

Official organ of the SEAFARERS INTERNATIONAL UNION · Atlantic, Gulf, Lakes and Inland Waters District · AFL-CIO



SEAFARERS LOG

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SIU Crew Honored



Seafarer Joe Kapherman, right, accepts congratulations from Finnish Consul General Toivo Kala on behalf of the crew of the SS Platte, which rescued 31 Finnish sailors from their stricken tanker, Ragny, in the stormy Atlantic.

(See Page 3)

Seafarers Learn Firefighting



SIU members man the hoses at the Maritime Administration's Fire Fighting School in Bayonne, N.J. as they undergo training to qualify them as Certified Fire Fighters.

(See Pages 8-9)

Tax Time Again

1040 US Department of the Treasury / Internal Revenue Service **1972**
Individual Income Tax Return

For the year January 1-December 31, 1972, or other taxable year beginning 1972, ending 1972

First name and initial (if joint return, use first names and initials of both) Last name Tax-exempt security holder

Present home address (Number and street, including apartment number, or rural route) Spouse's social security number

City, town or post office, State and ZIP code

Personal or joint return

Filing Status—check only one:

1 Single
 2 Married filing jointly (even if only one had income)
 3 Married filing separately and spouse is also filing. Use spouse's social security number in same place and enter first name here.
 4 Unmarried Head of Household
 5 Surviving widow(er) with dependent child
 6 Married filing separately and spouse is not filing

Exemptions

7 Yourself
 8 Spouse (joint only if filer is or was married)
 9 First names of your dependent children who lived with you
 10 Number of other dependents (from line 33)
 11 Total exemptions claimed

Income

12 Wages, salaries, tips, etc. (Attach Forms W-2 to back. If unavailable, attach explanation) 12

13a Dividends (see page 4) \$ 13b Less exclusion \$ Balance \$ 13c

14 Interest. (If \$100 or less, enter total without listing in Schedule B). (If over \$100, enter total and list in Part II of Schedule B) 14

15 Income other than wages, dividends, and interest (from line 40) 15

16 Total (add lines 12, 13c, 14 and 15) 16

17 Adjustments to income (such as "sick pay," moving expense, etc. from line 45) 17

18 Adjusted gross income (subtract line 17 from line 16) 18

Tax, Payments and Credits

19 Tax (Check if from: Tax Tables 1-13, Tax Rate Schedules 1, 2, 3, 4, 5, 6 or Form 4726) 19

20 Total credits (from line 64) 20

21 Income tax (subtract line 20 from line 19) 21

22 Other taxes (from line 60) 22

23 Total (add lines 21 and 22) 23

24 Total Federal income tax withheld (attach Forms W-2 or W-2P to back) 24

25 1971 Estimated tax payments (include 1970 overpayment allowed as a credit) 25

26 Other payments (from line 64) 26

27 Total (add lines 24, 25, and 26) 27

28 If line 23 is larger than line 27, enter BALANCE DUE. Pay in full with return. Make check or money order payable to Internal Revenue Service. 28

29 If line 27 is larger than line 23, enter OVERPAYMENT. 29

30 Line 29 to be: (a) REFUNDED. Allow at least six weeks for your refund check. (b) Credited on 1972 estimated tax. 30

31 Did you, at any time during the taxable year, have any interest in or signature or other authority over a bank, securities, or other financial account in a foreign country (except in a U.S. military banking facility operated by a U.S. financial institution)? If "Yes," attach Form 4653. (For definitions, see Form 4653.) Yes No

Under penalty of perjury, I declare that I have prepared this return, including accompanying schedules and statements, and to the best of my knowledge and belief it is true, correct, and complete.

Signature of preparer after their signature, based on all information of which he has any knowledge. Date

Signature of taxpayer after their signature. Date

Preparer's signature (If filing jointly, BOTH must sign even if only one had income). Address

(See Pages 16-18)

U.S. Ship Brings Back Soviet Oil
(See Page 3)

SIU Official on Phase III Board
(See Page 3)

Rep. Ford Cites Maritime Task
(See Page 5)



Delta's LASH/Container Construction on Schedule

The construction of three 10,000-ton LASH/Container vessels at the Beaulieu Shipyards in New Orleans for the Delta Shipping Line is moving along on schedule. The ships are programmed for completion and entry into Delta's service fleet in 1972. The vessels will serve ports in the East of Mexico, the Caribbean and the west coast of South America, including all navigable waterways in these areas. According

to Delta Lines, "These ships represent a new and revolutionary technology not only in their design but in a transportation system which will provide the ship with advantages not possible with conventional vessels." In the future, some two of the three vessels are being under construction at the Beaulieu Shipyards. The third is being ordered.

U.S. Now 7th

Russian Fleet Bypasses U.S. Ship Tonnage

Soviet commercial seapower now ranks fifth in the world, finally overtaking that of the United States, which ranks seventh.

According to the recently published 1972 statistical tables of Lloyd's Register of Shipping, the Soviet fleet aggregates 16,734,000 gross tons of vessels of 100 gross tons and over. The Greek fleet, in sixth place, now consists of 15,329,000 tons of shipping.

Liberia, with 44,444,000 tons, ranks first, followed by Japan with 34,929,000 tons, Britain with 28,625,000 tons and Norway with 23,507,000 tons.

A year ago, fifth rank in world standings was held by this country, with a merchant fleet totaling 16,266,000 gross tons, or some 70,000 tons more than the tonnage registered under the Soviet flag.

The existing United States-flag merchant marine of 15,024,000 gross tons, as far as ocean transport is concerned, is actually smaller than the total indicates. It includes some six million gross tons of shipping, either active on the Great Lakes or laid up in Government reserve fleet anchorages.

The U.S. maritime industry is hoping that when the terms of the Merchant Marine Act of 1970 are fully implemented, this country will once again assume its position of prominence on the world's oceans.

As for the total world fleet, Lloyd's reported that it now consisted of 266.3 million tons, or almost double the size recorded 11 years ago.

the PRESIDENT'S REPORT:



Paul Hall

Transport of Energy Sources by U.S.- Flag Ships Vital

More and more attention is being paid these days to the coming energy crisis in America. It is the kind of attention the problem needs, and the kind we have urged for years.

The cold facts are these: this nation uses more energy fuels each year than it can produce; imported fuels such as oil and, now, liquefied natural gas are needed more desperately every day.

To import the huge amounts of fuel necessary to run this nation, ships are needed. And that is where the U.S.-flag merchant marine must play an important role.

At present American-flag participation in the oil import trade is running at a woe-ful three percent of the total import volume.

And there is a grave danger in that, both for the security of the nation and for the national well-being.

The danger to national security is very real and it will continue to exist for as

long as this nation is dependent on ships of other nations to bring our energy supply to our shores.

Admiral Elmo Zumwalt, chief of naval operations, testified before Congress last year that the "potential for coercion is enormous" in such a situation.

What he meant was that the nations whose ships bring oil and gas here can effectively blackmail the U.S. government with the threat of non-delivery. As the need for energy fuels grows, so does the potential for coercion.

It is hard to see ahead far enough to know what concessions this nation would be forced to make, but common sense tells us that all of them might not be beneficial to the national well-being.

It is that well-being which we must protect. The well-being that provides heat for homes, fuel for transportation, light to read by and all the other uses of energy, is at stake.

We need not play global roulette with national security and national well-being as the table stakes. There is a way out.

That way is to assure, by legislation at the federal level, that a continuing supply of energy fuels will be brought to this country by American-flag ships.

For these are ships loyal to this nation, ships that will come home with energy sources to keep the nation running.

The time has arrived to require that at least a portion of all our energy imports sail in American-flag vessels. We must take this step now before the looming energy crisis is fully upon us.

Such a step would improve the nation's balance of payments picture and would create jobs for all involved in maritime—whether in the shipyards, with equipment manufacturers, or aboard ship.

The national security would be the better for it, national well-being would be defended by it, and the American way of life would be preserved.



Efforts to rescue the Finnish sailors aboard the stricken tanker *Ragny* in the stormy Atlantic lasted through the night of Dec. 27, 1970. When the *Platte* reached the scene the stern of the *Ragny* was riding well out of the water, but heavy winds and high seas hampered the rescue efforts. Only through the valiant efforts and professional seamanship of the SIU crewmembers

aboard the *Platte* and those from the Coast Guard cutter *Escañaba* were the 31 Finnish sailors aboard the sinking *Ragny* rescued. The inset photo shows Finnish Consul General Toivo I. Kala (left) extending his country's thanks to Seafarer Joe Kapherman, representing the entire crew of the *Platte*, at a ceremony late last year.

Finland Honors SIU Members for Heroic Rescue

SIU members sailing aboard the *Platte* (Ogden Marine) in late December, 1970 have been honored by the government of Finland for their heroic actions in rescuing survivors of that country's tanker *Ragny*, which broke in two in a storm 600 miles east of Cape May, N.J.

Finnish Counsel General Toivo I. Kala extended his government's appreciation at a ceremony late last year. Seafarer Joe Kapherman, who was sailing aboard the *Platte* at the time of the incident, accepted an award from the Finnish government on behalf of all his shipmates. At the same ceremony, Kala presented a floral wreath to Mrs. John Arthur in memory of her late husband, Seafarer John Arthur, who was lost at sea during the rescue operation when a lifeboat he was riding in capsized in the stormy waters.

The *Platte*, a few days out of Philadelphia, was proceeding to Holland when she received an SOS at 1:15 p.m., Dec. 27, 1970.

According to an official account given by the U.S. Coast Guard, the *Platte* was the nearest vessel to the

stricken Finnish ship and was dispatched immediately to aid the foundering tanker.

The Coast Guard also sent the cutter *Escañaba* to the scene, as well as a number of rescue planes.

The *Platte* was the first to arrive in the area, all the while fighting winds gusting to 25 mph and 10-foot seas. When the *Platte* arrived, the stern of the *Ragny* was riding well in the water.

The captain of the American ship

dispatched rescue boats to the stricken tanker to take off Finnish crewmembers still aboard. One of the rescue boats capsized in the heavy seas. All those in the boat were plucked from the sea except for Brother Arthur. Search efforts by the *Platte* and the cutter *Escañaba*, which had now arrived, for Arthur proved fruitless in the storm-tossed waters.

The rescue boats did manage to take aboard the remaining crewmembers from the *Ragny* and transport them to safety. In all, 31 Finnish sailors were rescued from the sinking vessel; six of the crewmembers were reported missing and presumed drowned.

The *Platte* and the *Escañaba* then proceeded to Bermuda where they put the Finnish sailors ashore for needed medical treatment and return to their homeland.

In presenting the Finnish government's thanks, Kala praised "the extraordinary seamanship and courage" exhibited by the crewmembers of the *Platte* and the *Escañaba* which resulted in the rescue of the 31 sailors.



Seafarer Joe Kapherman is shown at the ceremony with Mrs. John Arthur, wife of Brother John Arthur who was lost at sea during the rescue operation. Mrs. Arthur was presented with a wreath in memory of her late husband by the government of Finland.

SIU's Hall Named Member Of Phase III Committee

A 10-member labor-management committee, including Seafarers President Paul Hall, has been appointed to advise the Cost of Living Council on the Administration's Phase III economic controls.

The labor members are, Hall, AFL-CIO President George Meany, Frank Fitzsimmons, president of the Teamsters, Leonard Woodcock, president of the Auto Workers, and I. W. Abel, president of the Steelworkers.

The management members of the committee are James P. Roche, former chairman of the board of General Motors; R. Heath Larry, vice president of U.S. Steel; Walter Wriston, chairman of the First National City Bank of New York; Edward W. Carter, president of Broadway-Hale Stores and Stephen Bechtel, president of Bechtel Construction Corp.

The AFL-CIO described Phase III program as a "step in the right direction toward eliminating inequities in the current control system."

The federation statement in full was:

"The AFL-CIO is deeply concerned about the control of inflation. The President's Executive Order is a step in the right direction toward eliminating inequities in the present controls system.

"The AFL-CIO is prepared to cooperate and participate in the restabilization structure which has been established by the President in the hopes that this move will result in an equitable and fair method of combating inflation.

"We reserve our opinion on extension of the stabilization legislation."

American Ship Brings Back Needed Oil from Russia

One of the first U.S. ships bringing American grain to the Soviet Union will sail back with Russian oil—reportedly the first Soviet oil to be imported by the United States since the end of World War II.

The Overseas Aleutian, manned by members of the Seafarers International Union and now unloading grain at the Black Sea port of Odessa, will pick up 35,000 tons of No. 2 heating oil for its return voyage, Soviet maritime sources said yesterday.

The oil was bought to ease an expected shortage of heating oil this winter in the American northeast.

Soviet officials declined to identify the purchaser or the size or cost of the

total sale, but they indicated there would be a number of such trips.

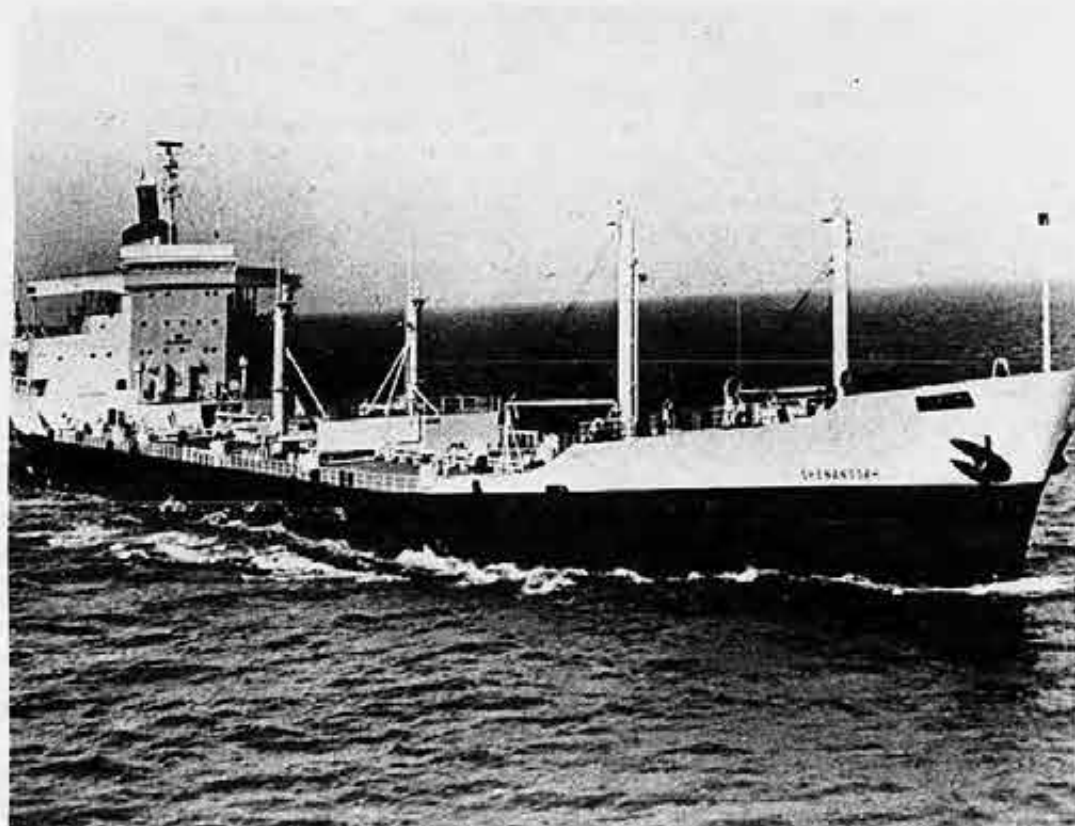
Oil has long been the Soviet Union's greatest earner of hard currency, and Soviet officials yesterday were speaking enthusiastically of large volume sales—several million tons, one official said—to the United States as a way of reducing the cost of the 28.5 million metric tons of wheat the Kremlin bought last year at a cost approaching \$2 billion.

The Overseas Aleutian, a 39,000-ton tanker operated by the Overseas shipholding group, brought 38,000 tons of grain to Odessa. It will load the oil at two other Black Sea ports, Batum and Tuapse.

SIU Members Now Manning Eight MSC Ships Under Hudson Charter



Saugatuck



Shenandoah



Pecos

Under Hudson Charter

SIU crews are now aboard eight of 13 Military Sealift Command tankers being operated under charter to Hudson Waterways Corp., an SIU-contracted company.

Ships already manned by SIU crews are the *American Explorer*, *Maumee*, *Pecos*, *Cossatot*, *Shenandoah*, *Saugatuck*, *Sauamico* and *Shoshone*.

The other five tankers and their tentative dates for crewing by the SIU are the *Yukon* and *Santa Ynez*, both in February; the *Schuylkill* in March; and the *Millicoma* and the *Tallulah*, both in April.

When the Hudson Waterways takeover is complete, the 13 tankers will provide 436 job opportunities for Seafarers.

The tankers will operate worldwide under MSC control, delivering petroleum products for the Department of Defense.

Hudson Waterways was awarded the contract last year in competitive

bidding. The 13 ships had formerly been operated by Mathieson Tanker Industries.

The contract provides that Hudson will operate the tanker fleet for five years.

Nine new tankers are expected to be delivered to MSC in 1974 and 1975. They will replace some of the older tankers now operating.

The MSC-Hudson agreement is one of a number of developments by SIU-contracted companies that will provide job opportunities for SIU members.

Many of the new ships being constructed by SIU-contracted operators are being built with federal assistance under terms of the Merchant Marine Act of 1970. That landmark legislation was strongly supported by the SIU.

Hudson Waterways is a wholly owned subsidiary of Seatrain Lines, Inc. and the transfer dates are based on the expected arrival of the ships in port.



Suamico



Shoshone



House Minority leader Gerald R. Ford greets Seafarers International Union Piney Point Representative Gerry Brown, left, and Sigmund Arywitz, right, executive secretary-treasurer of the Los Angeles Central Labor Council, AFL-CIO, before his address to a Maritime Trades Department luncheon in Washington, D.C.

House Leader Links Maritime With Energy Crisis Solution

House Minority Leader Gerald R. Ford (R-Mich.) has declared that "although the U.S. merchant marine has made significant strides forward in the past year, there is much more to be done for this nation faces a massive energy crisis and the maritime industry is inextricably linked to the solutions for that crisis."

Ford told a luncheon gathering sponsored by the 8-million-member AFL-CIO Maritime Trades Department and attended by representatives of business, government and labor, that some sections of the nation are already facing natural gas shortages and predicted that the problem will spread.

"By the mid 1980's," he said, "foreign imports, including liquid natural gas, will account for at least two-thirds of our energy supplies. It is estimated that as many as 80 liquefied natural gas tankers (LNGs) will be needed to fulfill our transportation needs for natural gas. Contracts already have been awarded for six of these tankers to be constructed and to fly the American flag. The potential here is nowhere close to being realized."

Pipeline Essential

Another area in which the American maritime industry can help alleviate the impending energy crisis lies in the oil fields of Alaska, according to Ford.

He said "a favorable court decision on how to get that oil to the mainland—namely, linking the North Slope fields with the port of Valdez—would have two immediate results: Help to solve our energy crisis and open new markets for the maritime industry and for our merchant fleet."

The Michigan Congressman said that we have a long way to go and many obstacles to overcome before America can once again assume her position of superiority on the high seas, but he added he was encouraged

by the advances in the industry of the past year.

Among those he cited were:

- ✓ The introduction of the principle of bilateralism in the recent trade agreement with Russia. He said this principle is a well-used, well-defined one in other nations and the U.S. has finally recognized the fact that it is a necessary one if this country's merchant fleet is to survive. This principle guarantees a specified percentage of cargo between nations be reserved for ships flying the flags of the participating countries.

- ✓ In Fiscal 1972, construction differential subsidy contracts under the Merchant Marine Act of 1970 call for the building of 21 new ships. This amounts to more tonnage on the ways or on order in this country than at any time since World War II, he declared.

- ✓ The National Maritime Council—a coalition of labor, business and government—celebrated its first anniversary. In its year of operation, Ford said, the NMC has observed considerable success in promoting cargo for U.S.-flag ships and alerting the shipping community to the benefits of "Shipping American."

- ✓ The increased attention paid to the nation's fourth seacoast, our inland waterways. He noted that a first-ever Domestic Shipping Conference was held to create closer ties between the industry and government. Out of this meeting came requests to the Maritime Administration for studies of shipbuilding subsidies, insurance coverage, streamlining of overlapping regulations, and port and harbor facilities.

- ✓ A new office of Undersecretary of State for Economic Affairs was established with the mission of examining the totality of our relations with other countries and to plan for anticipated trade expansion.

Labor Official Named Productivity Commission Member by Nixon

SIU President Pall Hall is among five union leaders named to serve on the National Commission on Productivity by President Richard M. Nixon.

The commission, a joint labor management-government group is charged with studying ways to improve economic growth.

Also appointed by the President were AFL-CIO President George Meany, AFL-CIO Secretary-Treasurer Lane Kirkland, John Lyons, president

of the Iron Workers and Les Dennis, president of the Brotherhood of Railway and Airline Clerks.

Meany, Kirkland and Lyons have previously served on the board. Hall and Dennis are new appointees.

Continuing their service on the board are Leonard Woodcock, president of the Auto Workers, I. W. Abel, president of the Steelworkers and Frank E. Fitzsimmons, president of the Teamsters.

LEGISLATIVE REPORT



By B. ROCKER

The two major political parties have set up an elaborate system of leadership in the House and the Senate to help carry on the business of making laws.

The House leadership positions are Speaker, Majority Leader, Majority Whip, and Minority Leader and Minority Whip. The Speaker and Majority Leader are elected in party caucus; the whip is appointed.

There is no Speaker in the Senate. The Vice President is the presiding officer. In his absence, the President Pro Tempore presides. The latter is elected from the majority party by the Senators. Other Senate leadership positions are comparable to those in the House.

Speaker Most Influential

The Speaker's influence comes primarily from his position as leader of the majority party, and he does have great influence. During the "reign" of Speaker Joe Cannon (1903-1911) he used—or misused—his power to such extent that Republicans and Democrats joined together to strip him of a lot of that power. Today, the Speaker presides over the House, decides points of order, refers bills to committees, appoints members to select committees and conference committees. He may participate in debate, but usually votes only to break a tie.

Carl Albert (D-Okla.) moved up from Majority Leader to Speaker in 1971 when John McCormack (D-Mass) retired. The usual line of succession is Whip to Leader to Speaker. Rep. Albert was just reelected Speaker for the current session, the 93rd Congress.

Hale Boggs (D-La.), Majority Leader since 1971, apparently died in a plane crash somewhere over Alaska on October 16, 1972. Thomas P. "Tip" O'Neill (D-Mass), who was named Majority Whip by Boggs last year, has been elected to the Majority Leader position.

Duties of Majority Leader

The Majority Leader manages the day-to-day business on the floor of the House. With the help of the whip and the whip's assistants, the leader informs members of the schedule of bills to come up, rounds up members for a vote, "counts noses" of those who are in favor or opposed to a bill. He "takes the temper" of the House.

The system gives feedback of information to the members from the leadership and vice versa. Decisions and negotiations of the party leadership are based on the information they get through the system.

Party affiliation is the best indicator of a member's stand on issues, but certainly is not the only one. The leaders must continue to build and maintain majorities; they must form coalitions to promote the programs of the party and to defeat those of the opposition.

The Republican or Minority Leader in the House is Gerald Ford (R-Mich.). He is assisted by Whip Leslie Arends.

Varying Degrees of Influence

In the House there are 435 members; there are 100 in the Senate. All 535 members are not equal in their influence on decision making. Two sets of formal leadership positions are maintained: committee leadership is maintained by the entire membership (of the House or Senate), and the positions above are maintained by the parties.

The two are interrelated. But not every man in a leadership position is a real leader. Some are strong and forceful; others are not. On the other hand, few members become accepted leaders without first occupying a formal leadership position in the House or party.



Seafarers are urged to contribute to SPAD. It is the way to have your voice heard and to keep your union effective in the fight for legislation to protect the security of every Seafarer and his family.

To Russia

With Wheat



The Overseas Joyce joined the ranks of the many SIU-contracted ships hauling wheat to Russia under terms of an agreement reached late last year between the Soviet Union and the United States.

The Joyce, home-ported in New York, took on her cargo at the Continental Grain Elevators in Beaumont, Tex.

Two other SIU-contracted ships, the National Defender and Western Hunter, were the first ships to begin transporting the much-needed grain to the Soviet Union last November.



SIU crewmembers aboard the Overseas Joyce pause for a moment on the fantail as the ship makes ready to depart Beaumont, Tex. for the Soviet Union. From the left are J. B. Fruge, C. Olsen and union representative J. Perez.



Getting the stores aboard the ship for the trans-Atlantic crossing is the responsibility of SIU members S. L. McCormick (left) and L. Escarra.



Before departure some of the SIU crewmembers got together in the galley of the Overseas Joyce for this picture. From the left are F. R. Burley, J. Manuel, J. C. Dies and Charles Hurlburt.

Wandering the seas



Seafarers are men of great appreciation of the arts. The *Seafarers Log*, to further their efforts in the poetry field, regularly makes space available for members' poems. To contribute to the *Log* poetry column members should send their poems to the *Seafarers Log*, 675 Fourth Ave., Brooklyn, N.Y. 11232.

Sand Dunes Return

O' world, why be so
Mean and cruel?
Why contend with me,
As in hateful duel?

Man is only a transit,
Wilting flower.
Why cause our very
Sweetness to sour?

The land is spacious.
There is room for all.
Here we have winter,
Summer, and fall.

Why cheat my obedient,
As if a bully kine?
Also, made Jypsie Tocoma,
And his Palestine.

The Lord sent forth
His yellow breast.
He watches his own, in
Every lover's nest.

He sends his songsters,
As the playful child.
He heard his chosen,
Each time, when riled.

God, loans unto his own
His very songs.
He winks, and watches
Each creature's wrongs.

His song mates can only
Sing his tunes,
When kindness returns
As ocean sand dunes.

Roy Lee Hinson

Prayer

We travel miles in search of the sun,
Ever hoping to find,
Fresh environment, lots of fun,
Springing from a temporary, contented mind,
We could have this feeling, every day,
If only we would speak,
To God in prayer, humble and say,
Thou are strong, I am weak,
Remember him, who gave you breath,
Is ever awaiting your call,
Tis only he that brings forth life and death,
To you, to me, to all.

H. Turville

The Three

The shipwrecked sailor
On the open sea
The bum in his
Liquid misery
The lifer that
Knows
He'll never be free
All three strangers
And yet all three
Know that hell
Is eternity!

Anton D. Ratkovich

The Forgotten Gem

A glass corner on Fifth Avenue
Lured me to a gilt palace
Which imprisoned a quivering canary.
Sweet, darling bird—
How it trembled when a hand
Moved below its perch
Scattering diamonds and pearls.
No joy, no song—
Drumming wings
Shedding golden feathers
Over the glittering display.
A hundred anchored eyes
Devouring each gem, would
They remember the frightened bird?
Around the corner I stood amid
Well dressed men—
And saw a shaking veined hand
Plunge to a silvered garbage can.

The SIU

I've only been a member for just a few short years;
I am thankful to be a member. I really truly care.
I've never met Mt. Lundeberg, never saw Paul Hall;
I am familiar with Steve Troy, I surely know Leon Hall.
I never went to Piney Point, but I hear it's swell.
I am going on vacation there if my family will.
I've sailed on a few freighters, even tankers too;
A couple of old containers, chartered by SIU.
As I am standing this lookout on the bow;
I think of Union Brothers, and what we are having for chow.
This ship is fine, just like its crew;
Patriotic and loyal to the SIU.
Now our Piney Pointers cry a lot, when it's time to pay their dues;
But they should all be thankful, for they are members too.
I've seen many a young man out in the street;
Robbing and stealing for food to eat.
We never worry of incidents such as those;
For we make an honest living everywhere we go.
So take it easy Brother and have faith in your union.
When this trip is over, we'll have a reunion.
The gangway is down and it's time for a party;
So I'll close this poem, so I won't be tardy.

Robert Lee "Rocky" Crochrell

Eternity

As I sit on the rocks, holding my rod,
Hoping to land a goodly sized Cod,
My inner thoughts silently turn to God,
Who made everything, even, and odd,
I think of the millions, who like me,
Cast their bait, in this turbulent sea,
Now fishing, in eternity,
Lived, and died, by Gods decree,
They had the same worries, as you and I,
Who once, as days passed, uttered a sigh,
Growing old, as each year passed by,
With sapping strength, bleary eye,
From whence do we come? Where do we go?
Will our spirit, find the Heavenly glow?
Is Heaven above? Hell below?
In this existence, we'll never know,
All I can say, is hope and pray,
That in Father's care you'll be some day,
This must be good, He'll show the way,
If you trust in him, You'll be O.K.

H. Turville

Questions

When our brothers
Find cause to
Slay their brothers,
And thus be gods onto themselves,

To whom, then, shall we pray
To stay their venom?
To whom, indeed, shall we pray?

Max Katzoff



Requies



Teamwork



Among



Drawnambars

... As SIU Upgraders Learn at Bayonne School

The SIU Upgrading Program at Piney Point, Md. is specifically designed to not only train enrolled members for a higher rating in their department, but to thoroughly prepare them to handle any possible shipboard emergency quickly and efficiently without hesitation or panic.

Recently a class of upgraders traveled north to the Bayonne Army Base in New Jersey for comprehensive training, sponsored by the Maritime Administration, in shipboard firefighting as part of their overall upgrading course.

The group received classroom instruction on the proper use of the large fire hoses, CO₂ foam extinguishers, and the new Oxygen Breathing Apparatus (OBA), and then applied their knowledge in actual field maneuvers held at Bayonne's excellent facilities.

Practical exercises included the use of dry chemical extinguisher. For this exercise an oil spill is ignited on the ground, and students must put it out with only one pass of the extinguisher.

After completing this, a 15-ft. diameter tank is ignited. Flames from this tank leap upwards of 50 ft. into the air, and the intense heat can be felt up to 200 feet away. Two hoses are manned, one with an all-purpose nozzle and the other with a low velocity fog applicator. The nozzles are charged and the group slowly moves up on the tank until they are on the very edge

and proceed to extinguish the fire. With the proper use of this equipment the whole process takes less than two minutes.

This procedure is repeated until every man has used both the all-purpose and low velocity fog applicator.

Another tank, approximately the same size, is ignited and a hose equipped with a foam applicator is charged and the fire put out with the use of foam.

The next step is the practical fire fighting of a simulated engine room fire. A large building with entrances on both sides and equipped with typical gratings, as will be found in the engine room, has a fire set beneath the gratings. In this operation hoses equipped with all-purpose nozzles are manned on each side of the building.

Both hose crews approach the entrance on each side of the building, cooling the area so that they can actually enter the building and extinguish the remaining fire. This process is also repeated until all the men have used a nozzle.

The last practical demonstration takes place in the lower deck of a beached ship. In this operation a hose is manned on deck and slowly worked down the ladder well and played on the tank that is afire in that area. This procedure is also repeated until every man has led the way below.

On the successful completion of the course, Seafarers receive a Qualified Fire-fighter Certificate from the Maritime Administration.



Instructor John Nagle helps Seafarer Jose Vasquez properly adjust his OBA before entering smoke filled room.



Upgraders gather closely around oil tank to inspect the results of their firefighting actions at the Bayonne training school.

The essential ingredient in fighting fires, whether aboard ship or on land, is teamwork as demonstrated by a group of Seafarers at the Maritime Administration-sponsored school at Bayonne, N.J. in the top photo on the opposite page. Other practical exercises are conducted to prepare the Seafarer to cope with any fire emergency. Reading clockwise from the top left on the opposite page: Seafarer Williard Verzone directs the nozzle toward an oil fire as Everett Richmond helps out during the training session; the principle of teamwork is again stressed as the finishing touches are put to an oil fire; Maritime Administration Instructor Jack Nagle demonstrates the absorbitive power of chemicals used in the OBA to change noxious smoke into life-sustaining oxygen, and Verzone takes his turn manning a foam extinguisher to smother the flames of a small oil fire.



Seafarers listen attentively during their classroom instruction at the Bayonne Army Base. Upon successful completion of the course the Seafarers receive a Qualified Fire Fighter certificate from the Maritime Administration.



A Seafarer often times must battle flames and heavy smoke in an enclosed area. Here, Brother William Pollard enters specially built "smoke room" at the Bayonne Army Base to gain some experience with the OBA.



Congress and the Seafarer

Seafarers will be watching the 93rd Congress, now in session in Washington, for signs of continuing commitment to a better U.S.-flag merchant marine.

There are many issues of great importance facing Congress, and unending vigilance is the only way to assure that the interests of Seafarers and all working men and women will not be overlooked in the annual shuffle of bills.

For the future of the merchant marine and for the future security of the nation, Seafarers will be particularly watchful over a measure to require that a heavy portion of all the nation's oil and gas imports sail on American-flag ships.

It is a vitally needed part of the answer to the growing energy gap in America because it will insure delivery of needed fuel supplies, regardless of the state of international affairs.

Running along with that, Seafarers will be interested in seeing how the Congress moves to speed construction of the Trans-Alaska pipelines for oil and natural gas, another key to solving the energy problem.

There have been many attacks on the Jones Act, and Seafarers have defended it against all comers in the past. In the 93rd Congress, however, it is time to take the offensive, particularly to strengthen the act by closing the loophole that exempts the Virgin Islands from the requirement that U.S.-flag ships be used in domestic trade.

A Doctor Speaks Out

Few doctors have gone on record in favor of national health insurance. Most of them are strung out on the conservative propaganda put out by the American Medical Association which opposes such insurance just as it opposed Medicare and Social Security.

In the Port of Baltimore, however, there is a courageous physician and teacher who believes that "eventually, we'll have to come to what approaches a national health service."

He is Dr. Ernest L. Stebbins, dean emeritus of the Johns Hopkins School of Hygiene and Public Health. He recently

received the distinguished service award of the American College of Preventative Medicine and the centennial award of the American Public Health Association.

In an interview published in the *Baltimore Sun*, Dr. Stebbins declared: "We've made mistakes in the field of health. We have failed to fully organize the resources and knowledge we have. We haven't really recognized what you have to do to correct the present maldistribution of resources. In rural areas and some inner-city areas, there are no physicians. We've got to find some way to solve our problems. . . ."

Another opportunity to be on the offensive is given by the United States Public Health Service hospitals. Seafarers will be urging Congress, as part of the national health security program already proposed, to expand and improve the PHS hospitals so that they can become a strong link in the chain of health care delivery.

As working men Seafarers will be watching to see how Congress deals with the great problem of imports that have stripped jobs from thousands of Americans. Our hopes will ride with the Burke-Hartke Bill which provides inducements for multinational companies to relocate in the U.S.

As citizens, Seafarers will urge Congress to enact new tax legislation, based on the ability to pay and will stubbornly resist attempts to impose a national sales tax or the value-added tax that will hurt citizens every time they shop.

And Seafarers will again stubbornly oppose legislation to require compulsory arbitration of transportation labor disputes, because it would mean the end of the collective bargaining process and the beginning of large-scale government intervention in labor-management affairs.

And the list goes on.

But Seafarers as citizens have always taken their rightful place in public affairs and the needs of the nation demand that we do no less now.

Indeed, we shall be on the watch.

Letters to the Editor



A Class By Itself

I recently attended the Harry Lundeberg Upgrading Center at Piney Point, Md. and obtained endorsements in various ratings, including Deck and Junior Engineer. I witnessed first hand the exceptional opportunities, facilities and personal instruction offered there for Seafarers wishing to better themselves professionally.

Lest anyone think that this program offered by the SIU is not all that beneficial or rewarding, let me relate some portions from recent correspondence I entered into with a private School of Marine Engineering—the William R. Law school in Oakland, Calif.

I had written the school inquiring about instruction they might offer to help one prepare for endorsement examinations.

I received a reply from Mr. Law himself. He stated that a course of study for each individual endorsement would cost me \$75. However, he added, I could take the whole six-week package of courses for all endorsements and it would only cost me \$235. He even offered to assist me in obtaining a room at a local boarding house or hotel for the six week period. Prices ranged from about \$50 to \$120 a month depending on where I stayed. Then, of course, there would be the expenses for my meals.

I asked any doubters within the SIU to compare this with what is offered the Seafarer at the Lundeberg Upgrading Center. There, in incomparable surroundings, we are afforded the opportunity to pick up any endorsement if we are qualified. And, what's more, our room and board are free.

Enough said!

Imro E. Salomons
New York

Thanks Warrior Crew

I was very happy to receive copies of the October issue of the *Seafarers Log*.

I and everybody aboard the *Oriental Warrior* owe so much to the Captain and crew of the *Sea-Land Warrior*. They stood by to rescue us and then gave us the comfort and hospitality of their ship and quarters. They all went above and beyond the call of duty.

I hope that my personal thanks can be conveyed to all the men of the *Warrior* through the *Seafarers Log*.

Mrs. Robert P. Schneider
Bronx, N.Y.

January 1973 Volume XXXV, No. 1

SEAFARERS LOG

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

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93rd Congress to Consider Legislation Affecting Seafarers, Maritime Industry



Legislative matters affecting the Seafarer and the maritime industry will be coming up for consideration by the 93rd Congress which convened in January. Much of this legislation could have a tremendous impact on the industry as a whole and on the individual Seafarer in particular.

Among the issues which the new Congress must face in the next two years are cargo preference for U.S.-flag vessels both in the field of oil and gas imports and in the field of government cargoes; preservation and strengthening of the Jones Act to include the currently-exempt American Virgin Islands; the continued operation of U.S. Public Health Service Hospitals by the federal government and proposals for a national health security program; passage of the Burke-Hartke Bill to limit the flood of imports into the U.S.; tax reform; and efforts to impose a compulsory arbitration system on transportation industries.

And, the Congress will be dealing with pension insurance; workmen's unemployment insurance; workmen's compensation; an expanded public works program; proposals to increase the minimum wage; welfare reform and no-fault car insurance.

Oil Import Carriage Vital

Certainly the most important maritime legislation to come before the Congress since it passed the Merchant Marine Act of 1970 was the measure designed to assure the U.S.-flag fleet of at least 50 percent of the nation's oil import trade.

That measure was narrowly defeated in the U.S. Senate last summer and is sure to be raised again.

The issue will continue to arise because the nation faces a continuing energy crisis spurred by dwindling supplies of domestically-produced oil and natural gas.

That lack of new discoveries at home forces the U.S. to seek foreign fuel supplies to power American industry, light and heat homes and maintain the American standard of living.

So, as more and more oil imports are required, the necessity of having at least part sail to the U.S. in U.S.-flag ships grows apace.

Susceptible to Coercion

Without that requirement, the nation, in the words of Admiral Elmo M. Zumwalt, chief of naval operations faces "enormous potential for coercion" by the nations that have oil and gas to sell.

With that requirement, the nation would be assured of adequate supplies of fuel brought here in ships whose first loyalty is to this country, no matter the political winds blowing elsewhere.

And, to increase that assurance the nation needs an early start on construction of the Alaskan oil pipeline, and a parallel line for natural gas.

The vast riches of the Alaskan North Slope are of no use to American people at present and with each passing day the need for the untapped energy sources there becomes more acute. Maritime labor enthusiastically supports the construction of the pipeline from Prudhoe Bay to the Port of Valdez.

There is one more thing Congress can do now to forestall the energy crisis that is around the corner.

They should pass legislation approving the merger of the El Paso Natural Gas Co. with Pacific Northwest Pipeline Co. so that El Paso can bring the importation of needed liquefied natural gas from Algeria.

That gas would be brought on American ships and would be used to fill one of the major gaps now existent in the nation's fuel supply picture.

Cargo Preference Laws

Similarly, there will be a strong effort to toughen the laws regarding the shipment of government-generated cargoes so that 100 percent sail in U.S.-flag ships.

The current cargo preference laws are often circumvented, frequently ignored and of little benefit to the nation's merchant marine.

Instead, the money spent to transport these government-generated cargoes is spent with shipowners abroad and never finds its way back to the American economy which has fallen behind both in the balance-of-trade and the balance-of-payments with foreign nations.

Contrast that with the approximately 71 cents of every dollar spent on the U.S. merchant marine that does find its way back to the U.S. economy, and the case for general government-generated cargo preference is a strong one.

Assault on Jones Act

In domestic sea trade, maritime must be ready for another assault on the Jones Act, which acts as a buffer against foreign shipping getting a toehold in trade between U.S. ports.

The Jones Act restricts that trade to American-flag vessels, but international interests have attempted to find loopholes by which they can circumvent the intention of the act and enter domestic trade under the flags of other nations.

One of the major loopholes exempts the American Virgin Islands from the provisions of the Jones Act.

That loophole was permitted when the act was

passed because, at that time, the islands had little, if any trade. But today that situation has changed and several multinational firms are attempting to undercut the Jones Act by locating in the Virgin Islands and sending cargoes to the mainland in foreign-flag ships.

There is a pressing need to close that loophole and to assure the U.S.-flag fleet the continued right to the cargo that sails between U.S. ports.

Laws Affecting Seamen

For the welfare of the seaman, there is a need to pass legislation that will insure the continued operation of the U.S. Public Health Service hospitals as an arm of the federal government.

Efforts to transfer the eight remaining hospitals and the many clinics across the nation to local control can only result in higher cost of medical care and a lowering of the priority now given merchant seamen at these facilities.

The need is even greater today, because these hospitals can serve as bulwarks in the proposed national health security system endorsed by organized labor.

National health security, as defined by the bill pending in Congress, would mean that every man, woman and child in the nation would be entitled to the best possible medical care regardless of financial condition.

That system, funded in the same way that Social Security is at present, would, if passed, permit the expansion and development of the PHS hospitals to the point where they could better serve their clients and their community.

In order to do that, PHS hospitals must be retained under federal control.

Imports Costing Jobs

Maritime labor and organized labor will also confront the Congress with the need to act to bring an end to the flood of imports that have devastated industries from coast to coast.

The Burke-Hartke Bill, which provides controls on imports, also contains inducements to many American industries that have fled to foreign countries to return home and restore some of the hundreds of thousands of jobs lost to unfair competition with imported goods.

Organized labor has listed "a rational foreign trade policy to stop the export of American jobs" as a top priority.

Another item high on labor's list is the continuing need to restructure America's tax system so that tax justice will be done for the American worker.

SIU Ships' Committees



JACKSONVILLE (Sea-Land) — The containership *Jacksonville* has logged another round-trip voyage to Puerto Rico. From left are: J. Sullivan, steward delegate; M. Bacha, engine delegate; J. Bovay, deck delegate; I. Buckley, secretary-reporter, and P. Konis, ship's chairman.



NEWARK (Sea-Land) — Another voyage over, the *Newark's* committee relaxes before turning around for the outbound trip from Port Elizabeth. From left are: E. Cuenca, engine delegate; K. Venizelos, deck delegate; J. Rioux, steward delegate, and E. Wallace, ship's chairman.

SIU's Lundeborg Upgrading Center . . .



Some Seafarers attending the Upgrading Center at Piney Point have decided to stay on and receive instruction to prepare them for their GED examinations. From the latest group attending the Center, Thomas Minton, Tim Thomas and Williard Verzone undertook the quest for their high school diplomas. Shown here is Minton with Lundeborg School Science teacher Claudia Gondolf preparing for his exams. The GED program is open to all Seafarers regardless of age. All that is required is a desire to obtain a high school diploma.



Classes are small at the Lundeborg Upgrading Center in Piney Point, insuring personalized instruction and success in the Coast Guard examinations. Instructors, like James Aelick (right), are experienced and highly qualified, which is one of the reasons Seafarers have achieved more than 220 endorsements since the Upgrading Center opened in Piney Point in June. Here, four Seafarers who are preparing for exams leading to QMED—Any Rating endorsements meet with instructor Aelick during a study session. From the left are Walter Chancey, John Lyons, John Kirk and (back to camera) Williard Verzone.

No matter what profession a person is in, the underlying desire generally is to advance oneself to a more responsible position and its inherent advantages: Better pay and better benefits. This, however, often proves to be a difficult, if not impossible, task.

The professional Seafarer has the same desires and goals. And the way he accomplishes his task is through upgrading.

Being cognizant of this fact, the SIU has made an all-out effort to make this goal more easily reachable through the formation of the Lundeborg Upgrading Center at Piney Point, Md. The center was established with the primary purpose of providing the professional Seafarer with the finest available instruction to assist him in advancing up the ladder to a better job and a better future.

The Upgrading center was opened on June 1, 1972 and since that time Seafarers have earned over 220 endorsements in the deck and engine departments. Thirty-one Seafarers have advanced to QMED rating; 12 have qualified as Quartermaster, and more than 40 have received Lifeboat endorsements.

The quality of instruction offered Seafarers in the Upgrading program is probably best attested to by the fact that nearly 90 percent of those who have taken the Coast Guard examinations after preparing at the Center have secured their endorsements on the first try.

The instructors at the Upgrading Center all have had years of experience at sea. This experience, plus technical knowledge and teaching ability, qualified them for the positions of instructors at the Center. They have at their disposal the very latest in training manuals, visual aids and mock-ups for use in the various training programs.

The setting of the Upgrading Center at Piney Point is ideal and conducive to study and learning. Living quarters are modern and comfortable; the food served there is especially palatable, and there are plenty of year-round recreational activities available for re-

laxing after classroom and study periods are over.

For those Seafarers attending the Upgrading Center there is an added opportunity. It is the General Educational Development program at the Harry Lundeborg School, which is open to any interested Seafarer who wants to achieve his high school diploma.

Any Seafarer who, for one reason or another, missed out on his high school diploma, can take advantage of the GED program to earn his certificates now. Many who have gone to Piney Point for the upgrading courses have taken advantage of the GED program while there and earned their diplomas. It is stressed, however, that it is not necessary to attend the Center to participate in the GED program. The program is open to all SIU members as part of the union's overall education program.

Any SIU member interested in this program should write to the Harry Lundeborg School, Piney Point, Md. 20674.

Likewise, instruction at the Upgrading Center is available to virtually all Seafarers under the minimum rules spelled out on the following page. Directions on how to apply for upgrading are also included. Study courses are available for the following endorsements:

Deck Department

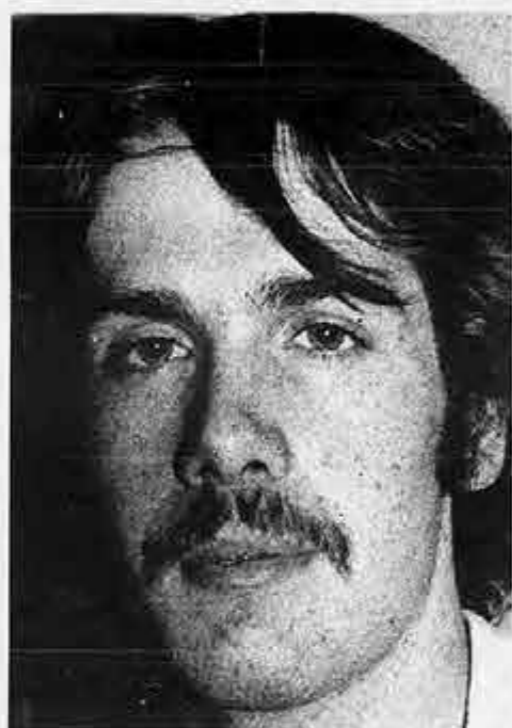
- Able Bodied Seaman (Blue)
- Able Bodied Seaman (Green)

Engine Department

- Fireman-Watertender
- Oiler
- Electrician
- Reefer Engineer
- Deck Engineer
- Junior Engineer
- Pumpman
- Machinist
- Boilermaker
- Tankerman

All Departments

- Lifeboatman



Seafarer Stuart Carter, a 1971 graduate of the Lundeborg School, became the first Steward Department member to attend the Upgrading Center at Piney Point. Seafarer Carter, who graduated from the school's Third Cook Training Program last August, is now upgrading to Second Cook and Baker after sailing six and one-half months as Third Cook.

Upgrading Class Schedule

	Jan. 25	Feb. 8	Feb. 22	March 8	March 22	April 5
LIFEBOAT	x	x	x	x	x	x
ABLE SEAMAN	x		x		x	
QUARtermaster	x		x		x	
FWT		x		x		x
OILER		x		x		x
REEFER			x			x
ELECTRICIAN		x			x	
JR. ENGINEER	x			x		
PUMPMAN	x			x		
DECK ENGINEER	x			x		
MACHINIST	x	x	x	x	x	x
BOILERMAKER	x	x	x	x	x	x
TANKERMAN	x	x	x	x	x	x
DECK MECH.	x	x	x	x	x	x
QMED	x	x	x	x	x	x

... And Honor Roll of SIU Upgraders

The Harry Lundeberg Upgrading Center at Piney Point, Md. recently celebrated its sixth month of operation. Following is the Honor Roll of many of those who, at press time, had successfully completed training at the school.

Russell Rowley, 22, Seattle: Fireman, Watertender, Oiler
 Pedro Gago, 28, Baltimore: Oiler
 Mario Nolasco, 51, New York: Oiler
 Charles Pruitt, 34, Piney Point: Tankerman
 James Fitzgerald, 17, Fireman, Watertender, Oiler
 Richard Bellmore, 19, Norfolk: Fireman, Watertender, Oiler
 Russel Fisher, 18, New York: Fireman, Watertender, Oiler
 Larry White, 22, Piney Point: Fireman, Watertender, Oiler
 Michael Piteris, 51, New York: Deck Engineer
 William Heater, 46, New York: Pumpman, Deck Engineer
 Eugene Gore, 46, New York: Deck Engineer, Reefer, Junior Engineer, Electrician, Machinist
 Allen Batchelor, 60, New York: Deck Engineer, Reefer
 Bryden Dahlke, 57, New York: Deck Engineer, Machinist
 John Copado, 25, Piney Point: Fireman, Watertender, Oiler
 Paul Kerney, 18, New York: Fireman, Watertender, Oiler
 Kevin Conkin, 21, New York: Deck Engineer, Pumpman, Junior Engineer, Reefer, Electrician
 James Hart, 55, San Francisco: Deck Engineer, Reefer
 Stan Gondzar, 51, Baltimore: Pumpman, Junior Engineer, Machinist, Boiler-maker
 Charles McCue, 43, New York: Deck Engineer
 Ronald Shaw, 22, New York: Deck Engineer, Junior Engineer, Reefer, Electrician, Pumpman, Machinist, Boilermaker
 Herb Spencer, 24, San Francisco: Reefer, Deck Engineer
 William Burgess, 33, Piney Point: Fireman, Watertender, Oiler, Deck Engineer, Pumpman
 S. Simpson, 25, New York: Reefer, Electrician, Pumpman, Deck Engineer, Junior Engineer, Machinist
 Patrick Rogers, 43, New York: Reefer
 Clarence Hemby, New York: Reefer, Pumpman
 Robert Prater, 22, New York: Reefer
 Perry Ellis, 25, Texas: Electrician
 Guy Campanella, 19, New York: Fireman, Watertender, Oiler
 Gerald Nixon, 22, Piney Point: Fireman, Watertender, Oiler
 Joseph McGauley, 35, San Francisco: Reefer, Electrician
 Robert Ohler, 22, Florida: Reefer, Fireman, Watertender, Oiler, Pumpman, Deck Engineer
 R. McDonald, 24, New York: Reefer, Junior Engineer, Deck Engineer, Machinist, Pumpman, Boilermaker
 Svend Hommen, 50, New York: Reefer, Electrician, Pumpman, Deck Engineer
 Larry Hayes, 27, New York: Reefer, Electrician, Deck Engineer, Junior Engineer, Boilermaker, Machinist
 James Smitko, 32, New York: Pumpman, Fireman, Watertender, Oiler, Deck Engineer, Junior Engineer, Boilermaker, Machinist
 Lee J. Rogers, 40, Baltimore: Tankerman, Machinist
 Cosimo Melpignano, 44, New York: Electrician
 Anthony Novak, 49, New Orleans: Pumpman, Deck Engineer, Reefer, Junior Engineer
 Earl Rogers, 41, Baltimore: Deck Engineer, Junior Engineer
 Robert Trainor, 24, New York: Able Seaman
 Julio Bermudez, 39, Florida: Lifeboat, Able Seaman
 Charles Pruitt, 34, Piney Point: Lifeboat, Able Seaman
 Jess Etheridge, 27, Piney Point: Lifeboat, Able Seaman
 Dan Hamilton, 27, Philadelphia: Lifeboat

Kamin Lambertson, 20, Piney Point: Able Seaman
 Patrick Knox, 19, Mobile: Able Seaman
 James Wilkerson, 19, Mobile: Lifeboat, Able Seaman
 Steward Marshall, 44, Philadelphia: Lifeboat
 Carl Johnson, 33, Norfolk: Lifeboat, Able Seaman
 Dyrell Davis, 19, Texas: Lifeboat, Able Seaman
 John Parker, 29, Florida: Lifeboat, Able Seaman
 Monte Grimes, 20, San Francisco: Able Seaman
 Elex Cary, 39, New York: Lifeboat, Able Seaman
 Scott Myhre, 20, San Francisco: Able Seaman
 Tom Kilbride, 24, New York: Able Seaman
 John Alden, 49, Florida: Quartermaster
 Mosel Myers, 20, New York: Able Seaman
 Oscar Wiley, 33, San Francisco: Lifeboat, Able Seaman
 Frank Bermudez, 23, New York: Able Seaman
 Christos Psanis, 38, New York: Quartermaster
 Jan Kolodziej, 62, New York: Quartermaster
 William Bellinger, 48, Texas: Lifeboat
 Arthur Mallory, 35, Florida: Lifeboat, Able Seaman
 Jean Morris, 29, California: Lifeboat, Pumpman, Deck Engineer
 Trawn Gooch, 20, Baltimore: Able Seaman
 Thomas Minton, 20, Florida: Lifeboat, Able Seaman
 Billie Mason, 41, Florida: Lifeboat, Able Seaman
 John Trout, 26, Baltimore: Able Seaman
 Tim Thomas, 20, New York: Able Seaman
 Pier-Angelo Poletti, 31, New York: Quartermaster
 Hans Jacobsen, 63, Florida: Quartermaster
 George Tamlin, 36, New York: Quartermaster
 R. Tomaszewski, 38, New York: Machinist, Deck Engineer, Reefer, Electrician, Boilermaker, Jr. Engineer
 Imro Salomons, 47, New York: Electrician, Reefer, Deck Engineer, Jr. Engineer, Boilermaker, Machinist
 Ursel Barber, 21, New York: Electrician, Reefer, Deck Engineer, Boilermaker, Jr. Engineer, Pumpman
 Exequiel Liwag, 44, Norfolk: Fireman, Watertender, Oiler, Pumpman, Jr. Engineer, Deck Engineer
 Jose Vazquez, 19, New York: Fireman, Watertender, Oiler, Reefer, Electrician, Pumpman, Deck Engineer
 Williard Verzone, 21, Alabama: Fireman, Watertender, Oiler, Reefer, Pumpman, Deck Engineer
 Rocco Tomeo, 44, New York: Fireman, Watertender, Oiler, Reefer, Pumpman, Deck Engineer, Electrician, Jr. Engineer
 George Elot, 46, New York: Deck Engineer, Jr. Engineer, Pumpman, Machinist
 Buren Elliott, 69, Norfolk: Fireman, Watertender, Oiler
 John Lyons, 51, New York: Deck Engineer, Electrician, Reefer, Tankerman, Machinist, Boilermaker
 John Kirk, 41, California: Reefer, Electrician, Deck Engineer, Jr. Engineer, Machinist, Boilermaker
 W. Chancey, 31, Florida: Pumpman, Deck Engineer
 Everett Richman, 42, Florida: Boilermaker
 John Hoppe, 47, Baltimore: Fireman, Watertender, Deck Engineer, Jr. Engineer, Reefer, Pumpman, Machinist, Boilermaker
 John Hastings, 20, California: Oiler
 Joseph DiSanto, 46, Boston: Reefer

Here's How to Apply

Training at the Lundeberg Upgrading Center, Piney Point, Md., is a continuing process. Classes begin every two weeks according to the schedule on Page 12.

Under a new U.S. Coast Guard ruling, graduates of the Harry Lundeberg School will be able to qualify for upgrading with reduced seetime. Those wishing to upgrade to AB need only 8 months seetime as ordinary seaman. Those wishing to upgrade to FWT, and Oiler need only 3 months seetime as a wiper.

Ratings	HLS Graduate	All others
AB	8 mos. O.S.	12 mos. O.S.
FWT, Oiler	3 mos. wiper	6 mos. wiper
All other QMED	6 mos. wiper	6 mos. wiper

In order to process all applicants as quickly as possible it is necessary that each applicant enclose with his application:

- 4 passport photographs (full face).
- Merchant Marine personnel physical examinations using USCG form CG-719K given by either U.S.P.H.S. or S.I.U. Clinic. Those applicants already holding a rating other than wiper in the engine department or AB do not require a physical.

• Sub-chapter B of the United States Coast Guard regulations state that the officer wishing certification as a Tankerman "shall furnish satisfactory documentary evidence to the Coast Guard that he is trained in, and capable of performing efficiently, the necessary operation on tank vessels which relate to the handling of cargo." This written certification must be on company stationery and signed by a responsible company official.

• Only rooms and meals will be provided by Harry Lundeberg School. Each upgrader is responsible for his own transportation to and from Piney Point. No reimbursement will be made for this transportation.

Name Age

Home Address S.S. #

Mailing Address Book #

Phone

Ratings Now Held

What Rating Interested In

Dates Available to Start

HLS Gradues: Yes..... No..... Lifeboat Endorsement Yes..... No.....

Record of Seetime:	Date of Shipment	Date of Discharge
Ship	Rating Held	
.....
.....
.....

Return completed application to the attention of:
 Mr. Robert Kalmus
 Director of Vocational Education
 Harry Lundeberg School
 Piney Pt., Md. 20674

ANNUAL REPORT

For the fiscal year ended April 30, 1972

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.

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

For Year Beginning May 1, 1971 and Ending April 30, 1972

ASSETS¹

Item	End of Prior Year	End of Reporting Year
1. Cash	\$ 116,942.60	\$ 86,860.80
2. Receivables:		
a. Contributions: (See Item 18)		
(1) Employer (See attachment)	—0—	275,131.97
(2) Other (Specify)		
b. Dividends or experience rating refunds		
c. Other (Specify) (See attachment)	1,743.89	3,518.90
3. Investments: (Other than real estate)		
a. Bank deposits at interest and deposits or shares in savings and loan associations	100,000.00	450,000.00
b. Stocks:		
(1) Preferred		
(2) Common		
c. Bonds and debentures:		
(1) Government obligations:		
(a) Federal	55,000.64	55,000.64
(b) State and municipal		
(2) Foreign government obligations		
(3) Nongovernment obligations	408,000.00	—0—
d. Common Trusts:		
(1) (Identify)		
(2) (Identify)		
e. Subsidiary organizations (See Instructions) .. (Identify and indicate percentage of ownership by this Plan in the subsidiary)		
(1) See attachment	% 100	
(2)	%	
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	—0—	718.24
c. Other (Specify) See attachment	—0—	1,080.57
8. Total Assets	\$ 681,687.13	\$ 872,311.12

LIABILITIES

9. Insurance and annuity premiums payable	\$	\$
10. Unpaid claims (Not covered by insurance)	—0—	271,227.00
11. Accounts payable (See attachment)		
12. Accrued expenses	—0—	73,523.27
13. Other liabilities (Specify) See attachment	122.80	6,281.61
14. Reserve for future benefits (See attachment)	681,564.33	521,279.24
15. Total Liabilities and Reserves	\$ 681,687.13	\$ 872,311.12

¹The 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.

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

Item		
1. Contributions: (Exclude amounts entered in Item 2)	\$1,406,066.14	
(a) Employer		
(b) Employee		
(c) Other (Specify)		
(d) Total Contributions	\$1,406,066.14	
2. Dividends and Experience Rating Refunds from Insurance Companies		
3. Investment Income:		
(a) Interest	27,664.00	
(b) Dividends		
(c) Rents		
(d) Other (Specify)		
(e) Total Income from Investments	27,664.00	
4. Profit on disposal of investments		
5. Increase by adjustment in asset values of investments		
6. Other Additions: (Itemize)		
(a) Interest income from delinquent contributors	596.81	
(b) Adjustment to fund balance re change in accounting method	5,543.06	
(c) Total Other Additions	6,139.87	
7. Total Additions	\$1,439,870.01	

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		\$1,159,147.24
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, fee, etc.)		
11. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, Hospitals, Doctors, etc.)		64,700.40
12. Administrative Expenses:		
(a) Salaries	\$ 116,593.78	
(b) Allowances, Expenses, etc.	7,589.75	
(c) Taxes	7,952.50	
(d) Fees and Commissions	20,744.75	
(e) Rent	12,027.29	
(f) Insurance Premiums	467.70	
(g) Fidelity Bond Premiums	271.33	
(h) Other Administrative Expenses (Specify) See attachment	145,460.36	
(i) Total Administrative Expenses	311,107.46	
13. Loss on disposal of investments		
14. Decrease by adjustment in asset values of investments		
15. Other Deductions: (Itemize)		
(a) Provision for contributions deemed doubtful of collection	65,200.00	
(b)		
(c) Total Other Deductions	65,200.00	
16. Total Deductions	\$1,600,155.10	

RECONCILEMENT OF FUND BALANCE

17. Fund Balance (Reserve for Future Benefits at Beginning of Year)	\$ 681,564.33
18. Total Additions During Year (Item 7)	1,439,870.01
19. Total Deductions During Year (Item 16)	1,600,155.10
20. Total Net Increase (Decrease)	(160,285.09)
21. Fund Balance (Reserve for Future Benefits) at end of Year (Item 14, Statement of Assets and Liabilities) See attachment	\$ 521,279.24

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, 1972

Deductions from Fund Balance

Page 6—Item 12(h)

Other Administrative Expenses

Postage, express and freight	\$ 1,813.26
Telephone and telegraph	3,054.98
Equipment rental	6,682.79
Miscellaneous	481.00
Repairs and maintenance	1,068.99
Dues and subscriptions	330.72
Stationery, printing and supplies	9,918.03
Employee benefits	29,261.04
Tabulating service	74,447.68
Microfilm	346.70
Outside temporary office help	653.15
Miscellaneous Trustees meetings expense	3.95
New Jersey and New York Disability Insurance expense	3,384.17
Miscellaneous collection expense	52.50
Office improvements	27.48
New York State Insurance Department examination fee	1,103.49
Information booklets	12,703.30
Depreciation of furniture, fixtures and equipment	127.13
	\$145,460.36

(Continued on Page 20)

Environmental Case Settled

Work on Supertankers Continues on Schedule

The federal court case that could have stopped construction of two 225,000 ton Seatrain supertankers and halted the employment of over 2,000 members of the SIU affiliated United Industrial Workers Union, was settled favorably for these workers on Jan. 8 in U.S. District Court, Washington, D.C.

The court action was brought against Seatrain Shipbuilding Corporations supertankers in the former Brooklyn Navy Yard and other tankers throughout the country by the Environmental Defense Fund which had contended that the new vessels might present an environmental hazard.

Work Continues

The settlement reached in Washington keeps "all work currently on the boards" intact, according to lawyers for the SIU and the UIW. Neither union was named as a defendant in the case, but each entered a brief because of the grave threat to the livelihood of UIW workers at the shipyard.

Lawyers for the EDF agreed that all present work on tankers in this country should be allowed to continue.

Before any future work is awarded, however, it will have to go through the National Environmental Policy Act, the law under which construction on the tankers could have been stopped.

Union attorneys said that EDF recognized the great damage that would be done if work was to stop on tankers now being built. In the former Brooklyn Navy Yard alone more than 2,000 UIW workers would have lost

their jobs as well as countless other workers who are now connected with the building of these two 225,000 DWT supertankers.

Construction Defended

The original action against the supertankers was taken by EDF in late 1972 and was quickly answered by the UIW and SIU. Affidavits defending the building of these tankers were submitted by Frank Drozak, SIU vice president and national director of the UIW; Ralph Quinonez, UIW Assistant Regional Director, and Peter McGavin, executive secretary of the Maritime Trades Department of the AFL-CIO, of which the SIU and UIW are a part.

A statement explaining the uniqueness of the Commerce, Labor and Industry Corporation of Kings (CLICK) in the community was also submitted by its chairman of the board Steven Korsen.

Among the points stressed in the unions' defense of the supertankers were the following:

- The great hardships that would be brought upon workers and their dependents by the loss of jobs.
- The potential ineffectiveness of the injunction since foreign tankers carry 96 percent of U.S. oil and pose much more of an environmental threat to this country's waters than American ships.
- The existence of the Marine Environmental Act of July, 1972 which sets up controls to protect U.S. waters against pollution.



Seafarer Peter Arthurs, who is working on a book about the sea and the men he has sailed with, confers with Lundeberg School Librarian Gladys Siegel during his recent visit to Piney Point. The Lundeberg Library, which is available to all Seafarers, contains a wide selection of materials to assist in upgrading, as well as a rich source of research materials on maritime labor, the merchant marine, and the most complete record of the history of the Seafarers International Union.

HLS Library Expanded; Offers Wide Selection

The core of any high school library is the materials that support the curriculum. At the Harry Lundeberg School, the curriculum requires vocational as well as academic materials, and the library provides for this in its maritime collection. The library also meets the demands of a basic high school collection, and in this respect it excels in supporting the school's unique and highly successful GED program.

Beyond this, the HLS Library is a pleasant, comfortable place to study and carry on research—research which in some areas can be pursued at no other library in the world. Besides the high school materials, the library houses maritime and union historical documents, many of them rare and unique.

Unique Feature

One of the more unique features of the Lundeberg Library is its collection of union journals, documents and meeting minutes dating back to the 1880s. Retired and active seamen, professional researchers and other interested readers utilize these materials, some of which are rare originals and unavailable anywhere else.

Recently, Dr. Phillip Ross of the University of Buffalo spent two weeks at the library compiling information for a book he is writing on the history of union hiring halls. And, Peter Arthur, a 20-year veteran seafarer, spent much of his recent vacation at the school researching union journals for background information on a book he plans to write.

Teachers, staff members, trainees and upgraders all use the library freely. Head Librarian Mrs. Gladys E. Siegel, who completed her undergraduate work at Goddard College, and Library Science at the University of Maryland, welcomes all entering trainees to the library at an informal orientation session and informs them of the materials and services available.

Communication Goal

Mrs. Siegel stresses the library's desire to establish strong lines of com-

munication with individual students to learn of their needs, and encourages suggestions for improving the services.

An active inter-library loan system with public and college libraries in Maryland, and numerous requests from students for special reading material, indicates that communication between the students and the library is indeed open.

Keeping pace with new developments in library services, developing broader library collections, and effectively managing a vital library requires participation in workshops and seminars, and visits to other libraries. During the past year, Mrs. Siegel attended the Annual Conference of the American Library Association in Chicago, participated in a library management seminar for selected library administrators at the University of Maryland, met with the chief archivist of the State Historical Society of Wisconsin, visited the library facilities at the U.S. Merchant Marine Academy at Kings Point, and attended the annual Baker & Taylor New Books Preview, and the annual exhibit of the National Microfilm Association.

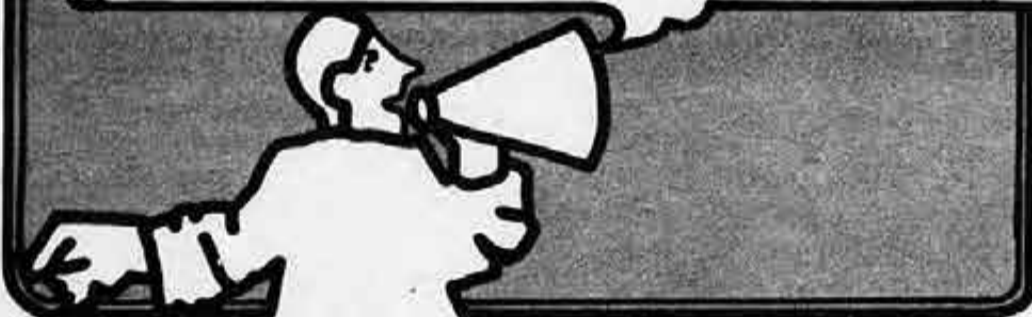
Best Facilities

In addition to its reading materials, the HLS Library also has an expanding audio-visual department which provides a variety of 16 mm sound films, film strips slides, records and TV tapes for the academic and vocational programs.

A barge has recently been renovated as a library annex which will house the archival and rare book collections, some of which will be micro-filmed. Building the library's maritime and archival collections, and making them available to researchers and writers, will provide an impetus for new and exciting contributions to maritime literature, and will encourage seafarers to write realistic accounts of life at sea.

Mrs. Siegel is assisted in her work by Zenaida Martinez, who completed her undergraduate work at the University of St. Thomas in Manila, and Mrs. Leona Ryan.

WHAT THEY'RE SAYING



Some historians will tell you the first American unionists were the Philadelphia shoemakers (from 1794-1806). Actually the first union belongs to the maritime workers.



Blanton Jackson

In 1636 on Richmond Island off the coast of Maine fisherman joined together in the first recorded strike in history of this country. The first big strike of American merchant seaman for higher wages came in the Port of Philadelphia in 1779. The sailing ships of that day were beautiful, but often broke up in high seas. A voyage in those days often took two years or longer. Seafarers died of disease, scorching heat and freezing cold. Still the seafarers survived and became the cause of the war in 1812, when British seized American seaman off American vessels at sea.

Seafarers had a diet of salt pork and bread made from potato peelings. He slept in a 72 cubic foot of space. Just a wooden planking for a bunk. For most of the crew the work day was 14 hours long. In 1957 Paul Hall became the President of the SIU, following the death of Harry Lundeberg. The SIU was created in 1938. Mr. Hall has brought us up to the Maritime Act of 1970.

At Piney Point the SIU has the best upgrading school in maritime for personnel. Every SIU member can finish his high school or upgrade to a higher paying job.

1972 TAX INFORMATION FOR SEAFARERS



April 16, 1973, is the deadline for filing Federal income tax returns. As is customary at this time of year, the SIU Accounting Department has prepared the following detailed tax guide to assist SIU men in filing their returns on income earned in 1972.

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 you are:

	And your gross income is at least:
Single or are a widow or widower, and are under 65	\$2,050
Single or are a widow or widower, and are 65 or older	2,800
Single, can be claimed as a dependent on your parent's return, and have taxable dividends, interest, or other unearned income	750
Married filing jointly, living together at end of tax year (or at date of death of husband or wife), both are under 65	2,800

Married filing jointly, living together at end of tax year (or at date of death of husband or wife), one is 65 or older

3,550

Married filing jointly, living together at end of tax year (or at date of death of husband or wife,) both are 65 or older

4,300

Married filing separate return, or married, but not living together at end of tax year

750

A person with income from sources within U.S. possessions

750

Self-employed and your net earnings from self-employment were at least \$400

If income tax was withheld even though you are not required to file a return, you should file to get a refund.

When To File

Tax returns have to be filed by April 16, 1973. However, the April 16 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 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 1972, you are considered married for the entire year. If you are divorced or legally separated on or before the end of 1972, you are considered single for the entire year.

(Continued on Page 17)

Your 1972 Tax Form

Many Seafarers will need only short Form 1040A or Form 1040 in filing their 1972 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 \$200, and for interest income in excess of \$200;
- 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;
- Schedule SE for reporting net earnings from self-employment; and
- Form 1040-SE for making estimated tax payments.

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 Household and Dependent Care Services;
- 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;

IRS will figure your tax if your income on line 17 is \$20,000 or less, was only from wages, salary and tips, dividends, interest, pensions and annuities, and you want to take the standard deduction.

All you do is:

1. Place your name and address label on your return, or fill in name, address, and social security number. Also fill in occupation. On a joint return, show names, numbers and occupations of both husband and wife.

2. Fill in lines 1 through 17, lines 19, 21, 23, 24, and 26 if necessary. Answer the foreign accounts question and fill in lines 33 and 34.

3. On a joint return, show husband's and wife's income separately on the dotted line to the left of the line 17 entry space.

4. Sign your return. Both husband and wife have to sign a joint return.

5. File on or before April 15, 1973.

We will then figure your tax and send you a refund check if you paid too much or bill you if you did not pay enough.

Note: If you have a retirement income credit, we will figure that also. Just attach Schedule R after you have answered the question for columns A and B, and filled in lines 2 and 5. Then write RIC on line 19 of Form 1040.

Also, if you want to participate in the presidential election campaign fund dollar "check-off" attach Form 4875. There are three new features (provided by law) in the 1972 individual income tax returns we want to call to your attention. The first is "revenue sharing." This is a system for sharing Federal money with the states and cities. Give all the information asked for on lines 33 and 34 of Form 1040.

The second feature is the new tax credit for political contributions made in 1972. This credit is limited to \$12.50 (\$25 if a joint return). If it applies to you, the credit should be claimed on line 59 of the return. Instead of the credit, you may claim an itemized deduction for political contributions made in 1972. The deduction is limited to \$50 (\$100 if a joint return).

The third feature is the presidential election campaign fund dollar "check-off." This optional feature enables taxpayers to designate \$1 of their taxes (\$2 if a joint return, to go the political party of their choice or to a general fund to support political parties. Form 4875, Presidential Election Campaign Fund Statement, should be attached to your return if you wish to do this. If you do not wish to earmark money for this purpose, do not file Form 4875. If you file Form 4875, IRS will separate it from your return for processing.

Who May Use Short Form 1040A

You may use Short Form 1040A if all your income in 1972 was from wages, salaries, tips, etc., and not more than \$200 in dividend income or \$200 in interest income, and you do not itemize your deductions.

Who May NOT Use Short Form 1040A

File Form 1040 instead of Short Form 1040A if:

- you received more than \$200 in dividend or \$200 in interest income

- you had income other than wages, tips, dividends and interest

- you received \$20 or more in tips in any one month, and you did not fully report these tips to your employer

- your Form W-2 shows uncollected employee tax (social security tax) on tips

- you have
 - a retirement income credit
 - an estimated tax credit
 - an investment credit
 - a foreign tax credit
 - a credit for Federal tax on special fuels—nonhighway gasoline and lubricating oil, or
 - a credit from a regulated investment company

- you choose the benefits of income averaging
- you (1) could be claimed as a dependent on your parent's return, (2) had dividend or interest income, and (3) your total income (amount that would otherwise be shown on line 14, Short Form 1040A) is more than \$8,666 (\$4,333 if married and filing separately)

- your wife (husband) files a separate return and itemizes deductions. Disregard this exception if you are married, but don't consider yourself married for tax purposes because (1) you had not lived with your husband (wife) at any time during the tax year, (2) you furnished more than half the cost of maintaining your home for the year, and (3) your child or stepchild lived in that home for more than six months of the year and can be claimed by you as a dependent

- you received capital gain dividends or non-taxable distributions (return of capital)

- you claim a deduction for business expenses as an outside salesman or for travel for your job

- you claim a sick pay exclusion

- you claim a moving expense deduction because you changed jobs or were transferred

- you are a railroad employee or employee representative and claim credit for excess hospital insurance benefits taxes paid. (See Form 4469)

- You had, at any time during the taxable year, an interest in or signature or other authority over a bank, securities, or other financial account in a foreign country (except in a U.S. military banking facility operated by a U.S. financial institution)

- you are a nonresident alien (in this case file Form 1040NR); or, were married to a nonresident alien at the end of the year.

1972 TAX INFORMATION FOR SEAFARERS



(Continued from Page 16)

If your wife or husband died during 1972 you are considered married for the entire year. Generally in

Note: If you move to a new address after filing your return and you are expecting a refund, be sure to file a change of address with the post office where you moved from. Unless you do this, the post office cannot send your check on to your new address.

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.

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 \$750 for himself, \$750 for his wife, an additional \$750 if he is over 65 and another \$750 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 \$750 exemption for her.

In addition a taxpayer can claim \$750 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 \$750 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 \$750 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 \$468 of Social Security (FICA) tax was withheld from the wages of either you or your wife because one or both of you worked for more than one employer, you may claim the excess over \$468 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 are entitled to claim an adjustment for the sick pay exclusion. 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 1973 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 (line 52(b)) or Itemize Your Deductions (line 52(a))?

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 17). (If married filing separately, use one-half of the following dollar amounts. And be sure to use only the total of your own deductions.)

If line 17 is less than \$8,667 and you itemized deductions are less than \$1,300, find your tax in Tax Tables 1-12 which give you the benefit of the standard deduction. If your deductions exceed \$1,300, itemize them.

If line 17 is between \$8,667 and \$13,333 and your itemized deductions are over 15 percent of line 17, itemize them. If under 15 percent of line 17, take the standard deduction.

If line 17 is over \$13,333 and your itemized deductions are over \$2,000, itemize them. If they are \$2,000 or less, 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, medical 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.

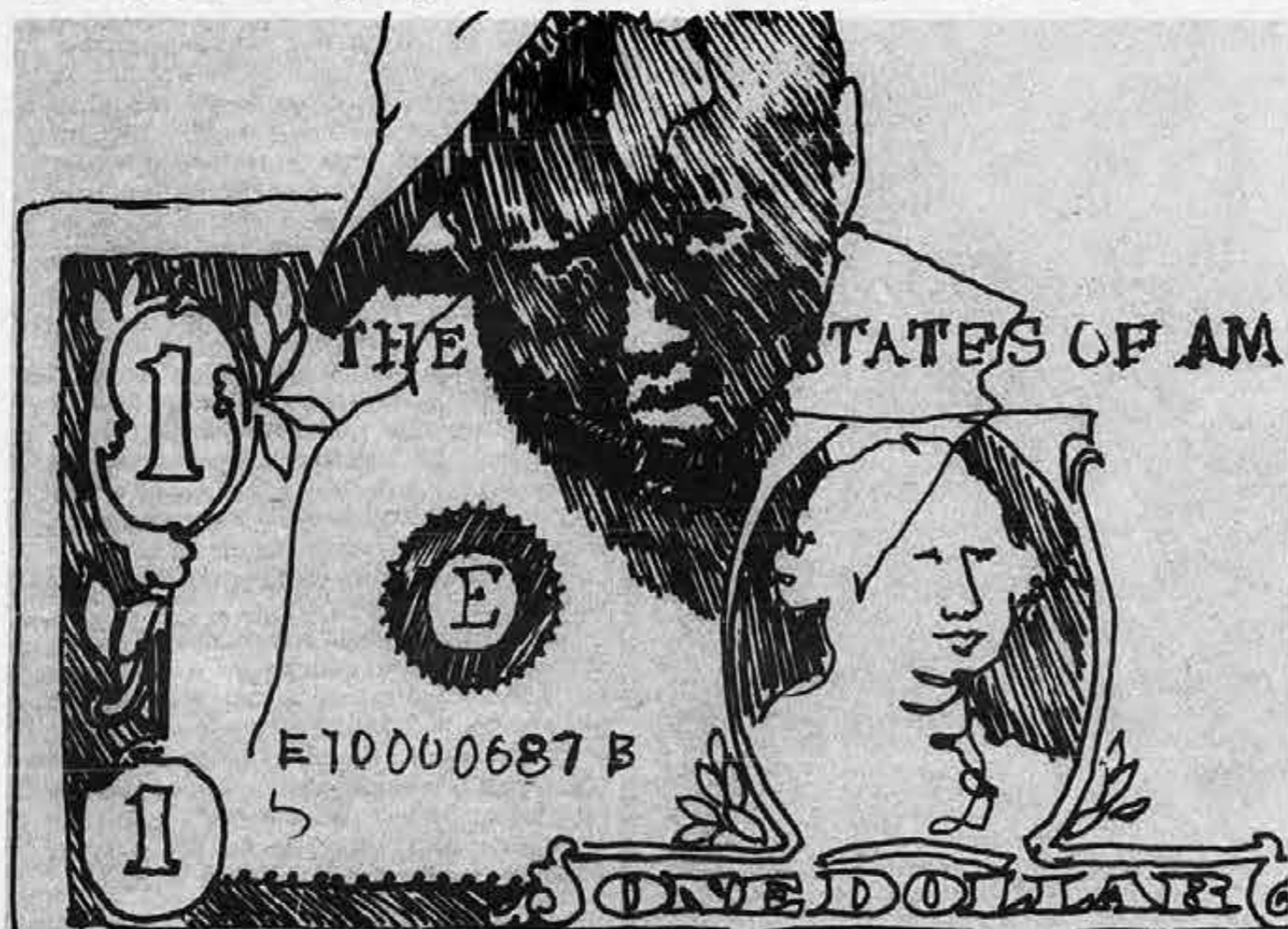
Care of Children and Other Dependents

You may be able to deduct up to \$400 for each month of expenses you paid for the care of a qualifying individual (see next paragraph) or for household services. These expenses must have been incurred so that you (and your wife (husband) if married) could work or find work. Self-employment is considered to be work for the purpose of this deduction.

The expenses, whether for the care of a qualifying individual or for household services, are not deductible unless a qualifying individual lived in your home as a member of your family. The following persons are qualifying individuals:

(1) Any child under 15 years old who can be claimed as an exemption.

(Continued on Page 18)



1972 TAX INFORMATION FOR SEAFARERS



(Continued from Page 17)

(2) A dependent who could not care for herself (himself) because of mental or physical illness. This must be a person you could claim as an exemption except for the fact that she (he) received more than \$750 income.

(3) Your wife (husband) who could not care for herself (himself) because of mental or physical illness.

If your adjusted gross income (line 17), Form 1040) was more than \$18,000, you have to reduce your monthly expenses by dividing one-half of the amount over \$18,000 by 12 (number of months in your taxable year). For example, if your adjusted gross income was \$20,400, you would reduce your monthly expenses by \$100 ($\$20,400 \text{ less } \$18,000 \div 2 = \$1,200 \div 12 = \100). If you were married for all or part of the year, be sure to take into account the adjusted gross income of both you and your wife (husband) for the time you were married.

Use Form 2441 to figure your deduction and attach the completed form to your return. Enter your deduction on line 31, Schedule A.

Union Dues

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

Casualty or Theft Loss(es)

If you had property that was stolen or damaged by fire, storm, car accident, shipwreck, etc., you may be able to deduct your loss or part of it. In general, Schedule A can be used to report a casualty or theft loss. On property used only for personal purposes you can deduct only the amount over any insurance or other reimbursements plus \$100 (if a husband and wife owned the property jointly but file separate returns, both have to subtract \$100 from their part of the loss).

Reporting Your Income

You have to report all income in whatever form received (money, property, services, etc.), unless it is exempt. Examples are given below.

Examples of Income You Must Report:

Wages, salaries, bonuses, commissions, fees, and tips.

Dividends.

Earned income from sources outside U.S. (See Form 2555.)

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 businesses and professions.

Your share of profits from partnerships and small business corporations.

Pensions, annuities, endowments.

Supplemental annuities under the Railroad Retirement Act (but not regular Railroad Retirement Act benefits).

Profits from the sale or exchange of real estate, securities, or other property.

Rents and royalties.

Your share of estate or trust income.

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.

Embezzled or other illegal income.

Examples of Income You Do Not Report:

Disability retirement payments and other benefits paid by the Veterans Administration.

Dividends on veterans' insurance.

Life insurance sums received at a person's death.

Workmen's compensation, insurance, damages, etc., for injury or sickness.

Interest on certain State and municipal bonds.

Federal social security benefits.

Gifts, money or other property you inherited or that was willed to you.

Insurance repayments that were more than the cost of your normal living expenses if you lost the use of your home because of fire or other casualty (repay-

ment of the amount you spent for normal living expenses must be reported as income).

Combat pay.

Declaration of Estimated Tax

Every citizen of the United States or resident of the United States, Puerto Rico, Virgin Islands, Guam and American Samoa shall make a declaration of his (her) estimated tax if his (her) total estimated tax is \$100 or more and he (she):

(1) Can reasonably expect to receive more than \$500 from sources other than wages subject to withholding; or,

(2) Can reasonably expect gross income to exceed—

(a) \$20,000 for a single individual, a head of a household, or a widow or widower entitled to the special rates;

(b) \$20,000 for a married individual entitled to file a joint declaration with his wife (her husband), but only if his wife (her husband) has not received wages for the taxable year;

(c) \$20,000 for a married person living apart from husband or wife.

(d) \$10,000 for married individual entitled to file a joint declaration with his wife (her husband), but only if both he (she) and his wife (her husband) have received wages for the taxable year; or,

(e) \$5,000 for a married individual not entitled to file a joint declaration with his wife (her husband). See Form 1040-ES for details.

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, 1971, paying off in January, 1972, would have all the five months' earnings appear on his 1972 W-2 even though his actual 1972 earnings might be less than those in 1971.

There are ways to minimize the impacts of this situation. For example, while on the ship in 1971, the Seafarer undoubtedly took draws and may have sent allotments home. These can be reported as 1971 income.

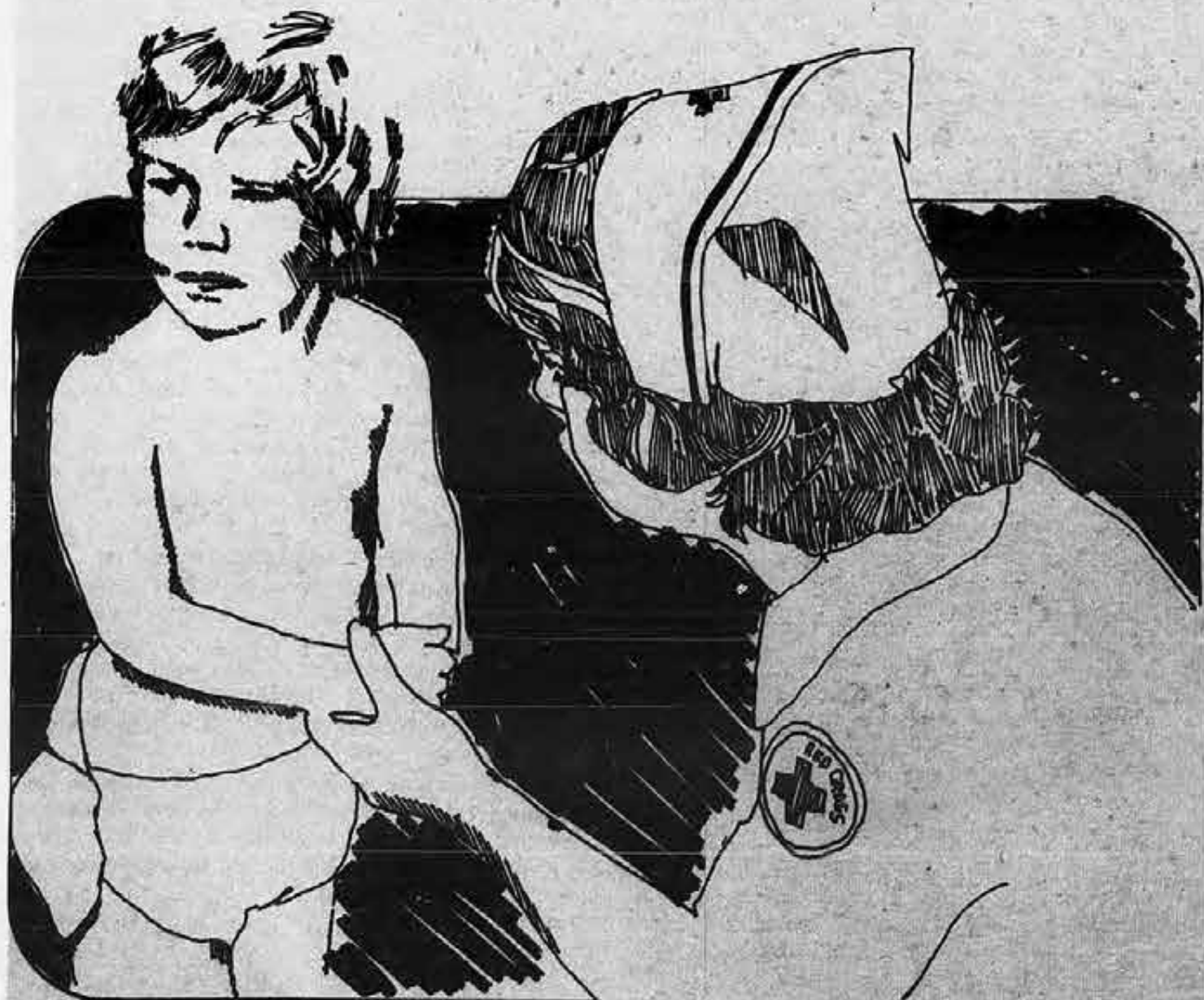
Unfortunately, this raises another complication. The seaman who reports these earnings in 1971 will not have a W-2 (withholding statement) covering them. He will have to list all allotments, draws and slops on the tax return and explain why he doesn't have a W-2 for them. Furthermore, since no tax will have been withheld on these earnings in 1971, 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 1972 W-2. The seaman then, on his 1972 return would have to explain that he had reported some of his earnings in 1971 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.





TRANSPANAMA (Hudson Waterways), July 2—Chairman Herbert Leake; Secretary J. B. Harris; Deck Delegate George Schmidt; Engine Delegate F. R. Clarke; Steward Delegate A. J. Serise. Disputed OT in deck department. Everything else is fine. Vote of thanks to the steward department for a job well done.

COMMANDER (Marine Carriers), July 8—Chairman Arne Houde; Secretary James Winter; Deck Delegate F. Wherrity; Steward Delegate Joseph Kuma. No beefs were reported. Discussion on the new contract and pension plan.

STEEL VOYAGER (Isthmian), July 2—Chairman Melvin Keefer; Secretary J. W. Sanders. \$32.70 in ship's fund. Everything is running smoothly with no disputed OT. Vote of thanks to the steward department for a job well done.

AMERICAN RICE (American Rice Steamship), Sept. 3—Chairman C. J. Murray; Secretary C. M. Modella; Deck Delegate W. A. Guernsey; Engine Delegate D. Grower; Steward Delegate J. Woods. Some disputed OT in each department. Vote of thanks to steward department for job well done.

DELTA MEXICO (Delta), Aug. 27—Chairman Tony Radich; Secretary B. Guarino. \$360 in movie fund. Some disputed OT in deck and engine departments. Vote of thanks to steward department for job well done.

RAMBAM (American Bulk Carriers), Sept. 16—Chairman J. C. Baudoin; Secretary J. Craft; Deck Delegate A. Fruge; Engine Delegate N. Campos; Steward Delegate J. Cuelles. Few repairs to be taken care of. No disputed OT was reported.

LOS ANGELES (Sea-Land), Aug. 6—Chairman Charles Lee; Secretary Louis Pepper. Some disputed OT in each department. Some repairs still have to be completed. Vote of thanks to all department delegates and to steward department for jobs well done.

BEAUREGARD (Sea-Land), Sept. 3—Chairman Ed Morris; Secretary Ed Morris. Discussion held regarding new contract. Disputed OT to be taken up with boarding patrolman. Request made that long delayed repairs be completed promptly.

TRANSONEIDA (Seatrains), Sept. 10—Chairman L. Fitton; Secretary R. Barker. Few hours disputed OT, otherwise everything is running smoothly. Vote of thanks to the steward department for job well done.

MOBILIAN (Waterman), June 27—Chairman O. R. Ware; Secretary O. Payne; Deck Delegate Donald E. Poole; Engine Department Fred Dicky; Steward Delegate Joseph Hall. \$2 in ship's fund. Some disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done.

TRENT (Verity Marine), Aug. 18—Chairman A. E. Bourgot; Secretary P. L. Shauger; Deck Delegate T. C. Collins; Engine Delegate Ross A. Hardy; Steward Delegate W. Matsoukos. \$17 in ship's fund. Some disputed OT in engine department.

STEEL APPRENTICE (Isthmian), June 18—Chairman F. Charneco; Secretary P. P. Lopez; Deck Delegate Gary L. Hoover; Engine Delegate R. Minix; Steward Delegate G. T. Beloy. \$15 in ship's fund. No disputed OT was reported.

FALCON COUNTESS (Falcon Tankers), Aug. 27—Chairman Joe Richburg; Secretary J. Bartlett. Everything is running smoothly, except for some disputed OT in deck and steward departments. \$7 in ship's fund. Disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done.

STEEL APPRENTICE (Isthmian), Aug. 20—Chairman F. Charneco; Secretary P. P. Lopez; Deck Delegate Gary L. Hoover; Engine Delegate R. Minix; Steward Delegate G. T. Beloy. \$20 in ship's fund. Some disputed OT in each department.

TRANSERIE (Hudson Waterways), Sept. 3—Chairman R. D. Schward; Secretary Louis Cayton. \$15 in ship's fund. Some disputed OT in deck department. Everything else running smoothly.

ANDREW JACKSON (Waterman), Sept. 2—Chairman James Biehl; Secretary Michael Toth. Vote of thanks was extended to Captain Krume Strez for his interest in this vessel's crew. He has been very generous with the slop chest and draws. Vote of thanks to the members of the steward department, especially to cook and baker Eladio Grajales for his wonderfully prepared desserts, pizzas and all pastries. Thanks to chief cook R. Johnson for a job well done.

STEEL APPRENTICE (Isthmian), Sept. 3—Chairman F. Charneco; Secretary P. O. Lopez; Deck Delegate Gary L. Hoover; Engine Delegate R. Minix; Steward Delegate G. T. Beloy. \$24 in ship's fund. Some disputed OT in engine and deck departments.

OVERSEAS VIVIAN (Maritime Overseas), Sept. 3—Chairman John M. Yates; Secretary W. E. Oliver. \$15 in ship's fund. Everything is running smoothly. Vote of thanks to steward department for job well done.

BEAUREGARD (Sea-Land), Aug. 28—Chairman T. Trehern; Secretary E. Harris; Deck Delegate B. Hager; Engine Delegate R. E. Zimmerman; Steward Delegate J. F. Silva. All beefs brought to the patrolman's attention when he was on board. \$57 in ship's fund. Some disputed OT in engine and steward departments.

GATEWAY CITY (Sea-Land), Sept. 3—Chairman L. Rodrigues; W. Nihem. \$7 in ship's fund. Some disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done. The steward department extended a vote of thanks to the deck department for helping to keep the mess-room and pantry clean.

JEFF DAVIS (Waterman), Aug. 27—Chairman James McRae; Secretary H. Durham; Deck Delegate Frank Reynolds; Engine Delegate Edward L. Atkins; Steward Delegate Michael J. Dunn.

AMERICAN VICTORY (Victory Carriers), July 2—Chairman Burton Owen; Secretary Robert W. Ferrandiz. \$22 in ship's fund. Everything is running smoothly. Some disputed OT in deck department.

STEEL APPRENTICE (Isthmian), July 16—Chairman F. Charneco; Secretary P. P. Lopez; Deck Delegate Gary L. Hoover; Engine Delegate R. Minix; Steward Delegate G. T. Beloy. \$5 in ship's fund. Some disputed OT in engine and steward departments.

MOBILIAN (Waterman), Aug. 6—Chairman O. R. Ware; Secretary O. Payne; Deck Delegate Donald Pool; Engine Delegate T. Ballard; Steward Delegate Joseph Hall. \$3 in ship's fund. Some disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done.

STEEL TRAVELER (Isthmian), Aug. 6—Chairman Clarence Pryor; Secretary I. R. Llenos. \$7 in ship's fund. Everything running smoothly. Thanks to steward department for job well done.

RAPHAEL SEMMES (Sea-Land), Aug. 13—Chairman B. Mignano; Secretary D. Hall. Everything is running smoothly. No beefs were reported. Vote of thanks to steward department.

SEATRIN PUERTO RICO (Seatrains), Sept. 7—Chairman J. C. Northcutt; Secretary J. Mophauk. No beefs were reported. Vote of thanks to steward department for job well done.

STEEL NAVIGATOR (Isthmian), Aug. 20—Chairman Bernard Kitchen; Secretary Vasser Szymanski. \$21 in ship's fund. Disputed OT to be taken up with boarding patrolman.

YORKMAR (Calmar), Aug. 27—Chairman E. Hogge; Secretary H. Lanier. No beefs were reported. Voted thanks to steward department for job well done.

FALCON COUNTESS (Falcon Tankers), Aug. 20—Chairman Joe Richburg; Secretary J. Bartlett. Everything is running smoothly. Some disputed OT in each department. A special vote of thanks was extended to the steward department for a job well done.

OVERSEAS ALASKA (Maritime Overseas), Sept. 10—Chairman H. B. Butts; Secretary D. G. Chafin. Everything is running smoothly \$15 in ship's fund.

SIU Ship's Committees



TRANSGLOBE (Hudson Waterways)—Docked at the Military Ocean Terminal in Bayonne, New Jersey after a voyage from Bremerhaven are, from left: H. Green Jr., deck delegate; W. Lewis, educational director; J. McCree Jr., steward delegate; D. C. McLean, secretary-reporter, and R. Marrero, ship's chairman.



CARRIER DOVE (Waterman)—The freightship *Carrier Dove* docked at Port Elizabeth, New Jersey last month after an intercoastal run. From left are: R. Holder, educational director; J. Spirito, chief cook; G. Reynolds, deck delegate, and H. Calloe, engine delegate.



GALLOWAY (Sea-Land)—The SL-7 class containership *Galloway* returned to Port Elizabeth after a voyage to Europe in November. Sailing aboard the "supership" are, from left: J. Keno, secretary-reporter; C. Henry, educational director; E. Tirelli, ship's chairman; P. Rodgers, engine delegate; H. Connolly, steward delegate, and E. Dakin, deck delegate.

Harry S. Truman 1884-1972

Former President Harry S. Truman, who died the morning of Dec. 26 in Independence, Mo. will be remembered by history for many things: most notably, perhaps, for his decision to drop atomic bombs on Japan bringing World War II to an earlier finish.

But, he will also be remembered for his strong personality, his "give 'em hell" attitude, his surprising (to everyone except Truman) defeat of Thomas Dewey, his dismissal of Gen. Douglas MacArthur, his sponsorship of aid to war-torn nations, his reaction to the Russian blockade of West Germany, and his response to the invasion of South Korea by Communist North Korea.

Organized labor will long remember him for his courageous, though unsuccessful, veto of the Taft-Hartley bill.

But, to those involved in the maritime industry, Harry Truman's *Mariner* ship construction program will be remembered most fondly. Initiated in 1951, 35 *Mariners* were built with government funds against the almost unanimous view of the ship operating community that these ships could not be employed in commercial service. The vessels, however, proved to be efficient and profitable: 29 were ultimately sold for private use, five were assigned to the U.S. Navy and one was lost at sea.

(Continued from Page 14)

UNITED INDUSTRIAL WORKERS OF NORTH AMERICA WELFARE FUND

Attachment to U.S. Dept. of Labor Form D-2

Year Ended April 30, 1972

	End of Prior Year	End of Reporting Year
Part IV—Section A—Item 2a—Contributions:		
(1)—Employer		
Contributions receivable		\$340,331.97
Less reserve for contributions doubtful of collection		65,200.00
		\$275,131.97
Part IV—Section A—Item 2c—Other Receivables		
Travel advance	\$ 811.19	\$ 40.60
Interest receivable	6.73	3,310.10
Due from affiliated funds	925.97	168.20
	\$1,743.89	\$ 3,518.90
Part IV—Section A—Item 7c—Other Assets		
Furniture, fixtures and equipment—at cost		\$ 1,271.16
Less accumulated depreciation		\$ 1,080.57
Part IV—Section A—Other Liabilities		
Due to other funds	\$ 122.80	\$ 1,856.61
Estimated liability for future payment of benefits based on participants' accumulated eligibility, arising from hours accumulated	—0—	4,425.00
	\$ 122.80	\$ 6,281.61
Part IV—Section A—Item 14—Reconciliation of Reserve for Future Benefits		
Reserve—May 1, 1971—as previously reported		\$681,564.33

Propeller Club Selects Closing Date, Title for '73 Maritime Essay Contest

Free trips on American-flagships to the Mediterranean, South Africa, Europe, the Orient, the Caribbean and South America; coastal cruises along Atlantic, Gulf and Pacific Coasts; and Mississippi and Ohio River trips are offered to High School students throughout the United States as National Prizes in the 38th Annual Harold Harding Memorial Essay of the Propeller Club of the United States and its member local Propeller Club Ports.

In announcing this year's contest, Mr. Jasper S. Baker, national president, stated "this contest has been held successfully for 37 years to broaden the education of teen-age students in maritime matters of vital importance to our great country. It is specifically designed to acquaint our younger generation with the necessity

for a strong American merchant marine, and marine industry to ensure our economic prosperity and national security."

The theme of the 1972-73 Contest is "The United States Merchant Marine—Assurance of World Markets and Vital Imports." The contest closes March 1, 1973, with National Prize Winners to be announced National Maritime Day, May 22, 1973.

For full details inquiry should be made to local propeller Clubs or to The Propeller Club of the United States, 17 Battery Place, New York, N.Y. 10004. The Propeller Club is a non-profit educational maritime society whose 80 clubs and 12,500 members are devoted to the promotion, furtherance and support of the American merchant marine and its allied and associated industries.

Add: Adjustments for the cumulative effect on prior years of applying retroactively the change in reporting from the cash basis to the accrual basis of accounting	5,543.06
Reserve—May 1, 1971—as adjusted	687,107.39
Less: Excess of expenses over income for the fiscal year end April 30, 1972—accrual basis	(165,828.15)
Reserve—April 30, 1972	\$521,279.24

() Indicates negative figure

Employer trustee:

J. B. Paulsen

Employee trustee:

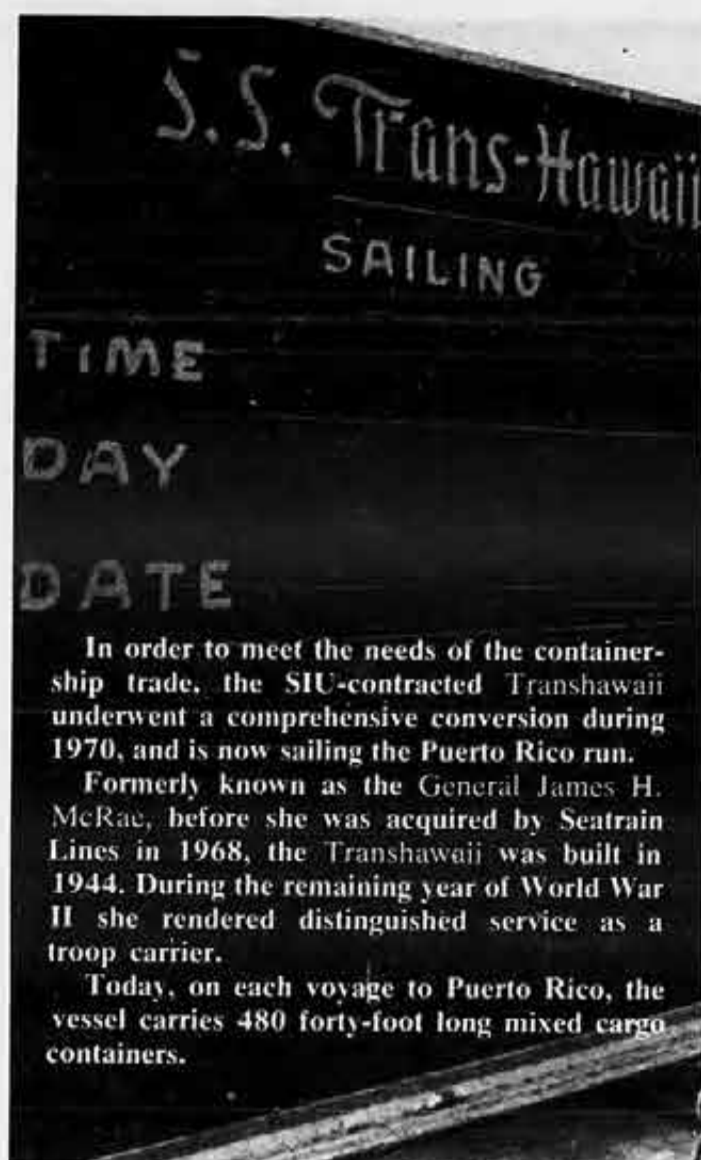
X

Others (Indicate titles):

J. H. ...

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

Number	Amount	December 1-31, 1972	
		MONTH	YEAR TO DATE
SEAFARERS WELFARE PLAN			
ELIGIBLES			
Death	16	16	\$ 44,592.10
In Hospital Daily @ \$1.00	412	412	412.00
In Hospital Daily @ \$3.00	507	507	1,521.00
Hospital & Hospital Extras	20	20	2,289.80
Surgical	3	3	406.00
Sickness & Accident @ \$8.00	7,207	7,207	57,656.00
Special Equipment	1	1	125.00
Optical	231	231	4,691.31
Supplemental Medicare Premiums	1	1	23.00
DEPENDENTS OF ELIGIBLES			
Hospital & Hospital Extras	413	413	75,645.88
Doctors' Visits in Hospital	92	92	2,342.45
Surgical	139	139	16,475.50
Maternity	19	19	3,900.00
Blood Transfusions	4	4	353.00
Optical	186	186	3,528.94
Special Equipment	—	—	—
PENSIONERS & DEPENDENTS			
Death	6	6	18,000.00
Hospital & Hospital Extras	124	124	18,544.98
Doctors' Visits & Other Medical Exp.	144	144	4,194.34
Surgical	18	18	2,477.50
Optical	66	66	1,296.57
Blood Transfusions	1	1	82.50
Special Equipment	2	2	155.00
Meal Books	754	754	7,540.00
Dental	1	1	350.00
Supplemental Medicare Premiums	2,768	2,768	16,260.40
Scholarship Program	11	11	4,689.49
Total Seafarers Welfare Plan	13,146	13,146	287,552.76
Total Seafarers Pension Plan	4,015	4,015	944,248.50
Total Seafarers Vacation Plan	1,504	1,504	633,656.11
Total Welfare, Pension & Vacation	18,665	18,665	1,865,457.37



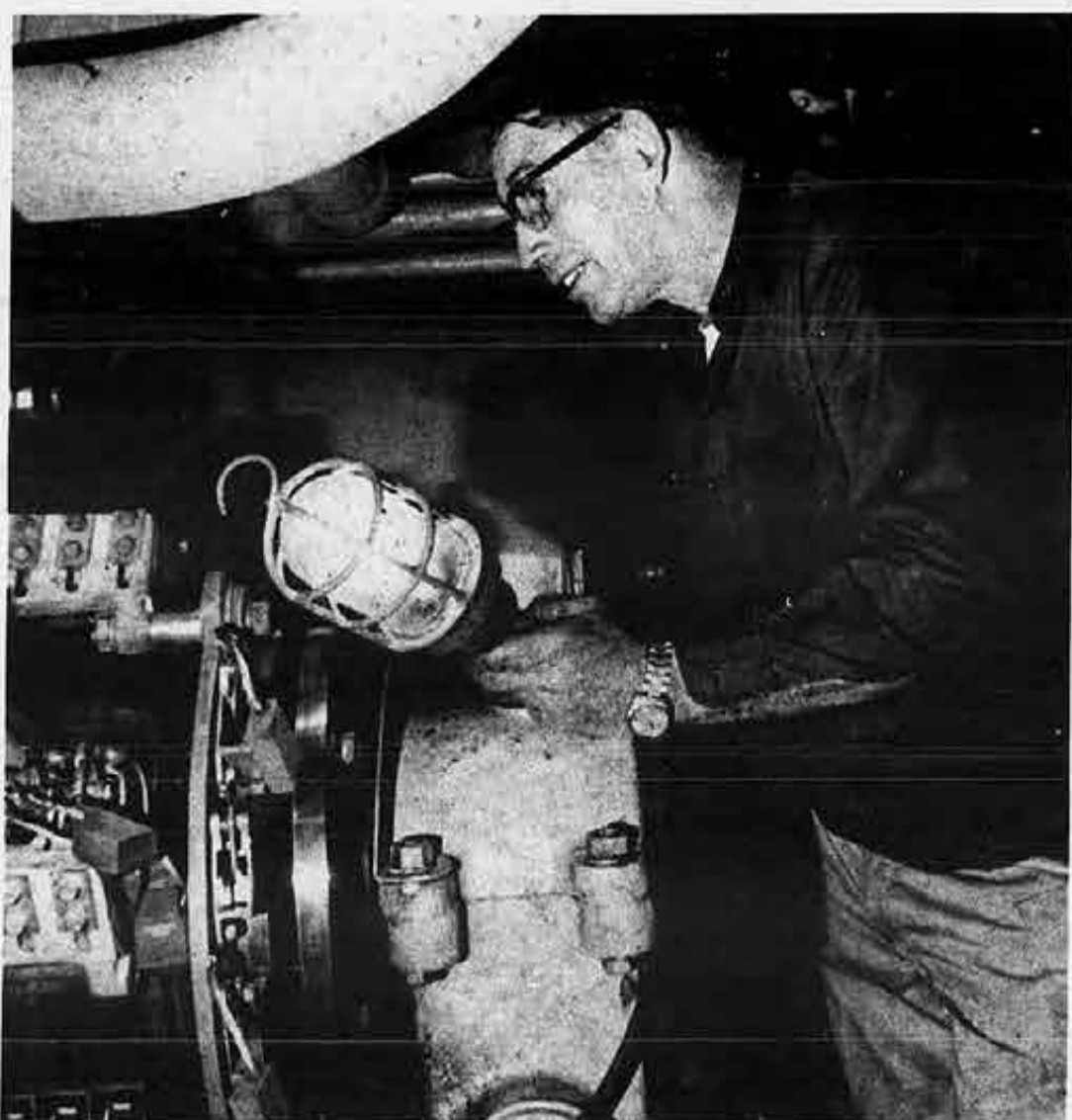
In order to meet the needs of the container-ship trade, the SIU-contracted Transhawaii underwent a comprehensive conversion during 1970, and is now sailing the Puerto Rico run.

Formerly known as the General James H. McRae, before she was acquired by Seatrain Lines in 1968, the Transhawaii was built in 1944. During the remaining year of World War II she rendered distinguished service as a troop carrier.

Today, on each voyage to Puerto Rico, the vessel carries 480 forty-foot long mixed cargo containers.



Deck delegate Chester Allen (right) discusses some union business concerning his department with SIU Patrolman Ted Babkowski.



Second Electrician John Tucker sets to the task of cleaning the ship's main generator aboard the *Transhawaii*.



Oiler Frank Lee has discovered an "instant sauna" as he cleans and changes the engine's burner rods.

Contract-Signing Power for Young People Raise Host of Potential Financial Problems

By Sidney Margolius
Consumer Expert

The lower majority-age laws enacted in about half of the states in the past two years, and being considered in most others, will affect family financial matters in some significant ways.

Most people think of these new laws chiefly as having reduced the voting age. But these laws also lower the age at which youngsters can enter into contracts to 18 from the present 21 (in most cases), including contracts to buy cars and make other costly purchases.

In some states, the new laws also reduce to 18 the age that young people can marry without parental consent. This change affects mostly boys but in some states girls, too.

The present alcohol-purchase age which has been 21 in most states also has been reduced to 18 or at least 19 in over one-third of the states. Several

states that recently reduced the majority age for voting and for entering into contracts still withheld the right to buy beer and liquor under 21. Now authorities are worried that 16- and 17-year olds will try to pass as 18 just as 19- and 20-year olds often passed as 21 under the old laws.

Financially Risky

Like the lower drinking ages, some of the other new "rights" may seem less than beneficial to many parents. In several states—Michigan, West Virginia and New Jersey, for example—18-year olds now can bet at racetracks.

But the most far-reaching and financially risky of the new "rights" for 18-year olds is the right to enter into contracts. Even under the age-21 laws, young people often have been the main victims of high-pressure used-car dealers. One state official who is very concerned about the financial problems that can flow from

the new laws is Joseph Marciano, Chief of the Division of Consumer Affairs of the Rhode Island Consumers' Council.

Marciano points out that the right to enter installment contracts makes it possible for youths to buy cars without having a parent sign. This opens up a new market for the car industry. But Marciano is concerned that dealers may take advantage of inexperienced young buyers by trying to sell them cars in poor condition or more expensive than they can afford.

Lane Breidenstein, President of the Detroit Better Business Bureau, also has warned that in states where youngsters under 21 are now legally responsible for their purchases, they and their families need to realize their responsibilities.

"When you sign your name on the dotted line, you are legally binding yourself to meet all the terms of the contract," warns Breidenstein. "It is important you know the full amount your purchase will cost; how much you must pay each month, and what can happen if you fail to make a monthly payment."

Once signed, a contract cannot be changed or cancelled unless the other party agrees.

Understand Terms

What can happen in case of failure to meet payments, of course, is that the car will be repossessed and the unfortunate young buyer may also be liable for a deficiency judgment for the difference between what he owes and the small amounts that the finance company may recover on reselling the car.

Youngsters buying cars, and many oldsters too, should realize that "as is" in a contract means that the buyer has no guarantee that what he pur-

chases will work. What you see is what you get, the Detroit BBB warns. Even the word "guaranteed" means nothing when used by itself. A contract should specify in writing exactly what is guaranteed and for how long.

Marciano's concerns about contracts in relation to inexperienced buyers does not mean that he is against the lower majority age laws. But he does feel that consumer education in the schools now is needed more urgently than ever to teach young people their new rights and responsibilities.

One safeguard is that banks and other reputable lenders are going slow on granting credit to youngsters without a parent's endorsement, even in states where 18-year olds are now eligible for such transactions. Too, many young people 18 to 20 already are self-supporting and financially mature.

Trust Fund Control

While families in general are getting accustomed to the new status of 18- to 20-year olds, friction may occur where parents are reluctant to concur in children's new legal rights, Marciano observes.

Michigan Attorney General Frank J. Kelley pointed out a possible new advantage for parents from this change. Parents are now free from the financial responsibility for the contracts of children of and after age 18.

Another question raised by the new majority laws is the effect on the Gifts to Minors Acts. All states have such laws permitting parents to make gifts to children of securities (or cash, too, in most states) while retaining control over the account until the child is 21. The advantage of such simple trusts is that the parent saves taxes since the income from the trust is taxable to the child.

Personals

Ronald J. Fluker

Please contact Mrs. Phyllis Horton as soon as possible at 1441 68th Avenue, Oakland, California.

John Levassuir

Please contact Mrs. Daniel Levassuir as soon as possible at 108 Bucks Hill Road, Waterbury, Connecticut.

Mike Piskin

Please contact your old sparring partner, Georgie Pulignano at 6514 Keystone Street, Philadelphia, Pa. 19135.

Shipmates of Norman Longtine

Seafarer Norman Longtine would like to hear from some of his old shipmates. You may contact him at 2107 East Chapman Avenue, Filleston, California 92631.

Richard V. Gelling

Please contact your wife or your mother as soon as possible at 655 Geary Street, San Francisco, California 94102.

Carl Amundsen Jr.

Please contact The Salvation Army at 675 Seminole Avenue N.E. P.O. Box 5236, Atlanta, Georgia 30307.

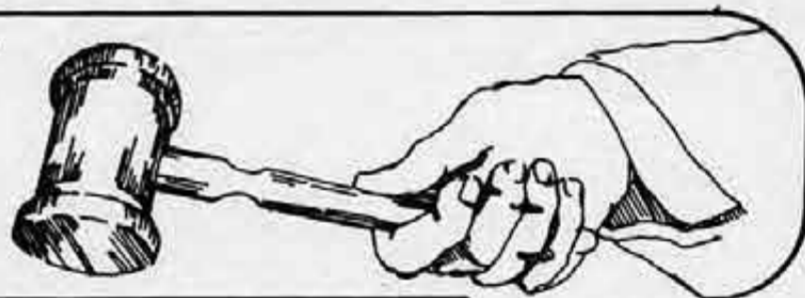
Harold C. Will

Please contact your daughter, Diane as soon as possible at 2563 Collins Road, Fort Lauderdale, Florida 33312.

Mohamed Jibrin

Please contact Jim Robinson of the Boccardo Law Firm at 1 California Street, San Francisco, California 94111, or call collect at 415-391-3700.

Know Your Rights



FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed audit by Certified Public Accountants every three months, which are to be submitted to the membership by the Secretary-Treasurer. A quarterly finance committee of rank and file members, elected by the membership, makes examination each quarter of the finances of the Union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

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

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

Earl Shepard, Chairman, Seafarers Appeals Board
275-20th Street, Brooklyn, N.Y. 11215

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

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

EDITORIAL POLICY—SEAFARERS LOG. The Log has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960, meetings in all constitutional ports. The responsibility for Log policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

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

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. The SIU publishes every six months in the Seafarers Log a verbatim copy of its constitution. In addition, copies are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer

is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

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

SEAFARERS POLITICAL ACTIVITY DONATION—SPAD. SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including but not limited to furthering the political, social and economic interests of Seafarer seamen, the preservation and furthering of the American Merchant Marine with improved employment opportunities for seamen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the Union or of employment. If a contribution is made by reason the above improper conduct, notify the Seafarers Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. Support SPAD to protect and further your economic, political and social interests, American trade union concepts and Seafarer seamen.

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

An SIU Christmas

Once again Seafarers, their families and friends gathered together to share a holiday meal at Christmas dinners the union sponsored in ports around the world.

The merriment of Christmas spread its cheer in union halls as old friends renewed acquaintances and shared a bountiful feast provided by the SIU.

In the next few pages, the smiles on the faces of the SIU members and their families display the good fellowship of Christmas in the Brotherhood of the Sea.



Seafarer Willie Walker and his family are all smiles during the Christmas party in New Orleans.

New Orleans



Pensioner A. Eusebio lends a helping hand to the young lady in the Port of New Orleans.

Baltimore



"All I want for Christmas is my can of Coke" says the tiny son of UIW member William Tales.



Seafarer Antonio Dos Santos brought the whole gang along to the festivities at the Christmas dinner in the Port of Baltimore.

New York



In New York, from the left, the Barbers, the Seibels and friends, Nanette Hess and Barbara Legros, have a good time.



Connie Roasaly, 5 years old, and her 7-year-old sister, Robin, enjoyed the festive Christmas party in the Port of New York.

Seattle



Seafarer Gus Skendelas who sails as Chief Steward enjoyed Christmas day with his family in the Port of Seattle.

Christmas Dinners Enjoyed in Many SIU Ports

Boston



Seafarer Philip Salowsky (left) and Pensioner Charles Duncan took part in the Christmas festivities in the Boston hall.



Able Zeaman Al Lewakowski and his family got together with shipmates and friends at the Boston Christmas dinner.



SIU Member Pat Bourgeois and his new bride decided to spend their day with fellow Seafarers and families in Boston.

Duluth



Oiler Roger Kaarto, who sails aboard the *Kinsman Voyager*, is shown holding his grandson, Michael, at the Port of Duluth Christmas party.



Mrs. Lester LePage, wife of deceased Seafarer LePage, holds twin granddaughters, Linda and Lisa at Duluth Christmas party.

Wilmington



Seafarer Joseph King and his family enjoy their Christmas dinner in the SIU Hall in the Port of Wilmington.



Seafarer Billy Scott and his wife, Jeannie, were among the many couples at the Wilmington dinner.

Christmas With the SIU



Here are nine beautiful reasons why the family of Seafarer Yaswant Somani had a Merry Christmas at the dinner in the Port of Norfolk.

Norfolk



The tiniest member of the John Cartos family (lower right) peeped out at the Christmas party in the Port of Norfolk.

San Francisco



Brother Jack Andrews and family celebrate Christmas at the gathering in the Port of San Francisco.



Seafarer Louis Chapetta and wife, Itsucko, were just two of many who spent an enjoyable Christmas day in San Francisco.

Frankfort



Seafarer Ed Wards' family grabs for the goodies at the Christmas dinner in the Port of Frankfort.



Retired Cabinmaids Ellen Gaines and Myrna Summers enjoyed their Christmas together at the dinner in the Port of Frankfort.

Union Brothers Bring Christmas Joy to Hospitalized Seafarers

Because of the mobile nature of a Seafarer's life, a prolonged stay in the hospital can mean separation from family and friends who may live across the country or even around the world. This can be a very trying experience — especially during the holiday season when everyone desires to be close to their loved ones.

On Christmas day, in keeping with a tradition established with the founding of the SIU, union officials in many ports

visited the USPHS hospitals in an effort to spread some holiday cheer among the many Seafarers laid up by sickness or injury.

In the Port of New York, SIU representatives paid their annual Christmas visit to the USPHS hospital on Staten Island. Each Seafarer received \$25 in cash and a carton of cigarettes of his choice—but more importantly they were assured they had not been forgotten by their union brothers.



Representative Dwyer wishes Brother Ed Velez a Merry Christmas on behalf of the entire SIU. Seafarer Velez sails as ordinary seaman.



SIU Representative Dwyer tries to brighten the day for 2nd cook Paul McConnell. Brother McConnell sails on the Great Lakes.



SIU representative John Dwyer plays Santa Claus for Seafarer Feliciano Resto at the USPHS hospital on Staten Island.



Seafarer James Stover accepts his gift of \$25 cash from representative Dwyer at the USPHS hospital on Staten Island.



A group of Seafarers cheerfully display their presents at the USPHS hospital on Staten Island. Standing, from the left, are Brothers G. Guzman, D. Lyles, W. Hardin, SIU representative John Dwyer, J. Rewt, and G. Vernardis. Seated are P. Latorre, N. Zerros, W. Teller, and H. Jacobs.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

DECEMBER 1-31, 1972

DECK DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	5	5	8	5	3	6	4
New York	111	23	66	21	17	153	26
Philadelphia	19	5	6	10	0	26	14
Baltimore	63	19	34	16	5	77	17
Norfolk	23	6	9	10	0	29	9
Jacksonville	29	25	32	21	0	38	15
Tampa	6	3	5	1	0	5	3
Mobile	43	10	23	3	2	69	10
New Orleans	103	25	61	28	15	167	45
Houston	63	31	45	35	6	77	86
Wilmington	27	16	18	9	0	32	27
San Francisco	95	82	82	70	1	134	59
Seattle	40	34	20	28	3	58	31
Totals	627	284	409	257	52	871	346

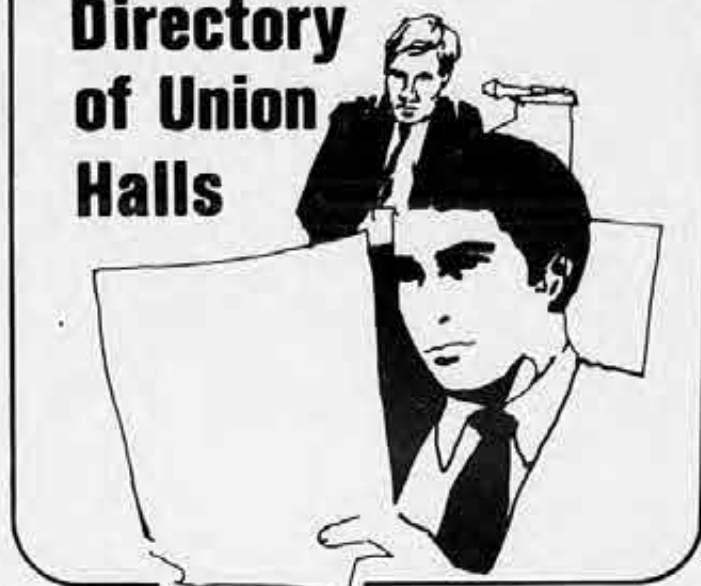
ENGINE DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	3	3	4	0	4	2
New York	85	46	57	38	18	122	50
Philadelphia	13	5	4	4	0	19	13
Baltimore	52	32	24	24	2	83	15
Norfolk	14	7	5	7	1	25	7
Jacksonville	14	25	12	28	0	14	10
Tampa	0	3	5	4	0	7	3
Mobile	20	9	12	10	1	43	17
New Orleans	81	31	46	39	10	135	63
Houston	55	32	52	43	26	86	94
Wilmington	13	17	5	7	0	25	26
San Francisco	77	79	57	76	3	125	67
Seattle	21	26	19	20	4	27	33
Totals	447	315	301	304	65	715	400

STEWARD DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	11	2	4	1	1	5	2
New York	171	109	61	92	18	130	122
Philadelphia	10	5	9	3	0	22	7
Baltimore	34	17	19	9	6	40	21
Norfolk	9	14	14	11	3	15	20
Jacksonville	22	8	14	9	1	21	8
Tampa	6	3	7	2	0	5	3
Mobile	38	9	15	7	1	52	7
New Orleans	50	17	28	32	10	125	14
Houston	51	22	28	15	31	81	70
Wilmington	9	11	8	3	0	23	20
San Francisco	81	62	49	61	8	92	27
Seattle	19	10	13	9	6	31	20
Totals	511	289	269	254	85	642	341

Directory of Union Halls



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

PRESIDENT
Paul Hall

SECRETARY-TREASURER
Joe DiGiorgio

EXECUTIVE VICE PRESIDENT
Cal Tanner

VICE PRESIDENTS

Earl Shepard Lindsey Williams

Frank Drozak Paul Drozak

HEADQUARTERS675 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) 842-4716

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

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

CLEVELAND, Ohio1420 W. 25th St. 44113
(216) MA 1-5450

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

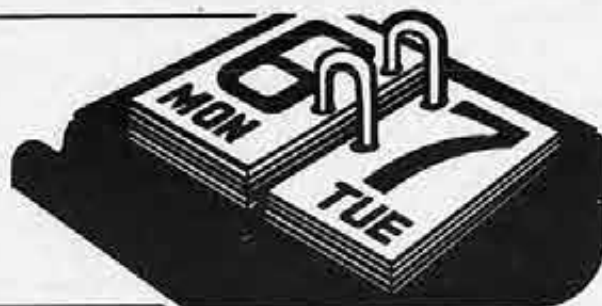
TAMPA, Fla.312 Harrison St. 33602
(813) 229-2788

TOLEDO, Ohio935 Summit St. 43604
(419) 248-3691

WILMINGTON, Calif.450 Seaside Ave.
Terminal Island, Calif. 90731
(213) 832-7285

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

MEMBERSHIP MEETINGS' SCHEDULE



Port	Date	Deep Sea	IBU	UIW
New York	Feb. 5	2:30 p.m.	—	7:00 p.m.
Philadelphia	Feb. 6	2:30 p.m.	5:00 p.m.	7:00 p.m.
Baltimore	Feb. 7	2:30 p.m.	5:00 p.m.	7:00 p.m.
Detroit	Feb. 9	2:30 p.m.	7:30 p.m.	—
†Houston	Feb. 12	2:30 p.m.	5:00 p.m.	7:00 p.m.
New Orleans	Feb. 13	2:30 p.m.	5:00 p.m.	7:00 p.m.
Mobile	Feb. 14	2:30 p.m.	5:00 p.m.	7:00 p.m.
San Francisco	Feb. 15	2:30 p.m.	—	—

Great Lakes Tug and Dredge Section

†Sault Ste. Marie	Feb. 15—7:30 p.m.
Chicago	Feb. 13—7:30 p.m.
Buffalo	Feb. 14—7:30 p.m.
Duluth	Feb. 16—7:30 p.m.
Cleveland	Feb. 16—7:30 p.m.
Toledo	Feb. 16—7:30 p.m.
Detroit	Feb. 12—7:30 p.m.
Milwaukee	Feb. 12—7:30 p.m.

Railway Marine Region

Philadelphia	Feb. 13—10 a.m. & 8 p.m.
Baltimore	Feb. 14—10 a.m. & 8 p.m.
*Norfolk	Feb. 15—10 a.m. & 8 p.m.
Jersey City	Feb. 12—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.	



New SIU Pensioners



Theodore T. Harris, 63, is a life-long resident of Mobile, Ala. He joined the union in that port in 1938. Brother Harris sailed in the steward department.



Ambrose A. Magdirila, 65, is a native of the Philippine Islands and now resides in San Francisco. Brother Magdirila joined the SIU in 1942 in the Port of Philadelphia and sailed in the steward department.



Monserrate Saliva, 65, joined the union in 1944 in the Port of New York. He is a life-long resident of Ponce, Puerto Rico. Seafarer Saliva sailed in the deck department.



Garvis F. Hudson, 54, joined the SIU in the Port of Mobile in 1951. A native of Mississippi, he now makes his home in Mobile. Seafarer Hudson sailed in the engine department.



Theodore R. Maples, 69, joined the SIU in 1947 in the Port of Mobile, Ala. Born in Wilmer, Ala., he is now a resident of Crichton, Ala. Seafarer Maples sailed in the engine department.



Joseph L. Sheahan, 66, is a life-long resident of Rose Bush, Michigan. He joined the SIU in 1956 in the Port of Lake Charles, La. and sailed in the engine department. Brother Sheahan served in the U.S. Navy during World War II.



Bullard Jackson, 66, is a native of North Carolina and now resides in Norfolk, Va. He joined the SIU in the Port of Tampa and sailed in the engine department. Brother Jackson served in the U.S. Army during World War II.



Daniel T. McGovern, 56, is a life-long resident of New Orleans. Brother McGovern joined the union in the Port of New York in 1951 and sailed in the engine department.



Edgar K. Vaher, 65, is a native of Estonia and now makes his home in Bergenfield, N.J. He joined the union in the Port of Boston in 1945 and sailed in the deck department.



Oskar F. Kala, 66, is a native of Estonia and now makes his home in Mattapan, Mass. Brother Kala joined the union in the Port of New York in 1941 and sailed in the engine department.



Felipe Quintayo, 64, joined the SIU in 1947 in the Port of New York. He is a native of the Philippine Islands and now makes his home in Saraland, Ala. Brother Quintayo sailed in the steward department.



Julian T. Lelinski, 64, joined the union in the Port of San Francisco in 1949. Born in Pittsburgh, Pa., he now resides in Hollywood, Florida. Brother Lelinski sailed in the steward department.



Raymon Moran, 65, is a native of Peru and now makes his home in Santruce, Puerto Rico. Brother Moran joined the union in the Port of New York in 1939 and sailed in the engine department.



Trinidad Navarro, 63, joined the SIU in 1939 in the Port of New York and sailed in the deck department. He is a life-long resident of Santruce, Puerto Rico. Brother Navarro has been sailing for over 40 years.



John R. Michaelis, 65, joined the SIU in the Port of New York in 1938. A native of Brooklyn, he now makes his home in New Bedford, Mass. Brother Michaelis sailed in the engine department.

Pensioners Receive First Checks in New York, Port Arthur



Seafarers Karl Treimann and John Efstathiou, both now pensioners, receive their first monthly pension checks from SIU Representative George McCartney at the November membership meeting.



Port Arthur SIU Agent Isiah A. Gibson presents first IBU pension check to Sam Mitten as Pensioners Mark Conrad (left) and Cornelius Higginbotham (right) look on. Conrad and Higginbotham had retired earlier from the IBU.



New SIU Pensioners



Manuel Rial, 55, was born in Spain and now makes his home in Brooklyn, N.Y. He joined the union in the Port of New York in 1943 and sailed in the engine department.



Percy Thompson, 67, is a life-long resident of New Orleans, La. He joined the Union there in 1947 and sailed in the steward department.



Paul L. Brien, 68, is a native of Massachusetts and now makes his home in Texas City, Texas. He joined the union in 1950 in the Port of New York and sailed in the engine department. Brother Brien had been sailing for 30 years when he retired.



Juan L. Rios, 48, joined the union in 1943 in the Port of New York and sailed in the steward department. He is a life-long resident of Levittown Catano, Puerto Rico.



John Ullis, 65, is a native of Estonia and now makes his home in New York City. He joined the union in 1942 in the Port of New York and sailed in the deck department.



Leoncio O. Bumatay, 65, joined the union in the Port of New York in 1947. A native of the Philippine Islands, he now makes his home in New Orleans. Brother Bumatay sailed in the steward department.



Conrad D. Shirley, 65, is a native of Virginia and now resides in Gerrardstown, W.Va. He joined the union in 1944 in the Port of Baltimore and sailed in the steward department.



Luther E. Wing, 58, joined the SIU in 1938 in the Port of Mobile, Ala., and sailed in the deck department. He was born in Mississippi and now resides in Prichard, Ala.



Amado Feliciano, 65, is a native of Puerto Rico and now makes his home in New Orleans. He joined the SIU in 1944 in the Port of New York and sailed in the steward department.



Woodrow W. Perkins, 59, is a native of North Carolina and now makes his home in New Orleans, La. He joined the union there in 1946 and sailed in the steward department.



Albert Yip, 68, is a native of China and now makes his home in San Francisco, Cal. He joined the union in the Port of New York in 1951 and sailed in the steward department. Brother Yip is a World War II veteran of the Marine Corps.



Wilbur L. Fowler, 66, joined the SIU in 1938 in the Port of Philadelphia and sailed in the engine department. A native of New Jersey, he is Brother Fowler served in the U.S. Navy for 14 years from 1924 to 1938, now a resident of Keyport, N.J.

Legal Aid

Following is a list of attorneys to whom Seafarers with legal problems may turn in various port cities. The Seafarer need not choose the recommended attorneys, and this listing is intended for information purposes only.

The initial list of recommended counsel throughout the United States is as follows:

New York—Schulman, Abarbanel & Schlesinger
1250 Broadway, New York, N.Y.
10001
(212) 279-9200

Boston, Mass.—Patrick H. Harrington
56 N. Main Street, Bennett Bldg.
Fall River, Mass.
(617) 676-8206

Baltimore, Md.—Berenholtz, Kaplan, Heyman, Engelman
1845 Maryland National Bldg.
Baltimore, Md. 21204
(301) Lex. 9-6967

Tampa, Fla.—Hardee, Hamilton & Douglas
101 East Kennedy Blvd.
Tampa, Florida
(813) 223-3991

Mobile, Ala.—Simon & Wood
1010 Van Antwerp Bldg.
Mobile, Alabama
(205) 4334904

New Orleans, La.—Dodd, Hirsch, Barker & Meunier
711 Carondelet Bldg.
New Orleans, La.
(504) Ja. 2-7265

Houston, Texas—Combs & Archer
Suite 1220, 811 Dallas St.
Houston, Texas
(713) 228-4455

Los Angeles, Cal.—Bodle, Fogle, Julber, Reinhardt & Rothschild
5900 Wilshire Blvd.,
Suite 2600
Los Angeles, Cal.
(213) 937-6250

San Francisco, Cal.—Jennings, Gartland & Tilly
World Trade Center
San Francisco, California
(415) Su. 1-1854

Seattle, Wash.—Vance, Davies & Roberts
Rm. 425, North Towers
100 W. Harrison Plaza
Seattle, Wash.
285-3610

Chicago, Ill.—Katz & Friedman
7 South Dearborn Street
Chicago, Ill.
(312) An. 3-6330

Detroit, Mich.—Victor G. Hanson
15929 West Seven Mile Road
Detroit, Mich.
(313) Ver. 7-4742

St. Louis, Mo.—Gruenberg & Souders
721 Olive St.
St. Louis, Missouri
(314) Central 1-7440

Baltimore Pensioner



SIU Representative Ben Wilson (left) presents UIW member Richard Ott, Sr. with his first monthly pension check in the Port of Baltimore, Md.



Final Departures



John J. Guard, 57, passed away August 29, 1972 after a short illness. A native of New Jersey, he was a resident of San Francisco at the time of his death. He joined the union in 1955 in the Port of San Francisco, and sailed in the deck department. Brother Guard was buried at All Souls Cemetery in Long Beach, Calif. Among his survivors is his wife, Urma.



Robert O. Smith, 51, passed away after a long illness November 15. A native of Akron, Ohio, he was a resident of Bessemer City, N.C. at the time of his death. Seafarer Smith joined the SIU in 1947 in the Port of New York and sailed in the engine department. He served in the U.S. Air Force during World War II. Among his survivors is his sister, Pearl.



Harry W. Reisaner, 59, died of heart disease October 21. He was a native of Minneapolis, Minn. and resided in Houston, Texas at the time of his death. He served in the U.S. Air Force during World War II. Brother Reisaner joined the union in 1953 in the Port of New York and sailed in the steward department. He was buried at the Veterans Administration Cemetery in Houston. Among his survivors is his sister, Florence.



Wilson Davis, 49, passed away suddenly June 12, 1972 of a heart attack, while serving aboard the *SS Chicago* off the coast of Japan. A native of Mobile, Ala., Brother Davis joined the union there in 1944, and sailed in the steward department. He was a resident of Oakland, Calif., at the time of his death. Among his survivors is his mother, Daisy, and his daughter, Fannie.



Lloyd D. Erickson, 52, died on November 20 of heart disease. He was a life-long resident of Liberty Grove, Wis. He joined the SIU in the Port of Detroit in 1960 and sailed on the Great Lakes. Brother Erickson served in the U.S. Navy during World War II. He was buried at Little Sister Cemetery in Sister Bay, Wis. Among his survivors is his wife, Emma Jane.



SIU Pensioner **William J. Freeman, 72**, passed away October 11 after a long illness. Born in Jacksonville, Florida, he was a resident of Toledo, Ohio at the time of the death. He joined the union in 1960 in the Port of Detroit and sailed in the steward department. Brother Freeman had sailed on the Great Lakes for over 30 years. He was buried at Toledo Memorial Park in Sylvania, Ohio. Among his survivors is his son, William.



SIU Pensioner **Clifford Brissett, 73**, passed away November 21 after a short illness, at the USPHS Hospital in Baltimore. Born in the British West Indies, he was a resident of Baltimore at the time of his death. He joined the SIU in that port in 1939 and sailed in the steward department. Brother Brissett was buried at Arbutus Memorial Park in Baltimore. Among his survivors is his wife, Dorothy.



Andrew L. Oliver, 49, lost his life November 30 while serving aboard the *Overseas Joyce*. A native of Ohio, he was a resident of Houston at the time of his death. Brother Oliver joined the union in the Port of New York in 1944 and sailed in the engine department. He was buried at Veterans Administration Cemetery in Houston. Among his survivors is his sister, Peggy.



SIU Pensioner **Arloe D. Hill, 64**, passed away December 3 after a long illness. Born in Elk Creek, Nebraska, he resided in Long Beach, Cal. at the time of his death. He joined the SIU in 1951 in the Port of San Francisco and sailed in the steward department. Brother Hill served in the U.S. Army from 1930-1933. Among his survivors is his daughter, Janice.



John D. Cavanagh, 21, was killed in a highway accident October 18. Brother Cavanagh was a graduate of the Harry Lundeberg School. He joined the SIU in 1970 in the Port of New York and sailed in the engine department. He was buried at Old Tappan Cemetery in Old Tappan, N.J. He is survived by his father, Norman, his mother, Emma, and his brother, Dennis.



SIU Pensioner **William E. Lane, 63**, died of heart disease February 27. He was a resident of Hinton, W.Va. at the time of his death. He joined the SIU in the Port of New York in 1947 and sailed in the engine department. Brother Lane served in the U.S. Calvary from 1926-1932. He was buried at Crickmer Cemetery in Rainelle, W.Va. Among his survivors is his wife, Elva.



Robert M. Chartrand, 46, passed away November 8. He was a resident of Brimely, Michigan at the time of his death. Brother Chartrand joined the union in the Great Lakes Port of Sault Ste. Marie in 1961 and sailed in the deck department. He served in the Army during World War II. Among his survivors is his wife, Dorothy.



Charles A. Capo, 23, passed away October 15. He was a life-long resident of Brooklyn, N.Y. Brother Capo was a graduate of the Harry Lundeberg School. He joined the SIU in 1971 in the Port of New York and sailed in the steward department. He was buried at the Long Island National Cemetery in Pinelawn, N.Y. Among his survivors is his mother, Rose.



Lewis Williamson, 58, passed away November 27 after a long illness. A native of Lindale, Georgia, he resided in New Orleans at the time of his death. He joined the SIU in 1948 in the Port of Galveston and sailed in the deck department. Brother Williamson was buried at St. Bernard Memorial Gardens in Chalmette, La. Among his survivors is his wife, Elizabeth.



SIU Pensioner **Angelo Phillips, 65**, passed away November 17. A native of Greece, he was a resident of Baltimore at the time of his death. He joined the SIU in that port in 1967 and sailed in the deck department. Among his survivors is his sister, Angela of Piraeus, Greece.

Last Rites Held at Sea



Shipmates pay their last respects to the late Seafarer Arloe D. Hill aboard the *SS Jacksonville* on December 13. It was Brother Hill's last request to be buried at sea, the place he loved and knew so well.

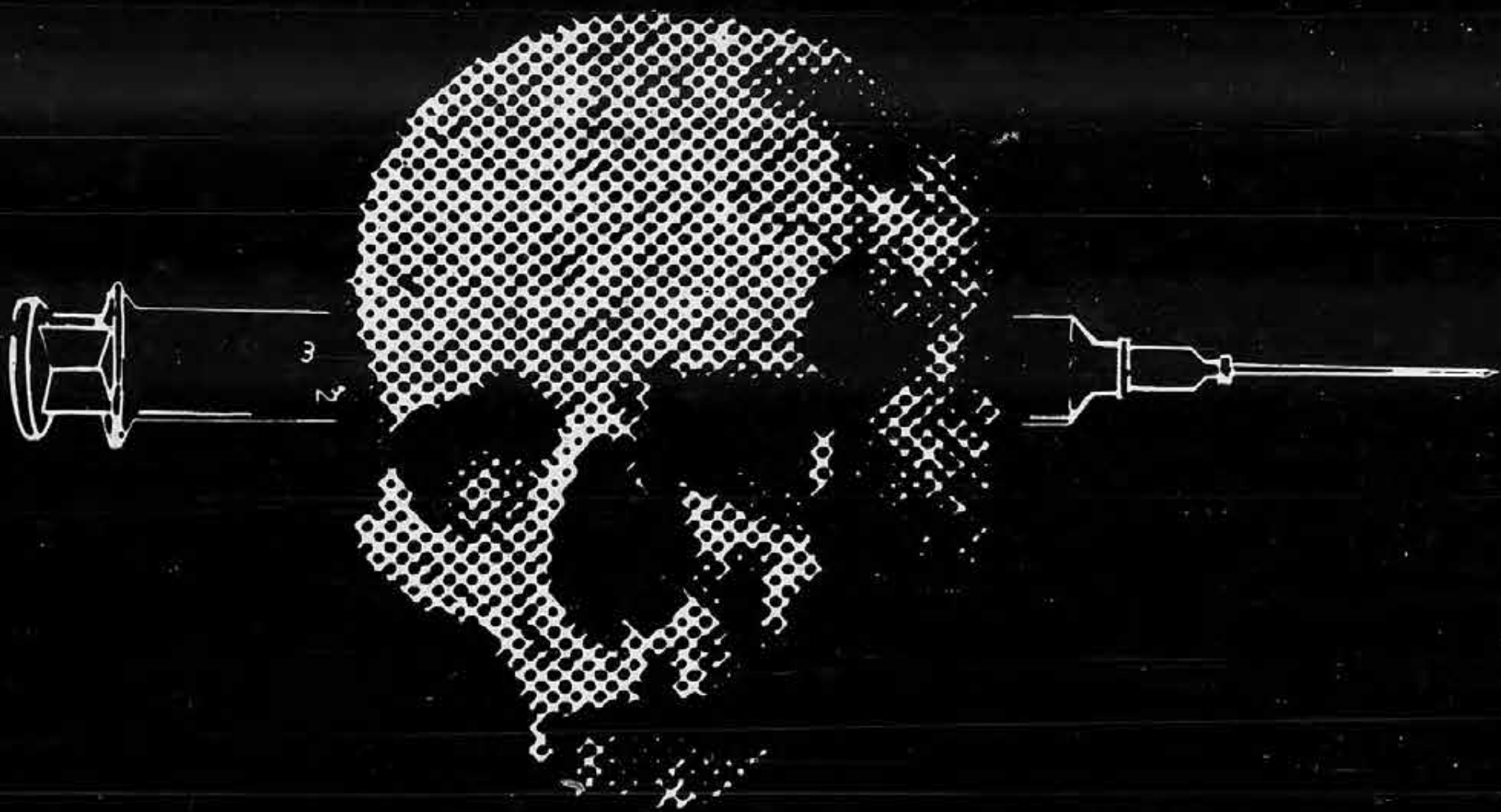


SIU Pensioner **Andrew Novotnoy, 57**, died April 10 after a long illness. Born in New York City, he was a resident of Bayshore, N.Y. at the time of his death. He joined the union in the Port of New York in 1960 and sailed in the deck department. Brother Novotnoy was buried at St. Charles Cemetery in Pinelawn, N.Y. Among his survivors is his son, Andrew Jr.



SIU Pensioner **Pedro Eliot, 73**, passed away after a long illness October 28. A native of the Philippine Islands, he was a resident of Brooklyn, N.Y. at the time of his death. He joined the SIU in the Port of Baltimore in 1947 and sailed in the engine department. Brother Eliot has sailed for over 40 years. Among his survivors is his brother, Joaquin.

DRUGS



Use drugs and you take a walk with death. All drugs contain in them the seeds of death whether they are supposed to take you up or bring you down. Continued use of them can make life pretty messy, too. They can bounce you out of a career, ruin a promising future and be a ticket to a hospital or a jail. And for what? A few hours of unreality. No matter how you look at it, drugs are killers. Stay away from them.

SIU SCHOLARSHIPS

Since the inception of the SIU's Scholarship Program in 1953, the Union has paid out \$438,288.15 in benefits to 98 recipients. This year alone \$34,447.16 in scholarship monies was awarded to Seafarers and their dependents. In a sense, figures are sometimes just a lot of numbers. But these figures really mean that the SIU is dedicated to the concept of a better education; better education not only for the young high school graduate but also for every man who sails the seas.

To be eligible for one of the five \$10,000 scholarships awarded annually, a Seafarer must have at least three years seetime aboard SIU-contracted ships and must be under 35 years of age. Any dependent of an eligible Seafarer who has this seetime is also eligible if he or she is unmarried and under 19 years of age. This eligibility

also applies to the dependents of deceased Seafarers.

One dependent, Angela Nuckols, who is the daughter of Seafarer Billy Nuckols, won a scholarship in 1971 and is now in her second year at Marshall University in Huntington, W. Va. She recently wrote, thanking the Union for making her education at Marshall possible.

In her letter, Angela told the Union how much she enjoyed the school, her studies and her participation in athletic activities there. "Marshall is an outstanding educational institution," Angela wrote, "it isn't easy but on the other hand, it isn't too difficult if one studies."

The SIU wants to continue helping young people and working Seafarers. In fact, in 1971, aware of the increased cost of education, the union raised its scholarship award from \$6,000 to

\$10,000 payable over a four year period at \$2,500 a year.

The deadline for this year's applications is April 1, and all applications must be returned by that date. Applications may be obtained at any SIU hall or by writing to SIU Scholarships Administrator, 275 20th Street, Brooklyn, New York 11215.

The scholarships are awarded on the basis of high school grades and scores achieved on either the College Entrance Examination Board tests or the American College Tests. Both sets of examinations are given throughout the country on various dates. For information on the places and dates of the College Board tests write for a copy of the Student Bulletin at either of the following addresses: College Board, Box 592, Princeton, New Jersey 08540, or College Board, Box 1025, Berkeley, California 94701.

