professions ranging from medicine and engineering to teaching and law. In each case, the scholarship has substantially aided their careers.

James Schmidt, son of Seafarer Joseph Schmidt, of Chicago, Ill., is one of the five 1965 winners who possesses the many qualities exhibited by all the award holders, past and present.

James attended St. Alphonsus Grade School in his home town, Chicago. After graduating from St. Alphonsus, he attended St. Michael Central High School, where he participated in many extra-curricular and community affairs. Maintaining top grades at St. Michael's, James edited the school newspaper in his junior and senior years. During his senior year, he served as president of the school's student council.

Aware of the value of experience, James knows that there is more to learning than attending classes and reading books. "As I have often mentioned to my friends and relatives," he says, "my participation in extra-curricular activities supplemented my academic education, and, as the saying goes, taught me many things which are not found in the textbooks. Such activities," he declares, "also afforded me a sense of responsibility which I know will be of value to me in later life."

A firm believer in the "sound mind in a sound body" adage, James keeps himself physically fit by actively participating in the many sports of which he is fond.

During his four years at high school, he played intramural basketball and football, and was a star member of the school bowling team.

Not limited to school sports, in the summer James enjoys swimming, cycling, and "just plain hiking—especially along the lakefront of Chicago." In the winter, he can never get his fill of ice skating, which is his favorite sport.

Recently, he's taken up tennis and golf.

scholarship program is Linda Schwarrmann, daughter of Seafarer A. J. Schwarrmann, of Leonia, N. J. Linda balances her academic life with a strong role in church and community activities.

Having lived in Leonia, New Jersey since she was five, Linda attended Leonia Grade School, and then attended Leonia High School. In both schools, she maintained a record of high academic achievement.

Throughout her high school years, Linda found herself very busy, both in school and out. She engaged in many extra-curricular activities, including the Girl Scouts and various school clubs.

honor student, Anthony early displayed a variety of talents and interests, ranging from mathematics to the playing field and back again.

A three-letter man on the sports field, Anthony was at the top of his academic high school graduating class, and took citizenship awards along with his scholastic achievement awards in various fields of study.

He attended St. Mary's Elementary School up to the seventh grade and then moved on to Kirwin High, from where he was graduated. St. Mary's is staffed with Dominican nuns and Kirwin is staffed with the Christian Brothers.

Becoming interested in sports at an early age, Anthony frequently played ball with his brother, who is three years older than he is. With the aid of his brother's training, Anthony received his start in organized athletics at St. Mary's, where he took part in football, basketball and track over a three year period. He continued his athletic activities at Kirwin High, lettering for three years in each sport.

A quarterback on the football field, a guard on the basketball court, and running the sprints in track, Anthony was co-captain of the football team and was named to the all-district team for two years running.

While he was learning the spirit of teamwork and fair play on the athletic field, Anthony was developing his early appetite for reading and study. "When I wasn't playing ball," he says, "I could usually be found at the nearby library."

Aside from sports and studies at Kirwin High, Anthony found time for a wide range of extra-curricular activities. He was vice-president of the Mu Alpha Theta (Math Club), president of the Student Council, president of the National Honor Society, a member of the C.C.D., and sports editor of the high school paper.

Tops in his graduating class, Anthony was chosen as class Valedictorian after maintaining a 96.9 grade average for four years. He also was awarded the Bell Telephone Science Award, The Bausch & Lomb Science Award, the American Citizenship Award, and the Texas Chemical Council Slide Rule Prize.

At the high school sports banquet, Anthony received the Father O'Sullivan Trophy, presented to the football player with the highest scholastic average, the Most Valuable Back trophy, and the Jerry Carroll Memorial Trophy, awarded to the athlete who displayed the best playing spirit, attitude and sportsmanship.

Anthony displays some of his father's wanderlust. Although most of his travels have been limited to athletic trips in Texas, he did travel to New York during the summer of 1959, a trip which he says he "enjoyed tremendously." Re-

(Continued on page 9)

## The 1965 SEAFARERS SCHOLARSHIP WINNERS

"But," he says, "I think I need quite a bit of practice in both before I call myself a tennis or golf player."

James has accompanied his father, Seafarer Joseph Schmidt, on several fishing trips to Canada during his summer school vacations. "The trips were great," he says. "Being the son of a Seafarer, I suppose I have a special place in my heart for water sports."

While visiting Washington D.C. during his junior year in high school, James developed a taste for travel which was reinforced by a tour he made of the Air Force Academy in Colorado. "One of my ambitions is to travel to every state in the union and then tour Europe," he declares.

This month, James will enroll in the University of Dayton, Ohio. There he will major in history with hopes of entering the teaching profession when his education is completed.

Teaching is more than just a profession to James, it is a passion. "I feel that teaching will give me an opportunity to be of creative service to my fellow man," he says. "As far as I'm concerned," there are few professions that offer as much personal satisfaction as teaching does."

Grateful for the big boost that the \$6,000 SIU scholarship is giving to his academic studies and his future, James says: "I will always be in debt to the SIU for the scholarship that has been awarded to me. Without it, I probably would not have been able to go away to college."

A fine example of the well rounded students who participate in the SIU

As president of her church youth group, church and charitable activities held much of Linda's attention. She found that such activity broadened and supplemented her formal education.

Linda's hobby and favorite sport is baton twirling. She served as drum majorette at Leonia High. So far as Linda is concerned, twirling is more than just a pastime. It is a way of interacting with others on a team basis.

"Some of my fondest memories," she says, "are bound up with my participation in Leonia's wonderful baton twirling squad."

An American History major at Leonia High School, Linda will be attending Drew University where she will continue her historical studies. With the help of her \$6,000 SIU scholarship, she eventually plans to teach or involve herself in the field of historical research.

"The first time I heard of the Union scholarship was when I was in the seventh grade," she says. "I was afraid to even dream about winning it. I feared it was like reaching for a very distant star. I was both amazed and grateful when the news came that I had won it. This is the most important thing that has ever happened to me. It has made my further education possible. Education is a vital part of today's world. It holds the key to the future. I am so grateful for this wonderful opportunity that my gratitude can never be expressed properly in mere words. All I can say is thank you, from the bottom of my heart."

Top scholastic standing, athletic excellence, outstanding citizenship qualities, broad range of interest and experience—these are the characteristics of the SIU scholarship winner, and Anthony Cernosek, son of Seafarer Anton Cernosek, of Galveston, Texas, exemplifies them all. An exceptional athlete as well as an



J. Schmidt



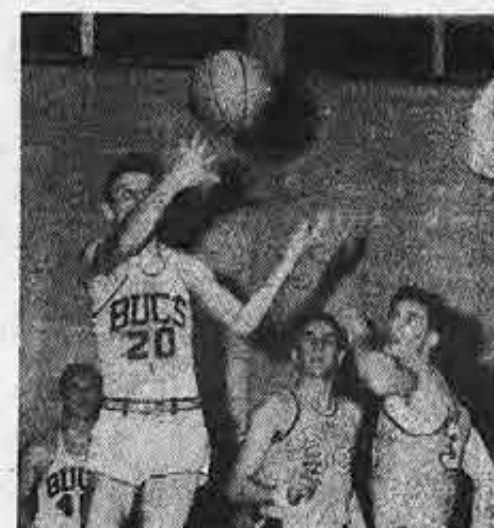
L. Schwarrmann



A. Cernosek



SIU Scholarship winner Peter Bakarich (center, rear) poses proudly with his family.



Scholarship winner Anthony Cernosek scores for the Kirwin High basketball team.