

Growing Ship Shortage Endangers U.S. Security, Congressman Warns

WASHINGTON—The United States has just about run out of all its shipping cards in support of the Vietnam War, according to Representative Warren G. Magnuson (D-Wash.), who said that the nation would not have enough ships to carry out its military build-up anywhere else in the world.

45 Vessels Soviet Union

The Soviet Union has ordered the scrapping of 45 vessels, including a giant ship built in Poland, calling it the largest single order drawn for the construction of all the tonnage built by the country.

U.S. Leads World In Ship Scrapping, Lloyd's Reveals

LONDON—The United States continues to lead the nations of the world in the scrapping of its flagships, according to the most recent report by Lloyd's Register of Shipping.

Magnuson Warns Weak Fleet Threatens Nation's Defenses

WASHINGTON—“Without an adequate merchant fleet, the United States cannot possibly realize its economic and political goals in the foreign trade,” Magnuson, who is chairman of the Senate Commerce Committee, warned the Senate in a “deplorable” state and placed every citizen of the United States on guard against the danger of a loss of sovereignty on the seas.

U.S.-Flag Share Dropped to 8 Percent in 1965

American-Flag Portion of Nation's Foreign Cargoes Falls to New Low

WASHINGTON—The portion of U.S. foreign waterborne trade carried board American-flag ships dropped to a new low in 1965, continuing its steady decline since the end of World War II. Despite the fact that the value of the nation's foreign waterborne trade was up in 1965 by \$1 million over the previous year.

The Need for An Independent Maritime Administration

According to statistics recently released by the Department of Commerce, American-flag merchant ships dropped to a new low in 1965 as opposed to 9.9 percent it carried during 1964. Of the United State's 1965 total of 428.3 million tons of waterborne exports and imports, only 34.7 million tons were carried on American-flag vessels during 1964. American-flag ships carried 40.2 million tons out of the total of 405.2 million tons.

Finland Now Ahead of U.S. In World Shipbuilding Totals

WASHINGTON—The United States has dropped to 16th place among the shipbuilding nations of the world according to the latest study compiled by the Shipbuilding Council of America.

Red Merchant Fleet Tripled Since 1958, Still Growing Fast

The rapid expansion of the Soviet merchant fleet, which tripled in size between 1958 and 1966 and is expected to grow by another 50 percent by 1970, was held in Moscow.

U.S.-Owned Runaway Ships Outweigh U.S.-Flag Fleet

WASHINGTON—The United States now has more shipping tonnage under runaway flags, alleged to be under so-called “effective control” than it has flying the American-flag, according to the latest report of the Maritime Administration.

House Begins Hearings On Independent Agency

WASHINGTON—The House of Representatives today began hearings on a bill to create an independent agency to regulate the shipping industry.

SEAFARERS WELFARE PLAN

Annual Report

Filed With the New York State Insurance Department

SEAFARERS PENSION PLAN

Annual Report

Filed With the New York State Insurance Department

Boilermaker's Official Raps CASL

Subsidized Co.'s Build-Abroad Sellout Rapped by Groton at MTD Meeting

WASHINGTON—A call for the end of subsidies for shipping lines represented by the Committee on American Steamship Lines was issued last week by Page Groton, Director of the Marine Division of the Boilermaker's Union.

Speaking at a luncheon meeting of the Maritime Trades Department (AFL-CIO), Groton declared that he would urge Congress to "eliminate operating subsidies" to the lines now subsidized because they are supporting Transportation Secretary Alan S. Boyd's foreign shipbuilding proposal after they "have gotten rich under the present system."

Calling the subsidized companies, which are represented by the Committee on American Steamship Lines, the "fat cats" of our maritime industry, the union leader said they should be forced "to operate their ships under the American flag, at American wage levels, without one dollar of further assistance from the American taxpayers."

Groton said that in the first quarter-century of receiving operating subsidies, the net worth of the CASL group has "increased from nearly \$60 million to \$800 million — almost 14 times" as much — and that the time has come to "let them live off the fat that they have accumulated at the expense of the American taxpayers."

CASL has recently sent letters to members of Congress calling for a crash merchant marine program — with the provision that foreign building be permitted for a five-year period but with the ships registered under the U.S. flag and granted all subsidy privileges.

Groton termed CASL's expressed concern over the future of the maritime industry "as phony as a three dollar bill."

Affects Domestic Economy

"At a time when there should be real unity among all elements of the American merchant marine to demonstrate the idiocy of the Boyd foreign building pro-

ILA Convention Gets Underway

MIAMI BEACH—The International Longshoremen's Association is holding its national convention here this week with the election of international officers slated for Wednesday.

SIU President Paul Hall, who is also president of the MTD (AFL-CIO) was scheduled to address the convention.

Other speakers expected to be on hand during the four days of sessions were AFL-CIO President George Meany, Vice President of the United States Hubert H. Humphrey, State Secretary Dean Rusk, Acting Maritime Administrator James W. Gulick, National Maritime Union President Joseph Curran, Under Secretary of Labor James J. Reynolds, industrial relations arbitrator Theodore Kheel and Representative Edward A. Garmatz (D-Md.), Chairman of the House Merchant Marine and Fisheries Committee.

posals," he said, "these fat cats thumb their noses at those vitally concerned about the long-range adverse effects that such an illogical scheme could have on domestic employment and the balance of international payments, and endeavor to curry favor with the Secretary of Transportation to make sure that their steady stream of golden nuggets is not stopped."

Following Groton's remarks, MTD Executive Secretary Peter McGavin spoke to the group about comments submitted to the House Merchant Marine and Fisheries Committee by the Bureau of Budget and the Commerce Department concerning bills now before the Committee which would create an independent maritime agency. The comments of both, he said, referred throughout to a "small, independent agency" and quoted President Johnson's disapproval of the bills.

However, McGavin stated that Boyd, "the hangman of the American merchant marine," is the real problem. He was appointed by Johnson to "seek a consensus" in

the industry for a new maritime program.

"He had a consensus," the MTD official declared, "of labor, management and government—all in the Maritime Advisory Committee and its Report. It just hasn't been acted upon. And now he wants another consensus."

"They say that an independent maritime agency wouldn't serve us best. Well we haven't been served in any department we've been in for the last 15 years. I can tell you we are going to fight until we get what we want . . . an independent maritime agency."

At another MTD gathering earlier, O. R. Strackbein, chairman of the Nationwide Committee on Import-Export Policy, accused the federal government of "gross discrimination against the American merchant marine." He pointed to the billions of dollars spent to subsidize the agricultural industry and the airlines along with "the added safeguards of tariffs on competitive imports plus quotas that hold these imports down to a reasonable level."

Gt. Lakes SIU Sparks Fight For Jobless Benefits in Ohio

COLUMBUS, Ohio—The SIU has stepped up its fight to end the unfair exclusion of seamen from year-round unemployment compensation under Ohio law. No other state excludes seamen from unemployment benefits during the winter months.

In testimony here on July 6, Don Bensman, SIU Port Agent in Toledo, called "the present treatment of seamen under Ohio's unemployment compensation law a clear-cut example of gross discrimination." Bensman spoke at a hearing conducted by the Labor and Industry Committee of the Ohio House of Representatives.

The only reason Ohio-based shipping companies and other management groups have fought past SIU efforts to amend the law, he charged, was the fact that the present system represents large savings to the shipowners. So-called "seasonal" workers in all other industries are covered for benefits throughout the year, he noted.

Bensman pointed out that the existing law shows no consideration for the needs of seamen, since those who cannot find jobs during the annual winter shipping layoff have no other means of supporting their families.

The exclusion of seamen from year-round protection by the Ohio unemployment compensation law would be ended under terms of a bill introduced in the Ohio House of Representatives by Rep. James Weldishofer (R-77th Dist.). The legislation is known as House Bill No. 427.

Last month's SIUNA convention in Washington, D. C. strongly

endorsed the Weldishofer bill and urged all action possible to secure its passage at this session of the Ohio legislature. Both Bensman and SIU Cleveland Agent Stanley Wares participated at the recent hearing on the proposal.

Others who testified in favor of the measure included Melvin Pelfrey, vice-president of District 2, Marine Engineers Beneficial Association, and Rep. Weldishofer, who sponsored the bill last March.

The campaign to amend the unemployment law has drawn the support of thousands of Great Lakes seamen, following action by the Toledo Port Council of the AFL-CIO Maritime Trades Department.

After the Great Lakes shipping season got fully underway this spring, the Port Council began circulating letters and petitions to all Lakes vessels, urging crewmembers to forward the signed petitions to the legislature here in Columbus.

Under present law, seamen are eligible to apply for unemployment benefits only during the 40 weeks following the fourth Sunday in March. However, other maritime workers and all other Ohio workers are not restricted in any manner.

Most of the seamen affected are employed by 13 shipping companies with headquarters in Cleveland.

Report of International President



by Paul Hall

Senate passage last week of the proposed "Truth in Lending" bill is good news for the American labor movement, which has been perhaps the staunchest supporter of such legislation through the years. More important, however, the Senate action is good news for American consumers, trade unionists and non trade-unionists alike, who for years have been the unknowing victims of interest gouging when they were forced to borrow money or make installment purchases.

The bill, which passed the Senate by a unanimous vote of 92 to 0 now goes to the House—where the chances of passage also look brighter than they have in years, although some major hostility must still be overcome.

Although the proposed "Truth in Lending" bill is far from perfect as it now stands, it represents at least a start at long-needed reforms in the credit industry and the American labor movement will throw its full support behind final passage.

The bill requires sellers to disclose to buyers the total interest costs, both in true annual interest rates and in total dollar amounts, of installment purchases of many types of loans. Some important categories of credit are not covered by the bill and some loopholes remain even in those areas of credit that are covered. But for the first time in years the rights of credit consumers would be recognized, and this represents a major forward step to end abuses that cost American consumers millions of dollars annually.

The role of the American labor movement in initiating and providing continuing support for such important social legislation is not generally understood or recognized by the American public nor even, it must be admitted, by many active trade unionists. Yet this remains one of the trade union movement's most important functions. The trade union movement remains the biggest and best organized group in the entire nation actively representing the interests of the American people in the halls of Congress and in public forums.

The past achievements of the American organized labor movement in the sphere of social legislation and social justice are now legion, stretching from the first organized support for free public education at the very beginning of the organized labor movement, to the passage of Medicare legislation just last year. In many areas of social need, organized labor is today in the position of fighting for long-overdue improvements in social programs which American labor was itself instrumental in winning for the first time many years ago. Improved social security and unemployment benefits are just two examples of such instances.

For many important and long needed programs, American labor is providing virtually the only organized support available. For many other such programs it is gladly lending its support along with other active organizations. These programs include the many facets of the War on Poverty, a national health insurance plan to insure the best of medical care for every American and social security improvements.

In taking a stand on these issues, the American labor movement is truly living up to its rightful function in American society, for it is a truism that all too often the gains won at the bargaining table are easily lost again in the marketplace or in an unhealthy social or physical environment. An additional aspect of the importance of organized labor's continued activity in spurring progressive social legislation becomes clear in the question "Who else will undertake the burden?"

Too often, the answer is "Nobody!"

SIU of Canada Wins Court Fight As Gov't Charges are Dismissed

MONTREAL—After more than three years in the courts, the SIU last month successfully won dismissal in Quebec Superior Court here of charges brought by the Canadian government against officers and seamen of the SIU of Canada for an alleged 1963 violation of the Canada Shipping Act.

The case against some 17 SIU of Canada members stemmed from October 1963 when about 2,000 Seafarers left their ships in a protest to the Canadian Parliament against its establishment of a three-man trusteeship over the SIU and four other maritime unions following an inquiry into a contractual dispute between the SIU and Upper Lakes Shipping Ltd.

Specifically, the men were charged with unlawfully inducing seamen to leave their vessels, thus violating the Canada Shipping Act. If convicted, they could have been sentenced to one year in jail and fined. As it is they have already suffered many months of hardship resulting from legal expenses and long periods of court

appearances during which they were unable to work.

In its successful appeal for dismissal of the charges, the SIU argued that since the defendants had not signed Articles—as required by the Canada Shipping Act—at the time of the walk-off, there was no violation of the Act. Further, the SIU contended, the men were merely exercising their guaranteed rights of freedom to assemble and petition legislators. Also, while Parliament had approved the Trusteeship, the Executive Branch of the government had not yet activated it into law and the protesting seamen were therefore not opposing the law of the land.

The Canada Shipping Act is modeled after the British Merchant Shipping Act of 1894, some sections of which restrict seamen's civil rights and were adopted bodily.

SIU Lakes Vacation Plan, Pay Rise, Start August 1

DETROIT—SIU Great Lakes seamen will receive an additional hourly wage increase plus benefits from the brand-new Seafarers Vacation Plan for the Great Lakes District, starting August 1, 1967. The pay rise and the vacation benefits are part of the contract improvements negotiated by the SIU in 1965.

Rules and regulations covering employees under the Seafarers Vacation Plan-Great Lakes District were announced here last week. Under the rules, seamen with 120 days of continuous employment qualify for 2 3/4 days of vacation pay for each 30 days worked.

The vacation pay rates will be based on the new hourly wage schedule which goes into effect on August 1, 1967, for all ratings. Under the wage agreement, hourly pay for an AB wheelsman will be increased to \$2.40 1/2 per hour.

This figure represents an hourly pay boost of 6 1/2 cents on top of the 13-cent hourly hike across the board, which was gained by the union in 1965. The present three-year agreement will expire in 1968.

For an estimate of what vacation pay will be after 120 days of employment, a seaman multiplies his hourly rate by eight hours to get his daily rate of pay—and then multiplies by 2 3/4. This is the amount of vacation pay for 30 days worked.

For example, in the case of an AB wheelsman, the amount is \$2.40 1/2 x 8 x 2 3/4. For 120 days, the benefit totals \$211.64. For an approximate eight-month season, it would total well over \$400. This is computed without regard to length of service with the employer or in the industry.

The vacation pay program is the latest in a series of innovations established by the SIU on the Great Lakes, including the SIU Job Security Program, no-cost pensions, health and welfare benefits, free diagnostic medical

clinics for members and their families, and other benefits.

Under the rules of the program, vacation pay credits are provided for seamen who are temporarily laid off, for those who do relief work prior to their regular jobs, or suffer on-the-job injury or illness, and for crewmembers of vessels which are temporarily laid up during the sailing season.

The plan also provides a reduced benefit for employees who are unable to obtain 120 days of employment, but who can qualify for a reduced benefit upon completion of 90 days' employment. They can qualify for a reduced vacation benefit amounting to 2 1/2 days' pay for each 30 days worked.

Employees who have been in continuous service for 120 days accrue additional benefits in increments of 30 days up to 180 days. Those qualified employees with employment in excess of 180 days accrue additional benefits on a daily basis for each day of covered employment.

A simplified procedure has been established for collecting SIU vacation pay. Employees merely have to complete and sign the vacation benefit application form, and submit it with U.S. Coast Guard discharges and notice of personnel change forms, as proof of seafaring, to the SIU Vacation Plan Office, River Rouge, Mich.

All vacation benefits must be applied for within one year from the date of last employment.

The rules of the vacation plan provide that there shall be no accruing of eligibility time from one year to the next, and that a covered employee cannot apply for vacation benefits more than twice in any one calendar year.

Pres. Johnson Signs Bill Forcing Railroad Workers to End Strike

WASHINGTON—Over the bitter protest of the AFL-CIO, Congress this week passed an Administration-requested bill forcing members of six railroad shop craft unions to give up their strike and return to work. The unions had struck last Monday after the expiration of a no-strike pledge given to Congress in the hopes that they would be able to work out a settlement with the railroads, whom they had accused of stalling on negotiations.

AFL-CIO president George Meany blasted the back-to-work law as a "hollow victory for management." Meany said "collective bargaining failed in the railroad dispute because management knew that at the end of the road Congress would intervene to prevent a strike."

The greatest loss, Meany said, was to the American system because "if collective bargaining fails, then our system fails." He had a sharp word of warning to the "smug employers" who "think they have won a victory" and see the railroad legislation as a pattern for Congress in future disputes.

The bill ending the strike blocks

a shutdown for 90 days while a special five-man board appointed by the President seeks a settlement. If the panel cannot obtain agreement within 60 days, it will recommend settlement terms that will take effect 30 days later, unless an accord is negotiated in the meantime.

Appointed to the board by President Johnson were Meany, Frederick Kappel, former board chairman of the American Telephone and Telegraph Co.; Theodore W. Kheel, industrial arbitrator and mediator; Leverett Saltonstall, former Republican Senator of Massachusetts; and Senator Wayne Morse (D-Ore.) who will serve as chairman.

P. L. Siemiller, president of the International Association of Machinists—one of the unions which struck—attacked the appointment of Morse as a "colossal blunder" and called the Senator "the biggest strikebreaker in the nation."

Urge Adoption of Independent MARAD Bill

Congressional Unity Marks Hearings On Need for Independent MARAD

WASHINGTON—In a display of legislative unity, more than a score of Congressmen from both sides of the aisle appeared before the House Merchant Marine and Fisheries Committee this week to demand speedy action on legislation declaring the Maritime Administration as an independent federal agency.

The bipartisan coalition thus served notice on the White House of Congressional determination to secure maritime independence this session, and of continued Capitol Hill opposition to Administration efforts to bury MARAD in the new Department of Transportation.

After the Members of Congress had testified, the committee heard Commerce Secretary Alexander W. Trowbridge and Budget Bureau Director Charles Schultze register the Administration's formal opposition to the independent agency concept.

Scheduled to testify, before the hearings draw to a close, are Transportation Secretary Alan S. Boyd, chief architect of the Administration's program based on submerging MARAD in his department and on foreign building of U.S.-flag ships; and SIUNA President Paul Hall, who is also president of the 6-million-member AFL-CIO Maritime Trades Department, which is leading the drive for an independent Maritime Administration.

The hearings are being held on (H.R. 159), the bill introduced by Representative Edward A. Garmatz (D-Md.), Merchant Marine Committee chairman, which would make the Maritime Administration a separate agency. A record 104 separate bills calling for independence for the Maritime Administration have also been submitted. According to Capitol Hill historians, no single piece of legislation in American history has enjoyed that broad a sponsorship.

Leading off for the bipartisan coalition supporting independence, Representative Emanuel Celler (D-N.Y.), declared that only through independent agency status can the U.S. "regain our former position of dominance on the high seas." He continued:

"All past experience has taught us that whenever jurisdiction over maritime affairs has been delegated to federal departments or agencies whose primary concern has not been the merchant marine, the merchant marine has suffered, and with it the nation which should be the beneficiary of the contributions which the merchant marine can make to its commerce and security."

Celler, whose testimony appeared to set the tone for Democratic and Republican Congressmen who followed him to the witness stand, lashed out sharply at the Administration's proposal to put maritime in the Department of Transportation. It would be "bureaucratic madness," the New York Democrat said, to have MARAD swallowed up in a department employing 92,000 workers and administering a \$6-billion-a-year budget. "The result of such a move," Celler said, "would be

improper representation of maritime interests."

By contrast, he went on, the record established between enactment of the Merchant Marine Act of 1936 and the time Maritime lost its independence in 1951 "leads us to believe that similar experience could result from the establishment of an independent Maritime Administration today."

Congressman Celler added: "I believe passage of this bill would indicate an awareness by the Congress of the burdens under which the American maritime industry has been laboring and of the steps which must be taken now if the best interests of the merchant marine and the nation are to be served."

Both Commerce Secretary Trowbridge and Budget Bureau Director Schultze opposed the independent agency on two grounds—that it was contrary to the President's wishes, and that a small, independent agency would not have a Cabinet-level official to plead its cause and advance its program.

Committee members differed strongly with this view, pointing out that, despite the fact that President Johnson had promised, in his 1965 State of the Union Message, to come up with a "new" maritime program, no official program had ever been forthcoming. Most of the Committee members also accused the Administration of having a "closed mind" on the subject of putting MarAd in the Department of Transportation.

Positive notes during the initial stages of the committee hearings were struck by both Democratic and Republican Congressmen who, in addition to sponsoring companion bills to (H.R. 159), also took the time to testify on behalf of the maritime independence legislation.

Here are highlights of what some of them had to say:

Representative Frank Thompson (D-N.J.)—Recent maritime history "is a record of incredible neglect by Administration after Administration . . . that has stemmed from a lack of understanding."

Since the beginning of this century, Thompson said, "the lot of the American merchant marine has been one of feast and famine. During the sunny days of peacetime, the U.S. maritime industry has starved for lack of attention. When the dark clouds of war gather on the horizon—then and only then—does our nation recognize the importance of its merchant fleet."

The New Jersey Democrat said that "only once in our nation's history have we planned and built in peacetime to meet our maritime needs—that was when we had an independent Maritime Administration." He added: "Today, we in Congress have an opportunity to rectify our nation's past mistakes and neglect of its vital

merchant fleet. Let us reestablish an independent Maritime Administration with adequate powers and funds to meet our current maritime crises and plan for future needs."

Representative Joseph E. Karth (D-Minn.)—During the 15 years following enactment of the Merchant Marine Act of 1936 the nation "moved forward with a vigorous, imaginative merchant marine program" under the supervision of an independent agency, he declared. But since the incorporation of MARAD in the Department of Commerce, "the voice of the Maritime Administration has been muffled—if not completely silenced."

"Independence," said the midwestern Congressman, "is what the merchant marine needs most." He urged swift passage of the bill "so that we can get on with the job of saving our merchant fleet—while there is a fleet left to save—and while there is yet time to save it."

Representative Paul A. Fino (R-N.Y.)—The "stubborn insistence" on the part of the Administration that "it must have its own way" with respect to foreign building and incorporation of maritime in the Department of Transportation "poses grave threats to our commerce and our defense."

The records of the Maritime Administration, he went on, "make it quite clear that our

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Pickands-Mather NLRB Election To Start July 31

DETROIT—As a result of a petition filed by the SIU's Great Lakes District with the regional office of the National Labor Relations Board in Cleveland, a special NLRB representation election will be held beginning at 8 A.M. on July 31 among the unlicensed seamen of the Interlake-Pickands Mather and Company steamship fleet, on each of the fleet's 15 vessels.

All unlicensed seamen, excluding stewards, who are on the payroll previous to June 25th will be eligible to vote at lower lakes ports including Detroit River Ports.

The company is the only completely non-union American steamship operation on the Great Lakes. It employs approximately 350 seamen on its fleet of 15 American vessels, which includes 14 bulk freighters and one self-unloader.

Four additional vessels are operated through a Canadian subsidiary, the Labrador Steamship Company, Ltd., an SIU of Canada contracted company.

With many of the company's 15 vessels out of port, the election is expected to take about two weeks to complete.

SIU Engineers Upgrading Prepares Ten More Seafarers for Licenses

Ten additional Seafarers have been added to the growing list of those men qualifying for an engineer's license after attending the School of Marine Engineering sponsored jointly by the SIU and District 2 of the Marine Engineers Beneficial Association. This brings to 164 the number of Seafarers who have upgraded themselves to an engineer's license.

Seven of the men received a third assistant's license while three were upgraded to second assistant.

James Stewart is a new second assistant engineer, and previously sailed as chief electrician. Born in Delaware, he now makes his home in Mobile. Stewart is 56 years old.



Stewart Sanchez

Charles Sanchez received a third assistant engineer's license. The 36-year old former FOWT joined the SIU in 1965 in New York.

Stanley Bossick, a newly-licensed third assistant engineer, is a former FOWT. A native of East Rutherford, New Jersey, he still lives in that state.

Before earning a third assistant's license, Steve Karlak was a FOWT. Joining the Union in New York City, the 41-year old Karlak is a 15-year SIU veteran. Born in Poland, he now resides in Brooklyn, N.Y.



Bossick Karlak

Boleslaw Derol is also a native of Poland and lives in Brooklyn. He is a newly-licensed third assistant engineer, and formerly sailing as a FOWT. Derol is 54 years old.

Edward Fielding received a third assistant engineer's license. Formerly sailing as FOWT, Fielding joined the Union in 1958 in New York. He is 55 years old. A resident of the state of Washington, he was born in Three Lakes, Wash.

A newly-licensed second assistant engineer, Steve Klideman is 45 years old and a former



Derol Fielding

FOWT. Born in Chicago, he lives in New Jersey. Klideman joined the SIU in New York and is a 25-year veteran.

Robert Carrigan is a second assistant engineer, who formerly



Klideman Carrigan

sailed as FOWT. He joined the Union in Baltimore in 1956. A native of Russelton, Pa., he lives in Springdale, Pa. Carrigan is 41 years old.

Salvatore Aquia, a third assistant engineer, sailed as oiler and joined the union in Baltimore in 1965. A native of Italy, he lives in Baltimore. Aquia is 27 years old.

John Rymarz received a third



Aquia Rymarz

assistant's license. The 36-year old former FOWT joined the SIU in New York City in 1961.

'Truth-in-Lending' Legislation Passes Senate in 92-0 Vote

WASHINGTON—A "Truth in Lending" bill has been passed by the Senate with a unanimous 92-to-0 vote. The proposed legislation must now go to the House, where supporters of the bill are hoping for passage this year despite some continuing opposition.

A landmark bill, which had the strong support of the AFL-CIO, the truth-in-lending proposal would require, for the first time that sellers disclose to the consumer the total costs of installment buying and other loans, both in terms of true annual interest rate and in actual dollar amounts.

The bill's sponsor, Senator William Proxmire (D-Wis.), has estimated that the measure could save American consumers millions of dollars yearly in credit costs—which are now estimated at about \$12.5 billion on the approximately \$92.5 billion worth of goods bought on credit by Americans each year.

Protection Inadequate

Many supporters admit that the bill, as it now stands, still does not offer the consumer the optimum protection to which he should be entitled, due to compromises necessary to break the seven-year deadlock that has previously stalled passage of any truth-in-lending legislation.

Under the Senate-passed version of the bill, full disclosure of credit charges would apply to about \$30 billion in automobile sales, \$20 billion in personal loans, \$19 billion in large credit purchases (such as television sets, refrigerators, furniture, appliances and furnishings), second mortgage loans and various other credit sales.

Still not covered would be first mortgage loans, items with annual interest charges of \$10 or less, and revolving credit accounts.

Truth-in-lending legislation is not designed to regulate the amount of interest charges in any way, but merely insures that the borrower be accurately informed in advance of the true amounts he will be charged in interest—both in annual percentages relative to the initial loan and in actual dollars—so that he can shop for credit on the best terms available.

The abuses to which the credit consumer has been exposed in recent years was made clear in congressional hearings. For instance, most revolving credit accounts carry an interest charge of 1½ per cent a month on the unpaid balance. This is often represented to the consumer simply as a 1½ per cent interest rate. On a true yearly basis, however, it comes out to a whopping 18 per cent interest rate, which the consumer might be paying without even knowing it.

Other instances of credit abuses are even worse. Congressmen learned during hearings of instances in which interest rates of 289 per cent or more were charged on used automobiles and up to 285 per cent on various appliances—almost three times the price of the merchandise itself—usually without the consumer even realizing the truth.

Although some opposition to the present bill is expected in the House, the measure has been referred to by at least one Representative as "a mere skeleton of what it should be," indicating that further hearings might be held and a much stronger bill offered.

The Atlantic Coast



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

We're all glad to see the crewmembers of the *Observer* home safe and sound after their ordeal in the Suez Canal area during the recent conflict in the Middle East.

However, this points up some of the dangers that Seafarers might encounter in the normal course of their jobs. These men performed their jobs without complaint. Ten of the *Observer's* crew volunteered to stay behind and man as a skeleton crew until the canal could be cleared.

We would now like to see the Administration recognize the contribution of the U.S. seaman and make a concerted effort to improve the lot of the Maritime industry. The splendid job that was performed by Seafarers aboard the *Observer* is being repeated day after day by Seafarers on the Vietnam run.

Baltimore

Viktor Makko is now FFD and raring to go again. He last shipped as bosun on *Seatrain Savannah*.

Mack Singleton, who was chief cook on the *Marore*, told us he is looking for any ship, any run.

Frank Taylor is taking a

wiper's job on the Vietnam-bound *Observer* Washington. He liked his last ship, the *Roswell Victory*.

Philadelphia

Shipping is fair in this port. Manuel Madarang is registered and ready to go. He last shipped as chief steward on the *Petrochem*. The ship is in the Hoboken shipyard and is due out shortly.

Elmer Wheeler who ships in the black gang, is ready to go again after spending some time with his family.

William Smith would like a bosun's slot after recently sailing as deck maintenance on the *Vantage Venturer*.

Bruno (Ziggie) Worturski recently shipped as bosun on the *Columbia* (U. S. Steel) and is ready for action again.

Boston

Bill Stewart is lounging on the beach at Cape Cod. Bill, a 25-year SIU veteran, last shipped in the *Vantage Venturer's* engine department and is taking it easy for a while.



Stewart Cieslak

Another quarter-century man, Stan Cieslak, is spending time with the family after making the *Alcoa Trader* as deck maintenance.

John Giancola wishes smooth sailing to former shipmates while he's in dry dock. John's last job was on the *Overseas Joyce*.

Norfolk

Jack Wise has registered here after shipping out of New York the past year.

Norm Wroton, 23 years in the union, was an oiler on the *Seatrain Maryland* during a Far East run. He'll be ready for a job after a brief vacation.

Clyde Mariner registered for an AB's slot on the *Ocean Ulla*. The ship is crewing up soon and Clyde hopes to be aboard. His last job was on the *Cities Service Baltimore*.

Puerto Rico

A public opinion poll here revealed that most labor leaders prefer the Island to remain a commonwealth, although industrialists would like to see Puerto Rico become the 51st State.

Construction of the fifth and sixth piers in the Puerto Nuevo ports area has been officially completed with the paving of a six-acre area for moving and parking cargo vans.

Marlo Farrulla is among the SIU's newest pensioners. He has spent some 40 years at sea and is an oldtimer in the Union.

Ralph Torres, Zenon Rivera, Geronimo Morales and Paul Martin are on the beach and ready for a new ship.

SIU Continues Strike at C&H Refinery

SAN FRANCISCO — Negotiations remained deadlocked here last week and hopes of quick settlement appeared dim as the California and Hawaiian Sugar Company persisted in contract offers far short of the goal set by striking SIUNA-affiliated Sugar Workers.

The negotiating committee of Sugar Workers Union Local 1, headed by SIUNA vice president Frank Drozak, stands firm in its demands for a pay increase of 15 cents an hour each year for a three-year period with the hike retroactive to last February 1—the expiration date of the old contract.

After a seven-hour collective bargaining session, the Company refused to budge from its offer of a 10-8-10-cent raise over the three year period and was willing to make it retroactive only to April 1.

The Union membership had previously voted 386-234 to reject a new contract offered by the Company.

Members of Local 1 struck the refinery at Crockett, Calif., on June 12, after eleven-hour negotiations failed to reach an equitable contract settlement. The refinery, one of the largest in the world, employs 1,135 workers and produces more than six million pounds of sugar per day.

Another chief impasse in the negotiations is the question of work scheduling. The company's demand is that the union accept the company's work schedule proposals before any discussion of a new economic package begins.

The SIU's position is that it cannot accept the company's proposals under any circumstances, since the company would be allowed unlimited flexibility in arranging a worker's days off and hours worked.

In the past the company has often given workers split days off and insufficient notice of changes in daily work schedules.

SEAFARERS LOG

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The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



The SIU has been notified by the National Labor Relations Board that a meeting will be held to set up election procedures for the coming election at the Pickands-Mather Steamship Co.

This company is the last large (15 ships) non-union fleet operating on the Great Lakes. Due to the outstanding response from Interlake Pickands-Mather seamen, we have high hopes they will soon be Seafarers. Pickands-Mather is known among Lakes seamen as the "last of the Mohicans."

Chicago

Carl "Smokey" West would like to sail on the **Buckeye Monitor** again.

Mark Merila and Bernie Grivas are back in the big city after shipping on a Reiss ship. Bernie's looking for a "quiet engine room."

Just a reminder to unrated men to take advantage of upgrading facilities so they can get the extra money available to rated members.

Cleveland

Shipping has slowed down recently, but AB's and FOW's can ship out without much wait. Book men on the beach are rare.

George Karr and Jim Thompson are waiting for "that certain ship," and expect to ship out shortly.

Alpena

Otto Zarske and Ervin Bromund are looking for a good ship and hope to sail soon. The strike of Besser Manufacturing Company office worker's remains on with no predictions for a settlement soon.

Buffalo

A meeting was held here recently concerning possible grain cargoes for this port. Attending were representatives from the Department of Agriculture, Congressman T. J. Dulski of this District, affiliates of the MTD, Corn Exchange and Great Lakes Associates.

The representatives saw the unloading of the J. Claire Miller at the Standard Elevator. After two days, the talks ended amid high hopes that Buffalo will get its fair share of Government storage grain. No promises were made, however.

Shipping remains slow here, especially with the Frank E. Taplin and C. A. Reiss laid up. The latter vessel had an accident to her boom.

Frankfort

A meeting for July 20 has been set for the continuance of contract negotiations with the Ann Arbor Railroad Company.

Shipping is slow in this port, especially with some Ann Arbor Carferry employees on vacation.

Duluth

Large crops of grain in foreign countries have apparently contributed to the decrease of over 35 million bushels in grain shipping. The grain workers are working without a contract, as of July 1. No new agreements have been reached.

Woody Rintoul, one of our favorite wheelmen is on the beach and enjoying the fishing. Among our newer wheelmen is Robert Anderson, who acquired his AB ticket at the Duluth Upgrading School.

We wish a speedy recovery to IBU member Ray Thomson, who is now recuperating from an operation at St. Mary's Hospital.

Don Barnett and Charles Birt, both oilers, recently shipped on the **Seatrain Maryland**.

Senate Unit Told of Texas Ranger Brutality

Meany Urges Labor Law Coverage To Protect Farm Workers' Rights

WASHINGTON—The "law of the jungle" will dominate labor relations in agriculture until farm workers have the legal right to organize and bargain with their employers, AFL-CIO President George Meany said at a Senate hearing.

Meany was the first witness as the Senate Migratory Labor Subcommittee resumed in Washington the hearings it had begun in the Rio Grande Valley of Texas, where police and employers have worked hand-in-hand to try to break a strike for recognition by the AFL-CIO United Farm Workers Organizing Committee.

Because there is no federal machinery to compel farm employers to bargain with a union, Meany said, "they must do what other workers had to do in the dark ages of labor history—scratch and claw and dig out their own little clearing in a hostile jungle."

It is the only segment of American labor, he noted, where workers still are "clubbed down or thrown in jail for attempting to organize," and where "the whole power of the community, the employers, the police, the courts and the so-called 'good citizens' of narrow minds and empty hearts is thrown into the fight against them."

The family farmer would be helped, not hurt, by extending the National Labor Relations Act to larger farms, he stressed.

Half the farms don't use any hired labor, Meany pointed out, and six per cent account for 76 per cent of the wage bill. In effect the family farmer is competing with his own labor against "the exploited workers hired by the corporation farmers, the factories in the field," he said, adding that the threat to the family farmer is not higher wages but "the perpetuation of low wages and miserable conditions."

Comparative Wage Decline

Without unions, farm wages have fallen from 76 per cent of the average factory wage to 36 per cent, and while there once were fringe benefits on the farms and none in the factories, the situation is now reversed, Meany said.

In California, Texas and other states, Meany told the senators, farm workers "have made it clear that they are determined to be full-fledged members of American society . . . and we in the AFL-CIO are doing all we can to help them. It is right and proper for America, for it is just as un-American to discriminate on ground of occupation as it is on grounds of race."

Answering objections which have been raised by farm employers to labor law coverage, Meany pointed out that the strikes the employers fear would be most likely to occur in the absence of collective bargaining.

"The farm workers' strikes during the last year have been strikes not for wages and working conditions, but for the fundamental right to bargain collectively," he said.

The mobility of farm workers and the seasonal nature of the work would pose no more difficulty than in construction, Meany said. He noted that the NLRB machinery proposed in the legis-

lation is patterned on the construction industry model.

In answer to questions, Meany said the entire economy will benefit by higher wages and more purchasing power in the hands of farm workers, just as it has by higher wages for industrial workers.

Subcommittee Chairman Harrison A. Williams, Jr. (D-N.J.),

described the AFL-CIO testimony as "the most eloquent I have ever heard."

Williams and the other two members present—Senators Edward M. Kennedy (D-Mass.) and Ralph W. Yarborough (D-Tex.)—said they had been convinced by their on-the-spot investigation in Texas of the need to bring farm workers under the NLRA.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



The SIU-contracted Delta Steamship Lines has announced a proposal for discontinuing their passenger service to South America and the Caribbean. Three Delta Line passenger ships have been operating from New Orleans for over twenty years. Plans are to use the Del Mar, Del Sud, and Del Norte strictly as freighters beginning sometime in early 1968.

The exact nature of their use and the runs on which they will be employed has not been determined. The Delta Line passenger ships now carry a combination of cargo and 119 passengers. It is expected that they will eventually be replaced by the Delta Class vessels now under construction at Ingalls Shipyard in Pascagoula, Mississippi.

A wharfage rate increase of 35 to 50 cents per ton for various types of cargo has been approved by the New Orleans Dock Board to go into effect on July 15, 1967.

Opposition to the rate increase has come from various sources. One of the most vocal opponents of the rate increase has been the New Orleans labor movement. Three local labor organizations have voiced their opposition. They are the Greater New Orleans AFL-CIO, the Maritime Labor Council, and the Metal Trades Council.

In a joint statement they pointed out that "70 per cent of every dollar spent in the city is derived directly or indirectly from the port" and that "a wharfage increase which would drive shipping from the port would directly affect not only the working man but also the businessman."

New Orleans

E. L. "Gator Mouth" Bates was around the hall to let everyone know that he was very much alive and that the rumor that he had kicked the bucket was just that, a rumor. Gator's last ship was the **Southwestern Victory** on which he sailed for over six months. On the **Southwestern Victory** he became ill and was forced to leave the ship in Belgium where he stayed in a hospital for six weeks. Upon returning stateside he spent some time in the USPHS hospital.

Gator is not talking about shipping yet. He is still concentrating on recuperating and won't sail until he feels that he's in tip top shape. Gator sails as steward and chief cook.

Seafarer Elmer E. Hunt finished a two-and-one half year tour on the **Del Sol** as chief electrician.

He is now ashore for a well earned vacation.

Hunt intends looking for a 1st electrician's billet when he concludes his lengthy vacation.

Houston

Chief Cook D. Cincore is back in Houston after signing off the **Baltimore**. Seafarer W. F. Coppage and W. La Barrere have both chosen to spend their summer vacations in this port. Coppage hopes to make his first back-to-work run on a coast wise ship.

Mobile

A number of old timers are on the beach here for rest and vacations. Vidette Clearman, currently registered in group one, Deck Department, has been shipping out in various deck ratings for the last twenty years. His last ship was the **Alcoa Commander**, on which he made several trips



Lambert



Goodman

on the island run.

Charlie Lambert, another twenty-year man registered in group one, deck department, is currently in drydock for surgery. His last ship was the **Del Aires** on the Delta Line run.

Barney B. Goodman, who sails in the Engine Department, is on the beach here after seven months as FWT aboard the **Maiden Creek**. Barney makes his home in Chickasaw, Alabama. He'll be ready again to go after a short rest.

Wilson (Ghost) Davis, registered in Steward Department, group one, has completed a year as steward aboard the **Oakland**. He is married and makes his home here. Currently recovering from a bout with Tetanus, he hopes to be ready soon.



Members of Senate subcommittee holding hearings in Rio Grande City, Texas, are shown medical photos of injuries suffered by striking farm worker in what witnesses described as a savage beating by Texas Rangers. Physician described extent of injuries in detail.

"... We must act now before indifference and old age leave us with no fleet at all."



Senator Daniel B. Brewster (D.-Md.) is a vigorous proponent of a strengthened U.S. merchant marine. As a member of the Senate Commerce Committee, Brewster has been an outspoken and articulate critic of the Administration because of its failure to develop a policy that will ensure the nation of an adequate merchant fleet. In a recent address on the floor of the Senate, Brewster called attention to the critical plight of the nation's maritime industry and cited proposals for remedial action. The following is the complete text of the Maryland Senator's important speech.

During the past week, under the able chairmanship of my distinguished colleague from Alaska, Senator Bartlett, the Merchant Marine Subcommittee of the Senate Committee on Commerce has conducted detailed hearings aimed at exploring the true condition of the United States Merchant Marine.

STATEMENT BY SENATOR DANIEL B. BREWSTER ON MERCHANT MARINE POLICY JUNE 29, 1967, ON THE UNITED STATES SENATE FLOOR

Mr. President,

The purpose of these hearings was not only to give ourselves an understanding of the current woeful condition of the American maritime industry, but to provide a foundation for a Congressional remedy of that condition.

The normal sequence of events has been somewhat reversed. Usually, it is the Administration that sends its recommendations to Congress for deliberation, debate, and enactment into law. But today, when concrete legislative proposals are needed desperately to keep the American-flag fleet afloat, none has been forthcoming from the Executive Branch.

Instead, there has been a lot of talk—too much talk and too little action. Much has been said about the Secretary of Transportation's new maritime program, but in reality this program has never been set down in detail on paper. It is a vapor, an intangible that has brought not new hope for the maritime industry, but only frustration and anger.

Recognizing this situation, my distinguished colleagues in the Senate, Senators Magnuson and Bartlett, and my friend and fellow Marylander in the House of Representatives, Congressman Edward Garmatz, Chairman of the House Merchant Marine Committee, have joined together to form a Congressional maritime policy.

Recognizing the policy vacuum that could be fatal to our merchant marine, they have pledged to create and enact a new program this year.

In a joint statement issued two weeks ago, they said: "Each passing day, each new crisis makes it increasingly obvious that our country must have a modern, well-balanced merchant marine and related industry components. Equally obvious is the fact that such is not at hand."

I applaud this statement and the action of Senators Magnuson and Bartlett and Congressman Garmatz in seizing the initiative where the Executive Branch has hesitated. I certainly give my wholehearted support to the program now being formulated as a result of the merchant marine review hearings.

I think that finally we are going to get something done, for surely concrete steps must be taken this year, right now, to bolster the American-flag fleet.

I recognize, of course, that the Administration has been reluctant to make its plan definite until it can be almost entirely sure that it will be well received. As a result, the sky has been darkened by numerous trial balloons sent aloft to the cheers of some and the groans of others.

This may be wise politics, and sometime, someday, it might result in a good program. But when? Our shipowners, our shipbuilders, our maritime unions, and our ports cannot wait forever. They need a revitalized maritime policy before we go home in the fall. I pledge myself to do everything I can to help them get it.

In all honesty, I must admit that some of the blame for delay lies with ourselves in Congress. Congressional

apathy toward the Merchant Marine has been a major stumbling block to needed improvements. Unfortunately, the Merchant Marine seems not to have much sex appeal.

This is a serious problem. Apathy can kill a program just as easily as strong opposition. It is the duty of those involved with the maritime industry, if they wish to thrive, to educate the nation in the problems they are beset with and in the need for reform. People today simply do not realize how vitally important our fleet is to America, both commercially and for national defense.

How many people realize, for instance, that 97.6% of supplies to Vietnam go by ship? We simply never hear of the tremendously important role that our merchant marine is playing in Southeast Asia, but the simple fact is that sea-lift provides the materiel for all but a half-hour of fighting each day.

How many realize that 60% of all troops sent to Vietnam go by ship?—An astonishing figure which proves that, despite the rapid development of air transportation, ships are essential to the deployment of our armed forces.

Of course, on this subject, the Administration did make one concrete proposal which, fortunately, was defeated by Congress before it got off the ground. This was the celebrated Fast Deployment Logistics Ship idea, the proposal to construct, at enormous cost to the American taxpayer, huge floating arsenals stationed offshore trouble spots, ready to deploy men and arms to the scene of battle faster than ever before.

Not only would these leviathans lend a very trigger-happy outlook to our foreign policy, but they would deal a crushing and unnecessary blow to our shipping industry. It is a well-known fact that any slow-up in the line of supply between, say, Oakland and DeNang occurs not in Oakland, not on the high seas, but in the unloading process in Vietnam. FDL's could in no way solve this congestion problem; they could not speed the supply process up an hour. Fortunately, this fact was patently clear to the House and Senate Armed Services Committees, which killed the FDL plan.

The point is, of course, that the Department of Defense, realizing the obsolescence of our merchant and liner fleet, and realizing the fact that our global position depends on a well-equipped, modern fleet, determined to skirt around the need to revitalize the merchant marine, and build a merchant marine of its own—government owned, government operated, and offering slim dividends to the taxpaying public.

In two world wars, and in the Korean war, our merchant fleet outmatched all others in getting men and supplies across the seas fast. There is no reason to believe that this record of achievement cannot be continued during the current conflict, just so long as we buckle down and give our merchant fleet the governmental support it needs.

I can find no justification whatsoever for abandoning the time-honored policy of integrating the privately-owned American-flag fleet into the national defense in times of crises. Fortunately, Congress vindicated that policy this year, and I hope it will continue to do so against all future onslaughts from the Department of Defense.

The American maritime industry does not benefit from the traditional means of protection: duties and barriers of distance. Nor does it profit from constant injections of technological research sponsored by the government. Our maritime industry exists because of a complicated set of government programs and regulations. If these are abandoned, or, more realistically, if they are allowed to become obsolete, the industry will die. Without government assistance, our shipping industries could not compete successfully in the world market.

The reason, of course, is the higher standard of living of American labor. In Japan, the leading shipbuilding nation today, a shipyard worker earns one-third or less of what he would earn here. A ship can be constructed in Japan for 45% of what it costs here. In fact, the shipbuilding materials here cost what the whole ship would cost in Japan.

A similar disparity can be found in the wage rates of foreign and American ships' crews. Furthermore, unavoidable operating costs like dockage, pilotage, and cargo-handling cost here two to four times what they do in foreign ports.

I would submit that in no other industry is the confrontation between American and foreign wage rates more dramatic. The need to accommodate our

vastly higher wage rate, plus the need to replace and expand a fleet that is growing obsolete in block—this, basically, is the two-horned dilemma we face today.

In the years since the war, we have slipped to sixteenth in shipbuilding. At this moment, we have 48 ships of 596,300 gross tonnage under construction, while Japanese yards have 583 ships of 18 million gross tons in the works.

Further, only 7 per cent of our own foreign commerce goes in American-flag ships. The American-flag fleet totals 10.3 million gross tons, or 6.4 per cent of the world total. That ranks us as fifth greatest maritime power, when twenty years ago we were number one.

By contrast, the Soviet Union, which at the end of World War II was a maritime power of little significance, has now risen to sixth place, with a fleet of over 9 million gross tons. Today, Russia contracts to build ships in foreign yards, not because it is cheaper to do so, but because her own yards are filled to capacity. Clearly, the Russians realize the importance of a strong merchant marine, and are bent on making sure they have one. Needless to say, our own declining fleet suffers by comparison.

In 1965, the Soviet Union accepted delivery of 100 merchant ships, while the United States took delivery of only 16. That same year, we had on order 41 merchant ships of over 1,000 tons, and the Russians had 464. Consequently, while the average age of our fleet creeps up to around 20 years, the Soviet fleet gets younger every year.

The question is now what do we do about this sad state of affairs. Given the total dependency of the maritime industry on government programs, it follows that the only answer lies in a government policy of rejuvenation. What should such a policy include?

1. In the general area of governmental reorganization, I would recommend that the Maritime Administration be established as an independent agency, under neither the Department of Commerce nor the Department of Transportation. I believe firmly that only as an independent agency, free from subordination of other transportation concerns, can the Maritime Administration come up with the kind of program necessary to revitalize our fleet. If a sound and progressive maritime policy had already been presented by the Administration, then perhaps I and other friends of the maritime industry would be content to see Marad inside the Department of Transportation. But this has not happened, and I suspect that in DOT, the Maritime Administration would always be a half-neglected stepchild.

2. I have already introduced a bill, S. 340, to require that merchant marine funds be authorized annually by the Commerce Committee. At present, the budget is only reviewed by the Appropriations Committee and the measure I have proposed would, I believe, strengthen Congressional oversight in the maritime field.

3. Subsidies. The maritime industry cannot continue to operate without subsidies, no matter how alien they may seem to the free enterprise system. Subsidies can be divided into two categories, construction and operating.

The Secretary of Transportation has proposed informally that construction subsidy payments be made directly to the shipyards; I agree with this plan. It is important, however, to make it clear from the beginning what price differential the subsidies are based on: the relatively small British-American differential, or the high U.S. Japanese differential. The complications here are obvious, and need to be worked out without delay.

Due to the high standard of living of American seamen, there appears to be no alternative to continued operating subsidies. Only in this way can American-flag liners continue to compete in the world market. In the merchant marine review hearings, several witnesses have proposed that operating subsidies be extended to what are now unsubsidized liners and bulk carriers. Considering the ever-increasing requirements of our world trade, this proposal has definite merit, and should be implemented.

4. My fourth general proposal comes in the field of vessel replacement. We are currently more than 90 ships behind in our vessel replacement program. In order to maintain our fleet, we should begin this year to construct at least 30-40 new ships a year, rather than the 13 provided for in this year's maritime budget.

(Continued on page 11)

Campaign Underway to Close Industrial Bond Tax Loophole

Now that the Johnson Administration has given every indication that it will press for a tax boost to meet the costs of the Vietnam war, there are members of Congress who feel that a bit of tax reform might be in order, too.

Whatever tax bill eventually is submitted, it will open the door to amendments designed to close some of the more obvious loopholes in the law that have grown up over the years.

Sen. Gaylord Nelson (D-Wis.) has been conducting a steady campaign in recent months to get one of the worst loopholes plugged up—tax-exempt industrial bond financing that not only cost the Treasury huge sums but encourages industrial pirating, runaway shops and anti-union activities.

Nelson warned that "some time soon Congress will have to face the issue head-on of the abuse of municipal financing for private ventures." He has introduced legislation that would put an end to the industrial bond racket that now flourishes in 35 states, in some states as a means of enticing industry from other areas and in some as a protective device to keep their present industry from running away.

The legislation has nine co-signers in the Senate. Similar legislation has been introduced in the House by Reps. Henry Reuss and Clement Zablocki, Wisconsin Democrats.

Originally Congress voted tax exemption for industrial bonds as a means of encouraging new industry in Appalachia and similar areas desperately in need of development. Over the years the privilege has been steadily expanding as a means of permitting the states, and even local communities, to raid one another.

Here is a summary of some of the major abuses:

- The Investment Bankers Association, which is afraid that abuse of tax-exempt industrial bonds will imperil normal community financing, estimates that up to 1 billion dollars of such bonds were issued in 1966 severely eroding normal income tax collections.

- The gimmick is more and more being used by wealthy corporations. In 1966 two-thirds of the bonds were issued for the benefit of eight large corporations. Treasury Secretary Henry H. Fowler has commented that many corporations that obviously don't need financial help are profiting from tax-exempt bond issues and that the whole question of the exemption should be reviewed.

- Industrial piracy is of deep concern to such areas as New York City and many northern industrial states which have been the victims of industrial bond issues in other—mostly Southern—states. Nelson recited the case of one Milwaukee firm which moved part of its operation to Kentucky to take advantage of a brand new \$6.5 million plant built with the proceeds of a tax free bond issue. The move cost Milwaukee 750 skilled jobs and a \$5 million payroll.

- One aspect of the "runaway shop" part of the industrial bond gimmick has been the use to which it has been put by anti-union employers. Northern employers who are determined to resist organization of their plants have been the target of widespread, national advertising calling on them to transfer their operations to fine, new plants with a local, docile labor population. The records of the NLRB are filled with cases where local communities have ganged up on unions even more viciously than employers themselves.

LABOR ROUND-UP

A. R. (Sarge) Kinstley, assistant director of AFL-CIO Region XVII (Texas) until his retirement February 1, 1965, died at Fort Worth at the age of 67. He was a charter member of Boiler Makers Local 74, Houston, in the early 1920's and joined the former Oil Workers Houston Local 227 in 1936. He was local president and international vice president until 1952, when he became CIO regional director for Kansas and Western Missouri. He was named a special representative for the CIO following the merger of the Oil Workers and the former Gas, Coke and Chemical Workers into the Oil, Chemical and Atomic Workers early in 1955. He became assistant regional director after the AFL-CIO merger. He is survived by his widow and two daughters.

The United Housing Foundation, a labor-backed non-profit cooperative, will sponsor a 6,000-family apartment project in Brooklyn, N.Y., for middle and low income families. Governor Nelson Rockefeller announced at a press conference that New York State will finance a \$121 million mortgage and advance seed money

to purchase the 145-acre tract overlooking Jamaica Bay in Brooklyn's Canarsie section. A special city tax formula will enable the apartments to be sold at modest down payments. Jacob S. Potofsky, president of the United Housing Foundation and of the Clothing Workers, said monthly carrying charges for the apartments will average about \$22-\$23 a room. About 20 per cent of the apartments will be available in the \$18-\$19 a room range, comparable to the rental of public housing.

Ground has been broken in Chicago for the new two-story headquarters building of the AFL-CIO Air Line Employees Association. Completion is scheduled for about October 1. Present for the "golden shovel" ceremony were ALEA President Victor J. Herbert, Commissioner of Aviation William Downs of Chicago; Manager Michael Barry of Midway Airport; President Howard Coughlin of the Office Employees, and President Robert Dye and President-elect John Hayes of the Canadian Air Line Employees Association.

"They Left This Town Off the Map"



The recent announcement by the Agriculture Department that it had to reduce the cost of the food stamps to Mississippi's poorest families points up a deplorable situation generally overlooked by a nation too used to hearing from its leaders how affluent and fortunate it is.

America is, almost by definition, the land of plenty. Some of its citizens are classified as being in low-income groups or disadvantaged areas but who would dare—in the wealthiest nation on earth—to come right out and admit that certain Americans might actually be starving because they are too poor to avail themselves of what is a thinly-disguised government handout, or doomed to die almost before they are old enough to walk because even the most basic of medical care either reaches them too late or not at all? Such conditions are rarely made public. They damage the American image—both at home and abroad.

Fortunately, the plight of these destitute fellow Americans is sometimes brought to the attention of the rest of us by emergency actions such as that taken by the Agriculture Department and also by independently-financed medical studies such as the one made in the south by the Field Foundation of New York and recently reported on to a Senate Sub-committee.

Actually, the slash in the price of food stamp prices concerns only an isolated percentage of the poorest families in one state and does nothing whatever for millions who are going hungry in other areas. To reduce the cost from \$2 a month per person to 50 cents serves no real purpose anyway if the prospective buyer doesn't have 50 cents to pay. According to the report by the Field Foundation's team of doctors, some of these Mississippi families are so poor that the parents haven't even SEEN money in weeks. In others, the father worked 55 hours a week but brought home only \$15—enough to provide for their children only a breakfast of biscuit, lunch of boiled beans and supper of bread and molasses.

Food stamps are a poor answer to the problem at best. The stamp program was originally intended to dispose of surplus food, not to take care of the poor. If the stamps are to serve those in dire need, they should be free to those in dire need. Agriculture admits that the stamp reduction came about only after local welfare agencies were asked to pay for the stamps and refused.

The field doctors clearly indicate the desperation of these people and the abject squalor they are in. They face more than malnutrition and ordinary sickness; they face oblivion. Portions of the medical observations paint a grim picture:

"The boys and girls we saw were hungry—weak, in pain, sick; their lives are being shortened. (They) are suffering from hunger and disease and directly or indirectly they are dying from them—which is exactly what starvation means." The doctors said they found children with running sores, heart and lung diseases, severe anemia and other chronic diseases that had never been diagnosed or treated.

"They are beyond medical help even if it were available," one of the team said. "By the time they are 2 or 3 they have suffered irreparable damage to their bodies and minds. They need food and vitamins and every kind of rehabilitation—particularly blood transfusions. Their teeth are so appalling it was hard to keep examining their mouths."

Disclosures such as these are not only appalling but indicate that lives are literally being thrown away through apathy and neglect.

It is vitally important that our society as a whole and our government in particular, recognize the fact that we have an inescapable obligation to feed and care for those of our citizens who have been callously neglected and exploited by the very people who have molded our image of the "affluent American."

Honors American Labor Pioneer

Navy Ship USS Samuel Gompers Commissioned Into Pacific Fleet

BREMERTON, Wash.—The USS Samuel Gompers (AD-37), first ship of the U.S. Navy to bear the name of the father of the modern American labor movement, officially joined the Pacific fleet in commissioning ceremonies at the Puget Sound Naval Shipyard here.

Several hundred labor officials and members gathered at the 643-foot destroyer tender during the ceremonies.

Thomas R. Donahue, Assistant Secretary of Labor, the principal speaker, told the audience that "the men who built and put a union label on her and those who will sail her will own a piece of the Samuel Gompers."

Donahue, formerly executive assistant to the president of the Building Service Employees, presented to the ship the original message of congratulations signed by President Johnson which was first read at the keel-laying of the Gompers just over three years ago. Capt. Harry Risch, Jr., accepted the President's message.

AFL-CIO Secretary-Treasurer William F. Schnitzler brought the congratulations and best wishes of organized labor to the ship's company. He said organized labor has great pride in the Gompers not only because of its name but because the ship "typifies the ideal of Samuel Gompers" that peace can only be secured by the strength of the United States.

"It would mock Samuel Gompers," he said, "to look upon this ship as a symbol of brute power rather than as an instrument of peace. . . . The USS Samuel Gompers represents the armor of security."

President B. A. Gritta, of the AFL-CIO Metal Trades Dept., said that if Gompers were alive today he would be proud of the officers and men of the ship, the personnel of the Puget Sound Naval Shipyard, and of the Bremerton Metal Trades Council and its 16 affiliates whose members made the ship possible.

'Man of Peace'

"Samuel Gompers was a man of peace," Gritta said. "May she always sail the seas of the world in quest of peace."

Mrs. Joseph Holmes, oldest granddaughter of Gompers and sponsor of the ship at its christening last year, thanked the Navy for this honor to her grandfather.



New Destroyer Tender USS Samuel Gompers became part of the U.S. Pacific Fleet at commissioning ceremonies at Puget Sound Naval Shipyard. AFL-CIO Secretary-Treasurer William F. Schnitzler was among speakers who honored the founder of the modern American labor movement and offered best wishes for the ship bearing his name.

The Gompers is the first of a new class of tenders. Its mission will be to repair and support destroyer-type ships, including destroyer escorts and nuclear-powered guided missile frigates.

The ship is 643 feet long, 85 feet wide and displaces 20,200 tons at full load. Her single screw power plant will drive her at top speed in excess of 20 knots.

During the christening ceremony last year, the Gompers was actually floating dockside when the traditional bottle of champagne was broken across its bow by Mrs. Holmes. At the commissioning, the ship was on blocks in dry dock with scarcely a drop of water beneath her—but she could be put to sea within a few hours virtually fully operational. It was one of the few times in naval history that a ship has been commissioned while in dry dock.

MSTS Warns 'Ham' Operators—'No Broadcasts In Viet Waters'

WASHINGTON—Amateur radio operators aboard American merchant vessels in Vietnamese waters or ports have been warned by the Military Sea Transportation Service that ham broadcasts may place American merchant vessels in danger, may prove harmful to U.S. military efforts in Vietnam, and are expressly forbidden by the Federal Communication Commission's authority under the amended Communications Act of 1934.

The MSTS warning reports an incident in which an amateur radio broadcaster aboard a commercial ship, while in Southeast Asian waters, made known the ship's position, the fact that it was carrying military vehicles, its next port of call and its estimated time of arrival.

MSTS said that in the future it will be necessary to report such violations aboard ship to the FCC for appropriate action—which might result in the revocation of the amateur radio operator's license.

The Pacific Coast

by Frank Drozak, West Coast Representative



A seven-hour collective bargaining session was held recently between SIUNA affiliated Sugar Workers Union Local 1 and the California and Hawaiian Sugar Company in Crocket, Calif. The bargaining session failed to produce any immediate hope of settlement.

Sugar workers negotiating committee members demanded a 15-15-15 cents increase over a three year period with retroactive pay back to February 1, the expiration date of the old contract. Company officials offered the Union 10-8-10, wages to be spread over a three-year period. They were offered retroactive pay only back to April 1.

San Francisco

Shipping is excellent here and AB's, FWI's and oilers will find a warm welcome. The Halcyon Tiger paid off and signed on and we've got the Steel Artisan, Geneva and Long Beach in transit.

Payoffs included the San Francisco, Vantage Progress, Penn Challenger, Cottonwood Creek, San Juan and Bessemer Victory. Signing on were the Lynn Victory, Free America and Margaret Brown.

Wilmington

Shipping is fine for rated men and the outlook for future shipping is good.

Walter Lundgren must have enjoyed the Persian Gulf. He is getting ready to go back as pumpman on the first available ship to the area.

Jesse Lewis is eyeing the boards

for a bosun's job. Jesse said his wife took her first vacation in 16 years while he looked after the kids.



Redmond



Thorpe

Winston Battle shipped as steward aboard the Iberville after a short vacation.

Seattle

Shipping looks good here as we just paid off five ships. In addition, three vessels signed on and five are in transit.

C. W. Thorpe left the Wild Ranger and is now taking his vacation in the Northwest.

D. L. Redmond's last job was as AB aboard the Seatrain Louisiana. He's scanning the boards for a good slot in the deck department.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

June 30 to July 13, 1967

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	4	0	3	3	1	17	2
New York	106	40	58	33	20	355	95
Philadelphia	6	2	2	3	3	18	8
Baltimore	26	12	23	3	6	96	29
Norfolk	6	9	10	6	6	28	24
Jacksonville	14	11	5	10	3	22	4
Tampa	10	2	10	5	1	12	4
Mobile	17	16	25	14	4	67	13
New Orleans	54	42	43	25	17	128	47
Houston	32	40	31	26	2	180	111
Wilmington	14	7	7	6	18	21	0
San Francisco	39	70	18	39	20	72	17
Seattle	11	19	24	17	22	40	9
Totals	339	270	259	180	123	1036	363

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	1	1	1	2	11	1
New York	47	39	37	24	22	154	110
Philadelphia	8	1	6	2	5	17	6
Baltimore	18	13	15	11	9	64	30
Norfolk	11	1	4	3	9	23	13
Jacksonville	4	13	3	9	5	12	13
Tampa	3	2	6	3	1	4	2
Mobile	12	9	21	22	10	17	7
New Orleans	40	30	32	23	17	84	90
Houston	38	33	23	29	11	101	84
Wilmington	12	13	9	7	16	16	3
San Francisco	27	78	14	49	14	47	20
Seattle	14	12	19	7	14	20	35
Totals	237	245	190	190	135	570	414

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	0	1	1	1	12	3
New York	40	14	28	8	12	173	54
Philadelphia	6	1	3	3	4	18	11
Baltimore	17	6	9	4	7	72	23
Norfolk	1	3	7	6	20	16	16
Jacksonville	2	2	0	1	5	8	4
Tampa	6	0	7	1	1	8	0
Mobile	11	7	23	8	6	43	6
New Orleans	39	36	27	20	9	101	88
Houston	22	17	18	16	12	91	74
Wilmington	4	4	5	6	13	20	8
San Francisco	32	6	13	9	34	48	30
Seattle	18	7	8	3	21	13	7
Totals	200	103	149	86	145	623	324

ANNUAL REPORT

For the fiscal year ended November 30, 1966
As of November 30, 1966

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, 55 John Street, New York, N. Y. 10038.

EXHIBIT B-1

SUMMARY STATEMENT OF ASSETS AND LIABILITIES

As of November 30, 1966

(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 ¹ (3)
1. Cash		\$1,380,945.41	
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			
(a) Preferred	—0—		APPLICABLE
(b) Common	1,175,367.18		
4. Common trusts	—0—		
5. Real estate loans and mortgages	—0—		
6. Operated real estate	—0—		
7. Other investment assets		4,087,319.76	
8. Accrued income receivable on investments			
9. Prepaid expenses			
10. Other assets			
(a) See attachment	560,892.28		
(b)		560,892.28	
(c)			
11. Total assets		\$6,029,157.45	

LIABILITIES AND FUNDS

12. Insurance and annuity premiums payable			
13. Reserve for unpaid claims (not covered by insurance)			
14. Accounts payable. See Attachment	3,740.19		
15. Accrued payrolls, taxes and other expenses	—0—		
16. Total liabilities		3,740.19	
17. Funds and reserves			
(a) See Below	2,662,270.00		
(b) Fund balance	3,363,147.26		
(c)			
(d) Total funds and reserves		6,025,417.26	
18. Total liabilities and funds		\$6,029,157.45	

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

² 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); Bonds, stocks at cost.

³ 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—\$2,662,270.00.

EXHIBIT B-2

SUMMARY STATEMENT OF RECEIPTS AND DISBURSEMENTS

For Year Ending November 30, 1966

(Name of plan) Seafarers Welfare Fund

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

RECEIPTS

1. Contributions			
(a) Employer—See attachment		\$5,370,778.05	
(b) Employees			
(c) Other (Specify)			
2. Interest, dividends and other investment net income		196,472.99	
3. Proceeds from disposal of assets, net		22,059.35	
4. Dividends and experience rating refunds from insurance companies			
5. Other receipts			
(a) Equipment and office improvement rentals	\$ 35,542.32		
(b) Adjustment of 1965 real estate maint. costs	10,906.44		
(c) Miscellaneous	463.13	46,911.89	
6. Total lines 1 to 5, inclusive		\$5,636,222.28	

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			3,801,020.13
9. Administrative expenses			
(a) Salaries (Schedule 1)	360,950.33		
(b) Fees and commissions	91,761.88		
(c) Interest			
(d) Taxes	18,015.39		
(e) Rent	33,477.20		
(f) Other administrative expenses	208,415.62	712,620.42	
10. Other disbursements			
(a) See attachment	116,799.36		
(b)		116,799.36	
11. Total lines 7 to 10, inclusive			4,630,439.91
12. Excess (deficiency) of receipts over disbursements (line 6, less line 11)			1,005,782.37

RECONCILIATION OF FUND BALANCES

13. Fund balance at beginning of year		2,136,834.89	
14. Excess (deficiency) of receipts over disbursements (line 12)		1,005,782.37	
15. Other increases or decreases in funds			
(a) Decrease in reserve for welfare benefits to pensioners and their dependents	220,530.00	220,530.00	
16. Fund balance end of year		\$3,363,147.26	

SEAFARERS WELFARE PLAN

ATTACHMENT TO ANNUAL REPORT—FORM D-2

November 30, 1966

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	Medicare premiums
Dental	Maternity
Scholarships	Burial Plots
Meal coupons	Sickness and Accident
Hospital	Blood Transfusions
Optical	Rehabilitation Therapy
Medical	

EXHIBIT B-1—Item 10—Other Assets

Investment in stock of wholly owned corporations (at cost)		\$ 10,000.00
Miscellaneous receivables		26,963.66
Notes receivable—Harry Lundeberg School of Seamanship		250,000.00
Capital donated to wholly owned corps.	\$3,642,688.11	
Less: Reserve for donated capital	3,549,988.11	92,700.00
Advances to wholly owned corps.		181,228.62
Fixed Assets		
Furniture and fixtures—Plan office	280,326.86	
Furniture and fixtures—Detroit	9,635.14	
Training facilities—Bayou Le Batre, Ala.*	31,185.47	
Medical and Safety Program facilities—		
Brooklyn, New York	95,875.26	
Puerto Rico	66,995.37	
New Orleans, Louisiana	46,482.35	
Baltimore, Maryland	46,345.97	
Furniture and fixtures—Blood Bank Program, New York, N. Y.	558.78	
Equipment outposts	2,844.92	
Cemetery plots	1,199.99	
	581,450.11	
Less: Reserve for fixed assets	581,450.11	—0—
Total other assets		\$560,892.28

*Title to this property is in the name of the Welfare Mobile Building Corp., a wholly owned corporation.

Item 14—Accounts Payable

Payroll taxes withheld	\$ 1,471.62
Accounts payable	2,268.57
	\$ 3,740.19

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

ASSETS

Contributions receivable	\$ 999,737.20
Interest receivable on bonds	41,939.88
	\$1,041,677.08

LIABILITIES

Incurred benefits payable	\$ 322,299.89
Administrative expenses payable	51,739.27
Other expenses payable	21,235.73
	\$ 395,274.89

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	\$3,795,182.36
Cost of fixed assets acquired for purpose of providing specific benefits	5,837.77
	\$3,801,020.13

(Continued on Page 10)

ANNUAL REPORT

EXHIBIT B-2—Line 10—Other Disbursements

Trustees meetings	\$ 9,696.91
Travel expenses	7,247.29
Furniture, fixtures and equipment	88,486.51
Maintenance of real estate	535.16
Moving expenses	10,833.49
	<u>\$ 116,799.36</u>

ANNUAL REPORT OF THE SEAFARERS WELFARE FUND

STATE OF New York }
 COUNTY OF Kings }
C. J. Bracco and Al Ken

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:
L. J. Bracco

Employee trustee:
Al Ken

Others (Indicate titles):

Subscribed and sworn to before me this 3rd day of July 1967
Kenneth A. Rubin

KENNETH A. RUBIN
 Notary Public, State of New York
 No. 14829-0123
 Qualified in Kings County
 Commission Expires March 30, 1968

ANNUAL REPORT

For the fiscal year ended November 30, 1966

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, 55 John Street, New York, N. Y. 10038.

EXHIBIT B-1

SUMMARY STATEMENT OF ASSETS AND LIABILITIES 1

As of November 30, 1966

(Name of Plan) Seafarers Pension Plan

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

ASSETS²

	Column (1)	Column (2)	Column ³ (3)
1. Cash		\$ 324,959.62	
2. Bonds and debentures			
(a) Government obligations ...	\$ 419,673.46		
(b) Nongovernment bonds	8,039,126.71		
(c) Total bonds and debentures	8,458,800.17		NOT
3. Stocks			APPLICABLE
(a) Preferred	903,430.09		
(b) Common	5,322,980.41		
4. Common trusts	1,000,000.00		
5. Real estate loans and mortgages ...	266,501.52		
6. Operated real estate			
7. Other investment assets		15,951,712.19	
8. Accrued income receivable on investments		14,069.77	
9. Prepaid expenses			
10. Other assets			
(a)			
(b)			
(c)			
11. Total assets		\$16,290,741.58	

LIABILITIES AND FUNDS

12. Insurance and annuity premiums payable	
13. Retroactive pension increases	\$ 44,850.00
14. Accounts payable	2,282.04

15. Accrued payrolls, taxes and other expenses	
16. Total liabilities	\$47,132.04
17. Funds and reserves	
(a) Reserve for future benefits and expenses	16,243,609.54
(b)	
(c)	
(d) Total funds and reserves ..	16,243,609.54
18. Total liabilities and funds	\$16,290,741.58

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

² 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.

³ If A (2) in item 18, 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 November 30, 1966

(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		\$ 5,696,843.00
(b) Employees		
(c) Other (Specify)		
2. Interest, dividends, and other investment net income		564,783.96
3. Gain (or loss) from disposal of assets, net ..		93,788.59
4. Dividends and experience rating refunds from insurance companies		
5. Other receipts		
(a)		
(b)		
(c)		
6. Total lines 1 to 5, inclusive		6,355,415.55

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		1,670,285.38
9. Administrative expenses		
(a) Salaries (Schedule 1)	\$35,044.98	
(b) Fees and commissions	49,253.93	
(c) Interest	—0—	
(d) Taxes	1,634.04	
(e) Rent	3,613.21	
(f) Other administrative expenses	58,054.05	147,600.21
10. Other disbursements		
(a) Trustees' meetings expense	6,805.68	
(b) Travel	931.93	7,737.61
11. Total lines 7 to 10, inclusive		1,825,623.20
12. Excess (deficiency) of receipts over disbursements (line 6, less line 11)		4,529,792.35

RECONCILIATION OF THE FUND BALANCES

13. Fund balance at beginning of year	11,713,817.19
14. Excess (deficiency) of receipts over disbursements (line 12)	4,529,792.35
15. Other increases or decreases in funds	
(a) Net increase or decrease by adjustment in asset values of investment	
(b)	
(c)	
16. Fund balance end of year	\$16,243,609.54

ANNUAL REPORT OF THE

Seafarers Pension Fund
 STATE OF New York }
 COUNTY OF Kings }
C. J. Bracco and Al Ken

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:
L. J. Bracco

Employee trustee:
Al Ken

Others (Indicate titles):

Subscribed and sworn to before me this 3rd day of July 1967
Kenneth A. Rubin

KENNETH A. RUBIN
 Notary Public, State of New York
 No. 14829-0123
 Qualified in Kings County
 Commission Expires March 30, 1968

Text of Brewster Speech Before U.S. Senate

(Continued from page 6)

I do not believe one penny should be spent for the rehabilitation of old ships or the reconditioning of the mothball fleet. That is only a temporary expedient, and would do nothing to improve the overall quality of the fleet. All money that it has been proposed to spend in this way should go toward the construction of new ships. Rehabilitation of old ships is economically unsound.

The Secretary of Transportation has given considerable weight to the proposal that part of our ship replacement program be carried out in foreign yards. I would favor this expedient only when our own yards are filled to capacity and unable to meet our shipbuilding needs. Under any other circumstances, to permit construction of U.S. merchant ships abroad, and subsequently to register such ships under U.S. flag and grant them the same privileges enjoyed by ships built in the United States, would run counter to the intent of the Merchant Marine Act of 1936, and would, furthermore, lead to the eventual ruin of American shipyards.

5. Hand-in-hand with modernizing the fleet goes the modernization of our shipyards—the eleven that are left. In 1953, U.S. yards delivered 45 ships; today, they are capable of delivering just as many without driving costs up. But there is no question that they need streamlining and increased capacity. In this vein, I would recommend that the United States Government make available to American shipyards low-interest modernization loans. This has never been done in this country before, although after World War II, vast sums of American capital were turned over to foreign nations like Japan to rebuild their own shipyards.

By contrast, the American aircraft industry was given considerable governmental help in setting up plants, with the result that today we are a leader in aircraft production. What I am asking is that we give a similar break to the maritime industry, that for the first time we give our shipyards a chance to completely modernize and automate their plants, especially with an eye towards building ships on a production-line basis. This, I believe, can be accomplished with low-cost loans to American shipyards.

Make no mistake, one reason why our shipyards are behind in modernization is the lack of a policy they can depend on. The lack of assurances for future production naturally has made the shipbuilding industry hesitant about embarking on any major new improvements. Now is the time to give those assurances, and thereby get modernization underway.

6. Another area in which the government can be of great assistance in the promotion of a healthy merchant marine is the retention and reaffirmation of the Cargo Preference Act under which at least 50% of all U.S. government cargo must go in U.S. bottoms.

Despite explicit Presidential orders to the contrary there have been numerous occasions when this requirement has not been met.

7. Considering the tremendous amount of benefit that airlines and railroads have derived from government sponsored research, I believe it is essential that the government step up its research in the maritime field. This year, the signs were profoundly discouraging, when the Bureau of the Budget recommended cutting from the Maritime Administration Budget the \$2 million necessary to keep the nuclear ship Savannah in operation. It is essential that we continue development in the nuclear field, for this is one area in which we have a clear lead. Friends of the maritime industry were enormously gratified when the House Committee on Merchant Marine and Fisheries restored that vital \$2 million to keep the Savannah in operation for another year; Congress, at least, has gone on record as supporting research in the field of nuclear merchant shipping. It is now up to the Administration to follow through with its Congressional mandate.

A new merchant marine policy must include much more than these seven points. I would consider these simply a beginning. The tragedy is that the longer we go without a policy, the more the situation deteriorates. I would urge my colleagues in the Senate to direct their attention to this problem, and to join together in formulating a legislative program that will insure the rebuilding of our merchant fleet and the reassertion of this nation as a pre-eminent maritime power. We must act now before indifference and old age leave us with no fleet at all.

Congressional Unity Marks Hearings On Need for Independent MARAD

(Continued from page 3)

merchant marine did fairly well when it was being supervised by an independent agency. It fared pretty badly when it was submerged in another department not primarily concerned with the intricate problems of maritime affairs."

Representative John H. Dent (D-Pa.)—Transportation Secretary Alan Boyd "has offered neither a sound nor a progressive maritime policy, and . . . I believe we would be derelict if we ever placed the merchant marine's future in his department's hands."

The Congressman said that the maritime program espoused by Boyd "gives me no sense of ease about how the maritime program would be administered if we ever put it under the jurisdiction of his department."

Representative Howard W. Pollock (R-Alaska)—The fact that maritime independence has strong support on both the Republican and Democratic sides of the aisle serves to underscore "the deep concern of this Congress" over the maritime crisis.

"By any comparison," he said, "our merchant marine and fisheries situations are bad, and are growing steadily worse. Nothing short of a full-fledged overhaul of all our maritime and fisheries programs is in order."

"Because the Maritime Administration does not have independence—because we have more than two score federal agencies with their fingers in the maritime 'pie'—we are treated to the spectacle of various Cabinet officers making policy decisions, often contradictory, for this vital industry."

Representative Seymour Halpern (R-N.Y.)—"Putting the Maritime Administration in the Department of Transportation would be nothing short of a death sentence. And I, for one, have no intention of sentencing our merchant marine to death."

Secretary Boyd, he went on, "has already made it clear that he has little understanding of this industry and certainly precious little regard for its future."

Representative Peter N. Kyros (D-Me.)—"The past glory of the American merchant marine is now overshadowed by its present decline. This maritime crisis is all the more worrisome because it comes at a time of new American military responsibility and commercial interest across the seas."

"I strongly believe that an independent Federal Maritime Administration would be a most valuable means of restoring the vitality of our merchant marine."

Representative Henry Helstoski (D-N.J.)—"We have gone far enough in neglecting America's seapower to where we are presently classified in a third-rate status and we should make every effort we possibly can to reverse this trend through the upgrading of the agency which oversees the functions of the merchant marine."

"In establishing a Federal Maritime Administration, we are taking a step forward to revitalize our merchant marine, to restore

it to a position of leadership among the maritime nations."

Representative Benjamin S. Rosenthal (D-N.Y.)—"The key to revitalization of our maritime industry once maritime independence is achieved will be a strong American shipbuilding program in American shipyards."

Representative James A. Byrne (D-Pa.)—President Johnson's recent Maritime Day proclamation, which declared that "the merchant marine has been indispensable to our security and prosperity," does not seem to be reflected "in the plans and schemes of some of the members of his official family."

He criticized the Secretary of Transportation, the Secretary of Defense, and the Secretary of Agriculture, in particular, for having "downgraded" the merchant fleet, adding:

"It is the day-to-day actions of the Administration that have brought our merchant marine to its present precarious position—outnumbered on the high seas; outclassed in terms of speed and newness; almost out of the picture, in terms of new construction going on in our own shipyards."

Representative Thomas M. Pelly (R-Wash.)—"Today the American merchant marine is declining . . . yet, at no time has a concrete legislative proposal been placed before the Congress."

The Republican Congressman said he was convinced that the only solution is through an independent agency which will "restore to the Maritime Administration its one-time independent voice which has been muted over these past several years."

An independent agency could give Congress a "blueprint" for restoring the U.S. "to its former place as the first maritime nation in the world," he said.

Representative Abraham J. Multer (D-N.Y.)—"The needs of American shipbuilders, American ship operators and American seamen are being neglected and ignored." Maritime, he said, is "too big and too important" to be buried in any Cabinet-level department; it needs "an agency of its own, with its own budget."

"The problems of this industry," declared Multer, "are too complex and diverse to be handled on a part-time basis—they need full-time consideration."

Representative Thomas N. Downing (D-Va.)—"This nation apparently has grown fat, dumb and happy through our post-World War II economy. In becoming the wealthiest nation in the history of the world, we have become content to have our commerce carried in foreign bottoms, our troops ferried in ancient vessels and our flag all but disappear from the great harbors of the world."

An independent Maritime Administration, he went on, is of "paramount necessity . . . it is the only sure way that we will be able to survive on the high seas. The nation which relegates its vessels to the graveyard of ships consigns itself to the graveyard of nations."

Representative William C. Cahill (D-N.J.)—"I am firmly convinced that the first step in revitalizing our merchant fleet is to create an independent Maritime Administration. Only by such action can the Maritime Administration develop a continuous, yet flexible, policy which will provide a fourth line of defense in times of emergency or war, and a profitable commercial enterprise in times of peace."

Representative Joshua Eilberg (D-Pa.)—"We need to upgrade our maritime endeavors—not to downgrade them by hiding them away in the bureaucratic maze. The only way that we can upgrade maritime—the only way that we can once again become a maritime power again—is to get on with this job of maritime independence."

Representative Jacob H. Gilbert (D-N.Y.)—"The creation of an independent agency would focus greater attention on the decaying merchant fleet, and on the ultimate objective of revitalizing the industry." This, he said, would enable the U.S. "to meet its foreign commerce needs, as well as defense commitments."

Representative Samuel N. Friedel (D-Md.)—"I have become increasingly concerned about the steady decline of our merchant fleet—a decline so severe and a situation so grave as to have perilous consequences for us as a nation in the next decade."

"An independent agency . . . whose sole duty would be the administration of the merchant marine could formulate a clear-cut policy and give the industry the attention it needs. The establishment of such an administration would be the first important step toward the development of the merchant marine into the vital national force it has been in the past, and can be again in the future."

Representative J. Delaney (D-N.Y.)—"An independent agency could focus attention on the need to revitalize the merchant fleet. . . . In the face of obvious needs of the economy and national security, the U.S. merchant fleet must not be allowed to sink to possible oblivion. What advantage will be gained by being first in the race to the moon if we lose the high seas to our competitors?"

Representative William D. Ford (D-Mich.)—"Creating of an independent Maritime Administration is a long-overdue recognition of American-flag ships, and the dedicated mariners who guide them to ports throughout the world."

Representative Joseph Addabbo (D-N.Y.)—"For 17 years, the Maritime Administration has been incorporated within a department which seemingly has been willing to accept the decline of the American shipping industry as an economic fact of life. . . . It is not difficult to diagnose the maladies upsetting the American maritime industry. . . . It will take a strong independent Maritime Administration to treat them properly."

SIU-Crewed Observer Had Close-Up Of Arab-Israeli Suez Canal Battle

Isolated for 21 days and nights aboard the SIU contracted tanker Observer in the Suez Canal, 39 Seafarers were caught in the crossfire of the Arab-Israeli war and witnessed at close range the combat of the two opposing armies.

Twenty-nine of the Observer's crew are now back home to tell what it was like aboard the Observer, in the midst of a war. The remainder of the Observer's crew, 10 men, volunteered to stay aboard her as a skeleton crew.

The SIU-manned Observer, India bound with a cargo of grain,

was about to clear the 103-mile long canal on June 6, when in the early morning hours the Middle East war exploded and the Suez Canal was blocked by the debris of sunken ships which prevented further access. The Passage of the Observer, and that of 14 other vessels from various nations was halted, and in effect, they became trapped in the Suez Canal.

The first sign of trouble came at 3:30 A.M. on the sixth of June when the Observer's crew heard an explosion a few hundred yards down the canal from their ship's position. In the darkness, seconds later, the flaming wreckage of a dredge could be seen sinking beneath the waters of the canal.

The dredge, say eyewitnesses, was one of the first vessels to be deliberately sunk by the Egyptians to block the canal. There are now at least seven ships, along with numerous smaller vessels, blocking passage through the canal.

Aboard the Observer, Captain Charles Kapelowitz, told his crew that their ship couldn't move and that they would have to sit it out; perhaps for quite a while.

"The crew's reaction was a kind of trapped feeling," said Seafarer Russel Flack, but we have a good crew and we knew that we could each depend on the other guy."

The fact that they had a "good crew" aboard was also pointed out by one of the youngest Seafarers aboard, Gerald Rheams. The situation was bad, said Rheams, but having a "teamwork crew" took the pressure off.

As the days passed, the war got closer to the canal area and to the Observer. Israeli forces were rapidly approaching the Suez Canal from the east, while the Egyptians were massing forces and supplies on the west bank of the canal.

From their position on the Observer, the crew could see the movement of tanks and trucks and the activity of the Egyptians as they prepared various fortifications, including an anti-aircraft gun emplacement, to meet the advancing Israeli forces.

From June 8 on there was almost constant gun fire, day and night. The light from the multitude of rapidly firing guns would light up the night sky.

"Soon we began to see low flying planes come in over the canal," said Seafarer Homer Shipes "sometimes they were Israeli planes and at other times they were Egyptian."

The Observer's crew soon learned to distinguish between Egyptian and Israeli planes by awaiting the reaction of the nearby Egyptian anti-aircraft position. There was almost incessant ground to air firing, as more and more Israeli planes came in over the canal.

Arab and Israeli pilots were having nightly dogfights above the Observer. E. E. Simmons, the Observer's 3rd engineer and a member of MEBA District 2, witnessed the downing of two planes.

"The planes would fly in so low over the canal and our ship," said Simmons, "that we could see the pilots clearly."

Captain Kapelowitz ordered all hands to stay below during the night and as much as possible during the day. As an added precaution all the lights aboard were turned out at night to prevent the Observer from being mistaken for a target by either side. Early radio contact with both the Israeli and the Egyptian forces had advised them of the positions of all the non-combatant ships in the canal.

Over the ship's radio, on a special frequency, the Observer was in daily contact with the United States.

Back home, the SIU and Marine Carriers, the ship's operator, were working to have the crew flown back to the United States, but the United Arab Republic refused to allow the crew to leave the ship.

Aboard the Observer, food rationing was put into effect and fresh water was being conserved as much as possible.

On June 28, word came over the ship's radio that efforts to have the crew released had succeeded and that they would begin the flight home.

The crew arrived back home on July 2, in the words of Seafarer Russel Flack, "happy as hell to be back."

But for ten other Observer crew members, the skeleton force left aboard her, the voyage is not yet over. Estimates of when the canal will be open and the Observer free to pass through, run as high as six months.

Lifeboat Class No. 181



The latest crop of Seafarers to complete the one-week course at the SIU Lifeboat School pose for their graduation picture. Seated (l-r) are: Karalambos Drakogiannis, Bill Kirkpatrick and Aldo Shahbein. Backing them up are: Instructor Paul McGarahan, Robert Luck, Luther Roberts, Albert Beals and Lifeboat Instructor Arni Bjornsson.

Delta Stewardess A. Satterthwaite, Gets SIU Pension

Amelia Satterthwaite, a Delta Steamship Lines stewardess, has become the second woman to qualify for an SIU pension. The first, Mrs. Laurence Mary Chopin, joined the pension list in 1958 and passed away last year.

Mrs. Satterthwaite sailed with Delta Lines ships for 19 years. Her first voyage was as second stewardess on the Del Sud in March of 1947. She spent almost her entire sailing career on that ship. Her first voyage as chief stewardess was in 1949 and she sailed continuously in that capacity since January of 1950. Mrs. Satterthwaite completed her last trip in the summer of 1966.

Born in Louisiana, she is a resident of Alexandria. She joined the SIU in New Orleans. A widow, she has two children—a son, Orley of Monroe, La., and a daughter, Christene, of Alexandria.

Mrs. Chopin was also a 20-year veteran of Delta Lines ships. She lived in Mt. Airy, La., at the time of her death at the age of 79.

She was a crewmember of the Del Valle when that ship was sunk by torpedoes from a German submarine in the Caribbean on April 12, 1942.

Mrs. Chopin was adrift in a lifeboat for 17 hours before rescue came. The ship, which sunk in 17 minutes, resulted in the loss of only one life. Undaunted, sister Chopin returned to New Orleans and shipped out on the first available vessel.

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Satterthwaite

Be Sure to Apply For Lifeboat Ticket

Those who have completed entry rating lifeboat training while at the Harry Lundeberg School of Seamanship in New York and have 90 days sea-time are urged to apply immediately to the Coast Guard in the Port of New York for their valid lifeboat ticket.

A lifeboat ticket means higher job priority and improved shipboard safety. You owe it to yourself and your union to pick up your ticket.

DIGEST of SIU SHIP MEETINGS

STEEL DESIGNER (Isthmian), June 4—Chairman, Wesley Leonard; Secretary, Francis J. Connolly. Brother Francis J. Connolly was elected to serve as new ship's delegate. \$10.00 in ship's fund. No beefs reported by department delegates.

PENN SAILOR (Penn Shipping), June 11—Chairman, T. Weems; Secretary, J. Craft. One man missed ship in Bombay, and two men were hospitalized. Some disputed OT in deck department. Discussion held about the terrible condition of the reefer boxes causing food to be condemned.

STEEL AGE (Isthmian), June 10—Chairman, H. E. Rosecrans; Secretary, H. E. Rosecrans. \$7.80 in ship's fund. No beefs reported by department delegates.

CHOCTAW VICTORY (Columbia), May 7—Chairman, Frank Timmos; Secretary, Charles Randall Hood. No beefs and no disputed OT reported by department delegates.

MARORE (Venore), May 13—Chairman, Burton Hirsch; Secretary, W. Thomas. Ship's delegate reported that everything is running smoothly. Some disputed OT in deck and steward departments. Brother B. Hirsch resigned as ship's delegate and Brother W. Schaefer was elected to serve as new ship's delegate.

STEEL TRAVELER (Isthmian), May 21—Chairman, Mike Stupin; Secretary, B. Toner. Beefs regarding restriction to ship and draws to be brought up at payoff. One man hospitalized in Bangkok. \$23.50 in ship's fund. Plenty of disputed OT in engine department. Motion made that any changes made in the Constitution by which the membership is to vote upon, that the time allowance be at least ninety days in order to give the members at sea a chance to vote.

JOHN C (Atlantic Carriers), May 21—Chairman, Anthony Kasiraki; Secretary, Stephen Cassala. \$20.00 in ship's fund. Disputed OT in deck and engine departments. Ship's delegate resigned and Brother Flowers was elected to serve. Motion made that if the bad feeding conditions on this ship are due to the way the food plan stores the ship, then the food plan should be done away with. Patrolman will be requested to come aboard ship at payoff to straighten out food beef.

MANKATO VICTORY (Victory Carriers), May 23—Chairman, R. S. Johnson; Secretary, G. Kell. Ship's delegate stated that all is running smoothly with no beefs and no disputed OT. Motion made that pension for 15 years sea time regardless of age be negotiated for those who sailed on SIU-contracted ships.

STEEL ARCHITECT (Isthmian), May 29—Chairman, Walter Suaka; Secretary, James E. Ostrom. \$104.25 in ship's fund. Motion was made to issue American money while overseas. Crew needs larger messhall. Better quality merchandise needed in slop chest. Brother Edward C. Ruley was elected to serve as ship's delegate. Vote of thanks to the steward department for a job well done.

EXPRESS VIRGINIA (Maritime Carriers), May 29—Chairman, Thomas Liles; Secretary, Louis W. Cartwright. All repairs from last voyage completed except repair of air vent. No beefs were reported by department delegates. Brother Paul D. Liotta was elected to serve as ship's delegate.

JOHN J. BOLAND (American), June 4—Chairman, Vincent Smith; Secretary, Vincent Smith. Motion made to write to headquarters to obtain further information in regard to vacation pay. Crew members would like to know who's job it is to carry passenger baggage.

CARROLL VICTORY (Delta), June 9—Chairman, Richard Lee; Secretary, Jack Long. Some disputed OT in deck department to be taken up with patrolman. Otherwise, no beefs were reported.

DEL MONTE (Delta), May 19—Chairman, E. C. McNab; Secretary, Albert G.

Espeneda. No beefs and no disputed OT reported by department delegates. Brother Andrew Hudimac resigned as ship's delegate and was given a vote of thanks for a job well done. Brother J. L. Disco was elected to serve in his place. Most of the repairs were completed in New Orleans. \$2.00 in ship's fund.

CUBA VICTORY (Alcoa), May 16—Chairman, C. J. Quint; Secretary, W. J. Miles. Brother Quint was elected to serve as ship's delegate. No beefs and no disputed OT. Everything is running smoothly in all departments. Vote of thanks extended to the steward department for a job well done.

MARYMAR (Calmar), May 28—Chairman, Harry Schockney; Secretary, Frank Holland. \$21.50 in ship's fund for TV repairs. No beefs were reported by department delegates. Several crew members discussed the feeding and what could be done to improve it.

KYSKA (Waterman), May 28—Chairman, Edwin S. Harris; Secretary, T. R. Ciesla. One man taken off ship in Yokohama due to illness. All repairs to be taken care of in shipyard. Some disputed OT in deck and engine departments. Motion made to notify headquarters by letter about the sanitary conditions aboard this ship. Discussion of pension plan—retirement after 20 or 25 years in Union, the same as other unions have.

STEEL KING (Isthmian), April 16—Chairman, William F. Barth; Secretary, P. C. Estaban. \$20.00 in ship's fund. Few hours disputed OT in deck department. Vote of thanks to the steward department for a job well done.

CORNELL VICTORY (Waterman), May 14—Chairman, none; Secretary, Ernest M. Bryant. Brother L. Garcia was elected to serve as ship's delegate. No beefs reported by department delegates. Motion made that headquarters contact all companies and ask for televisions for all SIU ships. Various subjects were discussed for the good of the crew.

PENN EXPORTER (Penn Shipping), June 3—Chairman, Frank Pastrano; Secretary, Z. A. Markria. Ship's delegate reported that everything is going along smoothly and extended a vote of thanks to the crew for making it a good trip. No beefs were reported by department delegates. Disputed OT in engine department to be turned over to boarding patrolman. Vote of thanks to the deck and steward department for a job well done. Ship is in need of fumigation.

KENYON VICTORY (Columbia), May 21—Chairman, Albert Bourgot; Secretary, M. Badger. Everything is running smoothly. All repairs are being taken care of. Steward thanked the bosun, deck maintenance and electricians for their good cooperation.

ROSWELL VICTORY (Bloomfield), May 7—Chairman, George Finkles; Secretary, Paul Harpold. Some disputed OT in deck department. One man failed to join ship in Baltimore. Brother Hank Rucki was elected to serve as ship's delegate.

VOLUSIA (Piggly Wiggly), June 25—Chairman, Arthur L. Lens, Jr.; Secretary, None. No beefs reported by department delegates. Ship's delegates to write headquarters concerning various beefs.

SIU Lakes Crew Thanks the Union

To The Editor:

We, the after-end crew members of the W. E. Fitzgerald, would like to take this time to thank the Seafarers International Union for its responsive and most considerate manner in helping us get fans installed in the ventilators in the fire hole.

We would like to add that this is just one of the many situations that the Seafarers has helped us with in the past few years. This has made our working conditions more pleasant aboard this ship.

After-End Crew
W. E. Fitzgerald



Free Bargaining Is Basic Right

To The Editor:

President Johnson's proposal to Congress for the settlement of the railroad beef is a proposal to escalate the pressure on the railroad unions to force them to negotiate. And if the terms are not acceptable, then he wants Congress to escalate the pressure of compulsion on the parties to accept a dictated peace.

This is the "arm-twisting" approach he used when he was majority leader in the Senate. But the idea that compulsion by government fiat is essential to resolve labor disputes is totalitarian and unacceptable here. It is based on a cynical philosophy that the way to settle a labor dispute is to sit on one of the parties and prevent that party alone from exercising its prerogative.

Robert Ingrassia



Vital Information Provided by LOG

To The Editor:

I would like to give a word of praise for the continually improving interest of the content of your paper. I enjoy it very much and I especially appreciate the service you provide in making more and more persons aware of legislation of vital concern to all Americans. Too few pay attention to such matters. In any democracy, each person has a responsibility to each of his fellow men.

Mrs. E. J. Thibodeaux Jr.



N.Y. Project Sets Example

To The Editor:

New York City's new Hunts Point Market, which was dedicated in May and is now operating full steam ahead, is a landmark in improving food distribution. One-hundred twenty-six acres are completely developed and 205 acres more are being built.

The Hunts Point expansion project is located immediately adjacent to the present produce market—directly at the point where the Bronx River flows into the salty East River. Deep-water shipping berths on the East River and facilities for fishing boats and shallow-draft craft on the Bronx River are included in the projected plans. One berth is planned for

leading banana importers. Here, some 700,000 boxes of bananas yearly would be swiftly unloaded, through the use of ultra-modern mechanical equipment, and speeded by truck and rail to metropolitan area consumers and to other geographical areas as well. It is expected that other kinds of fruit will also be imported through this terminal.

A second berth is planned for the accommodation of reefer ships carrying cargoes of frozen meat from world areas that have up to now not been able to profitably ship meat to the New York market simply because of the dearth of suitable facilities within the city. A refrigerated warehouse is planned in conjunction with the ship berth.

A third deepwater berth planned is one that will improve New York's competitive position in the trade in certain bagged bulk food commodities. These cargoes have either fallen off at New York in recent years or have gone elsewhere, simply because the facilities available were either outdated or lacking.

The three deepwater berths are planned to be located along the East River side of Hunts Point, where naturally deep water exists.

I think the inclusion of deep-water shipping berths and facilities show foresight into the needs of a modern marketing complex, encouraging the reliable, efficient and economical transportation that ocean-going ships provide.

Maurice Geltz

LETTERS To The Editor

Pension Is Dignity To Retired Seafarer

To The Editor:

I would like to thank the SIU for its attention and promptness in mailing my pension check.

It would be of great pleasure to me if the young generation of today who are now commencing to work with this Union could widely appreciate all the benefits and privileges—which are enjoyed by old and sick men like me—which we obtain from the Union to help us live with dignity.

Miguel A. Hipolit

Decline of Maritime Danger to U.S.

To the Editor:

As a person who has made his living in field other than maritime, I frankly do not know too much about the problems of the industry. However, as a matter of common sense, it would appear essential that we have a fleet that can adequately compete with other nation's in the carriage of cargo. It is also very dangerous to have to rely on the ships of other nation's in time of conflict. I can easily see that if the maritime decline continues that this will be the case and I do not think that we can afford to let it continue any longer. I back your Union 100 percent in your fight to obtain a stronger U.S. merchant fleet. Good luck to you and your members.

Henry Spahn

From the Ships at Sea

Seafarers on the *Norberto Capay* (Liberty Navigation) enjoyed "some swell fresh fish for dinner and supper." thanks to the good luck enjoyed by Brother **Elbert Winslow**. Coming across the Pacific while on the Vietnam run, Winslow did some fishing in his spare time. He caught a 65-

pound wahoo. The fish was landed on Thursday, just in time for Friday's meal, Meeting Chairman **A. H. Reasko** reported. John "Frenchy" DeVaux was elected new ship's delegate, according to word from Meeting Secretary **John Smith**. Frenchy was able to see his son, John Jr., while the ship was unloading in Qui Nhon. He contacted his son, who is stationed in Saigon, through the American Red



Winslow

Cross. The crew spared no effort in making John Jr. feel at home for the two days he was aboard the *Norberto Capay*, Frenchy told the LOG. A motion was made to collect money for a new ship's fund. Seafarer sent a letter to headquarters requesting information on the proper way to make out insurance policies while on the Vietnam run.

Donations of \$28, added to the ship's fund of \$27.50, helped Steel

Sea-Land Detroit Site of Birth For Baby Calves

The Detroit (Sea-Land) arrived in Puerto Rico with two more passengers than when it started out. The two passengers were bovine, a baby cow and an infant bull. The two calves were born when the Detroit was one-and-a-half days out of New York on her way to San Juan, Puerto Rico, on her most recent trip.

The calves were born six hours apart, one in the morning and one in the afternoon, according to Seafarer **Bob Wambold**, 20, who was sailing on the Detroit as a wiper. Both mothers were assisted in their deliveries by the resident cowboy who was on board to care for the 72 cows and two horses that the ship was carrying to Puerto Rico.



Wambold

The cowboy performed his duties admirably and requested no assistance from the Seafarers aboard. Seafarer Wambold said that he was working below "when suddenly there was a strange noise. I looked, and there was a calf."

The Detroit's main cargo was automobiles, but, as is common on Puerto Rican runs, it carried a lot of livestock for breeding purposes. Other than the unexpected births, the eight-day trip was uneventful.

Brother Wambold, who is a native of New York, from where he usually sails, has been a Seafarer for a year and two months. He is single.



Hunt

Director (Isthmian) Seafarers purchase a new TV antenna, treasurer **J. P. Baliday** informed the crew. The antenna cost \$40.87, leaving a balance of \$14.63. **Horace Hunt**, meeting chairman, reports that department delegates report no beefs and all is running smoothly. **Arvell Bearden** wanted to resign as ship's delegate, but was requested by the crew to stay on. Bearden asked his fellow Seafarers to be extra careful in avoiding logs out of "respect for a good Skipper".

Meeting Chairman **N. A. Huff** reports that the *Volusia* (Suwannee) is calling at Mid-East ports. The ship will visit Casablanca, Morocco, Skikda, Algeria and Ceuta, Spain, before returning to the Gulf for a payoff. Meeting Secretary **Clarence Dyer** informs that **William Fisher** of the steward department was hospitalized in the Bahamas with an infected finger. The ship's treasury has \$21.93. Seafarers were reminded to make sure they keep the messroom and pantry clean.



Fisher

The steward department of the *Anniston Victory* (Waterman) provided lots of good chow to keep Seafarers' minds off the long and hot voyage. Meeting Secretary **Thomas Ulisse** reported. Ulisse writes that "we have five men in the crew who range in weight from 250 to 325 pounds. Total weight for the heavyweights is 1,500 pounds." Meeting Chairman **Joe San Filippo** wrote that the ship recently completed a 13-day stop in Honolulu for repairs in the engine room. The *Anniston Victory* paid a visit to Viet Nam prior to a New Orleans payoff.



San Filippo

Meeting Chairman **F. Stahlings** reports that the *Robin Gray* (Isthmian) is having a smooth trip as it heads for Durban and Capetown. Engine delegate **Henry Donski** said that some disputed overtime from a previous trip will be collected in New York during the payoff. Deck and steward delegates **Scottie Ferro** and **Thomas Maley** wrote that things were going well in their departments. Seafarers were reminded not to leave cots on the deck where they could be a safety hazard and to observe silence in passageways where watch-standers quarters are.



Donski

A suggestion was made by **Lynn Victory** (Victory) Seafarers that MSTs passes be given to crews serving in the Vietnam war zone. Meeting Chairman **John Kuchta** said this would eliminate the need to carry Z cards around. Meeting Secretary **Harold Strauss** reports that **Bill McDermott** received a vote of thanks for the fine job he turned in as deck delegate.



Strauss

Charlie Luna, chief steward on the *Floridian* (United Maritime) has kept his fellow Seafarers well fed and his bayou shrimp gumbo is "out of this world." Meeting Chairman **A. Aronica** writes that his "Louisiana swamp style" cooking was enjoyed by the entire crew. Charlie is "most cooperative" and the entire Steward Department has done a fine job, Aronica informs. **Julio Ruiz** resigned as ship's delegate to give someone else a shot at the job. Ruiz did a fine job, fellow crewmen agreed. No beefs were reported by department delegates.



Luna

Meeting Chairman **F. Timmons** reports from the *Choctaw Victory* (Columbia) that the alarm bell needs fixing. "It's not loud enough to wake sleeping Seafarers," Timmons reports. A suggestion was made to have an electric hot water urn put in the crew's pantry.



Timmons

SIU ARRIVALS

Robert Edmonds, born April 7, 1967, to the James H. Edmonds, Baltimore, Md.

Mario Cranford, born June 2, 1967, to the Quincy R. Cranfords, Prichard, Ala.

Elaine Louise Pfeiffelman, born June 9, 1967, to the Edward Pfeiffelmans, Mackinac Island, Mich.

Jack Edward Adaire, born June 21, 1967, to the James Adaires, New Orleans, La.

Michael Dunnam, born May 16, 1967, to the Joseph Dunnams, Neely, Miss.

Miguel Silva, born May 31, 1967, to the Manuel Silvas, Newark, New Jersey.

Sailing Gives Seafarer Opportunity To Study Religions Around World

"I'm not a religious man," Seafarer Philip Frank told the LOG, yet Brother Frank has worshiped in synagogues in practically every corner of the world and has visited the Vatican, Protestant churches, Ethical Culture meeting houses, Bhuddist temples, Hindu temples, Moslem mosques, and Bahai clubs and temples. "Most religions appeal to me theoretically, but practically I am not a religious person," he reiterated.

"Traveling is in my blood," Phil says. "All my life, even when I was a kid, I wanted to travel. I used to love to listen to people tell stories of their travels when I was a kid."



Frank

Seafarers see a lot of the world as they sail, but even this isn't enough for Phil. "Every ten years I take a trip on my own," he relates. Last year, at the age of 67, he completed a six-month Odyssey during which he visited with the primitive Falasy Jews who live in the heartland of Ethiopia. (Seafarers Log, Sept. 16, 1966.)

Last year, Phil got a chance to visit Cairo. Not many Seafarers get to visit the inland Egyptian capital city. The opportunity arose out of an accident he suffered while his ship, the Robin Kirk, lay at anchor in Port Said. He was returning to the ship in a launch with a group of his shipmates. He reached for the gangway and had gotten one hand on it when somehow the launch floated out of reach. He was left hanging from the gangway by one hand. An Arab member of the shore gang climbed down the gangway and pulled Phil onto it. He suffered a dislocated shoulder.

Declared unfit for duty for a week, Phil asked the skipper for permission to visit Cairo. His first stop was the Alli Mosque, "one of the biggest and nicest mosques I've ever seen," he says. He was most impressed by the Cairo Museum. "The most beautiful museum in the world," it was "the most interesting museum I've ever seen," Brother Frank said. Of all the ancient artifacts in the mu-

seum, he was most impressed by a ship that was found in a tomb many thousands of years old. The ship, buried with its owner to provide safe sailing to the next world was "a full-size ship for that time," says Brother Frank, being between 50 and 60 feet long.

Jewish Church

During another recent trip Phil saw what looked like any other "poor native building," except for the Star of David that adorned it, while being taken through the Casbah in Tunisia. He asked the guide what the building was, and was told that it was "a Jewish church." After being careful to tell the guide he was not interested in it, Phil paid him and made his own way to the synagogue. Most of the men he met there, preparing for the evening worship service, were poor even by Arab standards. Most of them were laborers, and many were beggars. "For one of them to become a shoemaker is like becoming a professor here," Phil said, illustrating the plight of Arab Jews. Yet these desperately poor men, often abused by their Moslem neighbors, extended to Phil the only hospitality they were able to give, he was asked if he would like to sleep in the synagogue. It was all they had to offer, and he was deeply moved.

Brother Frank has visited Jewish communities in just about every Arab country, he says. He has also visited the Jewish communities in several Indian cities—where a military career is traditional for many Jews, who make up a large part of the officer cadre of the Indian Army. He has visited Jews in Tokyo, Sweden and France.

Phil visited the Vatican in 1946, and left the Eternal City "with the most friendly feeling." He was most impressed by Michelangelo's famous statue of Moses. "I don't know anything about sculpture," Brother Frank says, "but it was

like seeing a living person."

Phil has visited Bhuddist temples in Bangkok and Hindu temples all over India. The only house of worship he couldn't get to see was the Parsis temple in Bombay. He was sorry, because the Parsis faith particularly appealed to him. "The whole religion is based on love," he explained. "Everything is holy." It is because they consider everything holy, including earth, fire and water, that the Parsis expose their dead to vultures rather than cremate them as do the Hindus or burying them as their Moslem neighbors do. This is done at their temple, and Phil speculated that perhaps they consider the sight too raw for visitors.

In New York City, where he makes his home, Brother Frank often goes to the Bahai Club. Bahai, Phil explained, "is a combination of everything—Christianity, Judaism, Islam, Bhuddism and Hinduism." "They know me at the Bahai Club," he said. He is also a frequent visitor at New York's Community Church, and the Ethical Culture Society.

Traveling has become a fine art for Phil, who buys "any book on traveling I see." "Most travel books talk a lot, but don't say much," he says. Although he usually travels alone, Phil has "never gotten into any trouble." "I see everything as a neutral," he says and "respect everyone."

Phil started traveling at the age of 18, when he walked from his birthplace of Vilna, Poland, to France. The overland trek, much of it done barefoot, took one-and-a-half years. When he began his journey, he had just been released from a German forced labor camp, where he had spent the duration of W.W. I. When he was 15, the Germans had come "and picked me out of bed at five in the morning," and set him at hard labor during the years when luckier boys are in high school.

He came to America in 1927. He served in the Army briefly, and was discharged as over-age in 1943. He spent the rest of World War II working in the Philadelphia Navy Yard. In 1946, Phil started sailing with the MSTs. He joined the SIU in 1952.

PERSONALS

Any Seafarer having information on where to obtain a St. Elmo's religious medal please contact the LOG as a service to a Union Brother who is presently serving with the United States armed forces in Vietnam.

Pedro Perez

Get in touch with Adolph De-Marco through the New York hall as soon as possible.

John T. Harris

Write Miss Nancy Caldwell, 427 St. Mary St., New Orleans, La. 70130.

Viet Cong Attempt Sabotage



Bosun F. D. Finch (left) of the Oceanic Spray (American Oceanic) holds a can of TNT which he found in the ship's number two hold. It was apparently placed there by a Viet Cong member of the unloading gang while the ship was discharging cargo in Qui Nhon, Vietnam. Standing with him is Sgt. Luther J. Daniel, part of the Army guard detail. Shot was taken by L. Banks, steward department.

FINAL DEPARTURES

William Greene, 62: A hemorrhage claimed the life of Brother Greene, May 19 at the Veteran's Administration Hospital, Montgomery, Ala. A steward, he joined the union in New York City. Born in Alabama, he was a resident of Montgomery. His last ship was the Santore. Brother Greene was in the Navy for ten years and served in World War Two. Surviving is a sister, Mrs. Frankie L. Greene Caton, of Montgomery. Burial was in Temple Gate Cemetery, Lowndes Cemetery.



Pedro Villabol, 59: Brother Villabol died in USPHS Hospital, New Orleans, May 24. He was born in Puerto Rico and lived in New Orleans. A steward, he joined the union in New York City. His last ship was the Del Mar. He is survived by a cousin, Gandido, Segarra, of San Juan.



Samuel Bayne, 71: Heart disease claimed the life of brother Bayne, May 23, at the USPHS Hospital, Boston. A chief steward, he was on SIU pension at the time of death. Seafarer Bayne sailed on SIU ships for almost 25 years. He was a native of British Guiana and a resident of Dorchester, Mass. His last ship was the Orion Hunter. Surviving is his wife, Celestine Bayne of Dorchester.



Herbert Kennedy, 45: Brother Kennedy died an accidental death while he was sailing in the Steward Department of the City of Alma. The death occurred at sea in Yokohama Harbor. He was a native of Pennsylvania and lived in Philadelphia. Kennedy sailed as a chief steward. He joined the Union in New York City and sailed for over 20 years with the SIU. Burial was in Huntingdon Valley, Pa.



George Wartalla, 43: Accidental drowning claimed the life of Brother Wartalla, April 6, at the Toledo Lake Front Dock Co., Toledo, Ohio. He was a member of the SIU Great Lakes District and was employed by the Tomlinson Co.



An oiler, he joined the union in Alpena, Mich. Brother Wartalla was born in Allenville, Mich, and lived in Rogers City, Mich. He was a member of the Army, serving in World War Two and the Korean War. Surviving is his wife, Phyllis, of Rogers City. Burial was in Pine Hill Cemetery, Cheboygan, Mich.

Archie Piner, 51: Brother Piner died on April 2, aboard the tug boat Elizabeth Boyer while it was docked in Paulsboro, N.J. Death was caused by a heart attack. He was born in Williston, N. C., and was a resident of Davis, N. C. An engineer, he was previously employed by the R. K. Davis Travis Co. Piner joined the SIU in Norfolk. Surviving is his wife, Mabel Piner, of Davis, N. C.



George Leach, 40: Brother Leach died on May 8 at Long Island College Hospital. A FWT and oiler, he joined the union in Baltimore. Born in Red Springs, N. C., Brother Leach was a resident of Norfolk. His last ship was the Columbia. He is survived by his mother, Mrs. Irene Currie, Red Springs. Burial was in Bethel Cemetery, Raeford, N. C.



Entry Rating Lifeboat Class No. 7



Basking in the May sunshine in front of the SIU's Lifeboat School at Mill Basin, Brooklyn, is the seventh class of students of the Harry Lundeberg School of Seamanship to graduate from the school. Seated (l-r) are: M. Vezzey, L. Lehtonen, C. Gorman, T. Dawson, W. Delgado and W. Spinks. In the second row are: Instructor R. Gillette, C. Elswick, G. Hunt, B. McCray, J. Collins and J. Ficher. In the last row are: J. Day, K. Dillon, R. Bragg, W. High, D. Jobe, D. Cummings, M. Flemings and Instructor Arni Bjornsson.

UNFAIR TO LABOR DO NOT BUY

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

- ⚓ —
- Stitzel-Weller Distilleries**
"Old Fitzgerald," "Old Elk"
"Cabin Still," W. L. Weller
Bourbon whiskeys
(Distillery Workers)
- ⚓ —
- Kingsport Press**
"World Book," "Childcraft"
(Printing Pressmen)
(Typographers, Bookbinders)
(Machinists, Stereotypers)
- ⚓ —
- Jamestown Sterling Corp.**
(United Furniture 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)
- ⚓ —
- Baltimore Luggage Co.**
Lady Baltimore, Amelia Earhart
Starlite luggage
Starlite luggage
(International Leather Goods,
Plastics and Novelty Workers
Union)
- ⚓ —
- "HIS" brand men's clothes**
Kaynee Boywear, Judy Bond
blouses, Hanes Knitwear, Randa
Ties, Boss Gloves, Richman
Brothers and Sewell Suits,
Wing Shirts
(Amalgamated Clothing Workers
of America)
- ⚓ —
- R. J. Reynolds Tobacco Co.**
Camels, Winston, Tempo,
Brandon, Cavalier and Salem
cigarettes
(Tobacco Workers International
Union)
- ⚓ —
- Peavy Paper Mill Products**
(United Papermakers and
Paperworkers Union)
- ⚓ —
- Comet Rice Mills Co. products**
(International Union of United
Brewery, Flour, Cereal, Soft
Drinks and Distillery Workers)
- ⚓ —
- Antonio Perelli Minetti & Sons**
Ambassador, Eleven Cellars
Red Rooster, Greystone, Guastl,
Calwa, F. I., Tribuno Vermont,
Aristocrat, Victor Hugo, A. R.
Morrow Wines and Brandies.
(National Farm Workers
Association)

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

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

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

Earl Shepard, Chairman, Seafarers Appeals Board
17 Battery Place, Suite 1030, New York 4, N. Y.

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

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

EDITORIAL POLICY—SEAFARERS LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1966, meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

Schedule of Membership Meetings

SIU-AGLIWD Meetings

New Orleans Aug. 15—2:30 p.m.
Mobile Aug. 16—2:30 p.m.
Wilmington Aug. 21—2:00 p.m.
San Francisco

Aug. 23—2:00 p.m.
Seattle Aug. 25—2:00 p.m.
New York Aug. 7—2:30 p.m.
Philadelphia Aug. 8—2:30 p.m.
Baltimore Aug. 9—2:30 p.m.
Detroit Aug. 11—2:30 p.m.
Houston Aug. 21—2:30 p.m.

Great Lakes SIU Meetings

Detroit Aug. 7—2:00 p.m.
Alpena Aug. 7—7:00 p.m.
Buffalo Aug. 7—7:00 p.m.
Chicago Aug. 7—7:00 p.m.
Cleveland Aug. 7—7:00 p.m.
Duluth Aug. 7—7:00 p.m.
Frankfort Aug. 7—7:00 p.m.

Great Lakes Tug and Dredge Region

Chicago Aug. 15—7:30 p.m.
†Sault Ste. Marie
Aug. 17—7:30 p.m.
Buffalo Aug. 16—7:30 p.m.
Duluth Aug. 18—7:30 p.m.
Cleveland Aug. 18—7:30 p.m.
Detroit Aug. 14—7:30 p.m.
Milwaukee Aug. 14—7:30 p.m.

SIU Inland Boatmen's Union

New Orleans Aug. 15—5:00 p.m.
Mobile Aug. 16—5:00 p.m.
Philadelphia Aug. 8—5:00 p.m.
Baltimore (licensed and
unlicensed) Aug. 9—5:00 p.m.
Norfolk Aug. 10—5:00 p.m.
Houston Aug. 21—5:00 p.m.

Railway Marine Region

Philadelphia
Aug. 15—10 a.m. & 8 p.m.
Baltimore
Aug. 16—10 a.m. & 8 p.m.
*Norfolk
Aug. 17—10 a.m. & 8 p.m.
Jersey City
Aug. 14—10 a.m. & 8 p.m.

United Industrial Workers

New Orleans Aug. 15—7:00 p.m.
Mobile Aug. 16—7:00 p.m.
New York Aug. 7—7:00 p.m.
Philadelphia Aug. 8—7:00 p.m.
Baltimore Aug. 9—7:00 p.m.
†Houston Aug. 11—7:00 p.m.

† Meeting held at Labor Temple, Sault Ste. Marie, Mich.
* Meeting held at Labor Temple, Newport News.
‡ 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
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.
SIU TL 3-9259
IBU TL 3-9259
- CHICAGO, Ill.** 9383 Ewing Ave.
SIU SA 1-0733
IBU ES 5-9570
- 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
Slop 20
Tel. 724-2848
- SEATTLE, Wash.** 2505 First Avenue
MA 3-4234
- ST. LOUIS, Mo.** 805 Del Mar
CE 1-1434
- TAMPA, Fla.** 312 Harrison St.
Tel. 229-2788
- WILMINGTON, Calif.** 505 N. Marine Ave.
834-2528
- YOKOHAMA, Japan.** Isewa Bldg., Room 801
1-2 Kojikan-Dori-Nakoku
204971 Ext. 281

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

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. The SIU publishes every six months in the SEAFARERS LOG a verbatim copy of its constitution. In addition, copies are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

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

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

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

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

SANTORE (Venore Transportation), May 29—Chairman, R. Bracamonte; Secretary, none. No disputed OT reported by department delegates. Everything is going along O.K.

BUCKEYE MONITOR (Buckeye), May 14—Chairman, George Grimmins; Secretary, James M. Soucie. Motion made to draw up petition signed by full crew regarding unemployment compensation from the State of Ohio. This was signed by full crew and returned. It was requested that each member donate 25 cents to start ship's fund. No beefs reported by department delegates.

MISSOURI (Meadowbrook Transport), May 28—Chairman, Joseph Werselowich; Secretary, Maximo Bugawan. Ship sailed without a second electrician. No beefs reported by department delegates. Brother Joseph Werselowich was elected to serve as ship's delegate. Discussion held concerning the duties of department sanitary men, also how often draw is to be given out in port.

BEATRICE VICTORY (Victory Carriers), May 14—Chairman, S. W. Lewis; Secretary, Leon J. Webb. Discussion held regarding war insurance. Captain said it would be signed in Japan. Some disputed OT in engine department. All departments requested to keep laundry clean.

RICHARD J. REISS (Reiss), June 2—Chairman, Joseph J. Butler; Secretary, Stephen F. Goetz. Crew would like to know if anything has been done about getting a draw at end of month from Captain. If so, please advise. Crew signed petition on House Bill No. 427 in Ohio and sent it in.

PAUL L. TIETJEN (Kinsman Marine), June 1—Chairman, Grant K. Lewis; Secretary, Grant K. Lewis. Brother Grant K. Lewis was elected to serve as ship's delegate. \$6.25 in ship's fund. Second Cook was thanked for the medical attention. Food is outstanding.

ANNISTON VICTORY (Waterman), June 1—Chairman, Joe Sanfilippo; Secretary, Thomas M. Ulisse. Some disputed OT in deck and engine departments. Motion made that the OT pay for watches stood after 5 P.M. and before 8 A.M. be considered by negotiating committee. Air conditioner was not installed as promised when ship came out of shipyard. Vote of thanks to the steward department for the good meals and service during the long, hot voyage.

VANTAGE VENTURE (Vaneor Petroleum), June 11—Chairman, W. J. Smith; Secretary, J. P. Regan, Jr. Ship's delegate reported that there have been no beefs. Harmony of crew has been exceptional. Motion made to bring pensions up to standards of other unions—12 years seetime at any age. Vote of thanks to the steward department for a job well done.

DIGEST of SIU SHIP MEETINGS

DEL RIO (Delta), June 4—Chairman, Roy Lee; Secretary, J. Tujague. Patrolman will be requested to contact clarifications committee regarding time off for steward department. Deck delegate reported that everything is going along smoothly. \$28.16 in ship's fund.

MARGARETT BROWN (Bloomfield), June 10—Chairman, John Moss; Secretary, Robert Outlaw. Brother Roy Guild was elected to serve as ship's delegate. Three men missed ship at Keelung and rejoined at Koahsiung. One man missed ship at Inchon. Disputed OT in deck and steward departments. One man hospitalized in Sasebo. Complaint made about stale cigarettes on board. Vote of thanks was given to the steward department for doing a fine job without a steward.

YORKMAR (Calmar), June 9—Chairman, J. A. Shea; Secretary, John Mur-

phy. Brother Nicola Tagliamurris was elected to serve as ship's delegate. \$9.00 in ship's fund. No beefs reported by department delegates.

GLOBE TRAVELER (Maritime Overseas), May 28—Chairman, Edward Sylvester; Secretary, Paul A. Gettridge. No beefs reported by department delegates. Some disputed OT in deck department. Brother J. D. Harmon was elected to serve as ship's delegate.

STEEL VENDOR (Isthmian), May 21—Chairman, Elliott Goren; Secretary, Henry L. Durham. \$28.00 in ship's fund. Everything is running smoothly, with no beefs and no disputed OT.

DEL NORTE (Delta), May 25—Chairman, Reuben Belletty; Secretary, Bill Kaiser. Salty drinking water aboard. Engineer states that the water taken aboard in Montevideo was salty. Vote of thanks was given to the ship's delegates for a job well done. No beefs reported by department delegates. Everything is running smoothly. \$175.50 in ship's fund and \$493.85 in movie fund. Motion made that \$100.00 be taken out of the ship's fund to purchase a gift for the ship's doctor, Richard W. Young, because the doctor is a real good special guy and has taken real good care of crew.

DEL NORTE (Delta), April 23—Chairman, Reuben Belletty; Secretary, Bill Kaiser. Ship's delegate saw the boarding patrolman about the cold drinking water fountain not being put aboard as yet for the engine room. Also discussed the ice situation. \$97.86 in ship's fund and \$285.85 in movie fund.

IBERVILLE (Waterman), June 3—Chairman, H. Loll; Secretary, A. D. Hill. All repairs were taken care of. One man was hospitalized in Japan. One man missed ship in Japan. \$9.50 in ship's fund. No beefs and no disputed OT reported by department delegates. Motion made to have patrolman see about having an ice-cube machine installed on this ship.

STEEL DIRECTOR (Isthmian), May 21—Chairman, Horace Hunt; Secretary, J. P. Baliday. No beefs reported by department delegates. Everything is running smoothly. Ship's delegate, Brother Arvell Bearden who served for over a year was re-elected to serve again, and was extended a vote of thanks by the crew.

COMMANDER (Marine Carriers), June 3—Chairman, Ralph Ballard; Secretary, Vernon L. Hopkins. \$6.00 in ship's fund. No beefs and no disputed OT reported by department delegates. Everything is running smoothly.

DEL SUD (Delta), May 11—Chairman, Mike Dunn; Secretary, R. J. Chausen. \$433.00 in ship's fund and \$656.16 in movie fund. Few hours disputed OT in each department otherwise everything is running smoothly. Entire crew extended a vote of thanks to the deck department for the efficient way of docking and undocking, and keeping the ship clean and in ship-shape condition.

FORT HOSKINS (Cities Service), May 25—Chairman, W. E. Casey; Secretary, R. D. Bridges. Some disputed OT in deck and engine departments. Motion made to have a new feeding plan for Cities Service. Motion made that the Union negotiate for a retirement plan calling for 20 years in the Union with 15 years sea time. Ship's delegate, J. Neal resigned and Brother G. A. Paschall was elected to serve as new ship's delegate. Outside of being the hungriest ship that most of the crew sailed on, this has been a pretty good trip so far.

EAST POINT VICTORY (Hudson Waterways), May 14—Chairman, John W. Alstatt; Secretary, Terry L. Zellers. Brother Joseph McGill, ship's delegate, reported that there was no disputed OT and that everything is running smoothly. Brother McGill was re-elected to serve as ship's delegate.

DEL SUD (Delta), May 7—Chairman, Mike Dunn; Secretary, Richard J. Chausen. Brother William Pittman, ship's delegate, reported that most of the disputed OT was taken care of. The Captain thanked the crew for their promptness in answering emergency bells in the channel when ship had accident. No beefs reported by department delegates. Brother E. M. Welch was elected to serve as new ship's delegate. \$385.00 in ship's fund and \$140.14 in movie fund.



ALCOA MASTER PAYS OFF



Ray Hodges (wearing cap) sailed as Bosun on the trip just completed. He and Ray Hodges appear to be in excellent spirits as they relax in crew messroom and talk things over before joining shipmates to collect wages.



Patrolman Mike Sacco leads the way as he and SIU representative Paul Wolfe board vessel for payoff in Bayonne, N.J. The two men brought latest LOGs and new batch of books from the Union hall.



AB John Maytum (left) gives his overtime sheet a last minute checkover as Paul Wolfe looks on. Robbie Strahan (back to camera) discusses fine point with Patrolman Sacco while C. J. Brauner (standing) waits for payoff.



Music enthusiast Phil Mullikan put on earphones for LOG photographer to demonstrate Hi-Fi equipment he purchased in Africa on an earlier voyage.



There is nothing like fresh bread or biscuits hot from the oven to add to the enjoyment of a good meal. His fellow Seafarers all agree baker Tom Walston ranks with the best ever.



Seafarer Robbie Strahan takes it easy in the crew's messroom with copy of the LOG before going for his money. Robbie sails in Deck Dept.



Big appetites are the same on payoff days as on any other. Here, Chief Cook Al Harper cuts thick slices of roast for hungry crew members.