

The Future Is Now

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SEAFARERS LOG

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

SIU Leads Fight To Save Public Health Hospitals

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Sign-bearing pickets form in front of the San Francisco Federal Building to protest a HEW proposal to close the Bay Area USPHS hospital.



The Tom Kelsey family enjoys Christmas dinner with the SIU in the Port of San Francisco.

Seafarers Celebrate Christmas At Ports Around the World

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SIU Secretary-Treasurer Al Kerr Dies

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Annual Report of the United Industrial Workers of North America Welfare Plan

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Nominations Sought For '72 Seamanship Trophy

Nominations for the award of the 1972 American Merchant Marine Seamanship Trophy based on events which occurred in 1971 are now being sought.

The American Merchant Marine Seamanship Trophy was established in 1962 to give recognition to United States citizens for deeds exemplifying the highest traditions of seamanship and maritime skills. A Select Committee of labor and management officials from the steamship industry, appointed by Andrew Gibson, Assistant Secretary of Commerce for Maritime Affairs, reviews the nominations annually and decides if the award should be made. SIU President Paul Hall is a member of the committee.

The 1971 award was made to Captain E. A. Olsen for his masterful seamanship while commanding the American President Lines' *SS President Jackson*, during the rescue of seven men from a sinking schooner during a North Atlantic storm in January, 1970. Despite the heavy pounding of waves and winds, he held his vessel abreast of, and close by the schooner for nine minutes—long enough for the sinking ship's crew to climb aboard the *Jackson*, using nets, lines, and

ladders manned by the freighter's crew.

The criteria for nominations are:

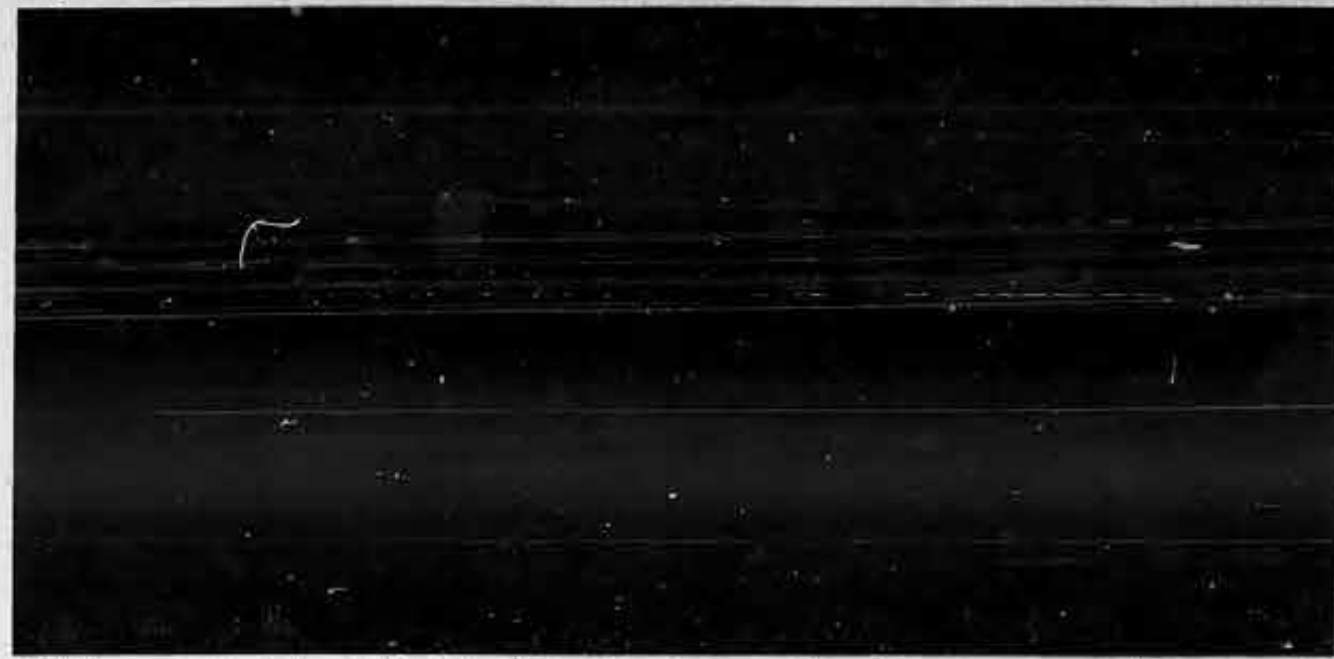
- The candidate must be a U.S. citizen. Only individuals are eligible—corporations, associations, etc. are excluded.

- The candidate must have performed a feat of distinguished seamanship while aboard a civilian-manned U.S.-flag vessel during the calendar year 1971.

The select committee has defined "distinguished seamanship" as a feat of professional competence in the presence of extreme peril to life or property, or an outstanding feat of seamanship exemplifying the highest standards of professional competence under severe, adverse weather conditions.

"U.S.-flag vessels" may include yachts or other small craft.

Nominations must be received by the Secretariat, c/o Eastern Region Director, Maritime Administration, 26 Federal Plaza, New York, N.Y. 10007 by April 1, 1972. The SIU is submitting a number of nominations.



Artist's concept of the *Delta Mar* shows two large on-board cranes—a container crane forward and a 500-ton capacity barge crane aft. The 845-foot vessel will be delivered to Delta Steamship Lines in April, 1973.

Keel is Laid for *Delta Mar*; Delivery Set for Early '73

The keel of the *Delta Mar*, the first combination LASH-container vessel to be built in the United States for SIU-contracted Delta Steamship Lines, Inc., was laid at Avondale Shipyard in December.

The *Delta Mar* is the first of a series of three identical LASH-container vessels ordered by Delta.

Delivery of the vessel is scheduled for April 15, 1973. The second and third ships are expected to be delivered on

July 15 and September 30, 1973.

Delta is planning to utilize the new container and barge carrying ships in its South American service.

The *Delta Mar* and each of her sister ships will be 845 feet long, 100 feet wide with a deadweight tonnage of 22,000 tons each. Each of the vessels will have a maximum capacity of 74 barges or 1,740 containers, or a combination of both.

Identical steam turbine pro-

pulsion systems will generate a service speed of 22 knots.

Initially, the *Delta Mar* will carry approximately 288 containers, including refrigerated units. The containers are designed to carry bulk liquids, dry bulk cargoes and cargoes requiring controlled temperatures.

Delta Line vessels serve the East Coast of South America, the West Coast of Africa, the Caribbean area and ports in the Gulf of Mexico.

SEAFARERS INTERNATIONAL UNION
 REPORTS



Al Kerr Dies at Age 51; SIU Loses a Good Friend



Al Kerr
1920-1972

SIU Secretary-Treasurer Al Kerr died suddenly January 26 at his home in Oradell, N.J. He was 51 years old.

SIU President Paul Hall declared:

"The death of Al Kerr is a shock and a blow to all of us in the Seafarers International Union. He was with us from our earliest days, from the days when just one step forward was a victory for every Seafarer. He helped us take many of those first steps. He helped to build our union.

"There are no words to express our feelings at this time. We've lost a good friend. The SIU has lost a devoted union brother and a competent, tireless officer. We mourn the passing of this good union man."

Brother Kerr was born on December 11, 1920, in the coal-mining town of Weaver, Ill. He joined the SIU in its early, formative period and sailed out of the Port of New York in the Deck Department, becoming a bosun.

During World War II, Brother Kerr

sailed aboard merchant ships in combat zones. Following the war, he became active in the growth of the union. Serving as an organizer and as a field representative for the union, he participated in major organizing drives which resulted in notable successes.

Such companies as Isthmian, with 124 ships at the time, and Cities Service were unionized after drives of unprecedented size and duration. He also participated in all of the union's major strikes.

In 1960, Brother Kerr became Secretary-Treasurer of the SIU Atlantic and Gulf District and served as fiscal officer of the Seafarers International Union of North America from 1961 until 1965, when he was elected International Secretary-Treasurer.

Brother Kerr also served as a trustee of all of the union's Health, Welfare and Pension Plans from their inception, positions he held at the time of his death.

In addition, he was a member of the

AFL-CIO Secretary-Treasurers Conference and a member of the Conference Steering Committee.

Among the many expressions of condolence was a telegram from AFL-CIO President George Meany and AFL-CIO Secretary-Treasurer Lane Kirkland. It said, in part: "He was an energetic and sincere trade unionist. His record of service to his fellow man will stand as a lasting tribute to his memory."

Brother Kerr is survived by his wife, Mildred; one son, Robert; two daughters, Susan and Mrs. Elaine Harm; and one grandchild.

Also his mother, Mrs. Isabel Kerr of Johnston City, Ill.; two brothers, James of St. Louis and Thomas of Clinton, Iowa, and a sister, Mrs. Isabel Bolinger.

Funeral services were held at the Norman Funeral Home, Oradell, N.J., January 29, followed by burial in George Washington Memorial Park, Paramus, N.J.

U.S. Fishing Vessels Remain 'Helpless Prey'

The small Latin American country of Ecuador seems determined to get rich off "Uncle Sam" one way or the other.

The fact that the U.S. pours millions of dollars of economic and military aid into the country doesn't seem to satisfy the Ecuadorian government.

It continues to supplement this aid by seizing at gunpoint American fishing boats within its self-declared 200-mile offshore territorial limits, and extracts large fines from the owners of the vessels to insure their safe return.

Cost in Millions

In 1971 Latin American countries—Ecuador being the chief offender—seized 52 American fishing boats and extracted over \$2.5 million in ransom for them.

The captains of these boats insist they never once violated the internationally-recognized 12-mile offshore territorial limit. And of all the boats taken by Ecuador not one was closer than 40 miles to her shore.

Even more serious than the seizures and fines is the threat to life and limb. Crew members aboard these fishing boats, many of them manned by members of the SIUNA-affiliated Cannery Workers and Fishermen's Union of San Diego, have testified that naval ships of these Latin American countries have fired from close range upon the unarmed fishing vessels.

This so-called "Tunaboat War" between U.S. fishing vessels and those Latin American countries which claim their territorial limits extend 200 miles offshore, has raged since 1952.

The use of the word "war", however, seemingly is a misnomer. The entire conflict is strictly one-sided. The fishing boats are seized, the fines are paid reluctantly, and then it begins all over again.

Yet, the status quo remains intact. The U.S. still pours in its millions in foreign aid; it still "lends" no-longer-needed U.S. Navy gun boats to these countries which, in turn, use them to seize American fishing vessels on the high seas.

In the last 20 years the amount of fines imposed on U.S. vessels has run well into the millions. Many more thousands of dollars have been paid to these Latin American countries for so-called fishing fees and licenses which are supposed to protect a U.S. boat from seizure. However, since each of the countries involved in these piratical acts does not honor licenses issued by the others, U.S. vessels are still seized if they don't have the "right" license.

Ironically, most of these acts of piracy are accomplished with the use of former U.S. Navy gun boats "lent" to these countries.

For years the lives of our fishermen have been endan-

gered on the high seas by hostile fire from guns on ships given to these countries by the U.S.," said Carl Marino, a SIUNA vice president.

U.S. Does Nothing

The aid agreement under which ex-Navy ships are given to these countries provides that they can be recalled on 30-days notice, but the U.S. government has never exercised this option.

In fact, these ships are sometime brought to U.S. ports such as Jacksonville, Fla. for repairs

and general maintenance. At least one of the Ecuadorian vessels used to harass and capture U.S. tunaboats in Dec. 1971 was in Jacksonville recently.

The claims that territorial rights and control extend 200 miles offshore is not recognized by international law or by the world's major maritime nations.

Marino told the *Log* that his union's member are urging a cutoff of foreign aid to those Latin American countries that

illegally seize U.S. vessels on the high seas.

"Ever since the seizures began we have been asking the U.S. State Department to withhold at least some of the millions of American dollars that it gives away to these countries each year in the form of economic and military aid.

"The State Department already has the power to do this, but to date has not withheld a single penny, despite the enormous fines our fishermen have paid," he said.



The vessel pictured above is the LC 71, part of the Ecuadorian Navy. The ship is a former U.S. Navy gunboat "lent" to the Ecuadorian government. Renamed the *Quito*, the ship has been used extensively in the seizure of U.S. fishing boats, which supposedly were "violating" Ecuador's self-imposed 200 mile territorial limits. Many of the boats seized have been manned by members of the SIUNA-affiliated Cannery Workers and Fishermen's Union of San Diego. In the past year alone, fines imposed upon the fishing vessels after seizures totalled over \$2.5 million. The fines have been paid and Ecuador still has the former U.S. Navy gunboat.

Organized Labor, Members of Congress Intensify Efforts to Save PHS Hospitals

HEW Concentrates on Closing 'Frisco, Boston PHS Centers

A rising tide of protest from organized labor and government greeted a renewed attempt of the U.S. Department of Health, Education and Welfare to close the eight remaining U.S. Public Health Service Hospitals.

Prime targets of the renewed HEW effort were the PHS hospitals in San Francisco, Calif., and Boston, Mass. In both cities elements of organized labor, led by the Seafarers International Union were doing battle to preserve the federally-financed hospitals. The disclosure of the two target hospitals came through a memo written by a high level HEW officer which Rep. Paul G. Rogers (D-Fla.) called "an act of deliberate deceit."

In San Francisco, SIUNA



Frank Drozak... Leads Pickets

Vice President Frank Drozak led an informational picket line of 500 SIU members, members of the AFL-CIO Maritime Trades Department and of the area Comprehensive Health Planning Council in a demonstration against the HEW policy.

The pickets surrounded the San Francisco Federal Building while representatives of HEW attended a meeting which they said was called to "refine" proposals for community take-over of St. Francis Hospital, the PHS facility.

In addition the San Francisco Board of Supervisors—the legislative branch of the city government—passed a resolution urging retention of federal control of the hospital.

Both the San Francisco and Los Angeles central labor bodies and the California Labor Federation passed similar resolutions in support of the preservation of the hospitals.

Other Hospitals Threatened

On the other side of the country, HEW also threatened the existence of Brighton Marine Hospital in Boston. At press time the SIU and other maritime labor groups were preparing to suggest expanded community involvement in the Brighton Hospital program as an alternative to the HEW proposal.

Sen. Edward M. Kennedy (D-Mass.) directed a letter to HEW Secretary Elliott Richardson in which he noted that "considerable work remains to develop more definite proposals—and that once an acceptable proposal is accepted—some phasing over to the new form of operations will be necessary."

The Boston institutions "were led from the very start to believe that there was no option to keep the hospital in the Public Health Service and extend its services to the community," Kennedy explained.

"I call on HEW to meet candidly with all interested organizations and inform them of HEW's ranking of proposals and explain why this differs—as in the case of Boston and San Francisco—with the recommendations of the local planning agencies.

"It is easy to get the impression that HEW's primary concern is to rid itself of the eight hospitals as rapidly as



Pickets bearing signs attesting to their opposition of HEW's announced intention to close the San Francisco USPHS Hospital march in front of the Federal Building there in an effort to arouse public sentiment to keep the center open.

possible and to avoid difficult negotiations with community organizations and with Congress," wrote Kennedy.

HEW's proposals to close the PHS facilities became public in December, 1970. Since then, Congressional opposition and community interest groups have united to halt the action.

These hospitals, originally designed to serve merchant seamen, and later Coast Guardsmen, injured government workers and other groups, have been a part of the American health heritage for more than 170 years. Other PHS hospitals are in Baltimore, Galveston, New Orleans, Norfolk, Seattle, and Staten Island.

HEW Studies Promised

Following hearings in winter, 1970, and spring, 1971, Congress pressured HEW to reverse its plans to close the PHS facilities. HEW promised Congress it would conduct studies to determine the best use of the hospitals.

Alternatives studied were

continued federal control, closure or transfer to community groups.

The study was to be done through Area-wide Comprehensive Health Planning Agencies in each community. These agencies worked with community groups who expressed an interest in developing proposals, review and comment on the proposals. The studies were completed September 1, 1971.

The proposals were screened by a preliminary review commission and certain proposals were selected for further evaluation. Non-federal consultants visited each of the communities and assessed the feasibility of the individual proposals for each of the communities.

Two of the committee's general comments and recommendations were:

• "None of the proposals contain sufficient data and information upon which to make a final decision. In addition, it appeared that all the com-

munities need additional opportunities to participate in planning and discussion of our next future moves, if smooth transition is to be effected.

• "It was agreed by all participants that, without a suitable proposal or alternative which can be implemented, the federal government should continue to support and operate the existing programs."

But, HEW stood pat on its own original objective to convert to community control these federally-financed hospitals and thereby save costs, the West Coast resolutions charged. The studies conducted by the department, the resolutions said, proved to be directly contrary to Congressional wishes as an extensive review of all possible alternatives was not given the eight communities. Instead, according to the San Francisco resolution, only two alternatives accept the transfer or see them closed, were examined.

(Continued on Page 5)



A long-range shot shows some of the more than 500 members of labor and the public community manning an "informational picket line" in protest against proposed plans of the Department of Health, Education and Welfare to close the 'Frisco PHS Hospital, as well as the other seven PHS hospitals across the country.



The picket line in front of the San Francisco Federal Building protesting the proposed hospital closings stretched around an entire city block. Opposition to the closings was led by the Seafarers International Union.

House Minority Leader Ford Reviews Maritime Progress

Rep. Gerald R. Ford (R-Mich.), the House minority leader, says he is "not fully satisfied" with the progress achieved in the first year of implementation of the Merchant Marine Act of 1970.

But, he said, senators and congressmen have shown, "by their overwhelming support of the merchant marine and by their continuing interest in the maritime industry that they do not intend to quit until the job is done."

In remarks to a luncheon of the AFL-CIO Maritime Trades Department luncheon in Washington, Rep. Ford reviewed the first year's accomplishments and shortcomings and indicated ways that the U.S.-flag fleet

could grow in years to come.

Rep. Ford declared himself unsatisfied with the letting of only 12 contracts for construction of new merchant ships. He said the goal had been to let contracts for 19 in the program's first year.

"But while new construction contracts encompassed only 12 ships," Rep. Ford added, "the award of contracts covering the subsidized conversion of 11 existing ships into fully containerized vessels was also made during the past fiscal year."

Rep. Ford pointed out that there were several "temporary impediments" to achieving the anticipated volume of new ship construction including softening of the bulk trade market and

difficulty in lining up investment capital.

"We do not regard these impediments as long-term. We believe that American shipyards are crossing the threshold to one of the largest commercial shipbuilding programs in the industry's peacetime history," he said.

Hopeful Signs

Rep. Ford turned attention to the future, and he found hopeful signs for a renewed U.S. flag fleet.

"The projected increase of our bulk trade movement offers a major new market for American shipyards, now that bulk carriers are eligible for construction and operating subsidies," he said.



SIU President Honored

SIU President Paul Hall received the Labor Human Rights Award of the Jewish Labor Committee in New York in December. From left are Joseph D. Keenan, secretary of the International Brotherhood of Electrical Workers and a vice president of the AFL-CIO; Charles S. Zimmerman, vice president of the Ladies' Garment Workers Union; Hall, and AFL-CIO Secretary-Treasurer Lane Kirkland.

Opponents Attack Proposals to Close USPHS Hospitals

(Continued from Page 4)

These two alternatives forced the Comprehensive Health Planning Council of San Francisco to solicit proposals which would transfer the hospital responsibilities and services to community hands. The council pointed out that "more complete utilization of existing facilities might lead to a solution to a number of health problems facing San Francisco, the state of California, and the PHS region."

Shortened copies or summaries of the consultants recommendations were sent to 38 members of Congress and some 20 trade unions and organizations on November 15, 1971.

The 28-page summary reports informed the recipients that additional materials on the subject would be available upon request.

Memo Called Deceitful

However, prior to the dissemination of the summaries an interdepartmental memo from HEW Assistant Secretary Comptroller James B. Cardwell was directed to Secretary Richardson. According to Rep. Paul G. Rogers (D-Fla.), who later obtained the memo, it was "premeditated deceit" to withhold consultant reports from the subcommittee on Public Health and Environment. Rep. Rogers is chairman of the House Subcommittee on Public

Health and Environment which conducted a public hearing on HEW's action in mid-December.

It was "an arrogant contempt of the committee and the Congress," he added.

The memo recommended that Congress be told as little as possible about the Administration's plans for the hospitals and released information be controlled. The Cardwell memo also cited a need to "do something about the two cities in question—this year—here and now" because of budget considerations.

In defending the memo before the subcommittee hearing, Cardwell contended that it in

no way sought to hide the findings of consultants with regard to the future of the PHS hospitals. HEW Under Secretary John G. Veneman also denied that the memo was designed to conceal information.

Cardwell explained his reasons for withholding some information as a matter of "timing" and said the actual reports "contained unsolicited comments."

"I thought that those reports would be used to the disadvantage of the public interest," he said.

Admitting that the instructions to the consultants were "inadequate," Cardwell noted the purpose of the survey was to "review the appropriateness of the five proposals (five each from Boston and San Francisco) and evaluate the workable solutions."

To hold a committee briefing at the time the summaries were released would have been a "wasted exercise" and thus the interdepartmental memo was released, said an HEW official.

Number One Priority Rejected

Chairman Rogers, in reading from the actual reports, said the consultants in San Francisco stated their number one priority was to maintain the federal control of the hospital systems. However, HEW continued to reject this priority saying that was not the purpose of the consultants' project in the first place and therefore such suggestions were "unsolicited and incongruous."

This, Rogers retorted, therefore brought up another question—were the summaries the results of the reports' findings or not?

Still another debate revolved around whether or not the members of the House subcommittee and other congressmen had ever received copies of the total report or only the summaries. Members of the subcommittee explained their attempts to secure such additional information—some with failure, some with success and some

with no answer either way. SIU representatives also attempted to get more information.

HEW representatives said, however, that no one requested additional information.

Rogers said the "obvious conspiracy" and "deception" expressed within the Cardwell memo clearly demonstrated the Department's attempts to "keep information from us."

The final summaries, he charged, were in direct contradiction to Congressional policy and consultant's findings, who unanimously urged that all the PHS hospitals be retained under federal control. Congress had previously appropriated \$85.7 million for the eight hospitals and 30 clinics with a directive that they remain under federal control through mid-1973.

Kennedy Makes Recommendations

Sen. Kennedy called for complete copies of the withheld reports on all the hospitals and agencies' recommendations in each case. On behalf of the Senate Health Subcommittee Kennedy requested:

- In the future, HEW should keep Congress and community organizations informed of the status of their planning, and all options suggested by community agencies, consultants or local agencies.

- A detailed study for each hospital on the merits of continuing operation in the PHS while extending additional services to the community under the Emergency Health Personnel Act or other acts of Congress be undertaken by HEW.

- Other plans of the future of the hospitals be required to fully document how it will meet the needs of the community in which it is located as requested in the Senate Committee Report.

- HEW clarify to all organizations the status of their proposals and HEW's own decision on each.

Secretary Richardson will testify before the Rogers' subcommittee later this month.

Rep. Tiernan Takes Issue With HEW Plan

Rep. Robert O. Tiernan (D-R.I.) called the maneuvers of the Department of Health, Education and Welfare to rid itself of the eight remaining Public Health Service hospitals "the most arrogant form of contempt for the legislative branch of government I have ever seen."

He charged that HEW has "continued its clandestine efforts to dismember the PHS system without the knowledge of Congress." Although Rep. Tiernan cited evidence of widespread support for continuation of the PHS operations in many PHS cities, he found "indeed shocking" HEW's "obvious policy of withholding information in an attempt to keep the Congress from acting."

"Under a clear mandate from Congress," he said, "HEW was asked to conduct studies in the PHS hospital cities to determine the feasibility of transferring these hospitals to local control. At the very outset, HEW violated the expressed wishes of Congress by not conducting proper feasibility studies, by not telling the local community groups that there was an option of retaining these hospitals under PHS control, and by continuing to pressure the community groups into submitting transfer plans as the only alternative to closure."

Other evidence of HEW's maneuvers were made public with the disclosure of a memorandum from the Department's Assistant Secretary Comptroller James B. Cardwell, Tiernan added. The memo said "that the consultant's reports should be carefully

summarized so that any mention of the recommendation that PHS hospitals be kept open is deleted."

The Congressman spoke at a luncheon sponsored by the 8 million member AFL-CIO Maritime Trades Department. He told the audience of the continuing threat posed by "HEW's Phase II proposals to close the PHS hospitals."

Maritime Alert

Through the efforts of the maritime community "my colleagues and I in the House were alerted to the threat by HEW to close the remaining eight PHS hospitals," said Rep. Tiernan. He noted that because of this alert, the House of Representatives has passed legislation restoring \$14 million to the Administration's appropriation request for the Public Health Service. This amendment allows the PHS hospitals to continue operation, "at least for the present," he said.

It is ironic that in the face of an acknowledged medical care crisis in this country, the Administration attempts to remove PHS facilities rather than retain and develop them to provide quality health services for the overall community, explained Tiernan.

"Henceforth, we in Congress will be hard put to accept as fact any information or guidance provided by HEW after this alarming discovery of deceit," he asserted.

With the survival of the Public Health Service at stake, he stated that the Congress would do all in its power "to modernize and expand this vital arm of American health care."

LEGISLATIVE REPORT



Because medical costs are rising so rapidly and steadily, it is a major concern for all of us. Americans spent \$67.2 billion on health care in fiscal 1970. Medical care has risen faster than all other prices—12 percent between June, 1969, and July, 1970.

A major issue for the 92nd Congress will be what kind of health plan, if any, should be adopted.

The broadest, most comprehensive, is the Kennedy-Griffiths plan, H.R. 22-S. 3, which would provide health care by 1973 and would be financed through Social Security and general revenue.

H.R. 22-S. 3, studied and backed by AFL-CIO, would provide hospitalization, physician's services, preventive and home health care (with limits on nursing home and mental health care), dental services for children, no cost-sharing deductibles or cut-off point. Services would be rendered through private practitioners and institutions.

To pay for this program, the bill provides that employees pay 1 percent, up to \$15,000 income; employers pay 3.5 percent on their total payroll; and the federal government pays 3.5 percent from general revenues.

Hearings before the Senate Finance Committee are scheduled for April. The House Ways and Means Committee completed its hearings in November, but has not yet reported the bill out to the floor of the House.

Several bills of special interest to seafarers are now being considered by Congress. Some of the most important are the following:

- Rep. Edward A. Garmatz (D-Md.), Chairman of the House Merchant Marine and Fisheries Committee, has introduced H.R. 12324, which would require that 50 percent of all oil imported to this country come here on U.S.-flag vessels. Virtually all imported oil is now carried in foreign-flag ships.
- The Emergency Public Interest Protection Act, H.R. 3596, introduced by Representatives William L. Springer (R-Ill.) and Harley O. Staggers (D-W.Va.) provides special procedures, beyond those contained in the Taft-Hartley Act, for handling strikes in all phases of the transportation industry. The bill calls for compulsory arbitration. In testimony before the Interstate and Foreign Commerce Committee, SIU President Paul Hall said that the requirement for compulsory arbitration would rob the working man of his basic rights. The bill is still being studied by the Committee.
- The Social Security-Welfare Bill, H.R. 1, was introduced by Chairman Wilbur D. Mills (D-Ark.) and John W. Byrnes (R-Wis.) of the House Ways and Means Committee. Measures in H.R. 1 would benefit over 30 million Americans who are living below the poverty line.

As it passed the House June 22, 1971, H.R. 1 would establish the Opportunities for Families Program for needy families with one employable adult and a Family Assistance Plan for families with incapacitated or unemployable adults (the highly controversial Family Assistance Plan would guarantee a \$2,400 annual income for a family of four without any income); would provide for a partial federal takeover of the welfare program; and would improve adult assistance programs for the aged, blind and disabled, administered under the Social Security Act.

The Senate Finance Committee is now holding hearings on H.R. 1.

Promotional Campaign Launched By National Maritime Council

The National Maritime Council, formed in September to promote cargo for U.S.-flag ships, has begun its nationwide campaign.

The council's first dinner and seminar for traffic officers of major firms was held December 7 in Denver, Colorado. Representatives of companies in the Northwest attended along with council members from steamship companies, shipyards, maritime unions and government.

The Denver program was

sponsored by the West Coast Regional Action Group of the council.

Secretary of Commerce Maurice Stans will be featured speaker at an Eastern Region dinner in New York Feb. 2.

And, the council moved to begin a national public relations program by naming SIU President Paul Hall chairman of its national public relations and advertising committee. Hall is a member of the executive committee of the council.

Garmatz' Bill Requires 50% of Oil Imports Be Carried on U.S. Ships

Rep. Edward A. Garmatz (D-Md.), chairman of the House Merchant Marine and Fisheries Committee, has introduced a bill that would require that 50 percent of all oil imported to this country come here on U.S.-flag vessels.

He said he was proposing revision of the Cargo Preference Act of 1954 in the oil market, "because the national interest demands it."

Rep. Garmatz also cited figures on the rising importation of oil, and similar laws already enacted in nations around the world as additional reasons for introducing the bill.

'Drastic Danger'

In the area of national security, the veteran Democrat said, the nation has had no oil tankers in its foreign trade fleet.

That, he contended, poses a "drastic danger to the nation," which requires "drastic measures" such as his proposal.

Rep. Garmatz reported that oil imports have risen from 850,000 barrels per day in 1950 to 3.3 million barrels per day in 1970. In the same period, he said, imported oil which amounted to 3.3 of the oil supply in 1950, rose to 22.4 percent of the supply in 1970.

"Other maritime nations in

the world, I am advised, have taken steps to guard against this danger," Garmatz said.

French Law Cited

France, for example, has a statutory stipulation that two-thirds of the crude oil imported for internal consumption must be carried in French ships or chartered ships approved by

the French government," Rep. Garmatz told the House.

He added that, "by administrative action, Japan also assures a massive participation of its own vessels in oil import movements."

He concluded that, "in my opinion, this country could do no less."

ILA Signs Pact Subject To Pay Board Approval

An agreement boosting longshoremen's wages from the current \$4.60 an hour to \$6.10 an hour has been signed by the International Longshoremen's Association and the management interest of ports on the East and Gulf Coasts.

The agreement which amounts to a 41 percent increase over three years must be submitted to the Pay Board, which has an announced policy of limiting increases to 5.5 percent.

Agreement on the contract apparently ended a three-month labor dispute on the East Coast

docks which saw a 56-day strike of the International Longshoremen and Warehousemen's Union on the West Coast was ended by an injunction that was due to expire Jan. 17.

The ILA contract was signed subject to Pay Board approval within 60 days. ILA President Thomas W. Gleason declared that productivity has been advancing so rapidly in the shipping industry that the agreement with management is entirely justified.

At press time, West Coast dockers were back on strike despite threats of Congressional action.

Fighting for Jobs



Christmas Day in the Port of Houston found these Santas—SIU members Frank Radzvilla, left, and Charles Locke—manning a picket line at the gangway of, ironically, the Liberian-flag *Saint Nicolas*. The Houston picket line was one of several established in various U.S. ports protesting the use of foreign-flag ships by American business concerns. The SIU, in conjunction with other seagoing unions, contends that wages and working conditions aboard these ships are substandard in comparison to American-flag ships and, by utilizing them, U.S. firms are depressing our standards, wage opportunities and costing American seamen jobs. Other unions participating in the picketing included the NMU, MEBA and MM&P.

Gralla Retires As MSC Head

Vice Admiral Arthur R. Gralla, (USN), a man who has been described as "a man of action, mover of mountains, a doer who is totally involved in all phases of command action" has retired as commander of the Military Sealift Command. Rear Admiral John D. Chase, former deputy commander of MSC, has succeeded him.

As the seventh commander of MSC, Gralla has left his mark on the organization which he commanded from March, 1970. He was responsible for changing the name from Military Sea Transportation Service. "This is a military command, with a military mission—contingency sealift. We are involved in planning, directing, coordinating and controlling Defense sealift," he said. Also during his command, periodic meetings between shipping industry and the shipper services have been held and thus establishing better communication of ideas and shipping needs.

The need for both a modern, dynamic and sizable merchant marine force often was stressed by the Admiral.

Throughout his 37 years of service, from a midshipman at the U.S. Naval Academy to first director of missile research and development, Bureau of Naval Weapons, and later as first commander of the Naval Ordnance Systems Command, Admiral Gralla has met the challenges characteristic of his career and assumed a strong leadership in his command.



Hon. H. M. Dole

Interior, Commerce Officials Express Views on Merchant Marine



Adm. G. H. Miller

The Hon. Hollis M. Dole, assistant secretary of the U.S. Department of the Interior, mineral resources, spoke to a luncheon sponsored by the eight million member AFL-CIO Maritime Trades Department, on the coming energy crisis. Here are highlights from Mr. Dole's address:

We face a serious deficiency in energy from reliable sources. It's a fact. It's here now. And it's going to get worse before it gets better.

You who are concerned with the vitality and future of the U.S. Merchant Marine have been living with the same kind of problem for a good many more years than those of us who have some responsibility for the nation's energy supply. We can devoutly hope that with the Merchant Marine Act of 1970 the foundation has been laid for revitalizing our maritime strength. The nation needs a robust, growing merchant marine, just as it needs a robust, growing energy industry.

(Noting the presence of a number of trainees at the Harry Lundeberg School of Seamanship in the audience Mr. Dole in the course of his remarks commented, "I commend the Seafarers International Union on the program of training you have at the Piney Point facility. In our educational system, we overlook the bread and butter job requirements of our economy.

"We in the Department of Interior have started two or three programs for the purpose of training young people for jobs in the energy and minerals resources fields. I would hope that our programs meet with the same success that you have in training young men for jobs in the American merchant marine.")

There are certain things about a nation's life that are simply too important to be left to the control of others. One is ocean transport. Another is energy. These, and a handful of other truly strategic services constitute the irreducible minimum of capabilities which the nation must have under its own control at all times.

Simply put, energy is the capability to do work. Everything we eat, wear, use, or enjoy requires energy to make it available to us. Every material benefit we enjoy represents the end of a chain of energy inputs—mowing, cultivating, harvesting, processing, mining, manufacturing, transporting, distributing.

In the next three decades we can look for nuclear power to assume an increasing share of the energy mix, at the expense of all the others. Our total use of energy in the year 2000 may be three times what it was in 1970.

Now let us look at supply, which is where all the problems are.

Domestic oil supply is in trouble, and buyers are turning more and more to the only source left to meet demand; that is, imported oil. There is plenty of it, and all we have to do, as the critics of the oil import control program keep telling us, is to let it come in freely and we can satisfy all our energy needs and have cheaper energy too.

We could satisfy all our needs for ocean transport with foreign bottoms, too, and it would be cheaper than to carry our trade in U.S.-flag ships. You don't buy that argument, for reasons that are well known to you.

The same reasons underlie our contention that we simply cannot allow ourselves to become beholden to any outside source for anything so critical to our economic growth and national security as energy.

Demand in 1985 will be 26½ million barrels a day, up 12 million from the 14½ million barrels we used in 1970. We figure that the best we can expect out of the lower 48 states in the way of oil production is about 11½ million barrels a day in 1985.

Like it or not, we must face the prospect that within 14 years from now, some 23 percent of our oil may be coming from the trouble-ridden politically unstable countries of the Arab world, even with the Alaskan North Slope available to us.

While we consume 30 percent of the world's oil, we own only eight percent of the world's reserves, and this gives some indication of the nature of our problem.

It takes time to effect a major turnaround in energy supply, just as it takes time to rebuild a Navy or a merchant fleet. The point is that we don't have to let ourselves become a permanent hostage to the economic and political

At a recent luncheon of the AFL-CIO Maritime Trades Department, Rear Admiral George Miller, special consultant to the Department of Commerce, gave his views of maritime strategy for the 1970s.

Printed below are highlights of his remarks.

The United States must never again be as unprepared as it was for the outbreak of World War I and World War II.

In future emergencies we must have the ships ready at the outset to rally our resources against any aggressor. We can no longer rely on our allies to protect our shores while we prepare, nor can we count on American-owned ships registered under foreign flags to come to our aid.

In the event of a major catastrophe today, the U.S. would be faced with an overall shipping shortage of a magnitude not currently being contemplated. And the shipping emergency will continue in this country into the late 1970s at least.

The Merchant Marine is a main pillar of our entire national security and international relations structure—an indispensable instrument of national policy.

The Merchant Marine is the only means of bringing the fuel and raw materials to this country's population and essential industry, just for normal operations.

It is the controlling factor in our country's ability to face and sustain any kind of major effort, military or otherwise.

It alone can save the U.S. Navy in the areas of logistic support, combat augmentation and military sealift during a military confrontation.

Our country's influence in the world, our military security and the health of our civilian-industrial base depend on having enough ships, commercial and navy.

To acquire the ships this country needs, it must be made as practical for the U.S. citizen to earn a livelihood in shipping and shipbuilding under the American flag as it is for him to earn a living in the steel, chemical, electronic and automobile industries. Equitable incentives and opportunities will enable the U.S. shipowner to regard the American flag as his "flag of convenience."

The more our government agencies use the U.S.-flag fleet, the more they will encourage private investment in the additional merchant fleet needed in emergencies. Let those who defend the free enterprise system set the example by using its products and services."

policies of the oil exporting nations of the world.

We will have to try for results over the short term to hold the growth of our dependence upon foreign energy sources to a minimum and at long term results to permit an enduring solution to our problem of providing ample and secure supplies of energy to the Nation.

Aside from the North Slope, the best prospective territory for oil and gas exploration remains the continental shelf. Less than two percent of this area has ever been leased.

One of the great challenges to the oil business is the fact that for every barrel taken out, two are left in the ground. If we could only reach a fraction of one of those two barrels left behind, we could enormously increase our domestic oil supply without finding another single new field.

There are three things we can do about coal. First, we can go out and find more low-sulfur coal near the major market areas in the East. Second, we can perfect equipment that can be installed in furnaces that burn coal which will remove the sulfur gases either in the combustion phase, or from the exhaust stream as it goes up the stack. Third, we can convert coal to liquid and gaseous fuels by processes which leave the sulfur behind in the residue.

We in the Department of the Interior view integration of energy responsibilities as the single most important thing that can be done with respect to solving problems that have become far too complex, too important, and too urgent to be settled in the loose and uncoordinated fashion which was good enough in the days when energy was plentiful.



Asst. Secretary of the Interior Hollis Dole greets students from the Harry Lundeberg School. Left to right are: Robert Hauyen, Herbert Talbert, Dole, Terrence Amland and Roy Davidson. In the background is O. William Moody, MTD administrator.



Adm. George Miller chats with some young trainees from the Harry Lundeberg School of Seamanship prior to the MTD luncheon in Washington. From the left are: Ashton Woodhouse, Sam Rivers, Donald Reichenback, Miller, Victor Ard, Paul Grepo and Albert Matthews.

April 17, 1972, is the deadline for filing Federal income tax returns. As is customary at this time of the year, the SIU Accounting Department has prepared the following detailed tax guide to assist SIU men in filing their returns on income earned in 1971.

Generally, with very few exceptions, seamen are treated no differently under the income tax laws than any other citizen or resident of the U.S. (The non-resident alien seaman must also file a return but the rules are not the same for him.)

Who Must File

Every Seafarer who is a citizen or resident of the United States, whether an adult or minor must file a return if:

(1) You are Single, an unmarried Head of Household, or Surviving Widow(er) with a dependent child; and your income was \$1,700 or more (\$2,300 if 65 or over).



(2) You are a married person entitled to file jointly and your combined (husband's and wife's) income is \$2,300 or more (\$2,900 if either you or your spouse is 65 or over, \$3,500 if both 65 or over), provided:

(a) You and your spouse had the same household as your home at the close of the taxable year,

(b) No other person is entitled to claim an exemption for you or your spouse, and

(c) Your spouse does not file a separate return, or

(3) You are not covered under (1) or (2) above and you had income of \$600 or more.

You must also file a return and pay any tax due if you have net earnings from self-employment of \$400 or more. See Schedule SE.

A Seafarer with income of less than these amounts should file a return to get a refund if tax was withheld. A married Seafarer with income less than his own personal exemption should file a joint return with his wife to get the smaller tax or larger refund for the couple.

When To File

Tax returns have to be filed by April 17, 1972. However, the April 17 deadline is waived in cases where a seaman is at sea. In such instances, the seaman must file his return at the first opportunity, along with an affidavit stating the reason for delay.

How To Pay

Make check or money order payable to "Internal Revenue Service" for full amount on line 28. Write your social security number on your check or money order. If line 28 is less than \$1, do not pay.

Rounding Off To Whole Dollars

The money items on your return and schedules may be shown in whole dollars. This means that you eliminate any amount less than 50 cents, and increase any amount from 50 cents through 99 cents to the next higher dollar.

Advantages of A Joint Return

Generally it is advantageous for a married couple to file a joint return. There are benefits in figuring the tax on a joint return which often result in a lower tax than would result from separate returns.

Changes In Marital Status

If you are married at the end of 1971, you are considered married for the entire year. If you are divorced or legally separated on or before the end of 1971, you are considered single for the entire year. If your wife or husband died during 1971 you are considered married for the entire year. Generally in such

a case, a joint return may be filed for the year. You may also be entitled to the benefits of a joint return for the two years following the death of your husband or wife.

Where to File

With the Internal Revenue Service Center for your district. Use envelope mailed you or the appropriate address below.

If your legal residence or principal place of business is in	Use this mailing address
Delaware, District of Columbia, Maryland, New Jersey, Pennsylvania	Internal Revenue Service Center 11601 Roosevelt Boulevard Philadelphia, Pa. 19155
Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina	Internal Revenue Service Center 4800 Buford Highway Chamblee, Georgia 30006
Indiana, Michigan, Ohio, West Virginia	Internal Revenue Service Center Cincinnati, Ohio 45288
Arkansas, Kansas, Louisiana, New Mexico, Oklahoma, Texas	Internal Revenue Service Center 3651 S. Interregional Highway Austin, Texas 78740
Alaska, Arizona, Colorado, Idaho, Minnesota, Montana, Nebraska, Nevada, North Dakota, Oregon, South Dakota, Utah, Washington, Wyoming	Internal Revenue Service Center 1160 West 1200 South Street Ogden, Utah 84406
Illinois, Iowa, Missouri, Wisconsin	Internal Revenue Service Center 2806 E. Bannister Road Kansas City, Missouri 64170
Connecticut, Maine, Massachusetts, New Hampshire, New York, Rhode Island, Vermont	Internal Revenue Service Center 310 Lowell Street Andover, Mass. 01812
Kentucky, Tennessee, Virginia	Internal Revenue Service Center 3131 Democrat Road Memphis, Tenn. 38110
California: Counties of Imperial, Inyo, Kern, Los Angeles, Mono, Orange, Riverside, San Bernardino, San Diego, San Luis Obispo, Santa Barbara, and Ventura	Internal Revenue Service Center 1160 West 1200 South Street Ogden, Utah 84406
California (all other counties), Hawaii	Internal Revenue Service Center 5045 East Butler Avenue Fresno, California 93730
Panama Canal Zone, American Samoa, Guam	Internal Revenue Service Center 11601 Roosevelt Boulevard Philadelphia, Pa. 19155
Puerto Rico (or if excluding income under section 933) Virgin Islands: Non-permanent residents	Internal Revenue Service Center 11601 Roosevelt Boulevard Philadelphia, Pa. 19155
Virgin Islands: Permanent residents	Department of Finance, Tax Division Charlotte Amalie, St. Thomas Virgin Islands 00801

U.S. citizens with foreign addresses except (A.P.O. and F.P.O.) and those excluding income under Section 911 or 931, should file with the Internal Revenue Service Center, 11601 Roosevelt Boulevard, Philadelphia, Pennsylvania 19155.

Exemptions

Each taxpayer is entitled to a personal exemption of \$675 for himself, \$675 for his wife, an additional \$675 if he is over 65 and another \$675 if he is blind. The exemptions for age and blindness apply also to a taxpayer's wife, and can also be claimed by both of them.

In cases where a man's wife lives in a foreign country, he can still claim the \$675 exemption for her.

In addition a taxpayer can claim \$675 for each child, parent, grandparent, brother, brother-in-law, sister, sister-in-law, and each uncle, aunt, nephew or niece dependent on him, if he provides more than one-half of their support during the calendar year. The dependent must have less than \$675 income and live in the U.S., Canada, Mexico, Panama or the Canal Zone.

A child under 19, or a student over 19 can earn over \$675 and still count as a dependent if the taxpayer provides more than one-half of his support.

The law also enables a seaman who is contributing more than ten percent of the support of a dependent to claim an exemption for that individual, provided the other contributors file a declaration that they will not claim the dependent that year.

Credit For Excess Social Security (FICA) Tax Paid

If a total of more than \$405.60 of Social Security (FICA) tax was withheld from the wages of either

Your 1971 Tax Form

Many Seafarers will need only Form 1040 in filing their 1971 returns. Schedules and forms that may be required in addition to Form 1040 include the following, which you may obtain from an Internal Revenue Service office, and at many banks and post offices:

- Schedule A for itemized deductions;
 - Schedule B for gross dividends and other distributions on stock in excess of \$100, and for interest income in excess of \$100;
 - Schedule C for income from a personally owned business;
 - Schedule D for income from the sale or exchange of capital assets;
 - Schedule E for income from pensions, annuities, rents, royalties, partnerships, estates, trusts, etc.;
 - Schedule F for income from farming;
 - Schedule G for income averaging;
 - Schedule R for retirement income credit; and
 - Schedule SE for reporting net earnings from self-employment.
- Some specialized forms available only at Internal Revenue Service offices are:
- Form 1310, Statement of Claimant to Refund Due—Deceased Taxpayer;
 - Form 2106, Employee Business Expenses;
 - Form 2120, Multiple Support Declaration;
 - Form 2210, Underpayment of Estimated Tax by Individuals;
 - Form 2440, Sick-Pay Exclusion;
 - Form 2441, Expenses for Care of Children and Certain Other Dependents;
 - Form 2950SE, Self-Employed Retirement Deduction;

- Form 3468, Computation of Investment Credit;
- Form 3903, Moving Expense Adjustment;
- Form 4136, Computation of Credit for Federal Tax on Gasoline, Special Fuels, and Lubricating Oil;
- Form 4137, Computation of Social Security Tax on Unreported Tip Income;
- Form 4625, Computation of Minimum Tax;
- Form 4583, U.S. Information Return of Foreign Bank, Securities, and Other Financial Accounts;
- Form 4726, Maximum Tax on Earned Income; and

You May Have IRS Compute Your Tax.—If your income on line 18 is \$20,000 or less and consists only of wages, salary and tips, dividends, interest, pensions and annuities, and you choose the standard deduction instead of itemizing, you may have the Service figure your tax for you.

- The Service will compute your tax if you:
1. Fill in lines 1 through 18, lines 22, 24, 25, line 26, if applicable and line 31.
 2. Skip lines 19, 20, 21, 23, and 27 through 30.
 3. If you are filing a joint return, show husband's and wife's income separately in the space to the left of the entry space for line 18.
 4. File your return on or before April 17, 1972.

The Service will then compute your tax and refund any overpayment or bill you for any amount you owe.

Note: If you elect to have IRS compute your tax, the Service will also figure your retirement income credit if you answer the question on Schedule R for columns A and B and fill in only lines 2 and 5 of Schedule R and enter RIC on line 20 of Form 1040.

1971 Tax Information for Seafarers

you or your wife because one or both of you worked for more than one employer, you may claim the excess over \$405.60 as a credit against your income tax.

Tax Credit For Retirement Income

A tax credit is allowed for individuals against retirement income such as rents, dividends and earnings at odd jobs. However, an adjustment must be made in this credit for Social Security benefits.

Dividend Income

If a seaman has dividend income from stocks he can exclude the first \$100 from his gross income.

If a joint return is filed and both husband and wife have dividend income, each one may exclude \$100 of dividends from their gross income.

Welfare, Pension and Vacation Benefits

Benefits received from the SIU Welfare Plan do not have to be reported as income.

Payments received from the SIU Pension Plan are includable as income on the tax return of those pensioners who retire with a normal pension. There is a special retirement income tax credit to be calculated on Schedule R which is to be attached to the return.

Pensioners under 65 who receive a disability pension do not have to include such payments on their tax returns. However, all disability pension payments received after age 65 are taxable in the same manner as a normal pension.

Vacation pay received from the Seafarers Vacation Plan is taxable income in the same manner as wages.

Death Benefit Exclusion

If you receive pension payments as a beneficiary of a deceased employee, and the employee had received no retirement pension payment, you may be entitled to a death benefit exclusion of up to \$5,000.

Gambling Gains

All net gains from gambling must be reported as income. However, if more was lost than gained during the year, the losses are not deductible, but simply cancel out the gains.

Income Averaging

A Seafarer who has an unusually large amount of taxable income for 1971 may be able to reduce the total amount of his tax by using the income averaging method. This method permits a part of the unusually large amount of taxable income to be taxed in lower brackets, resulting in a reduction of the over-all amount of tax due.

Deductions

Should You Use the Standard Deduction or Itemize Your Deduction?—One of the important decisions you must make is whether to take the standard deduction or to itemize your actual deductions for charitable contributions, medical expenses, interest, taxes, etc. Because the standard deduction varies at different income levels, it will generally be helpful to follow these guidelines based on your adjusted gross income (line 18):

If line 18 is less than \$8,000 and your deductions are less than \$1,050, find your tax in tax tables 1-13 which give you the benefit of the standard deduction. If your deductions exceed \$1,050, itemize them and figure tax on lines 46-50.

If line 18 is between \$8,000 and \$11,500 and your deductions are less than 13 percent of line 18, use the standard deduction. If more than 13 percent, itemize your deductions.

If line 18 is over \$11,500 and your deductions are less than \$1,500, use the standard deduction. If over \$1,500, itemize your deductions.

Note: If married filing separately, divide the above dollar amounts by 2 to determine whether you should itemize or take the standard deduction.

The following items can be used as deductions against income (if you do not take the standard deduction):

Interest

Interest paid to banks and individuals on loans, mortgages, etc., is deductible.

Taxes

In general, you can deduct: personal property taxes, real estate taxes, state or local retail sales taxes, state gasoline taxes and state and local income

taxes actually paid within the year. You cannot deduct: Federal excise taxes, Federal Social Security taxes, hunting and dog licenses, auto inspection fees, tags, drivers licenses, alcoholic beverages, cigarette and tobacco taxes, water taxes and taxes paid by you for another person.

Contributions

Any taxpayer can deduct up to 50 percent of adjusted gross income for contributions to charities, educational institutions and hospitals. In the case of other contributions a 20 percent limitation applies.

Medical and Dental Expenses

All expenses over three percent of adjusted gross income for doctor and dental bills, hospital bills, med-



ical and hospital insurance, nurse care and similar costs can be deducted. Other such costs include such items as eyeglasses, ambulance service, transportation to doctors' offices, rental of wheelchairs and similar equipment, hearing aids, artificial limbs and corrective devices.

However, if the Seafarer is reimbursed by the Seafarers Welfare Plan for any of these costs, such as family, hospital and surgical expenses, he cannot deduct the whole bill, only that part in excess of the benefits paid by the Plan.

All expenses over one percent of adjusted gross income for drugs and medicine can be deducted. The deductible portion is then combined with other medical and dental expenses which are subject to the normal three percent rule.

In figuring your deduction, you can deduct an amount equal to one-half of the insurance premiums, premiums paid for medical care for yourself, your wife, and dependents. The maximum amount deductible is \$150. The other one-half, plus any excess over the \$150 limit is deductible subject to the normal three percent rule.

Care of Children and Other Dependents

If deductions are itemized, a woman or a widower, including men who are divorced or legally separated under a decree and who have not remarried or a husband whose wife is incapacitated or is institutionalized for at least 90 consecutive days or a shorter period if she dies, may deduct expenses paid, not to exceed a total of \$600, for one dependent, or not exceed a total of \$900, for two or more dependents for the care of:

- dependent children under 13 years of age or
 - dependent persons (excluding husband or wife) physically or mentally incapable of caring for themselves;
- if such care is to enable the taxpayer to be gainfully employed or to actively seek gainful employment.

Union Dues

Dues and initiation fees paid to labor organizations and most union assessments can be deducted.

Reporting Your Income

All income, in whatever form received, that is not specifically exempt must be included in your income tax return, even though it may be offset by adjustments or deductions. Examples are given below.

Examples of Income That Must Be Reported

- Wages, salaries, bonuses, commissions, fees, tips, and gratuities.
- Dividends.
- Earnings (interest) from savings and loan associations, mutual savings banks, credit unions, etc.

- Interest on tax refunds.
- Interest on bank deposits, bonds, notes.
- Interest on U.S. Savings Bonds.
- Interest on arbitrage bonds issued after Oct. 9, 1969 by State and local governments.
- Profits from business or profession.
- Your share of profits from partnerships and small business corporations.
- Pensions, annuities, endowments.
- Supplemental annuities under Railroad Retirement Act (but not regular Railroad Retirement Act benefits).
- Profits from sales or exchanges of real estate, securities, or other property.
- Rents and royalties.
- Your share of estate or trust income.
- Employer unemployment benefits (S.U.B.).
- Alimony, separate maintenance or support payments received from and deductible by your husband (wife).
- Prizes and awards (contests, raffles, etc.).
- Refunds of State and local taxes (principal amounts) if deducted in a prior year and resulted in tax benefits.

Examples of Income That Should Not Be Reported

- Disability retirement payments and other benefits paid by the Veterans Administration.
- Dividends on Veterans' Insurance.
- Life insurance proceeds, upon death.
- Workmen's compensation, insurance, damages, etc., for injury or sickness.
- Interest on certain state and municipal bonds.
- Federal social security benefits.
- Gifts, inheritances, bequests.

Long-Trip Tax Problems

A major tax beef by seamen is that normally taxes are not withheld on earnings in the year they earned the money, but in the year the pay-off took place.

For example, a seaman who signed on for a five month trip in September, 1970, paying off in January, 1971, would have all the five months' earnings appear on his 1971 W-2 slip and all the taxes withheld in 1971. This practice could increase his taxes in 1971 even though his actual 1971 earnings might be less than those in 1970.

There are ways to minimize the impact of this situation. For example, while on the ship in 1970, the Seafarer undoubtedly took draws and may have sent allotments home. These can be reported as 1970 income.

Unfortunately, this raises another complication. The seaman who reports these earnings in 1970 will not have a W-2 (withholding statement) covering them. He will have to list all allotments, draws and slops on the tax return and explain why he doesn't have a W-2 for them. Furthermore, since no tax will have been withheld on these earnings in 1970, he will have to pay the full tax on them with his return, at 14 percent or upwards, depending on his tax bracket.

The earnings will show up on his 1971 W-2. The seaman then, on his 1971 return would have to explain that he had reported some of his earnings in 1970 and paid taxes on them. He would get a tax refund accordingly.

In essence, the seaman would pay taxes twice on the same income and get a refund a year later. While this will save the seaman some tax money in the long run, it means he is out-of-pocket on some of his earnings for a full year until he gets refunded.

This procedure would also undoubtedly cause Internal Revenue to examine his returns, since the income reported would not jibe with the totals on his W-2 forms.

That raises the question, is this procedure justified? It is justified only if a seaman had very little income in one year and very considerable income the next. Otherwise the tax saving is minor and probably not worth the headache.



Blindfolds, Gags and Ear Plugs

Last month, the U.S. Department of Health, Education and Welfare held a meeting in San Francisco—a closed-door meeting concerning the fate of the local U.S. PHS hospital which annually services thousands of beneficiaries, including Seafarers.

SIUNA Vice President Frank Drozak tried to get into that meeting as the representative of many PHS beneficiaries. He was turned away. HEW did not want any such representative in on the decision to close or transfer the San Francisco hospital.

The battle for this hospital and the seven others in the PHS system has been going on since December, 1970, when the department announced plans to close all eight.

Then, at the urging of the SIU, the Maritime Trades Department's Port Councils, and other maritime unions, Congress stepped in to question HEW about the proposed closings. The Department backed off from its original stand at this point and promised Congress broad studies would be taken to indicate what would be the best alternative

for the hospitals—continued federal operation, closure, or transfer to community control.

It's evident now that HEW has ignored Congress, slapping on it the blindfold of secret memoranda and closed-door meetings. Instead of a review of all possible alternatives for the hospital, HEW is giving local communities only two alternatives—accept transfer to community control or accept the closing of the hospital.

So now we see that the Department has blindfolded Congress, gagged the general public, and blindfolded, gagged and stuffed the ears of PHS beneficiaries.

This situation cannot be allowed to continue. We will not allow it to continue. At a time when the nation is in the midst of an admitted health care crisis, no group of citizens—union members, PHS beneficiaries, anyone—can stand idly by and allow the closing of eight major health care centers.

We think it's time that HEW stopped trying to make monkeys of us all.

'A Little Bit of Sugar ...'

Some 200,000 members of the International Association of Machinists and the United Auto Workers recently won a new contract calling for a pay hike of 12 percent in the first year.

These union members all work in the ailing aerospace industry where unemployment has been rife for many months.

When the contract went to the Phase II Pay Board, the public and employer members rejected the pacts on the grounds that the pay raises were too high, exceeding the Board's 5.5 percent guideline.

The Board ignored the fact that about two-thirds of the 12 percent was agreed to by the employers back in 1968 as a catch-up on living costs. Taking out this catch-up, pay and fringe benefits in the first year were actually less than 5.5 percent.

The Board later said it would accept an eight percent increase. But by that time, the die was cast. Both the IAM and the UAW

announced they would seek an injunction in Federal Court to enjoin the Pay Board from "destroying the integrity" of the contracts.

In other words, they will see, legally through the courts, if the Pay Board has the right to interfere in the collective bargaining process.

There is an interesting sidebar to the whole story. Within hours after the Pay Board rejected the 12 percent pay hike, an official of NASA announced approval of a new aerospace program—a "space shuttle" designed to make space travel eventually available to all citizens.

The space shuttle program could be a solid shot in the arm for the bogged-down industry.

Isn't it interesting that this announcement came shortly after the Pay Board acted? Remember what grandma used to say: "A little bit of sugar makes the bitter medicine go down."

Letters to the editor

Sympathy Appreciated

To the Editor:

I wish to acknowledge with grateful appreciation the kind expression of sympathy received at the death of my husband, Amos Chastain, who passed away while sailing aboard the Penn Sailor.

Thank you for the kindness and promptness of the Seafarers Welfare Plan in its handling of my husband's benefits.

I also wish to express my appreciation to the crewmembers aboard the Penn Sailor for the money they sent for flowers.

Thank you also to all of Amos' other friends aboard other ships for money they sent for flowers.

Again, thank you all.

Mrs. Amos Chastain
Tampa, Fla.

A Thoughtful Union

To the Editor:

I would like to express my gratitude to the union for its thoughtfulness in paying my deceased husband's hospital bills, and for the check from the Seafarers Welfare Plan.

All of the kind and great things the union has done for my husband and for myself are appreciated by me; they have been a lifesaver for me—words cannot express how grateful I am for your help.

My personal regards to all.

Mrs. Everett B. Pridgeon
Jacksonville, Fla.

Proud of SIU

To the Editor:

I have already received my January, 1972 SIU pension check for which I am very grateful.

I wish to say as I have said many times before that the Seafarers International Union is the greatest union in the world.

I am retired and speak to many retirees here in Florida, and none belong to a union with benefits as numerous as those offered by the SIU.

This makes me very proud and very grateful.

William E. Steig
Markridge, Fla.

Expresses Gratitude

To the Editor:

There are no words to express my thanks and appreciation for the many times the union has come to my aid. I have been hospitalized five times, four for surgery.

It is such a comfort to have this God-sent welfare protection.

I wish to also thank SIU Seattle Port Agent Steve Troy for all his help.

Sarah Everett
Seattle, Wash.

(Editor's Note: The December issue of the Log carried a "Letter to the Editor" entitled "Support SPAD." This letter was submitted by Seafarer Kosta Hatgimisios, not John Griffin as incorrectly stated. We regret the error.)

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Robert Matthews, Vice-President

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AFL-CIO Forms Volunteer Staff to Check On Prices

The AFL-CIO, through its Community Services Department, is monitoring price increases throughout the nation and has assembled a volunteer staff of 30,000 union members to check each price increase they spot.

Leo Perlis, director of community services for the federation, said that even trained monitors would find it nearly impossible to know if prices had been raised illegally. Thus, the volunteers have been asked to inquire about each price raise they spot, and if dissatisfied with the answer to report the increase to AFL-CIO headquarters where it will be checked further.

Confusing Guidelines

The problem, Perlis said, is in the Price Commission's ruling that retailers are permitted to increase prices if their percentage of profit for a given item does not rise.

Perlis said that with rules like those it would be impossible for any but the most skilled observers to know

whether the price of an item had risen illegally or not.

Perlis said price monitoring units had reported a variety of price increases, and the Internal Revenue Service early in January confirmed the existence of widespread violations of Price Commission guidelines.

Prior to the IRS statement, the Price Commission itself had asked the tax agency to look into more than 1,000 complaints of violation of the guidelines.

Labor is Critical

The price control program, and the structure of the other Phase II regulatory group—the Pay Board—were criticized by AFL-CIO President George Meany in statements issued during the New Year's holidays.

Meany said that, "the prices workers must pay for everything they buy continue to mount while the much publicized price control program, with no effective enforcement mechanism, promises much and delivers little."

In a letter to Judge George

H. Boldt, chairman of the Pay Board, Meany said the "very future of the Pay Board is seriously endangered."

He cited as evidence an announcement by the business members of the board that they would oppose any scheduled increase over 7 percent "without regard to equity, number of people involved, historic precedent or comparability."

His suggested remedy for the board's problems was "to quickly adopt rules and procedures that can be widely accepted as equitable and understandable. It surely does not need the huge and paralyzing number of challenges and appeals that the business members announcement threatens to create."

In a New Year's Day statement, Meany said that despite such obstacles, "American workers and their unions face the uncertain year ahead with a marked degree of confidence born from the knowledge that self-delivery is available through the most precious possession of free people—the ballot."

SIU Welfare, Pension and Vacation Plans

CASH BENEFITS PAID REPORT PERIOD

FOR PERIOD DECEMBER 1, 1970 thru DECEMBER 31, 1971

SEAFARERS' WELFARE PLAN	NUMBER OF BENEFITS	AMOUNT PAID
Scholarship	110 \$	32,104.85
Hospital Benefits	25,420	614,676.69
Death Benefits	311	860,474.50
Medicare Benefits	7,332	23,358.10
Maternity Benefits	486	93,960.80
Medical Examination Program	10,072	254,600.77
Dependent Benefits (Average \$486.82)	31,616	1,501,237.50
Optical Benefits	8,349	374,578.04
Meal Book Benefits	4,239	49,661.29
Out-Patients Benefits	69,044	516,207.09
Summary of Welfare Benefits Paid	156,679	4,322,859.63
Seafarers' Pension Plan—Benefits Paid	25,156	6,166,715.25
Seafarers' Vacation Plan—Benefits Paid (Average—\$518.68)	18,649	9,299,814.28
Total Welfare, Pension & Vacation Benefits Paid This Period	200,784	\$19,789,389.16

Tax Refunds Due

The following Seafarers should contact Jack Lynch, Room 201, SUP Building, 450 Harrison St., San Francisco, Calif. 94105 for income tax refund checks.

S. A. Beard
Manuel J. Dacunha
Winifred S. Daniel
Burr G. Eells
Orlando R. Hoppe
John Magal

Elmer J. Moe
Richard M. Pauly
Henry S. Perreira
David San Miguel
Pascual S. Sim
Alfredo Zulueta

Consumers Face Further Rise in Living Costs

by Sidney Margolius

Purported price guidelines or not, your living costs are going to be higher this coming year. With food prices already beginning to rise again, the likelihood is that the cost of living will go up even more than the 2½ percent the Nixon Administration is trying to set as the maximum rise.

As this is written in December, the Dun & Bradstreet wholesale food price index already has gone up four weeks in a row and is the highest since last August. You did not get the full benefit of the drop in wholesale prices this past fall, and only exceptionally low prices for pork and eggs kept food bills fairly level in recent weeks.

But now supplies of pork and eggs are decreasing, and prices for these foods and many vegetables and fruits already are going up.

The other expense problems that will give your family most difficulty this year are housing, transportation and medical care. Moderate-income families will be hit hardest by this year's continuing inflation. Food and housing usually take over half their income and these costs are going to be under greatest pressure this year.

Rents Rise

Rent increases loom as the most explosive problem. Before the recent freeze went into effect, rents had been going up at almost twice the rate of homeowner expenses. Rents continued to rise even during the freeze. Now that rent "con-

trols" have been replaced by "guidelines," many complaints of sharp increases have been made—some up to 30 per cent—according to the Internal Revenue Service.

To its credit, the IRS which administers the guidelines, has warned that landlords must keep records of their charges for comparable units, and must show these records to tenants and explain the reason for any increase. Renters asked to pay increases that seem unjustified can make a complaint to the nearest IRS office.

At the same time families hoping to get out of the rent trap by buying a home are facing a sharp increase in prices. The typical price of a new house jumped from \$23,000 last fall to \$25,000 now. This is the biggest one-year increase of the past decade.

Since it has become difficult to police food and other prices now that "controls" have been replaced by vague "guidelines," unions and other groups trying to maintain a price watch possibly can do this most usefully by collecting information on rent increases and reporting these to the IRS.

New cars will cost 2½-3 percent more this year than during the recent three-month price freeze, but most of the domestic makes will cost less than last year because of pending repeal of the 7 per cent excise tax.

Note that beginning Jan. 1, car dealers are required to give you data you can take home on stopping, distance, accelera-

tion and passing ability, and tire reserve loads. This information can help you compare these vital safety features among different makes and models.

Some Shopping Principles

To buy the best possible standard of living for your family, you need to use consistently a number of shopping principles and techniques. Below we have summarized ten shopping principles which can help you buy the most for your money. These are:

- Make it a practice to compare values in different stores just as a professional purchasing agent secures bids from different supplies. Especially on a large item, shop at least three stores. You'll know much more about quality and values by the time you are in the third store than in the first.

- Time your buying to take advantage of the savings available at annual sales such as the January and July shoe sales and clothing clearances, and the February and August home-furnishings sales.

- Buy according to intended use. In food, buy the more carefully-selected Grade A products when appearance is important but the lower-cost B and C grades for cooked dishes. For example, buy fancy canned tomatoes for the table, but a cheaper grade for the pot. Both are equally nutritious.

- Buy according to grade and specification rather than on the basis of the best-known brand name or the assumption that a higher price necessarily

means significantly higher quality. For example, if a number of brands of frozen juice concentrate are all labeled "U.S. Grade A," or if all aspirin tablets are labeled "U.S.P." (meaning, they meet the standards of the U.S. Pharmacopoeia), a consumer can buy the lowest-priced with assurance of getting the same basic quality.

- Buy on the basis of nutritive values, which these days especially means reading the list of ingredients shown on the labels, and buying basic foods rather than processed versions. Note that each additional step in processing increases the cost; often disproportionately. If chicken is cut into parts you pay 5 per cent more than for a whole chicken. If the parts are already breaded for frying you pay 50 per cent more. If the chicken is already fried you pay 90 per cent more.

- Buy in bulk to take advantage of the lower costs of larger sizes of groceries, some meat products, soaps and toiletries, which usually (although not always) save 10 to 20 per cent over the cost of smaller sizes.

- Look for basic quality rather than deluxe features. Merchandise usually falls into three price classes: low-end, moderate-price and high-price. A manufacturer may make washing machines at three price levels. While the "low-end" model may lack some useful features, the medium-priced model will have all the essential features of the deluxe model.

- Select basic styles. The

simpler the styling of clothing or home furnishings, the larger the proportion of cost that has gone into the actual materials or construction rather than into decoration. Simpler clothing and furniture also have less tendency to become "dated." Simple clothing can be worn easily with other items in your wardrobe. Simple furniture will harmonize more easily with other possessions. Clothes, furniture and appliances with clean lines and less detail also are less costly to maintain.

- Pool your buying with others, which can reduce costs significantly by enabling bulk prices and lower selling costs. This technique can be as informal as several families sharing a large purchase of garden supplies or cases of canned goods, or more permanent arrangements such as buying clubs which arrange with local merchants and fuel suppliers for discounts, or the consumer co-ops in some cities which operate their own supermarkets, pharmacies, optical services, apartment houses and insurance services.

- Finance family needs at lowest costs. Credit fees are higher than most people realized until the enactment of the "truth in lending" law. Costs range from 12 per cent or less per annum for credit-union and some bank loans, to as much as 30-42 per cent at small-loan companies and for some finance charges on used cars, depending on where you arrange the credit and how long you take to repay.

Christmas With The SIU

Following tradition the Seafarers International Union again this past holiday season sponsored its annual Christmas dinner at ports around the world.

This annual function allows Seafarers, their families and friends to gather together in the spirit of the holidays and enjoy one another's company, as well as a bounteous repast compliments of the SIU.

The job of a Seafarer is often a lonely one, requiring him to be away from family and friends for long periods of time. That is why during the holiday season the SIU makes a special effort to accommodate its members in a setting of comradeship and overall holiday spirit so that their Christmas can be enjoyed to the fullest.

The following pages of pictures from ports around the world tell the story better than any words.

Duluth



A Christmas party is not a true Christmas party without children. These happy youngsters are the family of Brother Allan Butterfield, who sails as able seaman from the Port of Duluth.



Pensioner Nick Hill and Mrs. Hill hold grandchild who is enjoying his first Christmas with the SIU. A large gathering made Duluth's Christmas party a success.



SIU Duluth Port Agent Jack Allen gets a Christmas candy gift from grandchild of Seafarer Joe Miklozak, as Delares Chesiak, port secretary, smiles approvingly.

Wilmington



Looking forward to a good Christmas meal in the Port of Wilmington are Ron Garrecht and his wife.



L. M. Mjelde and his family agreed Christmas was fine in the Port of Wilmington.



Seafarer Walter Stewart and his family enjoy a delightful Christmas dinner in the Port of Wilmington.

Detroit



Seafarer and Mrs. George Telegadas and daughter in photo at right enjoyed SIU sponsored Christmas get-together in the Port of Detroit.



Mary Glaab joins family of Seafarer and Mrs. Charles Ranous at festive doings in Detroit (photo at right).



In photo at right Seafarer and Mrs. Dave Rebert begin main course at Christmas Dinner in the port of Detroit. A large turnout of Great Lakes members and their families made for good company and conversation during and after dinner.

Boston



Seafarer John Duffy and family joined in Christmas celebration at Boston's Essex Hotel by the SIU.



Seafarer and Mrs. John Chermisino and boys are about to start festive day in the Port of Boston.

*Christmas
With The
SIU*

Seattle



Two veteran steward department members, G. Vinluan (left) and A. Asuncion, found Christmas Day in Seattle a day not only for a fine meal but also for a chance to talk over old times.

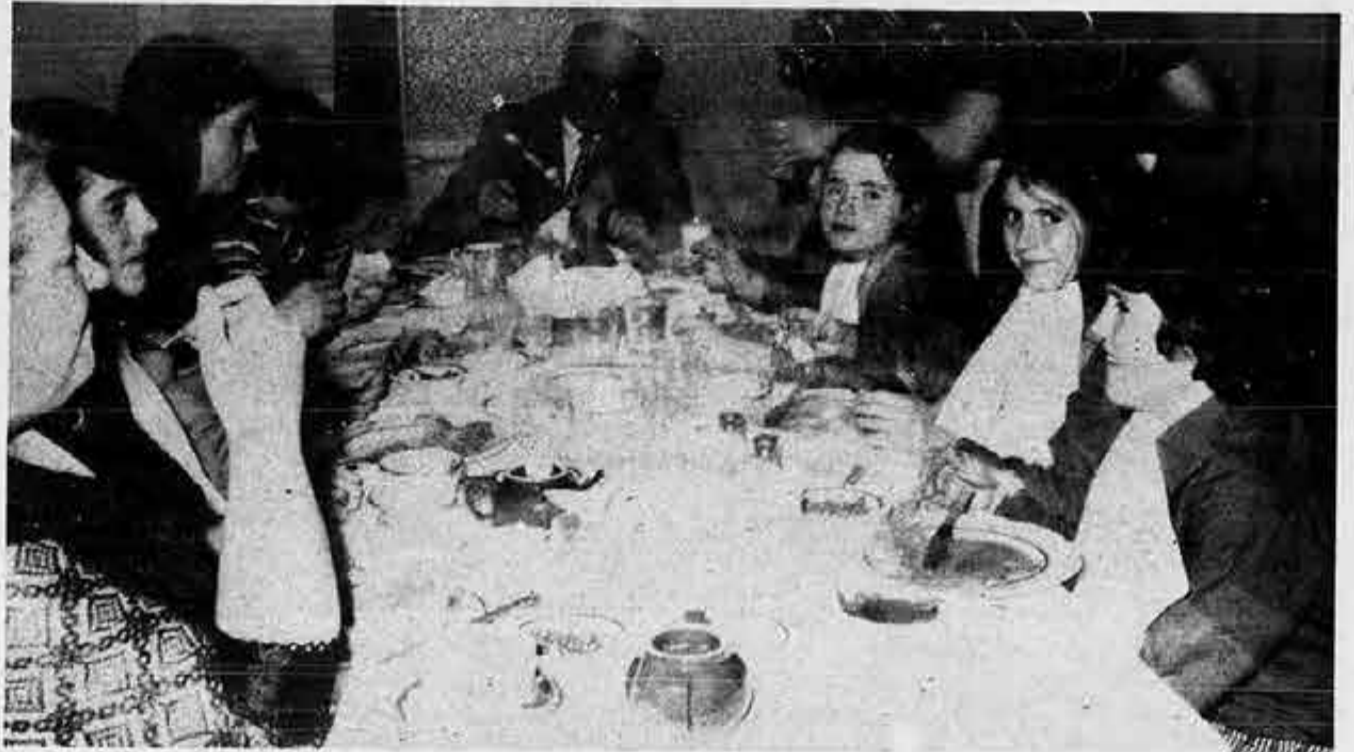


Brother Harvey Hill and wife took occasion to meet old friends.



Seafarer and Mrs. Joseph Schoell are happy faces at SIU Christmas Dinner in the Port of Seattle. Schoell is an SIU pensioner.

Buffalo



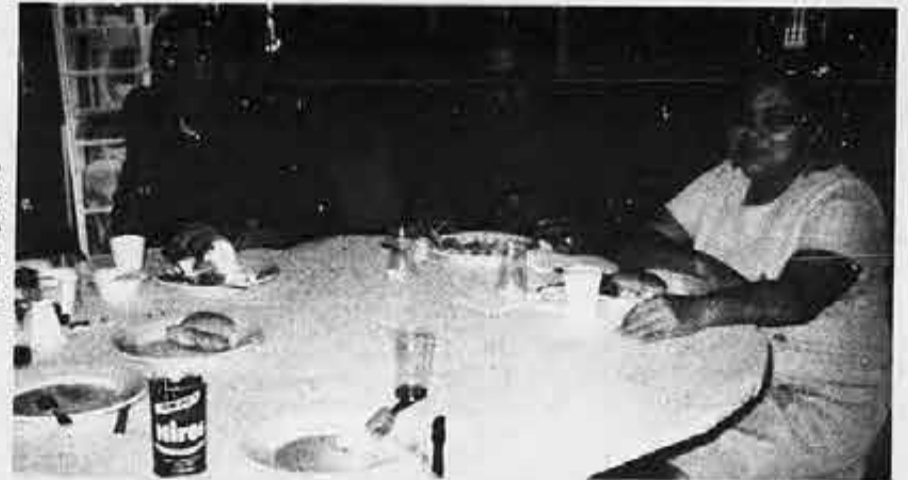
Brother Ed Murphy, a member of the SIU-affiliated Inland Boatman's Union, presides at head of table as family enjoys SIU dinner at Buffalo's Lenox Hotel.

Philadelphia

Seafarers Richard and Larry Saviour and a friend in photo at right all concurred that Christmas day was a happy one in the Port of Philadelphia.



Getting ready to eat a tasty Christmas meal in the Port of Philadelphia are Seafarer Harry McCullough, his mother and other members of his family in photo at right.



A leisurely and enjoyable Christmas day was spent in the Port of Philadelphia by Seafarer and Mrs. Pedro Vina and SIU member William Condon in photo at right.



*Christmas
With The
SIU*



Union members in the Port of Norfolk had a very Merry Christmas at the Golden Triangle Hotel where the SIU held its annual holiday dinner.



In the Port of Norfolk the Wynn family and guests were enjoying a tasty Christmas meal when the photographer snapped this picture.



Mr. and Mrs. John Simpson, their daughter and guests spend an enjoyable Christmas at the Golden Triangle Hotel in the Port of Norfolk.

Yokohama

New York



Seafarer P. Wieks and his son Joseph enjoy Christmas meal in Yokohama.



Keiko Nakategawa (left) joins Mr. and Mrs. Arnold Hamblet for Christmas Dinner in the Port of Yokohama.



Seafarer and Mrs. James Johnson and their guest, Tamra-San find pleasure in each other's company at Christmas Day gathering in the Port of Yokohama.



These two tiny tots can only muster up a bashful glance for the Log photographer as they and their grandmother, Eula Garcia, enjoy Christmas day at union headquarters in New York. They are the family of SIU pensioner Antonio Garcia, who sailed as cook and baker.

PROGRESS IN EDUCATION

The Future Is Now

Seafarers are a unique group of people. They sail the waters of the earth, a small band of men alone in a small world of their own. They look at the sea, the skies and the stars. And they look to the future.

They look to progress and a better future, for themselves, for their brothers of the sea, for their families, friends, neighbors, for all mankind.

In the beginning, the insatiable curiosity of Seafarers led them to new and mysterious lands. They were explorers, discoverers. They were inquisitive and always seeking new ways to improve their living standards and their horizons. And they knew that learning and education were ways to improve their lot as well as the world they lived in.

It was against this background, coupled with the need to provide qualified manpower when needed or attrition demanded, that the Seafarers International Union moved to open the road to education for its members. It did this by establishing schools in a number of ports throughout the nations—the Harry Lundeberg Schools, named after the founder and first president of the union.

Initially, the SIU training program had three major goals:

1. To provide entry-rating training.
2. To help Seafarers upgrade their skills so they could move to higher ratings.
3. To aid Seafarers in preparation for examinations leading to licenses as ships' officers.

These training centers were highly successful. They furnished trained manpower to the nation's merchant ships to meet emergency situations or to fill the place of Seafarers lost through death or retirement.

More important, perhaps, they provided training and job opportunities for scores of young men—many of them from deprived and disadvantaged areas of the country.

In time, it became evident that more was needed than training centers that dealt with vocational training alone. It seemed desirable to centralize training activities to broaden the program, to raise the sights to a higher goal.

To this end, the Lundeberg School acquired a former Navy torpedo-testing station located at Piney Point, Md., about 70 miles south of the nation's capital. Situated on St. George's Creek near the confluence of the Potomac River and the Chesapeake Bay, the site is ideally suited for the training of Seafarers.

The total site consists of a 53-acre training and recreational area plus a 1,000 acre farm which may one day become a special village for Seafarers.

It was a barren spot at first. Then it began to take shape. Today, stretching from the main entrance to the marina, there exists a complex of immaculate, trim buildings, flagstone walks, neat lawns, attractive gardens and recreational facilities. To provide the proper kind of sea-training environment, ships are utilized as classrooms.

Because the union felt that vocational training alone was not enough to enable Seafarers to cope with their jobs and with the complex society in which they live, it was decided to provide an academic training program to help make up for past losses in education.

A staff of instructors was assembled—a staff not only possessing the necessary professional competence to initiate and carry out an academic program, but a staff with an understanding and interest in the welfare of men who go to sea.

Out of this evolved the next step: An opportunity for all Seafarers who needed, or desired it, a chance to earn a high school diploma through a high school equivalency program.

The purpose of this special section of the *Seafarers Log* is to highlight the progress of the union's education program. It is a report on how the age-old dream of Seafarers—the dreams of a better future through vocational and academic education—is being realized at the Harry Lundeberg School.

It is a report which shows that through this education program, Seafarers can look to the future with confidence.



PROGRESS IN EDUCATION

The Future Is Now

Vocational Training

When the SIU and its members first acquired the site of the Harry Lundeberg School at Piney Point, Md., it consisted of a wind-lashed, weather-beaten remains of a former torpedo-testing station.

Today, it is an inviting oasis of education.

A number of ships have been purchased and brought to the site and converted into floating schools. The *Charles S. Zimmerman*, formerly an excursion vessel, houses the academic program. The ship is complete with classrooms, a theatre and lecture hall seating 300; a well-equipped library; faculty facilities and meeting rooms.

The *S.Y. Dauntless*, which once served as the flagship of Atlantic Fleet Admiral Ernest J. King during World War II, plays an important part in the vocational training program.

For three days each week, under the supervision of the engineer in charge, trainees are given on-the-job training in both the engine and deck departments. The machinery of the vessel is put in motion; the boilers are fired; the gauges become operational; the anchor is weighed.

This is a simulation of the actual work trainees will become involved in on their jobs. In the engine department, the students learn to fire the boilers and read the gauges and become familiar with all of the functions of the department. In the deck department, they learn to raise and lower the anchor, tie and untie the lines, handle the wheel.

Another vessel at the school is the *Claude "Sonny" Simmons*, which formerly carried freight on the Great Lakes and the Chesapeake Bay. It was converted into a vocational training center complete with classrooms, heavy-duty winches and other cargo-handling equipment.

Other ships obtained for training at sea, ships which give trainees a "feel" for the traditions of the sea, include the high-masted *Freedom*, former flagship of the sailing squadron of the U.S. Naval Academy; the *Manitou*, a sailing craft favored by President John F. Kennedy; the *Richard Henry Dana* and the *Capt. James Cook*, two 135-foot blue-nose schooners; plus a variety of small sailing craft.

Most training is accomplished aboard these vessels, all of which have been equipped with the same kind of gear trainees will find aboard the ships of the American merchant marine.

However, students also work and train in dock-side welding shops, paint shops, electrical shops, machine shops, acquiring the skills they will need for their careers as Seafarers.

Students live in modern, air-conditioned bungalow-dormitories. For recreation, they have a swimming pool, gymnasium, recreation center, library and a theatre. The school also has its own sick bay and a staff doctor to handle medical problems.

In all, the facilities at the Harry Lundeberg School have changed from the stark realities of a military base to the warm atmosphere of a campus.



Facilities

Training for the sea always has been one of the prime goals of the SIU education program. Operating under rules and regulations established by the U.S. Coast Guard, the school graduates approximately 1,000 students a year from its 12-week program of concentrated training. A total of 920 trainees were graduated in 1971.

The 12-week course is divided into two-week segments. During the first segment, students are taught the discipline needed for a man to work in close harmony with shipmates at sea. The trainees also are given an orientation course to help them learn what the school is all about and they are subjected to extensive evaluation.

Next, students are given intensive lifeboat training classes. Since HLS first started operating, 4,520 students have earned lifeboat endorsements. During this segment, trainees visit a port, board a ship, meet with crew members; tour the union hiring hall to learn the rotary system for allocating available jobs.

In the fifth and sixth weeks of training, ship-board maintenance is emphasized, followed by instructions in the Steward Department and the Engine Department functions in the following two-week segments.

During the last two weeks of training, students live and learn aboard one of the school's large schooners and each week a crew takes one of these vessels up the Potomac River to Washington, D.C.

This trip serves as a test of what they have learned from their day-to-day curriculum. It is a real-life test for the trainees, under strict supervision, operate the vessel throughout the short voyage.

This voyage also serves as an evaluation of how well the vocational training program is serving the students and, further, it becomes an award to the trainees after a hard period of study and work.

Top priority at HLS is given to effort. Classes are kept small. Instructors give individual assistance wherever needed or desired.

The vocational training process has evolved through years of experience. It continues to improve with each new class of trainees. The success of the program is proved by the fact that the Harry Lundeberg School has provided the nation and the nation's merchant marine with a solid core of well-trained young men ready to man the ships of today and the highly-mechanized ships of tomorrow.



Upgrading

For the professional Seafarers, HLS offers a solid upgrading program designed to help them move up the seniority ladder, advance to jobs of higher pay, prestige and responsibility.

The upgrading training program covers all three departments:

Deck—subjects cover modern cargo-handling, the compass, fire prevention, safety at sea and ashore, and navigational aids.

Engine—training includes operation and maintenance of boilers, engines, dynamos, winches, pumps and other machinery.

Steward—Subjects cover all of the cooking skills, baking, meal preparation, food ordering and menu planning.

A look at some statistics shows how efficient the upgrading program is.

Since the school was first started, 4,168 students passed as Qualified Members of the Engine Department (QMED). There have been 4,520 lifeboat endorsements; 1,522 AB endorsements; and 187 steward endorsements.

In addition to this type of upgrading, the school offers special training to help the professional Seafarer to advance to officer status.

Working in conjunction with District 2 of the Marine Engineers Beneficial Association and the Associated Maritime Officers, interested Seafarers are given the opportunity to prepare for the special examinations they must take to earn licenses as officers.

The program has been uniquely effective. Since it was first started, some 407 Seafarers have earned engineers' licenses and another 64 have received mates' licenses.



Academic Training

Training at the Harry Lundeberg School does not end with vocational training for careers at sea. It has other important aspects.

Threaded throughout the 12-week course of training is a variety of academic courses that include social studies, science, English, mathematics, union education, music and art and the geography-oriented "Ports of Call" class.

The union education course, for example, concentrates on the history of the American labor movement with special emphasis on the growth of the movement in the maritime industry and the economics and history of the industry.

But the academic program goes well beyond mere subject courses. Consider the fact that many of the students come from economically deprived areas. Many are school drop-outs, for a wide variety of reasons. Testing, which every student undergoes upon arrival at Piney Point, shows that one out of every six trainees requires some special assistance. Especially in reading.

Miss Hazel Brown, HLS Director of Education, said recently that "a person with a reading disability needs special, individualized attention. We give that student that attention through a remedial reading course."

The remedial reading program is based primarily upon the individual approach. The teacher and the method adjust to meet the student's own requirements.

Miss Brown explains that the course is designed to serve a double purpose: To develop additional reading skills and to assist the student to meet his primary goal of learning the skills required to become a merchant seaman.

The results of the program have been gratifying. Students have been able to increase their reading level by as many as two years and by as much as four years. Thus, the remedial reading program has been one of the most popular and one of the most successful at the school.

Teaching these subjects is a staff of experts. Miss Brown holds a master's degree from the Pennsylvania State University and has post-graduate credits leading to a doctorate in education. Other members of the academic staff have earned at least a bachelor's degree. Psychologists from the University of Maryland assist the academic faculty in providing counseling to individual students who may need such help.

Many of the teachers have taught in foreign countries, giving them a special line of communication with the young men who have their sights set on sailing to the ports of the world.

All of these factors combined—the depth of formal education, the experience of the faculty, the highly customized curriculum—led the State of Maryland to grant the Harry Lundeberg School full accreditation as a private tutoring and specialized vocational school.



High School Equivalency

A substantial number of trainees at the Harry Lundeberg School never completed their high school equivalency certificate.

The examination for the diploma is administered by the Maryland Department of Education under procedures that are accepted by the American Council on Education and standardized throughout the United States.

This program was started in December, 1970. In its first full year of operation, 131 out of 149 students passed the examination and earned their high school equivalency certificates—their diplomas.

National U.S. figures show that an average of only 30 percent of all students taking these tests are awarded these certificates. The special training available to students at the Lundeberg School enable the school to chalk up a record better than the national average. The program has already drawn critical praise from top-level educators all over the nation.

There seems to be no doubt that this remarkable record was achieved by giving personalized, intensive instruction in five major areas—English, literature, mathematics, science and social studies. It is the result, too, of giving each student a genuine sense of caring about his well-being and about his future.

Another measure of the program's success: For three HLS graduates, their high school certificates have been the ticket to college. Another graduate is awaiting acceptance to the U.S. Merchant Marine Academy at Kings Point, N.Y.

Miss Brown declared recently that "we started with the young man who is just beginning his career at sea, and we have found a teaching method that seems to work. Now we plan to extend the program to make it available to all Seafarers.

"It has always been the Seafarer's dream to be better educated. He always has viewed education as the means to a better future. At the Harry Lundeberg School, the future is now."



PROGRESS IN EDUCATION

A New Program For All Seafarers



Last year, 1971, was a banner year at the Harry Lundeberg School. Nearly 1,000 students completed vocational and academic courses. And more than 1,500 professional Seafarers attended a series of Educational Conferences there.

Rank-and-file Seafarers came to Piney Point to learn, to study, to question, and to discuss the problems facing their union and their industry.

The Conferences gave them a first-hand opportunity to see the union's expanded education program in action as it currently exists at the Harry Lundeberg School.

Delegates to these Conferences made a series of recommendations through a number of special position papers, recommendations designed to help set union goals for the years ahead. Many of these recommendations concerned the SIU education program, including these:

- ✓ That the high school equivalency program at the Harry Lundeberg School be made generally available to all Seafarers at the school, at sea or on shore.
- ✓ That the Harry Lundeberg School work to implement a correspondence course designed for Seafarers.
- ✓ That upgrading facilities to prepare Seafarers for the requirements of new shipboard technology be instituted at the Harry Lundeberg School.
- ✓ That more SIU members be encouraged and enabled to participate in HLS programs, particularly the academic and high school equivalency programs.

These recommendations came from the union's membership.

As a direct result of these Educational Conferences and the recommendations of the membership, the union will undertake a new scholarship program. Beginning June 1, 1972, the union will offer a High School Scholarship program designed to give professional Seafarers who missed an education a second chance to earn a high school diploma.

Developed by Miss Hazel Brown, HLS Director of Education, and her professional staff, the Scholarship plan will be available to all Seafarers. Interested SIU members will be given a specially-developed test to determine the amount of study each will need in order to take the high school equivalency examination.

Some applicants will be invited to enroll at the Piney Point School immediately where they will be given intensive study courses and as much personal attention as needed to help them prepare for the equivalency exam.

Other applicants will be given materials to study, either at home or aboard ship. These materials will help the Seafarer to participate by giving him a head start before going to the Piney Point school for further instruction and work.

In addition, special kits of preparatory materials will be available to every ship under SIU contract. This will enable other Seafarers to study on their own time to determine if they wish to apply for one of the High School Scholarships.

Miss Brown explained that "for more than a year, the high school equivalency program has been available to the trainees at the Harry Lundeberg School. It has proved quite efficient and our success has been quite exciting." She added:

"We feel that the program is designed so that every Seafarer who desires can participate. We're prepared to offer every possible assistance so that every Seafarer who cares to participate can move up the ladder of education."

The union is anxious for every SIU member who has an interest in the program to participate. For the man who missed the opportunity for an education, this is a second chance to get one, Miss Brown said.

"The program can help the Seafarer as an individual," she said, "It can help him to participate more fully in his community if he so desires. I urge every interested SIU member to inquire about the High School Scholarship Program. As a Seafarer, you owe it to yourself to inquire about a plan that could mean so much to you, to your family, to your future."

To assist the staff at HLS make plans for the program, it will be necessary to have some idea about how many SIU members will be initially interested. Those who are should cut out the coupon on this page and mail it to Miss Brown. It will bring more information about the plan.

This report has described the union's progress in education, progress which has helped us to advance to new levels in vocational training and in academics. Education need no longer be merely a dream for the Seafarer. It is here. It is now. It is available to all.

Miss Hazel Brown
Director of Education
The Harry Lundeberg School
Piney Point, Md. 20674

Please send me more information about the High School Scholarship Program.

Name

Address

City State Zip Code

Young Seafarers Plan Return to HLSS

When young Seafarers Dennis Hansen and Robert Trainor returned from a three-month Vietnam Sea-Lift trip aboard the S.S. *James*, their common bonds were not severed completely as each went his separate way. Both will continue studying for higher-ranking and better-paying jobs aboard ships and both will again return to the Harry Lundeberg School of Seamanship to obtain the knowledge. Both graduated in 1970. Their stories are typical of the nearly 4,000 men who have graduated from the Lundeberg School since 1967.

For Hansen, a brief visit with his wife, Patsy and son, Dennis, Jr., at their home in Virginia Beach was his first priority, closely followed by studies at the Piney Point training school for his fireman-oiler endorsement and then "more practical experience."

Twenty-one year old Trainor plans one more trip before returning to the school to study for his Coast Guard examinations for able-bodied seaman.

From the time young Hansen signed on the *James* at the U.S. Military Supply Station in Sunny Point, S.C., early in August, he was determined to learn as much as possible about the complicated machinery that powers the big ocean-going freighters, and to master some of the skills needed to repair and maintain a ship at sea.

Hansen received a lot of help during the long voyage, particularly from Bill Rowe, a 28-year veteran of deep-sea ships who sails with a chief engineer's license.

"I liked Hansen," Chief Rowe said. "He's like a lot of the young men we are getting on our ships now from the Lundeberg School. They're good workers, and they want to learn and get ahead."

And Hansen does want to get ahead. "I like sailing, and I'm going to go just as far as I can—maybe even get my engineer's license in a few years. I want to get my high school diploma, too. As soon as I get time, I'm going back to Piney Point to study in the school's GED program."

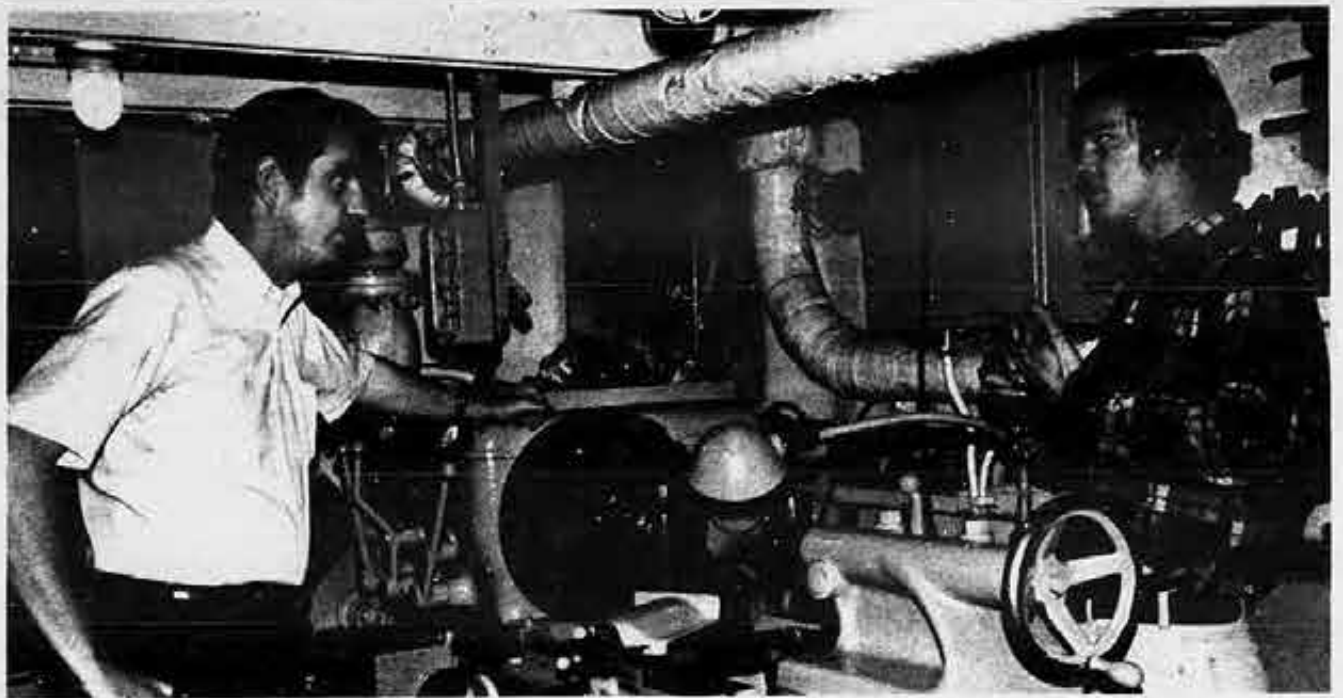
Trainor, who comes from New York, also had help in learning the ropes of deck seamanship. His mentor was Francis D. Finch, a seasoned boatswain, from Mobile, Ala., with some 26 years at sea.

"Trainor is going to make a good seaman," Finch said. "He seems to have gotten some good training back at the Lundeberg School, and he's keen on trying to learn as much as he can. That's always a good sign."

Trainor, like Hansen, is going to advance as far as he can. "It's a good life," he said, "and there are plenty of opportunities. The training I got at the Lundeberg School was very helpful, and the experienced guys I've shipped with have encouraged me to continue to study so that some day I will have an officer's license."

Today, many HLS graduates are sailing in high-paying jobs as able-bodied seamen, firemen, oilers, electricians, boatswains, and cooks. A number of them have already achieved licenses as officers.

The training programs of the Lundeberg School offer its graduates the finest training available anywhere in the country, at no cost to them, to improve their job skills, and to advance to higher-paying and more responsible positions in the maritime industry.



Paul McGaharn, director of the Vocational Training at the Harry Lundeberg School listens while HLSS graduate Dennis Hansen describes many of his experiences and job responsibilities aboard the S.S. *James*.



Ordinary Seaman, Bob Trainor, discusses various aspects of the voyage of the S.S. *James* with boatswain Francis D. Finch. The older Seafarer said, "I like to help youngsters who are just starting out, and the young men we are getting from the Lundeberg School are coming aboard eager to learn all they can."



Three 1971 graduates of the Harry Lundeberg School were aboard the big Cities Service tanker S.S. *Council Grove* when the vessel arrived at the Steuart Petroleum terminal in Piney Point. For Walter Foley, standing second from left and Alexander Parkman, standing fourth from left, it was their first trip. Both graduated from the school in November. Pete Murphy, seated at left, is "old timer" among the graduates, having left the school in July. Others in the picture taken in the crews' messroom are HLSS officials Frank Mongeili, at left and Mike Sacco at far right. Standing center is Able Seaman Lang Kelly, a 28-year veteran of deep-sea sailing and Chief Steward Harold Walker is seated at right.

SIU Members Join Pension Rolls



Arturo Mariani, Jr., 57, joined the union in 1944 in the Port of New York and sailed in the steward department. He served as department delegate while sailing and in 1961 he was issued a picket duty card. Brother Mariani was given a personal safety award for his part in making the *Robin Locksley* an accident free ship during the first half of 1960. A native of Puerto Rico, Seafarer Mariani now makes his home in Arroyo, P.R.



Wilfred Ivanhoe Bennerson, 66, joined the union in 1943 in the Port of New York and sailed in the steward department. A native of the Virgin Islands, Brother Bennerson now lives in Manhattan, N.Y.



Dominick Trevisano, 45, joined the union in 1951 in the Port of New York and sailed in the steward department. He served as department delegate while sailing and was issued a picket duty card in 1961. A native of New York, Brother Trevisano now makes his home in Brooklyn, N.Y.



Yrjo R. Tallberg, 61, joined the union in 1947 in the Port of New York and sailed in the deck department. A native of Finland, Brother Tallberg now lives in Seattle, Wash. His retirement ended a sailing career of 46 years.



Isidro Gonzalez, 61, is a native of Punta Santiago, P.R. and now makes his home in Bayamon, P.R. One of the first members of the union, Brother Gonzalez joined in 1938 in the Port of Philadelphia and sailed in the steward department. His retirement ended a sailing career of 41 years.



Sankey Edwards, 64, joined the union in 1945 in the Port of San Francisco. A native of Maryland, Brother Edwards now makes his home in Winchester, Va.



Antonio Irizarry, 54, is a native of Puerto Rico and now makes his home in Brooklyn, N.Y. He joined the union in 1940 in the Port of New York and sailed in the steward department. Brother Irizarry was issued picket duty cards in 1960 and 1961.



William D. Walker, 64, is a native of McComb, Miss. and now makes his home in Hammond, Ind. One of the early members of the union, Brother Walker joined in 1939 in the Port of New Orleans and sailed in the engine department.



James H. Hanners, 55, is one of the first members of the union. He joined in 1939 in the Port of New Orleans and sailed in the engine department. Brother Hanners served as ship's delegate while sailing. A native of Alabama, Hanners now makes his home in Panama City, Fla.



Sergio Rivera, 60, is a native of Puerto Rico and now makes his home in Brooklyn, N.Y. One of the first members of the union, Brother Rivera joined in 1939 in the Port of New York and sailed in the deck department. He was issued a picket duty card in 1961. His retirement ended a sailing career of 39 years.



Alfred Parek, 58, joined the union in 1942 in the Port of New York and sailed in the deck department. A native of Estonia, Brother Parek now lives in New Orleans, La.



Felix G. Quinonez, 60, joined the union in 1943 in the Port of New York and sailed in the steward department. He served as department delegate while sailing. A native of Puerto Rico, Brother Quinonez now makes his home in Brooklyn, N.Y.

Victor A. Valencia, 64, is a native of San Salvador and now makes his home in San Francisco, Calif. He joined the union in the Port of San Francisco in 1946 and sailed in the steward department. Brother Valencia was given a personal safety award recognizing his part in making the *DeSoto* an accident free ship during the first half of 1960.

Johns S. Hauser, 71, joined the union in 1948 in the Port of New York and sailed in the steward department. A native of St. Louis, Mo., Seafarer Hauser now makes his home in Tacoma, Wash. He retired after sailing 34 years.

Osborne M. Brooke, Jr., 52, is a native of Virginia and now makes his home in Prichard, Ala. One of the first members of the union, Brother Brooke joined in 1939 in the Port of Mobile and sailed in the engine department. Brooke served in the Army from 1938 to 1940. When he retired, Seafarer Brooke had been sailing 34 years.

Manuel Cotty, 56, joined the union in 1942 in the Port of New York and sailed in the deck department. A native of Adjuntas, P.R., Brother Cotty now lives in Ponce, P.R.

James W. Eichenberg, 57, is a native of New Jersey and now makes his home in Camden, N.J. He joined the union in 1944 in the Port of Philadelphia and sailed in the steward department. His retirement ended a sailing career of 34 years.

Ralph J. Denayer, 65, is a native of Chicago, Ill. and now makes his home in San Francisco, Calif. He joined the union in 1949 in the Port of New York and sailed in the deck department. Brother Denayer served as ship's delegate while sailing. He served in the Army from 1925 to 1929. Brother Denayer's retirement ended a sailing career of 41 years.



Robert J. Moody, 69, is a native of Newfoundland and now makes his home in Concord, N.H. Brother Moody sailed on the Great Lakes in the deck department. His retirement ended a sailing career of 41 years.



Nicholas Tsaousakis, 61, is a native of Greece and now makes his home in Baltimore, Md. He joined the union in 1945 in the Port of New York and sailed in the deck department. His retirement ended a sailing career of 42 years.

First Pension Check



In the Port of Frankfort, Mich., Brother Oscar Midtlyng (right), received his first monthly SIU pension check from Frankfort Port Agent Harold Rathbun. Midtlyng closed out a long sailing career as a watchman on the *Ann Arbor* carferries.



Kjell O. Lyngstad, 56, is a native of Norway and now makes his home in New Orleans, La. He joined the union in 1947 in the Port of New Orleans and sailed in the steward department. Brother Lyngstad had been sailing 30 years when he retired.



Harry George Jones, 67, is a native of Georgia and now makes his home in Savannah, Ga. He joined the union in 1949 in the Port of Tampa and sailed in the deck department. Brother Jones served as ship's delegate while sailing. His retirement ended a sailing career of 38 years.

Retiree Receives Check



After more than 30 years of seafaring, Chief Steward Luis Calderon (left) retired to the beach in November. Brother Calderon is receiving his first monthly SIU pension check from union representative John Dwyer in New York.

Hospitalized Seafarers Not Forgotten at Christmas Time

In keeping with a tradition that dates back centuries in many ports visited by the U.S. Coast Guard, representatives of the Seafarers' International Union (SIU) visited the very founding of the SIU, union representatives on Christmas Eve to brighten the holiday spirits of Seafarers forced to the beach by sickness or injury.

Having to spend time in medical drydock can be a difficult task at any time of the year, but it is especially hard for a Seafarer to spend Christmas in a hospital away from family and friends who may be across the country or even around the world from him.

In the Port of New York, SIU representatives

visited their union brothers in the USPHS hospital on Staten Island, and they came bearing gifts.

Every Seafarer received \$25 in cash for use in purchasing personal items. This gift was in addition to the regular \$8 a day provided by the Union for each day a Seafarer spends in a hospital. There were also gifts of cigarettes and shaving lotion.

"Brotherhood of the Sea" means remembering hospitalized shipmates at Christmas but in the SIU they are really remembered every day of the year.



An exchange of good wishes for a Merry Christmas takes place between hospitalized able seaman Robert Erickson (left) and Mike Rucker.



Brother Primo Fernandez, who sails as boatswain, receives \$25 in cash and a carton of cigarettes from SIU Patrolman Mike Rucker during Rucker's visit to the Staten Island USPHS Hospital over the holidays.



Brother Adul Elah Nasar (center) sails as a deck hand on Great Lakes carriers. He is receiving wishes for a Merry Christmas from SIU Patrolman Rucker and Upgrader Joe Myers.

Seafarers Enjoy Christmas Dinner in Houston

The following pictures arrived too late to be included in the section on "Christmas With the SIU."



Seafarer F. E. Burley and his wife enjoy their Christmas dinner in Houston.



Seafarer R. Gonzalez, his family and friends found Christmas dinner in Houston to be "among the best."



Seafarer Trinidad Garcia and his family thoroughly enjoyed the Christmas dinner prepared for them in Houston by the SIU.

With SIU Members In the Far East

Seafarers Conduct Business, Relax in Japan. . . .



Able seaman John Tubman stands gangway watch on the *Penn Challenger* as ship undergoes work at shipyard in Kobe, Japan. Crewmembers were reported eager to return to sea after repairs.

Aboard the *Penn Challenger* during stopover at shipyard in Yokohama are, from left: R. Johnson, fireman-watertender; J. Jansen, ordinary seaman; Raleigh Minix, oiler; Milan Chaco, messman.



SIU Yokohama Port Agent Frank Boyne (foreground) helps Bob Long, steward on *Penn Challenger*, land a "big one" taken from waters right alongside ship in Sasebo, Japan.



SIU Far East Representative Frank Boyne (standing) attended the recent All Japan Seamen's Union Convention in Tokyo, Japan. The Seafarers International Union and the Japanese union enjoy a cordial and fraternal relationship in the world maritime community.



Seafarer Frank Pasquali (left) gets help in handling union business from Keiko Nakatagawa, SIU secretary at union hall in the port of Yokohama. Although far from home Seafarers on the Far East runs can always depend on their union hall in the Japanese port.

Transglobe Crew Promotes Good Will in Naha

The port of Naha, Okinawa, West Coast to Far East trips, is a regular port of call for and many Seafarers on both in-bound and outbound voyages SIU-contracted ships making

have come to know this port well.

On a recent visit to Naha, unlicensed crewmembers from the SIU-manned *Transglobe* were invited to meet with General James B. Lambert, commanding officer of U.S. military forces on the island of Okinawa.

General Lambert is respected by many seaman for his staunch support of the U.S. merchant marine and for the cordial relations he has helped foster between seamen and U.S. military personnel on the island.

At the meeting held in General Lambert's office, Seafarer John (Big John) Lundborg acted as spokesman for the men of the *Transglobe* and a good deal of friendly scuttlebutt was exchanged.

Brother Lundborg was born in Sweden and comes from a long line of seafaring men. He sails as quartermaster aboard the *Transglobe*.



Quartermaster John Lundborg (left) represented *Transglobe's* crewmembers at meeting with General James Lambert, commander of military forces on Okinawa. Photo was sent to the Log by Seafarer Ed Spalding.



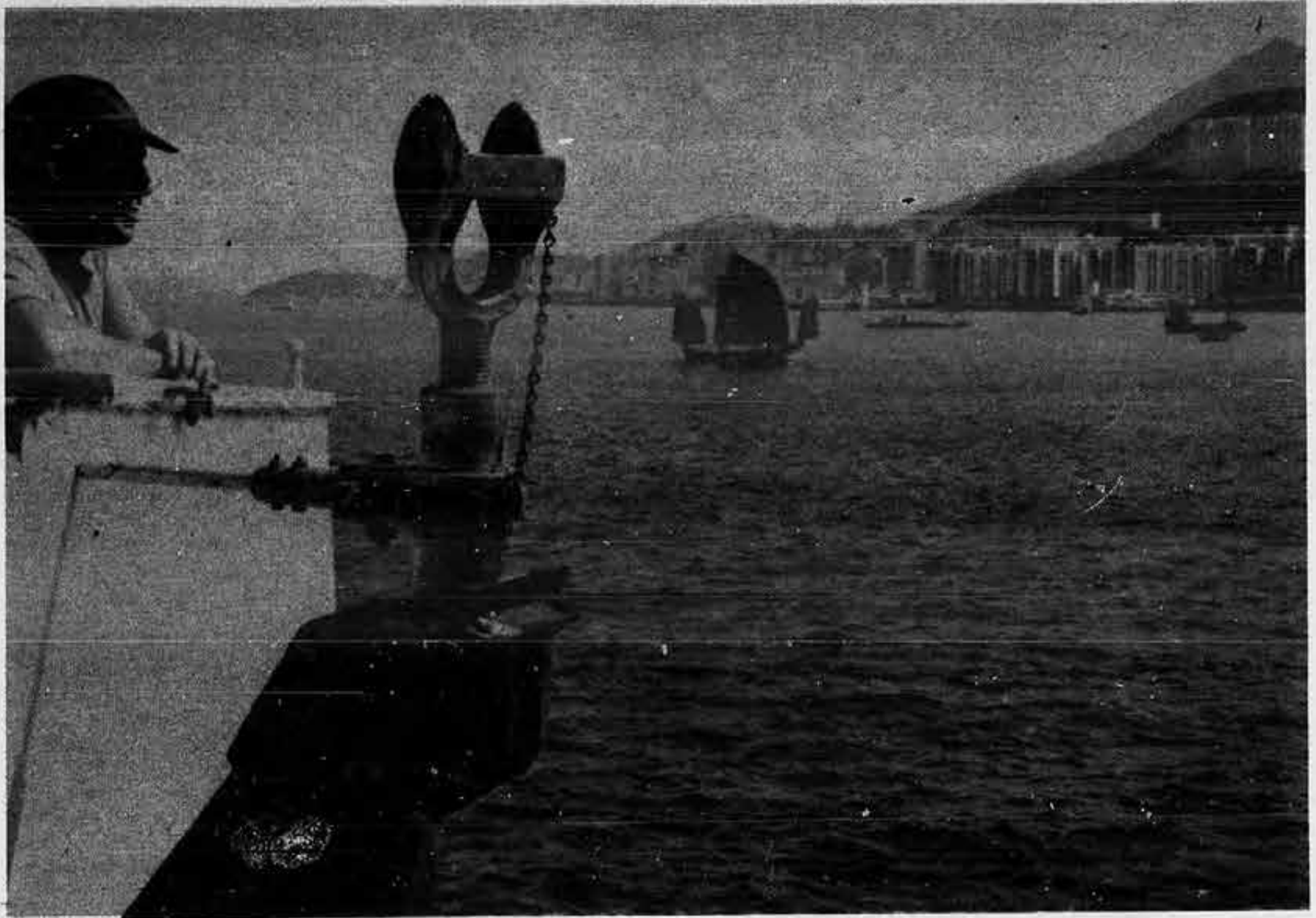
Rudolph "Sleepy" Paschal, ordinary seaman aboard the *San Francisco*, proudly shows off barbecue grill made entirely by hand aboard ship using a discarded oil drum and other scrap parts.



Holding fresh spare ribs, Fred Bailey, baker aboard the *San Francisco*, prepares to test out grill during stopover in port of Yokohama. Shipmates eagerly awaiting the outcome of experiment are, from left: Bobby Espanol, Eldon "Mike" Cullerton, S. W. Wier, and "Sleepy" Paschal.

Hong Kong 'Rates' With Seafarers

By the very nature of his job a Seafarer finds himself a world traveller. He knows those places romanticized in literature, glorified on film. He can tell many a tale about the exotic ports around the world. He likes them all, but some he likes better than others — whether because of the hospitality of the people, the natural surroundings or what-have-you. One of those "special" ports is Hong Kong. Lying at the foot of Victoria Mountain, Hong Kong harbor is at one and the same time a beehive of activity and a picturesque scene of tranquility. Here the old blends with the new; the modern with the ancient. The contrast is apparent in the accompanying photos. In the picture at the right Seafarer Clyde Van Epps takes in a panoramic view of the harbor from the wing of the bridge aboard the SIU-contracted *Beauregard*. And Hong Kong harbor in the early morning light is captured in the photo below.



SIU Ships' Committees



FORT HOSKINS (Cities Service)—The *Fort Hoskins* dropped anchor in Carteret, N.J. last month. Aboard the tanker are, from head of stairs, R. Bendeck, steward delegate; S. Padilla, engine delegate; G. Paschall, deck delegate, and L. Curry, ship's chairman.



ANCHORAGE (Sea-Land)—The *Anchorage's* ship's committee includes, from left, top: J. Roberts, ship's secretary-reporter; D. Franer, deck delegate. Bottom row, from left: J. Lasky, engine delegate; J. Napoleonis, steward delegate, and B. Gillain, ship's chairman.

By the very nature of his work a Seafarer spends long periods of time at sea—separated from the daily routine of shore life. This does not, however, mean that he can continue to function effectively without knowledge of what is happening on shore. The foundation of any union is built on constant communication between union headquarters and its members—no matter where they may be. For the Seafarer this creates a unique problem, but not an insoluble one.

When ashore the methods of communication are many and varied. When at sea it is the function of the ships' committees to keep the crew members up-to-date on what is happening ashore with their Union. There is a continual flow of information between Union headquarters and the members at sea, with the ships' committees serving as the relayers of this information.

It is the sole purpose of the committees to strengthen this line of communication. Through their work the individuals on these committees are helping not only the Union and their fellow crew members, but also themselves.

All ships' committees are established and operated in line with the basic principle espoused by the SIU—the principle of democracy.

Each Sunday while at sea a meeting is called by the ship's committee chairman. Each and every crew member knows that he has the right—and the duty—to speak on any matter important to his Union, his ship and his job. It is the responsibility of the ship's committee to see that this right is protected for all members of the unlicensed crew.

There are six members of the ship's committee—chairman, secretary-reporter, education director and three delegates, one from each of the three departments aboard ship.

The chairman calls and directs the meeting. The secretary-reporter is responsible for all of the committee's correspondence with union headquarters and must keep the minutes of the meeting and report actions taken to headquarters.

The education director is in charge of maintaining and distributing all publications, films and mechanical equipment to Seafarers wishing to study upgrading, safety, health and sanitation.

The department delegates, elected by members of the deck, engine and steward departments, represent daily their men on the committee and contribute heavily to its decisions.

All these men are part of that bridge between ship and shore.



JACKSONVILLE (Sea-Land)—Topside aboard the *Jacksonville* are, from left: B. Jones, steward delegate; O. Coleman, secretary-reporter; B. King, engine delegate; V. Nilsen, ship's chairman, and G. Ortiz, educational director.



S.L. 181 (Sea-Land)—Ship's committee members from left are: S. Jackson, steward delegate; G. Walter, secretary-reporter; J. McHale, ship's chairman; K. Anastasiou, educational director; H. Gaskill, deck delegate, and V. Whitney, engine delegate.

SIU Union Meetings Are For the Members

The SIU Union Meeting is where it happens!

The meetings, held regularly at SIU halls around the world, are where Seafarers learn what their union is doing for them and their brother members; it is where achievement is honored, awards bestowed and general recognition given; it is a forum for the individual member to express his likes or dislikes about his union, his job.

The union serves as the vital communication link between the members and the union. Without effective communication there could be no union organiza-

tion. Communication, it must be remembered, is a two-way street: from the union to its members, and vice versa.

The union meetings are held for the benefit of the member and his union. It is up to the individual to participate and contribute for his own betterment and that of his fellow Seafarers.

The pictures below, taken at a monthly meeting in the Brooklyn hall, are indicative of some of the activities which transpire at union meetings everywhere.



SIU President Paul Hall (center) stands with the latest group of SIU upgraders to achieve full book. They were sworn in at the December meeting at headquarters. From left are: G. Baker, M. Bigley, M. Roulhac, W. Singleton, President Hall, M. Teremper, N. Johnson, A. Spell and A. Lugo.



Brother Wilfred Bennerson (left) receives his first monthly SIU pension check from SIU Vice President Earl Shepard during the December membership meeting in the Port of New York. Brother Bennerson is a twenty-year veteran of the steward department and last sailed as chief steward.



As union officials and brother members look on, upgraders (center) are sworn into full book membership in the SIU by Vice President Earl Shepard (at microphone).



During a membership meeting in New York, Earl Shepard administers oath to a group of Seafarers attaining full book membership. Other members look on.



Digest of SIU Ships' Meetings

SAN FRANCISCO (Sea-Land), Sept. 26—Chairman M. Woods; Secretary H. Galicki. \$60 in movie fund. No beefs were reported. Vote of thanks was extended to the steward department for a job well done.

OVERSEA DAPHNE (Maritime), Oct. 10—Chairman George A. Burch, Secretary Harry R. Hastings; Deck Delegate John Homen; Engine Delegate Ronald A. Fredericks; Steward Delegate Herbert Archer. No beefs and no disputed OT.

PHILADELPHIA (Sea-Land), Oct. 17—Chairman C. Misak; Secretary R. O. Brown; Engine Delegate Barney E. Speegle; Steward Delegate Harry L. Collier. No beefs, everything is running smoothly.

SEATRAN WASHINGTON (Hudson Waterways), Oct. 10—Chairman L. Marshall; Secretary L. Santa Ana; Deck Delegate William Link; Engine Delegate A. P. Lapari; Steward Delegate Robert Kiedinger. No beefs, everything is running smoothly.

COUNCIL GROVE (Cities Service), Oct. 10—Chairman J. Davies; Secretary Charle C. Williams; Steward Delegate R. B. Honeycott. Some disputed OT in engine department, otherwise no beefs.

FALCON DUCHESS (Falcon Tankers), Oct. 10—Chairman R. D. Schwarz; Secretary S. A. Freeman. Discussion was held regarding Piney Point and it was suggested that all members should go and see what our Union has there. Some disputed OT in deck and engine departments. Motion was made to have another man added to the steward department because of the way the ship is set up.

COLUMBIA (United States Steel), Sept. 26—Chairman C. Iannoli; Secretary M. S.

Sospina; Engine Delegate W. B. Addison; Steward Delegate Edward F. Costin. Everything is going along smoothly. It was suggested that the sailing board should be posted within eight hours before sailing instead of three hours.

YELLOWSTONE (Ogden Marine), Sept. 26—Chairman Danny Merrill; Secretary George W. Luke; Deck Delegate Joe Cane; Engine Delegate J. L. Dioa; Steward Delegate William Gonzalez. \$13 in ship's fund. Everything is running smoothly with no beefs.

CARRIER DOVE (Waterman), Oct. 10—Chairman A. McGinnis; Secretary S. Wright; Deck Delegate Raymond Shanny; Engine Delegate Carl White; Steward Delegate Herbert G. Boudreaux. Some disputed OT in deck and engine departments, otherwise everything is running smoothly.

STEEL DESIGNER (Isthmian), Oct. 3—Chairman Joseph Kalata; Secretary A. Seda; Engine Delegates Lee Frances; Steward Delegate Herman White. \$5 in ship's fund. Beef in steward department to be taken up with boarding patrolman.

OVERSEAS PROGRESS (Maritime Overseas), Oct. 3—Chairman J. Logan; Secretary James R. Prestwood; Deck Delegate D. Harrison; Engine Delegate M. J. Benz; Steward Delegate James P. Perryman. Few minor beefs and some disputed OT in deck department. Vote of thanks was extended to the deck department for helping to clean messhalls.

OVERSEAS PROGRESS (Maritime Overseas), Oct. 10—Chairman J. Logan; Secretary J. Preswood; Deck Delegate D. Harrison; Engine Delegate M. J. Benz; Steward

Delegate James P. Perryman. All beefs were settled to the satisfaction of the crew. Vote of thanks to the steward department for a job well done.

TAMARA GULDEN (Transport Commercial), Sept. 26—Chairman G. P. Libby; Secretary S. E. Hawkins; Deck Delegate A. G. Wilson; Steward Delegate E. Hagger. \$14 in ship's fund. Some disputed OT in deck department.

LOS ANGELES (Sea-Land), Oct. 3—Chairman R. D. Eisengraeber; Secretary G. P. Thlu; Deck Delegate Steve Huren; Steward Delegate F. P. de los Reyes. \$57 in ship's fund. No beefs were reported.

TOPA TOPA (Waterman), Oct. 10—Chairman Tony Hanna; Secretary J. Pursell; Deck Delegate Wesley Leonard; Steward Delegate M. P. Cox. No beefs were reported. Everything is running smoothly.

SEATRAN DELAWARE (Hudson Waterways), Oct. 24—Chairman Walter Nash; Secretary C. DeJesus. No beefs and no disputed OT. Vote of thanks to the steward department for a job well done.

OVERSEAS CARRIER (Maritime Overseas), Oct. 10—Chairman Charles Majette; Secretary Jack E. Long; Deck Delegate Charles Connell; Engine Delegate Rodney D. Barlose; Steward Delegate Clarence Wilary. \$35.00 in ship's fund. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done.

COLUMBIA (U.S. Steel), Oct. 17—Chairman Chester Iannoli; Secretary Melano S. Sospina; Deck Delegate James S. Rogers; Engine Delegate W. B. Addison; Steward Delegate Edward F. Costin. Everything is running smoothly. Vote of thanks to the

steward department for a job well done. The steward department extended a vote of thanks to the deck and engine departments for their cooperation in keeping crew messhall and pantry clean at night.

MT. VERNON VICTORY (Victory Carriers), Oct. 10—Chairman V. Grima; Secretary Bill Stark; Deck Delegate J. R. Wilson; Engine Delegate J. H. Johnson. No beefs and no disputed OT. Vote of thanks to the steward department for the excellent food.

HOOD (Verity Marine), Oct. 17—Chairman W. C. Byrd; Secretary E. Bradley; Deck Delegate William J. Gast; Engine Delegate Francis F. Gomez; Steward Delegate James Tucker. No beefs were reported. \$19 in ship's fund.

STEEL ENGINEER (Isthmian), Oct. 16—Chairman Perry H. Greenwood; Secretary A. Magdirila; Deck Delegate Edward L. Kiligrew; Engine Delegate Carl C. Madzen; Steward Delegate Martin Horner. No beefs. So far everything is running smoothly.

DEL VALLE (Delta), Oct. 3—Chairman James Biehl; Secretary B. Russell; Deck Delegate John R. Kirun; Engine Delegate Phillip R. Wagner; Steward Delegate Walter Dunn. Some disputed OT in deck and steward departments.

STEEL APPRENTICE (Isthmian), Oct. 17—Chairman Karl A. Hellman; Secretary Paul P. Lopez; Deck Delegate Charles E. Battett; Engine Delegate Robert C. Arnold; Steward Delegate Joseph Simpson. \$10 in ship's fund. No beefs. Everything is running smoothly. Vote of thanks to the steward department for a job well done.

The Wonderful World . . .

Abner whispered to Whipple, "You lead the singing and the prayers, and I'll give the sermon I gave on the other whaler," but just as the crew began singing, . . . the lookout bellowed, "That she blows!" and the assembly disintegrated, some rushing for the whaleboats, some for glasses and some up the lower rigging.

"Captain! Captain!" Abner protested, "We're having hymns!" "Hymns hell!" Hoxworth shouted, "Them's whales!" Grabbing a horn, he shouted directions that sent the whaleboats far out to sea and watched with his glass as they closed in upon the mammoth sperm whales that were moving along in a colony of gigantic forms.

"They're sperm! . . . Look at 'em!" and he passes Whipple a telescope. In the glass John spied the enormous beasts, wallowing in the sea and spouting a mixture of water and compressed air more than 15 feet into the air.

"How many whales are there out there?" Whipple asked. "Thirty?" Hoxworth suggested cautiously. "We'll be lucky if we get one. Sperm's smart whales."

Whipple watched the lead boat try to sneak up on a particularly large monster. . . . Creeping up to it from the rear and on the right side, the mate maneuvered his prow deftly into the whale's long flank, and the harpooner, poised with left leg extended securely into the bottom of the boat, right cocked precariously against the gunwales, drew the harpoon back in his left hand and flashed it with incredible might deep into the whale's resistant body.

"It'll make 80 barrels!" a seaman cried. . . . the whale plunged and flapped trying to shake off its tormentors.

The rope whirring out of the harpooner's tub, with a sailor poised ready with an ax to chop it free—thus losing the whale if trouble developed—and it seemed as if the leviathan must be probing the very bottom of the ocean, so much rope went out.

The whale surfaced. It came roaring up through the waves, twisted, turned, flapped its great flukes, then blew. A tower of red blood spouted high into the air, a monument of bubbling death, and poised there for a moment in the sunlight as if it were a pillar of red marble, falling back at last into the sea to make the waves crimson. Four more times the huge beast spouted its lungs' burden of blood.

Now came the most tense moment of the fight, for the anguished whale hesitated, and all knew that if it came out of this pause in the wrong direction it might stove the whaleboats, or crush them in its powerful underlung jaw. . . . This time the whale ran true, and at a speed of 30 miles an hour, rushed through the open ocean, dragging the whaleboat along behind. Now the sail was furlled and the four rowers sat with their oars aloft, while their mates . . . shouted, "There goes the Nantucket sleigh ride!"

In this way six men in a little rowboat fought an enormous whale to death. The beast dived and paused, spouted blood and dived again. It ran for the open sea, and doubled back, but the harpoon worked deeper into its flank, and the rope remained taut. When the whale moved close to the boat, the oarsmen worked feverishly hauling in rope; but when the beast fled, they played it out again; and in this wild red game of take in and play out, the whale began to sense that it would be the loser.

. . . and the whale fought on, bleeding profusely and seeking the safer depths; but always he had to surface, a great bull sperm whale in agony, until finally, after a last mighty surge through the red waves, he rolled over and was dead.

Aboard ship there was much activity. Along the starboard side a section of railing was lifted away, and a small platform was lowered six or eight feet above the surface of the sea. Men brought out razor-sharp blubber knives with 20-foot handles. Others laboriously lugged huge iron hooks . . . into position for biting into the blubber and pulling it aboard. Where Abner was to have preached, the cook and his helper piled dry wood for firing the try-pots in which the whale oil would be rendered.

When the great sperm was lashed to the starboard side . . . a black Brava sailor . . . nimbly leaped onto the whale's body and . . . tried to cut at the blubber so as to attach the giant hooks that were being lowered to him. . . . the whale's great head—26 feet long and weighing tons—had to be cut away and fastened to the after end of the ship . . . after which his mates . . . saved away the mammoth head.

When it drifted clear, they directed their knives to the body of the whale, slashing the thick blubbery skin in sloping spirals. . . . Now the men on the lines leading to heavy hooks began to haul, and slowly the whale rolled over and over upon itself while the blanket of blubber unpeeled in a huge spiral and was hauled aloft.

Next the giant head was cut into three sections and hauled aboard, where near-naked men scooped out of its vast case more than two dozen precious barrels full of spermaceti, which would be converted into candles and cosmetics.

At dusk, when the head sections, now empty of their treasure, had been dumped back into the sea . . . Captain Hoxworth shouted, . . . "Let the try-pots tend themselves. We'll pray."

—An excerpt from James A. Michener's Hawaii

Gone are the romantic whaling ventures of Captain Hoxworth and his crew; the revengeful pursuits of Captain Ahab in Herman Melville's classic, *Moby Dick*; and whaling days of Seafarers like Fred Harvey. Gone are the days when the whaling industry was dominated by ships sailing under the American flag. The wonderful world of whaling is no more.

Through a Department of Commerce ruling, the whaling business has been abolished in the United States in an effort to preserve that diminishing species. Ironically, on the very day the government announced the abolition of whaling, the nation's oldest whaler, Joaquin Pina, 100, died in the old whaling industry center, New Bedford, Mass.

Seafarer Remembers

It was in 1900 when a ram-bunctious 14-year old Fred Harvey decided he wanted "some adventure" in his life and signed on as a "sailor" on the *Alice Knowles*, a sperm whaler. The ship plied the Pacific and Arctic in search of the whale oils which were considered valuable.

"Whaling was not as romantic as it had been pictured," retells Harvey, now a SIU pensioner. He described his shipboard quarters as not having locker space for belongings and only a small bunk in a cramped area which served as a bed, locker and often dinner table.

"We didn't have anything like a mess hall aboard ships in those days. If the weather was good, all the crew got their meals and went out on deck to eat. If the weather was foul, we all congregated in the berthing area and ate there," he said.

Another "unromantic" aspect of whaling was the pay, Harvey explained. For his 11 months on the *Alice Knowles*, he received \$8.65 in cash and one barrel of sperm oil as his percentage for the entire take during the trip. Profits were apportioned with the success of the whaling expedition.

Part of Harvey's job on the whaler was to "wet line"—throw water on the rope used to harpoon the whale, keeping it from severing from the heat and friction of the tugs.

"It didn't take me long to earn a healthy respect for those beasts we were hunting, though. I soon learned that one swipe of that tail or fluke could crush a whaling boat and even do considerable damage to the mother ship," said the old Seafarer.

The Whale Specie

The common name "whale" is generally used for any of the Cetacean order which range in size from 4' to 100' with an adult weight between 100 pounds and 150 tons. The blue whale or sulphur-bottom whale is the largest animal on earth. The killer whale or grampus is really a big dolphin and is con-

sidered the world's fiercest animal. Larger whales flee from the killer's path because of its reputation of attacking and ripping to pieces other warm-blooded animals, including man.

It is the blubber, which completely covers the whale, that is the prime target for the whalers. Blubber is used either as food or oil or both. Although the outermost layer of the whale's skin is paper-thin, as each layer progresses deeper, an immense thickness of white, rubbery, tough, fat cells and fibrous tissues is found. On smaller species, the blubber is only about an inch thick, while greater whales may have anywhere from 14 to 20 inches of the much sought after material.

Being warm-blooded animals, whales need to keep their body temperature up. This has led to the development of an oil-filled tissue under the skin which retains heat. The mammal's temperature is always higher than the water in which he lives. It also acts as a food source and reserve for the whale.

Characteristic Blow

Because the whale's structure does not allow him to breathe in water, he rises to the surface every five or 10 minutes. The characteristic blowing geyser-like stream from the whale is the expelling of used air which is emitted by one or two nostrils, depending upon the whale's variety.

The Cetacea family is divided into the baleen or whalebone whales and the toothed whales. The baleen type, with its huge bucket-like mouth feeds on mollusks or little fish and microscopic sealife. Right whales (the black, Arctic and pygmy), rorquals (blue and finner), humpbacks and gray whales belong to the baleen family.

The toothed whales generally live on cuttlefish, squid, octopuses, and other fish. The

sperm, beaked, white, dolphin and porpoises are members of the toothed whale family. Dolphins have demonstrated a high order of intelligence and proven to be trainable. Scientific studies show the existence of a language by which the dolphins communicate.

Ancient Stories

The mammal whales go back with time as stories from writers of antiquity and the Bible tell of ships stranded upon sleeping whales or sailors landing on a whale they'd mistaken for an island, and the most famous tale—Jonah and his travels in a whale. Dolphins have also been the subject of legends from Aristotle's day to the present. They were depicted as friends of boys and men and often followed alongside ships and let boys ride their backs.

The first important whaling development was in the 10th century as French and Spanish Basques ships left the shores of the Bay of Biscay searching for the Biscayan or North Atlantic right whale. By 1400 they had followed the Biscayan whale to Newfoundland and Iceland.

There they later found Icelanders and Norwegians engaged in whaling. During the Biscayan whales far northern voyages, they fell in with the Greenland or Arctic right whale which eventually supported northern whale fishery. The most profitable whaling regions were in the north.

A Basque sea-captain, Francois Sopite Zaburu, invented a "floating factory" aboard ship that was made of brick and stone. It altered the whole course of whaling in the 1600s. This invention enabled whalers to stay at sea longer by extracting oil and baleen while at sea instead of returning to shore to cook the blubber. As sea voyagers then became longer, other parts of the north and North American continent were charted. The Basques were the great whalers of the 15th and



These men knew what to expect from the whales and the weather as they prepare for an expedition to the Arctic waters in the 1880s.

... Of Whaling Is No More

16th centuries until the Dutch and British took over the lead.

Porpoises were the main target for North American Indians who ventured from shore in their flimsy canoes. Only occasionally did they drive their stone- and bone-pointed harpoons into the great whales that wandered by chance near the shores. Such whales had to be towed by hand or drug by "paddle power." One of the main problems then was to keep the whale afloat so it could be towed ashore where the Indians systematically stripped its blubber and tongue, which was also as much of a prize as its meat.

The early white settlers learned from the Indians. A whale fishery on the western side of the North Atlantic was started by the colonials before 1645. They looked for the right whales which flourished until the 1800s.

The Americans pursued the same black right whales which had first tempted the Basques. These right whales migrated south each fall along the eastern American seaboard in a similar way they did along the western European coast.

Sperm Whaling

American sperm whale fishing did not begin until around 1712 when a shore whaler was blown off the coast during a storm and successfully fastened a sperm whale and safely brought it home. They found the sperm whale's oil superior to that of the whalebone (right) whales. The open sea offered more extensive areas for whaling and other whalers followed suit.

As the American whaling industry developed, centers grew up around the great northern ports of New Bedford and Nantucket. These ports later became world-famous whaling centers. A monopoly in world-wide whaling industry was also developing in the United States. Young and old seafarers left the whaling capitals of New England to "whale out in the deep for sperm whales." They traveled from the Azores, down the coast of Brazil and over to the Indian Ocean and even the Pacific waterways. Whatever untold dangers prevailed, whalers continued to be lured to the promising adventures of the sea, much in the same way that the California gold rush sparked men's imagination.

The commercial products of the hunted whales were manifold. Baleen or whalebone from the mammals was used in building frames for houses, and in the days of fashionable hooped skirts, it was in much demand for its stiffening quality. The coveted oil formed superior illuminants that lit many an early home. It was also used in soapmaking. The highly prized blubber was put to use for dietary and medical purposes. A valuable substance, ambergris, was used in making per-

fumes, and, spermaceti, an oil found in the whale's head produced the finest waxed candles. It was also used in the manufacturing of ointments. The skin of some species of the whale family made fine leather items, as many whalers discovered.

The Rise and Fall

Approximately 729 whalers were registered in 1846, the peak year of American whaling. These Yankee whaleships then started a slow decline due to several reasons, including the discovery of petroleum in Pennsylvania in 1859. Late in the 19th century, mineral oil replaced whale oil as an illuminant and lubricant.

At the same time, other inventions refined whaling techniques, such as the harpoon gun that revolutionized and placed impetus in the industry for awhile. A Norwegian sealing captain, Svend Foyn designed the gun in 1860. Mounted in the bow of the steam vessel, it helped hunt whales that swam too fast for pursuit in open boats. The specially designed gun has a long trigger rod attached to the harpoon. When this trigger rod enters the whale, a cartridge is triggered in a small cylindrical bomb or grenade on the end of the harpoon and explodes in the whale. The gun propelled Norway into the whaling industry where that country proved a worthy competitor for the English and Dutch.

A growing scarcity of whales and legislation hostile to steam whalers that was designed to protect Norwegian cod fishermen forced the industry to look to Antarctic around the turn of the century. Expeditions between 1892 and 1904 reported



With a harpoon firmly implanted in the whale's blubber, the six crewmen move in on their target. However, whales did not wait for their captors and often would "run for hours" pulling the boat with them. Whalers referred to such a "sailing venture" as "the Nantucket sleigh ride."

abundant rorquals. The whaling heyday lasted from 1906 through 1927 in the Antarctic waters.

Meanwhile, new steam whaling in the 1900s was conducted from many stations along the North Atlantic and Arctic coasts. Whalers then ventured to Japan, Korea, British Columbia and after 1908 to the coast of the southern continents.

The building of the first real factory ship by Capt. Carl Anton Larsen in the mid-1920s led to the beginning of the great age of pelagic or open sea whaling. The steamship *Lancing* was fitted with a slipway in the stern in 1925. This made it easy to haul the dead whales on deck.

Many tankers rapidly converted to the stern slipways and were able to operate wherever whale catchers found whales. During the 1930-31 season, 41

factory ships operated to produce 3,500,000 bbl. of oil.

Steel claws heave the whale aboard the ship to the afterdeck where the blubber is removed in three enormous strips. The flensed carcass is hauled to the foredeck and there dismembered and the meat stripped. The blubber, meat and bone are stuffed into separate cookers. It takes a little more than 45 minutes to dispose of a blue whale, weighing 100 tons or more.

The oil is extracted from the blubber by means of steam pressure cookers aboard the factory ships. The whale material is cooked in a perforated drum rotating within the horizontal pressure casing of the machine.

Changing Times

During World War II, a number of whales were depth-charged because they were thought to be enemy subs. It was necessary to alert sonar operators to the seasonal fluctuations of the whales. Most whales are spotted in the spring as they churn up the Atlantic coast from their breeding grounds near the Bahamas to the cooler, northern waters.

The whaler's lookout at the masthead is often aided by an echo-whale finder that was developed from a wartime sonar device. A whale sonar is another sonar method. It frightens the whales with ultrasonic vibrations, forcing them to swim faster and blow more often, thereby becoming easier to spot.

Helicopters proved to be most effective in helping in the search for whales during the 1950s. To prevent the whale from sinking, it is inflated and flags, radio buoys or radar reflectors mark the floating whale.

Modern whaling exploits the great rorquals among the whalebone whales and the sperm whale among the toothed variety. Whalebone whales yield oil that is a mixture of true fats and is edible, whereas sperm oil is chemically distinct. It is a mixture of waxes, inedible having industrial uses only.

By the mid-20th century most of the oil was converted and hardened into making margarine. The liver oil is rich in vitamin A. The chief product, meat meal is used for cattle cakes and poultry food. Other bone meal and guano is used for fertilizers. Whalebone offers bristles for industrial brushes. Frozen whalemeat for human and animal foods are also uses of the mammoth whale.

Commission Formed

As whales became scarcer through the years, an International Whaling Commission was formed in 1946. Most of the whaling nations joined. The Commission defines the minimum lengths for caught whales; duration of the whaling seasons for separate species; tells of areas outside Antarctic where factory ships can operate; protects nursing whales and calves, right whales and gray whales entirely; specifies areas in Antarctic open or closed to whaling; protects against waste by insisting meat and bone be processed as well as blubber; and provides for inspection aboard ships to see that these regulations are carried out.

The 1953 catch limit was 16,000 blue whale units. A blue whale unit equals one blue or two finbacks, or two and half humpbacks or six sei whales (rorquals). By 1965, this catch level was reduced to 4,500 blue whale units.

Today, there is little else of the whaling art remaining on the North American continent. No longer will the breath-taking "Nantucket sleigh ride," end with a captured whale to be minced for its prized blubber. Now, these mammoths can freely spout notice of their aquatic existence. Protected by law, the once-endangered species will survive. Although the wonderful world of whaling has vanished and there will be no more exciting seamen's shouts of "Thar she blows!", as long as Seafarers remember, whaling lives and its stories will always be told.

(Accompanying photos courtesy of Smithsonian Institute).



After the whale is killed, the whalebone is jacked out by bits which are attached to the factory ship and hoisted onboard and into the waiting cooking pots.

ANNUAL REPORT

For the fiscal year ended April 30, 1971
**UNITED INDUSTRIAL WORKERS OF NORTH AMERICA
 WELFARE FUND**
 275 20th Street, Brooklyn, New York 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, New York 10038.

STATEMENT OF CHANGES IN FUND BALANCE (RESERVE FOR FUTURE BENEFITS) ADDITIONS TO FUND BALANCE

Item		
1. Contributions: (Exclude amounts entered in Item 2)	\$ 960,229.36	
(a) Employer (Schedule 1)		
(b) Employee		
(c) Other (Specify)		
(d) Total Contributions		\$ 960,229.36
2. Dividends and Experience Rating Refunds from Insurance Companies		
3. Investment Income:		
(a) Interest	58,424.29	
(b) Dividends		
(c) Rents		
(d) Other (Specify)		
(e) Total Income from Investments		58,424.29
4. Profit on disposal of investments		663.12
5. Increase by adjustment in asset values of investments		
6. Other Additions: (Itemize)		
(a) Reimbursement of Field Audit Expenses	7,214.00	
(b) Interest income from delinquent contributors	11,680.66	
(c) Total Other Additions		18,894.66
7. Total Additions		\$1,038,211.43

DEDUCTIONS FROM FUND BALANCE

8. Insurance and Annuity Premiums to Insurance Carriers and to Service Organizations (Including Prepaid Medical Plans)		
9. Benefits Provided Directly by the Trust or Separately Maintained Fund		\$ 800,221.72
10. Payments to an Organization Maintained by the Plan for the Purpose of Providing Benefits to Participants (Attach latest operating statement of the Organization showing detail of administrative expenses, supplies, fees, etc.)		
11. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, Hospitals, Doctors, etc.)		47,568.65
12. Administrative Expenses:		
(a) Salaries (Schedule 2)	\$ 100,887.97	
(b) Allowances, Expenses, etc. (Schedule 2)	13,661.37	
(c) Taxes	4,939.15	
(d) Fees and Commissions (Schedule 3)	18,598.86	
(e) Rent	8,794.65	
(f) Insurance Premiums	333.94	
(g) Fidelity Bond Premiums	18.00	
(h) Other Administrative Expenses (Specify) See attachment	127,287.97	
Total Administrative Expenses		274,521.91
13. Loss on disposal of investments		
14. Decrease by adjustment in asset values of investments		
15. Other Deductions: (Itemize)		
(a)		
(b)		
(c) Total Other Deductions		
16. Total Deductions		\$1,122,312.28

RECONCILEMENT OF FUND BALANCE

17. Fund Balance (Reserve for Future Benefits at Beginning of Year)	\$ 765,665.18
18. Total Additions During Year (Item 7)	\$1,038,211.43
19. Total Deductions During Year (Item 16)	1,122,312.28
20. Total Net Increase (Decrease)	84,100.85
21. Fund Balance (Reserve for Future Benefits) at end of Year (Item 14, Statement of Assets and Liabilities)	\$ 681,564.33

Part IV

Part IV data for trust or other separately maintained fund are to be completed for a plan involving a trust or other separately maintained fund. It also is to be completed for a plan which: (1) Has incurred expenses other than: (a) Payments for unfunded benefits or (b) Insurance or annuity premiums or subscription charges paid to an insurance carrier or service or other organization; or (2) Has assets other than: (a) Insurance or annuity contracts or (b) Contributions in the process of payment or collection.

Part IV—Section A Statement of Assets and Liabilities

United Industrial Workers of North America Welfare Fund
 File No. WP 20688
 As of April 30, 1971
ASSETS

Item	End of Prior Year	End of Reporting Year
1. Cash	\$ 75,125.57	\$ 116,942.60
2. Receivables:		
a. Contributions: (See Item 18)		
(1) Employer		
(2) Other (Specify)		
b. Dividends or experience rating refunds		
c. Other (Specify)	254.05	1,743.89
3. Investments: (Other than real estate)		
a. Bank deposits at interest and deposits or shares in savings and loan associations	300,000.00	100,000.00
b. Stocks:		
(1) Preferred		
(2) Common		
c. Bonds and debentures:		
(1) Government obligations:		
(a) Federal	55,017.52	55,000.64
(b) State and municipal		
(2) Foreign government obligations		
(3) Nongovernment obligations	335,864.86	408,000.00
d. Common Trusts:		
(1) (Identify)		
(2) (Identify)		
e. Subsidiary organizations (See Instructions) (Identify and indicate percentage of ownership by this Plan in the subsidiary)		
4. Real estate loans and mortgages		
5. Loans and Notes Receivable: (Other than real estate)		
a. Secured		
b. Unsecured		
6. Real Estate:		
a. Operated		
b. Other real estate		
7. Other Assets:		
a. Accrued income		
b. Prepaid expenses		
c. Other (Specify) Accrued Interest Receivable		
8. Total Assets	\$ 766,262.00	\$ 681,687.13

LIABILITIES

9. Insurance and annuity premiums payable		
10. Unpaid claims (Not covered by insurance)		
11. Accounts payable		
12. Accrued expenses		
13. Other liabilities (Specify) Due to other funds	596.82	122.80
14. Reserve for future benefits	765,665.18	681,564.33
15. Total Liabilities and Reserves	\$ 766,262.00	\$ 684,687.13

*The assets listed in this statement must be valued 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.

UNITED INDUSTRIAL WORKERS OF NORTH AMERICA WELFARE FUND ATTACHMENT TO THE ANNUAL STATEMENT TO THE SUPERINTENDENT OF INSURANCE OF THE STATE OF NEW YORK FOR THE YEAR ENDED APRIL 30, 1971

Deductions from Fund Balance

Item 12 (h)—Other Administrative Expenses

Contribution to pension plan	\$ 1,441.10
Postage, express and freight	2,740.46
Telephone and telegraph	3,166.28
Equipment rental	5,176.41
Miscellaneous expense	960.59
Repairs and maintenance	256.41
Dues and subscriptions	10,332.20
Stationery, supplies and printing	59,717.62
Employee benefits	38,385.27
Microfilming	554.86
Outside temporary office help	549.38
Miscellaneous Trustees' meeting expenses	26.00
New Jersey and New York Disability Insurance expense	1,437.22
Furniture and equipment	1,271.26
Office improvements	1,272.91
	\$127,287.97

Employer trustee:

x Fredrick B. Paulsen

Employee trustee:

x [Signature]

Final Departures



Thomas G. Lyons, 62, was an SIU pensioner who passed away Nov. 3, 1971 of heart disease in Ely Township, Mich. A native of Ishpeming, Mich., Brother Lyons was a resident there when he died. He joined the union in 1943 in the Port of New York and sailed in the deck department. Among his survivors is his sister, Bernadette R. Swisler of Seattle, Wash. Burial was in Ishpeming Cemetery.



John W. Morris, 63, passed away Nov. 7, 1971 after an illness of some years in the USPHS Hospital in New Orleans, La. A native of North Dakota, Brother Morris was a resident of Canoga Park, Calif. when he died. He joined the union in 1947 in the Port of New York and sailed in the engine department. Brother Morris had been sailing 42 years when he died. Among his survivors is his sister, Mrs. Celia Larson of Canoga Park. Burial was in St. Bernard Memorial Gardens in Chalmette, La.



William H. Thompson, 69, was an SIU pensioner who passed away Oct. 25, 1971 of heart disease in New Orleans, La. A native of Saxton, Pa., Brother Thompson was a resident of New Orleans when he died. He joined the union in 1944 in the Port of New York and sailed in the steward department. Seafarer Thompson had been sailing 27 years when he retired in 1969. Burial was in Garden of Memories Cemetery in Jefferson Parish, La.



Tomas Concepcion, 65, was an SIU pensioner who passed away Sept. 8, 1971 after an illness of some years in the USPHS Hospital in San Francisco, Calif. He joined the union in 1948 in the Port of New York and sailed in the steward department. Brother Concepcion retired in 1968. A native of the Philippine Islands, Seafarer Concepcion was a resident of San Francisco when he died. Among his survivors is his brother, Salvador Concepcion of San Francisco. Burial was in Holy Cross Cemetery in Colma, Calif.



Alfonso M. Febres, 40, passed away Nov. 23, 1971 of illness in the USPHS Hospital in Staten Island, N.Y. A native of Puerto Rico, Brother Febres was a resident of Brooklyn, N.Y. when he died. He joined the union in 1961 in the Port of New York and graduated in 1962 from the Andrew Furuseth Training School. Brother Febres sailed in the deck department. In 1962 he was issued a picket duty card during the Moore McCormack-Robin Line beef. Among his survivors is his wife, Ada. Burial was in Cypress Hills Cemetery in Brooklyn.



Michael Lesko, 55, passed away Nov. 4, 1971 of natural causes in Veterans Administration Hospital, Brooklyn, N.Y. He joined the union in 1952 in the Port of New York and sailed in the engine department. Brother Lesko was issued a picket duty card in 1961. In 1969 Seafarer Lesko attended the School of Marine Engineering and received his endorsement as electrician. A native of McKeesport, Pa., Seafarer Lesko was a resident of Union City, N.J. when he died. He was an Air Force veteran of World War II. Among his survivors is his wife, Marion. Burial was in Weehawken Cemetery, North Bergen, N.J.



Joseph Tucker, 53, passed away Sept. 13, 1971 of heart disease in Alta Mar, P.R. A native of East Palatka, Fla., Brother Tucker was a resident there when he died. He joined the union in 1967 in the Port of New York and sailed in the deck department. A veteran of World War II, Seafarer Tucker served in the Army from 1942 to 1964. Among his survivors is his wife, Reba Louise. Burial was in Florida.



George Ray Peteusky, 18, passed away Oct. 30, 1971 in Ben Taub General Hospital, Houston, Tex. as a result of injuries received in a motor vehicle accident. Brother Peteusky joined the union in 1969 and graduated that same year from the Harry Lundeberg School of Seamanship. He sailed in the steward department. A native of San Francisco, Calif., Seafarer Peteusky was a resident of Houston when he died. Among his survivors is his mother, Frances M. Peteusky of Houston. Cremation was in Brookside Crematory in Houston.



Idelfonso N. Perez, 53, passed away March 22, 1971 while serving as a crewmember aboard the *Mobilian*. A native of Hormiguero, P.R., Brother Perez was a resident of Baltimore, Md. when he died. He joined the union in 1947 in the Port of Baltimore and sailed in the steward department. Among his survivors is his wife, Irene.



Ernest G. Anderson, 77, was an SIU pensioner who passed away Oct. 28, 1971 of illness in Touro Infirmary in New Orleans, La. He joined the union in 1950 in the Port of New Orleans and sailed in the deck department. Brother Anderson had been sailing 58 years when he retired in 1963. A native of Sweden, Seafarer Anderson was a resident of New Orleans when he died. Among his survivors is his niece, Mrs. Jean Valery of Alexander, La. Burial was in St. Bernard Memorial Gardens, Chalmette, La.



Claire G. Webster, 44, passed away Nov. 5, 1971 of heart disease in Venice Cay County, N.Y. Brother Webster joined the union in 1967 in the Port of Norfolk and sailed in the steward department. A native of Auburn, N.Y., Brother Webster was a resident of Venice Cay County, N.Y. when he died. A veteran of World War II, Seafarer Webster served in the Navy from 1944 to 1966. Among his survivors is his wife, Evelyn. Burial was in Evergreen Cemetery in New York.



William J. Groenveld, 79, was an SIU pensioner who passed away Sept. 30, 1971 of heart disease in the USPHS Hospital in New Orleans, La. A native of Rotterdam, Holland, Brother Groenveld was a resident of Marrero, La. when he died. He was one of the first members of the union having joined in 1939 in the Port of New Orleans. Seafarer Groenveld sailed in the steward department. Brother Groenveld had been sailing over 55 years when he retired. Burial was in Westlawn Memorial Park, Jefferson Parish, La.



Joseph E. Prischell, 64, passed away April 24, 1970 when he accidentally drowned in Buffalo, N.Y. A native of South Dayton, N.Y., Brother Prischell was a resident of Hamburg, N.Y. when he died. He joined the union in the Port of Buffalo and sailed on the Great Lakes in the deck department. Among his survivors is his sister, Hildegard F. Mahn of Hamburg. Burial was in Holy Cross Cemetery in Gowanda, N.Y.

Edward R. Crejan, 61, was an SIU pensioner who passed away Jan. 20, 1971 after an illness of five years in the USPHS Hospital in Boston, Mass. A native of New York, Brother Crejan was a resident of Wethersfield, Conn. when he died. He joined the union in 1944 in the Port of New York and sailed in the deck department. He had been sailing 34 years when he retired in 1968. Among his survivors is his daughter, Phyllis C. Fields of Wethersfield, Conn. Burial was in St. Patrick's Cemetery in Chicopee, Mass.

Henry L. Horton, 75, was an SIU pensioner who passed away Dec. 12, 1970 of illness in the USPHS Hospital in Norfolk, Va. He joined the union in the Port of New York in 1952 and sailed in the engine department. Brother Horton retired in 1968. A native of Roper, N.C., Brother Horton was a resident of Plymouth, N.C. when he died. He was a veteran of World War I. Among his survivors is his son, Henry L. Horton, Jr. of Raleigh, N.C. Burial was in Grace Episcopal Church Cemetery in Chesapeake, Va.

Ramon Vila, 56, was an SIU pensioner who passed away May 13, 1971 of natural causes in the USPHS Hospital in Staten Island, N.Y. A native of Puerto Rico, Seafarer Vila was a resident of Bronx, N.Y. when he died. He joined the union in 1947 in the Port of New York and sailed in the engine department. Brother Vila served as department delegate while sailing. In 1961 he was issued a picket duty card during the Greater New York Harbour strike. He was issued another picket duty card in 1962 during the Moore McCormack-Robin Line Beef. Vila retired in 1968. Among his survivors is his wife, Magdalena. Burial was in St. Raymond's Cemetery in the Bronx, N.Y.

John A. Moloney, 72, was an SIU pensioner who passed away Mar. 18 after an illness of many years in Central Baptist Hospital in Lexington, Ky. An early member of the union, Brother Moloney joined in 1938 in the Port of Mobile and sailed in the deck department. He retired in 1964. A native of Kentucky, Moloney was a resident of Lexington, Ky. when he died. He was a Navy veteran of both World War I and World War II. Among his survivors is his sister, Mary M. Moore of Versailles, Ky.

Leslie A. Dean, 71, was an SIU pensioner who passed away Dec. 16, 1970 of illness in the USPHS Hospital in Galveston, Tex. A native of Texas, Brother Dean was a resident of Houston, Tex. when he died. He joined the union in 1947 in the Port of Galveston and sailed in the engine department. Dean retired in 1966. Among his survivors is his daughter, Mrs. Billie D. Bracewell of Pasadena, Tex. Brother Dean's body was removed to Allphin Cemetery in Madisonville, Tex.

Leslie J. Johnson, 43, passed away April 14 of heart disease in Superior, Wis. Brother Johnson joined the union in 1955 in the Port of Duluth and sailed in the deck department on the Great Lakes. He had been sailing 21 years when he died. A native of Superior, Wis., Johnson was a resident there when he passed away. He served in the Army from 1946 to 1947. Among his survivors is his brother, Edwin C. Johnson of Superior, Wis. Burial was in Greenwood Cemetery in Superior.

Robert R. Ferguson, 44, passed away Sept. 20, 1970 of heart disease in Ossineke Township, Mich. A native of Ossineke, Mich. Brother Ferguson was a resident there when he died. He was a Navy veteran of World War II. Ferguson joined the union in 1968 in the Port of Alpena and sailed in the engine department on the Great Lakes. Among his survivors is his mother, Mrs. Erie Ferguson of Hubbard Lake, Mich. Burial was in St. Catherine Cemetery in Ossineke, Mich.

William C. Simmons, 66, was an SIU pensioner who passed away Apr. 11 of illness in the USPHS Hospital in Baltimore, Md. He joined the union in the Port of New York in 1957 and sailed in the engine department. Seafarer Simmons retired in 1971. He was very active in the American Coal beef of 1957. A native of Virginia, Brother Simmons was a resident of Baltimore when he died. Among his survivors is his son, Floyd L. Simmons of Portsmouth, Va. Brother Simmons' body was removed to Beechwood Cemetery in Boykins, Va.



Membership Meetings' Schedule

SIU-AGLIWD Meetings	Buffalo.....Feb. 16—7:30 p.m.
New Orleans.....Feb. 15—2:30 p.m.	Duluth.....Feb. 18—7:30 p.m.
Mobile.....Feb. 16—2:30 p.m.	Cleveland.....Feb. 18—7:30 p.m.
Wilmington.....Feb. 21—2:30 p.m.	Toledo.....Feb. 18—7:30 p.m.
San. Fran.Feb. 23—2:30 p.m.	Detroit.....Feb. 14—7:30 p.m.
Seattle.....Feb. 25—2:30 p.m.	Milwaukee.....Feb. 14—7:30 p.m.
New York.....Feb. 7—2:30 p.m.	
Philadelphia.....Feb. 8—2:30 p.m.	
Baltimore.....Feb. 9—2:30 p.m.	
Detroit.....Feb. 18—2:30 p.m.	
†Houston.....Feb. 14—2:30 p.m.	
United Industrial Workers	
New Orleans.....Feb. 15—7:00 p.m.	
Mobile.....Feb. 16—7:00 p.m.	
New York.....Feb. 7—7:00 p.m.	
Philadelphia.....Feb. 8—7:00 p.m.	
Baltimore.....Feb. 9—7:00 p.m.	
Houston.....Feb. 14—7:00 p.m.	
Great Lakes SIU Meetings	
Detroit.....Feb. 7—2:00 p.m.	
Buffalo.....Feb. 7—7:00 p.m.	
Alpena.....Feb. 7—7:00 p.m.	
Chicago.....Feb. 7—7:00 p.m.	
Duluth.....Feb. 7—7:00 p.m.	
Frankfort.....Feb. 7—7:30 p.m.	
Great Lakes Tug and Dredge Section	
Chicago.....Feb. 15—7:30 p.m.	
†Sault Ste Marie Feb. 17—7:30 p.m.	
SIU Inland Boatmen's Union	
New Orleans.....Feb. 15—5:00 p.m.	
Mobile.....Feb. 16—5:00 p.m.	
Philadelphia.....Feb. 8—5:00 p.m.	
Baltimore (licensed and unlicensed Feb. 9—5:00 p.m.	
Norfolk.....Feb. 10—5:00 p.m.	
Houston.....Feb. 14—5:00 p.m.	
Railway Marine Region	
Philadelphia.....Feb. 15—10 a.m. & 8 p.m.	
Baltimore.....Feb. 16—10 a.m. & 8 p.m.	
*Norfolk.....Feb. 17—10 a.m. & 8 p.m.	
Jersey City.....Feb. 14—10 a.m. & 8 p.m.	
†Meeting held at Galveston wharves.	
†Meeting held in Labor Temple, Sault Ste. Marie, Mich.	
*Meeting held in Labor Temple, Newport News.	



Directory Of Union Halls

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

PRESIDENT
Paul Hall

EXECUTIVE VICE PRESIDENT
Cal Tanner

VICE PRESIDENTS
Earl Shepard Lindsey Williams
Al Tanner Robert Matthews

SECRETARY-TREASURER
Al Kerr

HEADQUARTERS875 4th Ave., Bklyn. 11232
(212) HY 9-6600

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

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

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

BUFFALO, N.Y.290 Franklin St. 14202
SIU (716) TL 3-9259
IBU (716) TL 3-9250

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

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

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

DULUTH, Minn.2014 W. 34 St. (218) RA 2-4110
55808

FRANKFORT, Mich.P.O. Box 257 415 Main St. 49635
(616) EL 7-2441

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

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

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

MOBILE, Ala.1 South Lawrence St. 36602
(205) HE 2-1764

NEW ORLEANS, La.630 Jackson Ave. 70130
(504) 529-7646

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

PHILADELPHIA, Pa.2604 S. 4th St. 19145
(215) DE 6-3818

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

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

SANTURCE, P.R.1313 Fernandez Juncoos Stop 20 724-2848

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

ST. LOUIS, Mo.4577 Gravois Ave. 63116
(314) 762-6000

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

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

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

YOKOHAMA, JapanInaya Bldg., Room 810 1-2 Kagana-Dori-Nakaku 2014971 Ext. 281

HLSS Museum Seeks Donors

The Harry Lundeberg Museum, Inc., located at the Harry Lundeberg School of Seamanship in Piney Point, Md., is seeking memorabilia of the sea for its permanent collection. The museum, founded in 1969, is hoping to acquire "articles of lasting interest and great historical value," in order to keep the American merchant marine tradition alive. Among the items sought are ship models of all periods,

shipboard implements and instruments and other related maritime articles. Donations to the museum are tax deductible. Seafarers with historical items interested in having them permanently displayed at the Harry Lundeberg Museum should write for full information to Charles Mollard, chairman Museum Acquisition Committee, Suite 403, 2000 L St. N.W., Washington, D.C. 20036.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

December 1, 1971 to December 31, 1971

DECK DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups Class A	Class B	All Groups Class A	Class B	Class C	All Groups Class A	Class B
Boston	8	2	4	2	0	20	6
New York	74	58	87	37	0	265	243
Philadelphia	27	19	11	7	0	38	17
Baltimore	34	20	38	16	2	148	81
Norfolk	23	9	17	3	0	73	51
Jacksonville	17	10	19	14	0	41	55
Tampa	33	21	5	8	0	33	9
Mobile	37	0	17	3	0	115	10
New Orleans	62	55	108	30	3	218	128
Houston	86	63	99	57	5	130	118
Wilmington	26	20	9	8	0	94	130
San Francisco	115	93	96	62	0	175	185
Seattle	28	20	31	23	0	39	20
Totals	570	390	541	270	10	1389	1053

ENGINE DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups Class A	Class B	All Groups Class A	Class B	Class C	All Groups Class A	Class B
Boston	4	2	4	0	0	9	10
New York	62	88	60	67	0	214	242
Philadelphia	15	16	2	7	0	23	16
Baltimore	26	17	28	18	2	103	64
Norfolk	4	5	9	11	0	38	46
Jacksonville	11	20	12	21	0	33	63
Tampa	16	21	6	3	0	16	4
Mobile	38	21	32	11	0	110	45
New Orleans	55	43	72	48	2	145	158
Houston	87	80	86	53	2	133	145
Wilmington	7	17	2	6	0	41	83
San Francisco	57	95	65	71	0	98	219
Seattle	17	29	19	19	0	20	35
Totals	399	454	397	335	6	983	1130

STEWARD DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups Class A	Class B	All Groups Class A	Class B	Class C	All Groups Class A	Class B
Boston	0	1	2	3	1	3	5
New York	52	63	64	50	6	163	162
Philadelphia	14	10	4	4	0	15	6
Baltimore	22	10	19	14	3	87	25
Norfolk	15	9	7	7	0	39	27
Jacksonville	14	26	7	11	3	28	37
Tampa	15	13	6	4	0	15	5
Mobile	10	26	13	17	0	20	64
New Orleans	58	26	80	41	0	166	81
Houston	75	55	52	43	28	118	85
Wilmington	10	13	4	3	0	47	45
San Francisco	49	63	48	74	0	106	97
Seattle	10	9	15	9	0	33	13
Totals	344	456	321	280	41	840	652



Digest of SIU Ships' Meetings

DELTA URUGUAY (Delta), Sept. 12—Chairman Reidus Lambert; Secretary W. Kaiser, \$203 in ship's fund and \$427 in movie fund. No beefs and no disputed OT.

IBERVILLE (Waterman), Sept. 12—Chairman N. D. Gillikin; Secretary W. McNeely; Deck Delegate Donald Pose; Engine Delegate Charles E. Perdue; Steward Delegate Edwin Mitchel. \$19 in ship's fund. Everything is running smoothly.

PENN LEADER (Penn), Aug. 22—Chairman John Pierce; Secretary Nicholas Hatgimisis. Most of the repairs were done on ship. No beefs were reported. Everything is running smoothly. Vote of thanks to the steward department for a job well done.

TRANSIDAH0 (Hudson Waterways), Sept. 26—Chairman Frank Gaspar; Secretary Aussie Shrimpton; Deck Delegate Charles Hill; Engine Delegate P. Macinowski; Steward Delegate Frank Rahas. \$112 in ship's fund. No beefs. Everything is running smoothly. Brother Zarchowski gave a lengthy report on his recent visit to Piney Point, stressing the facilities that existed for the benefit of the membership of the union. He considered it to be a thorough and most enlightening program for the edu-

cation of the membership. His address was well received and also endorsed by other members who had visited Piney Point.

SEATRAN PUERTO RICO (Seatrain), July 11—Chairman George H. Ruf; Secretary J. McPhaul; Deck Delegate M. F. Kramer; Steward Delegate Harold McAtter. Everything is running smoothly with no beefs.

JEFF DAVIS (Waterman), Aug. 29—Chairman, L. D. Richardson; Secretary A. R. Rudnicki; Deck Delegate Earl R. Smith; Engine Delegate R. McNutt; Steward Delegate Ernest R. Huitt, Jr. \$39 in ship's fund. Few hours disputed OT in deck department.

WESTERN PLANET (Western Tankers), Aug. 29—Chairman L. J. Oblantz; Secretary J. B. Harris; Engine Delegate Johnny Caldwell; Steward Delegate Russell A. Celik. No beefs were reported by department delegates. Vote of thanks was extended to the steward department for a job well done.

OVERSEAS ALICE (Maritime Overseas), Sept. 5—Chairman Cris Christenbury; Secretary Duke Hall; Deck Delegate Virgil Dowd; Steward Delegate Jim Bartlett. No beefs were reported. Vote of thanks to the steward department for a job well done.

OVERSEAS TRAVELER (Maritime Overseas), Aug. 22—Chairman J. M. Dalton; Secretary F. D. Ballard; Deck Delegate Henry Banta; Engine Delegate Albert W. Dykes; Steward Delegate Malcolm Stevens. \$20 in ship's fund. No beefs. Everything is running smoothly.

OVERSEAS TRAVELER (Maritime Overseas), Aug. 22—Chairman J. M. Dalton; Secretary I. D. Ballard; Deck Delegate Henry Banta; Engine Delegate Albert W. Dykes; Steward Delegate Malcolm Stevens. Everything is running smoothly with no beefs.

BRADFORD ISLAND (Steuart Tankers), Aug. 29—Chairman F. R. Charneco; Secretary T. Savage; Deck Delegate D. C. LaFrance; Engine Delegate John A. Ryan. \$23 in ship's fund. Some disputed OT in deck and engine departments.

VANTAGE HORIZON (Vancor), Aug. 15—Chairman J. W. Alstatt; Secretary S. T. Arales; Deck Delegate James J. Connors; Engine Delegate William Bowles; Steward Delegate Theodore Harris. \$1 in ship's fund. No beefs were reported.

NOONDAY (Waterman), Sept. 26—Chairman John W. Kelsoe; Secretary W. Alvaro. Some disputed OT in deck department, otherwise everything is running smoothly.

Narcotics: The 'Grim Reaper'

When it comes to problems that affect the American people and their society, it's quite obvious that this nation's No. 1 concern is with the question of narcotics.

That word "narcotics" covers the entire range of drugs. It includes everything from marijuana to heroin. It includes barbiturates and amphetamines—the so-called "uppers" and "downers"—and everything in between.

The government has mounted a full-scale campaign against narcotics. In this fight, it has enlisted the press, radio and television, the medical profession, the churches, the schools—everybody.

The attack is based on three key points:

- The use of narcotics is illegal.
- The use of narcotics is dangerous to the health—even the life—of the user.
- The use of narcotics involves a serious "moral issue."

These are legitimate points. But for the Seafarer, the question of narcotics comes down to an even more basic issue:

Any Seafarer using narcotics—ashore or asea—loses his seaman's papers forever! A man who gets "busted" once on a narcotics charge gets busted economically, too—because he loses his right to go to sea—not just for awhile, but for the rest of his life!

That's a tough rap—losing your passport to life—but that's the way it is. A single "stick" of marijuana . . . just a couple of grains of the hard stuff . . . and a man is through in the maritime industry!

It's almost as tough on the shipmates of the man who uses—or even possesses—narcotics.

Any Seafarer caught with narcotics in his possession makes his ship—and his shipmates—"hot." It subjects the men and their vessel to constant surveillance by narcotics agents in this country and abroad.

And, of course, any Seafarer who is an addict—who uses any drug that affects his mind and his ability to function normally—endangers the lives of his shipmates. The possibility of an emergency is always present aboard ship—and only alert minds can react to an emergency.

Talk to Seafarers about the "grim reaper" and they'll tell you about accidents or storms at sea . . . or about the hazards of combat service.

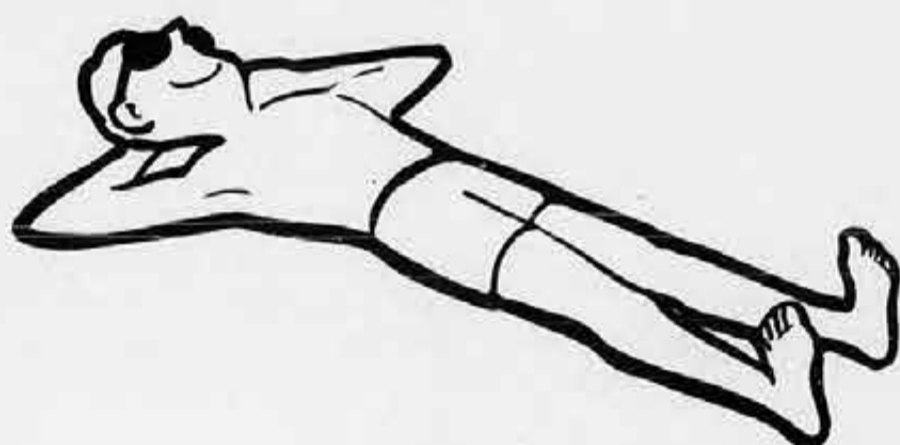
They should put narcotics at the top of the list—because it can claim more lives, or it can threaten more livelihoods, than any other peril.

Narcotics. The "grim reaper." It's sure something to think about.



\$162,004,250.97

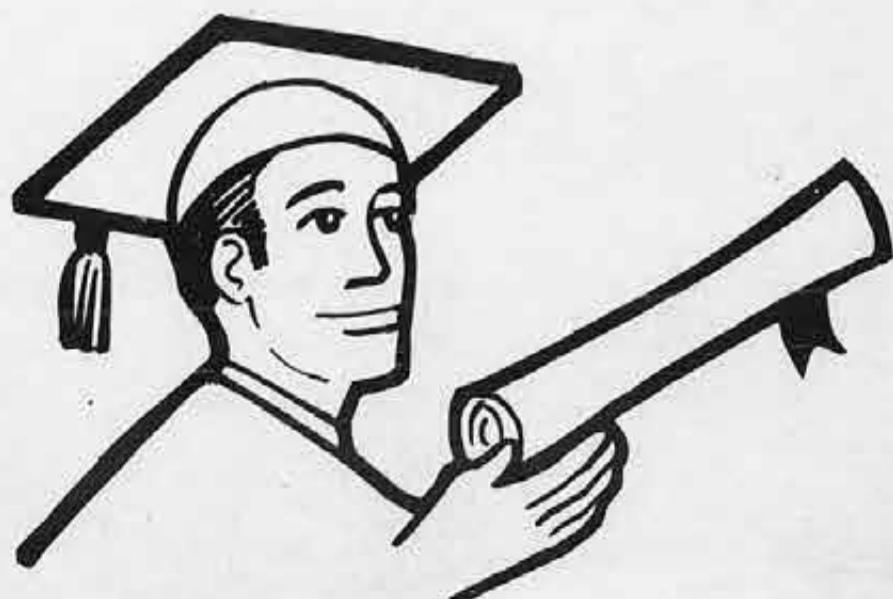
Welfare, Pension and Vacation Benefits Make Seafarers Lives a Little Better



When the year 1972 closed, the Seafarers Welfare, Pension and Vacation Plans soared to a record high of \$162,004,250.97 in benefits paid since the inception of the various programs.

The greatest part of this impressive figure was \$88,732,841.22 paid in vacation benefits so that Seafarers and their families could enjoy some leisure time together each year.

In order that the Seafarer can feel secure during his years as a senior citizen, the Pension Plan paid out \$26,159,256.50 since it began in the early 1950's. These monies insure that Seafarers do not have to fear that they will be without adequate funds in their retirement years.



In 1970 the existing SIU pension plan was broadened to make it possible for Seafarers to retire at 55 years of age with 20 years of seetime. A number of Seafarers joined the pension roll under this new provision during 1971.

Providing for the many other needs of the Seafarer, \$47,112,153.25 has been paid out in Welfare benefits. Among the monies included in this amount are \$11,814,875.12 in death benefits; \$13,046,530.01 in dependent benefits; \$8,440,142.32 in hospital benefits, and \$337,896.67 for scholarships.

These scholarships are awarded annually to Seafarers and their dependents and in 1971 the amount given each successful candidate was raised from \$6,000 to \$10,000.

Even though the total amount of benefits paid adds up to more



than \$162 million, this figure does not reflect other benefits afforded Seafarers such as upgrading and training facilities.

All together, these figures are evidence of the SIU's continuing concern for its members and their families.

For this is the kind of benefits program that is there when it counts. In time of illness, when vacation time rolls around, as the kids are ready to go to college, and in life's golden years, the SIU benefits program is there.

Although the amount of money spent is impressive, the real payoff can't be described in terms of dollars. The real payoff is that the union is hard at work getting a share of the good life for its members. That is the union's highest duty and its best service.