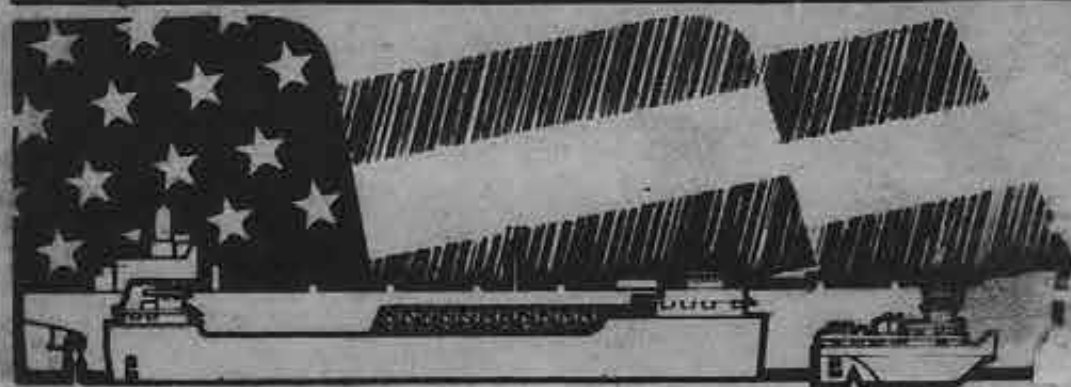


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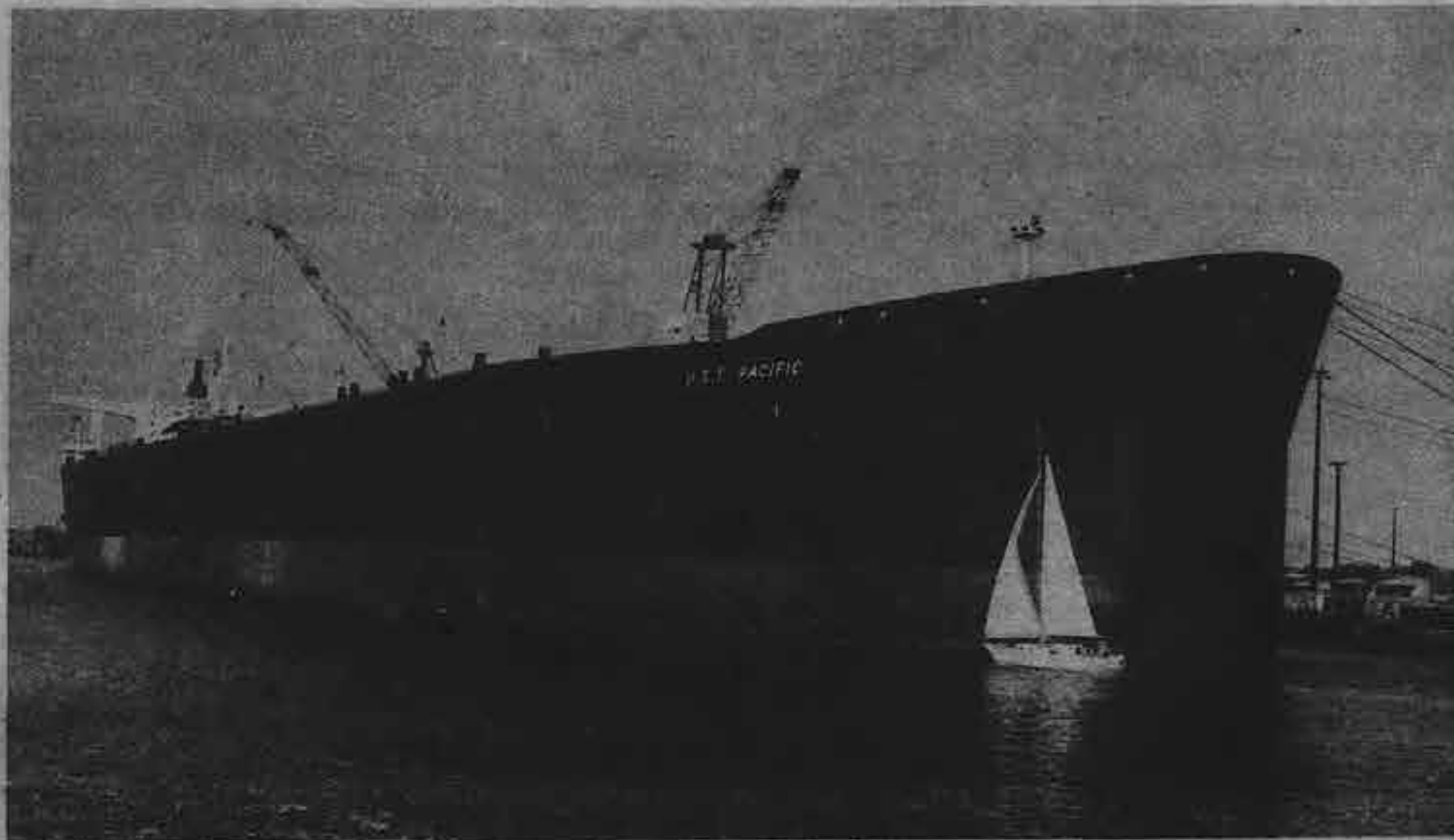
LOG

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

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Ocean Mining Bill Surges Thru Senate

Measure Contains Crucial Build American, Man American Requirements

A VICTORY for the job rights of American seamen and shoreside workers came last month when an Ocean Mining bill containing key SIU-backed "man American, build American" amendments breezed through the Senate.

In an overwhelming voice vote on Dec. 14, the Senate voted to give U.S. mining companies a green light to begin retrieving the trillions of dollars worth of mineral-packed nodules that blanket the ocean's floor.

The bill is similar to heavily supported legislation that never made it to the Senate floor for a vote last year.

The bill contains three "build American, man American" amendments which are of crucial concern to labor.

The three amendments would:

- require all mining and processing vessels used for ocean mining to be U.S.-built, U.S.-registered and U.S.-manned;

- require at least one ore carrier used to transport the mineral-rich nodules to processing facilities from each mining site to be U.S.-built, U.S.-owned and U.S.-crewed;

- make U.S.-registered ore carriers used for ocean mining eligible for both construction and operating differential subsidies.

House Must Vote

A similar bill is now pending before the House Foreign Affairs committee, chaired by Rep. Clement Zablocki (D-Wisc.). Support for the legislation, which was passed overwhelmingly by the House in 1978, is again reported to be very strong. But there are several hurdles to overcome before an ocean mining bill could make its way to the President's desk.

While the House and Senate bills are closely akin, there are some differences between them. Primarily, the amendment on mining and processing vessels in the Senate bill says those vessels must be U.S.-built as well as U.S.-registered and manned. The House bill does not stipulate that the mining and processing vessels must be built in American shipyards.

That difference is an important one for U.S. workers. Under the SIU-backed Senate bill, as many as 20 mining vessels and 60 ore carriers could be built in U.S.

shipyards over the next several years.

The House bill would not require the vessels to be built in U.S. yards at a cost of thousands of jobs for U.S. shipyard workers.

Assuming the House acts favorably on the ocean mining bill, the two versions would have to go before a joint House/Senate conference committee where the differences between them would be resolved.

Law of Sea Involved

Another snag to speedy House action on the legislation came in the form of a request from Elliot Richardson, the U.S. Ambassador to the U.N. Law of the Sea Conference.

Richardson asked House Foreign Affairs Committee Chairman Clement Zablocki to hold up on the bill until after the next Law of the Sea Conference in February.

He's afraid that adoption of U.S. laws on deep seabed mining might jeopardize chances for the Law of the Sea Conference's member nations to agree on an international ocean mining treaty.

Law of the Sea conferees have tried unsuccessfully for years to reach agreement on an international accord governing the mining, processing and distribution of deep seabed minerals. The U.S. has held off passing national legislation pending action by the Conference.

Supporters of U.S. ocean mining legislation, including the SIU, feel the United States has waited long enough for an international accord to be reached.

American industry is heavily dependent on nickel, copper, cobalt and manganese, the four basic components of the deep seabed's mineral nodules. If Congress okays ocean mining legislation the U.S. could be entirely self-sufficient in those four elements by the year 2000.

In addition, through the "hire American" clauses in the legislation, jobs for U.S. workers in the infant ocean mining industry would be created and protected.

The SIU will continue to work for prompt Congressional action on the deep seabed mining legislation.

SIU Supports Extension of War Risk Insurance for 5 Years

After urging by a cross section of U.S. maritime organizations led by the SIU, the House Merchant Marine & Fisheries Committee has recommended an extension of the provisions of Title XII of the Merchant Marine Act of 1936, relating to war risk insurance until September 30, 1984.

The House committee was previously considering a permanent extension of the bill. It is our contention that extending the bill for only the five year period will lead to necessary "Congressional oversight" of the bill.

The war risk insurance provisions of Title XII gives the Secretary of Commerce, with the approval of the President, the authority to provide insurance and reinsurance against loss or damage by war risks to American vessels and their crews and cargoes when commercial coverage is not available on reasonable terms.

Commercial insurance policies usually have "acts of war" clauses which terminate the policy just when it is most needed.

In letters to Sen. Daniel Inouye (D-HA), chairman of the Senate Subcommittee on Merchant Marine,

and to Rep. John M. Murphy (D-NY), Chairman of the House Committee on Merchant Marine and Fisheries, the SIU stated its support for the war risk insurance program. It is our position that war risk insurance is "consistent with the policies of most other major maritime nations and absolutely necessary to maintain the steady flow of United States' waterborne commerce, including the maintenance of essential transportation services for the Department of Defense during a national emergency."

The statement further noted past SIU support of efforts "to limit war risk insurance to American-flag vessels."

It is the opinion of the SIU that foreign-flag vessels would be of no use to the United States in event of war. However the SIU would support the continuation of "regulations promulgated by the Maritime Administration, which provide for a case-by-case review of requests for coverage by American-owned foreign-flag ships," noting that "these regulations should be extended and vigorously enforced."

To insure that such a case-by-case review of foreign-flag applications

continues the SIU feels that the Title XII provision should only be extended for a five year period, thereby guaranteeing periodic oversight by the committees. House Chairman Murphy, in proposing the amended bill, echoes this feeling, saying that "rather than granting an indefinite extension (to H.R. 5784), we can look at it again in five years."

Delta Re-Naming Ships

SIU-contracted Delta Steamships has informed the Union that the company has decided to change the names of a significant number of vessels now comprising the Delta fleet.

Listed below are the current and new names of those vessels affected by this new policy:

Ships on the U.S. East Coast to West Coast of South America:

Delta Colombia to *Santa Clara*;
Delta Bolivia to *Santa Barbara*;
Delta Ecuador to *Santa Cruz*;
Delta Panama to *Santa Elena*;
Delta Peru to *Santa Isabel*;
Delta Venezuela to *Santa Lucia*.

The names on the above vessels will be changed in sequence of their arrival in New York commencing

with the *S.S. DELTA COLOMBIA* on or about 16 January 1980.

U.S. East Coast to Caribbean, Venezuela, North Coast Colombia Trade Route:

Delta Argentina to *Del Mundo*;
Delta Paraguay to *Del Campo*;
Delta Mexico to *Del Viento*.

The name changes of the above vessels will be implemented in the near future pending finalization of required documentation.

U.S. West Coast to West Coast of South America Trade:

Delta Africa to *Santa Adela*;
Delta America to *Santa Juana*.

U.S. Gulf Coast to West Coast of Africa Trade:

Delta Brasil to *Del Monte*;
Delta Uruguay to *Del Valle*.

Change of address cards on Form 3579 should be sent to Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Ave., Brooklyn, N.Y. 11232. Published monthly. Second Class postage paid at Brooklyn, N.Y. Vol. 42, No. 1, January 1980. (ISSN #0160-2047)

Paul Hall Hospitalized: Membership Authorizes Frank Drozak to Carry Out Duties of President

The membership of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, has instructed Executive Vice President Frank Drozak to carry out the responsibilities of the Presidency, until Paul Hall is able to return to his duties.

The action was taken at the January regular membership meetings in all ports as a result of the illness of President Hall, who has been hospitalized since November.

Paul suffered a fall on November 8. Examinations in the hospital revealed complications requiring intensive care and treatment, which the Union President has been undergoing since that time.

The Union's Executive Board met on December 27 to consider the circumstances of President Hall's illness, along with the constitutional provisions and Hall's own wishes, for dealing with such a situation. In view of all of these factors, the Board

voted unanimously to recommend membership authorization of the temporary assumption of Hall's duties by Executive Vice President Drozak.

Therefore, in addition to his duties as Executive Vice President, Drozak will also carry out the duties of President.

The Board members who unanimously voted to make the recommendation were: Joe DiGiorgio, secretary treasurer; Angus "Red" Campbell, vice president in charge of contracts

and contract enforcement; Leon Hall, vice president in charge of the Atlantic Coast; Joe Sacco, vice president in charge of the Gulf Coast; Mike Sacco, vice president in charge of the Great Lakes and Inland Waters, and Frank Drozak, executive vice president and chairman.

The membership meetings also unanimously approved motions giving Drozak a vote of support and confidence in his ability to discharge the duties of the office of President until Hall's return.

Carter Orders Halt Of Grain Shipments to Soviet

IN A MOVE of strong protest against the Soviet Union's military incursion into Afghanistan, President Carter suspended the sale of 14.5 million tons of American grain to the U.S.S.R. early this month.

The cutoff involves the shipment of all grain products over and above those which the U.S. is committed to move to the U.S.S.R. under the Washington-Moscow grain pact, begun four years ago.

The President said the U.S. would honor its commitment under the basic grain pact and deliver the remainder of eight million tons of grain contracted for but not yet received by the Soviet Union. The cutoff will apply to the 14.5 million tons of

wheat, corn and other feed grains the U.S.S.R. has sought to purchase above the base figure in the accord.

Freezing grain sales to the Soviet Union will have an impact on the U.S. merchant fleet. About one-third of the Soviet grain trade is reserved for U.S.-flag vessels under a bilateral trade agreement with the Russians.

A total of 28 SIU-contracted tankers were ruled eligible by the Maritime Administration to receive subsidies for carrying Russian bound grain early this month. An additional 14 American-flag vessels also received MarAd's okay to operate under the subsidy program.

In addition to the grain embargo, which the Administration is terming a "suspension," Carter froze high technology

equipment sales to Russia and curtailed Soviet fishing privileges in American waters.

The President's action against the U.S.S.R. stopped short of closing U.S. ports entirely to the Soviet merchant fleet.

But the International Longshoremen's Assn. launched a boycott of all ship-loading to the Soviet Union as well as all cargo-handling on Soviet ships in U.S. east coast ports.

The action by the ILA will effectively close East and Gulf Coast American ports to the Russian fleet for the first time since Oct., 1972.

In action related to the grain cutoff, the government announced it would buy, at the going market rate, the 14.5 million tons of grain frozen by the cutoff.

Agriculture Secretary Bob

Bergland told a press conference the government had decided to purchase the grain to prevent it "from having to be dumped on the market at disastrous prices."

Reaction to the economic sanctions against the Soviet Union was mixed. The European Common Market pledged to back up the U.S. by refusing to sell the Russians grain to make up for embargoed American shipments. Australia and Canada indicated similar support.

But opposition to the use of trade to accomplish political ends has surfaced in Congress. Senator Adlai Stevenson (D-Ill) called the grain freeze "counter-productive." He plans to hold hearings on the matter under the auspices of his Subcommittee on International Finance as soon as Congress reconvenes at the end of January.

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Safety Record of Foreign Crewed Convenience Flaggers Pitiful

THE safety record of flag-of-convenience vessels manned by substandard foreign crews would be the laughing stock of the world maritime community—if it was funny.

The problem is it's not funny. In fact, the miserable safety record of these ships is a deadly serious issue that becomes messier every day.

Last month was no exception. No less than four major accidents involving foreign crewed "flag-of-convenience" ships occurred around the world in December.

Two of the incidents involved the 741-ft. ore carrier *Lee Wang Zin*, which capsized the day after Christmas in the freezing waters off the coast of British Columbia, Canada. A Canadian Coast Guard cutter reached the vessel within five hours of receiving a distress signal. But there was no sign of the 30-man crew.

The *Lee Wang Zin* is Japanese owned, registered in Panama and manned by Taiwanese seamen. The ship was enroute from Prince Rupert to Japan with a load of iron pellets. Canadian divers were doing their best to locate crewmembers that may have been trapped alive in the capsized vessel.

The second incident occurred off the coast of Oman in the Persian Gulf. Here, the Liberian flag super-tanker *Energy Determination* exploded and broke in two. The aft section of the ship, which housed the crew quarters, sunk while the forward section of the 321,000 ton tanker was towed to Dubai. The vessel had a hull insurance of \$58 million. The vessel was not loaded when it exploded or the loss would have been much higher.

The worst of the two incidents took place Dec. 19 when the 35,000

ton Liberian flag tanker *Pina* rammed a tug with a tow of two barges. The tanker was enroute to an oil terminal at Good Hope, La. when the crash occurred 25 miles upriver from New Orleans.

There were no major injuries, but five people sustained minor injuries in the resulting spectacular fire on the *Pina*. Also, 30,000 gallons of crude oil spilled into the River. The River was closed to traffic for nearly 12 hours.

The fourth incident occurred Christmas Day when a Panamanian flag freighter limped into Galveston after taking on water in the Gulf of Mexico.

As the saying goes, "let the record speak for itself." Let's hope Congress takes note of the record too and finally begins taking action to keep these unsafe, poorly manned vessels out of American waters.

Congress Sets \$227B Windfall Tax on Big Oil, But..!

A joint House/Senate conference committee has reached agreement on a \$227.3 billion windfall profits tax on big oil. The bill is designed to recoup some of the exorbitant profits raked in by the nation's oil companies since the price of U.S. domestic oil was decontrolled.

The conference committee compromise came only days before the first session of the 96th Congress adjourned last month. The agreement was an even split between the windfall profits tax voted by the House and the Senate.

The House version, passed last June, would have returned about

\$277 billion to the U.S. Treasury over the life of the bill.

After weeks of wrangling, the Senate finally passed their version of the bill in late December. It would recoup only \$178 billion, or 38 percent of the \$1,000 billion the oil companies are expected to realize in excess profits over the next 10 years.

While the conference committee was able to resolve the dollar differences between the House and Senate versions of the tax, they have yet to determine the thornier issue of how to raise that revenue.

When they reconvene at the end of the month, the conference

committee will have to find a common ground between key differences in the House and Senate bills, including:

- Taxing newly discovered oil. The House voted to tax such oil at a rate of 50 percent. The Senate amendment on new oil called for only a 10 percent tax. (The original Senate bill, reported out of the Finance Committee, had exempted new oil from the tax entirely).

- Independent oil producers. The Senate bill granted independent oil producers who don't refine or market their oil an exemption from the tax. The House gives no such special treatment to independents.

- Life of the bill. Under the House version of the bill the windfall profits tax on new oil wells would be discontinued in 1990. But the House bill would have kept the tax on oil discov-

ered before 1979 until those wells run dry.

The Senate's method of determining the life of the windfall profits tax is entirely different. Under the Senate bill, once \$214 billion in excess profits has been recovered, the tax ceases.

That total is supposed to be reached around 1990 if, as the Senate assumed, the price of a barrel of oil goes no higher than \$30 at the end of 1980.

If the price of oil runs above the Senate estimate, the oil companies would be able to pocket even more money. But the Government would never be able to take more than \$214 billion of it.

Among the other differences to be ironed out by the conference committee are creation of trust funds for mass transit grants, fuel assistance and an assortment of corporate tax credits.

SIU's Saltiest Dispatcher, Barbara Ruggieri, Retires

SIU Headquarters' Dispatcher Barbara Ruggieri retired Dec. 31, 1979, closing out 22 years of service to the Union and its membership.

In a recent conversation, Mrs. Ruggieri recounted the story of how she was "only supposed to work here for two weeks," as a fill-in for someone on vacation. Obviously, she made a favorable impression on her employers who asked her to make her stay permanent, a decision neither she nor the SIU have ever regretted.

Barbara made many friends during her years at the counter including contacts from SIU contracted shipping companies as well as many Seafarers. The membership was especially fond of Barbara, many having brought artifacts from all over the world in appreciation for the many favors she did for them. Barbara lamented that she "would miss them very much," but quickly added that she "hoped to hear from them from time to time."

Barbara and her husband Andrew, who have been married for 47 years, plan to divide their time equally between New York and Florida spending six months of the

year in Staten Island to be with their daughter Pat and grandchildren Lisa and John. The other six months (needless to say the winter ones) will be spent in Margate, Florida with daughter Barbara and grandchildren Jimmy (presently serving in the Armed Forces in Korea), Donna, Robert (a.k.a. "Rocky") and Joey.

The Ruggieri's expect to lead an active retired life and anyone who knows them also knows they have a bit of the gamble in them. They should have a fine time at the dog races and jai alai frontons in Florida, as well as the racetracks both there and in New York. Mr. Ruggieri, by the way, recently retired from the I.L.A. after nearly 40 years with the longshoremen.

Barbara's sense of humor will certainly be missed around the second deck at 675 Fourth Ave. She had a great knack for telling a joke—even if it was a little on the salty side. But, perhaps New York Port Agent Jack Caffey summed up what Barbara Ruggieri has meant to the SIU when he said: "Barbara was our Bosun...and she ran a tight ship."

Smooth sailing Barbara, we'll all miss you.

Coast Guard Sets New Regulations on Lifeboats

The Coast Guard, in response to a near tragedy at sea, has reviewed and updated Federal regulations governing the stowage of lifeboats and liferafts onboard all vessels engaged in ocean or coastwise service. It has made those regulations much more stringent in the hopes of increasing what it calls "the probability of survival in cases where a ship has to be abandoned."

The Coast Guard's action was prompted by the sinking of the *M/V Chester A. Poling*. The vessel contained a lifeboat and a liferaft at the stern. When the vessel broke in half and sank, those crewmembers on the bridge were stranded without

any lifesaving equipment other than their lifejackets.

While the crewmembers were saved, it was clear to most people that the safety standards governing the carriage of lifeboats and liferafts were inadequate.

The new standards require that each vessel, or tankship, engaged in ocean or coastwise trade carry inflatable liferafts of a sufficient number to accommodate at least 50 percent of the persons onboard.

Those vessels and tankships that have widely separated accommodations or work areas must have at least one liferaft in each such location.

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Meany, Labor's Great Man, Is Dead at 85

GEORGE MEANY, who dedicated his life to bettering the lives of American workers, died on January 10th at George Washington Hospital in Washington, D.C. He was 85.

It was just two months ago that Meany retired as president of the 13.6 million member AFL-CIO, a post he held since the birth of the Federation in 1955.

When he retired, he had just recovered from one of the many bouts of ill health that had plagued him during the past year. He was confined to a wheelchair during the Convention.

But if his health and strength were flagging, his spirit, his wit and his ability to captivate his audience remained strong.

"Today," Meany said in his final speech to an AFL-CIO gathering, "the American trade union movement is vital, dynamic and growing. It is strong and unified."

"Labor's agenda and labor's platform are the issue of human concern," he continued. "Labor's goals are economic and social justice and, because human beings are fallible, achieving those goals requires ever new horizons and commands all of our energy."

For more than half a century, the American labor movement was blessed with all of the energy at the command of the street-wise plumber from the Bronx.

Meany began his climb in the labor movement in 1919 when he was elected business representative of the Bronx Plumber's Union local out of which he came.

In 1923 he became secretary of the Building & Construction Trades Council. Eleven years later he was voted president of the N.Y. State Federation of Labor.

As the Federation's chief lobbyist Meany pushed more than 60 labor-backed bills through the N.Y. state legislature.

Meany became secretary-treasurer of the AF of L and succeeded to AF of L President on William Green's death in 1952.

For the next three years Meany headed up merger talks between the AF of L and the CIO, the two powerful labor organizations which had been warring for 17 years.

On Dec. 5, 1952, Meany and CIO President Walter Reuther cemented the merger. Newspaper



George Meany labor's great man is dead at 85.

headlines announced the creation of "the most powerful labor force in the United States history..."

But back in 1955, when his long-cherished goal of an AFL-CIO merger was realized, Meany was just getting started.

Elected the first and, until his retirement serving as the only AFL-CIO President in the Federation's history, Meany went on to fight the battles that needed to be fought.

He was the champion of all American workers, struggling for legislation that would allow any American, regardless of race, sex, or religion to work at any job; to earn a decent living wage; to join a labor union. But once those rights were guaranteed through law, Meany directed the muscle of the mighty AFL-CIO towards making them living reality.

In his keynote speech to the first AFL-CIO convention, Meany said that the job of breathing life into the nation's laws was the tradition of America.

"We speak of our freedom," he said. "We speak of the Constitution and the Bill of Rights. I think we have some right to be proud of those things, to be proud of our tradition and our heritage."

"But I think we have no right," he continued, "to complacently

sit by as long as those rights are denied to any portion of the population of this great country."

Through the Federation's Committee on Political Education and through his own considerable influence, George Meany kept up the fight for economic and social equality for all, throughout his life.

He bucked heads with no fewer than seven U.S. Presidents. He was once asked what he thought of President Ford. "I have a very fine relationship with President Ford," he quipped. "The trouble is, he won't do anything I ask him to do."

He didn't always get what he wanted from Presidents and politicians but nobody underestimated the importance of organized labor. Or of George Meany.

"The life work of this valiant man," said his successor as Federation President Lane Kirkland, "would do honor to a dozen men, if divided among their histories. He is living proof of how much difference one person, armed with his qualities, can really make in the course of human events."

When George Meany opened the 13th Biennial AFL-CIO Convention in November, the hundreds of people packed into the Convention hall were fully

aware of the difference he had made to their lives.

Convention delegates, statesmen, Federation staffers and long-time friends of Meany rose to pay tribute to the man who had dedicated his life to them.

But the most eloquent tribute of all came from George Meany himself.

"And to my God go my prayers," he said, "prayers of thanks for granting me more than one man's share of happiness and rewards, and prayers for His continued blessing on this nation and on this movement and on each of you."

George Meany was married for 59 years to the former Eugenia McMahon who died last March. Surviving their parents are three daughters.

Close friends say that Meany's own physical decline paralleled his wife's death.

A wake was held for Labor's Great Man George Meany on Jan. 13 and 14 at AFL-CIO headquarters in Washington and a requiem Mass celebrated at St. Matthews Cathedral in Washington on Jan. 15.

Mr. Meany's family requested no flowers. Contributions may be made to the Leukemia Society of America, 1625 I Street, N.W., Rm. 928, Washington, D.C. 20006.

390,000 Ton UST Pacific Crewed

THE 390,000 dwt Ultra Large Crude Carrier (ULCC) *UST Pacific*, which crewed up last month, is now on her way to the Persian

Gulf for her first load of crude oil.

The SIU has provided the unlicensed crew for both the *UST Pacific* and her older

(by nine months) sistership, the *UST Atlantic*.

The mammoth ULCC's were built at the Newport News Shipyard in Virginia and are the largest ships ever built in the Western Hemisphere.

The ships are owned by United States Trust and are operated by Interocean Management Corp. Shell Oil holds a long-term lease on both of the ULCC's.

Delivery of the *UST Pacific* last month set a new record for large tanker construction, reported Newport News Shipbuilding. The time from keel laying to delivery was just 11 months—three and a half months better than the previous record.

The *UST Pacific*, as her sistership, is one of the most

sophisticated ships ever built. Measuring 1,187 feet in length, and having a beam of 228 feet, they each have a capacity for carrying nearly 3 million gallons of crude oil.

The crewmembers of the *UST Atlantic* have already won high praise from company officials for the highly professional and efficient manner in which the ship has been operated.

Seafarers have long had a reputation for being highly skilled professionals, a fact attributable to the emphasis the SIU has put on education, training, and training facilities throughout the years.

We are confident the *UST Pacific* will soon establish its own reputation as a well run ship. Because it's an SIU-manned ship.



The new SIU-manned ULCC *UST Pacific* is now on her way to the Persian Gulf for her first load of crude oil.

Murphy Wants Bill to Extend USPHS Use to Retired Seamen

USPHS facilities have historically been the places for seamen to receive medical care. The hospitals and clinics were established over 200 years ago to serve specialized groups—most importantly, maritime personnel.

What is illogical about the USPHS system is that medical care is cut off when a seaman retires because of age or disability.

Now a bill has been introduced into the U.S. House of Representatives that would reverse that policy.

The legislation, which is supported by the SIU, would allow retired seamen to use the Public Health Service hospitals if they wish to.

Numbered H.R. 6176, the bill was offered last month by Rep. John M. Murphy (D-N.Y.). Also sponsoring the bill were: Barbara Mikulski (D-Md.); Joel Pritchard (R-Wash.), and Michael Lowry (D-Wash.).

In his argument for the bill, Murphy stated, "The PHS

hospital system was established to provide health care to a segment of the population which serves our country as its fourth arm of defense."

As Rep. Murphy put it, "It is a peculiar quirk in the law that these institutions...cannot continue to care for merchant seamen once they retire."

He pointed out that these hospitals "are unique repositories of that expertise necessary to treat seamen's injuries and diseases."

Murphy further noted that some of the disabilities causing a seaman to retire are directly related to the sea. To then cut off care for those people at hospitals that are capable "of serving a unique population group," seems odd, Murphy pointed out.

The legislation provides that anyone who is part of a medical insurance plan must reimburse PHS for treatment. Murphy said that in this way, added costs will not be imposed on the operation of "these vital hospitals."

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SIU Crew Saves Fishermen From Sturgeon Bay Storm

The SIU-contracted *M/V Buffalo* (American Steamship) was on her way to Sturgeon Bay on Dec. 3 when she received a call from a tug that a

Deep Sea COLA Clarification

The December issue of the *Log* carried a complete rundown on the new wage rates for deep sea members as a result of a 4 percent cost of living adjustment, which went into effect Dec. 16, 1979 under terms of the Standard Freightship and Tanker Agreements.

However, several inquiries have been directed to Headquarters to clarify exactly what is effected by the 4 percent COLA.

The 4 percent COLA increase in the deep sea contract is applied to:

- the Base Monthly Wage Rate;
- the Overtime Rate, excess of 8 hours Monday through Friday;
- the Premium Rate, Sat., Sun. and Holidays;
- the Penalty Rate, off watch Monday through Friday;
- the Vacation Rate.

fishing boat in the area was in trouble. The 40-foot fish-tug *Seabird II* encountered rough weather north of Green Bay. "The big seas broke a bunch of ribs in the *Seabird*," said Jeff Weborg who co-owns the boat with his brother. "She had an eight-foot hole in her side."

The *Seabird* was nearly swamped when the *Buffalo* got the call. Even though the 638-foot self-unloader had already passed the *Seabird* on her way to Sturgeon Bay, the laker returned to help the fish-tug.

The *Buffalo* swung alongside the boat shielding the small vessel from the high seas and escorted the fish-tug to the calmer waters of the mainland bluffs.

A grateful Jeff Weborg said "it wouldn't have taken much more before the entire side would have gone and she'd have been swamped." Weborg added that anytime the *Buffalo's* captain (a MEBA-District 2 member) and her SIU crew was in his vicinity he'd "have a mess of whitefish waiting," to say thanks.

Headquarters Notes

by SIU Executive Vice President
Frank Drozak



WE have come through a decade in which the entire face of the American maritime industry was drastically altered.

The decade of the '70s was marked by an incredible high powered shift to automation and innovation in our industry.

The ships were built larger and larger to carry ever increasing volumes of cargo.

Dynamic new ideas in shipping also became a reality as the LNGs, LASH vessels, RO/ROs and other new concepts made their marks on the industry.

As the decade was coming to a close, we just began to experience the ever growing shift from steam to diesel powered engines.

It would almost be an understatement to say that the changes of the 70's had a tremendous impact on our Union and the jobs of SIU members.

In fact, the decade of the '70s presented us with one of the toughest and most important challenges in our history.

It is with a great deal of pride, that I can say that the SIU and this membership met that challenge head on. And we did it through education. That is, training and upgrading.

The Union did its utmost to provide the necessary educational programs with the help of the Lundeberg School.

We developed programs of upgrading for LNG, automation, diesel, refrigeration, pumproom maintenance, and a wide range of other programs dealing in all aspects of new technology in all departments.

However, these programs would have been worthless if the SIU membership had not taken advantage of them and participated in them fully.

Thanks to these programs and the membership's participation in them, we have been successful in building the best trained, most reliable pool of seagoing manpower in the world.

SIU crews are recognized throughout our industry as highly competent professional teams, as well as being the best suited crews for the new high technology vessels of today's merchant marine.

Believe me, brothers, this solid reputation has paid off for us. Top quality reliable manpower is the SIU's best selling point when dealing with prospective new shipowners.

The record in this regard speaks for itself. The SIU has succeeded in bringing under contract virtually every new major ocean shipping concern to come down the ways since 1970.

Probably our most important breakthrough was with the LNGs, the highest technology ships afloat. SIU members have manned 14 LNGs in less than three years. Three of these LNGs were formerly manned by Norwegian crews. However, the company, El Paso, removed the Norwegians for SIU crews simply because our crews have proved themselves the best in the world on LNGs, or any other ship.

My point simply is this. The momentum we achieved in regard to training in the '70s must carry over into the '80s. I say this because the trends toward automation that took root in the '70s will continue to grow and grow in the '80s.

The SIU succeeded in building a sound, secure job base over the past decade because SIU members were willing to invest their time and effort to upgrade their skills. As a result, we have a product that is in big demand—skilled manpower.

We simply cannot afford to let up in our efforts in the area of training and upgrading.

Education must continue to be a major thrust of this Union. And each and every one of you must continue to participate fully and actively in these programs, both for the good of the Union and for your own job security.

A half hearted effort will not do, because half speed just doesn't cut it in today's maritime industry.

So make a resolution to take an upgrading course this year or as soon as you can. You'll be doing yourself a big favor.

Look to the Future



If you can handle navigation and operate radar, you can look to a better future. You can move up in the deck department. You can work aboard the most advanced ships in the U.S. fleet. You can be a Quartermaster.

Sign up today to take the
Quartermaster Course at HLS

Fill out the application in this issue of the *Log* or contact:

Harry Lundeberg School
Vocational Education Department
Piney Point, Maryland 20674

Smooth Sailing on Newly Crewed LNG Sonatrach

IT HAS BEEN a hectic, yet rewarding, two months for the SIU crew of the El Paso LNG carrier *Sonatrach*.

On November 28, 1979, the *Sonatrach* became the first of three El Paso LNG ships—formerly crewed by Norwegians—to take on her SIU crew. The owners of the vessel made the switch from Norwegian crews to SIU crews for one reason, and one reason alone. They wanted to protect their multi-million dollar investment by employing the most efficient sailors they could find.

Events have borne out that assessment. The SIU crew has had little difficulty in adjusting to life onboard the former Norwegian vessel. If anything, the

Sonatrach is running more smoothly than ever before, thanks to the special LNG training that is available to members of the SIU at the Harry Lundeberg School of Seaman-ship.

As if playing an active role in the history of the maritime industry wasn't enough, the new American crew of the *Sonatrach* was treated to a particularly impressive Christmas dinner by members of their Steward Department. It was, by all accounts, a veritable feast.

If a crewmember didn't feel like eating roast young Christmas turkey, he could choose from the following entrees: roast sirloin of beef, baked Virginia smoked ham, broiled halibut steak. If that crewmember didn't like

"whipped snow flake potatoes" he could order "baked jacket Louisiana yams." For dessert, there was a mine-field of scrumptious goodies: mince-meat pie with rum sauce, special Christmas fruit cake, pumpkin pie with whipped cream, apple pie with cheddar cheese.

And there was more, much more, like smoked kippers, shrimp cocktails, and table wine, to mention just a few of the items that appeared on the Christmas-day menu.

The crewmembers onboard the *Sonatrach* are very much aware of the role they are being asked to assume. If they remain as productive as they have been, other owners of foreign flag vessels may decide to ship

American. The brothers onboard the *Sonatrach* seem willing to meet this challenge. Shortly after their Christmas dinner, they sent the following note to the Log:

"...With hard work and enough experienced men we took a strange foreign built ship to sea six hours after boarding. All hands were where they were needed and all pitched in to get the quarters ready, meals served, and vessel secured. It was real harmony. The bos'n, Chief Cook, QMED's and Quartermasters handled their departments well. Compliments to Master Captain H.B. Summey. French and Norwegian have not been spoken since we left Savannah, but the ship understood she was in good hands and performed accordingly."

3 SIU Tugs Free Liberian Ship Hard Aground in Baltimore

Three SIU-contracted harbor tugs, the *Cape Henry*, *Cape Romaine* and the *Henelopen*, (Curtis Bay Towing) worked around the clock last month to free a Liberian-flag freighter which had run aground off Chesapeake Bay.

The normally routine rescue was complicated by high winds which ripped across the eastern seaboard on Dec. 17, disrupting activity in several ports.

Trouble for the Liberian-flag *Serafin Topic* began at 5:00 A.M. when her master first radioed the Coast Guard that she was "bumping bottom."

A short time later high winds, gusting at a 34-knot clip, had forced the vessel hard aground. The three SIU captains, Capt. Bryant of the *Cape Henry*, Capt. Fred Deiss of the *Henelopen* and

Capt. Thompson of the *Cape Romaine*, told the Coast Guard they would work through the night to free the freighter which had been forced up onto a sandbar.

The three SIU-manned tugs, among the largest in Curtis Bay's 10-boat harbor fleet, accomplished their mission the morning of Dec. 18.

There were no injuries to the *Serafin Topic*'s crew and the freighter herself was undamaged. The day after the grounding she was able to load a cargo of corn at the Canton Marine Terminal grain pier and continue on her way.

Captain B.I. Beck, manager of Curtis Bay's Baltimore operation, said the company's fleet of harbor tugs is used to rescues of this sort.

"We do hundreds of these jobs

everyday," said Capt. Beck. But he added that the unusually high winds "made the job very difficult. The winds kept forcing the ship onto a sandbar off Kent Island."

The stiff winds forced the

suspension of other activities at east coast ports. The Maryland Port Administration suspended crane operations for part of the day and several vessels were unable to dock at the Sparrows Pt., Md., ore piers.

Waterman Looking to Up LASH Fleet to 8

SIU contracted Waterman Steamship Corporation has taken steps to expand its fleet of LASH vessels, from the three it presently has in operation to eight by the end of 1982.

Two LASH vessels are already under construction in the Avondale Shipyards in New Orleans. They should be completed and delivered to Waterman by the end of next year.

In addition, Waterman has reached a tentative agreement to charter three LASH vessels from

Gulf Lines, the company which a decade ago had the first LASH vessel built. Waterman has asked the Maritime Administration to approve the agreement, as well as to rule that the proposed charter would fulfill certain vessel replacement obligations that Waterman incurred as a result of receiving operating differential subsidies on Trade Route 18 (U.S. Atlantic/Persian Gulf/Red Sea).

The Maritime Administration has not yet ruled on Waterman's request.

Notice to Members On Job Call Procedure

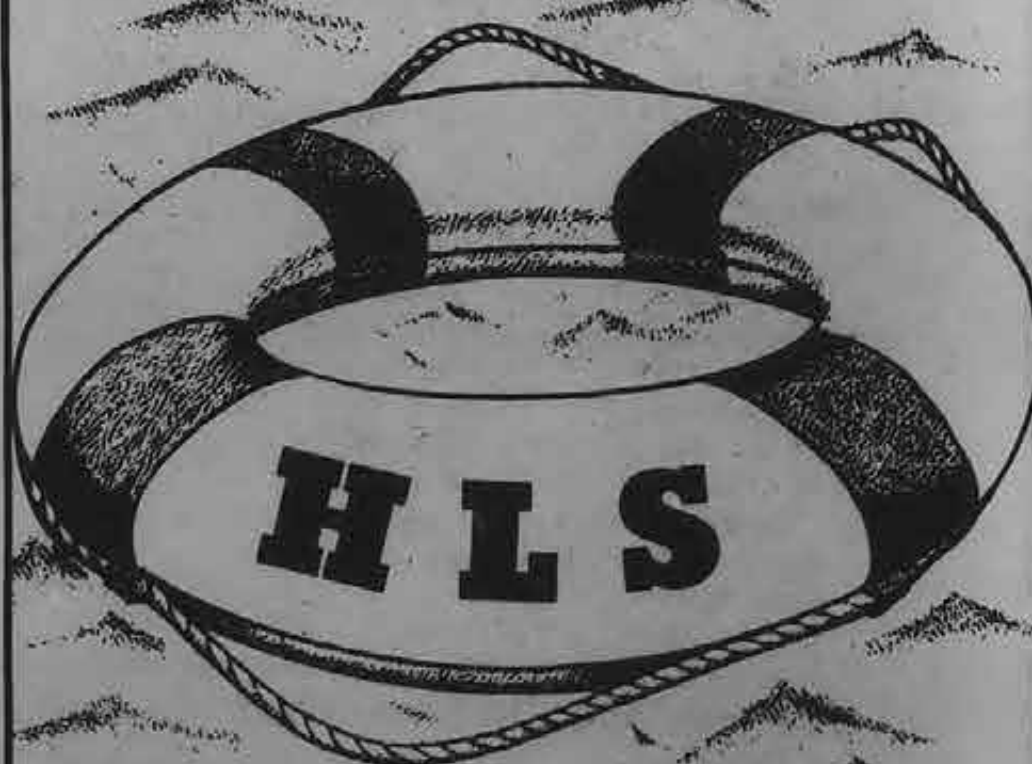
When throwing in for work during a job call at any SIU Hiring Hall, members must produce the following:

- membership certificate
- registration card

- clinic card
- seaman's papers



Sometimes you're faced with a sink or swim situation



We'll Help You Stay Afloat

At HLS, we'll help you get the job security and the higher pay you need to keep your head above water. How? We'll help you get the skills you need for your FOWT endorsement. Better skills mean a better job and more security. Enroll in the FOWT Course now! Courses start on March 13 and April 10.

To enroll, contact HLS or fill out the application in this issue of the Log.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

January 1979

Legislative, Administrative and Regulatory Happenings

On the Agenda in Congress...

Congress is presently in adjournment. Both the House and the Senate are scheduled to reconvene on Jan. 21 to open the second session of the 96th Congress.

A number of maritime matters will be awaiting Congress when it reconvenes.

OCEAN MINING

The Deep Seabed Hard Mineral Resources Act of 1979, also known as the Ocean Mining Bill, has been winding its way through Congress for more than two years. It has been strongly supported by the American labor movement, and by U.S. industry. During the past year and one-half, the bill has been studied in depth by no less than 10 Congressional committees in both the House and Senate.

Before Congress adjourned, the Senate passed the bill by voice vote.

But, opposition from the State Department has prevented the full Congress from voting on this bill. The bill will come before the House Foreign Affairs Committee when Congress comes back into session later this month.

The purpose of the bill is to provide certain legal protections for the American companies which will be investing many millions of dollars into the mining operations, and to insure jobs for American workers.

Among other things, the bill will also require the use of U.S.-flag ships in the recovery and transportation of ores mined from the deep seabeds.

WAR RISK INSURANCE

The House Merchant Marine and Fisheries Committee completed markup Dec. 19 on legislation to extend the war risk insurance program of the 1936 Merchant Marine Act. The bill was reported out with an amendment submitted by Committee Chairman John Murphy (D-NY) which would extend the program for only five years.

We will continue our efforts to exempt U.S.-owned foreign-flag ships from being eligible for the insurance guarantees, except in a case by case basis.

SPAD is the SIU's political fund and non-political arm in Washington, D.C. The SIU asks for and accepts voluntary contributions only. The Union uses the money donated to SPAD to support the election campaigns of legislators who have shown a pro-maritime or pro-labor record.

SPAD enables the SIU to work effectively on the vital maritime issues in the Congress. These are issues that have a direct impact on the jobs and job security of all SIU members, deep-sea, inland, and Lakes.

The SIU urges its members to continue their fine record of support for SPAD. A member can contribute to the SPAD fund as he or she sees fit, or make no contribution at all without fear of reprisal.

A copy of the SPAD report is filed with the Federal Election Commission. It is available for purchase from the FEC in Washington, D.C.

SUPPORT SPAD

INLAND WATERWAYS

Legislation which would extend the deadline for preparing a master plan for improvement of the Upper Miss. River system was introduced last month by Senator Gaylord Nelson (D-Wisconsin). Existing law requires publication of a preliminary plan by Jan. 1, 1981 and submission of a final plan to Congress by Jan. 1, 1982.

The program for development of a comprehensive plan for the Upper Mississippi River system was originally inserted in legislation authorizing rebuilding of Lock and Dam #26 at Alton, Ill. That legislation was not signed into law until October 1978—two years after it was proposed. This new legislation would extend the deadline for filing a master plan by 19 months to make up for the earlier time lag.

SIU Seniority Upgraders Visit Washington For Briefing on Seafarers Political Program



As a part of the SIU's continuing education program for upgrading the professional skills of Seafarers as well as broadening their intellectual horizons, the Union brought 10 more "A" Seniority Upgraders to Washington last month for a first-hand look at the Seafarers Union's legislative and political action programs.

While they were in Washington, the Upgrading Seafarers visited the Transportation Institute, the AFL-CIO Maritime Trades Department, and they had an opportunity to meet with Congressman William Clay, a Democrat from Missouri and a long-time friend of the SIU.

During their visits to T.I. and the MTD, the group

was briefed on the status of maritime-related legislation pending in the House and Senate, and they heard a detailed explanation of how their Union works in Washington to promote and protect their jobs and job security.

During their visit to Congress, the Seafarers posed on the steps of the Capitol for this photo. Participating in the Washington visit were James Flynn, David Campbell, Larry Ivanauskai, Roger Elder, Scott R. Phillips, David Papas, Richie Wilson, Randall Story, Scott Wenneson and Ismael Wala. With the Seafarers on their tour of the Congress were SIU Washington Legislative Representative Betty Rucker, and Lundberg School Director of Industrial Relations Joe Wall.

Victory Carriers Joins New NMC Bulk Council

SIU-contracted Victory Carriers of New York has become the sixth shipping company to join the National Maritime Council's new Bulk Carriers Council.

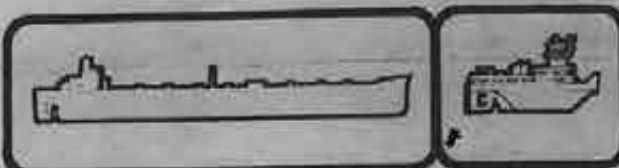
David D.C. McKenzie, vice president of Victory Carriers, has been named to the NMC board of governors. He is also a trustee of the Transportation Institute.

C. William Neuhauser, executive secretary of the NMC, noted that bulk carriers are the last remaining segment of the American maritime industry to join the Council, which also includes American-flag

liner companies, shipyards, and waterfront and maritime labor unions.

In addition to Victory Carriers, NMC's Bulk Carriers Council includes Apex Marine Corp., Lake Success, N.Y.; Moore McCormack Bulk Transport, Stamford, Conn.; Ogden Marine Inc., New York; OSG Bulk Ships Inc., New York, and Seatrain Lines, New York.

At the present time, American-flag ships carry less than 2 percent of this country's dry bulk trade. Only 15 dry bulk ships are still registered under the American flag, most of them being more than 30 years old.



U.S. Tankers Now Carry Only 2.8% of Our Imported Oil

Two years have passed since the defeat of SIU-backed legislation calling for 9.5 percent of U.S. imported oil to be carried by American-flag vessels.

At that time, U.S.-flag tankers carried approximately 3.5 percent of this nation's imported oil. Approximately 57 percent was carried by so-called "flag-of-convenience" vessels, which are American-owned but registered in tax-haven nations such as Liberia, Panama and Honduras.

The opponents of the proposed legislation were the big oil companies. These are the same companies who own and operate the foreign-built, foreign-manned and foreign-registered vessels. Spokesmen for the oil industry claimed at the time that enactment of this legislation would not only impose unnecessary and significant cost burdens on the American consumer, but would also have a serious and adverse inflationary impact on the U.S. economy.

Who ultimately benefited from the defeat of the oil cargo preference? Certainly not the consumer and certainly not the U.S.-flag merchant fleet.

The consumer is burdened with trying to keep up with ever-rising fuel prices. The price of leaded regular gas has risen from \$0.56 per gallon in March 1977 to \$1.01 per gallon in November 1979. The U.S.-flag merchant fleet is carrying even less—approximately 2.8 percent—of our imported oil requirements, down from 3.5 percent two years ago.

Yet, at the same time, oil companies continue to prosper and reap record-breaking profits.

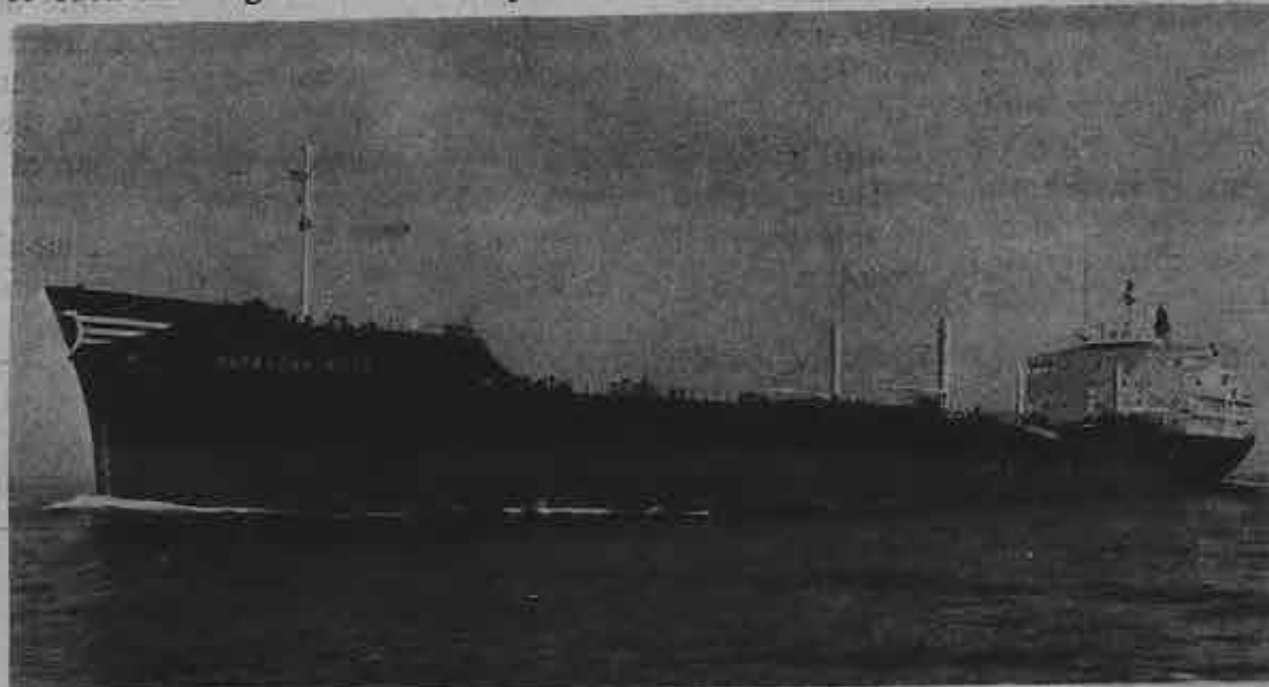
Third quarter profit reports for the major oil companies raised many eyebrows. Six of the top 13 oil companies reported profit

gains of more than 100 percent over 1978.

The Energy Department has prepared \$1.1 billion in fines for alleged petroleum pricing violations against two of the major oil companies. This raises the total amount of such fines against the 15 major oil

companies to \$8.9 billion.

While the oil companies have continued to prosper, the past two years clearly illustrates that neither the consumer nor American-flag vessels have benefited from the defeat of the cargo preference legislation.



The U.S.-flag tanker fleet now carries only 2.8 percent of the nation's imported oil. That's down from 3.5 percent in 1977.

U.S. Maritime Serving Key Role in Iran Boycott

Since the seizure of the American Embassy in Teheran by Iranian militants, U.S.-Iranian trade has been reduced to nothing. Shortly after the embassy takeover, President Carter announced:

- The U.S. would no longer purchase oil from Iran.
- Iranian assets in the United States would be frozen.
- The U.S. would halt the export of military parts and machinery to Iran.

U.S. longshoremen's unions on all U.S. coasts have imposed their own boycott of Iran by refusing to service vessels with cargo from or destined for Iran. Currently, thousands of tons of agricultural products intended for Iran are piled up in U.S. Gulf and Eastern ports.

Ogden Marine Buying 2 More Tankers

Ogden Marine Inc. is purchasing two new medium-sized oil tankers from Sumitomo Heavy Industries Ltd.

The vessels will range from 60,000 to 80,000 deadweight tons and total cost of the ships will be from \$45 million to \$55 million.

Delivery is scheduled for the third quarter of 1981.

The new vessels will be fitted with low-fuel consumption diesels and are to be of a shallow draft, wide-beam design.

The announcement points out that with the delivery of the ships, along with the two U.S.-flag product tankers now under construction at Avondale Shipyards, the Ogden fleet will consist of 33 vessels having an aggregate dead-weight of 1,887,000 tons.

Pack New Seatrain Head

Howard M. Pack has been elected board chairman of Seatrain Lines, succeeding Joseph Kahn who died last December.

Pack has been vice chairman of the line and chairman of the executive committee. He will continue as executive committee chairman.

Mr. Pack has been with Seatrain since 1965 when Transeastern Associates Inc., a company owned principally by he and Mr. Kahn, acquired 93 percent of Seatrain's stock. He started his career in the shipping industry in 1950 with Transeastern, a company engaged chiefly in non-subsidized, American-flag ocean transportation.

NMC Hosting Forum To Discuss Maritime Reform

A one-day review program in which industry leaders will discuss the status of maritime reform bills being readied in Congress will be sponsored Feb. 4 in New York by the National Maritime Council. Scheduled to participate in the session are Reps. John M. Murphy and Paul N. McCloskey Jr., chairman and ranking

minority leader, respectively, of the House Merchant Marine and Fisheries Committee.

Also invited to take part are Sen. Daniel K. Inouye, chairman of the Senate Subcommittee on Merchant Marine, and Sen. John Warner, ranking minority leader.

Thomas W. Gleason, president of the ILA will be luncheon speaker.

US Fleet Declines; But Overall Capacity Hits Record Tonnage

The privately-owned deep-sea fleet of the U.S. merchant marine climbed to a new record of 22.9 million deadweight tons (DWT), according to the latest statistics released by the U.S. Maritime Administration.

Compared to a year ago, the total number of ships in the U.S.-flag fleet decreased by 11 vessels, but the overall capacity increased by 1.2 million tons. Once again, the large

increase in capacity despite the loss of 11 ships reflects the larger sizes of the new ships added during the last 12 months, and the comparatively small sizes of the older vessels scrapped or sold during that period.

A number of U.S.-flag vessels are in lay-up or in yards for repair work, according to the MARAD report, so that the active ocean-going fleet stands at 689 ships with a combined capacity of 21.6 million DWT.

The MARAD report also revealed that another 56 merchant ships—totaling nearly 2.6 million DWT—are presently under construction or on order in privately-owned American shipyards. These new additions to the U.S.-flag fleet include ten tankers, six liquefied natural gas (LNG) carriers, 12 intermodal vessels, 11 dry-bulk carriers, three cargo break-bulk ships, and eleven special-type vessels.

SIU's 14th LNG, Virgo, Is Ready for Action

THE SIU is now manning 14 LNG carriers with highly trained and qualified crews.

The newest is Energy Transportation Corp.'s *LNG Virgo*. She was named for the zodiac sign of the virgin; but the *Virgo*, Energy Transportation's \$100 million baby, is ready for action.

The 936-foot *Virgo* is the eighth and final addition to Energy Transportation's LNG fleet. Like her seven sisters, she has the most sophisticated, technological equipment built into every part of her, from her engine room console to her cargo control room.

By the end of 1980, Seafarers could be aboard 17 LNG's pending shipyard completion of three more gas carriers for El Paso.

The *Virgo* has a dual fuel system, making it possible for her to run on the boiloff from her cargo of LNG when loaded, or on bunkers.

Along with the rest of Energy Transportation's astrologically-dubbed LNG fleet, the *Virgo* will be making a regular Indonesia-to-Japan run. She'll haul 125,000 cubic meters of liquid natural gas at minus 265 degrees Fahrenheit in her five mammoth storage tanks. She'll be able to on- or off-load in only 12 hours. And she'll be loaded with safety features.

Those safety features include a double bottom hull; a collision avoidance system and extensive on-deck firefighting capability, all standard equipment for an LNG vessel. Because when you're moving a cargo as volatile

as LNG, you take maximum safety precautions to minimize the possibility of an accident.

Clean Safety Record

Maximum safety is the reason Energy Transportation crews their eight LNG vessels with SIU crews.

The SIU's safety record aboard LNG carriers has been top-notch. In the two and one half years since Seafarers boarded the first LNG vessel ever built in the Western hemisphere, there hasn't been a single mishap of note due to human error.

There's one reason the SIU's safety record is so good. Sea-

farers who ship in any department on an LNG vessel have a solid working knowledge of both the cargo and the equipment aboard ship. That know-how comes from the special training courses every member of an SIU LNG crew is required to take at HLS.

That special training is the ticket an individual Seafarer needs to sail as part of an LNG crew. And it's the ticket that will enable the Union to keep doing what we said we'd do: provide skilled, capable crews for the most modern equipment the U.S. maritime industry can come up with.

Ogden Champion Committee



SiU Rep. Teddy Babkowski (2nd left) makes out a dues receipt on Jan. 3 for Recertified Bosun Elmer Baker (2nd right), ship's chairman of the *ST Ogden Champion* (Ogden Marine); at a payoff. The rest of the Ship's Committee are (l. to r.) Chief Steward Nick Andrews, secretary-reporter; Engine Delegate Ray Schwartz and Deck Delegate Frank Rediker. The tankship paid off at Stapleton Anchorage, S.I., N.Y.

Deep Sea Pact Sets 9 Holidays

The deep sea membership should be aware that a total of nine days in 1980 are designated as holidays, as per the Standard Freightship and Tanker Agreements. Following is a rundown of the designated holidays:

January 1
New Year's Day
February 12
Lincoln's Birthday
February 18
Washington's Birthday

May 26

Memorial Day

July 4

Independence Day

September 1

Labor Day

November 11

Armistice Day

November 27

Thanksgiving Day

December 25
Christmas Eve

Christmas Day

Notice to Members On Shipping Procedure

When throwing in for work during a job call at any SIU Hiring Hall, members must produce the following:

- membership certificate
- registration card
- clinic card
- seaman's papers
- valid, up-to-date passport

In addition, when assigning a job the dispatcher will comply with the following Section 5, Subsection 7 of the SIU Shipping Rules:

“Within each class of seniority rating in every Department, priority for entry rating jobs shall be

given to all seamen who possess Lifeboatman endorsement by the United States Coast Guard. The Seafarers Appeals Board may waive the preceding sentence when, in the sole judgment of the Board, undue hardship will result or extenuating circumstances warrant such waiver."

Also, all entry rated members must show their last six months discharges.

Further, the Seafarers Appeals Board has ruled that "C classification seamen may only register and sail as entry ratings in only one department."

If

★ You're skilled in Celestial Navigation.

★ So enroll in the Celestial Navigation course at HLS. It'll help
★ you learn what you need to know to earn the Ocean Opera-
★ tor Over 200 Miles License. And that means a better job and
★ more money!

★ Contact the Lundeberg School or fill out the application in
★ this issue of the Log. Course starts March 17.

★ The teachers at HLS give every student all the individual help
★ he needs to succeed. So HLS is the place to learn celestial
★ navigation. The staff is there to help you get ahead.

SIU Plans Paid Out Record \$39 Million in 1979

In 1979, the Seafarers' Welfare, Pension and Vacation Plans paid out over \$39 million in benefits to SIU members—deep sea, Great Lakes and inland waters—and their dependents. The total figure is \$39,055,121.27. These figures printed below demonstrate once again that job security is only one aspect of the overall security provided the SIU membership.

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

	Number of Benefits	Amount Paid
SEAFARERS WELFARE PLAN		
ELIGIBLES		
Death	137	866,981.61
In Hospital Daily @ \$1.00	1,970	1,970.00
In Hospital Daily @ \$3.00	2,566	7,698.00
Hospital & Hospital Extras	265	65,204.65
Surgical	48	17,958.05
Sickness & Accident @ \$8.00	61,771	494,168.00
Special Equipment	22	6,020.75
Optical	1,373	55,401.90
Supplemental Medicare Premiums	487	28,903.07
DEPENDENTS OF ELIGIBLES		
Hospital & Hospital Extras	5,936	2,365,593.18
Doctors' Visits in Hospital	2,310	150,204.01
Surgical	2,339	449,252.03
Maternity	441	166,674.51
Blood Transfusions	12	2,059.40
Optical	1,119	44,158.41
Special Equipment	—	—
PENSIONERS & DEPENDENTS		
Death	211	727,460.46
Hospital & Hospital Extras	3,496	621,693.68
Doctors' Visits & Other Medical Expenses	3,069	260,039.20
Surgical	283	59,057.19
Optical	811	32,513.29
Blood Transfusions	10	1,216.20
Special Equipment	38	11,317.15
Dental	65	13,790.41
Supplemental Medicare Premiums	27,736	260,980.70
MEDICAL EXAMINATION PROGRAM	—	974,715.96
SCHOLARSHIP PROGRAM	94	49,822.88
BLOOD BANK PROGRAM	—	11,727.24
SPECIAL SERVICES DEPARTMENT	—	13,661.88
TOTAL SEAFARERS WELFARE PLAN	116,690	9,000,389.81
SEAFARERS PENSION PLAN		
Pension	35,682	9,597,585.52
TOTAL SEAFARERS PENSION PLAN	35,682	9,597,585.52
SEAFARERS VACATION PLAN		
Deep Sea	9,246	16,336,178.53
Great Lakes District	1,517	1,684,883.48
Inland Boatmen's Division	3,663	2,436,083.93
TOTAL SEAFARERS VACATION PLAN	14,426	20,457,145.94
TOTAL WELFARE, PENSION & VACATION	166,717	\$39,055,121.27

1979 — more jobs, increased benefits for SIU members

The year 1979 was a difficult one for many people, both in the U.S. and around the world. The economic and political turmoil of the last few years continued, and the prospects for 1980 aren't much brighter.

But for SIU Seafarers and Boatmen, it was a good year. New ships and boats brought more jobs and better Union benefits brought more security.

Following are some of the significant events that benefitted SIU members over the past year.

USPHS Made Optional

Probably the most important and historic benefit for Seafarers and Boatmen occurred near the end of the year. In November the Board of Trustees of the Seafarers Welfare Plan voted to allow SIU seamen and boatmen the choice of using a USPHS hospital or a private facility.

Historically, American seamen and boatmen have used the USPHS facilities. And that has been the rule ever since the inception of the Seafarers Welfare Plan in 1951. But the SIU, ever mindful of its members well-being, realized that the USPHS alone isn't adequate today to meet the needs of all of the members.

Deep Sea Wages Up 11½%

Over the past year the wages of deep sea members have gone up 11½ percent. On June 16, Seafarers received a 7½ percent wage increase as per the Standard Freightship and Tanker Agreements negotiated the year before. Six months later, on Dec. 16, deep sea members received another increase as per the contracts. This time it was a 4 percent Cost of Living Adjustment (COLA). Besides base wages, both increases also applied to the overtime, premium and penalty rates off watch Mon. thru Fri. The increases applied to the deep sea vacation benefits as well.

Lakes, Inland COLAs

Also on the Great Lakes, Seafarers under contract with the

Great Lakes Association of Marine Operators and Kinsman Lines received four Cost of Living Adjustments. This raised their hourly rate for 1979 by 82 cents.

And in the inland field many SIU members received Cost of Living Adjustments under their contracts. For instance, SIU Boatmen employed by Sabine Towing and Transportation received a COLA of 5.7 percent in July. It was retroactive to May 1.

Currently, about one third of the SIU's inland contracts have COLA clauses.

Pension Increases

Another item that reflects the Union's constant attempt to improve contracts, occurred early last year. The first of two deep sea pension increases went into effect on Jan. 1, 1979 raising the pension from \$350 to \$400. As negotiated in June 1978, the normal deep sea pension will be raised, in two stages, from \$350 to \$450.

Also in 1979, the first Early Normal Pension checks were issued to inland members. Boatmen had not been eligible for the Early Normal Pension in the past. But in 1978 the Union negotiated such a provision into 11 inland contracts.

Inland Vacation Benefits

Another benefit for inland members took the form of a rule change concerning vacation eligibility.

Effective May 1, 1979 the

Board of Trustees of the Vacation Plan reduced the employment eligibility for Boatmen from 125 days to 75 days. The Trustees felt that the 125-day rule was restrictive on Boatmen because of their work schedule.

Welfare Plan Eligibility, Benefits

Initial eligibility requirements for both Seafarers and Boatmen were also reduced last year by the Board of Trustees of the Seafarers Welfare Plan.

In order to better meet the needs of the members, especially new Boatmen and Seafarers, the Board reduced initial eligibility for the Welfare Plan from 125 days to 75 days.

Last year, also, more and more beneficiaries began to feel the results of the graduated death benefit negotiated in 1978 as part of the Seafarers Welfare Plan.

By the end of 1979, 28 beneficiaries of SIU members had been awarded the maximum death benefit of \$20,000.

Another occurrence that reflected the Union's concern for members' dependents took place in February of last year. That's when the decision was made to expand Family Day at the Headquarters' Medical Clinic from one day a week to two days.

Bettering USPHS Services

In an effort to improve health care for maritime workers at USPHS facilities, the Union began its participation last year in a newly formed group called

the Seamen's Health Initiative Plan (SHIP).

Started by the USPHS itself, the program involves a number of studies that are very important to seamen, such as, "Safety Aboard Ship."

One of the results of SHIP has already come about. In October, a new USPHS Hospital dental clinic for seamen was opened in San Francisco at the SIU Medical Center. Seamen on today's fast turnaround ships will now be able to get quicker dental treatment.

New Ships & Boats

More job opportunities opened up for Seafarers and Boatmen as new ships and boats came under SIU contract.

One of the biggest developments was the crewing by the SIU of seven more LNG ships. This included three ships that El Paso Company switched over from Norwegian crews to American crews.

Seafarers also crewed the largest ships ever built in the Western hemisphere. They're the 39,000 dwt tankers, *UST Atlantic* and *UST Pacific*.

A number of inland companies added new boats to their fleets. Among others, they include Higman Towing Company's boat the *Joe M. Powell*; three of G&H's 11 new tugs; International Oil Transport's boat, *Diplomat*, and Curtis Bay's shipdocking tug, *Cape Romain*.

On the Great Lakes, the 1,000-foot SIU-contracted ore carrier *Indiana Harbor* was christened.



The LNG *Libra*, was just one of many new ships and new tugs and tow boats crewed by SIU members in 1979.



SIU Representative John Dwyer (right) visits with three SIU pensioners at Staten Island's USPHS Hospital; they are (l. to r.): Ralph Spiteri, Harry McDonald and Jack "Saki Jack" Dolan.



James R. McPhaul (l.), former Chief Steward on the ST Worth, exchanges Season's Greetings with rep Dwyer.

Some Good Cheer for the New Year for Drydocked Seafarers:

In keeping with the SIU's Christmas tradition, SIU representative John Dwyer visited with members who were confined to sickbeds over the Christmas and New Year's Holidays at the USPHS hospital in Staten Island, New York.

Passing out Christmas Cards, cartons of cigarettes or cigars and the customary extra \$25.00 which SIU members are entitled to only during the holiday season, Dwyer helped to spread a little Christmas cheer among the brothers who were

hospitalized during the yuletide.

John regularly makes visits to the USPHS facility to issue the daily benefits eligible members are entitled to under the normal sickness and accident provision of the Welfare Plan.

It's Tradition

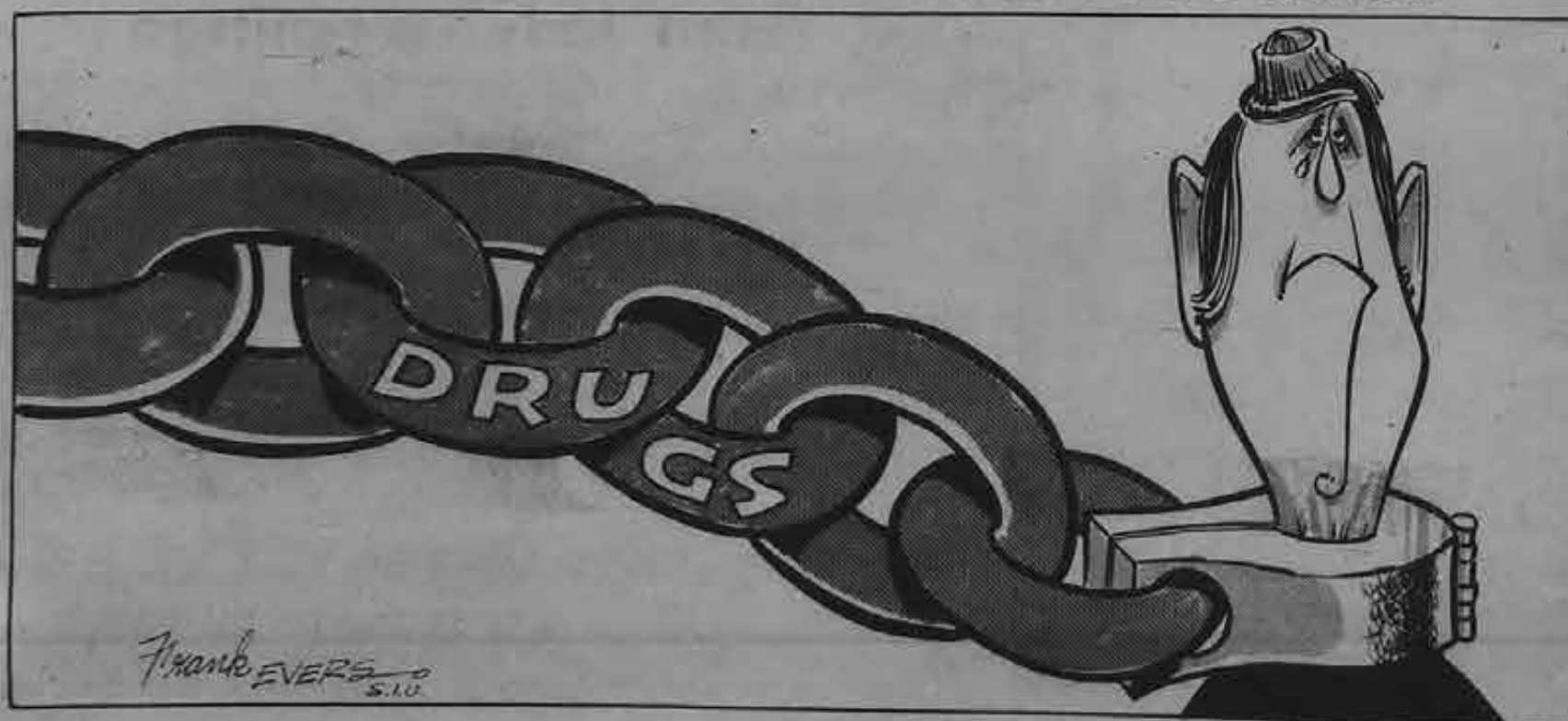


AB Harvey Richards, who last sailed on the *Oversea Alaska*, gives John Dwyer the necessary information for in-hospital benefits.



Leo Gallagher (left) holds up his \$25.00 Christmas Bonus check; while Steve Homka displays a Christmas card he received from the SIU. Both Leo and Steve are recertified bosuns.

A MESSAGE FROM YOUR UNION



**DON'T
BE
SHACKLED
TO
DRUGS!
THEY'RE
DUMB
DANGEROUS
DESTRUCTIVE
DEADLY**

**...AND YOU
LOSE YOUR
PAPERS
FOR LIFE!!**

NMC Proposes \$11.7B for Maritime in '80s

LABOR unions, shipping companies, and shipbuilders have all contributed to an innovative package of ideas to strengthen and modernize the U.S. merchant marine.

The views of these groups, including the SIU, were presented last month to Congress as part of a 50-page report by the National Maritime Council (NMC). Founded in the early 1970's, the NMC is a non-profit organization composed of maritime labor and management. Its purpose is the encouragement and development of a strong and healthy U.S. merchant fleet.

The package of suggestions by the NMC comes as a response to the proposed legislation entitled the "Omnibus Maritime Regulatory Reform, Revitalization, and Reorganization Act of 1979".

Numbered H.R. 4769, the legislation was introduced into the U.S. House of Representatives by Congressmen John Murphy (D-N.Y.) and Paul McCloskey (R-Calif.).

Since its introduction several months ago, there have been many hearings on the measure

before the House Subcommittee on Merchant Marine. Interested parties, such as the NMC, have been making their opinions known on this extensive and important piece of maritime legislation.

To expand this country's commercial fleet, the NMC proposed that \$11.7 billion be made available by the U.S. government. Most of this money would go for the Construction Differential Subsidy (CDS) program for new ship construction and the Operating Differential Subsidy (ODS) program. These subsidy programs help keep the American fleet competitive with cheaper foreign fleets. The money proposed by the NMC would cover the period of 1980 to 1990.

Coupled with other NMC proposals, the Council feels that this subsidy money will help build 300 new ships over the decade.

As explained to the Subcommittee by W. James Amoss, chairman of the NMC's Board of Governors and president of Lykes Brothers Steamship Co.,

Inc., these 300 ships would be divided between 135 liner vessels and 165 bulk carriers.

Of the \$11.7 billion, \$7.9 billion, or an average of about \$720 million per year, would go to the CDS program. An average of about \$203 million per year, or \$2.2 billion over the decade, would go toward the ODS program.

The rest of the money would go to other NMC proposals designed to keep the U.S. merchant marine competitive with cheaper foreign fleets.

One would be a five percent tax credit for the use of U.S.-flag dry bulk vessels.

Another would be the fuel conservation program. Under this plan, ships would be repowered to use more efficient fuel.

Amoss said that the prime candidates for repowering are ships under 15 years old with engines over 20,000 shaft horsepower. He cited a study that identified about 70 ships for repowering.

Amoss noted that "...repowering is crafts intensive low volume work. Under these conditions, U.S. yards can be much more competitive with foreign yards. The other advantage of this program is that contracts for repowering can be placed fairly quickly and provide near term work for the yards until the new building program can provide long term stability."

Other NMC proposals included:

- Elimination of the 50 percent ceiling on CDS.

- Permission for a ship to be built foreign and still be eligible for ODS. However, the ship could only be built foreign if there are no CDS funds available.

- Provision of a per diem (daily) subsidy for any new bulk vessel,

except a tanker over 60,000 dwt.

- Allowance of bilateral bulk shipping agreements with state-controlled economies. Also, the acceptance of such agreements in trades where the U.S. trading partner initiates or reserves bulk cargoes for its bulk fleet.

- An easing of restriction on the entry of subsidized carriers into domestic trades.

- Permission for CDS-built vessels to be sold foreign after ten years. Proceeds from the sale would be put into a fund for the construction of an equivalent vessel in the U.S. within two years.

- Strengthening of the Secretary of Commerce's authority to administer cargo preference laws.

- Preclusion of the Military Sealift Command from providing service where a privately owned U.S.-flag operator is giving point-to-point ocean transportation service.

- Elimination of the 50 percent duty on overseas repairs for foreign-to-foreign bulk vessels, emergency repairs abroad, or in cases where repairs in the U.S. would involve extreme economic loss.

- Provision of a five-year tax depreciation schedule for a U.S.-flag ship built in America, and a ten year tax depreciation schedule for a U.S.-flag vessel built foreign.

Meanwhile, in the Senate Commerce Committee, Senator Daniel Inouye (D-Hawaii) has introduced and held hearings on various maritime bills.

It's expected that there's a long way to go before the full House and the Senate agree on a maritime bill for the 1980's. But the SIU will monitor all developments to make sure the interests of its members are protected.

Ships Are Powered Differently Today Cash In On The Changes

Take the Diesel Engines Course
at HLS
It's Four Weeks Long
It Starts March 31

To enroll, contact HLS or fill out the application in this issue of the Log.



Point Judy Committee



The Ship's Committee of the ST Point Judy (Point Shipping) are shown here at a payoff recently at Pier 12, Brooklyn, N.Y. They are (l. to r.) Deck Delegate George Oberle, Bosun E. Odom, ship's chairman, Engine Delegate Barry Kiger and Steward Delegate Roy Miller.



The Electronics course attracts seafarers who work as electricians. The students learn the basic operations of circuits and transistors.



The practical instruction is given on desk top pieces of equipment, oscilloscopes and oscillators. Seafarers can make a circuit and test it during their training.



Jack Funk, one of the graduates of the Electronics course, directs a signal into the circuit of modules he just made. With the oscillator, he can see what is happening to the signal as it goes through the circuit.

Marine Electronics

Seafarers are Accepting the Challenge

The vessels of today are much more advanced than those of thirty years ago. New pieces of equipment are showing up. The job of every seafarer is to be able to work on this equipment. Some of the equipment, however, is controlled by electronic circuits which are very new and unknown to most of us.

We can tackle this problem just like we learned automation. The Lundeborg School is now offering an Electronics course for seafarers who have worked as electricians.

The course is six weeks long and prepares seafarers to work on equipment controlled by electronics. The instructor for the course is Terry Connor. He has had many years of experience working with teletype machines and airborne communications platforms. He said, "Electronics is not an area to fear. Anyone who has been working with electricity has been exposed to electronics without knowing it. Electronics is just refined electricity."

The first Electronics course began on November 5. During the course, the students reviewed the theory of electricity and learned how to apply the knowledge they have to electronics.

The practical instruction is done with oscilloscopes. They are desk top pieces of equipment that

can be used to make and analyze a circuit. The students also use the Sine Square Oscillator to direct a signal into the circuit. Through the use of the oscilloscope, the students can actually see what is happening to the signal as it passes through the circuit.

John Chivars, one of the graduates of this new course, has worked about four years as an electrician. He said, "The Electronics course is a real eye-opener. I have really learned a lot. It is amazing what one of those transistors can do. All you do is turn a button and the little modules do all the work. I have enjoyed the challenge of the course."

Jack Funk, also a graduate of the course, feels that all seafarers who are experienced electricians should come to the Electronics course. He commented that through the class field trips, the students learned that there is a lack of qualified help to work on electronics systems. "The only way to be qualified to do the job is to come to the Lundeborg School."

Instructor Terry Connor and the Lundeborg School want you to take advantage of the Electronics course. The next course begins February 11. To enroll, fill out the application in this issue of the Log or contact the Vocational Education Department of H.L.S.



The Electronics course helps seafarers like John Chivars to add to their knowledge of electrical and electronic equipment aboard a vessel. With this new knowledge, they are becoming skilled in a new and important area of shipboard operations.

At Sea & Ashore

SS Santa Paula

The *SS Santa Paula* (Delta Line) this month carried 34,000 of cargo for the U.S. Military Sealift Command (MSC) to ports in California, Oregon, Washington, Hawaii and Alaska.

VLCC Massachusetts

The *VLCC Massachusetts* (IOM) got the green light last month from MARAD to enter the Alaska-Panama oil trade for six months. Exxon was to get the first charter. The 264,073 dwt supertanker was built in 1975.

Newport News Shipyard

MARAD also last month okayed the financing worth almost \$25.5 million for the Ariadne Co. (Berger Group) to build here a 39,700 dwt tanker by June 1981.

The 16 knot, 644-foot vessel will use the stern of the 1956-built *ST Cities Service Norfolk*.

SS United States

Set to make a comeback early next year in the nation's passenger trades is the *SS United States* (U.S. Cruises) laid up for the last 10 years.

The liner is now in a berth at the Newport News (Va.) Shipyard. She will sail on Feb. 15-18 to the Norfolk (Va.) Shipyard drydock for modernizing (four swimming pools and tennis court) and refitting costing \$35 million.

When she resumes service she'll have a crew of 450 and 1,300 passengers in 650 luxury staterooms and six restaurants. The *United States* will cruise six months between Los Angeles and her home base, Honolulu, Hawaii. Cruises to other isles are also anticipated. U.S. Cruises is based in the port of Seattle.

On Nov. 15-6, President Carter signed a law allowing operation of the *United States*, *SS Santa Rosa*, *SS Independence*, *SS Monterey* and the *SS Mariposa* in the domestic trades.

Port Everglades, Fla.

Sea-Land began last month to operate this port's first permanent, speedy, shoreside crane—a \$2.6 million, 30-ton gantry.

Before, a rented mobile crane moved the containers here off the weekly calling SL-18 containerships.

The North Europe-bound *S-L Consumer* was the first ship loaded by the new crane last month.

Washington, D.C.

More than 200 U.S. shipping company bigwigs and safety directors have until Feb. 22 and Apr. 18 to send in their 1979 hero rescue and safety entrants picks to the American Institute of Merchant Shipping (AIMS) Jones F. Devlin and Ship Safety Achievement Awards Contests.

Also sponsored by the National Safety Council, the ship safety awards go to those vessels (and crews) who during last year did outstanding feats of rescue and seamanship. Entries close Feb. 22. The Devlin Awards go to the ships which for two and four consecutive years are accident-free. A crewmember must not have lost a full turn at watch because of an occupational injury. Entries close Apr. 18.

Seattle

The Boeing Airplane Co., maker of the B-17 Flying Fortress, B-29 Superfortress and 747 Jumbo Jet, is going into the shipping business.

In a joint venture, Boeing plans at a cost of \$1 billion to build four new U.S. 350,000 dwt tankers burning three fuels to carry coal to the Far East from a new terminal and new 650-mile slurry pipeline.

The 10-million tons of coal a year of Emery, Utah coal would go to Japan, Taiwan and Korea for 25 years from the Oxnard, Calif. Terminal, 50 miles north of Los Angeles.

The tankers, if built in U.S. yards, would cost \$600 million—half paid by MARAD. They would burn, in port, natural gas to avoid air pollution, low sulphur fuel five hours after leaving port and coal afterwards. The double-hulled tankers could also carry oil.

Boeing hopes the project could get off the ground by 1987.

Buffalo, N.Y.

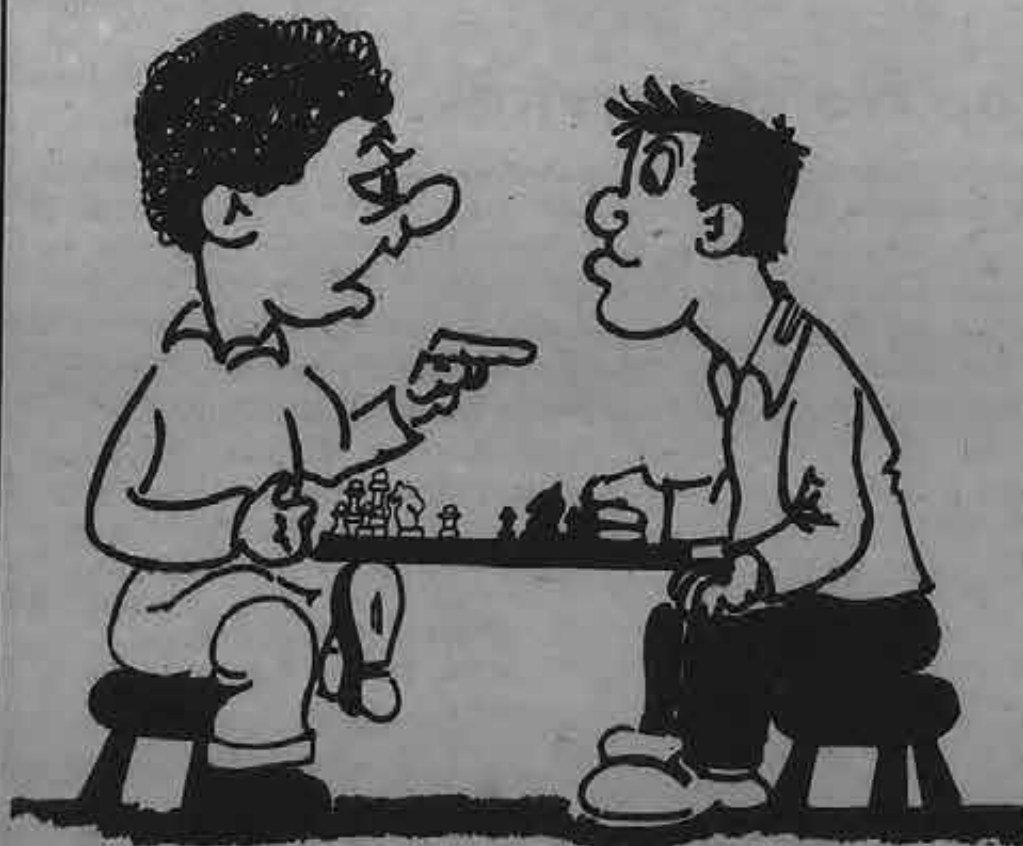
The American Steamship Co. is having two diesel bulk carriers built. One is a 32,100 dwt ship worth \$28.8 million set for delivery in March from the Bay Shipyard, Sturgeon Bay, Wisc. The other due in October is a 23,825 dwt vessel worth \$31.5 million, also from Bay Shipyard.

New York

MARAD has let Farrell Lines, under NMU contract, trade in to the Government eight of its 17-20-year-old breakbulk C-3s and C-4s for a \$20.3 million credit toward the cost of a newly-delivered 27,340 dwt containership, the *SS Austral Pioneer* worth \$73.3 million.

Turned in to the U.S. Reserve Fleet (now 21 ships) at James River, Va., were the *SS African Comet*, *Mercury*, *Meteor*, *Neptune* and *Sun* and *SS Export Adventurer*, *Agent* and *Ambassador*. Farrell turned in four vessels to the fleet in mid-1979 and may turn in eight more ships in mid-1980.

It's Your Move . . .



MAKE IT IN THE RIGHT DIRECTION—

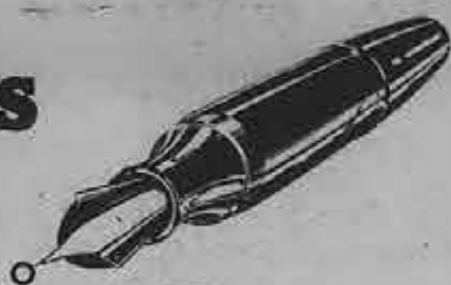
Make your move toward good pay, excellent working conditions, a secure future. Enroll now in the LNG Course at HLS. Next class starts March 31. Contact the Harry Lundeberg School, Vocational Education Department, Piney Point, Maryland 20674, or fill out the application in this issue of the *Log*.

Stonewall Jackson Committee



Making out a dues receipt for Chief Cook Wheeler Washington (seated left) last month is SIU Rep Teddy Babkowski (seated right) at a payoff aboard the *LASH Stonewall Jackson* (Waterman). The remainder of the Ship's Committee and a crewmember are (standing l. to r.) Recertified Bosun Carl Lineberry, ship's chairman; Engine Delegate Tony Cruz, AB Stanly La Grange, Deck Delegate; OS Gerard Lyons, Steward Delegate Felix Caban and Chief Electrician David Alleyne, educational director. The *LASH* paid off at Pier 7, Brooklyn, N.Y.

LETTERS TO THE EDITOR



He Did Right By Scholarship

As we all know a college education is a necessity in today's world. Whether it be in business, medicine or engineering there is a great demand for educated men and women. Unfortunately in this time of financial stress, the expense of such an education is immense. Most Americans do not have the financial capacity to send their children to college without a great deal of sacrifice.

I am forever in the SIU's debt for giving me the opportunity to be one of those educated people. The Union allowed me to get a well rounded education in the process of becoming a mechanical engineer thanks to my \$10,000 Scholarship.

This engineering field encompasses an unlimited range of work. Its scope ranges from nuclear and conventional power plants to the design and construction of submarine support systems. As you can see the opportunities for learning and for advancement facing me are countless.

The scholarship program has assisted me and others to achieve goals which otherwise would have been beyond our grasp. I sincerely hope the SIU can continue and enlarge this program to aid its members and their families. As a recipient of this scholarship I consider it a great honor and will strive to reflect this honor in my future work.

Again I wish to thank the Trustees of the "Charlie Logan Scholarship Program" for the opportunity to gain the education needed to achieve my personal goals. Without the assistance of the Seafarers Union my future would not look as bright as it does right now.

Very truly yours,
Edward V. Gilabert
Brooklyn, N.Y.

Loved Delta Bolivia Crew

I have just read the completed passenger questionnaires from the most recent voyage of the *SS Delta Bolivia* whereby the passengers unanimously praised our service.

Over the years the *SS Delta Bolivia* has developed a reputation for outstanding passenger service and it is a pleasure to see these high standards being maintained.

It is also significant to note that half the passengers are sensitive to the fact that we are a U.S. flag operator and this point is an important factor for them. The good will generated by the actions of the ship's crew contributes immeasurably to Delta Line and the U.S. flag merchant fleet.

The passengers have identified three of the ship's force for individual recognition, the Master, Capt. E. J. Howie; the Purser, Mr. D. Coleman; and the passenger B.R., Mr. P. Siems. The efforts of the crew were well received by the passengers and by those of us in New York.

We commend the officers and crew for maintaining the best traditions of the U.S. merchant marine.

Very truly yours,
Thomas V. Mac Ewen
General Manager of Operations
Delta Line
New York, N.Y.



Here's a pix of Memory Lane Troubadours Joe and Genevieve McAndrews. Joe is an SIU Pensioner.

Memory Lane Troubadours

Hi there from Texas!

So far my wife and I are really enjoying retirement. For our hobby we are dancing. We enjoy going to dances anyway and we are with the Senior Citizens Recreation Group. We call ourselves the Memory Lane Troubadours (about 30 of us).

We dress sort of Gay '90s. My wife dances in a chorus line that does a dance to "Carolina in the Morning," and I'm in with the Dancing Grandfathers. We dance to "When My Baby Smiles at Me."

We put on our dancing programs at nursing and retirement homes five or six times a month. Our show is about 1½ hours. Then we ask the audience to dance. If they are in wheelchairs, we wheel them to the music. They do enjoy it a lot. And we come away with a great feeling that we've brought some sunshine into some unfortunate peoples' lives.

Fraternally,
Joseph & Genevieve McAndrews
Houston, Texas

Top Notch Services

I sincerely wish to thank everyone associated with the Union and the Seafarers Welfare Plan for the help given to my husband and I during his illness. I will long admire the ability of the Union to handle the medical claims of my husband, quickly and efficiently during his illness in June 1978 and again in October 1979.

I am proud to say that my husband has been a member of the SIU since 1942. My husband still wishes he could be sailing.

My husband and I would just like to let the SIU know that it has been a privilege and pleasure to have sailed with this great union. We wish all our Union brothers and sisters smooth sailing with the best union around.

With Sincere Thanks
Mrs. Victor Menor
Visalia, Calif.

Early Pension Checks Helped

I believe I speak for quite a lot of SIU pensioners in thanking the Seafarers Pension Plan for its thoughtfulness and compassion in getting us our pension checks early for Christmas and the holidays. It certainly came in handy.

It makes me feel very good to know that my son and two grandsons are also members of this great union.

Fraternally,
John R. Shaw, Sr.
Deltona, Fla.

Mid-East Crises Focus Need for Beefed up U.S. Fleet

THE New Year is barely off the ground but it already looks like 1980 won't go down in the history books as a time of international harmony.

The crisis in Iran is already into its third month and the Administration doesn't expect any resolution in the near future.

President Carter is seeking a United Nations-backed blockade of all exports to Iran except food and medical supplies. If the U.N. doesn't sanction such a trade cutoff, the U.S. is expected to act unilaterally.

International relations have been further strained by the Soviet Union's recent military intervention in Afghanistan. Calling Russia's action "the greatest threat to peace since the Second World War," the President ordered a freeze on grain and high technology equipment sales to the U.S.S.R.

It's important to note that the common denominator linking the recent grim events in the Moslem world is maritime. In commerce as well as in times of national emergency, a strong, capable merchant fleet is indispensable.

The SIU has repeated over and over again the vital importance of building up our domestic merchant fleet so it is capable of serving the needs of the nation in peacetime as well as in time of crisis.

A build-up of the U.S. flag fleet would, of course, mean more jobs and improved job security for the members of this Union. But our efforts on behalf of a revitalized U.S. merchant marine go way beyond our own interests. Recent world events make it crystal clear that a strong American-owned, American-manned, American-flag merchant marine is in the best—and most pressing—interests of this nation.

Right now, the fortunes of the U.S. merchant fleet are at their lowest ebb in history. Our dry bulk fleet carries only two percent of U.S. dry bulk trade today, even though 40 percent of all U.S. oceanborne foreign trade is dry bulk.

Last year, American-flag tankers carried only 2.8 percent of our liquid petroleum imports. And those are peacetime oil requirements.

If the United States were involved in a military conflict today the nation's petroleum needs would increase. The U.S. flag tanker fleet, currently the strongest segment of the U.S. merchant marine, would be able

to carry only one quarter of U.S. military and domestic requirements.

If the United States had to rely exclusively on our national fleet for the bulk of our foreign trade we'd be in big trouble. The U.S. flag fleet today is able to carry a scant five percent of our overall imports and exports.

The United States has allowed our national merchant fleet to deteriorate to a level where that fleet can no longer answer our own trade needs. In time of peace such neglect is a disgrace. In time of war or national emergency it would be a disaster.

The House Merchant Marine & Fisheries Committee recently held hearings to determine whether the U.S. fleet would be able to operate a military sealift when 95 percent of U.S. ammunition, fuel, equipment and supplies would have to move by sea. The answer, from witness after witness, was a resounding "no."

Military and maritime industry experts told the Committee that the nation's ability to

conduct a sealift depends heavily on two variables: commitments for assistance from our allies and the participation of the merchant vessels which are U.S.-owned but sail under flags of convenience.

Our NATO allies have already indicated an unwillingness to make firm naval commitments. And several witnesses before the House Committee questioned the wisdom of relying on vessels which, though U.S.-owned, are registered under foreign flags and crewed by foreign seamen.

What witnesses, armed with

facts and figures, told the Committee comes down to the simple rule of survival: the only one to count on when it counts is yourself.

Right now, the U.S. can't count on herself for seapower. And we won't be able to count on ourselves unless Congress and the Administration give the highest priority to increasing the size, performance capability and military relevance of the U.S. flag merchant marine.

The stakes are too high to do less.



January, 1980

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WASHINGTON, D.C.:

The Long & Often Turbulent Voyage of a Bill Thru

Congress

MORE than at any other time in our history, we seamen are affected by forces outside our immediate control. The most important of these forces can be summed up in one word: Congress.

During the past half century, Congress has greatly expanded its influence over the day to day activities of private citizens. It has, for example, become involved in almost every aspect of the maritime industry. That involvement has important ramifications for individual sailors. To give just one example: many seafaring jobs are funded in part by Congressional subsidies. Without these subsidies, the number of jobs available to members of this Union could be drastically reduced.

Since Congress plays such a prominent role in the lives of seamen, the question arises: how does Congress operate? How does a bill become law?

To understand how a bill becomes law, one must be aware of the nature of Congress. Congress responds, it seldom leads. People who want something from Congress must speak up, loudly.

More often than not, ideas for legislation come from groups outside of Congress. Most Congressmen are generalists who are forced to rely on the know-how of others. Their staffs are not large enough to keep abreast of every development affecting this nation.

In presenting an idea to a Congressman for consideration, an organization or individual

should be as specific as possible. The one thing that Congressmen and their staffs lack is time. They can't be bothered with vaguely worded proposals.

Relating this to the maritime industry, the key issue confronting our Union is job security. It is not enough, however, for representatives of the SIU to go to a Congressman and say, "Give my people job security!" They would get nowhere.

Rather, to be effective, which they are, representatives of this Union approach Congressmen with carefully worded proposals dealing with particular issues (e.g. the revitalization of the passenger ship industry).

Approaching a Congressman with an idea for a bill is not easy, for the nature of his job makes him highly inaccessible. It is one of the greatest ironies of our political system that legislators who are dubbed representatives of the people have little or no time for the people that they represent.

To remain politically visible to the voters, a Congressman must make frequent trips to his Congressional district, at least until he becomes an established figure on the scene, say of Mount Rushmore. His weekdays are filled with Congressional debates and Committee hearings. Nights are spent studying issues or attending political functions.

Job of a Lobbyist

The inaccessibility of Congressmen is one of the major reasons why organizations retain lobbyists to represent their interests on Capitol Hill.

Lobbyists: some people consider them slightly less respect-

able than child molesters. In actuality, however, they serve a valuable political function.

In order to be effective, a lobbyist must spend his time building contacts which will help him gain the ears, if not the hearts, of those Congressmen who will get his bill passed. There are all sorts of variables involved in this process, such as the reputation of the organization that the lobbyist represents. But two variables stand out: a lobbyist must maintain a steady presence on Capitol Hill and he must be well-briefed.

By maintaining a steady presence on Capitol Hill, a lobbyist can establish a working relationship with members of Congressional staffs. This is an important part of a lobbyist's duties, for staff members often have a great deal of influence on how a Congressman ultimately decides to vote on an issue.

Being for the most part overworked and underpaid, Congressional staff members appreciate lobbyists who present them with thorough and well-reasoned briefs, for that frees them to do other work.

A dependable lobbyist backed by a hard-working and professional research department is worth his weight in gold.

The Journey Begins

If a lobbyist can persuade a Representative or Senator to sponsor a bill, that Representative or Senator will sign his name to it. Once that happens, the bill is introduced and referred to an appropriate standing committee.

The Senate and the House of Representatives are both broken up into a differing number of

standing Committees, such as the Senate Finance Committee or the House Committee on Merchant Marine and Fisheries. The standing committees are in turn broken up into smaller subcommittees (i.e. House Subcommittee on Merchant Marine).

Subcommittees are roughly comparable to an unlicensed crew onboard a ship. They do the back-work which keeps Congress running smoothly.

Subcommittees are responsible for rewording bills so that their language conforms to political realities and legislative niceties. They gather information, pro and con, on matters pending before the committee as a whole. They hold hearings and listen to witnesses testify on the merits of proposed legislation.

Once a Subcommittee has finished all of its fact-finding duties, it presents its findings to the committee as a whole. The committee then decides whether or not to recommend passage.

If a committee recommends passage, the bill is reported out of committee. *If a bill is not reported out of committee, it has virtually no chance of being enacted into law.*

Once a bill is reported out of committee, it must be placed on the agenda for floor action. If a bill is not controversial, it is placed on the consent calendar and hastily passed. If not, then it must be placed on the regular calendar.

Where a bill is placed on the regular calendar is extremely important. Congress has only a limited amount of time to consider the merits of an overwhelming number of bills. Once a Congressional session ends, if a

bill has not been passed, the bill is dead.

Many Called, Few Chosen

Only a small number of bills that are introduced each session are referred to committee, reported out of committee, placed on the calendar, and passed. An even smaller number are enacted into law.

If a bill has been passed by the Senate, it must also be passed by the House. Remember: there are two houses of Congress. In order to be enacted into law, a bill must be passed by both of them.

The House and the Senate are different legislative bodies with different procedures. The House has 435 members, while the Senate has only 100. The Committee structures of the two houses are not exactly the same. Senators serve six year terms. Representatives only two years.

These differences and others add up to one fact: that in many instances, the House and the Senate will pass different versions of the same bill.

When that happens, the Senate and the House each select three or more members to sit in on a conference committee aimed at coming up with a compromise bill. The members are chosen from committees in which the bill was introduced.

Sometimes, the Senate and the House conferees cannot agree on a common bill. When that happens, the bill dies.

If common language is found, then the bill is reported back to both the House and the Senate. If both bodies pass the final version of the bill, the bill is sent to the President who either signs it into law, or vetoes it.



Tax Time Again, UGH!

It's that time of the year again brothers. Tax time! Deadline day for filing is April 15, 1980. Unless you have a good excuse for not filing within the specified time period, the Internal Revenue Service will slap you with penalties.

The earlier you file your tax return, the better. Because if you are entitled to a return (hopefully most of us are), the earlier you file the quicker you get your return.

As is the custom this time of year, the Log prints some general information regarding your tax returns. Following is that report.



Changes, Highlights in the Tax Law for 1979

Tax Rates Have Been Decreased and Personal Exemptions Have Been Increased

For most taxpayers, the tax rates have been decreased. The deduction for personal exemptions has been increased from \$750 to \$1,000. This increase also applies to the extra exemptions for age and blindness. These changes have already been figured into the Tax Tables.

Zero Bracket Amount and Income Levels for Filing Have Been Increased

The Zero Bracket Amounts have been increased for all taxpayers. For those who file as Single or Head of household, the amount has been increased from \$2,200 to \$2,300. For Married taxpayers filing jointly and Qualifying widow(er)s with a dependent child, it has been increased from \$3,200 to \$3,400. For Married taxpayers who file separately, it has been increased from \$1,600 to \$1,700. The levels of income for

which you must file a return are also higher.

General Tax Credit Has Expired
The general tax credit expired on December 31, 1978. You cannot claim it this year.

Earned Income Credit Has Been Increased

Both the maximum amount you can earn and the maximum credit you can get have been increased. The income ceiling for eligibility has been increased from \$8,000 to \$10,000. The credit can now go as high as \$500.

New Advance Earned Income Credit Payments

If you received advance payments of the earned income credit from your employer, you must file a tax return even if your income was below the minimum level for your filing status. If your allowable credit is different from the advance payments you received, your tax lia-

bility will increase or decrease accordingly.

Unemployment Compensation May Be Taxable

If you received unemployment compensation payments after December 31, 1978, they may be taxable.

Political Contributions

The limit for the credit allowed for political contributions has been doubled. For 1979, you can claim one-half of what you gave, but not more than \$50 (\$100 if you are married filing a joint return). However, you may no longer claim an itemized deduction for these contributions.

No Deductions for State and Local Gasoline Taxes

You may no longer claim State or local gasoline taxes as an itemized deduction.

No Alternative Tax Computation

The alternative tax computation

for capital gains expired on December 31, 1978. You can no longer use this method to figure your tax.

Minimum Tax Has Been Revised

The minimum tax was revised by the Revenue Act of 1978. There is also a new alternative minimum tax for which you may be liable.

Standard Mileage Rates Increased

The standard mileage rate for business use of a car or truck has been increased to 18½ cents per mile for the first 15,000 miles. For each mile over 15,000, the rate will continue to be 10 cents. The standard mileage rate for charitable, medical, or moving purposes has been increased to 8 cents per mile.

Child and Dependent Care Credit

The credit for child care payments is available for payments made to a relative regardless of whether the qualifying relative's services constitute employment for social security purposes.

Some General Information in Filing Tax Returns

Who Must File

Your income and your filing status generally determine whether or not you must file a tax return.

You must file a return for 1979, even if you owe no tax:

If you were single (this also means legally separated, divorced, or married

with a dependent child and living apart from your spouse for all of 1979) and:
Under 65 \$3,300
65 or over 4,300

If you were married filing a joint return and living with your spouse at the end of 1979 (or on the date your spouse died), and:

Both were under 65 5,400
One was 65 or over 6,400
Both were 65 or over 7,400

If you were married filing a separate return or married but not living with your spouse at the end of 1979 1,000

If you could be claimed as a dependent on your parents' return, and had

taxable dividends, interest, or other unearned income of \$1,000 or more 1,000

If you were a qualifying widow(er) with a dependent child and:

Under 65 4,400
65 or over 5,400

If you could exclude income from sources within U.S. possessions 1,000

If you were self-employed and your net earnings from this work were at least \$400

If you received any advance earned income credit payments from your employer(s) during 1979

Even if your income was less than the amounts shown above, you must file a return if you owe any taxes, such as:

- FICA (Social Security) on tips you did not report to your employer.
- Minimum Tax.
- Tax on an IRA (Individual Retirement Arrangement).
- Tax from recomputing a prior year investment credit.

These rules apply to all U.S. citizens and resident aliens, including those under 21 years of age. They also apply to those nonresident aliens and resident

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 payoff took place.

For example, a seaman who signed on for a five month trip in September, 1978, paying off in January, 1979, would have all the five months' earnings appear on his 1979 W-2 even though his actual 1979 earnings might be less than those in 1978.

There are ways to minimize the impacts of this situation. For example, while on the ship in 1978, the Seafarer undoubtedly took draws and may have sent allotments home. These can be reported as 1978 income.

Unfortunately, this raises another complication. The seaman who reports these earnings in 1978 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 1978, 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 1979 W-2. The seaman then, on his 1979 return would have to explain that he had reported some of his earnings in 1978 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 the refund.

This procedure would also undoubtedly cause Internal Revenue to examine his return, since the income reported would not coincide 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.

Continued on Page 23

aliens who are married to citizens or residents of the United States at the end of 1979 and who file a joint return.

Who Should File

Even if you do not have to file, you should file to get a refund if income tax was withheld from your pay. Also file if you can take the earned income credit. If you file for either of these reasons only, you may be able to use Form 1040A.

When to File

You should file as soon as you can after January 1, but not later than April 15, 1980. If you file late, you may have to pay penalties and interest.

If you know that you cannot meet the April 15 deadline, you should ask for an extension on Form 4868, Application for Automatic Extension of Time to File U.S. Individual Income Tax Return.

Which Form to File

You MAY Be Able to Use Form 1040A if:

- You had only wages, salaries, tips, unemployment compensation, and not more than \$400 in interest or \$400 in dividends. (You may file Form 1040A even if your interest or dividend income was more than \$400 if you are filing only to get a refund of the earned income credit), AND
- Your total income is \$20,000 or less (\$40,000 or less if you are married and filing a joint return).

Since Form 1040A is easier to complete than Form 1040, you should use it if you can unless Form 1040A lets you pay less tax. However, even if you meet the above tests, you may still have to file Form 1040.

You MUST Use Form 1040 if:

- You itemize deductions.
- You claim more exemptions than are shown in the tax table for your filing status.
- Your spouse files a separate return and itemizes deductions. Exception: You can still use Form 1040A if you have a dependent child and can meet the tests on page 6 under Married Persons Who Live Apart (and Abandoned Spouses).
- You can be claimed as a dependent on your parents' return AND had interest, dividends, or other unearned income of \$1,000 or more, AND had earned income of less than \$2,300 if single (less than \$1,700 if married filing a separate return).
- You are a qualifying widow(er) with a dependent child.
- You were a nonresident alien during any part of 1979 and do not file a joint return (or Form 1040NR).
- You were married to a nonresident alien at the end of 1979 who had U.S. source income and you do not file a joint return. Exception: You can still use Form 1040A if you meet the tests on page 6 under Married Persons Who Live Apart (and Abandoned Spouses).
- You take any of the Adjustments to Income shown on Form 1040, lines 23 through 29.
- You file any of these forms:

Form 1040—ES, Declaration of Estimated Tax for Individuals, for 1979 (or if you want to apply any part of your 1979 overpayment to estimated tax for 1980).

Schedule G, Income Averaging.

Form 2210, Underpayment of Estimated Tax by Individuals.

Form 2555, Deduction from, or Exclusion of, Income Earned Abroad.

Form 4563, Exclusion of Income from Sources in United States Possessions.

- You owe any of the taxes on Form 1040, line 36 or lines 48 through 52.
- You claim any of the credits on Form 1040, lines 39 through 45.
- You claim any of the payments on Form 1040, lines 58, 60, or 61.
- You are required to fill in Part III of Schedule B for Foreign Accounts and Foreign Trusts.

Where to File

Please use the addressed envelope that came with your return, or use the address for your State. If you do not have an addressed envelope, or if you moved during the year, mail your return to the Internal Revenue Center for the place where you live.

Rounding Off to Whole Dollars

You may round off cents to the nearest whole dollar on your return and schedules. But, if you do round off, do so for all amounts. You can drop amounts under 50 cents. Increase amounts from 50 to 99 cents to the next dollar. For example: \$1.39 becomes \$1 and \$2.69 becomes \$3.

Amended Return

Use Form 1040X to change an income tax return you have already filed (Form 1040 or Form 1040A).

Presidential Election Campaign Fund

You may have \$1 go to this fund by checking the Yes box. On a joint return, both of you may choose to have \$1 go to this fund, or, both may choose not to. One may choose to have \$1 go to this fund and the other may choose not to.

If you check Yes, it will not change the tax or refund shown on your return.

Do not claim this amount as a credit for contributions to candidates for public office on Form 1040, line 38.

Other Information

Death of Taxpayer

Did the taxpayer die before filing a return for 1979?—If so, the taxpayer's spouse or personal representative must file a return for the person who died. A personal representative can be an executor, administrator, or anyone who is in charge of the taxpayer's property.

If the taxpayer did not have to file a return but had tax withheld, a return must be filed to get a refund.

If your spouse died in 1979 and you did not remarry in 1979, you can file a joint return. You can also file a joint return if your spouse died in 1980 before filing a return.

A joint return should show your spouse's 1979 income before death and your income for all of 1979. Please write "Filing as surviving spouse" in the area where you sign the return. If someone else is the personal representative, he or she must also sign. Show the date of death in the name and address space of Form 1040.

If you want more details, please get Publication 559, Tax Information for Survivors, Executors, and Administrators.

U.S. Citizens Living Abroad

Generally, foreign source income must be reported on your return. Please get Publication 54, Tax Guide for U.S. Citizens Abroad, for more information.

Filing Status

Were You Single or Married?

If you were single, divorced, or legally

separated on December 31, consider yourself single for the whole year. State law governs whether you are married, divorced, or legally separated.

If you were married on December 31, consider yourself married for the whole year. If you meet the tests for *Married Persons Who Live Apart (and Abandoned Spouses)*, you may consider yourself single for the whole year.

If your spouse died during 1979, consider yourself married to that spouse for the whole year, unless you remarried before the end of 1979.

Married Persons

Joint or Separate Returns?

Joint Return. In most cases, married couples will pay less tax if they file a joint return. You must report all income, exemptions, deductions, and credits for you and your spouse. Both of you must sign the return, even if only one of you had income.

You and your spouse can file a joint return even if you did not live together for the whole year. Both of you are responsible for any tax due on a joint return, so if one of you does not pay, the other may have to.

If your spouse died in 1979, or in 1980 before filing a return for 1979, write in the signature area "Filing as surviving spouse." Show the date of death in the name and address space.

Separate Returns. You can file separate returns if both you and your spouse had income, or if only one of you had income. If you both file, you and your spouse must figure your tax the same way. This means if one itemizes deductions, the other must itemize. You each report only your own income, exemptions, deductions, and credits, and you are responsible only for the tax due on your own return.

If you file a separate return, write your spouse's full name in the space after Box 3 and your spouse's social security number in the block provided for that number.

If your spouse does not file, check the boxes on line 6b that apply if you can claim the exemptions for your spouse.

Were You a Head of Household?

There are special tax rates for a person who can meet the tests for Head of household. These rates are lower than the rates for Single or Married filing a separate return.

You may use this filing status **ONLY IF** on December 31, 1979, you were unmarried (including certain married persons who live apart (and abandoned spouses)) or legally separated and meet test a. or b. below:

a. You paid more than half the cost of keeping up a home which was the principal residence of your father or mother whom you can claim as a dependent. (You did not have to live with that parent.) OR

b. You paid more than half the cost of keeping up the home in which you lived and in which one of the following also lived all year (except for temporary absences for vacation or school):

1. Your **unmarried** child, grandchild, foster child, or stepchild. (This person did not have to be your dependent.)

Note: If you are filing as Head of household because of an unmarried child, grandchild, foster child, or stepchild, who is not your dependent, enter that person's name in the space provided on line 4. Enter only one name. If any other person qualifies



you for Head of household, no entry is needed.

2. Your **married** child, grandchild, foster child, or stepchild. (You must be entitled to claim this person as your dependent without Multiple Support Agreement.)

3. Any other person listed below whom you can claim as a dependent. However, this person does not qualify you if he or she is your dependent under the rules for Dependent Supported by Two or More Taxpayers.

Brother	Grandparent
Sister	Sister-in-law
Stepbrother	Son-in-law
Stepsister	Daughter-in-law,
Stepmother	or if related by
Stepfather	blood: Uncle
Mother-in-law	Aunt
Father-in-law	Nephew
Brother-in-law	Niece

Were You a Qualifying Widow or Widower With a Dependent Child?

If so, you may be able to use joint return rates for 1979 and use Tax Table B or Tax Rate Schedule Y.

If your spouse died during 1978 or 1977 and you did not remarry before the end of 1979, file a return for 1979 showing only your own income, exemptions, deductions, and credits. However, you can figure your tax at joint return rates if you meet all 3 of the following tests:

a. You could have filed a joint return with your spouse for the year your spouse died. (It does not matter whether you actually filed a joint return.)

b. Your dependent child, stepchild, or foster child lived with you (except for temporary absences for vacation or school).

c. You paid over half the cost of keeping up the home for this child for the whole year.

Check Box 5, Qualifying widow(er) with dependent child, and show the year your spouse died in the space provided. Do not claim an exemption for your spouse. (You can claim the exemption only for the year your spouse died.)

If your spouse died in 1979 and you did not remarry, consider yourself married for the whole year. If your spouse died before 1977 and you did not remarry, you may check Box 4 if you met the tests under **Were You a Head of Household?**

Otherwise you must file as Single.

Exemptions For Yourself

You can always take one exemption for yourself. Take two exemptions if you were blind, or 65 or over. Take three exemptions if you were blind and 65 or over. Be sure to check all the boxes on line 6a for the exemptions you can take for yourself.

You can take the extra exemptions for age 65 or over and blindness only for yourself and your spouse. You cannot

Continued from Page 23

take them for dependents.

Age and blindness are determined as of December 31. However, if your 65th birthday was on January 1, 1980, you can take the extra exemption for age for 1979.

For Your Spouse

You can take exemptions for your spouse if you file a joint return. If you file a separate return you can take your spouse's exemptions only if your spouse is not filing a return, had no income, and was not the dependent of someone else.

Your spouse's exemptions are like your own. Take one exemption if your spouse was neither blind nor 65 or over. Take two exemptions if he or she was blind or 65 or over. Take three exemptions if blind and 65 or over. Be sure to check all the boxes on line 6b for the exemptions you can take for your spouse.

If at the end of 1979, you were divorced or legally separated, you cannot take an exemption for your former spouse. If you were separated by a divorce that is not final (interlocutory decree), you may take an exemption for your spouse if you filed a joint return.

If your spouse died during 1979 and you did not remarry before the end of 1979, check the boxes for the exemptions you could have taken for your spouse on the date of death.

Children and Other Dependents

Please enter on line 6c the first names of your dependent children who lived with you. Fill in the total number in the box to the right of the arrow.

Please enter on line 6d the full names and other information for your other dependents. Fill in the total number in the box to the right of the arrow.

Each person you claim as a dependent has to meet ALL 5 of these tests:

- income;
- support;
- married dependent;
- citizenship or residence; and
- relationship.

These tests are explained below.

a. Income

The dependent received less than \$1,000 gross income. (This test does not have to be met for your child who was under 19 or a full-time student at least 5 months of the year.)

b. Support

The dependent received over half of his or her support from you, or is treated as receiving over half of his or her support from you, under the rules for **Children of Divorced or Separated Parents, or Dependents Supported by Two or More Taxpayers**. If you file a joint return, the support can be from you or your spouse.

Support includes items such as food, a place to live, clothes, medical and dental care, and education. In figuring support, use the actual cost of these items. However, the cost of a place to live is figured at its fair rental value.

Do not include in support items such as income and social security taxes, premiums for life insurance, or funeral expenses.

Capital items—You must include capital items such as a car or furniture in figuring support, but only if they are actually given to, or bought by, the dependent for his or her use or benefit. Do not include the cost of a capital item such as furniture for the household or for use by persons other than the dependent.

In figuring total support, you must include money the dependent used for his or her own support, even if this money was not taxable (for example, social security benefits, gifts, savings, welfare benefits, etc.). If your child was a student, do not include amounts he or she received as scholarships.

c. Married Dependent

The dependent did not file a joint return with his or her spouse.

d. Citizenship or Residence

The dependent was a citizen or resident of the United States or Canada or Mexico, or an alien child adopted by and living with a U.S. citizen in a foreign country.

e. Relationship

The dependent met test 1. or 2. below.

1. Was related to you (or your spouse if you are filing a joint return) in one of the following ways:

Child	Stepbrother	Son-in-law
Stepchild	Stepsister	Daughter-in-law
Mother	Stepmother	or, if related by blood:
Father	Stepfather	Grandparent
Grandparent	Mother-in-law	Uncle
Brother	Father-in-law	Aunt
Sister	Brother-in-law	Nephew
Grandchild	Sister-in-law	Niece

2. Was any other person who lived in your home as a member of your household for the whole year.

The term child includes:

- Your son, daughter, stepson, or stepdaughter.

- A child who lived in your home as a member of your family if placed with you by an authorized placement agency for legal adoption.

- A foster child who lived in your home as a member of your family for the whole year.

Student Dependent. Even if your child had income of \$1,000 or more, you can claim the child as a dependent if he or she can meet tests b., c., and d. above: AND

- was enrolled as a full-time student at a school during any 5 months of 1979, or

- took a full-time, on-farm training course during any 5 months of 1979. (The course had to be given by a school or a State, county, or local government agency.)

Children of Divorced or Separated Parents. If a child's parents together paid more than half of the child's support, the parent who has custody for most of the year can generally take the exemption for that child. However, the parent who does NOT have custody (or who has the child for the shorter time), may take the exemption if a or b below, applies.

a. That parent gave at least \$600 toward the child's support in 1979, and the decree of divorce or separate maintenance (or a written agreement between the parents) states he or she can take the exemption, OR

b. That parent gave \$1,200 or more for each child's support in 1979, and the parent who had custody cannot prove

that he or she gave more than the other parent.

NOTE: To figure the amount of support, a parent who has remarried and has custody may count the support provided by the new spouse.

Dependent Supported by Two or More Taxpayers. Sometimes two or more taxpayers together pay more than half of another person's support, but no one alone pays over half of the support. One of the taxpayers may claim the person as a dependent only if the tests for income, married dependent, citizenship or residence, and relationship discussed earlier (tests a, c, d, and e) are met.

In addition, the taxpayer who claims the dependent must:

- have paid more than 10% of the dependent's support; and
- attach to his or her tax return a signed **Form 2120, Multiple Support Declaration**, from every other person who paid more than 10% of the support. This form states that the person who signs it will not claim an exemption in 1979 for the person he or she helped to support.

Birth or Death of Dependent. You can take an exemption for a dependent who was born or who died during 1979 if he or she met the tests for a dependent while alive. This means that a baby who lived only a few minutes can be claimed as a dependent.



Income

Examples of Income You Do Not Report

Federal social security benefits.

Welfare benefits.

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

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

Child support.

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

Dividends on veterans' life insurance.

Life insurance proceeds received because of a person's death.

Interest on certain State and municipal bonds.

Amounts you received from an insurance company because you lost the use of your home due to fire or other casualty to the extent the amounts were more than the cost of your normal expenses while living in your home. (You must report reimbursements for normal living expenses as income.)

Amounts an employer contributed on your behalf and benefits provided as an employee or the spouse or dependent of an employee, under a qualified group legal services plan.

Examples of Income You Must Report

The following kinds of income should be reported on Form 1040, or related forms and schedules. You may need some of the forms and schedules listed below.

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

Dividends (Schedule B).



Interest (Schedule B) on:

tax refunds;
bank deposits, bonds, notes;
U.S. Savings Bonds;
certain arbitrage bonds issued by State and local governments; and
accounts with savings and loan associations, mutual savings banks, credit unions, etc.

Unemployment compensation.

Amounts received from accident and health plans in place of wages, if your employer paid for the policy.

Fair market value of goods or services you received in return for your services.

Business expense reimbursements you received that are more than you spent for these expenses.

Alimony, separate maintenance or support payments received from and deductible by your spouse or former spouse.

Refunds of State and local taxes if you deducted the taxes in an earlier year and got a tax benefit.

Life insurance proceeds from a policy you cashed in if the proceeds are more than the premiums you paid.

Profits from businesses and professions (Schedule C).

Your share of profits from partnerships and small business corporations (Schedule E).

Profits from farming (Schedule F).

Pensions, annuities, endowments (Schedule E), including lump-sum distributions (Form 4972 or Form 5544).

Gains from the sale or exchange of real estate, securities, or other property (Schedule D or Form 4797).

Gains from the sale of your personal residence (Schedule D and Form 2119).

Rents and royalties (Schedule E).

Your share of estate or trust income, (Schedule E) including accumulation distributions from trusts (Form 4970).

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

Prizes and awards (contests, raffles, lottery and gambling winnings).

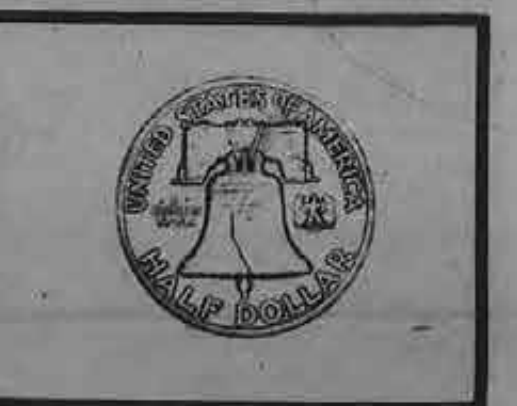
Earned income from sources outside the United States (Form 2555).

Directors fees.

Fees received for jury duty and precinct election board duty.

Fees received as an executor or administrator of an estate.

Embezzled or other illegal income.





The Lakes Picture

ALGONAC

A violent storm on Dec. 24 claimed the veteran of the SIU-contracted Huron Cement Co. fleet, the 80-year-old *E.M. Ford*.

The *Ford* was torn from her moorings and battered against the dock at Milwaukee, Wisc. A hole was torn in her bow and the 428-foot vessel sank with her cargo of 700 tons of dry cement.

The five SIU crewmen aboard the *Ford* at the time of the storm were rescued unharmed but the vessel was not salvageable.

* * *

American Steamship Co.'s ore carrier *Nicolet* sustained \$4 million worth of damage over the Christmas weekend when a fire tore through the vessel dockside in Toledo. The company plans to repair the ore carrier but the restoration will take some time.

* * *

American Steamship has sold the ore carrier *Consumers Power* to another SIU-contracted company, Erie Sand Steamship Co. Erie will run the *Consumers Power* in place of the 1907-built *J.F. Schoelkopf* which is destined for the scrapper.

* * *

By mid-month just about all of the SIU-contracted Great Lakes fleet will have arrived at their winter berths in Green Bay, Toledo, Duluth, Chicago, Cleveland and Buffalo.

Some Great Lakes vessels were still running as late as the first week in January, including the SIU-contracted *H. Lee White* (American Steamship) and the *S.T. Crapo* (Huron Cement). But with the Jan. 8 closing of the Soo Locks, Great Lakes shipping is expected to settle into a very quiet winter.

CHICAGO

The recently-appointed executive director of the Chicago Regional Port District, Martin McLaughlin, resigned after only three months in

office. The post was created by Chicago's Mayor Jane Byrne in July to boost the port's sagging business. During his tenure as port director McLaughlin kicked off several programs to promote the port and negotiated leasing and licensing agreements with the Iroquois Landing terminal operators. The port's general manager, Frank Martin, Jr., will assume the executive director's duties until a permanent successor is found.

* * *

The Women's Calumet Traffic Assn. is exactly what its title says. Membership is open to any woman employed in the traffic field and their numbers have been growing. Chicago's *Daily Calumet* recently devoted a full-page to a feature story plus photos on the Women's Calumet Traffic Assn. Most of the members work in the trucking industry. A few represent rail transport. But one long-time Assn. member is Gerry Borozan, a friendly and helpful part of the Chicago Union hall for the last 18 years.

ST. LAWRENCE SEAWAY

A Greek freighter that ran aground in the St. Lawrence Seaway on Dec. 16 will have to winter in the Seaway. Seaway officials said the vessel exceeded the waterway's 26-foot draft and she would run aground again if she tried to exit. The freighter, which grounded because of a mechanical failure, is expected to berth at Port Weller for the winter.

A total of eight vessels failed to reach the designated call-in points in the Seaway by the deadline of midnight, Dec. 18. That deadline was extended from the original closing date of Dec. 15.

Seven Canadian lakers and one Liberian-flag oceangoing vessel had to pay an \$80,000 operational surcharge for missing the cutoff date.

Vessels on their way out of the Seaway came to a dead halt at the end of November for a little over 24-hours after a Canadian and a Yugoslav freighter collided in the American Narrows section.

* * *

Total cargo figures for the Seaway through Nov. 30, 1979 were down 4.4 percent for the same period of 1978. The key reason for the decline was the 3.5 million ton drop in grain carriage due to the 82-day grain handlers strike in Duluth.

* * *

The St. Lawrence Seaway Development Corp., the U.S. agency which administers the waterway, dewatered the U.S. Eisenhower and Snell Locks in mid-December. The Locks were being readied for the most extensive maintenance project in the Seaway's 20-year history. The project will cost about \$1.8 million.

Personals

Asa E. Moore

Please contact Gayle, P.O. Box 213, Monticello, Ga. 31064. Tel. (404) 468-8992.

Harris Mills

Please contact, Loretta Reed, 54 Wayne Avenue, East Orange, N.J. Tel. (201) 674-8721.

Jonathan R. Fink

From J. Sean Nicholson, got your call, be home for the summer.

Stephen Loston

Please contact Andrew Elash, Suite 1621, Two Penn Center Plaza, 15th and John F. Kennedy Boulevard, Philadelphia, Penna. 19102 or Tel. (215) 568-4500.

Charles V. Tucker

Please write to Duke Duet at 12019 Hazy Hill Dr., Houston, Texas, 77044. Tel. 458-0632.

Seafarer Chilinski

Please contact your wife at Diana Court, Mill Street, Capetown, Tel. 451707.



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To apply, see your SIU Representative.

Legal Aid

In the event that any SIU members have legal problems in the various ports, a list of attorneys whom they can consult is being published. The member need not choose the recommended attorneys and this list is intended only for informational purposes:

NEW YORK, N.Y.

Schulman & Abarbanel
350 Fifth Avenue
New York, N.Y. 10001
Tele. #(212) 279-9200

BALTIMORE, MD.

Kaplan, Heyman, Greenberg,
Engelman & Belgrad
Sun Life Building
Charles & Redwood Streets
Baltimore, Maryland 21201
Tele. #(301) 539-6967

HOUSTON, TEX.

Archer & Peterson
Americana Building
811 Dallas Street
Houston, Texas 77002
Tele. #(713) 659-4455

TAMPA, FLA.

Hamilton & Douglas, P.A.
2620 W. Kennedy Blvd.
Tampa, Florida 33609
Tele. #(813) 879-9482

SAN FRANCISCO, CALIF.

John Paul Jennings, Henning
and Wash
100 Bush Street, Suite 1403
San Francisco, California 94104
Tele. #(415) 981-4400

Philip Welton, Esq.

Welton & Van Dam
No. 1 Ecker Bld.
San Francisco, Calif. 94105
Tele. #(415) 777-4500

ST. LOUIS, MO.

Gruenberg & Sounders
721 Olive Street
St. Louis, Missouri 63101
Tele. #(314) 231-7440

NEW ORLEANS, LA.

Barker, Boudreaux, Lamy,
Gardner & Foley
1400 Richards Building
837 Gravier Street
New Orleans, Louisiana 70112
Tele. #(504) 586-9395

LOS ANGELES, CALIF.

Fogel, Julber, Reinhardt &
Rothschild
5900 Wilshire Boulevard
Los Angeles, California 90036
Tele. #(213) 937-6250

MOBILE, ALA.

Simon & Wood
1010 Van Antwerp Building
Mobile, Alabama 36602
Tele. #(205) 433-4904

DETROIT, MICH.

Victor G. Hanson
19268 Grand River Avenue
Detroit, Michigan 48822
Tele. #(313) 532-1220

BOSTON, MASS.

Joseph M. Orlando
95 Commercial Wharf
Boston, Massachusetts 02110
Tele. #(617) 523-1000

SEATTLE, WASH.

Vance, Davies, Roberts,
Reid & Anderson
100 West Harrison Plaza
Seattle, Washington 98119
Tele. #(206) 285-3610

CHICAGO, ILL.

Katz & Friedman
7 South Dearborn Street
Chicago, Illinois 60603
Tele. #(312) 263-6330

3rd of 11 New G&H Towing Tugs Goes Into Service

Another new boat has been added to the SIU-contracted fleet. She's the 3,000 horsepower tug, *Denia*.

Owned by G&H Towing of Galveston, Tex., the *Denia* is the third of eleven new tugs being built by the company. The first and second, the SIU-contracted *Titan* and the *Laura Haden*, are already working in the Galveston-Texas City area.

The *Denia* will join them in doing shipdocking and other harbor work.

Like her sister boats, the *Denia* is 88 feet long, has a beam of 32 feet, and a draft of 16 feet.

The *Titan*, *Laura Haden* and the *Denia* were all built at the Diamond Shipyard in Savannah, Ga. as will the fourth boat, the *Barbara H. Neuhaus*.



Here's the *Denia*, 3rd of 11 new tugs to be crewed by SIU Boatmen for G&H Towing.

Dispatchers Report for Inland Waters

DEC. 1-31, 1979

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	2	0	0	0	0	0	2	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	5	1	0	0	0	8	14	3
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	5	1	1	1	0	0	7	4	3
Mobile	1	0	0	1	0	0	5	1	0
New Orleans	1	2	1	0	0	1	11	10	14
Jacksonville	2	0	2	1	0	0	2	1	3
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	2	3	3	0	0	0	5	10	18
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	2
Houston	3	9	5	1	5	4	4	11	9
Port Arthur	6	4	8	5	2	7	13	5	20
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	5	4	8	6	1	2	18	7	35
Piney Point	6	0	0	5	2	0	0	1	0
Paducah	8	3	54	5	3	0	25	17	136
Totals	40	33	83	26	13	14	98	83	243
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	1	0	0	0	0	0	1
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	1	0	0
Mobile	1	0	0	1	0	0	0	0	0
New Orleans	0	0	0	0	0	0	1	0	0
Jacksonville	0	0	1	0	0	1	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	1	0	0	0	0	0	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	1	0
Houston	0	0	0	0	0	0	4	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	1	0	0	1	0	1	0	0
Paducah	1	0	1	0	0	0	0	0	2
Totals	2	1	4	1	1	1	7	1	4
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	1	0	0	0	0	0	1	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	1	2	0	1	2	1	0	1
Mobile	0	1	0	0	0	0	0	2	1
New Orleans	0	0	0	0	0	0	1	0	0
Jacksonville	1	0	0	0	0	0	1	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	1	0	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	1	0	0	0	0	1	1	1
Piney Point	0	2	0	0	1	0	0	0	0
Paducah	1	1	3	1	0	0	1	1	13
Totals	2	7	5	1	2	2	6	5	17
Totals All Departments	44	41	92	28	16	17	111	89	264

*"Total Registered" means the number of men who actually registered for shipping at the port last month.

**"Registered on the Beach" means the total number of men registered at the port at the end of last month.



Baltimore

The SIU-contracted Baker-Whiteley Towing Co. has been acquired by another SIU company, McAllister Brothers. None of Baker-Whiteley's 55 employees will be affected by the acquisition. It is hoped that the added resources of McAllister Brothers will be of great help to the Boatmen.

* * *

Featured on the front cover photo and lead article in last month's Coast Guard "Marine Safety Council Magazine" are the tug *Drum Point* (Curtis Bay) and her master, Capt. Henry W. Gamp, author of "Icebreaking on the Upper Chesapeake Bay."

Capt. Gamp recounted on how ice fields jam both ships and barge tows and how they are freed by his icebreaker tug.

Norfolk

Contract negotiations with the Allied Towing Co. here were in the middle of this month "going as well as can be expected," according to port officials.

Negotiations with the C.G. Willis Towing Co. started on Jan. 17.

Jacksonville

The triple deck RO/RO Barge *Arab Hawk* (Crowley Maritime) was pulled off the Mideast run to begin tramp service to the Carib. Late last year she carried from here to the Dominican Republic, 166 pieces of carnival gear for the Toronto, Canada Conklin Carnival.

Crowley's new 4th 580-foot triple deck RO/RO Barge *El Rey* (Trailer Marine Transport) launched last month will carry 376 40-foot trailers from here to San Juan, P.R. The steel barge displaces 16,700 tons.

* * *

Coordinated Caribbean Transport got the new 150-foot cat tug *J.J. Oberdorf* recently. Her 6½ foot hydraulic coupling was attached to a huge barge built by the Seatrain Shipyard, Brooklyn, N.Y.

* * *

Boatmen on the laid up dredge *Hydro Atlantic* (Hydro Mar) are expected to be called back to work early next month.

Tampa

Cook Duncan "Pat" V. Patterson, usually on the Tampa-New Orleans run, was spotted in the galley of the tug *Alice Moran* out of Houston in Texas City, Tex.

Pat had just returned from spending Christmas and New Year's with his mother in St. Petersburg down from Boston, Mass.

Paducah

Old Man Winter's icy fingers slacked off shipping here laying up the river boats, one the *Pat Sholtin* (Orgulf). But it has got more Boatmen comin' in to get a looksee at the renovated Hall.

Port Agent Pat Pillsworth says he and his cohorts serviced the new towboat *National Energy* (National Marine) noting that the crew of 11 were happy.

Mobile

The tug *GATCO* (Gulf Atlantic) is now on the run to Puerto Rico from here.

Tenn-Tom Waterway

On Dec. 5, a U.S. Court of Appeals was asked to halt construction of the \$1.8 billion Tennessee-Tombigbee Waterway. Meanwhile, the project's backers said the three-judge panel should uphold a lower court ruling supporting the waterway.

Asking for the construction halt were the Louisville & Nashville Railroad and environmental groups who said the U.S. Corps of Engineers moved without Congressional approval in widening the waterway to 300 feet.

Locks & Dam 26

Eighteen Midwest railroads and environmentalists have asked the U.S. Court of Appeals, Washington, D.C., for an injunction blocking the building start of the new Locks & Dam 26 at Alton, Ill.

They are asking the court to reverse last October's U.S. District Court ruling that the Army Corps of Engineers filed adequate environmental statements and complied with certain economic regulations and could go ahead with construction of the facility.

Shreveport, La.

The Army Corps of Engineers has awarded a \$146.8 million contract of the first lock at Marksville, La. on the \$1.2 billion Red River Waterway, a 236-mile 9-foot deep barge canal linking Shreveport, La. and the Mississippi River, 20 miles below Baton Rouge.

Completion is expected in 1988.

N.Y. State Erie Barge Canal

New York, New Jersey, a big New York State bank, a New York industrial consultant and a British engineer are studying a plan which would increase President De Witt Clinton's ditch (1825) the (350-mile) Erie Barge Canal's depth to 27 feet enabling the waterway to carry coal down to electric power-generating stations on a man-made island 12 miles south of New York City.

The Wyoming coal would be moved cheaply by rail, barge and ship over the Great Lakes to Buffalo and Oswego, N.Y.

Backers say the project would save New York City within five years \$10 million daily in electric bills, cut U.S. reliance on Mideast oil and end dumping of garbage off the coast.

Unemployment Up 0.1% to 5.9

WASHINGTON, D.C.—Unemployment figures remained relatively stable during the last month of 1979.

Figures released by the U.S. Bureau of Labor Statistics (BLS) early this month show an unemployment rise for December of 0.1 percent. The figure for November 1979 was 5.8 percent and for December it was 5.9 percent.

The statistics baffled many economists who expected to see a sharper unemployment rise in December.

The Bureau also reported that the number of jobholders rose last month by 304,000. This brings to 97,912,000 the number of American jobholders.

For 1979 as a whole, employment expanded by two million workers.

Compared with the previous three years, this represented a slowdown in the growth of new jobs. However,

according to the U.S. Department of Labor, it was "still high by historical standards."

Those people last month who actively sought work but were without jobs numbered 6,087,000, the BLS reported.

During December the unemployment rate for adult men dipped from 4.3 percent to 4.2 percent. The rate for women went up from 5.6 to 5.7 percent.

Unemployment for blacks and other minorities went up to 11.3 percent from 10.9 percent. But the rate for all white workers was unchanged at 5.1 percent.

At 13.9 percent, the rate for teenagers stayed the same. But the rate for black teenagers went to 34.3 percent from 32.8 percent.

A \$2 billion increase in jobs programs for disadvantaged teenage workers was announced early this month by President Carter.



John Penn Committee

Famous for his German potato salad, Cook Kvetoslav Svoboda (left) steward delegate of the SS *John Penn* (Waterman) on Dec. 4 waits for his dues receipt from SIU Rep. Teddy Babkowski (seated left). Also at the payoff at Pier B, Hoboken, N.J. were the Ship's Committee of (seated l. to r.) Engine Delegate John P. Stanford and 2nd Electrician R. Davis, educational director. Standing is Bosun Fred Sellman, ship's chairman.



Dispatchers Report for Deep Sea

DEC. 1-31, 1979

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	9	6	3	10	10	6	4	3	1
New York	106	44	12	105	84	13	147	36	10
Philadelphia	12	2	4	5	7	4	22	5	1
Baltimore	18	8	4	22	14	6	32	9	2
Norfolk	19	14	10	13	14	10	23	14	9
Tampa	16	5	5	17	19	9	10	2	6
Mobile	27	4	2	22	14	2	36	5	1
New Orleans	85	21	8	107	38	8	124	24	12
Jacksonville	26	10	4	23	27	6	47	15	3
San Francisco	45	6	6	36	13	4	93	9	2
Wilmington	22	11	13	19	17	6	28	15	17
Seattle	38	8	13	36	50	26	65	14	15
Puerto Rico	24	2	2	15	11	1	30	2	1
Houston	82	16	12	63	35	21	125	22	10
Piney Point	2	10	1	2	24	2	0	0	0
Yokohama	1	0	0	1	0	0	3	0	0
Totals	532	167	99	496	377	124	789	175	90
ENGINE DEPARTMENT									
Boston	3	4	2	5	6	1	1	3	2
New York	80	52	13	97	64	10	143	77	13
Philadelphia	14	4	1	1	3	2	19	4	1
Baltimore	14	6	1	21	7	1	23	14	2
Norfolk	11	10	3	13	10	2	13	6	3
Tampa	8	9	3	14	10	4	8	7	0
Mobile	33	11	0	28	11	0	33	15	0
New Orleans	57	18	5	49	32	6	104	27	6
Jacksonville	15	11	1	16	24	5	33	18	3
San Francisco	47	16	2	30	11	1	56	20	3
Wilmington	14	11	2	6	10	4	24	10	3
Seattle	27	10	8	30	17	3	37	10	12
Puerto Rico	13	7	0	10	10	2	11	3	1
Houston	71	20	8	36	27	5	87	23	10
Piney Point	2	2	1	2	16	1	0	0	0
Yokohama	0	1	0	0	0	0	0	1	0
Totals	409	192	50	358	258	47	592	288	59
STEWARD DEPARTMENT									
Boston	3	2	0	9	2	2	0	0	0
New York	47	21	5	59	84	8	67	23	9
Philadelphia	4	1	0	2	2	0	5	2	0
Baltimore	11	4	2	14	13	7	11	5	0
Norfolk	7	3	2	7	8	5	10	4	3
Tampa	5	0	2	9	2	4	3	0	1
Mobile	24	1	1	28	8	4	31	3	0
New Orleans	36	4	2	36	43	19	56	3	4
Jacksonville	9	4	3	16	20	3	15	6	1
San Francisco	15	4	7	18	3	3	29	4	3
Wilmington	6	1	3	8	2	16	13	3	8
Seattle	10	2	8	16	10	11	21	2	13
Puerto Rico	13	1	1	7	5	0	10	5	2
Houston	43	6	2	30	28	10	67	7	2
Piney Point	1	4	0	1	36	1	0	0	0
Yokohama	0	0	0	0	0	0	1	1	0
Totals	234	58	38	260	266	92	339	68	46
ENTRY DEPARTMENT									
Boston	0	2	7				1	2	6
New York	33	137	62				45	199	177
Philadelphia	7	16	1				8	31	4
Baltimore	12	20	10				24	32	16
Norfolk	0	23	12				4	34	26
Tampa	6	14	11				5	16	10
Mobile	13	16	3				12	15	3
New Orleans	32	76	26				49	78	37
Jacksonville	9	22	10				13	38	25
San Francisco	17	26	10				27	35	26
Wilmington	3	17	53				5	31	117
Seattle	10	33	20				13	38	47
Puerto Rico	14	20	8				20	23	14
Houston	30	62	38				33	79	70
Piney Point	0	61	1				0	1	0
Yokohama	1	1	0				1	1	0
Totals	187	546	272	0	0	0	260	653	578
Totals All Departments	1,362	963	459	1,114	901	263	1,980	1,184	773

*"Total Registered" means the number of men who actually registered for shipping at the port last month.
 ***"Registered on the Beach" means the total number of men registered at the port at the end of last month.

Shipping in the month of December was good to excellent in all A&G deep sea ports, as it has been for the last several years. A total of 2,278 jobs were shipped last month to SIU-contracted deep sea vessels. Of these, only 1,114, or slightly more than half, were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. Shipping is expected to remain good to excellent for the foreseeable future.

SIU Atlantic, Gulf, Lakes
& Inland Waters
United Industrial Workers
of North America

PRESIDENT
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Joe DiGiorgio
EXECUTIVE VICE PRESIDENT
Frank Drozak

HEADQUARTERS
675 4 Ave., Bklyn. 11232
(212) HY 9-6600
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520 St. Clair River Dr. 48001
(313) 794-9375
ALPENA, Mich. 800 N. 2 Ave. 49707
(517) EL 4-3616
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FRANKFORT, Mich. P.O. Box D
415 Main St. 49635
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(617) 283-2645
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St. Mary's County 20674
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Stop 20 00909
(809) 725-6960
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(206) MA 3-4334
ST. LOUIS, Mo. 4581 Gravois Ave. 63116
(314) 752-6500
TAMPA, Fla. 2610 W. Kennedy Blvd. 33609
(813) 870-1601
TOLEDO, Ohio ... 635 Summit St. 43604
(419) 248-3691
WILMINGTON, Calif.
408 Avalon Blvd. 90744
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YOKOHAMA, Japan P.O. Box 429
Yokohama Port P.O. 5-6 Nihon Ohdori
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707 Alakea St. 96813
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(213) 549-4000
SAN FRANCISCO, Ca.
350 Fremont St. 94105
(415) 543-5855



Lawrence S. Ivanauskas



Seafarer Lawrence S. Ivanauskas, 23, graduated from Piney Point in 1973. He sails as FOWT. And he has his CPR, lifeboat and firefighting endorsements. Lawrence lives in Bel Air, Md. and ships from the port of N.Y.

Randall P. Story



Seafarer Randall P. Story, 27, graduated from the HLS Entry Trainee Program in 1977. Brother Story upgraded to FOWT there in March of 1979. He has his CPR, pumpman, firefighting and lifeboat tickets. He's from Oak Harbor, Wash. Story ships out as an oiler from the ports of Seattle and Houston.

Roger Elder



Seafarer Roger Elder, 24, graduated from the HLS Entry Program on Oct. 31, 1975. He sailed inland until Apr. 4, 1977. In July of 1978, he upgraded to FOWT. Brother Elder is proud to say he has his firefighting and lifeboat tickets and his CPR certificate. Elder was born and raised in St. Louis, Mo. And he ships out of the port of New York.

Scott Phillips



Seafarer Scott Phillips, 26, first sailed... out of the port of New York in 1978. He later took the three-month Trainee Program at Piney Point in November 1978. Brother Phillips upgraded at HLS to AB in November '79. He now sails as AB out of his homeport, Seattle. He's originally from Sand Point, Idaho.

David Campbell



Seafarer David Campbell, 24, started sailing with the SIU in 1974 upon graduation from the HLS. Brother Campbell upgraded at Piney Point in 1978 earning his AB endorsement. He ships out of the port of Jacksonville. He has the CPR card and lifeboat and firefighting tickets. Campbell lives anywhere it's warm and tropical whenever possible.

Richie Wilson



Seafarer Richie Wilson, 24, is a Lundberg School grad of Dec. 23, 1977. He upgraded to FOWT there as well. He has CPR, firefighting, tankerman and lifeboat tickets. He lives on L.I., N.Y. and ships from the port of N.Y.

Ismael Wala



Seafarer Ismael Wala, 21, started sailing in '74 when he graduated from the HLS. Brother Wala sails as an FOWT. He also has his lifeboat and firefighting tickets and CPR training. Wala was born and raised in the port of New York and sails out of the port.

James Flynn



Seafarer James Flynn, 24, graduated from HLS in 1977 from the trainee program. And upgraded there to FOWT in 1978. Brother Flynn has CPR, lifeboat and firefighting endorsements. He attended Boston State College before shipping and played college hockey. He was born in Boston, Mass. and ships from Boston and New York.

David A. Pappas



Seafarer David A. Pappas, 21, started sailing in 1977 after going to HLS. He has his 3rd cook's, 2nd cook's, chief cook's, LNG, firefighting, CPR, and lifeboat endorsements. Brother Pappas was born in Lanham, Md. He sails out of the port of New York.

Scott Wenneson



Seafarer Scott Wenneson, 26, was a Piney Point trainee graduate in February '76. He sails AB. He upgraded in the AB class in February '78. He has firefighting and CPR endorsements. He upgraded in the AB class in February '78. Brother Wenneson lives in Virginia.

New Wage Rates for Steward Dept. on Pacific Maritime Association Vessels

Following is a rundown of the new wage rates for steward department personnel (former Marine Cooks & Stewards Union members) on dry cargo vessels operated by the Pacific Maritime Association. The new rates reflect the Cost Of Living Adjustment (COLA), which went into effect on Pacific Maritime Association vessels as of Dec. 16, 1979:

POSITION	VESSEL TYPE	EFFECTIVE 12/16/79		
		BASE WAGE RATE MONTHLY	DAILY	HOURLY OVERTIME
Chief Steward	Freighter	\$1,521.44	\$50.71	\$5.53
Chief Steward	Modified Mariner	1,604.87	53.50	5.53
Chief Steward/Baker	SS Maine	1,688.31	56.28	5.53
Chief Steward/Chief Cook	Hawaiian Princess	1,485.69	49.52	5.53
Chief Cook, Night Cook, and Baker	Freighter	1,434.59	47.82	5.53
2nd Cook and Baker, 2nd Cook	Freighter	1,345.18	44.84	5.53
Assistant Cook/Messman	Freighter	1,201.31	40.04	5.53
Assistant Cook/Combination	Hawaiian Princess	1,238.79	41.29	5.53
3rd Pantryman	Freighter	1,078.73	35.96	4.19
Messman	Freighter	1,034.45	34.48	4.19
Passenger BR, Passenger Waiter	Modified Mariner	1,034.45	34.48	4.19
Utilityman	Hawaiian Princess	1,034.45	34.48	4.19

The following will apply except when a Night Cook and Baker is employed: On Freighters, when carrying more than two passengers, there shall be added to the hourly wage the following sum:

Rating	Monthly	Daily
Chief Steward	\$15.00	\$.50
Chief Cook	10.00	.33
2nd Cook & Baker	10.00	.33
Pantry Messman	7.50	.25

Standby Work and Rate of Pay

Rates	Straight Time	Overtime
		\$6.01
		8.94

Cargo Working Rate:

When members of the Stewards Department work cargo, they shall receive the same cargo rate of pay and the same coffee time and hot lunch consideration as is received by the Unlicensed Deck Department.

The hourly cargo rate shall be:

Straight Time Hours	\$ 6.80
Overtime	11.23

Seamen's Movement Has Had Many Heroes... But Not All of Them Have Been Seamen

WE seamen have always had two things to sustain us, even in the worst of times: our history and our friends.

Our history has been more than a mere recording of events. It has been an inspiration. And as for our friends: what can one say but that they've always been by our side when times were tough.

Forty years ago was one of those times when we had our friends and our history and very little else. We didn't even have milk onboard the vessels that we manned. The owners considered it too much of an extravagance. It seemed that we were fighting everyone, everywhere: in the streets, on the docks, in the bars.

Some things never change. Today we still are fighting. We are locked in deadly combat with those people in Washington who would deprive us of all the gains we have made during the past 40 years. We are fighting the oil companies; the faceless bureaucrats; the unthinking members of Congress who are indifferent to the problems of our industry.

We in the SIU started getting involved in Washington D.C. on a serious basis in the early '60s. This was about the same time that the late Pete McGavin took over as Executive Secretary Treasurer of the Maritime Trades Department.

Pete McGavin. There was something special about him from the very beginning. Nothing you could put your finger on exactly. A kind word here, a thoughtful gesture there. But it all added up to a recognizable style, a way of doing things that was as effective as it was pleasant to be around.

Though Pete McGavin never sailed aboard a ship, he spent his life working to help seamen. It just goes to show you: there have been many heroes of the sea, but not all of them have been sailors.

McGavin joined the old AFL in 1939 and worked his way up the ladder of organized labor. All his life he remained a devoted trade unionist. It was like a religion to him. He believed in the working man, the under-dog, the same way that some people believe in God.

The MTD experienced a tremendous growth during the time that McGavin was Secretary Treasurer. At his death in 1975 at the age of 66, the Department had grown to encompass 43 international unions representing nearly 8.5 million members. Many of the unions that affiliated during this time had no great interest in the merchant marine. McGavin was so well respected in the AFL-CIO that several unions joined the Department just because he was associated with it.

The growth of the MTD may not sound like a subject fit for a sailor, but it is. It is one thing for a Senator or Congressman to ignore 80,000 Seafarers. It is quite another matter for that same Senator or Congressman to ignore an organization which represents 8.5 million people. Size may not be everything. But one thing is certain: it doesn't hurt.

In a sense, the MTD has had to act as both football coach and cheerleader to the maritime industry. Since the end of World War II the U.S. government has abdicated much of its responsibility towards the American merchant marine. The MTD has had to fill that vacuum.

The MTD has two separate functions. It develops legislative and regulatory programs for the maritime and allied industries. Then it tries to drum up as much support for those programs as is humanly possible.

Many of the legislative programs that we now take for granted, such as the Merchant Marine Act of 1970, were first proposed at one of the biennial MTD Conventions.

There are many ways that the MTD tries to drum up support for its legislative and regulatory proposals. The most visible method is to have professional lobbyists personally contact members of Congress. However, the Department has tried to augment the activities of its lobbyists with other approaches, such as grass-roots political activity.

Pete McGavin was instrumental in developing for the MTD an administrative structure which made extensive use of grass-roots political activity. He did this by setting up a network of Maritime Port Councils. The Councils operate strictly on a local level and have proven to be quite effective. A Congressman is much more likely to listen to an organization if that organization maintains a visible physical presence in that Congressman's district.

Jean Ingrao, the present Secretary Treasurer of the MTD and the highest ranking woman in the labor movement, worked closely with Pete McGavin to set up the Port Councils.

They are, she feels, the backbone of the MTD. Mrs. Ingrao, a big hearty Irishwoman with a hearty laugh and easy manner, started out as Pete McGavin's secretary. Normally she is hyperactive working like crazy all day. When she talks about McGavin, however, her whole manner changes. She becomes serious, quiet.

"Peter McGavin," she says emphatically, echoing the sentiments of a great many people, "was the most decent human being I ever met."

Peter McGavin was fortunate. He



The late Peter McGavin, not a seaman but certainly a hero of the seamen's movement.

spent his life doing what he wanted to do, and he worked with people he liked and respected. There was Jean Ingrao, Paul Hall, Frank Drozak, Johnny Yarmola. And of course, there was the odd couple of Capitol Hill, Bill Moody and Phil Carlip.

Bill Moody and Phil Carlip were the most unlikely co-workers since Tony Curtis and Sidney Poitier ran across the country chained together in "The Defiant Ones." They were the lobbyists for the MTD, and they were considered to be the best in the business.

The two men had vastly different styles. Bill Moody was an ex-newspaperman from Tampa who mastered every minute detail of an issue before discussing it with a Congressman. Carlip, on the other hand, could barely tell the difference between an LNG and a tractor. Senators respected Moody's expertise. And members of the House just plain liked Phil. He looked like somebody's Jewish grandfather and he played the part up to the hilt.

Nothing was quite as funny, or touching, as seeing Carlip play

earth-father to some middle-aged Congressman. He was, if you'll pardon the expression, the cigar stomping curmudgeon to end all cigar stomping curmudgeons.

It was quite a crew that worked at the MTD, one worthy of manning any old-time Liberty ship as far as color and excitement goes. At the heart of the Department, though, was Pete McGavin.

There was nothing flashy about Pete McGavin, nothing that would lead one to suspect at first glance that he would become one of the driving forces behind this century's last ditch effort to preserve the American merchant marine. He had two abiding passions in this world: his son Stephen and his charity work for the D.C. Friends of Ireland. He liked to play cards. He commuted to work every day from his home in the suburbs.

But there was an inner strength to Peter McGavin, an inner strength that is best shown in his struggle against cancer.

Right after Peter McGavin took over as head of the MTD, he developed a serious illness. His doctors gave him six months to live. He lasted fourteen years.

During those fourteen years Pete McGavin went on to make the MTD the strong and united organization that it is today.

He never gave up. And he never felt sorry for himself. He used to tell his co-workers that every day was a pleasure to behold: that a person just had to thank the lord for letting him live.

In a sense his struggle to survive parallels the struggle of the merchant marine. He refused to stop fighting and he accomplished miracles. We seamen could take a lesson from him.

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Feb. 4	2:30 p.m.	7:00 p.m.
Philadelphia	Feb. 5	2:30 p.m.	7:00 p.m.
Baltimore	Feb. 6	2:30 p.m.	7:00 p.m.
Norfolk	Feb. 7	9:30 a.m.	7:00 p.m.
Jacksonville	Feb. 7	2:00 p.m.	—
Algonac	Feb. 8	2:30 p.m.	—
Houston	Feb. 11	2:30 p.m.	7:00 p.m.
New Orleans	Feb. 12	2:30 p.m.	7:00 p.m.
Mobile	Feb. 13	2:30 p.m.	—
San Francisco	Feb. 14	2:30 p.m.	—
Wilmington	Feb. 18	2:30 p.m.	—
Seattle	Feb. 14	2:30 p.m.	—
Piney Point	Feb. 9	10:30 a.m.	—
San Juan	Feb. 7	2:30 p.m.	—
Columbus	Feb. 16	—	1:00 p.m.
Chicago	Feb. 12	—	—
Port Arthur	Feb. 12	2:30 p.m.	—
Buffalo	Feb. 13	—	—
St. Louis	Feb. 15	2:30 p.m.	—
Cleveland	Feb. 14	—	—



Recertified Bosun William Dacre Bushong, 65, joined the SIU in the port of Mobile in 1958. Brother Bushong sailed 28 years and during the Vietnam War. He also sailed as a ship's delegate. Seafarer Bushong graduated from the Union's Recertified Bosuns Program in July 1974. He was born in Indianapolis, Ind. and is a resident of Seattle.



Richard Frank "Dick" Feddern, 47, joined the SIU in the port of New York in 1962 sailing as a bosun and in the engine department on the Bull Line. He was a scow captain for IOT. Brother Feddern also sailed as a steward and cook for the Wilson Line in the port of New York. He sailed during the Vietnam War and hit the bricks in the 1962 Robin Line beef. Seafarer Feddern was on the Sea-Land Shoregang in Long Beach, Calif. from 1971 to 1973. He graduated from the Andrew Furuseth Training School (AFTS), Brooklyn, N.Y. in 1961. And he attended upgrading classes at the Harry Lundeberg School (HLS) Piney Point, Md. He was also a teamster and bartender. Feddern is a veteran of the U.S. Army in the Korean War. He was born in East Liberty, Ohio and is a resident of Azusa, Calif.



John Hartman, Jr., 57, joined the SIU in 1946 in the port of New York sailing as a fireman-watertender and 3rd assistant engineer. Brother Hartman graduated from the SIU-MEBA District 2 School of Marine Engineering, Brooklyn, N.Y. in 1967. He walked the picketline in the 1961 Greater N.Y. Harbor strike. Seafarer Hartman is also a punch press operator. Born in Scranton, Pa., he is a resident of Mountain Home, Ark.



Chang Ping "Charles" King, 65, joined the SIU in the port of New York in 1956 sailing as a chief cook. Brother King sailed 33 years. He also worked on the Mobile Waterman Shoregang from 1966 to 1971 and San Francisco Sea-Land Shoregang in 1975. Seafarer King is a veteran of the U.S. Army in World War II. A native of China, he is a resident of San Francisco.



Robert Lee Maryes, 49, joined the SIU in the port of Jacksonville in 1960 sailing as a FOWT, junior engineer and QMED. Brother Maryes sailed 21 years. He upgraded to QMED at Piney Point in 1976. Seafarer Maryes is a veteran of the U.S. Army during the Korean War. He was born in Okeechobee City, Fla. and is a resident of Seville, Fla.



Emil Helge Nordstrom, 62, joined the SIU in 1941 in the port of New York sailing deck engineer and deck maintenance. Brother Nordstrom sailed 41 years. He was on the picketline in the 1961 N.Y. Harbor and 1962 Robin Line beels. Seafarer Nordstrom was born in Finland and is a naturalized U.S. citizen. He resides in Ocean Spring, Miss.



Rafael Esteban Cuevas, 56, joined the SIU in 1945 in the port of New York sailing as a 3rd cook, baker and saloon messman. Brother Cuevas is a veteran of the U.S. Armed Forces in World War II. He was born in San Juan, P.R. and is a resident of Miami, Fla.

Pensioner's Corner



Manuel DeBarros, 56, joined the SIU in 1942 in the port of Providence, R.I. sailing as a bosun. Brother DeBarros recently helped in the drive to organize oil rigs off the coast of Rhode Island. He was born in Massachusetts and is a resident of New Bedford, Mass.



Joseph Decinque, 55, joined the SIU in 1945 in the port of Baltimore sailing as a fireman-watertender. Brother Decinque sailed 38 years and as a ship's delegate. He was born in Millville, N.J. and is a resident there.



Kenneth Elsworth Lee, 55, joined the SIU in 1949 in the port of New York sailing as an AB. Brother Lee sailed 34 years and as a ship's delegate aboard the C/S Long Lines (AT&T). He was born in Henry County, Ia. and is a resident of San Francisco.



Harvis Clifford Dyas, 64, joined the SIU in the port of Mobile in 1957 sailing as an AB. Brother Dyas sailed 30 years. Seafarer Dyas is a veteran of the U.S. Army in World War II and was wounded by shrapnel in the invasion of Sicily, Italy. Born in Bay Minette, Ala., he is a resident of Mobile.



Guillermo Garcia, 57, joined the SIU in 1946 in the port of Philadelphia sailing as a fireman-watertender. Brother Garcia was born in Puerto Rico and is a resident of New Bedford, Mass.



Tommy Eugene Lanphear, 50, joined the SIU in the port of New York in 1959 sailing as a bosun. Brother Lanphear was on the Sea-Land (San Francisco) Shoregang in 1968. He is a veteran of the U.S. Army in World War II. Seafarer Lanphear was born in Wheatland, Okla. and is a resident of San Leandro, Calif.



William Henry Little, 65, joined the SIU in the port of Norfolk in 1961 sailing as a 2nd cook. Brother Little sailed 32 years. He also sailed for the Moran Towing Co. Seafarer Little is a veteran of the pre-World War II U.S. Army. A native of Wilmington, N.C., he is a resident there.



Joseph John McAndrew, 65, joined the SIU in the port of New Orleans in 1960 sailing as a bosun and in the steward department. Brother McAndrew sailed 40 years. He was also a shipyard chipper and caulker. Seafarer McAndrew is a veteran of the U.S. Coast Guard in World War II. Born in Scranton, Pa., he is a resident of Houston.



Ralph Merrick McDaries, 65, joined the SIU in the port of Norfolk in 1958 sailing as a chief steward. Brother McDaries sailed 28 years. He is a veteran of the U.S. Army in World War II. Seafarer McDaries was born in Beeche, N.C. and is a resident of Yulee, Fla.



Felipe Vazquez Martinez, 65, joined the SIU in the port of New York in 1959 sailing as a 2nd cook and baker. Brother Martinez hit the bricks in the Robin Line beef in 1962. He was born in Puerto Rico and is a resident of Baltimore.



Recertified Bosun Tony Joseph Radich, 53, joined the SIU in the port of New Orleans in 1954, sailing in the deck department. Brother Radich graduated from the Recertified Bosuns Program in 1974. He was a delegate to the Piney Point Educational Conference in 1971. Seafarer Radich is a veteran of the U.S. Navy and U.S. Army in World War II. A native of Biloxi, Miss., he is a resident there.



Arnold Reibus, 65, joined the SIU in 1944 in the port of Boston sailing as an AB. Brother Reibus sailed 42 years. He was born in Estonia, USSR and is a resident of the Bronx, N.Y.



Recertified Bosun Sven Aage Stockmarr, 57, joined the SIU in 1943 in the port of New York. Brother Stockmarr sailed 38 years. He graduated from the Recertified Bosuns Program in 1973. Seafarer Stockmarr also was a bartender and rigger. He walked the picketline in the 1961 N.Y. Harbor beef. Born in Denmark, he is a naturalized U.S. citizen and a resident of Brooklyn, N.Y.



Juan Antonio Martinez Vazquez, 62, joined the SIU in 1945 in the port of New York sailing as a chief cook. Brother Vazquez sailed 44 years. He was born in Puerto Rico and is a resident of Baltimore.



Recertified Bosun Alexander Owen, 69, joined the SIU in 1948 in the port of New York. Brother Owen sailed 34 years. He also sailed during the Vietnam War for the Alaska Tug and Barge Co. Seafarer Owen graduated from the Union's Recertified Bosuns Program in August 1975. Born in the Isla de Guajala, Spanish Honduras, he is a U.S. naturalized citizen and is a resident of the port of Houston.



Howard Conley Ross, 54, joined the SIU in the port of Houston in 1960 sailing as an AB. Brother Ross sailed 33 years. He is a veteran of the U.S. Navy during World War II. Seafarer Ross was born in Arkansas and is a resident of Houston.



Raymond Proulx, 65, joined the SIU in the port of Seattle in 1956 sailing as a chief cook on the SS Ecuador Counsel. Brother Proulx was also a member of the West Coast Marine Cooks and Stewards Union, now merged into the SIU. Seafarer Proulx was on the picketline in the 1962 Robin Line beef. He is a wounded veteran of the U.S. Army in World War II. And he was born in Fall River, Mass. and is a resident of Portland, Ore.

SAGA of the R/V ANTON BRUUN, Part III

Following is Chapter III in the saga of the R/V Anton Bruun, one of the more unusual vessels ever crewed by SIU members. She was a research vessel, which participated in a 28-month research cruise in the Indian Ocean in the early '60s. It was quite a trip. Chapter I appeared in the August 1979 issue of the Log and Chapter II appeared in the Sept. issue.

By 'Saki Jack' Dolan

Karachi, Pakistan: Even the name Karachi conjurs up the "Arabian Nights," "Ali Baba and the Forty Thieves," "Gunga Din," giant geniis in a bottle, turbans, fezz, "Omar Kahyam," flying carpets, "A Thousand and One Nights," baggy pants, elephants, cobras and mongooses, veiled faces and oriental rugs.

It is only mysterious and wondrous if you have not spent time there, and witnessed the poverty and starvation that prevails everywhere. Then, the mystery fades, and pity and guilt slowly starts to settle in. It makes you wonder if God is really kin to all peoples on this little globe of ours. And why are some more fortunate than others?

Our congenial Chief Engineer (Nasty) Mr. Grasty out of Chester, Pa., decided we should spend six weeks in the shipyard in Karachi, Pakistan, instead of Sydney, Australia. This sure endeared him deeply in the bosoms of all the crew. Shortly after this monumental decision, he conveniently became sick, and had to go home. Everyone agrees the payoff must have been enormous.

The Karachi Shipyard is a combination of "Dante's Inferno" and "Fantasy Island." Thank Allah, we were not required to remain aboard, but were sequestered in a very excellent hotel called the Beach Luxury Hotel, just a few blocks from the Seaman's Club. The food, quarters, and service were excellent here at the hotel, and everyone was as happy as could be expected 10,000 miles from home. Our scientists were all flown back to the States.

Our very congenial Radio Officer-Purser-Doctor-Jack-of-All-Trades Mr. Jimmy Connors (out of Boston), saw to it our daily subsistence with our pay was doled out each Friday in the hotel lobby and on time. This had all hands in a happy mood.

The crew reported daily to the shipyard, and helped with the repairs as best we could. What was accomplished here in six weeks could have been handled in two weeks with ease anywhere else. Most of us rested on weekends, although there were crewmembers aboard every day to check and make sure our ship was still there. There is very little excitement or even action to report about in a Karachi shipyard. The days drag along, and you are glad to head away in the evening.

Tourist-wise, Karachi is OK. There are many sights to see: horse races at the local track (with many of the Queen's own horses running), camel races at the beach every weekend, and they are very exciting.

I let one of the crew talk me into going for a camel ride (the first time I was seasick in my life). The camel is very ugly, and nasty, and has a personality to match.

Gurus, equipped with mongoose and cobra, are ready to put on a show for you at the flip of a coin (any kind of coin). The local museum is excellent. Belly dancers all over the place (all shapes and sizes). Camels and water buffalo are used as dray animals all over town. It is a common sight to see camel trains leaving and entering the city at all hours. All in all, Karachi is not a bad tourist trap. The sex scene is a little slow, but then, there are a few other things in life.

Our ship was given carte blanche in every port we stopped. This means we had free access in and out of the port area without being stopped or searched by police or customs. The other seamen in port would not believe us, as Karachi has a bad name for confiscating everything and anything they could get their dirty little hands on. This made it convenient for all hands going to town. Cigarettes, or any tobacco were like money, and brought a good price on the black market (which was all over town). In fact, I did most of my dealing with the local constabulary, who are not against hustling a dishonest dollar now and then.

Metropole Hotel

The Metropole Hotel is located in the heart of Karachi, and it is a good hotel. Jackie Kennedy arrived while we were here, and she stayed at the Metropole. She was presented with a pure, white stallion, which she promptly rode all the way from the airport to the lobby of the Metropole. I was there at the time, and barely got a small glimpse of her. She was hustled right into the elevator and whisked away from all the peasants.

There was an excellent restaurant and nightclub here, and all of the crew came to see the floor show. One show was from Australia, and featured a squad of Australian pony girls, all beautiful, and very friendly, and homesick for Australia. They consented to let us pay for their dinners, also their cocktails, which we did. They freely danced with us, which made all hands happy as we did not know what to do with our pay anyway. The Metropole had wonderful curry, and I being a curry lover was in my glory. It was on the menu daily, and several kinds. This was a well-run hotel with a very continental flair.

About one week after we arrived,



Here's 'Saki Jack' with his longtime sidekick, Fluffy, or as he calls him, Saki Jack Jr.

the famous Ali Khan, the religious ruler of all the Moslems arrived, and he too checked into the Beach Luxury Hotel. It was the time of year he was to receive his weight in precious stones. This was to occur shortly in the back patio of the hotel, and the people presently staying at the hotel were all invited to watch (this included all the crew). You can bet all hands were present and accounted for, and Saki Jack was in the front row. You don't see a world-famous king get weighed in precious stones every day.

They sat him on a large scale. On the other side was a bucket-like attachment. It was filled by shovel with all kinds of precious stones—diamonds, rubies, emeralds, sapphires, opals, etc., until the scales came up even—picking the king right off the floor. This is really a sight to behold. I will never forget it. They shoveled all this wealth like it was so much junk, and I can tell you it made me a little dizzy.

After the weigh-in, there was a big celebration in the patio, and all the local big-wigs participated including Ali Khan and his blonde girlfriend. In fact, she never left his side for the whole week he was with us. We saw him every night in the night club. Several crewmembers tried to get his autograph, but were stopped by his army of bodyguards. He and his entourage occupied one corner of the night club each and every night until he left.

The floorshow was French, and fairly good. We had all the entertainers and orchestra aboard for cocktails. The band was Spanish, and very friendly with all the crew. There were a half dozen jockeys (all Aussies) staying at the hotel. And we had all them aboard the ship, too (trying to get a hot tip, no luck).

Outside the hotel on the front lawn as it were, there was always a slew of magicians, and gurus putting on their cobra-mongoose show for the tourists. It seems every house over here has its own holy man, who lives in front of the house in a hole in the ground, and also has a few cobras with him for pets.

The Beach Luxury was a good hotel (one of the best). Everyone enjoyed their stay (there are always a couple die-hard-complainers). But, all in all it was a damn good sojourn, as far as I was concerned.

Our Purpose in the Indian Ocean

It seems someone in Washington decided that the Indian Ocean was overdue to be surveyed. After numerous international scientific top-secret-meetings (that everyone knew about), it was voted by many countries to survey. So off we went, sponsored by the National Science Foundation of Washington, D.C., one of the richest organizations this nation has.

The R/V Anton Bruun was formerly the SS Williamsburg (the Presidential yacht). The last President to use it as a yacht was Mr. Harry Truman. It was laid up in Philadelphia for many years. President Ike gave it to the National Science Foundation which promptly spent over \$800,000 to convert it to a scientific vessel. It was renamed the R/V Anton Bruun after some Nordic marine scientist.

Our job was to survey the Indian Ocean from the Persian Gulf, all the way down to the Antarctic Circle. They figured it would take approximately two to three years. We did it in 28 months. We were the only ship that stayed out there to finish the job. That part of the world (espe-

Continued on Page 33

Continued from Page 32

cially India and Pakistan) reaped many millions of dollars of benefits due to our efforts. All we got was a hunk of paper run off a mimeograph.

I, for one, think the National Science Foundation (with all their hundreds of millions of dollars) stinks, in capital letters, for not giving us a decent cash bonus. Maybe I'm wrong, but anyhow that's how I feel. We did a job no other country even cared to try and do. The "National Geographic Magazine" sent a photographer aboard and he took thousands of pictures. It was in an issue after the

cruise. But I am not a National Geographic member so I did not get one.

Cocktails from Moscow

We operated out of Port Louis, Mauritius for six months or so. During one of our visits we tied up next to the Russian scientific ship out here (she stayed about a year—no more).

Our captain decided to invite the Russians over for cocktails, hors d'oeuvres and dancing. There were several lady scientists among the Russians, and one cute, little blonde spoke English, as did the captain. A grand time was had by all until the Russki captain called curfew at 10. Then all the Russkis, like the little

trained soldiers they are, marched off to bed.

We were all invited to a similar party aboard their ship the following evening. Like all foreign ships the chief steward is considered an officer. So naturally, I was invited to the party for all officers and scientists. Our radio officer was persuaded to tote along his accordion, which he entertained the Russians with a few lively numbers.

Somehow or other I got very friendly with the Russian captain (maybe it was the 160-proof vodka they served). Anyhow, we were having a fine time, when all of a sudden I lost complete control, and threw up vodka (and whatever else I had in me) all over the Russian

captain's chest. He and all the Russkis burst out laughing and he didn't even get mad (thank God). They thought it was the best thing at the party (to see a Yank get sick).

Well, we all had a grand time and the service was great, what with several cute, little Russian gals running around trying to be nice, even though only one could speak any English. The party went on right up until Russian curfew at 10 pm, when we were politely escorted down the gangway.

This was a party I would never forget, and neither would the officers and scientists. The Russians really are human, and do know how to have fun, when permitted.

The Russian ship did not stay in port too long, and sailed for home, I imagine, as we never did see them again in the Indian Ocean. We ran into many other foreign ships out here, and one three-masted schooner from Stanford University. They were in fair shape and welcomed us all aboard to inspect their vessel. We all did, never having been aboard a three-masted schooner (in fact, I had never been aboard any kind of schooner before). We all had a grand time, and it reminded me of an Errol Flynn movie....

COMING:

In my next chapter, I'll tell about our cruise to the Antarctic Circle, Amsterdam Island (a French weather station near the Antarctic Circle). This was our longest cruise (four months), king penguins, etc.

Fraternally,
"Saki Jack" Dolan
SIU Book D-124 Retired

Dispatchers Report for Great Lakes

DEC. 1-31, 1979

DEC. 1-31, 1979	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Algonac (Hdqs.)	29	9	5	34	8	1	44	62	1
ENGINE DEPARTMENT									
Algonac (Hdqs.)	19	12	4	20	7	0	30	35	0
STEWARD DEPARTMENT									
Algonac (Hdqs.)	6	2	4	6	1	0	16	22	1
ENTRY DEPARTMENT									
Algonac (Hdqs.)	18	54	27	21	47	4	0	0	0
Totals All Departments	72	77	40	81	63	5	90	119	2

*"Total Registered" means the number of men who actually registered for shipping at the port last month.
**"Registered on the Beach" means the total number of men registered at the port at the end of last month.

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 employers. 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 employers, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Frank Drozak, 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 your ship or boat. 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

KNOW YOUR RIGHTS



patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

EDITORIAL POLICY—THE 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 Union headquarters.

KNOW YOUR RIGHTS

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of the SIU constitution 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 members 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 member may be discriminated against because of race, creed, color, sex and national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify Union 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 maritime workers, the preservation and furthering of the American Merchant Marine with improved employment opportunities for seamen and boatmen 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 of 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, and American trade union concepts.

If at any time a member 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. The address is 675 - 4th Avenue, Brooklyn, N.Y. 11232.



Pensioner James Joseph Ament, 89, passed away on Nov. 16. Brother Ament joined the Union in the port of Baltimore in 1960 sailing as a bridge-man and tugboat fireman for the Baltimore and Ohio Railroad from 1924 to 1961. He was a former member of the Masters, Mates and Pilots Union and A.M.W. Local 1. Boatman Ament was born in Baltimore and was a resident there. Surviving are a son, James Jr. of Baltimore and a daughter, Mrs. Gertrude B. Kromm, also of Baltimore.



Charles Wesley "Charlie" Boyd, 55, died of heart failure in Baltimore on Oct. 12. Brother Boyd joined the Union in the port of Baltimore in 1956 sailing as a deck-hand on the tug *Interstate* (IOT) from 1967 to 1979. He was a former member of the Iron Workers Union District 50. Boatman Boyd was a veteran of the Army in World War II. He was born in Richlands-Ravens, Va. and was a resident of Saltville, Va. Burial was in the Elizabeth Cemetery, Saltville. Surviving are his widow, Helen; two sons, Gerald and Samuel; a daughter, Hilda; a grandson, Nelson and a granddaughter, Sonia.



Robert Lee Buxton, 52, succumbed to cancer in the Nassau Bay, Tex. USPHS Hospital on Aug. 6. Brother Buxton joined the Union in the port of Port Arthur, Tex. in 1964 sailing as a captain, pilot, tankerman, engineer and cook for the Slade Towing Co. from 1956 to 1979. Boatman Buxton was a veteran of the U.S. Army during the Korean War. Born in Starks, La., he was a resident of Orange, Tex. Interment was in the Doyle Cemetery, Starks. Surviving are his widow, Orlean and his mother, Nancy of Orange.

Raymond Leroy Kirkpatrick Jr., 25, was dead of injuries on arrival at the John Gaston Hospital, Memphis, Tenn. after being hit by a car on Interstate 240 on Nov. 25. Brother Kirkpatrick joined the Union in 1974 following his graduation from the HLS. He sailed as a tankerman and deckhand for ACBL from 1974 to 1977 and from the port of St. Louis in 1975 on the tug *La Salle* (ACBL). Boatman Kirkpatrick also sailed for Inland Tugs and for National Marine. In 1977, he sailed deep sea. A native of Linton, Ind., he was a resident of Jacksonville, Ind. Burial was in Peavy Cemetery, Jacksonville. Surviving are his parents, Mr. and Mrs. Raymond and Patricia Kirkpatrick of Jacksonville.



Pensioner Henry Edwards Williamson, 56, died of a heart attack in the University of Southern Alabama Medical Center, Mobile on Sept. 26. Brother Williamson joined the SIU in the port of Houston in 1967 sailing as a fireman-watertender. He sailed 24 years including from 1970-3 on the *SS Cantigny* (IOT) and the *SS Robert T. Waterman* from 1975-7. Seafarer Williamson was a veteran of the U.S. Navy in World War II. Born in Mobile, he was a resident there. Interment was in the Miller Cemetery, Mobile County. Surviving are his widow, Helen; his mother, Nellie of Mobile and a stepson, James Rice.



Pensioner "P.G." Wingfield Jr., 58, died of a heart attack at home in Jacksonville on Nov. 3. Brother Wingfield joined the SIU in the port of Houston in 1963 sailing as a recertified bosun for IOT from 1974-7. Seafarer Wingfield graduated from the Union's Recertified Bosuns Program in September 1974. He was also a department and ship's delegate. And he was a wounded veteran of the U.S. Navy in World War II. From 1956 to 1960, he was a 1st class shipfitter at the Bethlehem Shipyard, Marcus Hook, Pa. Wingfield was a native of Roanoke, Va. Burial was in Fairview Cemetery, Roanoke. Surviving are his widow, Eloise; a son, "P.G." III of Roanoke; his father, "P.G." Sr., of Jacksonville and a granddaughter, Wendy Page Wingfield of Marion, Va.



Pensioner George P. Anitip Zopfi, 80, was dead of cancer on arrival at the West Jefferson General Hospital, Marrero, La. on Sept. 23. Brother Zopfi joined the Union in the port of New Orleans in 1956 sailing as a 2nd engineer for Dixie Carriers from 1943 to 1964. Boatman Zopfi was a former member of the MAW Local 59. He was born in New Orleans and was a resident of Marrero. Burial was in the Valence Street Cemetery, New Orleans. Surviving is a niece, Mrs. Louise Dannelley of Gretna, La.



Pensioner Thomas Shirley Lambeth, 52, died of heart failure in the New Orleans USPHS Hospital on Oct. 19. Brother Lambeth joined the SIU in 1944 in the port of New Orleans sailing as a fireman-watertender and engineer for MEBA's District 2. He graduated from the SIU-MEBA School of Marine Engineering, Brooklyn, N.Y. in 1966. Seafarer Lambeth was born in Mobile and was a resident of Leakesville, Miss. Burial was in the Mt. Pasigch Cemetery, Greene County, Miss. Surviving are his widow, Agnes; two sons, Thomas and Gerald and a daughter, Shirley.



Pensioner Michael A. Reges, 65, died of natural causes in the Queens (N.Y.) Hospital Center on Nov. 23. He was born in Pennsylvania and was a resident of Brooklyn, N.Y. Interment was in the Cypress Hills Cemetery, Brooklyn. Surviving is his sister, Mrs. Cecilia Di Fulvio of Queens Village.



Pensioner Prescott Younger Spinney, 84, succumbed to arteriosclerosis in Gloucester, Mass. on Oct. 17. Brother Spinney joined the SIU in 1939 in the port of Norfolk sailing as a deck and junior engineer. He sailed 42 years and was also a machinist. Seafarer Spinney was a veteran of the U.S. Navy in World War I. Born in Gloucester, he was a resident there and in Norfolk. Cremation took place in the Linwood Crematory, Haverhill, Mass. Surviving are a son, William of Gloucester and a sister, Mrs. Lillian Mitchell of Norfolk.



Pensioner John William Tingle, 75, passed away on Aug. 5. Brother Tingle joined the SIU in 1939 in the port of Philadelphia sailing as a chief steward. He sailed 34 years. Seafarer Tingle was born in Cromlyn, Pa. and was a resident of West Cape May, N.J. Interment was in the Mt. Moriah Cemetery, Cape May. Surviving is a granddaughter, Mrs. Nancy M. Vinson of Philadelphia.



Michael "Mike" Noel Walsh, 31, died in New York City on Oct. 4. Brother Walsh joined the SIU in the port of New York in 1967. He sailed AB and also achieved his GED. Seafarer Walsh sailed with Puerto Rico Marine and was an ex-construction worker. He was awarded the Republic of Vietnam Campaign, Vietnam Service and National Defense Campaign Medals as a veteran of the Vietnam War. Walsh was a Pfc. in the 4th Army, Co. A, 16th Combat Engineers Bn., 1st Armored Div. He was born in Brooklyn, N.Y. and was a resident there. Burial was in Holy Cross Cemetery, Brooklyn. Surviving are his parents, Mr. and Mrs. William and Hazel Walsh of Brooklyn.



Pensioner Leo Gillis, 84, died of a heart attack in San Diego, Calif. on Oct. 29. Brother Gillis joined the SIU in 1938 in the port of Philadelphia sailing as a bosun. He sailed 35 years from 1927. Seafarer Gillis was born in Massachusetts and was a resident of Queens Haven, San Diego. Burial was in Mt. Hope Cemetery, San Diego.



John "Johnnie" Hoggie, 60, was dead of heart disease on arrival at the Burdette Tomlin Hospital, Wildwood, N.J. on Oct. 13. Brother Hoggie joined the SIU in 1942 in the port of New York sailing as a chief steward aboard the *M/V Tamara Guilden* (Transport Commercial) from 1975 to 1979. He sailed for 44 years and as a ship's delegate. Seafarer Hoggie "...was well liked by all SIU men and he thought a lot of the SIU when he was a patrolman in the port of Baltimore for many years." Seafarer Hoggie was born in Norwich, Conn. and was a resident of Somerdale, N.J. and Lighthouse Pt., Fla. Cremation took place in the North Cape May (N.J.) Crematory. Surviving are his widow, Betty Jane of Philadelphia and the Hatgimisios family, all SIU members, who wrote: "Memories are treasures no one can steal. But losing you was a heartache no one can heal." Brother Hoggie will be missed by his nephew and brothers, Kosta, George of Lighthouse Pt. and Chief Steward Nicholas Hatgimisios of Philadelphia.



Pensioner Herbert Eric Adams, 58, died on Oct. 2. Brother Adams joined the SIU in the port of Tampa in 1958 sailing as a fireman - water-tender and machinist. He was a veteran of the U.S. Army in World War II. Seafarer Adams was born in Faison, N.C. and was a resident of Hendersonville and Burlington, N.C. Surviving are his widow, Lucille of Burlington and two daughters, Mrs. Donna Johnson also of Burlington and Ms. Erick A. Johnson of Hendersonville.



Pensioner Alexander Donald "Alex" Brodie, 66, succumbed to cancer at home in Singapore on Oct. 6. Brother Brodie joined the SIU in the port of New York in 1951 sailing as a chief steward. He sailed 38 years. Seafarer Brodie was a veteran of the U.S. Navy in World War II. Born in Belfast, Northern Ireland, he was a British subject. Surviving are his widow, Eileen and two daughters, Kim and Sandra.



Jesse Thomas Green, 64, died of heart failure in Charity Hospital, New Orleans on Oct. 4. Brother Green joined the SIU in the port of New Orleans in 1954 sailing as an OS. He also sailed on the Delta Line. And he was a machinist. Seafarer Green was a veteran of the U.S. Army in World War II. A native of Pineville, La., he was a resident of New Orleans. Interment was in the Greenwood Cemetery, New Orleans. Surviving is a sister, Mrs. Forest H. M. Howard of Kenner, La.

Help A Friend Deal With Alcoholism



Alcoholics don't have friends. Because a friend wouldn't let another man blindly travel a course that has to lead to the destruction of his health, his job and his family. And that's where an alcoholic is headed.

Helping a fellow Seafarer who has a drinking problem is just as easy—and just as important—as steering a blind man across a street. All you have to do is take that Seafarer by the arm and guide him to the Union's Alcoholic Rehabilitation Center in Valley Lee, Md.

Once he's there, an alcoholic SIU member will receive the care and counseling he needs. And he'll get the support of brother SIU members who are fighting the same tough battle he is back to a healthy, productive alcohol-free life.

The road back to sobriety is a long one for an alcoholic. But because of ARC, an alcoholic SIU member doesn't have to travel the distance alone. And by guiding a brother Seafarer in the direction of the Rehab Center, you'll be showing him that the first step back to recovery is only an arm's length away.

Alcoholic Rehabilitation Center

I am interested in attending a six-week program at the Alcoholic Rehabilitation Center. I understand that all my medical and counseling records will be kept **strictly confidential**, and that they will not be kept anywhere except at The Center.

Name Book No.

Address
(Street or RFD) (City) (State) (Zip)

Telephone No.

Mail to: **THE CENTER**
Star Route Box 153-A
Valley Lee, Md. 20692

or call, 24 hours-a-day, (301) 994-0010



SEA-LAND ECONOMY (Sea-Land Service), November 4—Chairman, Recertified Bosun A. McGinnis; Secretary Roy R. Thomas; Educational Director W. J. Mitchell; Engine Delegate Earl Shaw Rodgers. No disputed OT. Chairman reported that everything is running smoothly with no major beefs reported by department delegates. Reminded everyone of the various classes now in session for upgrading at Piney Point. Advised all members to stand by for customs immigration upon arrival to speed up clearance. Also discussed the importance of donating to SPAD. Observed one minute of silence in memory of our departed brothers. Next port New Orleans.

SANTA MERCEDES (Delta Steamship), November 4—Chairman, Recertified Bosun J. Stout; Secretary T. Tinitali; Educational Director P. Bradshaw; Steward Delegate Jim Hatfield. \$312.10 in ship's fund. No disputed OT. Chairman reported that there is a new dental clinic in San Francisco for SIU brothers and sisters. Report to Log: "The *Santa Mercedes* followed lead of sister ship *Santa Maria* with a cookout for the entire crew which proved to be very successful. The entire crew and staff pitched in to help. Chief Steward Tini made sure all were fed well doing some of the cooking himself. A very good variety of foods." Next port Bahia.

BALTIMORE (Sea-Land Service), November 3—Chairman, Recertified Bosun Robert C. Gorbea; Secretary George W. Gibbons; Educational Director W. J. Dunningan; Engine Delegate Alton Green; Steward Delegate Stonewall Jackson. \$15.25 in the ship's fund. No disputed OT. Chairman noted that the repair list was posted and a safety meeting was held. Discussed the importance of donating to SPAD. The crew would like to know if a bus could be on the dock to take the men to the main gate in Boston. A vote of thanks to the bosun for doing a good job on the garbage detail. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Philadelphia.

CAGUAS (Puerto Rico Marine Mgt.), November 18—Chairman, Recertified Bosun C. Gonzalez; Secretary C. Rice; Educational Director H. Calloe. Chairman discussed the importance of donating to SPAD and also for all crewmembers to read the Log to keep up with what is going on in the Union. Secretary just returned on board after the Stewards Recertification Program and reported about the new fields that the Union is working in such as Ocean Mining, Deep Sea Fishing and the crewing of three more LNG tankers from foreign crews. \$70 in ship's fund. A vote of thanks to the steward department for a job well done.

OVERSEAS VIVIAN (Maritime Overseas), November 4—Chairman J. L. Bass; Secretary H. W. Roberts; Educational Director C. I. Coello; Deck Delegate Cal Smith; Engine Delegate Dean Dobbins; Steward Delegate Walter Cutter. No disputed OT. Chairman reported that the ship was due to arrive at the Panama Canal Zone on Friday and then proceed to Corpus Christi, Texas to unload. Educational Director urged all those who qualify to go to Piney Point to upgrade and to better yourself because it is in your best interest as well as the Unions. A letter was received from headquarters and was posted on the bulletin board for all to read. A vote of thanks to the steward department for a job well done. Next port Corpus Christi.

OVERSEAS NATALIE (Maritime Overseas), November 4—Chairman, Recertified Bosun F. H. Johnson; Secretary C. A. Guerra; Educational Director L. T. Moss; Engine Delegate E. Kent; Steward Delegate P. Baker. \$232 in ship's fund. No disputed OT. Chairman held a discussion on upgrading and the importance of donating to SPAD. Crewmembers were also reminded that there is no smoking on deck while the ship is loading or unloading. A vote of thanks was sent from the Captain and officers for the good and tasty food and work being done by the steward department. Observed one minute of silence in memory of our departed brothers and sisters. Next port Panama.

SEA-LAND TRADE (Sea-Land Service), November 25—Chairman, Recertified Bosun L. Suchocki; Secretary C. Gray; Educational Director J. Greenfield; Engine Delegate Michael Miffert; Steward Delegate Lawrence R. Haney. No disputed OT. Secretary reported that everyone had enjoyed a nice Thanksgiving day. Compliments were extended from the officers and crew for the fine Thanksgiving dinner that was served. Next port Seattle.

EL PASO SOUTHERN (El Paso Marine), November 25—Chairman C. Leahy; Secretary T. Navorre; Educational Director R. Dizon; Deck Delegate Paul Butterworth. Secretary held a discussion on how important it is to keep the jobs in the steward department. Some disputed OT in deck department. A vote of thanks to the steward department for a job well done.

JEFF DAVIS (Waterman Steamship), November 11—Chairman, Recertified Bosun George E. Annis; Secretary R. Collier. \$680 in ship's fund. No disputed OT. Captain and port officials were very pleased with port payoff and voyage sign on. It was noted that the catwalk has to be repaired, it is unsafe for walking. A vote of thanks to the chairman for trying to rent new movies for the crew. Also a vote of thanks to the steward department for a job well done. Next port Suez.

WESTWARD VENTURE (Inter-ocean Mgt.), November 23—Chairman, Jack W. Edward; Secretary Alva W. McCullum; Educational Director Joseph Quintello. No disputed OT. Chairman noted the supplement in the October Log on the Export Administration Act of 1979, the importance of the Alaskan Oil and jobs for West Coast sailors. A discussion was held and questions were answered. Also discussed was the importance of donating to SPAD. A vote of thanks to the steward department for a fine Thanksgiving dinner.

GREAT LAND (Inter-ocean Mgt.), November 25—Chairman, Recertified Bosun J. A. Lewis; Secretary G. Pretare; Educational Director M. Stover; Engine Delegate John A. Sullivan. Chairman explained the official SIU Ship's minutes to the crew. The ship has just sailed through a very rough storm and the entire crew is to be commended for good seamanship. Educational Director has informed crew that he has all the applications for upgrading and urged all members who qualify to sign up. No disputed OT. Next port Anchorage.

JACKSONVILLE (Sea-Land Service), November 25—Chairman, Recertified Bosun Antoine Kerageorgiou; Secretary S. Pistak; Educational Director J. Burkette; Deck Delegate Antonio Romero. Some disputed OT in deck and steward departments. Chairman held a discussion on the importance of donating to SPAD. Educational Director discussed the need for safety at sea. Asked everyone to report if they have any special health problems so that the proper medications can be kept on board in case of emergency. A vote of thanks to the steward department for good feeding and balanced menus. Next port Elizabeth.

PUERTO RICO (Puerto Rico Marine Mgt.), November 24—Chairman, Recertified Bosun J. Corder; Secretary H. Ridgeway; Educational Director C. Mainers. No disputed OT. Chairman discussed the importance of donating to SPAD and suggested that all members should take advantage of Piney Point. A request was made for the pantry, lounge and messhall to be kept clean at night. A vote of thanks to the steward department for a job well done and a vote of thanks for a wonderful Thanksgiving day dinner.

DELTA BOLIVIA (Delta Steamship), November 25—Chairman, Recertified Bosun S. Jandora; Secretary M. Sospina. No disputed OT. Chairman noted that a repair list has been made up and if any additional repairs are necessary to let him know. Also if there are any unsafe conditions existing aboard ship please bring them to the attention of the department heads. Secretary gave a vote of thanks to all crewmembers for their cooperation during the voyage. The Chief Cook was thanked for the best Thanksgiving dinner menu ever put out.

HOUSTON (Sea-Land Service), November 7—Chairman, Recertified Bosun Julio Delgado; Secretary H. Ortiz. No disputed OT. Chairman urged everyone to upgrade so we can live with the new technology of new ships. Piney Point has the classes available so take advantage now. Secretary discussed the importance of donating to SPAD. A vote of thanks to the steward department for a job well done.

LNG TAURUS (Energy Transport), November 3—Chairman, Recertified Bosun T. Brooks; Secretary F. Costango; Educational Director G. Bernous; Deck Delegate Clarence Burgo; Engine Delegate Mark Freeman; Steward Delegate Pat Geary. No disputed OT. Chairman reported that everything is running smooth and that the recreational tournaments are all underway and the SIU members are making a good showing. Although we have lost two games to the Bontang All Stars—Softball—the crewmembers have enjoyed the fun and after game refreshments. A vote of thanks to the steward department for a job well done. Next port Nagoya.

Official ship's minutes were also received from the following vessels:

DELTA MEXICO
DELTA AFRICA
LONG BEACH
ST. LOUIS
POET
DELTA COLUMBIA
OGDEN WILLAMETTE
BROOKS RANGE
SEA-LAND PRODUCER
WALTER RICE
EL PASO ARZEW
POINT JUDY
SEA-LAND TRADE
STUYVESANT
TRANSCOLUMBIA
OGDEN LEADER
SEA-LAND COMMERCE
SEA-LAND EXCHANGE
JOHN PENN
DELTA MAR
ULTRASEA
OVERSEAS VALDEZ
PENNY
OGDEN CHAMPION
OVERSEAS JOYCE
OVERSEAS OHIO
MOBILE
AGUADILLA
MT. VERNON VICTORY
OGDEN MERRIMAC
POINT SUSAN
DELTA SUD
PHILADELPHIA
SEA-LAND FINANCE
NEWARK
OGDEN CHALLENGER
TAMPA
SEA-LAND CONSUMER
SUGAR ISLANDER
DELTA PARAGUAY
BAYAMON
OGDEN COLUMBIA
SEA-LAND GALLOWAY
COVE RANGER
ARECIBO
CAPRICORN
THOMAS NELSON
SAMUEL CHASE
ROBERT E. LEE
PANAMA
OVERSEAS ANCHORAGE
OGDEN LEADER
MONTICELLO VICTORY
MARYLAND
GOLDEN MONARCH
DELTA PERU
OVERSEAS HARRIETTE
ALLEGIANCE
ROBERT TOOMBS
COVE ENGINEER
CAROLINA
SEA-LAND PRODUCER
ANCHORAGE
WORTH

A Beautiful Cruise on SIU's 4 W.C. Passenger Ships

THE port of San Francisco is just one of many of the great ports called on by the SS *Santa Marianna* (Delta Steamship Co.).

The beautifully appointed passenger vessel, along with her sister ships *Santa Maria*, *Santa Magdalena* and *Santa Mercedes*, came under contract to the SIU when Delta bought them from Prudential-Grace Lines.

The *Log* visited the *Santa Marianna* and her passengers and crew as the ship prepared to depart for Los Angeles and then on to Caribbean and South American ports of call. Passengers can expect to have a wonderful time on the journey with all their needs being handled by the many experienced hands in the steward department. Also, the SIU deck and engine gangs can be counted on to keep things running in an orderly fashion all during the cruise.

All in all, a good time is had by all on one of these cruises for passengers and crew.



Delta Line's *Santa Marianna* is docked at the pier in San Francisco awaiting cargo and passengers before sailing to Los Angeles and South American ports.



Crewmembers gather in the ship's mess hall to discuss the latest issues of interest with their Union representatives. Clockwise from the left are: Jack Sutton, wiper; Jay Siegal, plumber; Jon Anderson, wiper; G. E. Miller (hidden behind Anderson) and Bob Lee, FOWTs; George McCartney and Gentry Moore, SIU Representatives, and Herwood Walters, bos'n.



Enjoying a chat between cruises are (l. to r.) Larry Bunnell, crew messman; C. Tufaro, carpenter, and George Harrison, oiler.



Carmen Edgley (l.) and William Solomon took time out from lunch to pose for this photo. Carmen is a waitress; while William, a.k.a. "King Solomon" (shown here in his fighting stance), is the ship's third baker and a potential heavyweight champ.



Passengers and crew alike enjoy fine meals while on board the *Santa Marianna*, a large part of the credit for this goes to Chef Henry Paniel (left) and Chief Cook Alfonso Campanella.

1980 Upgrading Course Schedule

Here is the tentative schedule of upgrading courses to be held at the Lundeborg School in 1980. As you can see, the School is offering a wide range of programs for all ratings, both for deep sea and inland members.

SIU members are reminded that this

schedule is tentative. In other words, courses may be changed or cancelled depending on response from the membership. So think about upgrading this year. And get your applications in early to assure yourself a seat in the class of your choice.

Course Name	Starting Dates	Course Name	Starting Dates
LNG	January 7 February 4 March 31 April 28 May 26 June 23 July 21 August 18 September 15 November 10	Able Seaman	January 3 January 31 March 27 April 24 May 22 June 19 July 17 August 14 September 11 November 6
QMED	January 3 May 22 September 25	Steward Recertification Program	January 7 March 10 May 12 July 14 September 8 October 13
FOWT	January 17 March 13 April 10 May 8 July 3 July 31 September 25 October 23 November 20	Bosun Recertification Program	February 11 April 7 August 11
Marine Electrical Maintenance	January 7 May 12 August 18	A Seniority Upgrading Program	January 7 February 4 March 10 April 7 May 5 June 9 July 7 August 11 September 8 October 6 November 10 December 8
Marine Electronics	February 18 June 23 September 29	Lifeboat	January 3 January 17 January 31 February 14 February 28 March 13 March 27 April 10 April 24
Refrigeration Systems maintenance & Operations	February 18 June 23 September 29	Tankerman	May 8 May 22 June 5 June 19 July 3 July 17 July 31 August 14 August 28 September 11 September 25 October 9 October 23 November 6 November 20 December 4 December 18
Pumproom Maintenance & Operation	March 31 August 4 November 10		
Diesel Engineer (Regular)	January 7 March 31 May 12 July 7 September 15 October 27		
Diesel Engineer (License)	March 3 July 7 October 27		
Welding	April 14 June 9 October 27		
Conveyor	February 11		
Engine Room Automation	May 12 September 15		
Towboat Operator	January 21		
Towboat Operator Scholarship Program	January 7 April 7 July 7 September 29		
Celestial Navigation	March 17 August 4	Assistant Cook	
1st Class Pilot	October 6	Cook & Baker	
Quartermaster	March 3 May 26 October 13	Chief Cook	
		Chief Steward	

These courses will be scheduled as needed to accomodate applicants.

Why Not Apply for an HLS Upgrading Course Now!

HARRY LUNDEBERG SCHOOL UPGRADING APPLICATION (Please Print)

Name _____ Date of Birth _____
(Last) (First) (Middle) Mo./Day/Year

Address _____
(Street)

(City) (State) (Zip Code) Telephone _____
(Area Code)

Deepsea Member ☐

Inland Waters Member ☐

Lakes Member ☐

Book Number _____ Seniority _____

Date Book Was Issued _____ Port Issued _____ Port Presently Registered In _____

Social Security # _____ Endorsement(s) or License Now Held _____

Piney Point Graduate: ☐ Yes ☐ No (if yes, fill in below)

Entry Program: From _____ to _____
(dates attended)

Upgrading Program: From _____ to _____ Endorsement(s) or License Received _____
(dates attended)

Do you hold a letter of completion for Lifeboat: ☐ Yes ☐ No Firefighting: ☐ Yes ☐ No

Dates Available for Training _____

I Am Interested in the Following Course(s) _____

DECK

- ☐ Tankerman
- ☐ AB 12 Months
- ☐ AB Unlimited
- ☐ AB Tugs & Tows
- ☐ AB Great Lakes
- ☐ Quartermaster
- ☐ Towboat Operator Western Rivers
- ☐ Towboat Operator Inland
- ☐ Towboat Operator Not More than 200 Miles
- ☐ Towboat Operator (Over 200 Miles)
- ☐ Master ☐ Mate
- ☐ Pilot

ENGINE

- ☐ FWT ☐ Oiler
- ☐ OMED - Any Rating
- ☐ Others _____
- ☐ Marine Electrical Maintenance
- ☐ Pumproom Maintenance and Operation
- ☐ Automation
- ☐ Maintenance of Shipboard Refrigeration Systems
- ☐ Diesel Engines
- ☐ Assistant Engineer (Uninspected Motor Vessel)
- ☐ Chief Engineer (Uninspected Motor Vessel)

STEWARD

- ☐ Assistant Cook
- ☐ Cook & Baker
- ☐ Chief Cook
- ☐ Steward
- ☐ Towboat Inland Cook

ALL DEPARTMENTS

- ☐ LNG
- ☐ LNG Safety
- ☐ Welding
- ☐ Lifeboatman
- ☐ Fire Fighting

RECORD OF EMPLOYMENT TIME — (Show only amount needed to upgrade in rating noted above or attach letter of service, whichever is applicable.)

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

SIGNATURE

DATE

RETURN COMPLETED APPLICATION TO:
LUNDEBERG UPGRADING CENTER,
PINEY POINT, MD. 20674

1980



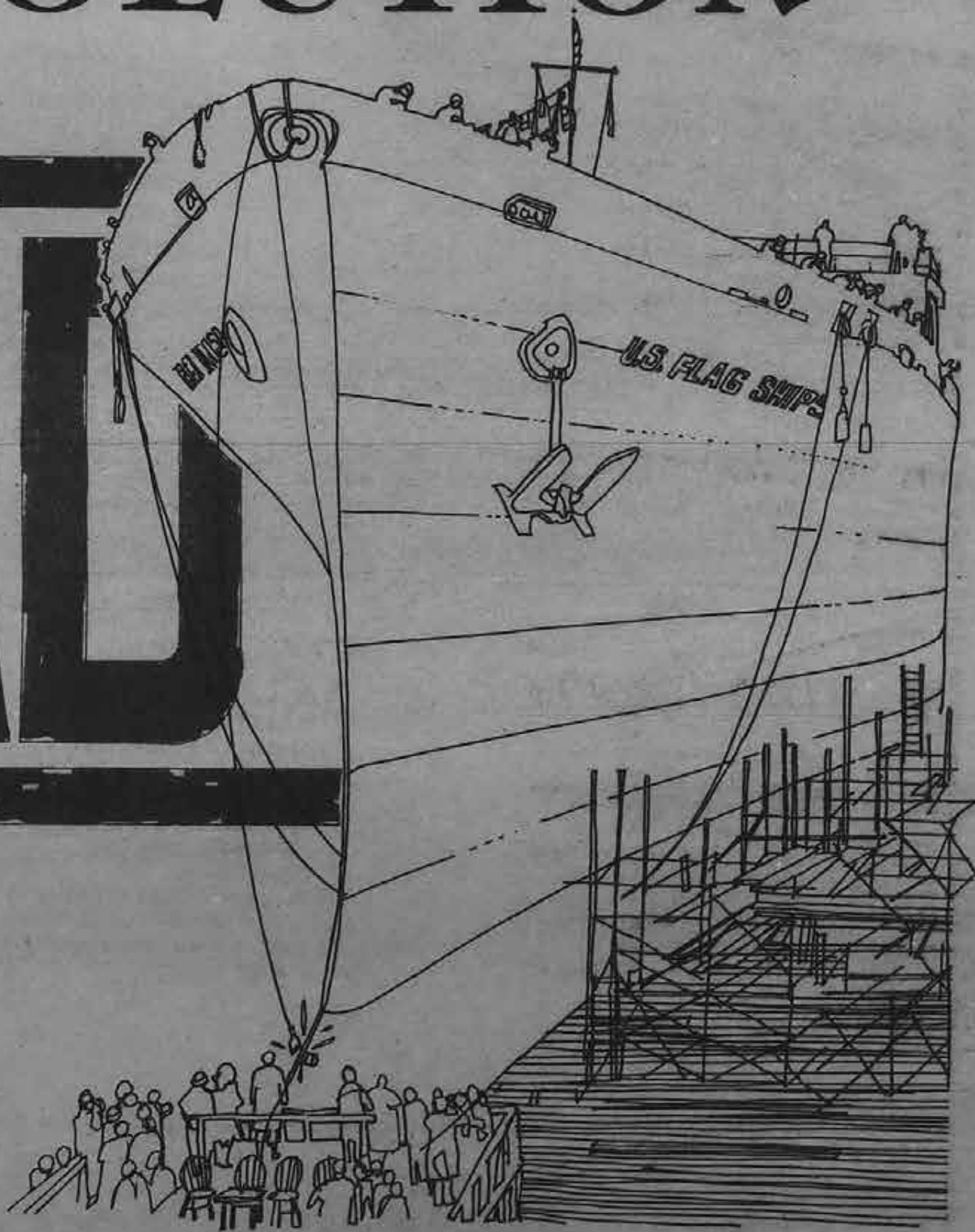
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January 1980

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