

**"An Independent Maritime Agency"**

SPECIAL SUPPLEMENT  
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# SEAFARERS LOG

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OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO

# JUNE 28-29



# TO SAVE AMERICAN SHIPPING!

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# AFL-CIO Council Votes Full Support Of ILO Conference Protest Walkout

WASHINGTON—Full support and endorsement of AFL-CIO President George Meany's position and the protest walkout of U.S. Worker Delegate Rudolph Faupl from the International Labor Organization conference was voted by the AFL-CIO Executive Council at a meeting in Washington.

The council adopted a resolution pointing out that the protest against the election of a Communist nation's delegate as chairman of the annual conference was not a "withdrawal from the ILO."

The protest was "the most effective means available," the council declared, "to indicate the reaction of the free workers of America to the election as President of the conference of a representative of a totalitarian regime whose record and practices are a standing denial of everything that the ILO stands for and was created to achieve."

The council's action by a vote of 18 to 6 came at a special one-day meeting called by Meany after AFL-CIO Vice President Walter P. Reuther had protested the walkout of the worker delegation at the Geneva conference, in reaction to the election of Leon Chajin of Poland.

Meany told a press conference after the meeting that he had received a call from Faupl from Geneva in which Faupl had said he could not "in good conscience sit in a conference presided over by a representative of a totalitarian country" and that he was withdrawing from the delegation. Meany said he told Faupl, "You are the delegate, you are in a position to weigh the situation. If I were in your position I would do the same thing, but don't do anything that would commit the AFL-CIO to withdrawing from the organization—which is a decision that neither you or I can make, but only the Executive Council."

The AFL-CIO president told reporters he then called President Johnson and gave him a full report and that the President asked him to discuss the situation further

with Secretary of State Dean Rusk. Meany said Rusk urged that Faupl stand for re-election to the ILO Governing Body. Faupl did and was re-elected.

Meany emphasized that it was "absolutely untrue" that the President or Rusk exerted any pressure to change the AFL-CIO position and that if they had, despite his own feelings, he would have called Faupl and told him to respect the request.

## Long-standing Policy

Meany strongly reaffirmed for reporters the AFL-CIO position of many years, recently adopted again at the 1965 convention, that the federation will not support in any fashion exchanges of trade union delegations with Communist nations because they do not have free trade unions but government, state-directed agencies posing as unions. If this differs from the so-called "bridge-building" poli-

cies sometimes expressed by the Administration, Meany said, that is nevertheless the AFL-CIO position.

As for himself, Meany emphasized, "I stick to the AFL-CIO policy" on these matters.

Meany said Reuther had at no time contacted him about the Geneva situation and that Reuther's letter appeared first in the press before he had received it.

He emphasized also that the real problem was the Communist plan to take over the ILO and make it another governmental agency, rather than a tripartite group representing workers, management and governments. The free nations have the votes in the ILO to stop this, he stressed, and the AFL-CIO is not making any determinations about pulling out of the ILO, but at the moment is protesting—a tactical decision—the election of a Communist chairman.

## Gleason Makes Third Trip to Viet To Speed Handling of Ship Cargoes

Thomas W. (Teddy) Gleason, president of the International Longshoremen's Association, has recently returned from Viet Nam on his third survey of cargo handling techniques in the Port of Saigon.

The union president, along with eight other ILA men, has been investigating port problems in Viet Nam for the State Department's Agency for International Development.

"When I was there last time the problem was with the ships, barges, lighters and other craft. Now the problem has been transferred to the docks, warehouses and other areas," Gleason said.

The union-financed ILA team's trips to Viet Nam has resulted in raising the capacity of the Port of Saigon by some 100,000 tons of cargo.

Gleason's earlier visits in October and January were made at the invitation of AID which finances the importation of goods at the rate of about \$25 million a year for shipments from Saigon to up-country ports.

Gleason blamed unscrupulous Chinese importers with the present cargo tie-up. He said they were delaying the basic distribution of consumer goods so that the market would rise.

"We are working against time to get the merchandise into the hands of the people," he said, adding that "the progressive strangulation that has taken place in the last six months will cut Viet Nam's economic lifeline, thereby accomplishing economically what the Communist aggressors have been unable to do militarily."

## Next SIU Meeting In N.Y. on July 5

Seafarers are urged to keep in mind that the next SIU regular membership meeting in the Port of New York will be held on Tuesday, July 5 at the usual meeting time of 2:30 p.m.

Under normal circumstances the meeting would have been held on Monday, July 4, but the Union constitution provides that when a meeting date falls on a legal holiday the meeting is to be held on the next business day—in this case Tuesday, July 5.

SIU members should make note of the date. July meetings in the other SIU ports will be held on the regular meeting days. A complete list of the dates appears in the schedule on page 16.

## Report of International President

by Paul Hall



The AFL-CIO supported truth-in-packaging bill was passed by the Senate recently in spite of strong opposition by certain Senators and numerous attempts to tack on weakening amendments which would have pulled the teeth out of the bill before it was even born. Fortunately, the majority of Senators remembered their sworn duty to represent the best interests of the people who elected them and overrode the latest attempts to either make the bill ineffective or shelve it entirely. The bill now goes to the House for action.

Truth-in-packaging legislation, which is designed to give the American consumer some long overdue help in getting his money's worth when buying packaged goods, has the strong support of the AFL-CIO, which fought to get the bill through the Senate and will now continue the battle to bring about House passage. The legislation would bring to an end many deceptive and outright fraudulent practices which the American food and packaging industries have practiced for years.

Under the bill's provisions, Federal regulatory agencies would set up definite standards on weights and measures, package sizes, labeling and other marketing devices, which would make it easier for the consumer to compare the true values of competing packaged goods and have at least a fair chance of getting their money's worth.

The fight for Senate passage of the legislation was a long and bitter one, and is significant when one notes which Senators displayed the strongest and most stubborn opposition to the bill. In general they are the same legislators who regularly oppose any piece of progressive legislation and automatically oppose any piece of legislation which the American labor movement supports. They are the same legislators who have fought tooth and nail against legislative reform, legislative reform or economic reform of any kind. They are the same men who continue to cling to their outmoded 19th Century values and refuse to budge in spite of the wishes of the American people, or the realities of the 20th Century.

Republican Senator Everett McKinley Dirksen, who led the losing fight against the passage of truth-in-packaging legislation in the Senate, is the prime example. Dirksen is making a career of pitting his 19th Century thinking against the rest of the nation and opposing any and all progressive legislation. He has become the representative of reaction in the U.S. Senate.

Dirksen led the fight against repeal of Taft-Hartley Section 14B. He led the fight against Medicare. He led the fight against legislative reapportionment. He led the fight against truth-in-packaging. He is against unions. He has shown himself to be against progress of any kind.

Dirksen, along with a small clique of similarly backward-looking legislators views the labor movement as an enemy. And within the boundaries of their nineteenth century viewpoint they are right to a degree, because the American labor movement has always represented progress and a better life for all of the American people and continues to do so today. The labor movement has therefore become an enemy. One of Dirksen's strongest supporters in the fight against passage of truth-in-packaging for example, was Republican Senator Thruston B. Morton of Kentucky. According to Morton, he was one of the legislators who helped to write the anti-labor Section 14B of the Taft-Hartley Act.

Senate passage of truth-in-packaging is just another in a long string of defeats suffered by Dirksen in recent congressional sessions. He was defeated in his opposition to Medicare and legislative reapportionment. Social and economic reform is progressing in spite of him.

With the aid of the outmoded filibuster concept he was able to stymie the rest of the Senate and succeeded in blocking 14B repeal by threatening to tie up the nation's entire legislative process until he got his way. But the fight for 14B repeal will continue. Progress cannot be stopped. The 19th Century is gone for good, as Senator Dirksen and others are learning the hard way.

## Turkish Unionists Visit SIU



Representatives of Turkish trade unions visited SIU hall in New York last week. Here Cliff Wilson (glasses) explains training program at SIU's Harry Lundeberg School of Seamanship to group. At right is M. Gezer, Longshore Union; second from right, A. Akyuz, Seamen's Union; center, A. Akap, of Textile Workers.

## Many Seafarers To Benefit From New GI Bill Coverage

WASHINGTON—As of June 1, millions of "Cold War" veterans, including many members of the SIU and other union members, came under the Veterans' Readjustment Benefit Act of 1966 which provides widespread educational advantages similar to those of the famous "GI Bill of Rights" after World War II.

The new act provides veterans having at least 180 days active duty service after January 31, 1955 with monthly benefits ranging from \$50 to \$150 per month to help defray the costs of attending high school, college, vocational, business or other institution and correspondence courses—provided they are accredited or approved by the Veterans Administration.

The institutions of learning must generally be in the United States although special exceptions can be made for training in higher institutions of learning abroad.

Each eligible veteran may select a program of education at any approved institution which finds him qualified to follow such courses. Each veteran may make one change of program and will need special approval by the Veteran's Administration if he seeks any further changes.

Eligible veterans will be entitled to aid for a period of one month, or the equivalent in part-time training, for each month of service on active duty after January 31, 1955, but not to exceed 36 months. Eligibility for educational aid ceases at the end of eight years from the date of the veteran's last release from active duty after January 31, 1955.

Full time training at an educational institution entitles a veteran with no dependents to \$100 a month; a veteran with one dependent to \$125 and a veteran with two or more dependents to \$150.

Part time training carries benefits correspondingly less while correspondence courses carry costs only. Benefits do not include apprentice or other training on-the-job training courses.

Application forms are available at all Veterans Administration offices.

## 'Save Our Ships' Conference Set for June 28-29 in D. C.

WASHINGTON—The emergency conference to save the American Merchant Marine which is set for June 28-29 here, has stirred considerable interest throughout the maritime industry, among members of Congress and in the trade union movement. Representatives of each of these groups will be among the 500 persons who will attend the sessions, at which plans will be made for a campaign to revitalize U.S. shipping.

The unprecedented conference was called by the newly-formed American Committee To Save Our Shipping, which is sponsored by the AFL-CIO Maritime Trades Department and the AFL-CIO Maritime Committee, representing the great majority of the nation's shipboard and shoreside maritime workers.

Seafarers International Union President Paul Hall is a co-chairman of the committee, along with Russell Berg, President of the International Brotherhood of Boiler Workers and Shipbuilders; Thomas W. Gleason, President of the International Longshoremen's Association, and Joseph Curran, President of the National Maritime Union.

Significantly the conference will occur on the thirtieth anniversary of passage of the Merchant Marine Act of 1936. The Act was approved on June 29, 1936, and it was the Congress' intent to "foster the development and encourage the maintenance" of an adequate and well-balanced merchant marine to serve the peacetime and defense needs of the nation.

The Act has never been implemented so that today's merchant marine is substantially weaker than the fleet the act was intended to assist.

The conference will take note of the '36 Act's anniversary with conference participants calling personally on members of both houses of Congress on June 29 to inform them of the plight of the Merchant Marine and to impress upon them the urgency of prompt action to save American shipping.

The conference participants will point up the role of government

administrative agencies in contributing to the industry's decline by their failure or refusal to carry out the intent of maritime law in the period since the '36 Act.

Representatives of labor and management and members of the Congress will address the conference. Policy for the campaign to save the American Merchant Marine which will be launched at the conference, will be drafted by the conference delegates.

## SIU-Backed Bill Introduced in House For Independent Maritime Agency

WASHINGTON—A bill backed by the Seafarers International Union which would create an independent maritime agency has been introduced in the House of Representatives.

The proposed legislation follows closely along the lines recommended by SIU President Paul Hall when he testified recently as spokesman for all AFL-CIO marine unions at hearings before the Senate and House Government Operations subcommittees and stressed the need for legislation to create an independent agency for maritime.

The bill—H.R. 15567—would amend Section 201 of Title II of the Merchant Marine Act of 1936 by establishing "an agency to be

known as the Federal Maritime Administration... which shall be an independent agency not under any other department, agency, or instrumentality of the executive branch of the Government..."

Introduced by Representative Frank Clark (D., Pa.) on June 8, H. R. 15567 has been referred to the House Merchant Marine Committee. It would transfer the present functions of the Secretary of

Commerce under the Reorganization Plans of 1950 and 1961 to the new independent agency.

Under terms of the bill, the Federal Maritime Administrator, "shall not submit his decisions for the approval of, nor be bound by the decisions or recommendations of any committee, board or other organization created by Executive order."

Representative Clark's proposed legislation would also create a Maritime Subsidy Board which "shall have complete and final authority to pass upon all matters related to construction differential and operating differential subsidy." The Board would be composed of the Federal Maritime Administrator or two members appointed by the President with the advice and consent of the Senate for a term of five years.

In his testimony calling for the creation of an independent maritime agency, Hall said such an agency "would focus greater attention on our decaying fleet."

Hall cited the fact that the Maritime Administration now has "no independent power and must compete with other programs administered by the Department of Commerce." He said that the promotional activities of the merchant marine are "buried within the Department of Commerce."

Hall said that in the interests of American seamen, the industry and the nation, the SIU will wage an all-out effort for passage of H. R. 15567. He called on all SIU members to write their Senators and Representatives, urging them to support the measure. (Seafarers are requested to remove and read the special supplement in the center section of this issue of the LOG for details on the proposed bill to create an independent agency and instructions on how they can assist in the fight for its passage.)

## Nicholas Johnson Appointed to FCC; Awakened Maritime From Deep Sleep

As the LOG was going to press announcement was made that Maritime Administrator Nicholas Johnson has been appointed to the Federal Communications Commission.

As head of the agency responsible for U. S. shipping, Johnson was often a center of controversy, much of it stormy. Intelligent, energetic, with a probing mind and definite views, Johnson said what he felt, frequently provoking violent criticism. In a Maritime Administrator this was unprecedented.

And more than any of his predecessors, Johnson thus churned the stagnant waters in which the American shipping industry was settling. He stirred the waters to a point where virtually all of the industry got off its seat and began thinking and talking out loud about all of the industry problems. And now we have something approaching a total industry position for the first time. In this respect—aside from his particular views and attitudes—Johnson performed a most valuable service to maritime.

At times during Johnson's directorship of MARAD, the SIU was among the most vociferous critics of many of his proposals and policies. Although it disagreed many of the Maritime Administrator's views, the SIU acknowledged that Johnson stimulated interest and thinking in almost every corner of maritime, to a degree that had never existed before.

His inquisitiveness about the industry and his talents and energy in acquiring knowledge of it and getting involved in its every aspect are qualities not often found in public servants. A vigorous opponent of status quo, Johnson performed no special favors. He called the shot as he believed it should be called. That he was nevertheless able to perform valuable public service, considering the pressures he was subjected to not only from various other government agencies but from within his own department as well, is all the more remarkable and a tribute to the man.

SIU President Paul Hall said of Nick Johnson's service as Maritime Administrator: "We are probably the only organization to express regret over Nick Johnson's departure. But we do so even though we differed with some of his opinions. Nick Johnson performed the greatest service to the maritime industry that it has had in many years. He gave it a shot of adrenalin that it badly needed for a long time, with the result that it began to show movement and interest."

"You did not have to agree with Nick Johnson in order to respect his intelligence and ability, and these qualities, along with his vitality, will be missed. We hope the industry will not now go back to the sleep it was in when Nick Johnson came along," Hall said.

## Eight Additional Seafarers Receive Engineers Licenses

Engineers licenses have been issued to eight more engine department Seafarers who passed the U. S. Coast Guard



Skuba



Larrimore

examinations after preparation at the training school jointly sponsored by the SIU and District 2 of the Marine Engineers Beneficial Association. The union training program has produced 22 licensed engineers since it recently went into effect.

The 22 recently-licensed engineers are sailing, or are about to sail, in engineers' berths aboard American-flag ships.

Of the eight Seafarers who passed license examinations in the

past week, five were licensed as Third Engineers and three were licensed as Second Engineers.

The newly-licensed Third Engineers are:

- John T. Skuba, aged 40, who has been sailing as oiler and has been an SIU member since 1958;

- Ellie H. Larrimore, 45, an oiler and 23-year member of the SIU;

- Michael Kindya, 26, a fireman-watertender and member of



Kindya



Rockwell

the Union since 1959;

- Eugene V. Rockwell, 26, an oiler and member of the SIU since 1964;

- George Eberwein, Jr., 32, who has sailed as fireman-watertender and oiler and has been a Union member since 1960.

The following SIU engine department men received their Second Engineers licenses:

- Rocus Vellinga, 57, who sailed as oiler and reefer engineer and has been an SIU member for 19 years;

- John J. Kennedy, 40, a fireman-watertender and 15-year member of the SIU;

- Vaughn J. Nelson, 38, a member of the SIU since 1963. Nelson shipped out as Second aboard the Steel Architect.

The SIU-MEBA District 2 training program is the first of its kind in maritime history. It allows engine department Seafarers to obtain instruction in preparation for their Third Engineer's License, their Temporary Third Engineer's License, or their original Second Assistant Engineer's License in either steam or motor vessel classifications.

The training school is operated

under a reciprocal agreement between the SIU and District 2 of MEBA. SIU men who enroll in the program are provided with



Eberwein



Vellinga

meals, hotel lodging and subsistence payment of \$110 per week while in training.

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

The joint Union training program was instituted to enable Seafarers to obtain their licenses and

to help meet the shortage of marine engineers arising out of the crisis in Viet Nam.

The joint SIU-MEBA District 2 licensed engineers training program is the first opportunity that unlicensed seamen have had to obtain a license and employment as engineers, at no cost to themselves.

SIU engine department men interested in the program should apply immediately, or obtain additional information, at any SIU



Kennedy



Nelson

hall, or directly at SIU Headquarters, 675 Fourth Avenue, Brooklyn, N. Y. 11232. The telephone number is HYacinth 9-6600.

At House Merchant Marine Subcommittee Hearings

Shipbuilders Blast Gov't Agencies, Urge Adoption of MAC Proposals

WASHINGTON—A strong counter-attack against the Interagency Maritime Task Force Committee report (Boyd Report) was made recently in testimony before the House Merchant Marine Subcommittee by Russell K. Berg, president of the International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers & Helpers.

In his testimony before the House Subcommittee, which is holding hearings on the state of the U.S. merchant fleet, Berg blasted the Interagency Task Force report and urged instead adoption of the proposals advanced in the President's Maritime Advisory Committee report.

The SIU and other maritime unions have also urged adoption of the MAC report and have flatly rejected the Task Force report which would, if adopted, result in the continuing decline of the U.S. maritime industry.

"Unrealistic Programs"

In addition, Berg also attacked the Maritime Administration for statements tending to "run down" the American shipyards for their shipbuilding costs relative to foreign yards; accused the Defense Department and the Maritime Administration of pushing "unrealistic ship programs which involve "throwing money away"; and rapped the Administration for not yet coming up with a "new policy" for the merchant marine which

President Johnson promised 18 months ago.

To provide immediate aid to maritime, Berg urged Congress to bring pressure to bear on the Administration to force full compliance with the provisions of the 1936 Merchant Marine Act, in order to bring the U.S.-flag merchant fleet back to such a state where it is again able to haul at least 30 percent of U.S. foreign commerce, instead of the less than 9 percent it is able to carry at present.

Berg blamed much of what is wrong with U.S. maritime today on the continuing attitude of indecision, drift, neglect and uncertainty on the part of those in government charged with fostering and maintaining a strong and active American-flag merchant fleet.

Berg blasted the Maritime Administration for "expedient actions," "wholly destructive" proposals, and a "mish mash of erroneous or misleading statistics, curious arithmetic and outright hocus-pocus."

All of this indecision and policy juggling, Berg told the congress-

men, has created such a climate of uncertainty that U.S. shipyards and the rest of the industry cannot modernize because they cannot be sure what course U.S. shipping policy will take and whether foreign building will be permitted. He named shipyards which may be forced to close down entirely in the near future "because of the uncertainty and mass confusion in the industry."

He also urged Congress to put a lid on statements emanating from the Maritime Administration constantly knocking and undermining U.S. shipyards for being more expensive than foreign yards, and proposing that American ships therefore be built foreign as called for in the Interagency Task Force report. This "is something that's going to have to be stopped," Berg told the congressmen. He also took the opportunity to urge that a "thorough study" be made comparing U.S. and Soviet shipbuilding, and overall sea-power programs.

Other Testimony

In other testimony before the House Subcommittee Thomas A. Rotell, executive secretary-treasurer of the Pacific Coast District Metal Trades Council criticized the Maritime Administration and the Defense Department for downgrading the importance of American sea-power for defense purposes and for suggesting that American ships be built in foreign yards.

Rotell also urged that Congress not allow the merchant marine to "be swallowed up by any new Department of Transportation." He also urged Congress to make Maritime an independent agency and to take action to force the executive branch to act in the interests of the nation's security.

Berg told the subcommittee that "there is evidence that the Soviet Union is moving to control the oceans of the world and presently is engaged in what can be called a lop-sided ocean-space race."

The Atlantic Coast



by Earl (Bull) Shepard, Vice-President, Atlantic Coast Area

A charter as an AFL-CIO affiliate was recently presented to 24,000 New York taxi drivers and garage workers in ceremonies held at AFL-CIO headquarters in Washington. AFL-CIO President George Meany presented the charter to the newly-formed taxi union and congratulated them on their success in winning a first-time contract.

New York

Shipping in New York continues to be exceptionally good for ratings. Major Reid stopped in to say hello and pick up his vacation check. He is currently the salon pantryman aboard the Robin Gray. One of his shipmates aboard the Robin Gray is



Nuckols Billy Nuckols. Joe Domino just got off the Western Clipper and stopped in to say hello. He was out for ten months.

Boston

Shipping has picked up a bit and is expected to be good for the next period. Salvatore Alpedo, a 23-year union man, recently signed off the Norfolk. Sal is happy to be home with his family for the Summer. Thomas Fleming who last shipped out on the Robin Locksley, just got his fit-for-duty clearance and will work on summer boats running to Nantucket.

Baltimore

Shipping has been good here and is expected to stay that way. At present the Chlore and Alamar are tied up waiting to be crewed. The Chlore should be crewing up next week, but there is no report as to when the Alamar will take on men. John Mueller is waiting for any AB's job in the deck department.

Norfolk

Shipping has been good here and the outlook for the immediate future also is good.



Kuhl William Kuhl, oiler, who served as ships delegate aboard the Aldina, dropped by the hall and wanted to thank the union for the way beefs were settled at the payoff in Jacksonville. Kenneth Wells,

who has been shipping out of New York for the past two years, is now registered here for a deck maintenance job.

Philadelphia

Shipping has been fair in this port. Ed Gallen, who sails black gang and was last aboard the Robin Hood, is ready for the first job that hits the board. William Underwood, would like to ship to the Far East as a cook or baker. Francis Corcoran, now fit for duty after a stint in the hospital, will take any steward department job available. Edward Morris, an SIU old-timer, is registered here waiting for an AB's or dayman's job.

Mobile

Shipping is on the slow bell here. Fred Pheler is currently registered group one in the deck department here. Fred's last trip was on the super-tanker Connecticut and he has been shipping out of Gulf ports on and off for the past 25 years. Albert E. Bourgot, who made a couple of trips to Viet Nam aboard the Brigham Victory as a boatswain, is ready to ship out again. Howard B. Davis, who last sailed on the Puerto Rican run aboard the Maiden Creek, is now thinking about going to SIU-District 2 MEBA Upgrading School to get his engineering license.

Puerto Rico

The Office for Economic Opportunity has set aside \$32 million for anti-poverty projects in Puerto Rico. The money will set up four Job Corps Conservation Centers, adult basic education and community action programs as well as a neighborhood youth corps and rural loan system. The AFL-CIO is opposing an amendment tacked onto the minimum wage bill which would deny minimum wage benefits to unskilled workers such as farm hands who need it most. James Dixon is still the boson on the Claiborne. He remained with the ship while it was in drydock after a recent collision.

The Gulf Coast



by Lindsey Williams, Vice-President, Gulf Area

The SIU-contracted Delta Steamship Lines has moved its headquarters to the new International Trade Mart Towers, a 33-story high building in New Orleans and a very familiar sight to Seafarers. Delta will occupy the entire 17th floor of the building, which is just across Canal Street from the Alcoa docks and very close to the Poydras Street Wharf where Delta ships previously docked.

New Orleans, which is the world's leading grain port, became the home of the world's largest grain drier recently with the installation of a \$250,000, 6,000-bushel-per-hour piece of equipment that more than doubles the capacity of the Public Grain Elevator. Previous drying capacity was approximately 4,000-bushels-per-hour against the new installation's 10,000 bph. The huge drier creates enough heat per hour to warm 750 houses.

New Orleans

Joseph Scaramutz is on the beach here looking for an engine room slot on a ship going to South America, preferably a Delta Lines passenger ship. His last ship was the Anniston Victory on which he spent two and a half months on a trip to Vietnam. It was a good ship with a good crew, he reports.



Scaramutz

Looking for a berth and not too particular about what ship he sails on is Franklin N. Cain, who was last aboard the Cities Service Miami as cook and baker. Cain, who makes his home in Bay St. Louis, Mississippi, sailed aboard the Del Mar for a good while prior to that.

Louis (Baldy) Bollinger is back on the beach after two trips to West Africa as AB aboard the Del Oro and is presently taking care of some personal business.

Houston

J. L. Moncrief is just off the Missouri and will spend a few weeks on the beach here until the next good tanker comes in. He's hoping for a trip lasting a couple of months.

Ben Ladd, who has been on the beach for a couple of months now says he's about ready to ship again and is looking for a good feeder going to India. Just off the National Defender is Bill Joyner, who says he will take a little vacation and do some fishing before he looks for another ship.

Mobile

Oldtimer Fred Pehler, who last shipped on the supertanker Connecticut as AB, is on the beach here enjoying a rest. A 25-year SIU member, Pehler and his wife make their home in Mobile. Anthony E. Bourgot is looking for a boson slot on a trip that will have him back in the States in time for the duck hunting season. Tony's last ship was the Brigham Victory on which he sailed to Vietnam.



Pehler

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Senate Financial Committee Hits Scab-Herder's Financial Empire

WASHINGTON—A bill which would eliminate special privileges now enjoyed by the billion-dollar DuPont Estate in Florida has been approved by the Senate Banking Committee. This represents a big step toward enactment of the legislation, which has already been approved by the House and has the strong support of the AFL-CIO.

Enactment of the bill would close a loophole in the banking laws through which the giant corporation, has been allowed to control both banks and industries in Florida—including the long strike-bound Florida East Coast Railway.

The proposed legislation would end the DuPont Estate's exemption from the Bank Holding Company Act, which has allowed the giant financial empire to operate in violation of the intent of the

banking laws. Enactment of the measure would force the DuPont financial empire to sell either its extensive industrial holdings, including the Florida East Coast Railway, or its banking empire.

Railroad union members have been on strike against the FEC Railway since January, 1963. The size and extent of the DuPont Empire holdings has enabled Edward Ball, boss of the vast empire, to flatly reject all settlement attempts by the railroad unions—which have only asked that their members receive the same pay and working conditions that have long since been provided for other railroad workers across the nation.

## The Pacific Coast

by Frank Drozak, West Coast Representative



The King County (Seattle) Labor Council last week has recommended that Republican Congressman Thomas Pelly be reelected.

The SIU and other maritime unions are totally in accord with the endorsement, due to Mr. Pelly's voting record on maritime issues. This endorsement will be recommended to the Washington State Labor Council, which holds its convention on August 22.

It will be a Brown-Reagan gubernatorial battle in November for the Sacramento White House. Brown is in for a battle with Reagan, who beat his opponent in the Republican primaries with ease.

### San Francisco

Shipping continues to be very good. We just finished crewing up the *Western Clipper* for a fly-out to Japan. On June 11 we crewed up another fly-out to Japan on the *Mount Vernon Victory*.

Paying off during the last shipping period were the *Topa Topa*, *Antinous*, *Wild Ranger*, *Del Alba* and *Anniston Victory*.

Signing on we had the *Topa Topa* and *Anniston Victory*. In transit were the *Marymar*, *San Juan*, *Loma Victory* and *Bethex*.

Ships due in for payoff are the *Ocean Evelyn*, *Steel Traveler*, *Longview Victory* and *Enid Victory*. Ships due in transit include the *San Francisco*, *Longbeach* and *Western Clipper*.

Bosun Roland C. Perody has been on the beach here recently. He stuck around until he made the *Western Clipper* on the Far East run. Another SIU oldtimer, F.F. Reese, pulled in recently and will take a little rest before shipping out again in a deck department slot.

Kasimir Puchalski, AB, is waiting to get a new ship headed for Vietnam. He hails from New York, but has been shipping the West Coast route for the last 8 months. Brother Puchalski has been sailing with the SIU for 22 years now.



Puchalski

### Seattle

Since our last report, shipping has picked up and looks like it will continue to be fairly good for all rated men.

Paying off during the last shipping period were the *Theftis*, *Kyska*, and *Choctaw*. Signing on were the *Brigham Victory*, *Choctaw* and the *Minot Victory*. In transit we have had the *Seattle*, *Anchorage*, *Marymar* and the *Vantage Progress*.

On the beach here is Bill O'Connor after an eight month trip as bosun. Bill plans to take it easy for a couple of weeks before he'll be ready to ship again. Also on the beach is Early Punch, just off the *Warm Spring* on which he sailed as Ordinary. Early had to leave his last ship because of illness and is still unfit for duty but hopes to be ready to ship again soon.



O'Connor

### Wilmington

Shipping activity in this area remained good and the outlook for future shipping looks very bright. We still have plenty of jobs for AB's and FWT's.

During the past couple of weeks had to pay off seven ships in transit.

Ken Singh and Bill Oppenhorst, who have been shipping out of Wilmington for the past few years, have both received their 2nd Assistant Engineer's licenses. These members took advantage of the SIU-MEBA District 2 upgrading school in New York. Ken has already shipped out. Bill has taken a little vacation to get married and have a brief honeymoon before shipping. We wish Ken and Bill much success in their new ratings.

# Senate OK's Truth-in-Packaging Bill; Passage Awaits Approval of House

WASHINGTON—The Senate has passed a truth-in-packaging bill designed to end deceptive packaging and labeling practices by the food, drug and other similar industries, and give the American consumer a chance to get true value for money spent in the supermarket.

The measure, passed by a 72 to 9 vote in the Senate now goes to the House, where hearings are expected shortly.

The bill, sponsored by Senator Philip A. Hart (D-Mich.) and strongly supported by the AFL-CIO and the Johnson Administration, covers almost all food, drugs and other packaged household goods normally sold in supermarkets—with the notable exception of meats.

The legislation would require that containers be labeled in such a way that the consumer could easily determine the weight or volume of the contents and make meaningful comparisons between competing products. The measure would also give the Federal Trade Commission and the Food and Drug Administration stand-by authority to standardize the size of packaged products marketed in a confusingly large number of different sizes.

### Overwhelming Vote

Senate passage of the bill by the overwhelming 72 to 9 vote, followed rejection of a series of amendments aimed at weakening the measure. Opposition to the bill was led by Senator Everett McKinley Dirksen (R-Ill.), who earlier this year also led the opposition to repeal of section 14B of the Taft-Hartley Act.

The truth-in-packaging bill had been stalled in committee for four years and prior to passage the Senate defeated a last-ditch attempt by Dirksen to again have the bill sent back to the Judiciary Committee, which had jurisdiction of the bill in the last Congress, but took no action. This year the bill was handled by the Commerce Committee.

Under the Senate-passed version of the bill, the Federal Trade Commission and the Food and Drug Administration would require and regulate a clear state-

ment of contents in a conspicuous place on the package. The net quantity of the package's contents would have to be stated either in ounces or in even pounds, pints or quarts to end confusion of the consumer. For example, a label stating contents at 18 ounces would be allowed, but not a label giving contents as one pint, two ounces.

Other provisions of the bill would let the FTC and FDA enforce standard definitions for the presently confusing "small," "medium" and "large" designations and for measurements in terms of "servings." It would also regulate use of "cents-off" labels.

The administering agencies would also have stand-by authority to control the number of different-sized packages in which some products are marketed if the industry failed to take voluntary action. It has been pointed out that in-

stant coffee and potato chips, for example, are sold in 50 different sizes at present.

Under this provision the FTC or the FDA would act after a formal determination that a product was being packaged in so many different sizes that the consumer's ability to make price-per-unit comparisons was likely to be impaired.

After such a determination, the industry would have 60 days to request appointment of a products standards committee by the Secretary of Commerce, composed of representatives of manufacturers, distributors and consumers. If the committee could not reach a consensus on voluntary standards after 18 months, the Commerce Secretary would establish mandatory standards. He would also make voluntary standards mandatory for packagers who failed to conform voluntarily.

## The Great Lakes

by



Al Tanner, Vice-President and Fred Farnen, Secretary-Treasurer, Great Lakes

Your SIU representatives attended a special conference of the Michigan Federation of Labor called for the purpose of conducting a secret vote on political endorsements for all candidates for both governor of Michigan and United States senator for the state of Michigan. The conference was held at the Civic Auditorium in Lansing on Wednesday, June 1st. More than six hundred delegates turned out for this important meeting, coming from all parts of Michigan and representing well over seven hundred thousand members of AFL-CIO unions in the state of Michigan. All candidates for governor and U. S. senator, both democrat and republican, were allotted twenty minutes to address the delegates in attendance.

Republican Senator Robert Griffin, recently appointed by Republican Governor George Romney to replace the late Senator Pat McNamara, told the delegate body that labor should not involve themselves in politics, and attempted to defend his refusal to support repeal of the right-to-work section of the Taft-Hartley Act, without the adoption of his own conditions. One of these conditions would have made it illegal to hold this very meeting at which Griffin, along with other Republicans spoke. It goes without saying that Griffin's reception was cool.

The highlight of the conference was the address of former Governor of the state of Michigan, G. Mennen Williams, who is seeking the Democratic nomination for U. S. Senator. Williams called for the abolishment of the filibuster rule in the Senate as the first step towards the enactment of progressive legislation. Governor Williams detailed the voting record of Griffin, which he felt to be against the war on poverty, the economic development act, and aid to education.

On Monday, June 6th, the Michigan House of Representatives passed Senate Bill No. 91. This legislation, previously passed by the Senate, amends the Michi-

gan Employment Act to eliminate the waiting week presently required prior for collection of unemployment insurance. Passage of the bill represents recognition of the fact that the unemployed worker and his family need unemployment insurance just as much in the first week of unemployment as in the twenty-sixth. Under the provisions of the bill, unemployed individuals will continue to receive a maximum of 26 weeks of benefits. However, the worker, upon becoming unemployed, will be eligible to collect unemployment insurance immediately.

The Michigan labor movement has been in the forefront of the struggle to achieve economic and social equality for all working citizens in the country. The elimination of the presently-required waiting week, is a step in the right direction and is of even more importance to seamen, considering the pending federal legislation in Washington with respect to unemployment insurance across the country.

In this day and age, it is inconceivable that some states are attempting to further limit unemployment insurance, as is the case in Ohio where a seaman is deprived of coverage during the winter months. In the state of Michigan, a move is on to expand coverage while the Ohio laws remain discriminatory. For this reason all union members are urged to immediately write their Senators and Representatives advising them of the deplorable condition that exists in Ohio and asking them to support Federal legislation that would make it illegal for the state of Ohio to discriminate against seamen.

# Six Additional Seafarer Veterans Join Growing SIU Pension Roster



Blaylock

Powers

Strickland

Searadeus

Wright

Shellenberger

Six more names have been added to the growing list of Seafarers who have retired on an SIU pension and are now receiving pension benefits of \$150 a month. The new Seafarer pensioners are: Billie Shellenberger, Jose Searadeus, T. G. Blaylock, J. J. Powers, Paul Strickland and John Wright.

Blaylock joined the SIU in the port of Norfolk and sailed American-flag ships almost 50 years, starting as a deckhand in 1917. He sailed on the tugboats of the Pennsylvania Railroad. Born in Blakes, Va., he resides there with his wife, Ethel.

Shellenberger joined the SIU in the port of New York in 1947. He sailed all ratings in the Engine department. His last vessel was the *Hercules Victory* (Wall St. Traders). Born in Pennsylvania,

Shellenberger and his wife Isabella, reside in San Pedro, Calif.

Searadeus joined the union in the port of Miami and he sailed in the Steward department. His last vessel was the *Del Mar*. He had some 30 years aboard American-flag ships. Searadeus was a native of Spain.

Powers joined the SIU in the port of Baltimore. He sailed as an OS in the Deck department. Born in Baltimore, he now resides there

with his wife, Mary.

Strickland joined the union in the port of Philadelphia. He was born in North Carolina and now resides in Baltimore. The retired seafarer sailed as a member of the Steward department. He last sailed on the *Losmar*.

Wright joined the union in the port of Houston, where he makes his home. Brother Wright was born in Texas and was employed by the G and H Towing Co.

**Boston Maritime Trades Council**



Members of the AFL-CIO Maritime Trades Council of Boston met with Massachusetts Congressmen at recent luncheon in Boston. Left to right above are: Austin B. Skinner, SIU-affiliated New Bedford Fishermen's Union; John Roman, Council President; Joseph Algina, SIU Safety Director; Congressmen Torbert MacDonald and Thomas P. O'Neill; and Patrick King of the Masters, Mates and Pilots union.

**THE INQUIRING SEAFARER**

**QUESTION:** When you are electing a ship's delegate, what qualities do you look for?

**S. Ferrer:** I would like to know the delegate personally because I feel that the better you know the man the more you can judge what kind of a delegate he will be. He should be a seafarer who has been sailing for a number of years because he will have a greater knowledge of the problems aboard ship. He should also know all of his fellow crew members.



**E. P. Rosenqvist:** The potential delegate should be able to handle tough situations and of course, he needs to be the kind of man who can get the cooperation of the crew or his job is useless. He should also be able to deal with topside. If a member of the crew doesn't cooperate with the ship's delegate they can make his job very tough for him.



**Bradle Pinder:** I look for the qualities of manliness, by that, I mean the ability to meet all levels on an equal footing. He must be an intelligent man who can get along with topside and also maintain good relations with the rest of the crew. A delegate must be easy to get along with. Experience is a most important quality, of course.



**Phil Kugler:** I think a potential delegate should be intelligent and have the ability to deal with different kinds of people. He has to be an effective go-between for the crew and topside. He should be an experienced seaman who has

won the respect of the crewmembers. The delegate has to be a man who could be acceptable to the whole crew.



**Jose Ross:** I look for an experienced seafarer. A delegate should be familiar with the operation of a ship and be able to handle any problems that come up. He should be a man who is popular with the crew. The delegate has to be a man who can present the crews problems efficiently to the men upstairs.

**Ship Collision Spurs Inquiry**

The Coast Guard is conducting an investigation into the collision of two tankers in New York Harbor which resulted in the death of over 20 merchant seamen.

Rear Admiral I. J. Stephens said that the investigation will seek to uncover the causes of the crash between the American-flag tanker Texaco Massachusetts and the British oil ship Alva Cape, in the Kill Van Kull in Newark Bay between Staten Island and New York.

The British ship suffered a huge hole in her starboard side and part of the vessel's highly volatile cargo of naphtha spilled onto the water. The naphtha caught fire and ignited both ships.

Rear Admiral William B. Ellis, chief of staff of the Third Coast Guard District will head the Coast Guard's Board of Investigation into the matter.

Marine boards of investigation are only convened by the Coast Guard for serious ship disasters. The board was last called up after the tragic sinking of the grain carrying freighter Smith Voyager in 1965.

**DISPATCHERS REPORT** Atlantic, Gulf & Inland Waters District

June 4-June 17

**DECK DEPARTMENT**

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	4	3	1	1	0	22	3
New York	69	34	49	21	40	174	62
Philadelphia	10	9	5	6	1	28	11
Baltimore	29	15	40	12	4	94	27
Norfolk	5	6	7	11	4	15	15
Jacksonville	1	5	3	2	4	11	7
Tampa	7	5	10	6	2	12	6
Mobile	19	6	17	9	3	82	21
New Orleans	48	21	29	10	1	148	71
Houston	55	33	55	36	28	150	67
Wilmington	3	5	6	4	6	19	2
San Francisco	26	19	29	22	16	52	2
Seattle	16	11	9	10	9	37	7
<b>Totals</b>	<b>292</b>	<b>172</b>	<b>260</b>	<b>150</b>	<b>118</b>	<b>844</b>	<b>296</b>

**ENGINE DEPARTMENT**

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	1	1	0	1	3	6	1
New York	45	23	45	18	31	140	50
Philadelphia	6	8	8	10	4	12	11
Baltimore	28	11	29	14	6	82	60
Norfolk	6	4	14	8	5	9	15
Jacksonville	2	5	2	6	6	4	6
Tampa	1	2	6	1	3	5	4
Mobile	10	9	8	7	2	45	18
New Orleans	27	19	16	9	6	91	68
Houston	30	36	29	27	12	86	83
Wilmington	7	4	10	8	10	14	6
San Francisco	30	11	34	12	24	41	1
Seattle	10	9	16	8	7	26	10
<b>Totals</b>	<b>203</b>	<b>142</b>	<b>217</b>	<b>129</b>	<b>119</b>	<b>561</b>	<b>333</b>

**STEWARD DEPARTMENT**

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	0	0	0	1	4	3
New York	46	15	21	7	20	117	38
Philadelphia	5	2	4	0	0	11	3
Baltimore	16	12	21	13	4	55	43
Norfolk	5	7	6	12	4	5	13
Jacksonville	4	5	3	2	4	7	6
Tampa	5	2	7	1	0	9	1
Mobile	15	7	12	1	2	50	17
New Orleans	28	19	25	6	3	113	86
Houston	17	15	22	18	7	77	35
Wilmington	8	6	5	7	8	7	2
San Francisco	25	1	30	5	24	48	0
Seattle	12	4	13	4	11	22	9
<b>Totals</b>	<b>188</b>	<b>95</b>	<b>169</b>	<b>76</b>	<b>88</b>	<b>525</b>	<b>256</b>

**SIU Coast Fish, Cannery Unions Aid Fight**

**SIU Fish, Cannery Workers to Benefit As Cal. Increases Anchovy Allotment**

After long-time urging by fishery biologists, canners and fish and cannery unions, including the SIU, the state of California has permitted the landing of anchovies for reduction purposes. A pilot program has been set up by the State Department of Fish and Game to permit the landing of about 75,000 tons a year.

This amount, it is reasoned, will enable biologists to gauge the effect of the fishery on anchovy stocks without causing depletion.

So far, landings have been slightly more than 6,500 tons, with one seiner accounting for most of the catch, but fishermen believe that this total will jump considerably this summer as more boats equip themselves for the new fishery. A net costs about \$10,000, a considerable investment for small craft. Fish have been selling at \$20 a ton at San Pedro and Port Hueneme.

Dr. Wilbert Chapman, world-known fisheries authority and director of the Van Camp Foundation, believes that a considerable fishery, supporting many boats and men, can be built on the Pacific Coast anchovy stock without depleting it.

He estimates anchovy resources off the coasts of California and Baja, California, at from four to six million tons. This basic resource he claims, can sustain landings of several hundred thousands of tons a year without endangering the anchovy stocks.

After many years of argument between sports fishing and com-

mercial fishing groups, the California legislature last year authorized the landing of 100,000 tons for reduction (by-product) purposes. The Fish and Game Commission decided on a 75,000 ton quota.

Fishery biologists of the California Cooperative Fisheries In-

vestigation had recommended at least 200,000 tons, a figure endorsed by John Hawk, an SIU international representative.

Sportsfishing interests opposed the use of anchovies for by-product purposes on the grounds that this would lead to overfishing and end up in depletion of the anchovy, vital to party fishing boats for use as bait.

They pointed to the fact that unrestricted exploitation of sardines led to virtual oblivion for this once-huge and profitable fishery.

The catch of Pacific sardines increased from 28,000 tons in 1916 to nearly 800,000 tons in 1936 because of increasingly intensive fishing. After 1945, landings started down until they plummeted to 20,000 tons in 1964. As the sardine was overfished, say biologists, the anchovy took over as the dominant species.

Chapman and other experts believe that the sad story of man's rapaciousness with the Pacific Coast sardine will provide sufficient restraint against similar depredations in the anchovy fishery. They believe that intelligent harvesting of anchovies will provide employment for a sizeable fleet of boats and men.

**New SIU Pensioner**



SIU-Inland Boatmen's Union member Skinner Waff (left) receives his first \$150 monthly pension check from Union rep. Steve Papuchis in Norfolk. Before his recent retirement, Waff sailed aboard tugs of the Sheridan Transportation Co. in Norfolk.

# California Gubernatorial Vote Shapes Up as Close Contest

Former actor Ronald Reagan has emerged as the conservative Republican candidate for Governor of California after a 2 to 1 defeat of moderate Republican George Christopher, ex-Mayor of San Francisco, in a Republican primary battle held on June 7.

Reagan will face incumbent Democratic Governor Edmund G. Brown this November in what experts predict will be the bitterest election campaign ever held in that state.

Brown, who is running for his third term as Governor, defeated Los Angeles Mayor Samuel W. Yorty in the Democratic primaries by an 11 to 8 margin on a slate that listed four other candidates. Lt. Governor Glenn Anderson, who easily won renomination over two primary opponents, will face Robert H. Finch, Reagan's running mate this Fall.

Reagan has played down his right-wing conservatism during the current campaign. In the 1964 Presidential elections he was one of Barry Goldwater's most effective campaigners.

Four years ago, a Goldwater-backed candidate was easily defeated in the GOP primary by former vice-president Richard M. Nixon, who was in turn defeated by Governor Brown.

California's Democratic strength in Congress was bolstered when Jerome Waldie won a special election to fill out the term of the late Representative John F. Baldwin, a Republican from the 14th District. Waldie will run for re-election in November.

All other California Congressional representatives who had primary opposition won. These ten Democrats and four Republicans defeated a number of so-called "peace" candidates.

In other primaries around the country conservative factions also won renomination over progressive political forces.

In Mississippi Senator James O. Eastland, (D.) and other conservative Democratic candidates easily breezed through their primary fights. In South Dakota, Republican Senator Karl Mundt won over his first primary opponent in 18 years by a 4 to 1 margin.

## LABOR ROUND-UP

The big Magnavox plant at Jefferson City, Tennessee has gone union again after a five-year lapse. Workers voted 929-792 for the Electrical, Radio and Machine Workers in a National Labor Relations Board election. The Jefferson City Cabinet Co., a Magnavox subsidiary, employs more than 2,200 workers in the IUE bargaining unit. IUE called the election its biggest victory since 1964. The plant had been represented by IUE Local 748 until management replaced 800 workers and temporarily floored the union during a 1961 strike. When the 800 won reinstatement in an arbitration order last October, they intensified the union drive that had been carried on in their absence. Next step, the union said, is a contract spelling out employee rights.

A salute to Delano, California grape strikers for their "courageous spirit" and "fine demonstration of union solidarity" was paid by AFL-CIO President George Meany in a letter transmitting a \$5,000 check from Sargent and Eunice Kennedy Shriver, winners of the Murray-Green award of the AFL-CIO Executive Council. The Shriviers asked that the money accompanying the award go for needed social services for the strikers' families. Meany, therefore, sent half to the AFL-CIO Agricultural Workers Organizing Committee and half to the National Farm Workers Association. The AFL-CIO has voted full support of a national consumer boycott of food products grown and marketed by the DiGiorgio Co., largest grower in the Delano area and spearhead of opposition to union organization of workers.

First-year wage increases averaged 3.7 percent in major agreements negotiated in the first three months of this year compared to 3.8 percent for the entire year

1965, the Labor Department reports. The department's Bureau of Labor Statistics noted that bargaining activity was relatively light during the first quarter with major settlements affecting about 325,000 workers. For the same three months a year ago, the first-year wage increase was 4 percent. First-year increases are the amount of wage hikes agreed to for the first year of a contract running two or three years. The BLS report noted that the first quarter 1966 agreements averaged 3.7 percent over the full term of the contract, compared to 3.3 percent for those negotiated in the same quarter of 1965.

The Clothing Workers have cleared the way for a vigorous organizing campaign by doubling the organizing budget to \$6 million in the coming two years, President Jacob Potofsky announced at the close of the union's 25th biennial convention at Atlantic City, N. J. ACWA's current organizing progress has been satisfying but "now is the time to really drive hard" in the unorganized apparel plants, mainly in the South and Southwest, Potofsky said. Convention delegates representing 385,000 workers in the U.S., Canada and Puerto Rico pledged the union's resources to a continuing campaign of organization.

Edward S. Haines has been named assistant director of the AFL-CIO's Organizing Department, federation president George Meany announced recently. Haines, 48, has served as assistant director of the AFL-CIO Region 14—Illinois and Iowa—since 1955. He had been on the organizing staff of the former CIO after serving as an assistant director of organization for the Packinghouse Workers. He also served as a UPWA international representative and president of UPWA Local 580 in New York City.



### Victim of Its Own Protectors

When concern was expressed for his well-being, someone in a difficult spot replied: "It's not my enemies I'm worried about—it's my friends." The plight of the American merchant marine is a classic example of what he was talking about.

U. S. shipping is a victim of its own protectors. And the evidence of this fact sticks out throughout its modern history.

Thirty years ago, this country was rightly concerned about the status of the merchant marine. The President and the Congress especially felt that the number of American-flag ships and their participation in our commerce was grossly inadequate.

They were concerned over the fact that the U. S. lacked shipping strength to match its needs. They were alarmed that foreign-flag ships carried some 75 per cent of our foreign commerce. And they were concerned that our shipping and shipbuilding were below the level at which they could properly meet the nation's defense requirements.

They moved to correct the situation, and the Congress passed and the President signed

the Merchant Marine Act of 1936, which clearly set forth what was intended to be the nation's merchant marine policy for a fleet adequate in every respect in peace and war. But since the end of World War II the intent of the Act has been scuttled. The "substantial" share of cargoes which the 1936 Congress wanted American shipping to carry is today less than nine per cent, foreign shipping having increased its share of American foreign commerce from 75 per cent to 92 per cent.

Obviously, the Merchant Marine Act has not been implemented. Worse, it has been obstructed by the government agencies and people whose responsibility it is to carry out the intent of the Act. They have consistently sought to smother American shipping and the result has been a tremendous increase in the role of foreign ships in our foreign commerce.

It is clear that the American maritime industry doesn't like U. S. shipping policy. It should be equally clear that foreign flag shipping interests could like it more.

### The Same Old Names And Faces

When any professional group gets together it is natural for them to talk about what they have achieved in the past and discuss their goals for the future.

So it was at a recent Senate Republican fund-raising dinner. The only past "achievements" they could point to however, were dubious ones.

Senator Everett McKinley Dirksen was there bragging about his important role in blocking repeal of Taft-Hartley Section 14b. Former Republican Vice-President Richard Nixon, not to be outdone, jumped on the bandwagon. Not only is he in favor of 14b, Nixon bragged, but he helped to write it. He did condescend however to give some credit for 14b passage to Senator Thurston Morton, chairman of the Republican Senate Campaign Committee.

The fund-raising dinner was a whopping success, bringing in \$500,000 for Republican campaign spending in the upcoming off-year elections. There will be 34 contested Senate seats in 30 states, so the Republicans made enough from their labor-baiting dinner to finance the campaigns of the GOP candidates to the tune of \$16,000 per candidate.

The message is clear for union members. Liberal pro-labor legislators running for reelection in November will be opposed by Republican candidates well supplied with reactionary anti-labor money. To keep liberal, progressive legislators in office, it is important for every union member to get out and vote and to encourage his family and friends to exercise their rights at the ballot boxes across the country.

## Kindya, Now Licensed 3rd Engineer, Took SIU Training All the Way Up

Michael Kindya is a Seafarer who is determined to take advantage of every opportunity the Union offers.

During his seven years with the SIU he participated in every SIU training program he could. The result is that today he is a Third Assistant Engineer.

Brother Kindya is one of the 22 SIU men who thus far have gotten their engineers licenses after preparing for their Coast Guard exams at the SIU's Engineers training school.

The union upgrading schools, Kindya told the Log, helped him fulfill a promise he made to his stepfather, SIU old-timer Albert Jones, who sails in the engine department. When Mike was 13 his dad made him promise that one day he would "make the grade" and be an engineer.

"Now everyone at home is proud of me, dad most of all," he said.

Seafarer Kindya first shipped out as a 19-year saloon messman aboard the freighter Valley Forge. He found the work at sea "exciting and different," and decided to make it a career. Later, he switched to the engine department.

Mike's first training was gotten at the SIU's Harry Lundeberg School of Seamanship. He shipped out after graduation. After a few trips he enrolled in the lifeboat training course, and completed that successfully too.

### Increases Earnings

"Every time I completed union training I was able to increase my earnings. Before I started the SIU Engineers School I was a fireman-water tender. The union training program gave me a chance to increase my earning power," he said.

The 26-year old SIU man lives at Ridge, Long Island with his wife, Janet, and children, Stephan, four and Cheryl two.

## Senator Warns Of Russia's Fleet Expansion

The Russians are preparing a vast merchant fleet to use "as an instrument of international policy," a U.S. Senator has warned.

Sen. John Tower said that the Russians then would "be able to destroy the economic basis of ocean service upon which we so vitally depend."

We have no defense against this sort of commercial brigandage, he claimed, because "the simple fact is that our merchant marine does not measure up to our stature as the world's foremost power . . . our active merchant marine consists of about 900 vessels—most of them obsolete carrying less than nine per cent of our foreign trade, compared with 24 per cent ten years ago."

The need for more American-flag merchant ships is highlighted by the Viet Nam conflict, he said. "We have already found it necessary to break out 108 over-age Victory ships from the World War II fleet. We are scraping the bottom of the barrel in an effort that involves no enemy action at sea."

Mike said the training he got was "the best."

The staff at the Engineers School hasn't seen the last of Seafarer Kindya. After one year at sea for enough time to qualify, he intends to return to prepare for his Second's license.

"I'll be back at the school then for my Second Engineers License. After that I plan to go on for First and all the way up. You can do it if you want to," he said with a smile, "especially with the kind of cooperation and the program the SIU offers its members."



Seafarer Michael Kindya (center) tells LOG reporter (right) and SIU representative George McCartney that it pays to take advantage of the SIU training programs as he displays Third Engineers license obtained after preparing at the Union school.

## Admiral Holds Strong Tramp Fleet Needed for National Emergencies

The chief of the Navy's Military Sea Transportation Service has stated that the best way to meet national emergencies such as Viet Nam would be to have a stronger American-flag tramp ship fleet.

Speaking before the ninth seapower symposium of the Navy League in Washington, Admiral Glynn R. Donoho said that tramp vessels have no regular shipping commitments or sailing schedules such as regular liners follow. Because of this factor, he explained, they are on the market and always ready.

The Admiral paid tribute to American-flag lines for making ships available to the Military Sea Transportation Service when they are needed. The United States merchant marine, he said, was undergoing one of its severest tests in the Viet Nam War.

### Severe Strain

But he added that if enough American-flag tramp ships were available on the open market for use in the Viet Nam military build-up, there would not be as severe a strain on subsidized liners to support the sealift as well as to carry the nation's foreign commerce.

For this reason, he said, MSTSS would "like to see a larger, modern fleet of tramp ships." There are only 27 vessels of the 125 now sailing for MSTSS which are not tramp ships.

Rear Admiral Edward J. Fahy, chief of the Naval Ships System Command (formerly Bureau of Ships) also spoke at the symposium and said that the average American's fascination with the strides of the aircraft industry and "glamour in space" has left the nation with a rusting, over-age

merchant fleet.

Speaking at the same symposium, Edwin M. Hood, president of the Shipbuilders Council of America said that the economic life of a merchant vessel was 20 years old. There are 658 merchant ships already over this age in the 950-vessel privately-owned American-flag fleet.

"If we are to undertake to build 94 new ships a year it would take until 1975 before our fleet got down to an average age of 10 years—an age at which the fleet could be considered of average desirable quality," he said.

Hood also blasted those whom he called "spokesmen for the Washington bureaucracy" for saying that there was little relationship between American seapower and the importance of its shipyards.

He said these bureaucrats feel that they "could predict with a high degree of certainty the extent to which the shipyards would be needed to serve up to five Viet Nam emergencies at any one time."

Another spokesman at the meeting, William H. Jory, president of the American Shipbuilding Co., said that as "long as there are those in government who suggest that all or any part of our naval and merchant shipping might be built in shipyards of other countries, the proper environment (to build up the merchant fleet) will never be created and our seapower will suffer accordingly."

## Del Mundo Crew Wins Safety Award



Crew of the SIU-manned Del Mundo was the recipient recently of Delta Line 'Certificate of Merit' in recognition of high degree of safety achieved by crew. From left to right at presentation ceremonies in New Orleans are: Chief Mate S. Wagner; Delta Safety Director P. Pollatt; Ship's Master M. L. Leger; Delta Port Captain E. R. Seamen; Seafarer D. D. Maio, AB, Ship's Delegate; and Seafarer A. Tolentino, Chief Steward. Prize money of \$100 that went along with certificate of merit was placed in the ship's recreational fund.

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

By Sidney Margolius

The second mortgage rate increase by FHA and V.A. in three months is a further blow to working families hoping to buy homes.

In two steps (one-fourth of 1 per cent at a time), the FHA and V.A. rates have been boosted to 5 and 3/4 per cent. With the additional "insurance" fee of one-half of 1 percent, to guarantee the lender against loss, the full FHA rate now is 6 1/4 per cent. The latest increase brings the rate back to the level it had reached under the Eisenhower Administration in 1959-60, which was the highest in history.

The FHA's explanation is that mortgage lenders have been refusing to put out money for FHA mortgages at the old rates. In other words, the lenders went on a strike for more interest. They won quickly and easily. The Government housing officials folded up like a toy balloon without trying any of the other possibilities for holding down rates.

The immediate effect of the rate hikes is to price another segment of American families out of the housing market, and to force those still able to buy, to pay an additional \$5 a month in interest on a typical \$16,000 FHA mortgage, or a total of \$1,800 in additional interest over the typical 30-year mortgage term.

A 6 1/4 per cent charge for mortgage raises the total interest cost to a startling level. To pay back a \$16,000 mortgage over 30 years, costs \$100.07 a month, or a total of \$36,000. You pay \$20,000 just in interest. And if you try to make the monthly payments a little less burdensome by stretching out the repayment period to 35 years, you'll pay back \$40,000—a total of \$24,000 in interest fees on a \$16,000 mortgage.

The continuing rise in the prices of houses themselves further pyramids the cost, and is causing a real housing crisis for many moderate-income families. The typical FHA house last year carried a price tag of over \$18,000. With the jump in construction costs this year of approximately 5 per cent, this house now costs close to \$19,000.

In comparison, the average industrial wage of about \$111 a week provides an annual income of just \$5,800. If you use the normal yardstick, that a family usually can afford a house costing about 2 1/2 times its annual income, this means the average working family can afford a house costing about \$14,500.

Another rule of thumb for calculating how much house a family can afford, is its monthly income in comparison to monthly housing expense. Total expense should not exceed one-fourth of after-tax income. But the average family can't get into the new home through that door either. Even if a family can make a \$3,000 downpayment on the typical \$19,000 home, it will need \$100 a month for the mortgage payment. Then you have to estimate 4 to 5 per cent of the cost of the house annually, for taxes, insurance and maintenance. On a \$19,000 house this is about \$855 a year, or an additional \$70 a month, not even including heating.

What can the average family do to protect itself?

● If you do have to undertake a mortgage now, make sure you get a reasonable right to prepay with little or no penalty (an extra fee), if and when rates subsequently come down or you accumulate some extra cash. Some lenders permit prepayment after one year with no penalty charge. On G.I. mortgages there is no penalty. Other lenders may permit prepayment up to 10 per cent in one year without penalty. FHA permits prepayment of up to 15 per cent at any time without penalty.

● Cut down on other installment buying to save those big finance charges (usually two or three times the mortgage rate percentage), and to help free credit. The pathetic fact about the Federal Reserve Board's tight money policy, which has forced up interest rates all around, is that it has not restrained installment buying significantly. It simply has forced installment buyers to pay higher finance charges. Current installment buying and borrowing is running 7 per cent ahead of a year ago, according to the Index of Credit Reporting of the Associated Credit Bureaus.



# FOR AN INDEPENDENT MARITIME AGENCY...

**T**HE Seafarers International Union has been waging a vigorous and continuing campaign to halt the decline of the U.S. maritime industry. The Union's objective is to secure a federal program that will enable the industry not only to survive, but to grow and expand so that it can meet the nation's transportation needs in peace and defense commitments.

The realization of this objective is of paramount importance to Seafarers and their families whose economic security is dependent on the industry's health. It is also of importance to all Americans because a strong, flourishing merchant marine is essential to a strong America. To reach that point, the U.S. must have a vigorous and realistic program for promoting and strengthening the American merchant marine. It was toward this end that President Johnson's Maritime Advisory Committee, of which SIU President Hall is a member, formulated a set of proposals and recommendations and placed them before the President.

Experience in the maritime industry, however, has shown that no program can be any good unless it can be effectively administered and implemented. And this calls for an independent and autonomous maritime agency with clear-cut responsibilities. The establishment of an independent maritime agency was one of the major arguments made by SIU President Hall when he appeared recently as a spokesman in behalf of all American maritime labor before the Senate and House Government Operations subcommittees and stressed the necessity for legislation to create such an independent maritime agency.

Since Hall testified before the Congressional committees, a bill along the lines he recommended to the Congressional subcommittees has been introduced in the House of Representatives by Rep. Frank Clark of Pennsylvania. The Bill is known as H.R. 15567 and would amend the Merchant Marine Act of 1936 to create a "Federal Maritime Administration . . . which shall be an independent agency . . ." The passage of this Bill would be an important step toward revitalizing the American merchant marine.

The SIU, along with the other segments of shipboard and shore-side maritime labor, supported by the American labor movement, will fight hard to secure enactment of this badly needed legislation.

SIU members whose welfare and security is so directly involved, should actively support and assist the Union's effort.

You can help by urging your representatives in the Congress to support the fight for passage of H.R. 15567, the Bill to create an independent maritime agency. Write to them, or if you can, visit or call them and let them know that this bill is important to our nation's well-being, that without an independent maritime agency we cannot get effective administration of the maritime laws, programs and policies and, therefore, we cannot have the merchant marine which our nation must have in the interests of all.

On the following pages is a list of the Senators and Representatives from every state. Your Representative in the House is listed by district. Write or call both your Senators and the member of the House of Representatives who represents your home district. Write to them care of the Senate and House office buildings, Washington, D.C.

Prompt action is important to you as a Seafarer and an American. Act now!

**Urge  
Your  
Representatives  
To Support  
H.R. 15567!**

**Write**  
to  
**Your Senator**  
and  
**The Representative**  
From Your District

(Representatives are Listed by Congressional District)

**ALABAMA****Senators**

Hill, Lister (D)  
Sparkman, John J. (D)

**Representatives**

1. Edwards, Jack (R)
2. Dickinson, William L. (R)
3. Andrews, George (D)
4. Andrews, Glenn (R)
5. Selden, Armistead I., Jr. (D)
6. Buchanan, John H., Jr. (R)
7. Martin, James D. (R)
8. Jones, Robert E. (D)

**ALASKA****Senators**

Bartlett, E. L. (D)  
Gruening, Ernest (D)

**Representative**

At large—Rivers, Ralph J. (D)

**ARIZONA****Senators**

Hayden, Carl (D)  
Fannin, Paul J. (R)

**Representatives**

1. Rhodes, John J. (R)
2. Udall, Morris K. (D)
3. Senner, George F., Jr. (D)

**ARKANSAS****Senators**

McClellan, John L. (D)  
Fulbright, J. W. (D)

**Representatives**

1. Gathings, E. C. (D)
2. Mills, Wilbur D. (D)
3. Trimble, James W. (D)
4. Harris, Oren (D)

**CALIFORNIA****Senators**

Kuchel, Thomas H. (R)  
Murphy, George (R)

**Representatives**

1. Clausen, Don H. (R)
2. Johnson, Harold T. (D)
3. Moss, John E. (D)
4. Leggett, Robert L. (D)
5. Burton, Phillip (D)
6. Mailliard, William S. (R)
7. Cohelan, Jeffrey (D)
8. Miller, George P. (D)
9. Edwards, Don (D)
10. Gubser, Charles S. (R)
11. Younger, J. Arthur (R)
12. Talcott, Burt L. (R)
13. Teague, Charles M. (R)
14. Baldwin, John F. (R)
15. McFall, John J. (D)
16. Sisk, B. F. (D)
17. King, Cecil R. (D)
18. Hagen, Harlan (D)
19. Holifield, Chet (D)
20. Smith, H. Allen (R)
21. Hawkins, Augustus F. (D)
22. Corman, James C. (D)
23. Clawson, Del (R)
24. Lipscomb, Glenard P. (R)
25. Cameron,  
Ronald Brooks (D)
26. [Vacant]
27. Reinecke, Ed (R)
28. Bell, Alphonzo (R)
29. Brown, George E., Jr. (D)
30. Roybal, Edward R. (D)
31. Wilson, Charles H. (D)
32. Hosmer, Craig (R)
33. Dyal, Ken W. (D)
34. Hanna, Richard T. (D)

35. Utt, James B. (R)

36. Wilson, Bob (R)

37. Van Deerlin, Lionel (D)

38. Tunney, John V. (D)

**COLORADO****Senators**

Allott, Gordon (R)  
Dominick, Peter H. (R)

**Representatives**

1. Rogers, Byron G. (D)
2. McVicker, Roy H. (D)
3. Evans, Frank E. (D)
4. Aspinall, Wayne N. (D)

**CONNECTICUT****Senators**

Dodd, Thomas J. (D)  
Ribicoff, Abraham A. (D)

**Representatives**

1. Daddario, Emilio Q. (D)
2. St. Onge, William L. (D)
3. Giaimo, Robert N. (D)
4. Irwin, Donald J. (D)
5. Monagan, John S. (D)
6. Grabowski, Bernard F. (D)

**DELAWARE****Senators**

Williams, John J. (R)  
Boggs, J. Caleb (R)

**Representative**

At large—  
McDowell, Harris B., Jr. (D)

**FLORIDA****Senators**

Holland, Spessard L. (D)  
Smathers, George A. (D)

**Representatives**

1. Sikes, Robert L. F. (D)
2. Bennett, Charles E. (D)
3. Pepper, Claude (D)
4. Fascell, Dante B. (D)
5. Herlong, A. Sydney, Jr. (D)
6. Rogers, Paul G. (D)
7. Haley, James A. (D)
8. Matthews, D. R. (Billy) (D)
9. Fuqua, Don (D)
10. Gibbons, Sam M. (D)
11. Gurney, Edward J. (R)
12. Cramer, William C. (R)

**GEORGIA****Senators**

Russell, Richard B. (D)  
Talmadge, Herman E. (D)

**Representatives**

1. Hagan, G. Elliott (D)
2. O'Neal, Maston (D)
3. Callaway, Howard H. (R)
4. Mackay, James A. (D)
5. Weltner, Charles L. (D)
6. Flynt, John J., Jr. (D)
7. Davis, John W. (D)
8. Tuten, J. Russell (D)
9. Landrum, Phil M. (D)
10. Stephens, Robert G., Jr. (D)

**HAWAII****Senators**

Fong, Hiram L. (R)  
Inouye, Daniel K. (D)

**Representatives (at large)**

Matsunaga, Spark M. (D)  
Mink, Patsy T. (D)

**IDAHO****Senators**

Church, Frank (D)  
Jordan, Len B. (R)

**Representatives**

1. White, Compton I., Jr. (D)
2. Hansen, George V. (R)

**ILLINOIS****Senators**

Douglas, Paul H. (D)  
Dirksen, Everett McKinley (R)

**Representatives**

1. Dawson, Wilam L. (D)
2. O'Hara, Barratt (D)
3. Murphy, William T. (D)
4. Edward J. Derwinski (R)
5. Kluczynski, John C. (D)
6. Ronan, Daniel J. (D)
7. Annunzio, Frank (D)
8. Rostenkowski, Dan (D)
9. Yates, Sidney R. (D)
10. Collier, Harold R. (R)
11. Pucinski, Roman C. (D)
12. McClory, Robert (R)
13. Rumsfeld, Donald (R)
14. Erlenborn, John N. (R)
15. Reid, Charlotte T. (R)
16. Anderson, John B. (R)
17. Arends, Leslie C. (R)
18. Michel, Robert H. (R)
19. Schisler, Gale (D)
20. Findley, Paul (R)
21. Gray, Kenneth J. (D)
22. Springer, William L. (R)
23. Shipley, George E. (D)
24. Price, Melvin (D)

**INDIANA****Senators**

Hartke, Vance (D)  
Bayh, Birch (D)

**Representatives**

1. Madden, Ray J. (D)
2. Halleck, Charles A. (R)
3. Brademas, John (D)
4. Adair, E. Ross (R)
5. Roush, J. Edward (D)
6. Roudebush, Richard L. (R)
7. Bray, William G. (R)
8. Denton, Winfield K. (D)
9. Hamilton, Lee H. (D)
10. Harvey, Ralph (R)
11. Jacobs, Andrew, Jr. (D)

**IOWA****Senators**

Hickenlooper, Bourke B. (R)  
Miller, Jack (R)

**Representatives**

1. Schmidhauser, John R. (D)
2. Culver, John C. (D)
3. Gross, H. R. (R)
4. Bandstra, Bert (D)
5. Smith, Neal (D)
6. Greigg, Stanley L. (D)
7. Hansen, John R. (D)

**KANSAS****Senators**

Carlson, Frank (R)  
Pearson, James B. (R)

**Representatives**

1. Dole, Bob (R)
2. Mize, Chester L. (R)
3. Ellsworth, Robert F. (R)
4. Shriver, Garner E. (R)
5. Skubitz, Joe (R)

**KENTUCKY****Senators**

Cooper, John Sherman (R)  
Morton, Thruston B. (R)

**Representatives**

1. Stubblefield, Frank A. (D)
2. Natcher, William H. (D)
3. Farnsley, Charles P. (D)
4. Chelf, Frank (D)
5. Carter, Tim Lee (R)
6. Watts, John C. (D)
7. Perkins, Carl D. (D)

**LOUISIANA****Senators**

Ellender, Allen J. (D)  
Long, Russell B. (D)

**Representatives**

1. Hebert, F. Edward (D)
2. Boggs, Hale (D)
3. Willis, Edwin E. (D)

4. Waggoner, Joe D., Jr. (D)
5. Passman, Otto E. (D)
6. Morrison, James H. (D)
7. Edwards, Edwin W. (D)
8. Long, Speedy O. (D)

**MAINE****Senators**

Smith, Margaret Chase (R)  
Muskie, Edmund S. (D)

**Representatives**

1. Tupper, Stanley R. (R)
2. Hathaway, William D. (D)

**MARYLAND****Senators**

Brewster, Daniel B. (D)  
Tydings, Joseph D. (D)

**Representatives**

- At large—Sickles, Carlton R. (D)
1. Morton, Rogers C. B. (R)
  2. Long, Clarence D. (D)
  3. Garmatz, Edward A. (D)
  4. Fallon, George H. (D)
  5. Machen, Hervey G. (D)
  6. Mathias,  
Charles McC., Jr. (R)
  7. Friedel, Samuel N. (D)

**MASSACHUSETTS****Senators**

Saltonstall, Leverett (R)  
Kennedy, Edward M. (D)

**Representatives**

1. Conte, Silvio O. (R)
2. Boland, Edward P. (D)
3. Philbin, Philip J. (D)
4. Donohue, Harold D. (D)
5. Morse, F. Bradford (R)
6. Bates, William H. (R)
7. Macdonald, Torbert H. (D)
8. O'Neill, Thomas P., Jr. (D)
9. McCormack, John W. (D)
10. Martin, Joseph W., Jr. (R)
11. Burke, James A. (D)
12. Keith, Hastings (R)

**MICHIGAN****Senators**

Hart, Philip A. (D)  
Griffin, Robert P. (R)

**Representatives**

1. Conyers, John, Jr. (D)
2. Vivian, Weston E. (D)
3. Todd, Paul E., Jr. (D)
4. Hutchinson, Edward (R)
5. Ford, Gerald R. (R)
6. Chamberlain, Charles E. (R)
7. Mackie, John C. (D)
8. Harvey, James (R)
9. [Vacant]
10. Cederberg, Elford A. (R)
11. Clevenger, Raymond F. (D)
12. O'Hara, James G. (D)
13. Diggs, Charles C., Jr. (D)
14. Nedzi, Lucien N. (D)
15. Ford, William D. (D)
16. Dingell, John D. (D)
17. Griffiths, Martha W. (D)
18. Broomfield, William S. (R)
19. Farnum, Billie S. (D)

**MINNESOTA****Senators**

McCarthy, Eugene J. (D)  
Mondale, Walter F. (D)

**Representatives**

1. Quie, Albert H. (R)
2. Nelsen, Ancher (R)
3. MacGregor, Clark (R)
4. Karth, Joseph E. (D)
5. Fraser, Donald M. (D)
6. Olson, Alec G. (D)
7. Langen, Bill (R)
8. Blatnik, John A. (D)

**MISSISSIPPI****Senators**

Eastland, James O. (D)  
Stennis, John (D)

**Representatives**

1. Abernethy, Thomas G. (D)
2. Whitten, Jamie L. (D)
3. Williams, John Bell (D)
4. Walker, Prentiss (R)
5. Colmer, William M. (D)

**MISSOURI**

- Senators**  
 Symington, Stuart (D)  
 Long, Edward V. (D)
- Representatives**  
 1. Karsten, Frank M. (D)  
 2. Curtis, Thomas B. (R)  
 3. Sullivan, Leonor Kretzer (Mrs. John B.) (D)  
 4. Randall, Wm. J. (D)  
 5. Bolling, Richard (D)  
 6. Hull, W. R., Jr. (D)  
 7. Hall, Durward G. (R)  
 8. Ichord, Richard R. (D)  
 9. Hungate, William L. (D)  
 10. Jones, Paul C. (D)

**MONTANA**

- Senators**  
 Mansfield, Mike (D)  
 Metcalf, Lee (D)
- Representatives**  
 1. Olsen, Arnold (D)  
 2. Battin, James F. (R)

**NEBRASKA**

- Senators**  
 Hruska, Roman L. (R)  
 Curtis, Carl T. (R)
- Representatives**  
 1. Callan, Clair A. (D)  
 2. Cunningham, Glenn (R)  
 3. Martin, David T. (R)

**NEVADA**

- Senators**  
 Bible, Alan (D)  
 Cannon, Howard W. (D)
- Representative**  
 At large—Walter S. Baring (D)

**NEW HAMPSHIRE**

- Senators**  
 Cotton, Norris (R)  
 McIntyre, Thomas J. (D)
- Representatives**  
 1. Huot, J. Oliva (D)  
 2. Cleveland, James C. (R)

**NEW JERSEY**

- Senators**  
 Case, Clifford P. (R)  
 Williams, Harrison A., Jr. (D)
- Representatives**  
 1. Cahill, William T. (R)  
 2. McGrath, Thomas C., Jr. (D)  
 3. Howard, James J. (D)  
 4. Thompson, Frank, Jr. (D)  
 5. Frelinghuysen, Peter H. B. (R)  
 6. Dwyer, Florence B. (R)  
 7. Widnall, William B. (R)  
 8. Joelson, Charles S. (D)  
 9. Helstoski, Henry (D)  
 10. Rodino, Peter W., Jr. (D)  
 11. Minish, Joseph G. (D)  
 12. Krebs, Paul J. (D)  
 13. Gallagher, Cornelius E. (D)  
 14. Daniels, Dominick V. (D)  
 15. Patten, Edward J. (D)

**NEW MEXICO**

- Senators**  
 Anderson, Clinton P. (D)  
 Montoya, Joseph M. (D)
- Representatives (at large)**  
 Morris, Thomas G. (D)  
 Walker, E. S. Johnny (D)

**NEW YORK**

- Senators**  
 Javits, Jacob K. (R)  
 Kennedy, Robert F. (D)
- Representatives**  
 1. Pike, Otis G. (D)  
 2. Grover, James R., Jr. (R)  
 3. Wolff, Lester L. (D)  
 4. Wydler, John W. (R)  
 5. Tenzer, Herbert (D)  
 6. Halpern, Seymour (R)  
 7. Addabbo, Joseph P. (D)  
 8. Rosenthal, Benjamin S. (D)  
 9. Delaney, James J. (D)  
 10. Celler, Emanuel (D)

11. Keogh, Eugene J. (D)  
 12. Kelly, Edna F. (D)  
 13. Multer, Abraham J. (D)  
 14. Rooney, John J. (D)  
 15. Carey, Hugh L. (D)  
 16. Murphy, John M. (D)  
 17. [Vacant]  
 18. Powell, Adam C. (D)  
 19. Farbstein, Leonard (D)  
 20. Ryan, William F. (D)  
 21. Scheuer, James H. (D)  
 22. Gilbert, Jacob H. (D)  
 23. Bingham, Jonathan B. (D)  
 24. Fino, Paul A. (R)  
 25. Ottinger, Richard L. (D)  
 26. Reid, Ogden R. (R)  
 27. Dow, John G. (D)  
 28. Resnick, Joseph Y. (D)  
 29. O'Brien, Leo W. (D)  
 30. King, Carleton J. (R)  
 31. McEwen, Robert C. (R)  
 32. Pirnie, Alexander (R)  
 33. Robison, Howard W. (R)  
 34. Hanley, James M. (D)  
 35. Stratton, Samuel S. (D)  
 36. Horton, Frank (R)  
 37. Conable, Barber B., Jr. (R)  
 38. Goodell, Charles E. (R)  
 39. McCarthy, Richard D. (D)  
 40. Smith, Henry P., 3d (R)  
 41. Dulski, Thaddeus J. (D)

**NORTH CAROLINA**

- Senators**  
 Ervin, Sam J., Jr. (D)  
 Jordan, B. Everett (D)
- Representatives**  
 1. [Vacant]  
 2. Fountain, L. H. (D)  
 3. Henderson, David N. (D)  
 4. Cooley, Harold D. (D)  
 5. Scott, Ralph J. (D)  
 6. Kornegay, Horace R. (D)  
 7. Lennon, Alton (D)  
 8. Jonas, Charles R. (R)  
 9. Broyhill, James T. (R)  
 10. Whitener, Basil L. (D)  
 11. Taylor, Roy A. (D)

**NORTH DAKOTA**

- Senators**  
 Young, Milton R. (R)  
 Burdick, Quentin N. (D)
- Representatives**  
 1. Andrews, Mark (R)  
 2. Redlin, Rolland (D)

**OHIO**

- Senators**  
 Lausche, Frank J. (D)  
 Young, Stephen M. (D)
- Representatives**  
 At large—Robert E. Sweeney  
 1. Gilligan, John J. (D)  
 2. Clancy, Donald D. (R)  
 3. Love, Rodney M. (D)  
 4. McCulloch, William M. (R)  
 5. Latta, Delbert L. (R)  
 6. Harsha, William H. (R)  
 7. Brown, Clarence J., Jr. (R)  
 8. Betts, Jackson E. (R)  
 9. Ashley, Thomas L. (D)  
 10. Moeller, Walter H. (D)  
 11. Stanton, J. William (R)  
 12. Devine, Samuel L. (R)  
 13. Mosher, Charles A. (R)  
 14. Ayres, William H. (R)  
 15. Secrest, Robert T. (D)  
 16. Bow, Frank T. (R)  
 17. Ashbrook, John M. (R)  
 18. Hays, Wayne L. (D)  
 19. Kirwan, Michael J. (D)  
 20. Feighan, Michael A. (D)  
 21. Vanik, Charles A. (D)  
 22. Bolton, Frances P. (R)  
 23. Minshall, William E. (R)

**OKLAHOMA**

- Senators**  
 Monroney, A. S. Mike (D)  
 Harris, Fred R. (D)
- Representatives**  
 1. Belcher, Page (R)  
 2. Edmondson, Ed (D)  
 3. Albert, Carl (D)  
 4. Steed, Tom (D)  
 5. Jarman, John (D)  
 6. Johnson, Jed, Jr. (D)

**OREGON**

- Senators**  
 Morse, Wayne (D)  
 Neuberger, Maurine B. (D)
- Representatives**  
 1. Wyatt, Wendell (R)  
 2. Ullman, Al (D)  
 3. Green, Edith (D)  
 4. Duncan, Robert B. (D)

**PENNSYLVANIA**

- Senators**  
 Clark, Joseph S. (D)  
 Scott, Hugh (R)
- Representatives**  
 1. Barrett, William A. (D)  
 2. Nix, Robert N. C. (D)  
 3. Byrne, James A. (D)  
 4. Toll, Herman (D)  
 5. Green, William J. (D)  
 6. Rhodes, George M. (D)  
 7. Watkins, G. Robert (R)  
 8. Curtin, Willard S. (R)  
 9. Dague, Paul B. (R)  
 10. McDade, Joseph M. (R)  
 11. Flood, Daniel J. (D)  
 12. Whalley, J. Irving (R)  
 13. Schweiker, Richard S. (R)  
 14. Moorhead, William S. (D)  
 15. Rooney, Fred B. (D)  
 16. Kunkel, John C. (R)  
 17. Schneebeli, Herman T. (R)  
 18. Corbett, Robert J. (R)  
 19. Cralley, N. Neiman, Jr. (D)  
 20. Holland, Elmer J. (D)  
 21. Dent, John H. (D)  
 22. Saylor, John P. (R)  
 23. Johnson, Albert W. (R)  
 24. Vigorito, Joseph P. (D)  
 25. Clark, Frank M. (D)  
 26. Morgan, Thomas E. (D)  
 27. Fulton, James G. (R)

**RHODE ISLAND**

- Senators**  
 Pastore, John O. (D)  
 Pell, Claiborne (D)
- Representatives**  
 1. St. Germain, Fernand J. (D)  
 2. Fogarty, John E. (D)

**SOUTH CAROLINA**

- Senators**  
 Thurmond, Strom (R)  
 Russell, Donald (D)
- Representatives**  
 1. Rivers, L. Mendel (D)  
 2. Watson, Albert W. (R)  
 3. Dorn, W. J. Bryan (D)  
 4. Ashmore, Robert T. (D)  
 5. Gettys, Tom S. (D)  
 6. McMillan, John L. (D)

**SOUTH DAKOTA**

- Senators**  
 Mundt, Karl E. (R)  
 McGovern, George (D)
- Representatives**  
 1. Reifel, Ben (R)  
 2. Berry E. Y. (R)

**TENNESSEE**

- Senators**  
 Gore, Albert (D)  
 Bass, Ross (D)
- Representatives**  
 1. Quillen, James H. (R)  
 2. Duncan, John J. (R)  
 3. Brock, William E., 3rd (R)  
 4. Ewins, Joe L. (D)  
 5. Fulton, Richard H. (D)  
 6. Anderson, William R. (D)  
 7. Murray, Tom (D)  
 8. Everett, Robert A. (D)  
 9. Grider, George W. (D)

**TEXAS**

- Senators**  
 Yarborough, Ralph W. (D)  
 Tower, John G. (R)
- Representatives**  
 At Large—Pool, Joe (D)  
 1. Patman, Wright (D)  
 2. Brooks, Jack (D)  
 3. Beckworth, Lindley (D)  
 4. Roberts, Ray (D)

5. Cabell, Earle (D)  
 6. Teague, Olin E. (D)  
 7. Dowdy, John (D)  
 8. Thomas, Albert (D)  
 9. Thompson, Clark W. (D)  
 10. Pickle, J. J. (Jake) (D)  
 11. Poage, W. R. (D)  
 12. Wright, James C., Ja. (D)  
 13. Purcell, Graham (D)  
 14. Young, John (D)  
 15. de la Garza, Eligio (D)  
 16. White, Richard C. (D)  
 17. Burleson, Omar (D)  
 18. Rogers, Walter (D)  
 19. Mahon, George H. (D)  
 20. Gonzalez, Henry B. (D)  
 21. Fisher, O. C. (D)  
 22. Casey, Bob (D)

**UTAH**

- Senators**  
 Bennett, Wallace F. (R)  
 Moss, Frank E. (D)
- Representatives**  
 1. Burton, Laurence J. (R)  
 2. King, David S. (D)

**VERMONT**

- Senators**  
 Aiken, George D. (R)  
 Prouty, Winston L. (R)
- Representative (at large)**  
 Stafford, Robert T. (R)

**VIRGINIA**

- Senators**  
 Robertson, A. Willis (D)  
 Byrd, Harry F., Jr. (D)
- Representatives**  
 1. Downing, Thomas N. (D)  
 2. Hardy, Porter, Jr. (D)  
 3. Satterfield, David E., 3rd (D)  
 4. Abbitt, Watkins M. (D)  
 5. Tuck, William M. (D)  
 6. Poff, Richard H. (R)  
 7. Marsh, John O., Jr. (D)  
 8. Smith, Howard W. (D)  
 9. Jennings, W. Pat (D)  
 10. Broyhill, Joel T. (R)

**WASHINGTON**

- Senators**  
 Magnuson, Warren G. (D)  
 Jackson, Henry M. (D)
- Representatives**  
 1. Pelly, Thomas M. (R)  
 2. Meeds, Lloyd (D)  
 3. Hansen, Julia Butler (D)  
 4. May, Catherine (R)  
 5. Foley, Thomas S. (D)  
 6. Hicks, Floyd V. (D)  
 7. Adams, Brock (D)

**WEST VIRGINIA**

- Senators**  
 Randolph, Jennings (D)  
 Byrd, Robert C.
- Representatives**  
 1. Moore, Arch A., Jr. (R)  
 2. Staggers, Harley O. (D)  
 3. Slack, John M., Jr. (D)  
 4. Hechler, Ken (D)  
 5. Kee, James (D)

**WISCONSIN**

- Senators**  
 Proxmire, William (D)  
 Nelson, Gaylord (D)
- Representatives**  
 1. Stalbaum, Lynn E. (D)  
 2. Kastenmeier, Robert W. (D)  
 3. Thomson, Vernon W. (R)  
 4. Zablocki, Clement J. (D)  
 5. Reuss, Henry S. (D)  
 6. Race, John A. (D)  
 7. Laird, Melvin R. (R)  
 8. Byrnes, John W. (R)  
 9. Davis, Glenn R. (R)  
 10. O'Konski, Alvin E. (R)

**WYOMING**

- Senators**  
 McGee, Gale W. (D)  
 Simpson, Milward L. (R)
- Representative**  
 At Large—Roncalio, Teno (D)

# H. R. 15567

89TH CONGRESS—2D SESSION  
IN THE HOUSE OF REPRESENTATIVES  
JUNE 8, 1966

Mr. CLARK introduced the following bill; which was referred to the Committee on Merchant Marine and Fisheries

## A BILL

To amend title II of the Merchant Marine Act, 1936, to create the Federal Maritime Board-Administration; and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That this Act may be cited as "The Federal Maritime Act of 1966."

SEC. 2. Section 201 of title II of the Merchant Marine Act, 1936, is amended to read as follows:

"Sec. 201. (a) There is hereby established an agency to be known as the Federal Maritime Administration, hereafter in this chapter referred to as the 'Administration', which shall be an independent agency, not under any other department, agency, or establishment of the executive branch of the Government, and shall be under the authority of the head of any such department, agency, or establishment.

"(b) (1) There shall be at the head of the Administration a Federal Maritime Administrator who shall be appointed by the President, by and with the advice and consent of the Senate, and who shall receive compensation at the rate of \$28,500 per annum. The Administrator shall be responsible for the exercise of all powers and the discharge of all duties of the agency, with the single exception described in section (3) of this Act. In the exercise of his duties and the discharge of his responsibilities the Administrator shall not submit his decisions for the approval of, nor be bound by the decisions or recommendations of any committee, board or other organization created by Executive Order.

"(2) The Administrator shall be a citizen of the United States, and shall be appointed with due regard for his fitness for the efficient discharge of the powers and duties vested in and imposed upon him by this chapter. Previous employment by or previous pecuniary interest in any business or union associated with the maritime industry shall not constitute a bar to appointment as Administrator.

"(c) There are hereby transferred to the Administration—

"(1) all functions of the Secretary of Commerce conferred upon him by Reorganization Plan Numbered 21 of 1950 and confirmed as being vested in him by section 202(a) of Reorganization Plan Numbered 7 of 1961.

"(2) all functions of the Secretary of Commerce transferred to him by section 202(b) of Reorganization Plan Numbered 7 of 1961, except as hereunder provided.

"(3) There shall be in the Administration a Deputy Maritime Administrator, who shall be appointed by the Administrator under the classified civil service and who shall perform such duties as the Administrator shall prescribe. The Deputy Maritime Administrator shall be Acting Maritime Administrator during the absence or disability of the Administrator. Such Deputy Administrator shall at no time sit as a member or acting member of the Maritime Subsidy Board."

SEC. 3. (a) There is hereby established the Maritime Subsidy Board, referred to in this chapter as the Board. The Board shall have complete and final au-

thority to pass upon all matters related to construction differential and operating differential subsidy.

(b) There are hereby transferred to the Board—

(1) all functions of the Secretary of Commerce transferred to him under section 105 (1), (2), (3), (4), and (5) of Reorganization Plan Numbered 21 of 1950 and confirmed as being vested in him by section 202(b) of Reorganization Plan Numbered 7 of 1961.

(c) The Board shall be composed of: (1) the Federal Maritime Administrator; (2) two members appointed by the President with the advice and consent of the Senate for a term of five years, who shall receive compensation at the rate of \$28,000 per annum. Of the members appointed under (2), one shall be appointed for a term expiring on June 30, 1970, and one for a term expiring on June 30, 1971. Their successors shall be appointed for terms of five years except that any person chosen to fill a vacancy shall be appointed only for the unexpired term of the member of the Board whom he succeeds.

(d) The President shall select one of the three Board members to serve as Chairman of the Board. The office of Chairman of the Board shall thereafter rotate among the members from year to year, beginning on July 1 of each year.

(e) No member of the Board shall have a financial interest in any business or union, or shall be employed in the maritime industry shall not constitute a bar to appointment as Board member. During the term of office as Board member, no member shall be employed in any company engaged in business or with any union connected with that business, or shall own the stock or bonds of such company. No member shall have any pecuniary interest therein other than a pension or annuity payable to him from the Maritime Subsidy Board. No member shall be in any business, occupation or employment during their term of office as members.

(f) A vacancy in the Board, so long as there shall be two members in office, shall not impair the power of the Board to execute its functions. Any two of the members of the Board shall constitute a quorum for the transaction of the business of the Board and concurring votes of any two members of the Board shall be sufficient for the disposition of any matter which may come before the Board. Any Board member may be removed by the President for inefficiency, neglect of duty and malfeasance in office.

SEC. 4. So much of the personnel, property, records, and unexpended balances of appropriations, allocations, and other funds employed, used, held, available, or to be made available, in connection with the functions transferred to the Federal Maritime Administration and Maritime Subsidy Board by the provisions of this Act as the Director of the Bureau of the Budget determines necessary, shall be transferred to the Federal Maritime Administration and Maritime Subsidy Board.

SEC. 5. Sections 201, 203, and 204 of part II of Reorganization Plan Numbered 21 of 1950, and part II and section 303(c) of Reorganization Plan Numbered 7 of 1961, are hereby superseded by this Act and the amendments made by this Act.

SEC. 6. Nothing in this Act or any of the amendments made by this Act shall be deemed to affect (1) the Federal Maritime Commission established by part I of Reorganization Plan Numbered 7 of 1961, or (2) any of the functions of such commission.

SEC. 7. This Act, and the amendments made by this Act shall take effect sixty days after enactment.

# URGE YOUR CONGRESSMEN TO SUPPORT THIS BILL!

## Seafarers International Union Of North America • AFL-CIO

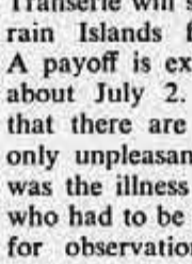
## From the Ships at Sea

The necessity for emergency repairs aboard the Western Comet gave seafarer **John Coates**, who sails in the engine department, an unexpected five-day stay in Hong Kong recently. The extra liberty proved popular with the crewmembers, Coates reported. In addition to inexpensive hotels and good food, the port provides the opportunity to buy clothes from tailors who rank with the best in the world. Seafarer Coates was sporting a new jacket, bought for half what it would have cost in the United States. Brother Coates, who has been sailing with the SIU for two years reports that the ship's steward department turned out plenty of good chow.



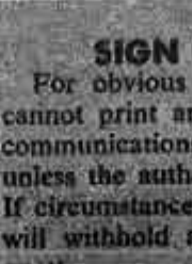
Coates

**A. Joosepson** was elected the ship's delegate on the *Tranerie* (Hudson) and he reports the ship reached the half-way point in its voyage. The ship has received orders to load oil for a trip to Majorca, Spain, then back to the Gulf Coast. First, the *Tranerie* will stop off in the Bahrain Islands for boiler repairs. A payoff is expected in Houston about July 2. Joosepson writes that there are no beefs and the only unpleasant note on the trip was the illness of **A. Brooks, Jr.**, who had to be sent to the hospital for observation and transferred back to the states.



Joosepson

The crew of the *Del Sol* (Delta) has a little spending money, meeting chairman **J. A. Rusheed** reports, thanks to a balance of \$39.10 in the ship's fund after investing \$20 for a new TV antenna. **R. N. Boyett** was elected ship's delegate. The ship is heading for Ghana, Congo, Angola, then home for a New Orleans payoff.



Rusheed

### SIGN LETTERS

For obvious reasons the LOG cannot print any letters or other communications sent by Seafarers unless the author signs his name. If circumstances justify, the LOG will withhold a signature on request.

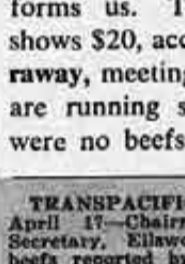
Crewmembers of the *Portmar* (Calmar) had nothing but praise for the job **Richard Rigney** was doing as ship's delegate. **Jim Archie**, meeting secretary, reports everything is running along smoothly with no beefs reported.

There has been a great spirit of cooperation between the officers and the seafarers, Archie reports. A vote of thanks was extended to the Steward department.



Rigney

The pizza pies baked on the *Steel Age* (Isthmian) made a big hit with the crew and everyone requested some more soon. The steward department came in for a vote of thanks for the well prepared menus, **Alfred Salem**, meeting secretary informs us. The ship's treasury shows \$20, according to **Ron Caraway**, meeting chairman. Things are running smoothly and there were no beefs.



Salem

**TRANSPACIFIC** (Hudson Waterways), April 17—Chairman, Orlando Frazza; Secretary, Ellsworth W. Reynolds. No beefs reported by department delegates. Motion made that TV sets be put on all SIU ships at expense of company. Second electrician was elected to serve as ship's delegate.

**STEEL ROVER** (Isthmian), April 17—Chairman, Stanley Jandora; Secretary, Howard K. Faulkner. \$45.51 in ship's fund. No beefs reported by department delegates. Vote of thanks was given to Brother Oreste Volo, who was reelected to serve as ship's delegate.

**MT. VERNON VICTORY** (Victory Carriers), May 28—Chairman, M. Del Prado; Secretary, ... \$15.99 in ship's fund. One man missed ship in Yokosuka, Japan. (Motion made that at least two inflatable life rafts be installed on all SIU ships.) Motion made that Congress adopt a law to have all passenger ships using U.S. ports comply with the high standard of safety which apply to U.S. passenger ships. Vote of thanks to the steward department for a job well done.

**STEEL SEAFARER** (Isthmian), May 14—Chairman, Bill Reed; Secretary, Al Hunt. Brother Robert Carbone was elected to serve as ship's delegate. No beefs reported by department delegates.

**CUBA VICTORY** (Alcoa), April 28—Chairman, Walter H. Sibley; Secretary, L. Krawczyk. Restricted shore leave in Yokohama. Captain said there will be no shore leave except for medical purposes. One man missed ship in Saigon. Disputed OT for standing watches in Saigon and Yokohama in engine department.

**LOMA VICTORY** (Delta), April 27—Chairman, E. Eden; Secretary, James Naylor. No disputed OT and no beefs reported by department delegates. Vote of thanks to the steward department for a job well done.

**COEUR D'ALENE VICTORY** (Victory Carriers), May 1—Chairman, Frederick A. Peller; Secretary, Robert M. Kennedy. Some disputed OT in engine and steward department. Vote of thanks to the steward department for a job well done.

**OCEANIC SPRAY** (Trans-World Marine), April 25—Chairman, Frank Natale; Secretary, H. Kennedy. Four men missed ship in San Francisco. \$12.60 in ship's fund. Few hours disputed OT in each department.

**HENRY LA LIBERTE** (Buckeye), May 6—Chairman, Dennis Frarck; Secretary, John Anderson. Brother L. Connolly was elected to serve as ship's delegate. \$9.00 in ship's fund. Complaint about all four mooring winches and hatch winches and motion made that they be replaced because steam in the air makes it impossible to see signals.

**ROBIN TREND** (Moore-McCormack), April 10—Chairman, Chief Electrician; Secretary, Ralph Pettit. No beefs reported by department delegates. Vote of thanks extended to the steward department for a job well done. Still having trouble with mail deliveries to foreign ports.

**ALCOA MARKETER** (Alcoa), June 5—Chairman, Carl Franchini; Secretary, George Cavallaro. No beefs reported by department delegates.

# Seafarer Will Pursue Art Career With 1966 SIU Scholarship Award

Bernard Maret, one of six winners of the SIU's annual \$6,000 scholarships, hopes to utilize his scholarship grant to further his talent as an artist and possibly go on to teach art after graduating from college.

Maret, who sails in the steward department, plans to go to John Brown University in Arkansas where he will major in art and minor in Bible education. Brother Maret makes his home in Trailer Haven, Melbourne, Fla., where he resides with his mother. The seafarer has accumulated 27 hours at Brevard Junior College.

Although he has never held an art show Maret has nonetheless turned out a number of promising paintings and has shown a great willingness to work hard to further his development as an artist. Seafarer Maret gives much of the credit for his winning the scholarship to Dr. Mary Cathryn Park, a social studies teacher at Brevard, who encouraged him.

As a token of his gratitude for the help Dr. Park extended, Maret presented her with one of his original oil paintings. The seafarer is a deeply religious man and active in the Central Baptist Church in Melbourne. He has been especially active in the church's youth program. Maret is presently an inactive Deacon.

Brother Maret last sailed aboard the *Walter Rice* and has sailed on SIU-contracted ships of the Alcoa and Waterman Steamship Lines and the Reynolds Metals Co. Among the countries he has visited are, Spain, Yugoslavia, Japan, Libya, Korea, South America and the Caribbean Islands.



Seafarer Bernard Maret, who recently won a SIU scholarship, is shown with an original oil painting that he presented to Dr. Mary Cathryn Park, a social studies teacher at Brevard Junior College, Melbourne, Fla. Maret gave Dr. Park the painting as a token of his gratitude for encouraging him in his artistic career.

**BETHFLOE** (Bethlehem Steel), May 22—Chairman, Henry Armstrong; Secretary, Raymond Perry. Ship's delegate reported that everything is running smoothly. No beefs reported by department delegates. Motion made that the company furnish transportation from the ship to the gate and back, so it is at least 4 miles, and the road is snake infested.

**ROBERT D. CONRAD** (Maritime Operation), May 14—Chairman, M. Smith; Secretary, L. Lamphere. Ship sailed short two men. Some disputed OT reported by deck department. Vote of thanks to steward department from crew on job well done.

**BANGOR** (Bermuda Shipping), May 15—Chairman, Paul Dew; Secretary, Ernest Harris. Two others missed ship in Germany. No beefs reported by department delegates. Vote of thanks extended to the ship's delegate and to the steward department.

**DEL MUNDO** (Delta), May 2—Chairman, Albert J. Doty; Secretary, Al M. Tolentino. Brother Milton J. Talbodeaux was elected to serve as new ship's delegate. No beefs reported. Everything is running smoothly. \$27.99 in ship's fund, which includes \$70.99 from Delta Lines to ship's crew for safety award.

**PRODUCER** (Marine Carriers), May 1—Chairman, J. G. Lakwyk; Secretary, Floyd C. Nolan. No beefs reported by department delegates. One man was hospitalized and one man missed ship at Rijeka. Couple hours disputed OT in steward department. Water tanks need to be cleaned or cemented. This matter to be taken up with patrolman.

**NOBERTO CAYAY** (Liberty Navigation), March 26—Chairman, James V. Smith; Secretary, A. D. Hill. In general, everything is running smoothly. Repairs are numerous but are being taken care of slowly. No beefs reported by department delegates. Discussion about keeping outsiders out of messrooms and pantries while in port oversea.

**PENN VANGUARD** (Penn Shipping), May 1—Chairman, Stephen H. Fulford; Secretary, J. Calhoun. No beefs and no disputed OT reported by department delegates. Vote of thanks to the steward department for a job well done. Vote of thanks to the steward and chief cook for exterminating roaches.

**COUNCIL GROVE** (Cities Service), May 23—Chairman, Red Donahue; Secretary, T. Densmore. No beefs reported by department delegates. Motion made that all SIU ships be air conditioned.

**HUDSON** (Oriental Export), May 16—Chairman, David E. Edwards; Secretary, Donald F. Mason. Some disputed OT in deck and steward departments to be taken up with boarding patrolman.

**FAIRISLE** (Pan Oceanic Tanker Corp.), April 23—Chairman, Ira Brown; Secretary, T. J. Hubbard. No beefs and no disputed OT reported. No mail was received during entire voyage. It was suggested that action be taken by the company to insist that longshoremen be provided with their own bathroom facilities.

**STEEL CHEMIST** (Isthmian), May 30—Chairman, Frank Throp; Secretary, Walter Hokeneyer. Motion made to have delegate submit complaint about roaches. Suggestion was made to move water cooler from crew mess to recreation hall. No beefs and no disputed OT reported by department delegates.

**VOLUSIA** (Sawannee), May 10—Chairman, Wilson Deal; Secretary, R. McCulloch. No beefs and no disputed OT reported by department delegates. Brother Wilson Deal was elected to serve as ship's treasurer.

**MAIDEN CREEK** (Sea-Land), May 24—Chairman, M. J. Danzig; Secretary, Fate. No beefs and no disputed OT reported by department delegates. Brother Hugh R. Hallman was elected to serve as ship's delegate.



## Teacher Commends LOG Labor Feature

To the Editor:

A friend of mine has been passing along your fine paper, "The Seafarers Log." I would like to know how I can get on the mailing list of your paper. Also, I would like to know if you have reprints of your series on the story of American Labor, "All This Happened." This information on the American labor movement is very interesting and valuable and I would like to circulate it among my friends and possibly get it into the school library for reference material. If it is printed in book form this would be best for adding it to our library collection.

E. F. Williams

Local No. 1273

Ventura County Federation of Teachers, AFL-CIO

getting three squares a day with wages. Their families are warm and comfortable, so they say: "To hell with the American sailor, even though he made me a millionaire. He can find another job. American sailors are nothing but a bunch of vagabonds, bums, and riff-raff anyway. They come right from the bottom of the barrel; it was the only job they could get. We'll drop the Marine Hospital and make sure they can't draw unemployment in the winter. Hell! Let the bums kick off; we'll hire new ones, come spring fit-out. They're a dime a dozen anyhow."

So thank you, Mr. Millionaire and Mr. Washington, D. C. But, I'll bet when you Big Boys get yourselves in trouble, you won't forget to call on us.

Robert Louis Ullom

## Mailed Log Story To His Congressmen

To the Editor:

I clipped the item in your June 10th issue of "Seafarers Log" concerning Congressman Byrnes' (R-Wis.) introduction of a bill in the House, to spur American ship construction, and I mailed it to my congressman, Joseph Vigorito (D) and asked his wholehearted support of the bill.

You should visit any of our Great Lakes and see for yourself the sad shape of our Great Lakes fleet and at the same time see all of the beautiful super ships (730 ft. long) that the Canadians have built and are still building.

Your very informative paper should be on the desk of every congressman and senator and you should urge every one of your members to hammer down the doors of our legislators with requests to see that this bill becomes a reality.

I'm not a seaman myself, but the lakes and seas and ships are my love. I come by it naturally; my grandfather and my uncles were shipmasters and naval officers. I'm a postal worker, Local 269, UFPOC, AFL-CIO.

With best wishes for you in your continuing efforts to better the lot of the American seaman, I remain,

William Maher Howell

## Pharmacist Program Called Step Forward

To The Editor:

I read the story in the last issue of the Log about the Staff Officers Association of America's plans to open a pharmacist-mate training school for its members.

I think this is a very good idea, since it would provide ship's with a man qualified to administer proper emergency aid to crewmembers at sea. In the event a man got sick at sea, he would be able to get the temporary treatment from a trained person, which would be a big help. Many times, proper medical treatment is unavailable in cases of emergency.

I know that the SIU supports the Staff Officer's union objective to get pharmacist-mates aboard American ships. I hope that some day this will be possible because it involves the well-being of seamen.

R. C. Tranel

# Seafarer Honored By Hometown In Tribute To U.S. Merchant Seamen

Wayne DeGeer, one of many Seafarers who have been doing their part in moving vital military supplies to South Vietnam, was honored on Maritime Day by the Mayor of his home town, Torrance, California, and the Governor of the State.

Seafarer DeGeer, whose last trip was to Viet Nam aboard the Norberto Capay as an OS, was cited during the May 23 celebration as a home-town boy who was a credit to the United States and its merchant marine.

Albert Isen, Mayor of Torrance, first heard of Wayne's good



DeGeer

work through a mutual friend, one of the town's policemen. Mayor Isen was so impressed with Wayne and the role seamen manning the nation's merchant ships were performing,

that extraordinary plans were made for Maritime Day. "The Mayor and the City Council of Torrance wanted to do something for the seaman to show he was more than just a seaman but an important contributor to the welfare of the United States,"

DeGeer told the Log.

Carl Backland, Torrance Postmaster, enthusiastically went along with the Mayor's plans and even a step further. Maritime Day posters, which usually are displayed on mail trucks during Maritime Week, May 23-27, were posted on the trucks for the entire month of May.

The Maritime Day celebration was also something that Seafarer DeGeer will never forget.

### Governor Attends Ceremonies

"Governor Brown attended the honors at City Hall and made a speech lauding the contribution of American seamen to the nation.

After receiving a citation from the city in recognition of his and other American seamen's efforts for the United States in Viet Nam, DeGeer pointed out that the "Vietnamese people appreciate what we're doing for them." It was obvious, he said, that the majority of the Vietnamese like us.

DeGeer added that there were some uncomfortable moments for the American seaman and he recalled the time when the Viet Cong tried to sabotage an American tanker.

Other than the Viet Cong, the heat was another thing that struck him as being uncomfortable.

"It got as high as 140 degrees," Seafarer DeGeer claimed.

Brother DeGeer has been sailing with the SIU ever since he graduated from Narbonne High School in Torrance a year-and-a-half ago.

"I really love sailing and have seen interesting countries like Spain, Germany, Arabia, Okinawa, Thailand, the Philippines and Viet Nam," he said.

But Seafarer DeGeer, the son of a retired Army sergeant, will soon have to give it all up—at least temporarily. He was drafted soon after he returned from his last trip to Viet Nam.

## PERSONALS and NOTICES

### Leon C. Brown

Please contact your wife in New Orleans as soon as you can.



### Jochim F. Circirello

Please get in touch with your attorney, Alfred Marroletti, Esquire, Suite 3223 Penn Center Plaza, Phila., Penna., immediately, in connection with a matter he is handling for you.



### Paul Petak

Please call or write Frank Wasmer, W-8, at 3415 Anderson, Kansas City, Missouri, telephone BE. 1-8629.



### Baggage Held

The following seafarers have baggage being held for them in

the Baltimore hall; Edward Atkins; Harold Gaffney; I. Reed; Carl J. Koziok; J. McCarthy; James Keavney, Francis X. Wherity; John Jones; E. W. Bartoh. Please pick the baggage up as soon as possible or notify Rex E. Dickey, agent, as to where it should be shipped.



### George Phillips

Please get in touch with your wife at her address or John H. Regner at 606 Scanlan Building, Houston, Texas 77002, as soon as possible in regard to a very important matter.



### William Maki

Please contact E. L. "Smokey"

Avery at Seattle Hall. This is urgent.



### Herbert O. Leake

Please contact your mother, Mrs. Haywood Leake at Rte. 1, Berryville, Va., as soon as possible.



### Frank Rotolo

Please write to your wife, Margaret, at 400 W. Baker, E-2, Fullerton, Cal., as soon as you can.



### William Gunther

Please contact Paul F. Quinn, 1589 Union port Road, Bronx, N. Y. 10462, immediately.



### Richard Welch

Please get in touch with Stanley J. Jacobs of Ungar, Dulitz and Martzell, 328 Chartres St., New Orleans, La., or phone 523-6504, regarding a personal injury case that was settled in your behalf. Anyone knowing Mr. Welch's whereabouts is asked to call Mr. Jacobs collect at the above number.



### Michael E. Halpin

Please get in touch with Mrs. E. Michalski, Rte. 4, Dowagiac, Mich, 49047.



### W. Alderman

Please get in touch with your mother at 2186 N. W. Glison, Portland, Oregon 97210, as soon as possible. Also, please send your forwarding address to her as the union is holding your 1965 W2 forms on file until they hear from you.



### John Calonna

Please contact Georgia Kratsas at this phone number, CL. 5-7069, as soon as you can.

## Lifeboat Class No. 153 Sets Sail



SIU Lifeboat Class No. 153 assembled for graduation picture after they successfully completed their lifeboat training course at the Harry Lundeborg School of Seamanship. The newest additions to the ranks of SIU lifeboat ticket holders are (l-r, bottom row): Mike Galles, George Hill, Jose E. Rodrigues and Irving Pearlman. Back row, l-r are: Robert L. Lane, Alexander Jones, Ed LaRoda, Greg Bass, Ulysses Beabe and lifeboat school instructor Arni Bjornsson.

**Sea-Land Safety Award**



Members of the crew of the Los Angeles are shown with the tape recorder that was awarded to the crew for winning the Sea-Land Safety Award for 1965. From left to right are: Ali M. S. Mahala, fireman-water tender; Manuel Sanchez, deck maintenance; Raymond Torres, oiler; Efrain Garcia, fireman-water tender and Ramon Vila, BR. The crew will be out to win again this year.

**SIU ARRIVALS**

Charlene DeSlatte, born April 17, 1966, to the Dalton DeSlatte, Sabine Pass, Texas.

Timothy DeVogel, born April 15, 1966, to the Joseph DeVogels, Superior, Wisc.

Randy McIntyre, born January 19, 1966, to the Malcolm McIntyres, Bad Axe, Michigan.

Joy Sawyer, born October 4, 1965, to the Leroy G. Sawyers, Norfolk, Va.

Constance Frances, born January 4, 1966, to the Carlo Lopeparos, Chicago, Ill.

Daniel Henry Bigham, born April 21, 1966, to the Henry Bighams, Waxhaw, N. C.

Richard Boone, born March 11, 1966, to the William Boones, Pasadena, Texas.

Leslie Carol Underwood, born February 10, 1966, to the William Underwoods, Phila., Pa.

Denise Caragiorgio, born December 3, 1965, to the Antoine Caragiorgios, New Orleans, La.

David Troy Gilliss, born February 19, 1965, to the Joseph F. Gilliss, Robert, La.

Raymond Bron Ennis, born September 30, 1965, to the Thomas Ennis, Philadelphia, Pa.

Patsy Anita Roma, born March 23, 1966, to the R. Romas, Houston, Texas.

John Southard, born May 16, 1966, to the John Southards, Edgewater Park, New Jersey.

Gilberto Sanchez, born April 7, 1966, to the Heraclio Sanchez, Detroit, Michigan.

Mark Smith, born May 4, 1966, to the R. J. Smiths, Lakewood, Ohio.

Ivette Carcamo, born May 22,

1966, to the Juan Carcamos, Kenner, La.

Olga Castro, born May 13, 1966, to the Arturo Castros, Houston, Texas.

Patrick and David Lyons, born June 10, 1966, to the Merton Lyons, Alpena, Mich.

William David Morris, born May 25, 1966, to the William Morris, Jacksonville, Fla.

Rhonda Hebert, born March 3, 1966, to the Maxie Heberts, Abbeville, La.

Terraine Mark Sanders, born March 4, 1966, to the Windell Sanders, Baltimore, Md.

Vernon Meyers, born May 28, 1966, to the Russell Meyers, Mobile, Ala.

Dawn E. Allman, born April 10, 1966, to the John W. Allmans, South Hill, Va.

Harold Gleaton, born May 27, 1966, to the James Gleatons, Brooklyn, N. Y.

Terry Trippe, born June 2, 1966, to the Robert Trippes, New Orleans, La.

Rosemary Anne Milanesis, born May 12, 1966, to the Eugene Milanesis, Brooklyn, N. Y.

Tresa Malynn Jones, born April 21, 1966, to the Cyril Jones, New Orleans, La.

Mary Lee Holian, born May 11, 1966, to the Thomas Holians, Cleveland, Ohio.

Melvin Talcott, born May 10, 1966, to the Gordon Talcotts, St. Louis, Missouri.

Teodoro Diangson, Jr., born December 1, 1965, to the Teodoro Diangsons, Brooklyn, New York.

Virginia Hicks, born May 10, 1966, to the Dannie L. Hicks, Baltimore, Md.

**SIU-SUP Windjammer Veterans Recall Days Of Towering Topsails**

SAN FRANCISCO—That exclusive and fast diminishing breed of blue water sailors—the windjammer men—have started a Square Rigger Club here, a sort of "last man's" club to commemorate the days of wooden ships and iron men.

More than 75 windjammer veterans, including some SIU-SUP old-timers, have joined the organization since its first meeting in February.

Prominent among the charter members is Bob Anderson of San Francisco, who holds the number one retirement card in the Sailors Union of the Pacific.

His first trip to sea was on the Swedish brig Loton in 1896, two years before Dewey blasted the Spanish fleet in Manila Bay. In the years between then and his last sailing voyage in 1918, Bob served in barks, barkentines, ships and schooners, under Swedish, Norwegian, British and American flags.

Old SUP men will recall some of Brother Anderson's later ships: the schooner Cecelia Sudden, Sophie Christenson and barkentine Newsboy, all well known schooling grounds for many a West Coast sailor in years gone by.

W. M. Coffman of San Fran-

cisco, now 82, is an old-timer who can tell of shanghaiing days when a night of fun on San Francisco's Barbary Coast was liable to end up the next day with a headache and a hefty pull on the ropes aboard some outward-bounder. Coffman started his seafaring career by being shanghaiied on the bark Belfast in 1902.

Club members also include veterans of the big "Star" fleet of windjammers operated by the Alaska Packers Association between San Francisco and the Bristol Bay salmon canneries, running

north with Chinese and Mexican cannery hands in the spring and racing home with the season's salmon pack in the fall.

Many an SUP-SIU old-timer served on these tall masted "Stars" along with Square Rigger Club members Paul Jahnkae and Fred Klebengat, who sailed, respectively, on the Star of Holland and Star of Poland.

Any sailing ship veteran can affiliate with the Square Rigger Club by writing to Capt. Fred E. Conrad at 180 Cotter St., San Francisco, Calif. 94112.

**Message 'Mailed' In Bottle Gets Pen Pal For Seafarer**

After 14 futile attempts, Seafarer George Zintz, Jr., one of the SIU's most dedicated bottle writers, has finally found a pen pal in the person of a British Army Sargeant, John White.

Zintz, who has sailed with the SIU for 14 years, was never able

to find anyone who shared his penchant for enclosing messages in bottles until now. Sargeant White is stationed in the British protectorate of Sharjah Trucial Oman in the Persian Gulf.

Seafarer Zintz recently completed a voyage on the Topa Topa as an AB. He's not the only seafarer who cast mesages in bottles into the sea.

James Balmy, a veteran of the engine department, estimates that some 20 per cent of the bottles he's thrown overboard have received replies. Balmy casts at least three bottles over the side of every ship he sails on. The seafarer doesn't care about the type of bottle used, as long as it's glass, sealed and buoyant.

Brother Zintz got started on his bottle writing career while in the Navy, in 1950. He sails out of New Orleans. There are many cases on record of seamen being rescued after their bottled SOS messages were found.

Zintz said Sargeant White found his bottle on the beach between Shariah and Dubai.

**Couldn't Compare**

By Herbie Mueller  
*The moon light shining  
 In a sky so blue  
 My heart ever longing  
 For little baby you!*

*I'll give you the Moon  
 The heaven and the stars  
 When you promise darling  
 Forever I'm yours!*

*I'll take the darkness  
 Won't need any light  
 Only a loving smile  
 From you each night!*

*The moon—the stars  
 The heaven and sun  
 Couldn't compare  
 To the love I've won!*

**FINAL DEPARTURES**

James Walsh, 46: Heart disease claimed the life of Brother Walsh,

May 16, in Cleveland, Ohio. He had sailed with the Great Lakes Towing Co., as a fireman. The seafarer joined the union in the port of Cleveland, where he was born and made his residence. Walsh served in the Navy from 1943 to 1945. Burial was in Holy Cross Cemetery, Cleveland.



Samuel Bailey, 47: Brother Bailey died of natural causes, May 28, while sailing on the Manhattan, off the coast of Madris, India.

He sailed as pumpman. Seafarer Bailey made his home in New Orleans, where he joined the SIU. Brother Bailey was born in Mississippi. He is survived by his wife, Naomi, six children and two grandchildren. Burial was at sea.



Aouad Mohamed Massoudy, 52: A kidney ailment took the life of seafarer Massoudy, April 1, at the U. S. Public Health Service Hospital, Baltimore, Md.

He joined the SIU in Houston, Tex. in 1963. Born in Arabia, he sailed in the engine room. Burial was in Baltimore. He is survived by his brother, Mohamed Ali Massoudy Hid Almael of Yemen, Arabia.



Clarence Shively, 67: Heart disease claimed the life of Brother Shively, March 23, 1966, in the Veterans Administration Hospital, Memphis, Tenn.

Born in Missouri, he joined the SIU in the port of Mobile. The seafarer was a member of the Steward department. His last ship was the Alcoa Clipper. A widower, he is survived by a sister, Mrs. Maggie Vowels of Charleston, Miss. Burial was in Charleston.



Editor,  
 SEAFARERS LOG,  
 675 Fourth Ave.,  
 Brooklyn, N. Y. 11292

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

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CITY ..... STATE ..... ZIP .....

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."

"Lee" brand tires (United Rubber, Cork, Linoleum & Plastic Workers)

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)

White Furniture Co. (United Furniture Workers of America)

Genesco Shoe Mfg. Co. Work Shoes . . . Sentry, Cedar Chest, Statler Men's Shoes . . . Jarman, Johnson & Murphy, Crestworth, (Boot and Shoe Workers' Union)

Tyson's Poultry, Inc. Rock Cornish Tyson's Pride Manor House-Safeway Cornish Game-Armour and A & P's Super-Right Cornish Game Hen (Food Handlers Local 425 of the Amalgamated Meat Cutters & Butcher Workmen of N. America)

Di Giorgio Fruit Corp. S and W Fine Foods Treesweet (National Farm Workers Association)

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.

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.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners.

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.

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.

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.

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. The SIU publishes every six months in the SEAFARERS LOG a verbatim copy of its constitution.

RETIRED SEAFARERS. Old-time SIU members drawing disability-pension benefits have always been encouraged to continue their union activities.

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.

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.

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 New York July 5—2:30 p.m. Philadelphia July 5—2:30 p.m. Baltimore July 6—2:30 p.m. Detroit July 8—2:30 p.m. Houston July 11—2:30 p.m. New Orleans July 12—2:30 p.m.

- Mobile July 13—2:30 p.m. Wilmington July 18—2 p.m. San Francisco July 20—2 p.m. Seattle July 24—2 p.m.

- Great Lakes SIU Meetings Detroit July 18—2 p.m. Alpena July 18—7 p.m. Buffalo July 18—7 p.m. Chicago July 18—7 p.m. Cleveland July 18—7 p.m. Duluth July 18—7 p.m. Frankfort July 20—7 p.m.

- Great Lakes Tug and Dredge Region Detroit July 11—7:30 p.m. Milwaukee July 11—7:30 p.m. Chicago July 12—7:30 p.m. Sault Ste. Marie July 14—7:30 p.m. Buffalo July 14—7:30 p.m. Duluth July 15—7:30 p.m. Cleveland July 15—7:30 p.m. Toledo July 15—7:30 p.m.

- SIU Inland Boatmen's Union Philadelphia July 5—5 p.m. Baltimore (licensed and unlicensed) July 6—5 p.m. Norfolk July 7—5 p.m. Houston July 11—5 p.m. New Orleans July 12—5 p.m. Mobile July 13—5 p.m.

- Railway Marine Region Jersey City July 11—10 a.m. & 8 p.m. Philadelphia July 12—10 a.m. & 8 p.m. Baltimore July 13—10 a.m. & 8 p.m. Norfolk July 14—10 a.m. & 8 p.m.

- United Industrial Workers New York July 5—7 p.m. Philadelphia July 5—7 p.m. Baltimore July 6—7 p.m. Houston July 11—7 p.m. New Orleans July 12—7 p.m. Mobile July 13—7 p.m.

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

DIRECTORY of UNION HALLS

SIU Atlantic, Gulf, Lakes & Inland Waters Inland Boatmen's Union United Industrial Workers

- PRESIDENT Paul Hall EXECUTIVE VICE PRESIDENT Cal Tanner VICE PRESIDENTS Earl Shepard Lindsey Williams Al Tanner Robert Matthews SECRETARY-TREASURER Al Kerr HEADQUARTERS 675 4th Ave. Bklyn. NY 9-6600 ALPENA, Mich. 127 River St. EL 4-3616 BALTIMORE, MD. 1216 E. Baltimore St. EA 7-4900 BOSTON, Mass. 177 State St. RI 2-0140 BUFFALO, N.Y. 735 Washington St. TL 3-9259 CHICAGO, Ill. 9383 Ewing Ave. SA 1-0733 CLEVELAND, Ohio 1420 W. 25th St. MA 1-5450 DETROIT, Mich. 10225 W. Jefferson Ave. VI 3-4741 DULUTH, Minn. 312 W. 2nd St. RA 2-4110 FRANKFORT, Mich. P.O. Box 287 415 Main St. EL 7-2441 HOUSTON, Tex. 5804 Canal St. WA 8-3207 JACKSONVILLE, Fla. 2608 Pearl St. EL 3-0987 JERSEY CITY, N.J. 99 Montgomery St. HE 3-0104 MOBILE, Ala. 1 South Lawrence St. HE 2-1754 NEW ORLEANS, La. 630 Jackson Ave. Tel. 529-7546 NORFOLK, Va. 115 3rd St. Tel. 622-1892 PHILADELPHIA, Pa. 2604 S. 4th St. DE 6-3818 PORT ARTHUR, Tex. 1348 Seventh St. SAN FRANCISCO, Calif. 350 Fremont St. DO 2-4401 SANTURCE, P.R. 1313 Fernandez Juncos Stop 20 Tel. 773-8594 SEATTLE, Wash. 2505 First Avenue MA 3-4334 ST. LOUIS, Mo. 805 Del Mar CE-1-1434 TAMPA, Fla. 312 Harrison St. Tel. 229-2788 WILMINGTON, Calif. 505 N. Marine Ave. TE 4-2523

SANTA EMILIA (Liberty Navigation), May 8—Chairman, James Myers; Secretary, W. Kuchta. \$6.00 in ship's fund. Some disputed OT in engine department to be taken up with boarding patrolman.

JEFFERSON CITY VICTORY (Victory Carriers), May 15—Chairman, F. J. Smith; Secretary, H. L. Skyles. \$5.00 in ship's fund. No beefs and no disputed OT reported by department delegates.

JOHN P. REISS (Reiss), May 15—Chairman, Sam S. Goin; Secretary, Roy Wilms. \$14.00 in ship's fund. No beefs reported by department delegates.

ALCOA RUNNER (Alcoa), May 18—Chairman, Joe McLaren; Secretary, C. E. Turner. \$1.25 in ship's fund. Few hours disputed OT in deck department. Everything else is running fine. Motion made that ship's delegate ask patrolman for an SIU library. Discussion about getting an engine utility on all ships so that if a man misses a ship they will have someone to replace him. Question was brought up about a retirement plan. Vote of thanks extended to the steward department.

UHLMANN BROTHERS (Kinmen Transit), May 15—Chairman, Charles B. Simpson; Secretary, Walter Dreher. Each crewmember contributed 25 cents to ship's fund. No beefs reported by department delegates. Engine room washing machine is not working properly. TV in messhall is out of order and in bad shape.

OCEANIC SPRAY (Trans-World Marine), May 15—Chairman, Paul Arthofer; Secretary, T. E. Markham. Brother Jim Masters was elected to serve as ship's delegate. Ship sailed short two men in engine department.

STEEL AGE (Isthmian), May 25—Chairman, Ronald Carraway; Secretary, Alfred Salem. \$20.00 in ship's fund. No beefs reported by department delegates. Vote of thanks to the steward department for a job well done.

MARORE (Venore Transportation), May 18—Chairman, Thomas Littlefield; Secretary, Leslie Boudreaux. No beefs reported. Request that ship be fumigated for roaches.

STEEL VENDOR (Isthmian), May 30—Chairman, Arlen Quinn; Secretary, Fred Shain. Some disputed OT in the deck and engine departments to be taken up with boarding patrolman. \$31.75 in ship's fund. Ship needs to be fumigated.

ROBIN TRENT (Moore McCormack), May 8—Secretary, Patrick White. No beefs reported by department delegates. It was suggested that crew help keep messhall in better condition.

DIGEST of SIU SHIP MEETINGS

JOHN B. WATERMAN (Waterman), May 22—Chairman, Gilbert J. Troscclair; Secretary, Eugene W. Aver. No beefs reported by department delegates. Motion made to have a contract clarification in book form to be printed as in the past for each department. The crew was asked not to bang any gear on the alarm bell in passageway. Brother Franquias was elected to serve as ship's delegate.

TRANSHATTERAS (Hudson Waterways), May 24—Chairman, Ray Rodgers; Secretary, Mike Miller. No beefs reported by department delegates. Ship's delegates reported everything running smoothly. Vote of thanks to the steward department for job well done.

COTTONWOOD CREEK (Bulk Trans-ports), May 15—Chairman, Bernard Blac-

ner; Secretary, Herbert Pence. Ship's delegate reported everything OK. No beefs reported by department delegates.

WARRIOR (Sea-Land Service), May 24—Chairman, Charles W. Jordan; Secretary, Charles W. Jordan. Everything is running smoothly. Few hours disputed OT in engine department. Vote of thanks to the steward department. Vote of thanks to the shore gang who relieved the crew while in port.

TRANSERIE (Hudson Waterways), April 15—Chairman, C. Murray; Secretary, L. D. Pierson. No beefs reported by department delegates. Brother A. Jooesson was elected to serve as ship's delegate. Captain in get screens for galley before arriving in Bombay.

OVERSEAS ROSE (Maritime Overseas), May 1—Chairman, Tom A. Martineau; Secretary, D. G. Chaffin. \$8.00 in ship's fund. No beefs reported by department delegates. Everything is running smoothly. Steward department extended a vote of thanks to the bosun, Tom A. Martineau, for his quick response in making repairs.

STEEL FLYER (Isthmian), May 22—Chairman, Kevin Ryan; Secretary, Mike Ard. \$6.55 in ship's fund. No beefs and no disputed OT reported by department delegates. Brother Roy W. Corns was elected to serve as new ship's delegate.

DEL MAR (Delta), May 12—Chairman, Robert Johnson; Secretary, Joseph V. Whalen. Ship's delegate reported that everything is running smoothly. He resigned with a vote of thanks. Brother George Annis was elected to serve as new ship's delegate. No beefs reported by department delegates.

GENEVA (U.S. Steel), June 3—Chairman, Richard Hefley; Secretary, Sebastian Ferreira. \$5.00 in ship's fund. Several hours disputed OT in steward department. Vote of thanks extended to the steward department.

NICOLET (Gartland), January 5—Chairman, I. Wiszenaki; Secretary, Julius H. Johnson. OT beef to be taken up with boarding patrolman.

PORTMAR (Calmar Steamship Corp.), June 5—Chairman, Corbet R. Myrick; Secretary, James B. Archie. Brother Richard Rigney was elected to serve as ship's delegate and he has done a great job. Everything running fine. Full cooperation of the Captain, officers and members of the crew. No beefs were reported by department delegates.

COE VICTORY (Victory Carriers), May 21—Chairman, J. A. Shortell; Secretary, Fred D. Lynum. \$26.15 in ship's fund. Brother K. Crews was elected to serve as ship's delegate. No beefs reported by department delegates.

MADAKET (Waterman), September 30—Chairman, Chadbourne Galt; Secretary, Thomas Liles. Ship's delegate reported that everything is going smoothly with no complaints of any kind.

DEL VALLE (Delta), May 29—Chairman, Ramon Ferrera; Secretary, Ray H. Casanova. Brother Avery Lee Edwards was elected to serve as ship's delegate. No beefs reported by department delegates. OT looks good for this trip.

DEL SOL (Delta), May 29—Chairman, J. A. Busheed; Secretary, R. E. Stough, Jr. Nothing much to report. Everything is going along O.K. with no beefs. \$39.10 in ship's fund. Brother R. N. Boyett was elected to serve as new ship's delegate. Motion made that the ship's delegate contact headquarters to clarify whether or not the black gang is entitled to lodging while ship is at sea, on sex watches, while chipping and scaling is being performed around after house between the hours of 9 a.m. and 5 p.m. on week days.

CUBA VICTORY (Alcoa), March 18—Chairman, Walter H. Shibley; Secretary, L. Krawczyk. No disputed OT and no beefs reported by department delegates. Brother H. Webby was elected to serve as ship's delegate.



# ANNUAL REPORT

For the fiscal year ended November 30, 1965

## SEAFARERS WELFARE FUND

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

to the

### SUPERINTENDENT OF INSURANCE

of the

### STATE OF NEW YORK

The data contained herein is for the purpose of providing general information as to the condition and affairs of the fund. The presentation is necessarily abbreviated. For a more comprehensive treatment, refer to the Annual Statement, copies of which may be inspected at the office of the fund, or at the New York State Insurance Department, 123 William Street, New York, N. Y. 10038.

#### EXHIBIT B-1

#### SUMMARY STATEMENT OF ASSETS AND LIABILITIES

As of November 30, 1965

(Name of plan) Seafarers Welfare Fund

(Address of plan's principal office) 275 20th Street, Brooklyn, N. Y. 11215

#### ASSETS

	Column (1)	Column (2)	Column <sup>a</sup> (3)
1. Cash .....		715,024.60	
2. Bonds and debentures .....			
(a) Government obligations .....	796,752.58		
(b) Nongovernment bonds .....	2,115,200.00		
(c) Total bonds and debentures .....	2,911,952.58		NOT
3. Stocks .....			APPLICABLE
(a) Preferred .....	—0—		
(b) Common .....	1,175,302.24		
4. Common trusts .....	—0—		
5. Real estate loans and mortgages .....	—0—		
6. Operated real estate .....	—0—		
7. Other investment assets U. S. ....			
Treasury bills .....	48,933.28	4,136,188.10	
8. Accrued income receivable on invest- ments .....			
9. Prepaid expenses .....			
10. Other assets .....			
(a) See Attachment .....	176,162.46		
(b) .....			
(c) .....		176,162.46	
11. Total assets .....		5,027,375.16	

#### LIABILITIES AND FUNDS

12. Insurance and annuity premiums payable .....			
13. Reserve for unpaid claims (not covered by insurance) .....			
14. Accounts payable. See Attachment ..	7,740.27		
15. Accrued payrolls, taxes and other expenses .....	—0—		
16. Total liabilities .....		7,740.27	
17. Funds and reserves .....			
(a) See Below .....	2,882,800.00		
(b) Fund balance .....	2,136,834.89		
(c) .....			
(d) Total funds and reserves ..		5,019,634.89	
18. Total liabilities and funds .....		5,027,375.16	

<sup>1</sup> Indicate accounting basis by check: Cash  Accrual . Plans on a cash basis should attach a statement of significant unrecorded assets and liabilities. See attachment.

<sup>2</sup> The assets listed in this statement must be valued in column (1) on the basis regularly used in valuing investments held in the fund and reported to the U.S. Treasury Department, or shall be valued at their aggregate cost or present value, whichever is lower, if such a statement is not so required to be filed with the U.S. Treasury Department (Act, sec. 7 (e) and (f) (1) (B)). State basis of determining be filed with the U.S. Treasury Department (Act, sec. 7 (e) and (f) (1) (B)). State basis of determining the amount at which securities are carried and shown in column (1): Bonds, stocks and treasury bills at cost.

<sup>3</sup> If A (2) in Item 13, PART III is checked "Yes," show in this column the cost or present value, whichever is lower, of investments summarized in lines 2c, 3a, and 3b, if such value differs from that reported in column (1).

Item 17(a)—Reserve for welfare benefits for pensioners and their dependents—\$2,882,800.00

#### EXHIBIT B-2

#### SUMMARY STATEMENT OF RECEIPTS AND DISBURSEMENTS

For Year Ending November 30, 1965

(Name of plan) Seafarers Welfare Fund

(Address of plan's principal office) 275 20th Street, Brooklyn, N. Y. 11215

#### RECEIPTS

1. Contributions .....			
(a) Employer .....		4,372,293.48	
(b) Employees .....			
(c) Other (Specify) .....			
2. Interest, dividends and other investment net income .....		195,001.98	
3. Proceeds from disposal of assets, net .....		94,347.94	
4. Dividends and experience rating refunds from insurance companies .....			
5. Other receipts .....			
(a) Interest on delinquent contributions .....	2,599.89		
(b) Equipment and office improvement rentals .....	30,176.44		
(c) Miscellaneous .....	1,115.77	33,892.10	
6. Total lines 1 to 5, inclusive .....		4,695,535.50	

#### DISBURSEMENTS

7. Insurance and annuity premiums paid to insurance companies for participants benefits ..		—0—	
8. Benefits provided other than through insurance carriers or other service organizations See attachment .....		3,931,241.39	
9. Administrative expenses .....			
(a) Salaries (Schedule 1) .....	336,318.75		
(b) Fees and commissions .....	59,600.74		
(c) Interest .....			
(d) Taxes .....	14,865.64		
(e) Rent .....	21,930.58		
(f) Other administrative expenses .....	170,387.94	603,103.65	
10. Other disbursements .....			
(a) See attachment .....	471,924.66		
(b) .....		471,924.66	
11. Total lines 7 to 10, inclusive .....		5,006,269.70	
12. Excess (deficiency) of receipts over disbursements (line 6, less line 11) .....		(310,734.20)	

#### RECONCILIATION OF FUND BALANCES

13. Fund balance at beginning of year .....		2,826,880.09	
14. Excess (deficiency) of receipts over disbursements (line 12) .....		(310,734.20)	
15. Other increases or decreases in funds .....			
(a) See schedule attached .....	95,700.00		
(b) Increase in reserve for welfare benefits to pensioners and their dependents .....	(475,011.00)	(379,311.00)	
16. Fund balance end of year .....		2,136,834.89	

#### SEAFARERS WELFARE PLAN

#### ATTACHMENT TO ANNUAL REPORT—FORM D-2

November 30, 1965

#### Item No.

1. Seafarers Welfare Plan is identified with various Atlantic, Gulf Coast and Great Lakes steamship companies, tugboat and dredging operators who have collective bargaining agreements with the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, the Inland Boatmen's Union of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, and the Seafarers International Union of North America, Great Lakes District.

#### 5B. Classes of Benefits Provided

Death	Surgical
Rehabilitation	Blood Bank
Medical Examination Program	Consultative Services
Special Therapeutic Equipment	Maternity
Dental	Burial Plots
Scholarships	Sickness and Accident
Hospital	Blood Transfusions
Optical	Rehabilitation Therapy
Medical	Disaster Victim Aid

#### EXHIBIT B-1—Item 10—Other Assets

Investment in stock of wholly owned corporations (at cost) .....		\$ 10,000.00
Miscellaneous receivables .....		73,203.46
Deposits .....		259.00
Capital donated to wholly owned corps. ....	\$3,646,359.17	
Less: Reserve for donated capital .....	3,553,659.17	92,700.00
<b>Fixed Assets</b>		
Furniture and fixtures—Plan office .....	249,248.48	
Furniture and fixtures—Detroit .....	9,516.20	
Medical and Safety Program facilities—		
Brooklyn, New York .....	96,730.58	
Puerto Rico .....	65,502.91	
New Orleans, Louisiana .....	45,769.92	
Baltimore, Maryland .....	46,345.97	
Furniture and fixtures—Blood Bank Program, New York, N. Y. ....	558.78	
Equipment outports .....	1,181.43	
Cemetery plots .....	887.50	
	515,741.77	
Less: Reserve for fixed assets .....	515,741.77	—0—
<b>Total other assets .....</b>		<b>\$176,162.46</b>

#### Item 14—Accounts Payable

Payroll Taxes Withheld .....	\$ 6,142.89
Accounts Payable .....	1,597.38
	<b>\$ 7,740.27</b>

#### EXHIBIT B-1—Statement of Significant Unrecorded Assets and Liabilities

#### ASSETS

Contributions Receivable—Note .....	\$1,339,295.18
Interest Receivable on Bonds .....	43,066.42
	<b>\$1,382,361.60</b>

#### LIABILITIES

Incurred Benefits Payable .....	\$ 251,802.32
Administrative Expenses Payable .....	32,339.69
	<b>\$ 284,142.01</b>

Note: Included herein are delinquent contributions in the amount of \$395,848.41 due from various companies as principals for their own vessels or as agents for other companies. Attorneys for the Plan have instituted suits libeling various vessels under the control of the companies and the parties involved are presently engaged in bankruptcy or admiralty proceedings.

#### EXHIBIT B-2—Line 8 and Page 2—Item 7

Benefits provided other than through insurance carrier or other service organization. Cost of Benefits Paid	\$3,925,550.87
Cost of fixed assets acquired for purpose of providing specific benefits .....	5,690.52
	<b>\$3,931,241.39</b>

(Continued on page 18)

# ANNUAL REPORT

## EXHIBIT B-2—Line 10—Other Disbursements

Trustees Meetings .....	\$ 8,073.09
Travel Expenses .....	9,510.88
Furniture, Fixtures and Equipment .....	64,283.77
Maintenance of Real Estate .....	20,056.32
Capital Donated to Wholly-Owned Corporation .....	370,000.00
	<u>\$ 471,924.66</u>

## EXHIBIT B-2—Line 15(a)—Other Increases in Funds

Return of investment in wholly-owned corporations due to termination of agreement of July 1, 1962, with the Plan of the Maritime Advancement Programs:

	Capital Stock (Note 1)	Donated Capital	Reserve for Donated Capital (Note 2)	Total
Welfare Baltimore Building Corp. ..	\$2,000.00	\$1,221,063.40	(\$1,178,963.40)	\$44,100.00
Welfare Mobile Building Corp. ..	2,000.00	201,239.81	(189,439.81)	13,800.00
Welfare Philadelphia Building Corp. ..	2,000.00	339,627.81	(323,627.81)	18,000.00
Welfare New Orleans Building Corp. ..	2,000.00	1,038,134.45	(1,020,334.45)	19,800.00
	<u>\$8,000.00</u>	<u>\$2,800,065.47</u>	<u>(\$2,712,365.47)</u>	<u>\$95,700.00</u>

Note 1—Represented by 20 shares of common stock—no par value in each corporation except Welfare New Orleans Building Corp. which has 3 shares.

Note 2—It is the continuing policy of the Plan to provide a reserve against fixed assets donated to its wholly-owned corporation and thereby reflect its fund balance on a cash basis.

### ANNUAL REPORT OF THE

SEAFARERS WELFARE FUND

STATE OF NEW YORK }  
COUNTY OF KINGS } ss.  
C. J. BRACCO and AL KEAR

Trustees of the Fund and being duly sworn, each for himself deposes and says that this Annual Report is true to the best of his information, knowledge and belief.

Employer trustee:  
C. J. Bracco

Employee trustee:  
Al Kear

Subscribed and sworn to before me this 12th day of May 1966

Harold J. Maher  
HAROLD J. MAHER  
Notary Public, State of New York  
No. 24-2474350  
Qualified in Kings County  
Commission Expires March 30, 1967

# ANNUAL REPORT

For the fiscal year ending November 30, 1965

## SEAFARERS PENSION FUND

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

to the  
**SUPERINTENDENT OF INSURANCE**

of the  
**STATE OF NEW YORK**

The data contained herein is for the purpose of providing general information as to the condition and affairs of the fund. The presentation is necessarily abbreviated. For a more comprehensive treatment, refer to the Annual Statement, copies of which may be inspected at the office of the fund, or at the New York State Insurance Department, 123 William Street, New York, N. Y. 10038.

### EXHIBIT B-1

## SUMMARY STATEMENT OF ASSETS AND LIABILITIES

As of November 30, 1965

(Name of Plan) Seafarers Pension Plan

(Address of plan's principal office) 275 20th Street, Brooklyn, N.Y. 11215

### ASSETS

	Column (1)	Column (2)	Column (3)
1. Cash .....		265,865.88	
2. Bonds and debentures			
(a) Government obligations ...	251,785.00		
(b) Nongovernment bonds ....	5,181,167.51		
(c) Total bonds and debentures	5,432,952.51		Not
3. Stocks			Applicable
(a) Preferred .....	891,165.29		
(b) Common .....	4,536,544.65		
4. Common trusts .....	250,000.00		
5. Real estate loans and mortgages ...	275,994.10		
6. Operated real estate .....			
7. Other investment assets U.S. Treasury Bills .....	59,398.50	11,446,055.05	

8. Accrued income receivable on investments .....	1,896.26
9. Prepaid expenses .....	
10. Other assets	
(a) .....	
(b) .....	
(c) .....	
11. Total assets .....	<u>11,713,817.19</u>

### LIABILITIES AND FUNDS

12. Insurance and annuity premiums payable .....	
13. Reserve for unpaid claims (not covered by insurance) .....	
14. Accounts payable .....	
15. Accrued payrolls, taxes and other expenses .....	
16. Total liabilities .....	<u>—0—</u>
17. Funds and reserves	
(a) Reserve for future benefits and expenses .....	11,713,817.19
(b) .....	
(c) .....	
(d) Total funds and reserves ..	11,713,817.19
18. Total liabilities and funds .....	<u>11,713,817.19</u>

<sup>1</sup> Indicate accounting basis by check: Cash  Accrual . Plans on a cash basis should attach a statement of significant unrecorded assets and liabilities.

<sup>2</sup> The assets listed in this statement must be valued in column (1) on the basis regularly used in valuing investments held in the fund and reported to the U.S. Treasury Department, or shall be valued at their aggregate cost or present value, whichever is lower, if such a statement is not so required to be filed with the U.S. Treasury Department (Act, sec. 7 (e) and (f) (1) (B)). State basis of determining the amount at which securities are carried and shown in column (1): All Securities at Cost.

<sup>3</sup> If A (2) in item 13, PART III is checked "Yes," show in this column the cost or present value, whichever is lower, of investments summarized in lines 2c, 3a, and 3b, if such value differs from that reported in column (1).

### EXHIBIT B-2

## SUMMARY STATEMENT OF RECEIPTS AND DISBURSEMENTS

For Year Ending Nov. 30, 1965

(Name of Plan) Seafarers Pension Plan

(Address of plan's principal office) 275 20th Street, Brooklyn, N.Y. 11215

### RECEIPTS

1. Contributions	
(a) Employer Schedule Attached .....	4,691,421.00
(b) Employees .....	
(c) Other (Specify) .....	
2. Interest, dividends, and other investment net income .....	388,860.04
3. Gain (or loss) from disposal of assets, net ..	6,449.25
4. Dividends and experience rating refunds from insurance companies .....	
5. Other receipts	
(a) .....	
(b) .....	
(c) .....	
6. Total lines 1 to 5, inclusive .....	<u>5,086,730.29</u>

### DISBURSEMENTS

7. Insurance and annuity premiums paid to insurance companies for participants benefits	
8. Benefits provided other than through insurance carriers or other service organizations	1,374,764.53
9. Administrative expenses .....	
(a) Salaries (Schedule 1) .....	47,551.68
(b) Fees and commissions .....	20,731.74
(c) Interest .....	
(d) Taxes .....	2,087.15
(e) Rent .....	3,068.00
(f) Other administrative expenses .....	19,254.07
10. Other disbursements .....	92,692.64
(a) Trustees Meetings Expense .....	7,246.29
(b) Travel .....	74.99
11. Total lines 7 to 10, inclusive .....	7,321.28
12. Excess (deficiency) of receipts over disbursements (line 6, less line 11) .....	1,474,778.45
	<u>3,611,951.84</u>

### RECONCILIATION OF THE FUND BALANCES

13. Fund balance at beginning of year .....	—0—
14. Excess (deficiency) of receipts over disbursements (line 12) .....	3,611,951.84
15. Other increases or decreases in funds .....	
(a) Net increase or decrease by adjustment in asset values of investments ..	
(b) Net Increase in Reserve for future Benefits and Expenses .....	(3,611,951.84)
(c) .....	
16. Fund balance end of year .....	<u>—0—</u>

### ANNUAL REPORT OF THE

Seafarers Pension Fund

STATE OF NEW YORK }  
COUNTY OF KINGS } ss.  
C. J. BRACCO and AL KEAR

Trustees of the Fund and being duly sworn, each for himself deposes and says that this Annual Report is true to the best of his information, knowledge and belief.

Employer trustee:  
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Notary Public, State of New York  
No. 24-2474350  
Qualified in Kings County  
Commission Expires March 30, 1967



AFL-CIO Pres. Meany talks with Pres. Johnson as latter signs into law a labor-backed bill bringing new benefits to American workers.

# ALL THIS HAPPENED

THE STORY OF  
AMERICAN LABOR

PART 10 of a *Seafarers Log* feature



At SIU convention delegates map plans to press for adequate merchant marine in interests of maritime workers and the nation.

**T**he merging of the American Federation of Labor and the Congress of Industrial Organizations on Dec. 5, 1955 made the new federation the largest labor body in the history of the United States and of the free world. The membership of the AFL-CIO affiliated unions today is approximately 13½ million workers. The effectiveness of the organized American labor movement was strengthened considerably by the merger. It enabled the resources of the entire movement to be put into the task of resolving the complex and complicated problems facing American workers and the community as a whole in the second half of the 20th century.

**T**HE struggle of the organized labor movement to provide American workers with decent wages and conditions and the security and dignity to which they are entitled, achieved its greatest successes in the years following World War II and in the decade since the formation of the AFL-CIO. Going beyond the area of pay and working conditions, the unions sought to win greater security for their members and their families. By negotiating health and welfare plans, the unions won a wide range of new benefits that gave vital protection to the worker and his family. The union health and welfare plans made available to American workers, medical care, hospitalization and a variety of related benefits that previously had been out of their reach. This meant better and more healthful lives for union members and their dependents. The unions also tackled the problem of providing security in old age; they established pension plans that enabled workers to approach later life without the fear of helplessness and dependency that had haunted every working man and woman. And the unions continue to press for improvement and innovations to provide more and more economic security for their members both on the job and in retirement.

But organized labor was also aware of the fact that in today's complex society, with its increasing and challenging problems, it must go beyond the area of collective bargaining with the employers in order to best protect and serve its members and the community as a whole. It is for this reason that unions today are engaged in political action on a broad scale. Individual unions have legislative and public policy programs which are of immediate concern to their own members, and to the nation, as in the case of

the Seafarers International Union, which wages continuing and aggressive campaigns on a multitude of issues, ranging from the fight to retain the Public Health Service Hospitals for the care and treatment of merchant seamen to the battle to effect legislation and policies that would halt the decline of the U.S. merchant marine and instead encourage its growth and expansion.

**U**NIONS, individually—again as in the case of the SIU—and collectively—through the AFL-CIO Committee On Political Education (COPE)—also engage in political action on the broad economic and social issues which not only affect their own members but the total population as well.

The American labor movement is the strongest, most active single force for social welfare improvements in the nation. Its effectiveness in behalf of the interests of organized workers and the community at large is evidenced by the success of its fight for a great range of beneficial legislation in the first session of the 89th Congress. The AFL-CIO unions saw many of their legislative goals become law, among them Medicare, federal aid to education, federal protection of voting rights, a stepped-up war on poverty, a new Department of Housing and Urban Development, legislative reapportionment, a better housing program, immigration reform, and a broad attack on health problems, to cite a few.

**A**FL-CIO President George Meany has said: "We in the labor movement supported these new programs, not because they specifically helped labor unions and union members, but because they are good for the country and good for all the American people. We supported these programs in our role as the people's lobby."

Not all of labor's social welfare goals have been achieved yet. Among those for which the struggle will continue are protection for the American consumer in the marketplace, as embodied in the AFL-CIO supported bills for "truth-in-packaging" and "truth-in-lending," expansion of social security coverage for the nation's older citizens, extension of federal minimum wage and hour protection to the millions not covered by the Fair Labor Standards Act; broadening the coverage and strengthening the enforcement of Civil Rights Act; self-

government "home rule" for the District of Columbia; situs picketing legislation to protect the economic freedom of workers at multi-employer construction sites, and adequate appropriations for health, education, welfare, anti-poverty, labor protection and manpower development programs.

The AFL-CIO will also continue its fight to repeal Section 14(b) of the Taft-Hartley law which restricts the freedom of collective bargaining and through which states are enabled to adopt the so-called "right-to-work laws," encouraging unionbusting by employers and depriving workers of the benefits of union security.

The importance of organized labor's activities to the well-being of Americans was noted by President Lyndon Johnson on July 14, 1965 when he said: "The AFL-CIO has done more good for more people than any other group in America in its legislative efforts . . . No group in the country works harder in the interest of everyone . . . It helps young and old and middle-aged . . . I believe the American people ought to know the remarkable contribution which organized labor makes to the promotion of sound legislation."

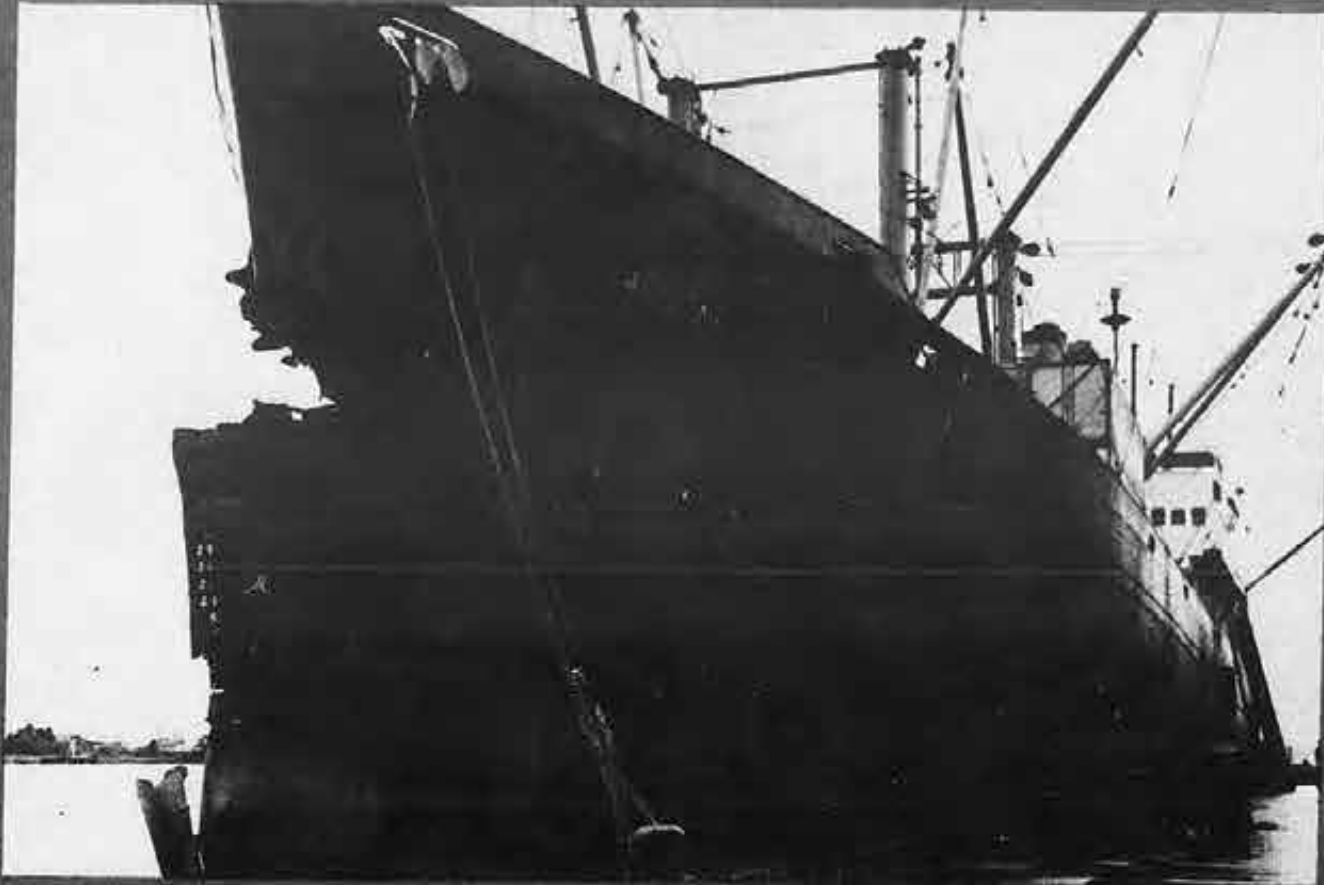
**B**UT victories and improvement in any area—whether it be across the bargaining table in increased wages, vacations, welfare or pension benefits, or in the form of legislation providing social welfare gains—do not mean any lessening of organized labor's continuing struggle for greater security and dignity for its members and the rest of the nation's people.

It is the union movement's role to fight continually for an ever better life and maximum security for working men and women and the assurance that they will enjoy these benefits in a society that respects and protects their individual liberty and freedom. This is the never-ending job of a trade union. It is the story of American labor.

(This is the concluding installment of "All This Happened—The Story of American Labor,"—which began in the issue of Feb. 18, 1966. Preparations are being made to print the entire series in booklet form. When publication is completed, announcement of the availability of the booklet and how copies may be obtained will be made in the SEAFARERS LOG.)



OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO



**COLLISION.** Battered bow of the SS-licensed Claiborne, shown at Mobile, Alabama, dock is result of recent collision with Liberian tanker Bulk-Oceanic. No crewmen were injured aboard either vessel in the mishap which occurred off the coast of Puerto Rico. The force of the collision drove a 35-foot gash in the Claiborne's bow and bent a 50-foot section to starboard just below deck level.



**PAYOFF.** While other Mayaguez (Sea Land) crewmembers were paying off the ship at Port Elizabeth, N. J., Seafarers Andy Lavozzi, ship's delegate (left) and Chester Green, dayman, remained on duty aboard.



**SHIP'S BARBER.** Seafarer Harry Habert, left, got his hair cut aboard the Mayaguez by Sea Land barber while vessel was in Sea Land's Port Elizabeth terminal. Looking on is A. E. Diaz, order and engine delegate.



**PROCLAMATION.** Mass. Gov. Volpe sets Maritime Day as unionists look on. L-r are: S. McCloskey, Boston Maritime Trades Council sec. treas.; J. Roman, pres.; P. King, v. p.; A. Skinner, J. Dunne, E. Riley, SIU agent; P. Walsh, Laborers Local 223; and M. Orlando, Gloucester Fishermen.



**SIU PENSIONER.** Ignace J. Decareaux relaxes with his wife Elsie in the patio of their home after his recent retirement from a shipping career of over 40 years. Decareaux and his wife plan to enjoy their leisure days to the fullest.



**CLINIC.** Carol Janavaris, daughter of Seafarer Gus Janavaris, who sails as bos'n, is shown above having blood tested by lab technician Richard Brigham during family day at the New York SIU clinic. Blood test is part of complete diagnostic checkup available to all Seafarers and dependents at SIU clinics in U.S. ports and Puerto Rico.