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SIU Ready For Fight to Block Alaska Oil Swap

Prospects of keeping Alaska oil for U.S. use alone remain in jeopardy as plans by U.S. oil companies, the U.S. Dept. of Energy and the state legislature of Alaska to export Alaskan crude to Japan pick up steam.

In spite of the toll the sale of Alaskan oil to the Japanese will take on the U.S. tanker fleet, the jobs of American seamen and the energy needs of the American people, plans for the swap are still in the works.

The SIU has successfully fought the oil swap plan since it was first proposed several years ago. And the Union will continue to keep the pressure on in Washington to block this plan.

Exporting Alaska crude is barred for the moment under a U.S. statute known as the McKinney Amendment. It says Alaskan oil cannot be sold abroad unless sanctioned by an Act of Congress. But the statute runs out in June and proponents of the Alaskan oil trade are planning for the summer when they hope to begin moving 150,000 barrels of Alaskan oil daily to Japan.

Alaska's Commissioner of Natural Resources Robert Le Resche recently announced that he will travel to Japan late this month to work out details of the Alaskan oil export swap with Japanese oil industry officials.

Japan's purchase of North Slope crude would allow that country to whittle down their \$12 billion trade surplus with the U.S. It would also, according to a Tokyo oil company executive, "work to decrease Tokyo's present heavy dependence on Middle Eastern crude."

"From what we have been told by Alaskan authorities," the Tokyo oil company spokesman continued, "many

millions of dollars could be saved by the U.S. oil companies as a result of the swap arrangement. The swap is clearly in the interest of everyone involved."

The North Slope crude trade-off may be in the interest of Japan, of the state of Alaska and of the oil companies who will shore up much larger profits. But the oil swap doesn't come close to being in the best interests of the American people who have nothing to gain and much to lose if the deal goes through.

The crude produced in Alaska, which currently exceeds 1.2 million barrels per day, was promised to the American people for domestic use by Congress at the time they approved construction of the Trans-Alaska pipeline.

Even though initial exports of Alaskan crude to Japan will constitute only an eighth of the daily production total, if the U.S. government approves the export package, Japan will undoubtedly be buying much more than that.

The U.S. also gets the short end of the stick in the North Slope crude swap because America's dependence on exports from unstable, unreliable foreign sources will increase.

The oil companies are aware of the reluctance of many Congressmen to commit the U.S. to further reliance on Middle Eastern oil imports. Since Congress has to approve the oil swap, backers of the Alaskan oil export deal have suggested bringing oil to the U.S. East Coast from Mexico instead of the OPEC countries.

In fact, the Mexican end of the export scheme has already been nailed down. Alaska National Resources Commissioner Le Resche said he has made arrangements with Mexican oil com-

panies to export Mexican oil to the continental U.S. to replace the Alaskan exports.

The Mexican connection may win Congressional converts to the export scheme who would balk at increasing the country's reliance on Middle Eastern oil in the wake of OPEC's price hikes and the political chaos in Iran. Mexico is, right now at least, relatively stable compared to the countries of the Middle East.

But whether oil is imported from Mexico or the Middle East, the end result is the same for the American flag

tanker fleet. Exempt from the Jones Act on both the importing and exporting ends of the deal, the oil will be moved on foreign flag tankers. This would force two to three million tons of U.S. tankers into lay-up and hundreds of U.S. seamen out of work.

In addition to the loss of jobs the crude export plan will cost the nation, Americans will have to pay the higher prices of imported oil over domestic supplies and will be forced to sit by while an ever larger share of the country's energy needs are put into the shaky hands of the OPEC countries.

SIU Working to Stop Unfair Immigration 'Fees' for Seamen

The SIU has been receiving complaints from various members who have signed off ships in the Philippines. It seems that these men have been slapped with excessive immigration fees by the Philippine authorities, as they were exiting the country to return home.

This situation has raised a couple of issues which the SIU is presently looking into on behalf of the membership.

Firstly, who is responsible for paying these fees which, we understand, set Seafarers back to the tune of \$50?

One operator of ships engaged in the Philippine trade, Sea-Land, has informed the Union that they will pay immigration fees only for men "leaving the vessel at payoff or mutual consent." The company has also made it clear that it will not pay fees "for those men who breach their articles by misconduct, failure to join, or desertion."

Fair enough! But what about the fees

themselves; are they, especially as they are applied to seamen, fair? Should—or can anything be done about them?

The Philippines isn't the only country with immigration fees. Taiwan and Mexico also impose similar charges, and there may be others. But the SIU feels that seamen should not, by all rights, be subject to them—no matter who pays them.

As SIU New York rep Red Campbell said recently, "We're not tourists, we're seamen." In moving the goods to and from these countries, seamen already contribute plenty to the economies of these countries.

In the near future SIU Yokohama agent Frank Boyne will be meeting with representatives of the Philippine Immigration Service, and with officials of Sea-Land, in an effort to bring about a more reasonable policy with respect to seafarers who wish to fly home where, as it is, there are enough bills to be paid.



Paul Hall

The PRESIDENT'S Report

We Must Change With Times

On May 22, 1944, the next of kin of two heroic SIU members gathered at a long since defunct shipyard in Rhode Island to participate in the christening ceremonies of two brand new Liberty ships.

The ships were being named for Seafarers Joseph Squires and Thomas Crawford who had given up their lives to save others. The two had been crewmen on the *SS Maiden Creek*, an old Waterman ship, which went down New Years Eve 1942 in a gale storm off Block Island.

Squires and Crawford volunteered to perform the crucial job of tending the falls as two lifeboats carrying the rest of the crew were lowered. The two courageous seamen never made it to the lifeboats themselves and they went down with the ship.

Including the Liberty ships *Joseph Squires* and *Thomas Crawford*, America turned out nearly 3,000 of these vessels during and shortly after World War II.

It's almost inconceivable that these ships are all gone today—that not even one out of 3,000 remains actively engaged in America's waterborne commerce.

It's not only the Liberty ships that are gone though. Virtually every vessel that formed the basis of our job structure and job security 30 years ago has long since gone the way of the boneyard.

In addition to losing these ships, we have also lost 50 steamship companies in the last three decades. Some of them went out of business. Some of them sold or transferred their ships to foreign flag. Either way, the fact remains that today we have contracts with only two U.S.-flag steamship companies, Waterman and Delta, that were under contract to us 30 years ago.

In other words, if we in the SIU had been complacent 30 years ago with what we had—or if we had stopped trying to organize new ships and new companies because we thought we had enough, there is no question in my

mind that our organization would just be a memory today like the old Liberty ships.

You see, brothers, you can never have enough in this industry today, because you never know what could happen tomorrow or the next day to threaten our way of life.

We should all be extremely proud of the fact that our Union, our jobs and our benefit Plans are all in good sound condition today. We should be proud because it has been the dedicated work and participation of everyone involved in our Union—doing what had to be done—that has built the security we all enjoy today.

We have all done a great deal of work over the years to protect our interests by improving our industry. We have succeeded in building a political apparatus in Washington that has worked consistently and effectively for us in Congress and the Federal agencies. And through the Lundeberg School, we have established a wide range of educational programs that have enabled us not only to cope with but to capitalize on automation and advancing technology in our industry.

But as much as we have done and as far as we have come in the last three decades, we still have a lot of work to do and a long way to go. In fact, if you look at it closely, we've really only scratched the surface because the almost incredible changes that have taken place in our industry in recent years are just the beginning.

Ships will continue to get larger and technically more complicated. The skills a seaman must possess to do his job in a qualified manner will become more and more demanding. And the political activities of this organization will play an increasingly more important role in determining the future of the U.S. maritime industry.

It's difficult to say what our industry and our jobs will be like 20, 10 or even 5 years from now.

But one thing is for certain. We can't sit around and wait for these changes to happen without being ready for them. We must continuously plan for the future and be fully prepared to accept the challenges of tomorrow.

The next two years will be very important for us. In this time, we will be evaluating and re-evaluating our programs for the purpose of expanding and improving them. At the same time, we will be taking a close look at such things as our constitution and shipping rules to ensure that they maintain pace with the changing times.

As I see it, the SIU has a good future in this industry. But again, good things are not handed to us on a silver platter. Whatever we have today, we have worked for and fought for. And whatever we will achieve in the future will come about the same way.

Seafarers Get 1st of 2 Pension Increases This Year

When negotiations on the SIU's solid new deep-sea contract were wrapped up last summer, the Union had succeeded in establishing a two-step pension increase totaling \$100 for the deep sea membership. This means pension payments for deep sea personnel will total \$450 a month by termination date of our three-year deep sea agreement in June 1981.

The increase represents a rise of almost 30% in the pension payments available under the plan.

This important increase in the pension benefit was a tremendous gain for us. Even though new collective bargaining agreements for all the unlicensed maritime unions were negotiated around the same time last year, the SIU's new deep sea agreement was the only contract which included pension increases.

The Union was able to secure the

total \$100 pension increase as a direct result of the strength of the SIU Pension Plan. Since the Pension Plan is one of the most financially sound in the industry, it is able to provide higher pension benefits to those who meet its requirements.

The new pension increases will take effect in two \$50 jumps. Beginning this year, Seafarers who accumulate 125 days of employment after Jan. 1, 1979, as well as satisfying the applicable pension requirements, will be eligible for a \$400 monthly pension.

To collect the full \$450 per month pension, a member qualified to retire need only accumulate 125 days of employment after the second pension increase goes into effect on June 16, 1980.

Remember: 125 days of employment after Jan. 1, 1979 make you eligible for the first \$50 increase

which brings the pension up to \$400 a month.

And 125 days of employment after June 16, 1980, qualifies you for the second \$50 increase and a total pension of \$450 monthly.

The two, \$50 pension increases apply to all three types of pension benefits available to seafarers under the Union's Pension Plan—the Regular Normal, Early Normal and Disability Pensions.

In addition to the \$100 raise in pension benefits, the Union also secured a substantial increase in the Pension Increments program which gives Seafarers who have fulfilled the requirements for the Early Normal Pension (20 years/7300 days covered employment at age 55) added benefits for every extra full year (365 days) worked, up to a maximum of seven years.

The increments went up from \$15

to \$25, a rise of 66 2/3%, a month when the new contract went into effect on June 16, 1978. It means that a seafarer member could earn up to a maximum of \$175 in additional pension payments. So, coupled with the total \$100 pension jump, Seafarers who work an extra seven years after fulfilling Early Normal Pension requirements can now receive top pension payments of \$625 monthly.

These substantial pension increases will make it easier for retired Seafarers to cope with the rising costs of inflation. And an extra \$100 in a pension check will go far towards enabling SIU members who've put in long years at sea.

Improving the benefits Seafarers receive under the Pension Plan are part of the Union's efforts to continually upgrade the benefits SIU members receive.

SIU Crewed 45 New Ships, Tugs & Towboats in 1978

Though times were tough for the U.S. merchant marine in 1978, the SIU continued to move forward last year especially in terms of additional ships and boats crewed by Seafarers and Boatmen.

Hundreds of new jobs were filled by SIU members, as some 45 additional

ships, tugs and towboats were added to the SIU-crewed fleet in 1978.

It is satisfying to look back at the progress made in the last year. At the same time, we know that it didn't come easily—and probably never will—and that none of it can be taken for granted.

Among the new vessels crewed by

Seafarers in 1978 were six brand new liquid gas (LNG) ships. So far, only SIU seamen have been entrusted with the responsibility of manning American-flag LNG ships.

Six additional tankers were crewed by SIU seamen in 1978, and three of these were brand new.

By far the greatest single fleet addition for the SIU came in June, when Seafarers began crewing the first of 13 ships acquired by Delta Steamship from Prudential Lines. Included in this deal were four passenger/cargo ships, one LASH ship, and eight other cargo ships. This single transaction brought more than 500 new jobs to the SIU membership.

In addition to the ships already mentioned, SIU seamen also went aboard two bulk carriers, one reefer ship, and four newly-converted Sealand D-6 class containerships.

On the inland waterways, SIU Boatmen crewed up a dozen additional tugs and towboats in 1978, half of which were brand new. In addition, one dredge, providing an additional 27 jobs, was also crewed up.

We have high hopes that 1979 will be at least as good a year for us as 1978 was. But about the only thing that's certain is that the SIU will be in there, every step of the way, fighting to build upon the jobs and security we've already got.

W. C. Offshore Agreement Wrapped Up

An agreement between the nine member unions of the General Presidents Offshore Committee, which includes the SIUNA, and contractors in the offshore drilling industry on the U.S. West Coast was wrapped up in Washington last month.

The agreement, which runs from Jan. 1, 1979 through Dec. 31, 1981, is the first of its kind covering West Coast offshore drilling industry workers, and is the result of over two years of work by the Committee.

The nine AFL-CIO international unions involved in the agreement are: Seafarers International Union of North

America; International Association of Heat and Frost Insulators and Asbestos Workers; International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers & Helpers; United Brotherhood of Carpenters & Joiners of America; International Brotherhood of Electrical Workers; International Union of Operating Engineers; International Association of Bridge, Structural and Ornamental Iron Workers; International Brotherhood of Painters and Allied Trades and; United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry of the United States and Canada.

Openings Available In 'A' Seniority Classes

The Seafarers Appeals Board has notified the Union that openings are available in upcoming classes of the "A" Seniority Upgrading Program for those Seafarers having 36 months seetime, a lifeboat ticket and who possess special skills such as a Green Ticket AB

endorsement, a QMED rating, a cook or cook & bakers endorsement.

If you fulfill these eligibility requirements, we urge you to make application as soon as possible to increase your chances of achieving a full book in the SIU this year.

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Harvey Mesford, Seattle Port Agent, Dies of Cancer at 53

SIU Seattle Port Agent Harvey Mesford died on Jan. 7 at the age of 53. His death came in a Seattle hospital after a long fight with cancer.

An SIU man since 1946, Brother Mesford is remembered for his years of hard work as a Union leader and by the esteem and affection he won in the hearts of the membership.

Mesford was a Seattle patrolman from 1956 to 1972 and agent for the port from that time until his death. He was well-liked and well-respected for his easy-going nature and his willingness to give his time whenever it was needed.

Those who knew him recall that he went out of his way to help a member, thinking nothing of driving over 100 miles, for example, to bring a Seafarer to his ship. He is also remembered for always giving the members a fair shake.

Mesford also carried out his concern for the individual in his work with alcoholic members. Perhaps more than any other SIU official, he encouraged alcoholics to turn their lives around through the Seafarers Alcoholic Rehabilitation Center. Throughout the years, he was acknowledged by those who used his influence to lead productive lives.

He was also highly regarded throughout the labor movement on the West Coast for his work on the Seattle Maritime Port Council and for representing maritime labor in the Propeller Club and the U.S. Navy League.

Before becoming port agent, Mesford who was a lifelong resident of the Seattle area, sailed as a bosun. Before he joined



The Late Harvey Mesford

the SIU, he served in the Army Air Force in World War II.

Last month he received a plaque from the Catholic Seaman's Club in recognition of his long service in maritime fields.

Above all, Mesford will be remembered as a loving husband and father by his wife, Agnes, and his five children: Michael, 24; Audrey, 22; David, 17; Eric, 14; and Kenneth, 12. He is also survived by his father Ivan Mesford; his brother, Bruce Mesford, and his sister, Jean Johnson, all of Washington.

In accordance with his wishes, no services were held. The family requests that remembrances may be sent to the Catholic Seaman's Club, 2330 First Ave., Seattle, Wash. 98121, or to the American Cancer Society in his name.

A Piece of the SIU Died With Bull Shepard

When SIU Vice-President Earl "Bull" Shepard died last month at the age of 65, a piece of the SIU died with him.

From the earliest days of the Union right on through 40 years of our fights and struggles on the waterfront and in Washington, Bull Shepard was there doing a job for the SIU.

His years of dedication and hard work for both the SIU and the labor movement in general—coupled with a straight forward easy going manner—earned Bull the respect and affection of the entire SIU membership and labor leaders from coast to coast.

When it was announced last month that Bull had passed away after open heart surgery in Baltimore, letters of regret and sorrow began flooding SIU Headquarters from all over the country.

Among them was a letter of condolence from AFL-CIO President George Meany to SIU President Paul Hall. This letter probably best describes what people in the labor movement thought of Bull and how much he meant to the trade union movement. The letter reads:

"Both personally and on behalf of the AFL-CIO, I want to express deepest sympathy to you and your fellow officers and all members of the Seafarers International Union on the death of my very good friend, Earl Shepard.

"Bull Shepard was an outstanding trade unionist whose lifetime of dedicated service earned him the respect and affection of all who knew and worked with him.

"From his start as an original member of the SIU through nearly 20 years as a vice president of his international union, Bull never failed to respond whenever and wherever his help was needed to defend and advance the cause of trade unionism and human brotherhood. Time and again, we called on him for aid and assistance and every time his response was immediate, his help and counsel invaluable and his efforts were invariably successful.

"He will be sorely missed."

Bull Shepard, known to his close friends as Uncle Bull, was born Sept. 4, 1913 in Gorham, Ill., a small rivertown in the southwestern part of the state.

Bull started working almost as soon as he could walk laboring alongside his father, first in farm-work then in construction. But the Depression years hit hard driving him to look for work elsewhere.

Like a lot of other young victims of the Depression, Bull's last stop was the waterfront. He signed on his first ship in the deck gang in 1936.

Bull was a union activist from the very first day he stepped onto a ship. He was a member of the old ISU and then became an original member of the SIU A&G District when our Union got its charter in 1938.

From 1938 to 1945, he continued to sail in the deck department and served as a ship's delegate on every one of his ships.



Earl "Bull" Shepard

Then after World War II, Bull went to work for the Union as an organizer. As it turned out, he was a natural at it. Teaming up with Paul Hall, Lindsey Williams, Cal Tanner and the late Sonny Simmons, Bull



The year was 1948 and this photo shows Bull Shepard speaking to a group of trade unionists gathered for a rally in New York's garment district.

was a central figure in all of the SIU's greatest organizing victories.

For instance in 1947, the five-man team of Shepard, Hall, Williams, Simmons and Tanner orchestrated the greatest single organizing victory in the history of the maritime labor movement bringing Isthmian Lines' 120 ships under the SIU banner.

In 1950, after years of struggling with the most notoriously anti-union company in maritime at the time, the five man squad brought Cities Service into the SIU family.

But these were just two of literally scores of organizing drives, strikes and beefs to establish our jurisdiction that Bull Shepard participated in.

As stated by SIU President Hall: **"Bull was at the forefront of all of our most important struggles. He was a dedicated trade unionist all his life, and there is no one you would rather have by your side in a tough beef than Bull. His contribution to this Union is a mark within itself, not only because of his tremendous capabilities in getting a job done, but because he always worked with integrity. We have all lost a great friend with the loss of Bull Shepard."**

For 18 years prior to his death, Bull served as SIU Vice President in Charge of the Atlantic Coast. From 1947 to 1960, he worked as agent in New Orleans, New York and Baltimore.

For the past few years, Bull also served as the SIU's international representative to the IMCO conferences in Geneva and London.

Bull was also very active in state and national labor affairs. At the

time of his death, Bull was a member of the Executive Boards of both the Maryland State AFL-CIO and the District of Columbia AFL-CIO.

He was buried at Mount Nebo Cemetery in Great Cacapon, West Virginia.

Brother Shepard is survived by his wife, Edith; son, Earl, Jr.; daughters Nancy and Darla; five stepchildren, six grandchildren, a sister and two brothers.



Bull Shepard addresses membership meeting in port of New York in the late '60s.



Bull Shepard, right, goes over some organizing material with SIU President Paul Hall. Meetings like these led to the SIU's greatest victories including organizing Isthmian Lines in 1947.

Common Cause Picked Wrong Hero in Rep. McCloskey

BACK in October 1978, Common Cause, a self-proclaimed public interest watchdog organization, released a study entitled "How Money Talks in Congress." Essentially, the study was patting Rep. Paul McCloskey (R-Calif.) on the back for his efforts in defeating the labor-backed 9.5 percent oil cargo preference bill last year. (Rep. McCloskey is the most vocal detractor of a strong U.S. maritime industry in Congress.)

The Common Cause study also blasted maritime labor's program of supporting the election campaigns of legislators who have shown that they believe in the importance of a strong merchant marine to a strong United States. And in this regard, Common Cause denounced those legislators who accepted these contributions.

Overall, the Common Cause study gave maritime labor's legitimate political programs a black eye, while at the same time portraying Rep. Paul McCloskey as the "white knight" of public interest causes.

Thankfully, not everyone takes Common Cause at their word. One of those who didn't was the *Political Action Report*, an independent Washington, D.C. based newsletter specializing in in-depth political reporting.

In an article published in *Political Action Report*, Nathan Muller, editor of the publication, reviewed the Common Cause study. Then he compared it to a study prepared by the Transportation Institute, a non-profit maritime research organization supported by the U.S. maritime industry. The T.I. study showed that Rep. Paul McCloskey had good reason to oppose U.S. maritime since he received significant campaign contributions from the oil industry and American-owned foreign flag interests.

Muller's conclusion was that "the study by the Transportation Institute is a fine piece of research and reporting, far surpassing anything Common Cause has done to date."

Muller then suggested that "in light of these findings, Common Cause would do well to investigate further and choose wisely the next time it wants to pepper its work with praise from such 'disinterested' and 'non-partisan' champions of the public interest as Rep. Paul McCloskey."

Following is the complete text of Mr. Muller's article. The *Log* is reprinting it so that SIU members are fully informed as to what's going on in Washington and the kind of obstacles the SIU and the maritime industry must face in our fight for an improved U.S. merchant fleet.

"COMMON CAUSE STUDY FLAWED"

by Nathan J. Muller, editor,
Political Action Report

IN October, Common Cause released a study on the impact of money on Congressional decision-making. At the same time, another study was completed. This one by the **Transportation Institute**, a non-profit research and education organization representing 160 member companies that operate vessels on the Great Lakes, inland waterways and U.S. flag-ships in domestic and international seagoing commerce.

The stated goal of the **Common Cause** study, "How Money Talks in Congress," was to demonstrate the various ways in which political contributions affect congressional decisions that have an impact on all of us.

"Examples abound," said the report, "but one of the most blatant is the case of the 1977 cargo preference bill." The controversial bill, which would have required 9.5 percent of all oil imports be carried on U.S. flag-ships, was reported out of the House Merchant Marine and Fisheries Committee by vote of 31 to 5. According to Common Cause, members of that committee who voted for cargo preference received a total of \$82,263 in campaign gifts, but those who voted against it, only \$1,000.

After citing numerous instances of how the maritime interests used huge amounts of money to influence the outcome of the bill, Common Cause proclaimed: "But another campaign was also conducted—one to defeat the bill, led inside the House by Rep. Pete McCloskey (R-Calif.), who also served on the Merchant Marine and Fisheries Committee . . . The goal of Rep. McCloskey, Common Cause and others was to draw enough public attention to the bill to convince legislators that it would never stand the light of day." As Common Cause noted in its study, the cargo preference bill was eventually defeated on the House floor by a vote of 257-165. "The glare of national publicity had produced some dramatic results."

Common Cause lent credibility to its final report by lifting excerpts of a letter from Rep. Pete McCloskey which read in part: "Your publishing of the precise extent and nature of maritime industry

contributions over the years created a desire on the part of many of my colleagues, particularly the new Members, finally to declare their independence from the maritime lobby. I believe this was the crucial factor in changing a 31 to 5 vote for the bill in Committee to a smashing 257-165 vote on the floor."

McCloskey denounced maritime as a "sick and corrupt industry" and impugned the integrity of some members of the committee who had been recipients of campaign contributions from maritime interests.

But two rather casual statements made by McCloskey prompted an investigation from another quarter into the real motivations of Common Cause's steadfast ally. The Transportation Institute, in its report, "Maritime Policy and Campaign Contributions," *A Case Study in Double Standards*, revealed that McCloskey had good reasons to lead the fight against cargo preference, none of which had to do with looking out for the public interest or "declaring independence from the maritime lobby."

The Institute, using the same documents and research techniques as Common Cause, uncovered a clear pattern of contributions to McCloskey's campaigns: multinational oil and foreign-flag vessel interests; and defense contractor interests, all of whom left no stone unturned to sink the Cargo Preference Bill.

The Institute study revealed that each industry is a major beneficiary of "flag-of-convenience" and is antagonistic to the U.S. merchant fleet.

Singled out for investigation was Standard Oil of California (SOCAL), one of the "seven sisters" of the oil industry, and a major foreign flag-of-convenience operator. SOCAL owns 28 foreign ships, and was a bitter opponent of cargo preference legislation.

"A number of years ago, when I ran for Congress, I was invited to meet with the executives of a major oil company in San Francisco," the study quotes McCloskey as saying. "It was represented to me that if those executives were satisfied with my position in certain issues, I might expect individual campaign contributions from them..."

Addressing Lawrence Ford, president

of Chevron Shipping Company, a subsidiary of SOCAL. McCloskey reportedly said: "I have great respect for your company's counsel. It is as good a law firm as I have seen. When I was considering going into politics, I was referred to your attorneys as the most knowledgeable about the political scene and how to run for office."

The attorneys McCloskey referred to were Brobeck, Phleger and Harrison, counsel to a subsidiary of Standard Oil of California. Members of that firm, and their immediate families contributed \$13,775 to McCloskey. Moreover, two members of the firm and the father of Peter M. Folger, another member of the firm, served on McCloskey's finance committee.

Executives of SOCAL subsidiaries, including the President and Manager of Flag Ships of Chevron Shipping Company, contributed \$1,090 to his campaign. Others related to SOCAL by means of interlocking directorates were also major contributors to McCloskey, including \$5,143 from executives and attorneys of Hewlett-Packard; \$4,150 from the president of Alza Corporation, whose board, until this year interlocked with SOCAL; and \$2,300 from four Signal Companies directors, and the corporation's PAC. SOCAL and Signal are tied by an interlocking director.

According to the Transportation Institute, these examples are only illustrative of a much deeper trend. Thousands of dollars more in contributions, either in smaller amounts or with less direct ties, came from other sources related to SOCAL and other multinationals with oil and gas interests.

In addition to the oil industry, the study said McCloskey received other contributions from sources related to foreign-flag shipping. A few examples include: \$1,000 from two executives of Envirotech Corporation, a 50-50 partner with two Japanese shipbuilding firms; \$3,485 from directors, executives and attorneys of Crown Zellerbach, owner of five foreign-flag ships through its subsidiaries; \$3,100 from sources tied to the Weyerhaeuser Company which operates at least six foreign-built, foreign-flag ships; and \$450 from the President of the Bank of California, which owns five Japanese-built, Liberian-flag vessels acquired in 1973 and 1974.

The Hewlett-Packard Company, a

defense contractor, received \$69,049,000 in prime defense contracts, while the Signal Companies received \$118,312,000. McCloskey received \$2,100 from a director of Teledyne, the recipient of \$304,778,000 in prime defense contracts; \$1,375 from two executives and the PAC of Watkins-Johnson Company, the recipient of \$2,371,000 in 1976 contracts.

The study also noted that McCloskey was also instrumental in the attempt to cripple the Renegotiation Board, a watchdog agency that monitors and recaptures excess profits by defense contractors. McCloskey also supported an amendment that would curtail the powers of the Board and cut its lifespan—positions consistent with the interests of McCloskey's major supporters, the defense contractors, especially those of Watkins-Johnson and Teledyne which were caught bilking the government and were required by the Board to repay excess profits.

"A central theme of McCloskey's corruption charges has been campaign contributions to members of Congress," said the Institute report. "He has repeatedly suggested that such contributions, sometimes as small as \$500 or \$1,000 representing scores of individual seamen's contributions, were a motivation for a Congressman's support of a strong U.S. merchant marine. Unfortunately, these charges have been widely repeated and disseminated by Common Cause, the media and others."

Overall, the study by the Transportation Institute is a fine piece of research and reporting, far surpassing anything Common Cause has done to date.

Although not of the opinion that positions of congressmen on legislative issues are dictated by campaign contributions, the Transportation Institute believed research on McCloskey was warranted because of his consistent anti-U.S.-flag stance and his apparent fixation with corruption and campaign contributions to smear the integrity of the Cargo Preference Bill's supporters.

In light of these findings, Common Cause would do well to investigate further, and choose wisely the next time it wants to pepper its work with praise from such "disinterested" and "non-partisan" champions of the public interest as Rep. Pete McCloskey.



Washington, D.C.

The Interstate Commerce Commission may give up the control it exercises over a small portion of the inland waterways.

Convening this month, the new Congress will consider ICC's recent proposal to change or eliminate regulations now imposed on about eight percent of all inland and intercoastal carriers.

Although the number of companies directly involved is relatively small, deregulation could have a significant effect on competition within the industry.

The Commission has indicated that it is willing to do away with a number of important restrictions. These include regulations over rates charged by operators, on conditions for entry into the inland and intercoastal transportation business, and on the transfer of ownership of a carrier.

SIU-contracted companies fall both within and without the current ICC jurisdiction on the waterways. Ocean-going carriers, in some cases, are regulated both by the ICC and the Federal Maritime Commission. The ICC, whose main jurisdiction is over land transportation, is attempting to resolve this overlap of authority with maritime.

Mississippi River System

The Upper Mississippi River is almost completely covered by ice. As of December 21, ice filled the entire river channel within the Rock Island, Ill. district, according to the U.S. Army Corps of Engineers. The district runs from just below Lock and Dam 10 in northern Iowa down to Lock and Dam 22 in northern Missouri.

Last winter, ice stopped river traffic for 93 straight days in the heart of the district around Rock Island and Davenport, Iowa. Nothing moved on the river from Dec. 26, 1977 to March 30, 1978.

The Missouri River, which meets the Mississippi farther south at St. Louis, has been closed for the winter since Dec. 10. The Corps of Engineers began to shut off the dams at the head waters of the Missouri on Dec. 2. This action stocks the reservoirs for the winter and reduces the flow of the river, along with the chances of ice jams and spring flooding.

Moving riverboats may be a rare sight in all this ice, but apparently the weather is just right for another rare species. The Corps of Engineers reports that bald eagles have been sighted frequently this month at Rock Island district locks and dams.

Rivermen taking it easy now also can reflect on the knowledge that the season just ended was an especially productive one. Figures just in for tonnage moved in the Rock Island district from January through November, 1978 show a 3½ million ton increase over the same period for 1977. The 11 month total for 1978 was 24,980,853 tons.

Great Lakes

Algonac SIU Representative Byron Kelly reports that "there haven't been freezing temperatures on the Great Lakes since November—that is, the temperature hasn't been as high as 32 degrees since that time."

Ice is the normal condition on the Lakes at this time of year and what does move on the water often doesn't move for long without some problems. The SIU-contracted tug *James A. Hannah* (Hannah Inland Waterways) was stuck in an ice jam for two days early this month, along with its 51,000 barrel barge—and seven steamships. It took a Coast Guard icebreaker and a number of private steel-hulled vessels called in from the area to finally cut the group loose.

Houston

Contract negotiations are in progress with Blum Towing, which operates boats on the Intracoastal Canal between Baton Rouge, La. and Bay Town, Tx.

Port Arthur

SIU-contracted Sabine Towing and Transportation is having a new harbor tug built. She is the 105 ft. *K.C. Smith* and will be delivered in the fall of this year.

All Ports

New industrial facilities established on the nation's waterways totaled 109 for the second quarter of 1978. These new or expanded plant locations created 9,000 permanent jobs, according to the American Waterways Operators.

NMC Names Old Pro in U.S. Maritime to Executive Post

The National Maritime Council (NMC) has named C. William Neuhauser, a long-time advocate of the U.S. merchant marine, as its new secretary.

The 52-year old Neuhauser has been active in the NMC since it was organized eight years ago to promote the need for a strong and modern merchant marine. The NMC represents various interests throughout the maritime industry, including the maritime unions, shipping companies, and shipbuilders. The SIU is an active participant in NMC activities throughout the country.

James R. Barker, chairman of the NMC's Board of Governors, said recently that the appointment of Neuhauser, and the establishment of full-time operations in Washington, has set the NMC off on a "rededicated effort to acquaint the American people and the nation's leaders with the strategic and economic importance of maintaining a strong and independent U.S. flag shipping industry."

Neuhauser, formerly an executive with Sea-Land Service for more than ten years, including six years as vice president for communications, said he looked forward to, "playing a role in encouraging wider use by importers and exporters of American-flag vessels and in acquainting the American people



C. William Neuhauser

with our country's vital need for a strong position."

Neuhauser has no easy task before him. We wish him much success in his new position, and in his efforts to promote the merchant marine.

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



We're the Steward Department at HLS



We'll teach you the skills you need to move up in the Steward Department. Come to HLS. Upgrade. You'll get a good deal—you'll get a better job and more pay when you finish.

Sign up to move up.

See your SIU Representative or contact HLS.

Chief Steward: March 5, April 2

Chief Cook: February 19, April 2

Cook and Baker: February 19, April 2

Assistant Cook: April 16



Headquarters Notes

by SIU Executive Vice President
Frank Drozak

The SIU presently maintains the best job and job security structure in the U.S. maritime industry. At the same time, we are constantly striving to expand our job base so that short of a total collapse of our industry SIU members will be able to get a job when and where they want.

We should all be proud of the success this Union has had in the areas of job security. But at the same time, we must also realize that it is everyone's responsibility to work at maintaining and expanding our job structure.

One of our most important responsibilities is to make sure that we do not let vessels sail short. Because when an SIU member lets his vessel sail short, there's a lot more at stake than just one job.

If you leave your ship without following procedures for replacements, you jeopardize some of the most important benefits we all enjoy as Union members.

First of all, you put everyone's job security on the line.

We have a contractual obligation with our operators to provide necessary qualified personnel. If we don't, we are hurting our own reputation and our chances to expand our job structure by contracting new companies coming on to the maritime scene.

This is especially important now so that the SIU can continue to prove its ability to meet the maritime industry's need for well-trained, experienced manpower.

Believe me, Brothers, it's no accident that we are manning the majority

of the new U.S.-flag vessels. We have contracted all of the U.S.-flag LNG ships, for example, because we have been ready and able to supply the skilled seamen necessary to crew these vessels.

Another area of great importance to us is our involvement in military support vessels.

Seafarers recently participated in a NATO exercise involving the National Defense Reserve Fleet, which is described in this issue of the *Log*. Our job performance in this and other military support duties is extremely important. Doing a good job on these ships, demonstrates that SIU members can be depended upon for the national defense. It also backs up the SIU's efforts to secure a larger role for the U.S. merchant marine in this crucial area.

The Union's continued success in securing contracts for new vessels of all kinds rests on whether or not you carry out your job today.

But job security isn't the only thing at stake.

The job safety of the entire crew is also seriously threatened when a vessel sails short. With Coast Guard manning levels already too low, we can't absorb additional crew losses. Missing crewmembers may mean that the ship won't sail at all, and if she does, it definitely means that the remaining crew will suffer the hardships of excessive overtime and fatigue and the high risk of accidents.

A shorthanded crew also means a financial loss for the entire membership. For every ship that sails short, the Union's Plans lose money. Or to be more accurate, each and every SIU member loses the money that would have been paid by the company into the Union's Welfare, Pension and Vacation Plans for every day a Seafarer is not on the job.

Of course, a member's responsibility to fill his job doesn't mean that he can't quit a job. But it does require that everyone follow a few simple procedures which can keep a ship from sailing short.

If you are getting off the vessel, give the Ship's Chairman at least 24 hours notice before reaching port so that he can notify the Union to find a replacement. And wait for your replacement to arrive before you leave the ship.

This is all it takes for one SIU member to preserve the benefits we're all working for together.

Defense Demands Greater Role For Merchant Fleet

After a good look at the present state of the National Defense Reserve Fleet, the Navy and the Maritime Administration have finally recognized what the SIU has been saying for a long time. There is a crucial need to strengthen the role of the U.S. merchant marine as a military auxiliary.

MarAd and the Navy's Military Sealift Command (MSC) recently completed a joint study revealing potential problems in mobilizing enough merchant ships and seamen to back up the military in time of war.

The government owned National Defense Reserve Fleet (NDRF) consists

of 140 merchant ships which are supposed to be capable of being activated within "several months." But "the ability to meet the current activation schedule for all NDRF ships is questionable," according to the study. This schedule involves locating, assigning and transporting about 7,000 seafarers within seven weeks.

A small group of ships within the reserve fleet is kept in condition to sail within five to ten days notice. This is called the Ready Reserve Force (RRF) and presently includes nine ships.

SIU members recently participated in an RRF mobilization exercise aboard the *SS Maine*. The former Seatrain ship was one of the four RRF vessels which transported equipment for 14,000 Army troops to ports in Belgium and the Netherlands in December.

The exercise demonstrated U.S. capability to move troops and equipment to reinforce NATO rapidly in a crisis situation. The *Maine* is operated by SIU-contracted Ogden Marine and will be returned to the reserve fleet after the exercise.

The SIU is acutely aware of the importance of this program to both the nation and the U.S. merchant fleet. First, the success of such programs has a definite impact on America's national defense posture. And the success of this and other programs involving the merchant fleet will determine the extent of the merchant marine's involvement in future roles for the military in peacetime.

MarAd and the MSC plan to expand the RRF to 26 vessels by the end of 1980. The study maintained that there are enough seamen available now in the U.S. merchant fleet to crew these ships for use in "minor emergencies." Latest figures, as of 1976, show 44,957 active seafarers employed in the 20,732 commercial shipboard jobs. Vacations and other leaves create a ratio of slightly more than two seamen for every job, which in theory means that more than

half of the workforce is always available for the reserve fleet.

But the study warned that "problems may arise concerning the adequacy of the normal peacetime workforce" to meet the full mobilization demand of war. This would require activation of all NDRF ships, troopships and all U.S.-flag commercial vessels requisitioned by the President.

The study recommended more efficient mobilization plans "in light of potential crewing problems" for the NDRF. But it did not specifically address the larger problem of building up the U.S. merchant marine, which the SIU sees as the only real answer to providing enough seafaring manpower to back up the national defense.

West German LASH Swallowed By Waves in North Atlantic

The ships get bigger, faster, and more technologically sophisticated all the time. Yet, these things can mean very little when the power and fury of the ocean is to be reckoned with.

As if to remind us of this fact, a good ship and crew is tragically swallowed up by the ocean every now and then. The loss of the modern LASH ship *Munchen* (Hapag-Lloyd) last month is the latest example of the devastating power the sea is capable of letting loose.

The 37,134 gross ton *Munchen* sank in the North Atlantic, with her entire crew of 28, while on a voyage between Bremerhaven and Savannah. She sent out one distress call reporting hurricane-force winds and high seas. This was the last that was ever heard of the *Munchen* and her crew.

The loss of the *Munchen* represents the first such loss of a LASH-type vessel. The value of the ship, and her cargo of steel and steel products, has been put at around \$80 million, making this one of the worst hull and insurance losses in maritime history.

**If you just stand still,
you're gonna
have to run
to catch up . . .**



**KEEP UP with the times.
KEEP UP with the job opportunities
KEEP UP with your industry.
SIGN UP for the AB Course at HLS.**

**Courses Start on March 1 and March 29.
To enroll, see your SIU Representative or contact HLS.**

Union Can Be Reached 24 Hrs. a Day

In the interest of keeping all of our contracted vessels fully manned, a Union representative can be contacted 24 hours a day, seven days a week, including holidays, at this number:
Area Code 212,
499-6600.



The Lakes Picture

ALGONAC

Most of the SIU-contracted Great Lakes Fleet has laid up for the winter. Six of Kinsman Lines' eight vessels are berthed for the winter in Toledo. The *Alastair Guthrie* laid up in Duluth and the company's *CL Austin* will winter in Superior.

Erie Sand Steamship Co. sent the *Niagara*, *Lakewood*, *JF Schoelkopf*, *Day Peckinpaugh*, *Loe Bay* and *St. John* to Erie and the *John R. Emery* laid up in Sandusky.

American Steamship Co.'s 1,000 foot ore carrier, the *Belle River*, laid up in Superior. American Steamship will keep eight vessels on a winter run this year. The *Buffalo*, *Sam Laud*, *Roger M. Kyes*, *McKee Sons*, *Adam E. Cornelius*, *St. Clair*, *Charles E. Wilson* and the *Richard J. Reiss* will remain in service during the winter months.

* * *

SIU reps are in negotiations with the Michigan Interstate Railroad Co. which runs the car ferry *Viking* and the newly acquired *City of Milwaukee* for the state of Michigan. Issues still to be negotiated are manning regulations and work rules. The new agreement, which the Union expects to wrap up by mid-January, will be retroactive to Jan. 1, 1978.

* * *

A contract at Champion Auto Ferry in Algonac, organized by the SIU last June, has been unanimously ratified by SIU members at the company. This agreement marks the first time the 15 deckhands and pilots have ever been covered by a union contract. In addition to substantial wage increases, the contract includes several firsts for the new Union members, such as a job security clause, overtime pay rates and a specific work schedule, as opposed to the on-call only schedule the company had been using.

CLEVELAND

Cleveland State University has begun a study to determine the economic impact of the port of Cleveland on the city. The study will examine the origins, destinations and types of cargo handled at the port and will make recommendations for future port development projects.

* * *

A survey of ship maneuvering characteristics on the Great Lakes and St. Lawrence Seaway will be conducted under a grant from the Maritime Administration. The two-year study, run by the Stevens Institute of Technology, will pinpoint the maneuvering problems of ships under both normal and iced conditions and will present guidelines for channel and vessel size, required ship maneuvering characteristics and operating procedures under increased traffic conditions.

CHICAGO

The eight union strike against the American Shipbuilding Co. is still going strong and there's no end in sight. On-again-off-again contract talks, led by a federal mediator, haven't been able to resolve the conflict which began when the old agreement expired on Aug. 15. Several SIU Great Lakes operators normally winter their vessels at American Shipbuilding's yards but had to make alternative arrangements this year because of the strike.

FRANKFORT

The car ferry *Viking* (Michigan Interstate Railway Co.) came out of the shipyard on Dec. 18 after her 5-year inspection. The *Viking* will join the *City of Milwaukee* on a Kewaunee-to-Frankfort run. Both vessels will also be ferrying between Frankfort and Manitowoc as this Wisconsin port is expected to be reopened in the near future.

* * *

A channel-widening project is underway at Ludington harbor in Michigan. The long-awaited expansion work should cut down on the trouble many vessels have encountered while leaving the harbor. A recent mishap here involved the SIU-contracted *Roger M. Kyes* (American Steamship Co.) The *Kyes* bumped the channel wall and some pilings on her way out of the harbor last month. Though there was no damage to the ore carrier, it was the third reported accident at the harbor in the last few months.

ST. LAWRENCE SEAWAY

The controversy over whether to extend the shipping season on the Great Lakes and the St. Lawrence Seaway continues to snowball. The winter navigation program on the St. Lawrence River has been scrapped for this year by the Army Corps of Engineers.

Opponents of the program say winter navigation would damage shorelines, stir up river bottom sediments, decrease hydropower and cause other environmental problems.

The decision to suspend the St. Lawrence River winter navigation program will probably weigh heavily with Congress as they consider refunding the entire season extension project. Funding for the extension experiment runs out in Sept. 1979.

Another point dimming hopes that Congress will vote money to continue the winter navigation project is a recently released study by the Canadian government rejecting the idea of keeping the St. Lawrence Seaway open during the winter.

The Canadian study said that, while Canada would foot at least half the cost of a winter shipping season on the U.S.-Canadian administered waterway, U.S. companies would reap all the benefits. Few Canadian shipping companies, according to the report, are interested in "breaking the tradition of letting their fleets sit idle for three months of the year."

* * *

Because of regulatory problems the \$20,000 per day fines which were to have been levied on late vessels waiting to exit the St. Lawrence Seaway were suspended for this year.

A spokesman for the St. Lawrence Seaway Authority, which administers the Canadian side of the system, said the original intent of the fine was to penalize late ships in a "fair and equitable way," taking into consideration weather conditions, pilotage delays and other factors.

"Legislative process," the spokesman said, "does not allow discretionary application of such fines."

Cove Ranger Committee



The Ship's Committee and some of the crewmembers of the *SS Cove Ranger* (Cove Shipping) take limeout during a payoff on Dec. 8 at the British Petroleum Dock, Tremley Pt., N.J. They are, standing (l. to r.) Deck Delegate Franz Schwarz; Bosun B. Hoffman; Steward Delegate C. L. "Marty" Martinsen and Chief Steward S. Gutierrez; secretary-reporter, Seated (l. to r.) are Mike Barnett and Robert Moeller, general steward utilities, and Chief Cook Barney Johnson.



MEMBERSHIP MEETINGS SCHEDULE

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Feb. 5	2:30 p.m.	7:00 p.m.
Philadelphia	Feb. 6	2:30 p.m.	7:00 p.m.
Baltimore	Feb. 7	2:30 p.m.	7:00 p.m.
Norfolk	Feb. 8	9:30 a.m.	7:00 p.m.
Jacksonville	Feb. 8	2:00 p.m.	—
Algonac	Feb. 9	2:30 p.m.	—
Houston	Feb. 12	2:30 p.m.	7:00 p.m.
New Orleans	Feb. 13	2:30 p.m.	7:00 p.m.
Mobile	Feb. 14	2:30 p.m.	—
San Francisco	Feb. 15	2:30 p.m.	—
Wilmington	Feb. 19	2:30 p.m.	—
Seattle	Feb. 23	2:30 p.m.	—
Piney Point	Feb. 10	10:30 a.m.	—
San Juan	Feb. 8	2:30 p.m.	—
Columbus	Feb. 17	—	1:00 p.m.
Chicago	Feb. 13	—	—
Port Arthur	Feb. 13	2:30 p.m.	—
Buffalo	Feb. 14	—	—
St. Louis	Feb. 16	2:30 p.m.	—
Cleveland	Feb. 15	—	—

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

January 1979

Legislative, Administrative and Regulatory Happenings

96th Congress Convened With 77 New House, 20 Senate Members

The 96th Congress convened Jan. 15. There are 77 new members in the House, 20 newcomers in the Senate. Since the November elections, the new members in particular have been maneuvering for choice committee assignments. But, many veteran lawmakers are also expected to be slotted in new committee assignments.

This committee selection process will continue to be the center of attention during the first week of the new Congress—and our Washington legislative staff will be watching these happenings with great interest.

Senate, House Hearings

Some preliminary hearings for the House and Senate have been announced, although neither Congressional chamber is yet geared up for their full schedule. While the hearing schedule will be

light during the first few weeks of this new Congress, it is expected that there will be about 45 hearings a day in both houses about a month from now.

Following are four hearings which have been announced, and which our Washington staff will be covering:

• **Oil Imports Reduction.** The Senate Energy and Natural Resources Committee will question Energy Secretary James Schlesinger on the impact of events in Iran on U.S. energy policies. He will also be questioned on the implications and effects of recent OPEC price increases.

• **Agricultural Trade with China.** The Subcommittee on Foreign Agricultural Policy of the Senate Agricultural Committee will hold a hearing on February 8 to examine potential

agricultural trade with the People's Republic of China. This hearing will be chaired by Senator Richard Stone (D-Fla.).

• **Defense Department Budget Fiscal Year 1980.** Senate Armed Services Committee will receive the Defense Department's annual statement which will open the regular authorization hearings on the department's annual budget. This hearing will take place Jan. 25 with Secretary of Defense Harold Brown as the first witness.

• **Multi-lateral Trade Negotiations.** The Economic Policy Subcommittee of the House International Relations Committee has announced its intention to begin hearings late in February or early March into various multi-lateral trade agreements.

SIU Participates in Policy Planning:

Administration Holds Hearing On Energy Transportation; Aim Is To Insure Adequate Shipping

Finding a ready supply is only half the battle of meeting America's energy needs. Getting it there is the other major task facing the nation. And maritime is ready to carry its share.

A full range of maritime interests made this commitment in a meeting with government officials on Dec. 5 in Washington, where they discussed ways of putting it into effect in the future.

The meeting was held in response to a federal study recently begun to determine if the U.S. transportation system can meet the country's continuing energy demands. Conducted by the Department of Energy (DOE) and the Department of Transportation (DOT), the study is expected to have a significant impact on the future development and vitality of the maritime industry.

The meeting brought together representatives whose knowledge and experience cover all areas of water transportation, including deep sea, inland and Great Lakes operators. The SIU was represented by Chuck Mollard. The Transportation Institute, an industry-wide research group, was represented by its president, Herbert Brand.

Brand opened the panel discussion by stressing the "weakness inherent" in our present energy transportation system, our dependence on foreign oil and the fact that less than four percent of our oil imports are carried on U.S.-flag vessels.

"A transportation system which seeks to insure the uninterrupted flow of its energy needs must at the very least utilize a transport mode that is subject to the laws of the nation and whose national loyalty is not subject to question," he said.

The maritime panelist advised the DOE/DOT study group that the dependable movement of Alaskan oil on U.S.-flag tankers should be the model for the transportation of our foreign oil. Moreover, the panel emphasized that the export of Alaskan oil would "not only be a breach of the promise made to the American people, but would be contrary to the national interest."

In response to questions from the study group, the panel noted that the dedicated clean ballast system which will be required on U.S.-flag product tankers in 1981 will reduce carrying capacity by 25 percent. This requirement will also serve to undermine the efficiency of U.S.-flag vessels since it will not be universal.

Towing Industry to Grow

There was also a detailed examination of the inland waterways and their important role in the

energy transportation network planned for the future. The panelists pointed out that the barge industry is thoroughly familiar with energy transportation since over 60 percent of barge cargo is fuels. Directly addressing the central concern of the study, they revealed that the industry will be able to efficiently handle a 50 percent increase in coal movements by 1985.

But the panelists also stressed the need for a federal commitment to maintaining the waterways so that the inland industry can continue its efficient operations. Congressional appropriation battles such as that recently waged over Locks and Dam 26 only serve to weaken the industry, they said.

"If critical navigation facilities are to be held hostage for political or competitive reasons each time repair or modernization is necessary, it is unlikely that we can expect to encourage private capital investment in our shoreside or waterborne industries."

The Great Lakes were also discussed as "an indispensable segment" of our energy transportation network. The Lakes provide an essential link in the rail-water system necessary to bring western coal to the east coast, it was brought out.

The maritime panel recommended that this meeting be the first step in a continuing process of industry-government cooperation for America's future energy transportation policy.



Transportation Institute President Herbert Brand, on the right, and SIU's Chuck Mollard, far left, were among a panel covering all segments of the maritime industry, which met with government officials to discuss energy transportation policy.



MARAD Predicts Increase In Bilateral Shipping Pacts

"It is conceivable that, as shipping competition intensifies, we will see the major trading powers endorsing bilateral shipping arrangements to protect their national fleets."

This was the assessment of Robert J. Blackwell, assistant secretary of commerce for maritime affairs, in a speech to a major seminar

sponsored by the University of Virginia's Center for Oceans Law and Policy.

The Administration's chief maritime spokesman said that the pressure to adopt bilateral shipping agreements would come as more countries seek to subsidize and otherwise support and protect their merchant fleets—and

as state-owned Soviet shipping groups continued to bull their way into the free-world competition market.

Blackwell pointed out that the intensification of competition in ocean shipping—caused mainly by the rapid rise of Soviet shipping in world trade—has led to overtonnaging. This in turn, he said, has brought about "instability, malpractice and chaos to a number of U.S. trade routes to the detriment of both shippers and carriers."

Blackwell blamed overtonnaging as at least a "contributing factor" to the bankruptcy of both States Lines and Pacific Far East Lines. He said that the end came because of "a combination of adversities," but he stressed that overtonnaging due to "the continuing proliferation of state-owned and independent third-flag carriers" in the Pacific trades were major contributors to the ultimate collapse of both of these West Coast shipping companies.

Maritime Subsidies Are Extended For Ships in Soviet Grain Trade

Operation-differential subsidy (ODS) agreements held by 38 companies operating 60 vessels in the Soviet grain trade have been extended for another year, it was announced this month by Robert J. Blackwell, assistant secretary of commerce for maritime affairs.

Unless further extended, the new ODS agreements will expire Dec. 31, 1979. The

extensions are all conditional on the operators meeting U.S. citizenship requirements, and on all of the companies offering their vessels into the Sealift Readiness Program.

The following SIU-contracted vessels have been approved for ODS in the Soviet grain trade:

Erna Elizabeth
Connecticut
Cove Communicator
Potomac
Allegiance
James
Cove Explorer
Cove Trader
Overseas Alaska
Bradford Island
Cove Navigator
Cove Leader

Overseas Anchorage
Overseas Alice
Banner
Mohawk
Mount Vernon Victory
Overseas Vivian
Merrimac
Overseas Juneau
Ogden Challenger
Manhattan
Monticello Victory

Mount Washington
Overseas Aleutian
Columbia
Overseas Valdez
Ogden Champion
Ogden Wabash
Montpelier Victor
Achilles
Overseas Ulla
Overseas Arctic
Overseas Joyce
Ogden Willamette



Federal Agency Meetings Are Scheduled

A number of meetings are scheduled this month at various Federal agencies in Washington which will have some bearing on the maritime industry. The SIU's legislative staff will monitor the hearings to make certain we are fully informed, and that our interests are protected.

• **SHIPPING COORDINATING COMMITTEE.** The Subcommittee on Safety of Life at Sea will hold two meetings this month in preparation for the upcoming meetings on ship design and equipment which will take place in London at the IMCO (Intergovernmental Maritime Coordinating Committee) meetings in March.

The agenda will include a discussion on special purpose ships, including nuclear merchant ships and offshore supply vessels. Another item on the agenda will be an examination of noise level aboard merchant ships.

Two other meetings of this committee are also scheduled. The Working Group on Radio Communications will meet to prepare position papers for the IMCO meeting on recommendations for survival craft radio equipment.

The Working Group on Bulk Chemicals will meet to discuss extension of the Bulk Chemical Code to cover pollution problems and to unify the Code's provisions to include ships of all nations in controlling the discharge of noxious liquid substances.

• **NATIONAL ADVISORY COMMITTEE ON OCEANS AND ATMOSPHERE (NACOA).** This group will hold two days of open hearings in Washington. Included on the agenda will be a discussion on the NACOA Reorganizational Proposal, and Coastal Zone Management Act amendments.

• **NATIONAL TRANSPORTATION POLICY STUDY COMMISSION.** This will be a meeting to examine and review drafts of special reports and staff working papers in preparation for final reports to the President.

SPAD is the SIU's political fund and our 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

SIU Benefit Plans Paid Out \$29 Million in 1978

The Log is Proud to report that in 1978 the Seafarers Welfare, Pension and Vacation Plans paid out a total of \$29,313,788.87 in cash benefits to eligible members and their dependents. This is an all time one-year high, and is reflective of the Union's constant efforts to improve the level of security enjoyed by all SIU members. Below is a breakdown of the benefits and amounts paid out by our Benefit Plans in 1978.

SEAFARERS WELFARE, PENSION, AND VACATION PLANS

CASH BENEFITS PAID

	NUMBER	AMOUNT
	12/31/77- 12/31/78	12/31/77- 12/31/78
ELIGIBLES		
Death.....	140	609,437.25
In Hospital Daily @ \$1.00.....	5,588	5,496.00
In Hospital Daily @ \$3.00.....	2,694	8,358.00
Hospital & Hospital Extras.....	316	77,528.95
Surgical.....	56	9,779.77
Sickness & Accident @ \$8.00.....	65,117	520,938.00
Special Equipment.....	22	7,191.91
Optical.....	1,335	45,597.88
Supplemental Medicare Premiums.....	302	13,438.00
 DEPENDENTS OF ELIGIBLES		
Hospital & Hospital Extras.....	5,669	2,200,177.16
Doctors' Visits in Hospital.....	1,165	68,421.06
Surgical.....	1,495	290,641.66
Maternity.....	224	86,894.65
Blood Transfusions.....	8	687.00
Optical.....	1,129	36,840.22
Special Equipment.....	—	—
 PENSIONERS & DEPENDENTS		
Death.....	174	645,601.33
Hospital & Hospital Extras.....	2,938	656,576.23
Doctors' Visits & Other Medical Expenses.....	1,667	74,355.31
Surgical.....	215	45,521.32
Optical.....	701	23,934.89
Blood Transfusions.....	5	499.80
Special Equipment.....	39	7,161.55
Dental.....	14	3,681.64
Supplemental Medicare Premiums.....	26,966	226,365.10
Scholarship Program.....	133	63,559.23
Total Seafarers Welfare Plan.....	118,112	\$7,884,805.99
Total Seafarers Pension Plan.....	34,352	\$8,962,017.81
Total Seafarers Vacation Plan.....	13,210	\$12,466,965.07
 Grand Total For 1978.....	 165,674	 \$29,313,788.87

FMC Takes 1st Step to Harness Russian Rates

The first test of the hard-won, SIU-backed Controlled Carrier Bill, which was designed to harness the predatory rate-cutting practices of the Soviet fleet, was kicked off by the Federal Maritime Commission last month.

Restoring the American flag fleet to a competitive standing in the U.S. foreign trade has been a long-time priority of the SIU. When the Controlled Carrier bill was passed by Congress, SIU President Paul Hall hailed it as "a significant breakthrough in our efforts to secure fair and equal treatment for the U.S. merchant marine."

Under the authority of the bill, recently signed into law by the President, the FMC has proposed "suspending, rejecting or cancelling" the tariffs filed by the Russian government-owned Baltic Shipping Co., which could

effectively bar the company from U.S. ports.

Baltic has refused to comply with the FMC's repeated requests for information about its rates and shipping practices in the U.S. Atlantic & Gulf European trades, which reaffirms the Commission's belief that the Soviet company has been violating U.S. maritime laws and creating conditions unfavorable to the foreign trade of the U.S.

FMC Chairman Richard J. Daschbach said Baltic is suspected of "intentional and widespread misrating of cargo . . . entering into unknown and unfiled agreements with other ocean carriers . . . and habitual noncompliance with tariff provisions on space charters."

"We do not take this action lightly," Daschbach said, referring to the proposed suspension of Baltic rates. "We have been trying to achieve Baltic's cooperation with our investigation for over eight months. We intend to use every remedy at our disposal to achieve adherence with U.S. law by any carrier operating in our foreign commerce."

Company Keeps Hedging

In April of 1978, the FMC issued its first request for information on Baltic's rates in container and roll on/off cargoes moved between U.S. ports and Northern Europe.

So far, Baltic has responded to the FMC's requests with what Daschbach called "all kinds of legal mumbo jumbo." The company contends it has made an "utmost good faith effort" to produce the documents the FMC wants but Baltic insists these papers are located abroad and they are having a hard time getting European governments to release them.

The FMC's move to suspend Baltic's tariffs has met with violent objections from the Russian-owned company. In a strongly worded letter of protest, Baltic's legal counsel charged the Commission with "improper, illegal" procedure and urged the Commission to withdraw the proposed rate suspension.

The letter claims that the FMC has no hard proof that Baltic violated any U.S. maritime regulation. "The Commission," Baltic stated, "has made no findings, but has only speculated that

unfair conditions, 'may' exist."

"The mere issuance of the proposed rule," the letter goes on, "that may under certain conditions prevent Baltic from operating in all the U.S. trades, has already resulted in irreparable injury to Baltic's business and reputation. Failure to withdraw the rule will add to such injury."

The FMC, however, is concerned with the injury illegal, rate-slashing practices cause to the U.S. fleet. Baltic's continued refusal to comply with the Commission's requests for information means the Commission "cannot adequately protect the merchant marine of the U.S. from unfair and illegal competition and cannot safeguard the foreign trade of the U.S. against instability."

Soviets Were Running Wild

Until the Controlled Carrier bill became law, there was no legislation to keep the Soviet fleet from winning increasing shares of U.S. cargoes through their anti-competitive rate cutting tactics.

Now, however, the Commission can exercise the options of the legislation by excluding any foreign flag company refusing to comply with U.S. law from the U.S. foreign trades "until such time as they can be effectively regulated."

The Union is optimistic that the FMC's first effort under the Controlled Carrier legislation's authority, will prove to be an important step in bringing the rates of the Russian fleet back into line.

SIU Files Complaint Against Ship Commissioner

On November 15, 1978 the crew of the SIU-contracted *Transcolumbia* (Hudson Waterways) were looking forward to an afternoon payoff in Mobile, Alabama. Many had already purchased plane tickets and were ready to fly out that same evening.

But, even though 4 p.m. had been agreed upon and set as the time for the payoff, the Seafarers' plans were to be disrupted by circumstances beyond their control: the arbitrary actions of the Shipping Commissioner assigned to the *Transcolumbia*.

The Commissioner had come aboard the *Transcolumbia* for the 3 p.m. payoff of the ship's officers. But he left shortly thereafter, saying, "I will return at 4:30 because I have another ship." Unfortunately, he wasn't true to his word, nor did he attempt to initiate communication with the ship to inform the crew that he would not, in fact, return until 9 a.m. the next morning.

The *Transcolumbia's* crew was finally paid off the next day, but not until after they had been grossly inconvenienced by the Shipping Commissioner. Plane reservations had to be canceled, and

additional expense was incurred in obtaining accommodations ashore (the ship's plant had been shut down in preparation for lay-up).

The SIU immediately filed a formal complaint with the Coast Guard on behalf of the crew of the *Transcolumbia*. In his letter of complaint, SIU Executive Vice President Frank Drozak stated that, "we feel that this crew was treated very unfairly and improperly. Payoffs and sign-ons are not to be made for the convenience of port officials. They have a public service to perform."

Crew members should never be treated as were those on the *Transcolumbia*, especially by individuals who are supposedly public servants. We trust that, because of the quick response by the SIU in backing up its members, this kind of situation will not soon reoccur.

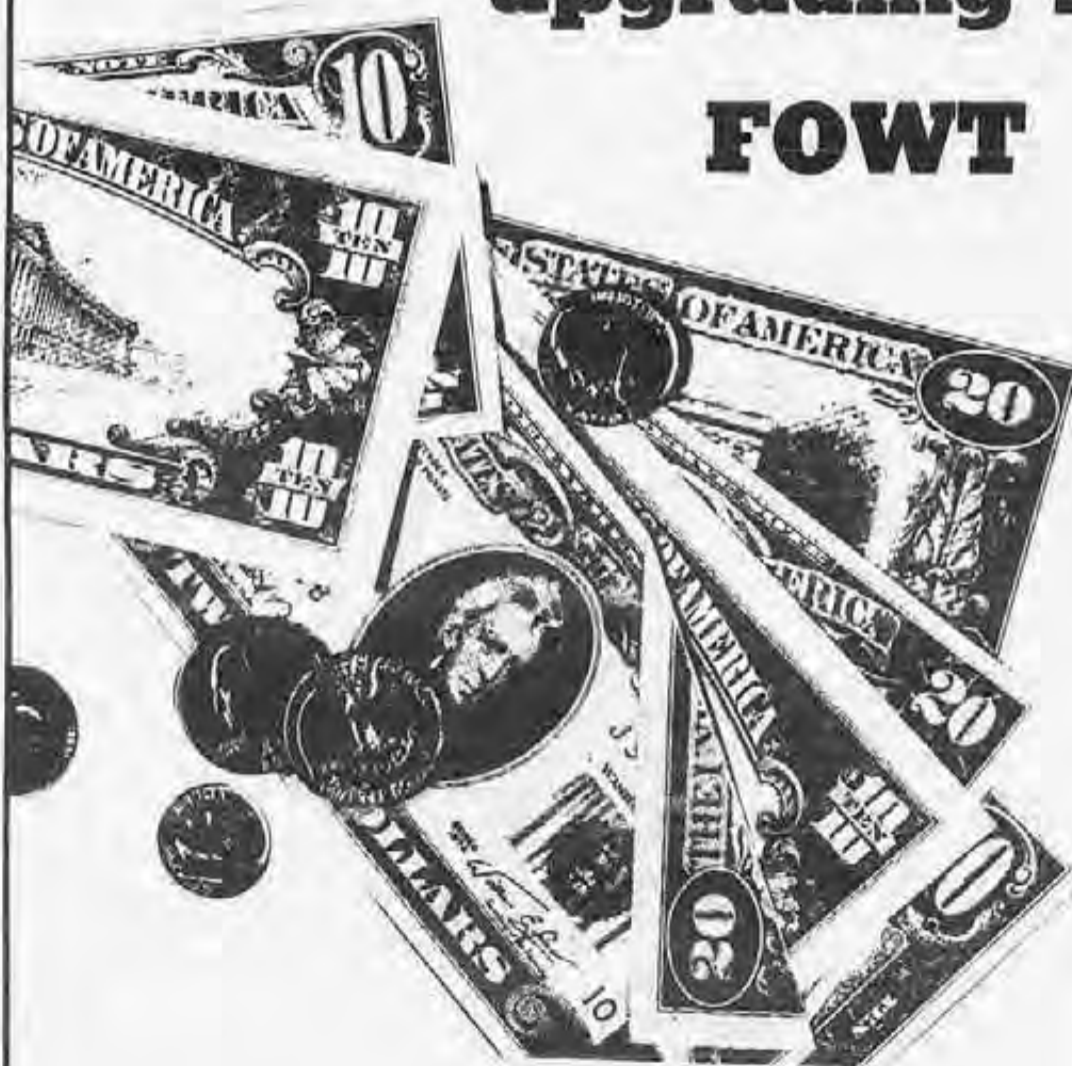
Members of the SIU are advised to contact their nearest Union rep. as soon as possible, should they encounter similar unjust or inconsiderate treatment at the hands of any individuals whose duty is to assist, rather than hinder, seamen. We do our jobs, they should do theirs.

American Heritage Committee



The supertanker *American Heritage* paid off in the port of New York at Stapleton Anchorage on Jan. 5, 1979 after a run from St. Croix. Ship's committee members and another member of the crew, from the left are: Awad Abdulla, general steward utility; Chief Steward Marvin Deloatch, secretary reporter; Recertified Bosun Alfonso Armada, ship's chairman; Chief Cook Teddy Aldridge, steward delegate; QMED Al Burroughs, engine delegate, and AB Joseph Olson, deck delegate.

Here are some very good reasons for upgrading to FOWT



Course Starts March 1
To enroll, contact your SIU Representative or the Harry Lundeborg School.

SIU Input Secures Strong U.S. Proposal to IMCO

When the Intergovernmental Maritime Consultative Organization conference gets underway in London this month, the U.S. delegation will be presenting a strong proposal on world wide safety and manning standards for merchant vessels.

The solid proposal, finalized at a meeting of the U.S. delegation in Washington last month, is the end-product of months of work by the SIU and other maritime unions.

Because of the worldwide significance of the IMCO conference, which will eventually set manning levels governing almost every merchant vessel afloat, the SIU has fought hard to have the U.S. proposal link minimum manning requirements with maximum health and safety for the crew of merchant vessels.

SIU representatives including John Fay, Philadelphia port agent; Red Campbell, New York rep; and Charlie

Nalen, director of vocational education at HLS, also submitted an addendum to the Union's document which outlines the specialized duties and responsibilities of all key rated shipboard personnel.

Included in the Union's revised position paper was language stating our position that the bosun is a day worker and should not stand a watch.

"The bosun," the SIU's position reads, "should be a day worker to allow him to supervise the activities aboard the vessel and to conduct maintenance work. He should thus not be roped to a watch."

Another attempt to amend the U.S. proposal, launched by the American Institute of Merchant Shipping, concerned the management group's objections to the application of the three-watch system on all vessels above 1600 gross tons.

But the Coast Guard's Chief of Merchant Marine Safety, Admiral Bell, overruled AIMS' objections, saying that

"three-watch was acceptable and was also U.S. policy on ships above 1600 gross tons."

The SIU was alone among the maritime unions present, however, on the issue of including minimum manning requirements for vessels below 1600 gross tons.

The other unions, including the Marine Engineers Beneficial Assoc., the National Maritime Union and the Masters, Mates and Pilots, persisted in focusing on standards for vessels above 1600 gross tons, even though, as John Fay pointed out, "the dangers of improperly manned foreign vessels coming into U.S. ports are just as great for small as for large vessels."

(John Fay will be the SIU's representative to the London IMCO conference, taking the place of SIU Vice President Earl Shepard who died last month.)

Over the months, the SIU has worked hard to make sure the U.S. proposal on

manning levels mirrors maritime labor's goals by taking into account the physical and psychological needs of the crew. Some key points of the proposal are:

- An eight hour workday with a three-watch system applying to the deck and engine departments on all seagoing ships, including small ships used on international or near coastal voyages. For the safety of the vessel, neither the master nor the chief engineer should be assigned to a watch.

- Adequate manning to cope with both peak workload conditions and emergency situations.

- Consideration of human endurance so that manning requirements in all departments do not fall to a level where a seaman's health or safety is jeopardized. This includes manning levels in the steward department which plays an important role in determining the overall health and hygiene of the crew.

9 SIU-Manned MSC Tankers on the Bidding Block

Nine SIU-crewed Military Sealift Command (MSC) tankers, presently operated by the private sector, are up for grabs. The present contracts on the nine ships expire in the near future.

This potentially detrimental situation underscores the hard fact that very few things are guaranteed in our business; that nothing can be taken for granted; that the fight for jobs and security is never over.

The ships in question include five T-5 tankers, the *USNS Maumee*, *Shoshone*, *Yukon*, *American Explorer*, and the *USNS Potomac*. All of these ships were

built between 1956 and 1959 and have a cargo capacity ranging from about 24,300 deadweight tons to 27,470 dwt.

All of these T-5 tankers are government-owned, except the *Potomac* which is bareboat chartered from Keystone Shipping Co.

The other four tankers in question are the fine Columbia-class ships *USNS Columbia*, *Neches*, *Hudson*, and *Susquehanna*, all under bareboat charter to the MSC. These 672-foot tankers were built in the early 1970's and each has a cargo capacity exceeding 37,000 dwt.

The MSC has already requested that bids be submitted for the crewing and

operation of these tankers. Apparently the MSC itself will be in the running, offering its own sealed bid for Civil Service manning of the ships. A number of SIU companies will be putting in bids for these ships, and it is hoped that they will remain SIU-crewed after the bids are opened in late April.

The MSC will base its decision, as to who will receive contracts for these ships, on other factors besides the actual bids received. For instance, training of crews and performance reputations of those submitting bids are taken into consideration.

The odds should be with the SIU when the final decisions are made—if professionalism is indeed taken into consideration by the MSC. The SIU's training facility for unlicensed seamen in Piney Point, MD.—the Harry Lundeberg School—is considered by

those in Maritime to be one of the finest such facilities in the world.

If a crew evaluation by one of the MSC's long-time skippers—Capt. Morris Sullivan—is taken into consideration, so much the better for the SIU. Sullivan published an article in the MSC's own publication, *"Sealift"*, in which he praised several of the SIU crew members of the *USNS Columbia*, one of the tankers presently in question. (See the December *Log* for a more detailed summary of Capt. Sullivan's article.)

But, as we said before, nothing's certain in our business. We'll just have to wait and see, and hope that the MSC does take everything into consideration when the forthcoming contract decisions are made.

The new tanker contracts will determine the crew affiliation of the nine MSC tankers for the next five years.

1 Dead as Boat Runs Up On Sunken Barge

It didn't look like the day of New Years Eve would be anything but routine for the SIU-contracted boat *Owen Childress* (American Commercial Barge Line) as she pushed a string of empty coal barges down the Ohio River.

But when dawn broke on the last day of 1978, the *Childress* had run up on an unmarked sunken barge 13 miles downstream from Owensboro, Kentucky, taking one of her ten crewmen down with her.

The tug's cook, Boatman Mike Vandenebeele was the only crewmember not accounted for in the wake of the accident. The rest of the *Childress'* ten-

man crew were picked up unharmed by another SIU boat, the *Henry D.* (Inland Tugs), which saw the *Childress* begin to founder and rushed to aid the crew.

Divers took up a search for Vandenebeele almost immediately but rescue operations had to be suspended as the high water, rising at the rate of about 2½ feet an hour, made salvage attempts futile.

In an effort to calm the turbulence of the river and allow retrieval operations to continue, the Army Corps of Engineers began regulating the river's flow through the Newburgh Dam. However, a Corps spokesman said the flow regulation maneuver "was not very effective," and hopes of recovering Vandenebeele's body dimmed.

The harsh, unpredictable river conditions were cited by ACBL spokesmen and Coast Guard officials as the reason the 580-ton *Childress* hit the sunken barge in the first place.

The barge, which had gone down off Newburgh, Ind., last year, had been marked with a Coast Guard buoy. But an ACBL spokesman said the buoy "was not there when the boat hit it," adding that the marker had apparently "been swept away by recent flood waters."

Though the accident occurred on Dec. 31, it wasn't until Jan. 3 that the *Childress* sank completely. The boat's galley and engine room went down at the time of the collision, while the bow, supported by her tow protruded from the water for another three days.

Montpelier Victory Committee



With the help of SIU Patrolman Ted Babkowski, seated, the SIU-manned tanker *Montpelier Victory* paid off at Stapleton Anchorage in the port of New York this month. Here are her ship's committee and some other crewmembers. They are, from the left: Allan Greenwood, wiper; John McCabe, engine delegate; Allen Lewis, deck delegate; Angelo Deleza, steward delegate; Cline Galbraith, educational director; Ubie Nolan, ship's chairman; Louie Sico, day man, and John "Buffalo" Orloff, engine utility.

Dispatchers Report for Great Lakes

DECEMBER 1-31, 1978

	*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.)	20	11	7	32	54	13	29	9	8
ENGINE DEPARTMENT									
Algonac (Hdqs.)	18	8	1	22	27	1	21	7	7
STEWARD DEPARTMENT									
Algonac (Hdqs.)	4	2	1	10	10	0	7	3	4
ENTRY DEPARTMENT									
Algonac (Hdqs.)	22	60	16	0	0	0	20	67	44
Totals All Departments	64	81	25	64	91	14	77	86	63

*"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.

SAB Reinstates Bosun Recertification Program: Three Classes To Be Held In 1979

The Seafarers Appeals Board, acting under and pursuant to the Collective Bargaining Agreement between the Union and the various Employees, has taken the following action to reinstate the Bosun's Recertification Program for 3 classes to be held this year:

THAT WHEREAS, the Bosun's Recertification Program was temporarily suspended in June 1976 (SAB Action No. 204) when a total of 402 Boatswain's had been recertified to fill the number of Boatswain's jobs available on contracted vessels, and

THAT WHEREAS, due to retirement, death, or other reasons, there is a need for a limited number of additional re-certified Boatswains to fill the present number of Boatswain's jobs on contracted vessels, therefore be it;

Resolved that, the Bosun's Recertification program will be reinstated on the following dates:

- Class I—May 7 through June 30, 1979.

- Class II—August 6 through September 30, 1979.

- Class III—October 8 through November 30, 1979.

Each class shall be comprised of twelve seamen selected by the Bosuns Selection Committee, in the same manner as was done prior to the suspension of the Program in June 1976.

The eligibility requirements shall be as follows:

A.) Class A seniority.

B.) At least one year seatime as Bosun aboard SIU (AGLIWD) contracted vessels.

C.) Endorsement as a Green Ticket Able Bodied Seamen, any waters, unlimited. However, seamen who because of any condition such as eyesight, etc., are unable to pass the A.B. physical examinations but are already certified to ship as Bosun pursuant to Rule 5.A.4. (a) of the Shipping Rules, need not have such endorsement.

Those members who do not meet "B" and "C" qualifications at present, but who have sailed 36 months as A.B. after May 1979 will be qualified to make application for this Program, or seamen who possess a certificate of satisfactory completion of the Harry Lundeberg School of Seamanship entry rating training program and possess a Green (unlimited any waters) Able Seaman endorsement shall be considered as qualified.

The Seafarers Appeals Board shall have the authority and power to regulate the admission of applicants to this Bosuns Recertification Program.

D.) A clean employment record aboard ship. No performers or narcotics users of any type should be accepted into this Program.

E.) A Boatswain who has been removed as Ship Chairman will not be eligible for recertification.

The following procedures shall be adhered to during the course of this Program:

- On the first Monday, following the first Sunday in the month of April, July, and September, a special meeting will be held in the

Port of New York following the monthly membership meeting with all seamen registered as Recertified Boatswains or Certified Boatswain, for the purpose of selecting a three man Committee, to be designated as the Bosuns Selection Committee, who the following day at the office of the Seafarers Appeals Board shall review all applications submitted to the Seafarers Appeals Board requesting participation in the Program.

- After due consideration to all applicants, twelve seamen and twelve alternates will be selected to each class. Alternates will be offered any openings caused by the unavailability of the twelve designees to accept participation.

- The Bosuns Selection Committee shall strive to provide a fair distribution of participants for the various areas: East Coast, West Coast, and Gulf. They shall consider the applicants seatime as Boatswain and seatime in other deck ratings, his performance aboard ship, his aptitudes and abilities.

- The designees selected by the Committee shall be final. Any complaints regarding selection shall be determined by the Seafarers Appeals Board.

- Applications for the Program will be made available to all interested seamen at the various hiring halls or upon written request from the Seafarers Appeals Board on or about February 1, 1979.

Brotherhood in Action ...for SIU members with an alcohol problem

Seafarer Larry Quantz of New York has found the help he needs to turn his life around and stop drinking by coming to the Seafarers Alcoholic Rehabilitation Center.

Brother Quantz works on ocean-going vessels in the deck department and has been a Union member since 1965. He commented, "I realized that the alcohol was taking control of my body and I needed to get some help. I would probably be dead now if it weren't for the help I got at the Center." He went through the program at the Center and

says, "I have had a transition in my life. It is hard to get back into the swing after drinking for so long, but I have help now."

Seafarer Quantz not only received help from the Center but daily gets help from his Alcoholics Anonymous literature. He said, "I take each day one at a time. If I want to have a drink, I can call up my sponsor in AA or my friends. I also have literature to read. These help me to get over wanting to have a drink."

Since he completed the program at the Center, Brother Quantz has done more to help himself. He recently completed the LNG Safety Course at the Lundeberg School and he is looking forward to working on an LNG vessel. Brother Quantz said, "My life with alcohol was a mess and I don't want to start drinking again."

If you think you have a problem with alcohol, Brother Quantz suggests that "you should just call the Center. They can help you find out if you do have a problem. If you have the desire to stop drinking and stay sober, then you should come to the Center. They've helped me."

To contact the Seafarers Alcoholic Rehabilitation Center, call (301) 994-0010 and ask for the Center, they are there when you need them.




Seafarer Larry Quantz

**HERE ARE
THE BARE FACTS**

**If you know reefer maintenance,
you can make good money.
So be a refrigerated container
mechanic. Take the course. Get
the skills. Enroll now! See your
SIU Representative or contact:**

**Harry Lundeberg School
Piney Point, Maryland
20674
Phone: (301) 994-0010
Refrigerated Container
Mechanic Course
Starts March 5**



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

Ponce Crew Save 3 Near Death in Heavy Seas Xmas Day

Christmas Day at sea off the Bahamas was as rough and stormy as the two days that came before it. It was a day of pounding, heavy seas, rain and dark skies that threatened more of the same.

The Bahamian storm warnings of Dec. 25 will not be remembered in years to come. But Christmas Day, 1978 will never be forgotten by the crew of the SIU-manned *S.S. Ponce* (Puerto Rico Marine Management), or by the three shrimp fishermen who were pulled from the sea in time to share the crew's Christmas dinner.

The containership *Ponce* was about two days out of San Juan, P.R., enroute to Jacksonville, Fla., when A.B. Anthony Aronica spotted seaweed and floating timbers about a half mile from the ship.

Closer inspection of the area turned up the sight of three men adrift in a small, aluminum skiff. Capt. Joseph Adams turned the *Ponce* around and Bosun Basilio Maldonado launched the #2 lifeboat, manned by SIU members AB Tom Glenn, AB E. Driggers, AB Otis Buffinton and wiper W. Guerrin.

It took 45 minutes of hard work in rough seas to reach the three-man crew of a sunken shrimp trawler who, Capt. Adams said, "had been in the water three days and were about done."

The three survivors of the shrimp boat *Ginger B.* had taken their trawler out from Cape Canaveral, Fla. when, encountering heavy seas, the boat became disabled and began sinking.

Abandoning their boat, the fishermen

boarded the emergency skiff which drifted further out to sea. When the *Ponce* rescue crew picked them up, AB Glenn said, "the three men were sitting in water up to their waists. The emergency boat was broken in two, and the only thing holding it up was the built-in flotation under the seats."

AB Otis Buffinton added, "the boat looked like it couldn't hold up another day due to the pounding of the rough seas."

While the rescue crew was making their way to the *Ponce*, the steward department, under chief steward Harvey Ridgeway, made preparations to feed the fishermen who had been without food for three days.

"After resting the afternoon away, the survivors enjoyed an excellent Christmas supper," Capt. Adams said.

The entire crew came to the assistance of the three men who, the captain reported, were "in good condition although suffering slightly from exposure."

In a letter to SIU Executive Vice President Frank Drozak commending the actions of the crew during the rescue, Capt. Adams cited AB Aronica as "the initial cause of the whole rescue. He should be given due credit."

"The whole affair was well done and I express my appreciation to all who participated," Capt. Adams continued, adding, "I believe every man aboard feels we were given a special Christmas gift in saving the lives of three unfortunate fellow seamen."

Also full of praise were the three fishermen, Ernest Caldwell, Dennis Foti and Gerrado Rivero, Jr., who told the crew, "The three of us owe you our lives and we'll never forget the happiest and

luckiest day of our lives."

The crew of the *Ponce* agreed with Caldwell, Foti and Rivero when they said: "We'll always remember Christmas day of 1978."

S-L Galloway Committee



The Ship's Committee of the *Sea-Land Galloway* gather for photo at a payoff this month in Port Elizabeth, N.J. after run to Rotterdam. They are from the left (standing): Steve Carr, deck delegate; Recertified Bosun George Burke, ship's chairman; Morgan Carroll, steward delegate and Chief Steward Oscar Smith, secretary-reporter. Kneeling (left) is Bob Harris, engine delegate and (seated right) is Headquarters Patrolman Teddy Babkowski.

DEEP SEA

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, Sub-section 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."

**Deposit in the SIU
Blood Bank—
It's Your Life**

No Licensing Course For Boatmen In The Country Stacks Up To The Transportation Institute Towboat Operator Scholarship Program

Special curriculum offered only at HLS

Room, board and books free

Tuition Free

Weekly stipend of \$125

Time spent in on-the-job training counts as the equivalent of wheelhouse time

Day-for-day work time credit for HLS entry graduates

To apply, contact HLS or your SIU Representative

**Applications must be received by March 9
Program starts April 9**

At Sea & Ashore

SS Ponce

The Sea-Land containership *S.S. Ponce* came to the end of the road recently at the hands of Hong Kong shipbreakers, after a useful career that spanned 34 years. Launched in North Carolina as the *Santa Leonor* in 1944, she was lengthened from 436 feet to 480 feet in 1960. By now she's no more than a pile of razorblades . . . and a memory to those who knew her.

Delta Sud

One of Brazil's leading exports is lumber and other forest products. Vast quantities of these products are regularly shipped to the U.S. from such ports as Rio, Santos, Belem, and Paranagua in such SIU-contracted vessels as the *Delta Sud*. Though these products have a dollar value to the Brazilian economy of more than \$140 million annually, coffee is still Brazil's number one export with a value of over \$2 billion each year.

Buenaventura, Colombia

In this day and age, merchant ships are still subject to attack by the infamous robbers of the sea—pirates! So it was reported from this South American port city recently.

The British cargo ship *Fi-Ragle* was attacked by a gang of about 15 pirates as she lay at anchor off Buenaventura. The pirates boarded the ship from three launches, taking advantage of the dense fog to overpower the ship's crew.

Spotted by police as they were unloading part of the ship's cargo of electrical and sports equipment, the pirates were driven off after a brief exchange of gunfire.

Most of the pirates escaped, though two were captured and some were killed. None of the police or crew members of the *Fi-Ragle* were injured, according to the report.

Madrid, Spain

According to reports received from the Spanish capital earlier this month, another major accident involving a supertanker has occurred with loss of life and heavy spillage of Iranian crude oil.

The Greek-registered *Andros Patria* had been carrying 208,000 tons of oil when her hull cracked open vertically in heavy seas off the northwestern coast of Spain. The crack apparently touched off an explosion and fire which forced most of the ship's crew, and a few passengers, to take to the lifeboats.

The heavy seas and gale-force winds caused the subsequent loss of all those who attempted to leave the ship in lifeboats. Tragically, only three of the 32 persons aboard the ship were rescued in the accident. The three survivors had stayed on the ship and were later rescued by a Spanish helicopter.

London

Merchant ship losses for the first quarter of 1978 were recently released by Lloyd's Register of Shipping. Not surprisingly, the registries indicating the greatest accidental ship losses were Liberian, Greek, and Panamanian. Ships with Japanese registry also showed a high accident rate in that same time period.

Well over one-third of all ships lost accidentally worldwide—41 out of a total 103 ships—were either of Liberian, Greek, or Panamanian registry. Twenty-five vessels of Greek registry, some 206,871 ton's worth, was by far the greatest accidental loss suffered by any single registry.

With statistics like this, we can only conclude that these "flag-of-convenience" registries must be doing something wrong—and consistently.

Isle of Man

Great Britain's Isle of Man may become the honor of a new "flag of convenience" registry some time later on this year. The Isle of Man House of Parliament is presently working on plans to set up a shipping register, which would be administered through the Isle of Man Harbor Board.

The Harbor Board has already declared that its ship standards would be as strict as those enforced by the rest of Great Britain, which would immediately set it apart from other so-called "flags of convenience" registries. The new registry would, however, provide greater tax concessions for ship owners than they might presently enjoy.

One other sales pitch, already being used by the Isle of Man, is that its registry would be backed up by a political system more stable than that seen in other flag of convenience countries.

SS Borinquen

Proof of the spirit of brotherhood that exists amongst Seafarers was again exhibited not long ago when the crew of the *Borinquen* voted to take up a collection for former shipmate Andres Ortiz Maldonado, an AB, and his family. Maldonado's daughter, Clemintine, was accidentally killed late last year in New York.

Heartfelt condolences are extended by all Seafarers and Union personnel alike, at sea and ashore, to brother Maldonado.

Philadelphia Boatman Got His Act Together at HLSS

Philadelphia has some of the best job opportunities for tugboatmen on the East Coast. But after 14 years working as a deckhand in the port, John "Jake" Joyce took advantage of the best piece of the action.

Five years ago, Brother Joyce enrolled in the First Class Pilot's course at the Harry Lundeberg School. Since then he has been working under that license—for higher pay and twice as many job opportunities.

The license allows Joyce to take a job either as mate or captain. As captain he makes a lot of extra money using his skills as a docking pilot, boarding and bringing ships into the harbor.

Looking back at his career, Joyce

feels he might still be a deckhand without the help provided by the SIU and the Lundeberg School.

"I made three different attempts to study for the license exam, but I just couldn't get my act together on my own."

He found that the School provided a "good atmosphere" for study, reinforced by his close classroom group. Joyce and five other SIU Boatmen from Philadelphia took the First Class Pilot course in August, 1973, the first of its kind ever offered at the School.

"It helped a lot being part of a group who were all striving toward the same goal," he said. "And thanks to the School staff, we all reached it."

The men had originally enrolled in a Mate and Masters course. But they found out while they were at Piney Point that the companies they were working for had the greatest need for First Class Pilots. "The people at the School created a class for us in a matter of days," Joyce explained.

The five other Boatmen in the course, who like Joyce, all passed the difficult three and one-half day licensing exam are: John Wozunk, Virgil Quillen, Frank Auerswald, Phil Ayers and Ed Hultz. All are now working under their licenses in Philadelphia.

Joyce lives in the city with his wife, Joan and his two children Kathy, 10-years old and Jack, 8.



Boatman John "Jake" Joyce

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Get your Chief Pumpman endorsement.

Take the Pumproom Maintenance and Operations course at HLS. It starts April 16.

To enroll, see your SIU Representative or contact HLS.

6 Up From the Foc'sle, Ready for Their Next Step

The examinations were over.

The new candidates for Chief Engineer and First Assistant were coming back, one by one, to their classroom in the MEBA District-2 Upgrading Center in Brooklyn, N.Y. Here they had prepared for their Coast Guard examinations over the last several weeks.

Now, as they relaxed with a cup of coffee, or thumbed hopefully through their lesson books, it was a time of sudden relief coupled with just a bit of anxiety. It would be a time of celebration for most—if not all of them—when the grades finally came back. A passing grade would represent yet another milestone in their merchant marine careers.

Six of the upgraders had one thing in common besides their experience in a wide variety of ship engineerrooms. They had all come up, the hard way, from the unlicensed ranks as SIU members. Most of them had started out in the SIU as wipers, entry level jobs on the engineer-room totem pole. Now they were all waiting to be upgraded either to First Assistant or Chief Engineer.

A common theme ran through the LOG's conversations with all the upgraders: education is the key to success. And all agreed that the SIU had provided them with the educational opportunities and incentives that made the milestones come more easily.

"If it weren't for the SIU", admitted Eugene Bunting, candidate for First Assistant, "I wouldn't be sitting here right now." Bunting explained that it was the Union's emphasis on education and upgrading that got him started on the road to his initial engineer's license.

Bunting, 45, joined the SIU in the port of Baltimore in 1964. With the Union backing him up, he upgraded to Third Assistant three years later, then to Second Assistant in 1973. Passing on knowledge he had learned along the way, Bunting taught courses to Seafarers hoping to upgrade to FOWT, while he himself was preparing to sit for his First Assistant's license.

Another former SIU "black ganger", Richard Goetze, 42, joined the Union in 1966 as an oiler-fireman after putting in four years with the Navy. Goetze upgraded to Third Assistant in 1968, just in time to help alleviate the shortage of engineers needed for the Vietnam Sealift. Now, having finished his exam for Chief Engineer, Goetze reflected back on his years with the SIU, especially his days on the *Steel Advocate* on the "pineapple run".

"I had a terrific time on that ship", Goetze said, the strain of the exam ebbing away as he thought of Hawaii and other places visited with the *Advocator*. "I had a terrific time."

But time wisely spent in upgrading can be as satisfying as the best experiences at sea. Harry Payne, 38, a candidate for First Assistant Engineer who started with the SIU as a wiper in 1959, advised all Seafarers to "take



Former SIUer Harry Payne sits behind a row of books which helped him prepare for his first assistant engineer exam.



Eugene Bunting is in the MEBA engineer upgrading classroom after taking his exam for first assistant engineer.

advantage of all the educational facilities of the SIU."

The LOG spoke with one other candidate for First Engineer, Ed Bender, who had first joined the SIU as a wiper in 1955. Bender, 42, shipped with the Union for 13 years before upgrading to engineer in 1968. Like Bunting, Goetze, and Payne, he found himself on the Vietnam Sealift shortly after receiving his license.

All of the upgraders spoke positively of the changes taking place in the merchant marine. "I like it," said Harry Payne, "the modernization of the ships is the way it should be."

Speaking of the new ships, Eugene Bunting remarked that, "We're learning more with the new types of ships. It's not the same old drag. It's interesting to learn how all the new equipment operates."

There were two other former SIU members who had not yet returned from their exams when the LOG visited the MEBA Upgrading Center. Kendrick Drury, 43, was going for his Chief Engineer's license, and Leonard Hilding, 39, was going for his First Assistant's license.



Ed Bender, once an SIU wiper, is in the MEBA Upgrading Center after returning from his first assistant engineer exam.



Richard Goetze, a former SIU oiler-fireman, relaxes with a cup of coffee after taking his Coast Guard exam for chief engineer.

All of these men clearly demonstrate that getting ahead in the merchant marine is possible for those willing to work at it. The SIU offers its members many opportunities to further their careers through the Harry Lundeberg School and its other educational programs.

As First Engineer candidate Ed Bender pointed out, "The opportunities are unlimited—it's all up to you."

Dispatchers Report for Inland Waters

DECEMBER 1-31, 1978

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	2
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	3	8	2	1	5	0	4	12	7
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	1	3	0	0	0	2	3	3
Mobile	3	0	1	0	0	0	10	0	1
New Orleans	5	0	3	2	1	7	6	7	16
Jacksonville	1	0	10	3	2	4	1	3	12
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	1	2	0	0	0	1	6	5
Seattle	0	0	0	0	0	0	0	0	1
Puerto Rico	0	0	4	0	0	1	0	0	12
Houston	4	4	7	3	6	5	7	8	5
Port Arthur	3	5	46	6	6	18	7	6	98
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	7	15	9	3	11	4	7	14	13
Piney Point	16	27	0	16	27	0	0	3	0
Paducah	1	2	26	1	2	13	2	1	62
Totals	43	63	113	35	60	52	47	63	237
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	0	0	0	0	1	0	1
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	1	0	2	0	0	3	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	1	0	0	2	0	0	1
Houston	3	1	0	0	0	0	2	1	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	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	4	1	3	0	0	5	3	1	2
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	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	0	0	0	0	0	1	1	0
Mobile	0	0	0	0	0	0	0	0	1
New Orleans	0	0	1	0	0	1	1	0	1
Jacksonville	0	0	2	0	0	2	0	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	0	0	0	0	1	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	1	0	0	1	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	1	0	0	0	1	0	1
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	2	1	0	0	0	0	1	1
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	4	1	2	0	0	1	0	2	15
Totals	4	3	8	0	0	5	4	2	20
Totals All Departments	49	67	124	35	60	62	54	68	259

*"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

LETTERS



TO THE EDITOR

More on Veterans Benefits

As a retired seaman after years of shipping with the NMU, I appreciate the *Log's* coverage on the G.I. Improvement Bill of 1977 and the possibility that American seamen who served during wartime or in war zones may be declared eligible for veterans benefits.

I think it is in the interest of all seamen that we write the Secretary of Defense and our elected representatives in Washington, D.C. urging them to take favorable action on this issue. The more of us who write the better chances we have of being granted veterans status.

Fraternally,
Fred Mehr
Fernandina Beach, Fla.

Greetings From the SS Santa Maria

The SIU-manned *SS Santa Maria* is one of the few remaining passenger carrying ships to fly the Stars and Stripes. There's an old saying that all ships are much the same. They have a bow, a stern. They are made of steel and have lots of machinery in them. Only the men and women who man them make them what they are. We the crew of the *SS Santa Maria* feel this way. We feel we have a good crew aboard and we believe that is why we have a good ship.

When we get a chance, we like to enjoy an outdoor barbecue which we hold on the fantail. Everyone pitches in to make these outdoor dinners a super great event. This portrays the unity of a happy ship when all brothers and sisters from the deck, engine and steward departments all give a hand.

Fraternally,
Dennis Patrick Prescott
Chief Steward

&
John Stout
Bosun, Ship's Chairman

'Seamen Deserve Veteran Status'

I read with great interest the article concerning "Seamen May Be Declared Eligible for Veterans Benefits" and "Wartime Seamen Deserve More Than Pat on Back" on pages 2 and 17 in the November issue of *Log*.

As a former merchant seaman who served in the U.S. merchant marine from 1943 to 1946, passing of legislation that would give us veteran status would be of utmost importance to us.

I do feel we deserve this status. In previous years I have sent letters and inquiries to politicians, but there never seemed to be any favorable action for seamen.

With the good efforts of the SIU, maybe, now, this will become a reality.

Fraternally,
Dale Swanson
Argyle, Minn.

Jakarta Cracking Down on Passports

We at American President Lines have just received word from our agent at Jakarta to the effect that shore leave will not be permitted to a seaman without a valid passport. We are taking this opportunity to notify American seagoing unions of this fact.

At the moment, we're not sure of the degree of enforcement which may be enacted, particularly aboard those vessels which have already sailed from the United States and are enroute to Jakarta, or whether this applies to all Indonesian ports.

Sincerely,
L. M. Peachey
American President Lines

Maritime Progress Is Possible

I believe our membership can look back and see the time we started out small and it seems now as if this industry could mushroom.

There is every indication that even with the loss of certain jobs due to automation, other jobs are being created in their place.

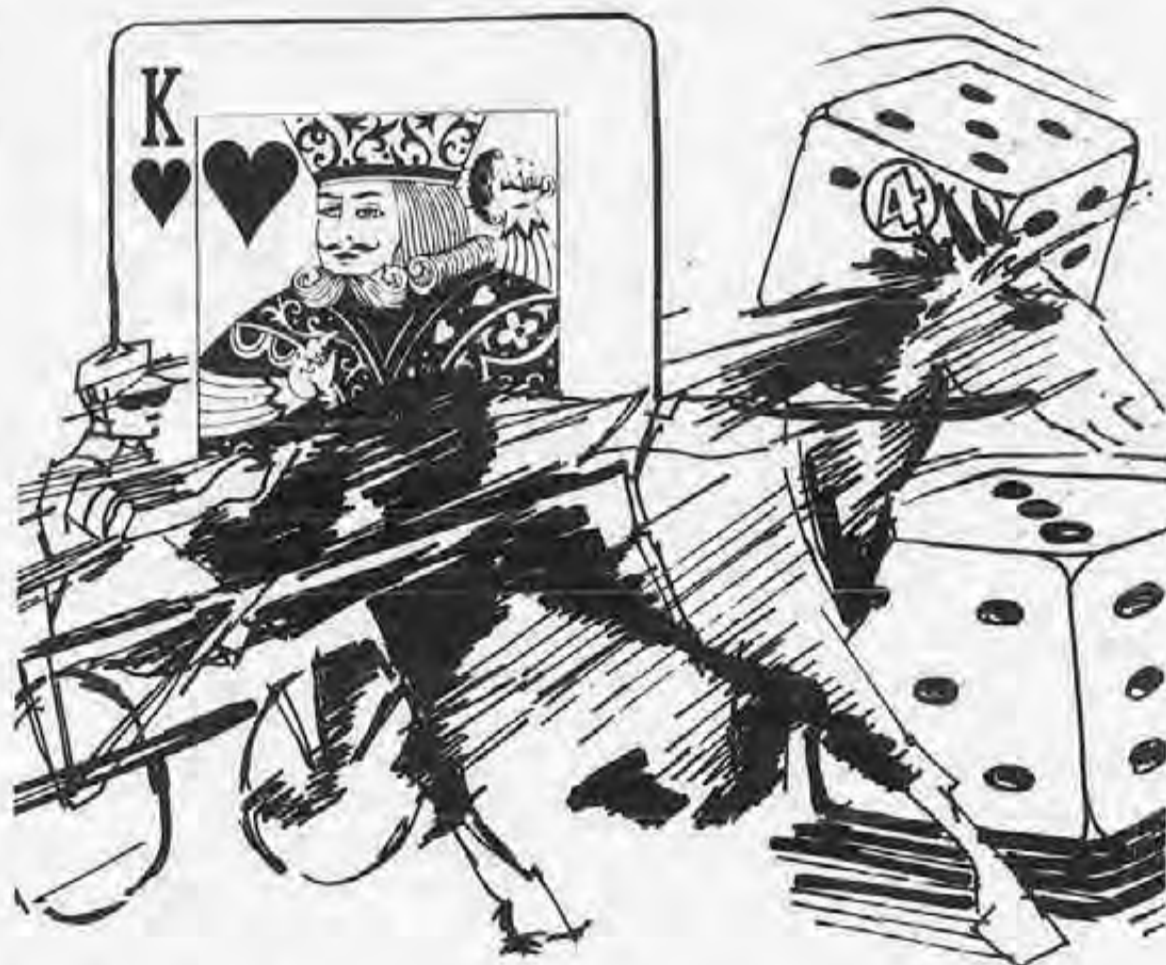
Now that we have normalized relations with China, who knows, could be our LNG vessels may someday be going there as China is supposed to have a great abundance of natural gas. And with our modern methods of handling, it could be cheap and safe.

Not only that, but due to the fact that there are SIU members scattered all over the world to lend support to any future programs, as well as vote in any elections which would further the progress of our Union and labor in general, we stand a good chance of moving ahead in the future.

I would also like to mention that I was delighted to read in the November 1978 *Log* that American seamen may be declared eligible for veteran status and therefore eligible for veterans benefits under the G.I. Improvements Bill of 1977. Let's hope this comes to pass.

Fraternally,
Clarence Cousins
Butler, Pa.

The Odds Are in Your Favor!



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Want to earn your high school
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To enroll in the high school equivalency program at HLS,
see your SIU Representative. Or write to:
HARRY LUNDEBERG SCHOOL
Academic Education Department
Piney Point, Maryland 20674

Crucial LNG Projects Get the Cold Shoulder

Just two months ago, the future for the U.S. shipbuilding industry was looking up considering the slump the industry had experienced over the last couple of years. The future of the American-flag LNG fleet looked extremely good as well.

In fact, at the November launching of the sixth U.S.-flag LNG ship, the *Leo*, Assistant Secretary of Commerce Robert Blackwell announced that pending LNG import projects could create U.S. shipyard orders for as many as 32 new LNG carriers.

In December, two of those projects, proposed by El Paso Gas Co. and Tenneco, Inc., were killed by the Department of Energy (DOE) and with them the promise of 16 of the new vessels. In addition, plans to build the remaining 16 ships can also be effectively pronounced dead since DOE's drastic action signals little hope at present for approval of any of the pending LNG import proposals.

DOE's recent ruling does not affect the first stage of El Paso's program to bring LNG from Algeria to the U.S., which involves six U.S.-flag LNG carriers. Two of these vessels are already sailing with SIU crews and the rest are being built in U.S. shipyards and will be crewed by Seafarers.

Nevertheless, DOE's decision to scrap future LNG import plans is a crushing blow to both the U.S. shipbuilding industry and the U.S. merchant fleet as a whole. It is also a major drawback for the many other factors at stake in this country's use of LNG.

So far, we have used this important energy source to move ahead. American technology has made the U.S.-flag LNG fleet the largest most productive in the world. But instead of protecting that important lead—one of the few major breakthroughs that the U.S. merchant marine has been able to accomplish in years—government policy now threatens to destroy it.

The seven U.S.-flag LNG ships built to date and the six presently under construction in U.S. yards

have helped to revive one of the most job intensive industries in the country—shipbuilding. A contract for one new ship alone creates thousands of jobs in shipyards and in scores of related support and supply industries throughout the country. It all plays a part in the construction of these enormous vessels.

The operation of the fleet itself also provides a much needed new

source of job opportunities and job security for American seafaring labor.

Apparently, the Dept. of Energy discounted the economic benefits of U.S. employment and U.S. production when it ruled out the El Paso and Tenneco LNG import projects as "too costly" for this country. As a result, other countries with competing shipbuilding interests and similar energy needs as the U.S. will no doubt find ways to import the available LNG to the benefit of their own economies.

But while it's hard to make economic sense out of DOE's stand, it's even harder to understand it in terms of energy policy.

America has already felt the squeeze of fuel shortages this winter and our supplies are further threatened by the political unrest in Iran. LNG has proven to be a clean energy source and a workable alternative to high priced foreign oil.

We have the need and the technology to use increasing amounts of LNG now. But for some reason, we don't have government support to make it readily available.

U.S. energy policy must make sense in terms of this country's pressing energy demands and our overall economic needs. The SIU is greatly disappointed to see that DOE's latest moves have failed miserably in both regards.

Although the chances may be remote now to resurrect the El Paso and Tenneco projects, we feel that DOE must accept import plans in the near future and allow LNG to provide continued benefits for the American people.

The nation's tenuous energy situation demands it. The nation's workforce demands it. And the health and stability of the U.S. maritime industry demands it.

The SIU will be working hard to ensure that these demands are met.



LOG

January, 1979

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Join the SPAD

Checkoff

Program in 1979



For Job Security



707 GAVE \$100 OR MORE TO SPAD IN 1978

The following SIU members and other concerned individuals, 707 in all, have demonstrated an active interest in participating in political and legislative activities which are vital to both our job security and our social and economic welfare, by voluntarily donating \$100 or more to the Seafarers Political Activities Donation (SPAD) fund since the beginning of 1978. (The law prohibits the use of any union money, such as dues, initiation fees, etc., for political activities. The most effective way the trade unionist can take part in politics is through voluntary political contributions. SPAD is the Union's separate segregated political fund. It solicits and accepts only voluntary contributions. It engages in political activities and makes contributions to candidates. A member may voluntarily contribute as he sees fit or make no contribution without fear of reprisal.) Thirty-eight who have realized how important it is to let the SIU's voice be heard in the Halls of Congress have contributed \$200, ten have contributed \$300, one has given \$400, one has given \$500, one \$600 and one has given \$1,000. The Log runs the SPAD Honor Rolls because the Union feels that our political role must be maintained if the livelihoods of maritime workers are to be protected. (A copy of our report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.)



SPAD Honor Roll

- | | | | |
|------------------|----------------|-----------------|----------------|
| Abrams, R. | Bradley, E. | Cox, E. | Fergus, S. |
| Acevedo, M. | Brady, J. | Craig, J. | Ferguson, M. |
| Adams, E. | Braggs, W. | Cross, M. | Filer, W. |
| Adams, P. | Bronnlee, R. | Crowley, C. | Fitzgerald, W. |
| Adams, P. | Brooker, A. | Cruz, A. | Flade, L. |
| Adams, W. | Brown, G. | Curry, M. | Fletcher, B. |
| Adamson, R. | Brown, I. | Curtis, T. | Flores, J. |
| Adcock, J. | Brown, S. | Czerwinski, J. | Florous, C. |
| Agugussa, A. | Browning, S. | Dale, M. | Foley, P. |
| Aguiar, J. | Bruce, C. | Dallas, C. | Franco, P. |
| Air, R. | Bryant, B. | Dalman, G. | Francum, C. |
| Alcarin, G. | Bryant, N. | Darley, B. | Frank, S. |
| Alcorn, R. | Bucci, P. | Davidson, W. | Frazier, J. |
| Aldgin, A. | Buchanan, R. | Davis, J. | Frey, C. |
| Alexakis, A. | Bullock, R. | Davis, J. | Fuller, E. |
| Algina, J. | Buffinton, O. | Davis, J. | Fuller, G. |
| Ali, D. | Burgo, C. | Davis, S. | Furukawa, H. |
| Alleuia, J. | Butch, R. | Debarrios, M. | Gallagher, L. |
| Allen, E. | Butler, H. | DeChamp, A. | Gallages, P. |
| Allen, J. | Butts, B. | Deldaeh, T. | Gallier, M. |
| Alvarez, P. | Byrd, J. | Delea, G. | Gann, T. |
| Amat, K. | Cafefato, W. | Dell, R. | Garcia, J. |
| Ammann, W. | Caffey, J. | Del Moral, A. | Gard, C. |
| Andersson, A. | Cahill, C. | Demetrios, J. | Garrison, M. |
| Anderson, D. | Cahill, J.K. | Dengate, H. | Gasch, G. |
| Anderson, E. | Cain, R. | Der, D. | Gavin, J. |
| Anderson, R. | Calogeros, D. | Di Domenico, J. | Gentile, C. |
| Antici, M. | Campbell, A. | Diaz, R. | George, J. |
| Antone, F. | Campbell J. | Diercks, J. | Gilliam, R. |
| Appleby, D. | Carbone, V. | DiGiorgio, J. | Gilbert, R. |
| Apuzzo, W. | Carey, W. | Dillings, L. | Givens, D. |
| Aquino, G. | Carr, J. | Doak, W. | Givens, J. |
| Arapazis, T. | Carter, R. | Dobbins, D. | Glenn, J. |
| Arias, F. | Castagna, C. | Doherty, W. | Glenn, J., Jr. |
| Arland, W. | Castel, B. | Dotan, J. | Glidewell, T. |
| Aronica, A. | Castelberry, | Dolgen, D. | Gobrukouch, S. |
| Arzu, A. | Caswell, J. | Donlon, M. | Goeltz, W. |
| Atkinson, D. | Cato, W. | Donnelly, M. | Golder, J. |
| Aumiller, R. | Carroll, J. | Donovan, P. | Gooding, H. |
| Avery, R. | Cavalanti, R. | Dornes, R. | Goren, J. |
| Babkowski, T. | Cherup, N. | Dorris, R. | Gosse, F. |
| Balaga, C. | Cheshire, J. | Driggers, T. | Graham, E. |
| Barnes, D. | Chick, E. | Ducote, C. | Grant, W. |
| Barry, J. | Chilinski, T. | Dudan, M. | Green, A. |
| Batchelor, A. | Cirignano, L. | Dudley, K. | Greene, M. |
| Bartlett, J. | Clark, J. | Duhon, E. | Grep, P. |
| Bauer, C. | Cleaver, V. | Duffy, J. | Guevara, D. |
| Baum, N. | Cline, L. | Duncan, J. | Guillen, A. |
| Beeching, M. | Cofone, W. | Dunlon, M. | Gutierrez, C. |
| Beeman, D. | Colier III, J. | Dupuis, M. | Hager, B. |
| Belling, W. | Colon, E. | Durden, W. | Hager, B. |
| Benedict, J. | Comstock, P. | Dwyer, J. | Hall, C. |
| Beorsly, R. | Conklin, K. | Dyer, A. | Hall, E. |
| Berglund, B. | Connolly, W. | Eckert, B. | Hall, J. |
| Berry, T. | Conolly, R. | Edwards, W. | Hall, K. |
| Bjornsson, A. | Cook, H. | Elzahri, A. | Hall, L. |
| Blackburd, R. | Cooper, J. | Ervin, B. | Hall, W. |
| Blackwell, J. | Corder, J. | Eschukor, W. | Hamblet, A. |
| Bluitt, J. | Cortez, J. | Evans, J. | Hamilton, G. |
| Bluitt, T. | Costa, F. | Evans, M. | Hampton, D. |
| Bobalek, W. | Costango, F. | Fagan, W. | Haney, L. |
| Boehm, B. | Costango, G. | Fain, G. | Hansen, H. |
| Bolin, R. | Costango, J. | Faitz, F. | Harris, N. |
| Bonser, L. | Costello, A. | Fanning, R. | Harris, W. |
| Bourgeois, J. L. | Cotto, J. | Fay, J. | Hart, K. |
| Boyne, D. | Cousins, W. | Ferebee, R. | Hauf, M. |
| | | | Haykes, F. |



\$1,000 Honor Roll

Lilledahl, H.

\$600 Honor Roll

Pomerlane, R.

\$500 Honor Roll

Antich, J.

\$400 Honor Roll

Curtis, T.

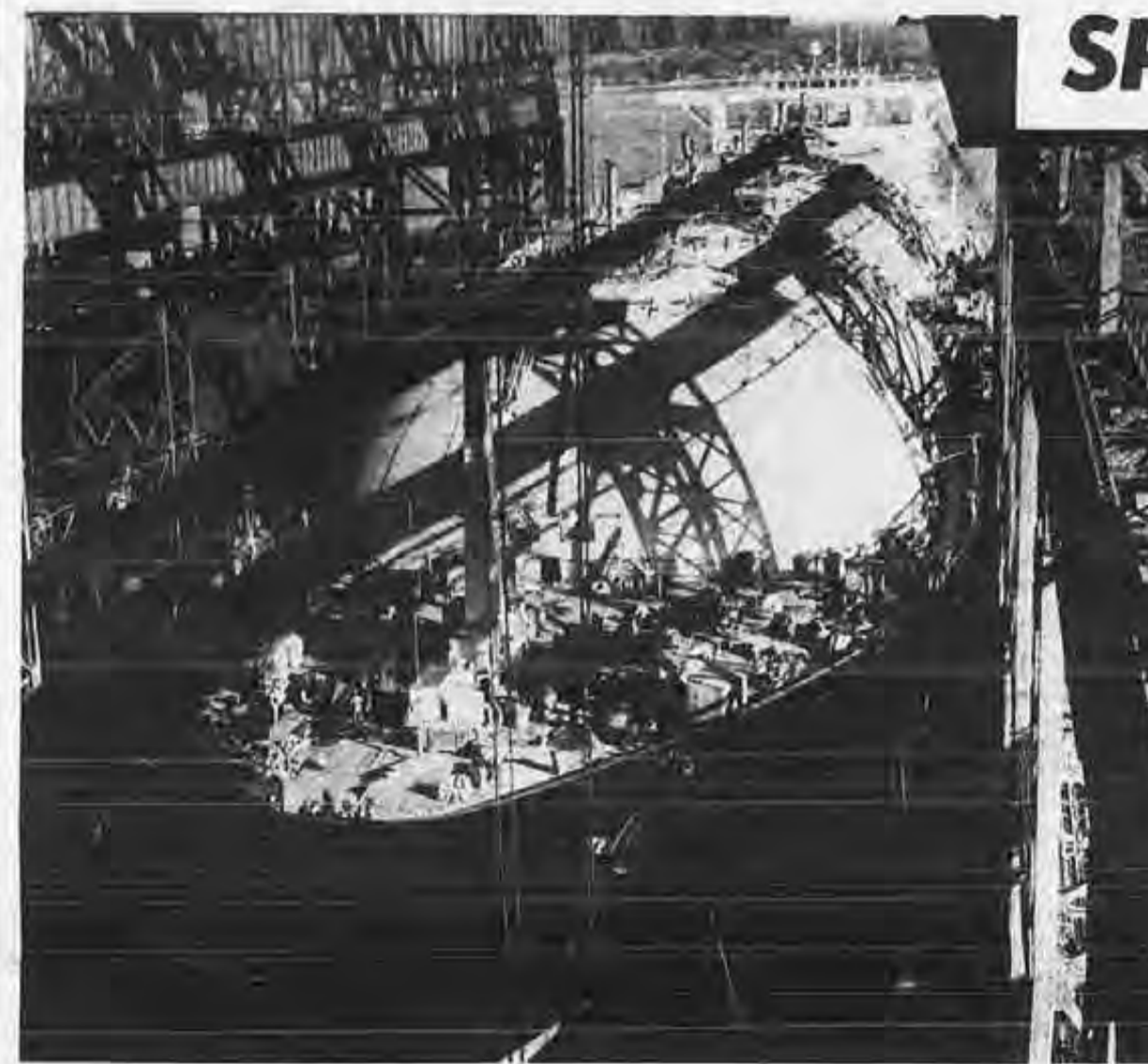
\$300 Honor Roll

- | | |
|--------------|---------------|
| Andersen, R. | Harcrow, C. |
| Brooks, T. | McFarland, D. |
| Chartier, W. | Larkin, J. |
| Forshee, R. | Nasser, A. |
| Hall, P. | Pulliam, J. |

\$200 Honor Roll

- | | |
|---------------|----------------|
| Heacox, E. | Joseph, E. |
| Heinsaar, A. | Karlak, W. |
| Helfer, J. | Kastina, T. |
| Helfrich, G. | Kaufman, R. |
| Hemming, R. | Kelley, E. |
| Henderson, A. | Kelly, W. |
| Heniken, E. | Kendrick, D. |
| Hernandez, J. | Kenny, C. |
| Higgins, J. | Kenny, L. |
| Holland, A. | Kerr, R. |
| Horn, F. | Kidd, G. |
| Horne, H. | Kilford |
| Houlihan, M. | King, W. |
| Houston, H. | Kirby, M. |
| Hume, K. | Kirk, J. |
| Hunter, W. | Kizzire, C. |
| Hurley, M. | Knoff, J. |
| Hush, C. | Koflowich, W. |
| Huss, P. | Kool, L. |
| Hussain, A. | Kowalski, A. |
| Hutton, G. | Kramer, M. |
| Hyder, A. | Kritiansen, J. |
| Iovino, L. | Lamb, D. |
| Jansen, W. | Lamb, J. |
| Irizarri, V. | Lance, W. |
| Israel, M. | Lanczy, W. |
| Jacobs, R. | Lankford, J. |
| Japper, J. | Las, R. |
| Jenkins, J. | Lawrence, W. |
| Johnson, C. | Lay, M. |
| Johnson, R. | Lee, E. |
| Johnson, S. | Lee, K. |
| Johnston, R. | Lee, W. |
| Johnston, C. | Legg, J. |
| Johnston, R. | Lelonek, L. |
| Jolley, R. | Lenchak, S. |
| Jones, C. | Leonard, W. |
| Jones, R. | Lescouich, W. |
| Jordan, A. | Lewin, A. |

- | | | | |
|----------------|-----------------|---------------|----------------|
| Ahmed, F. | Dockwiler, L. | Kerngood, M. | McCullough, L. |
| Bernstein, A. | Drozak, F. | Kingsley, J. | Morrison, J. |
| Bowker, A. | Dryden, J. | Kirby, J. | Pow, J. |
| Brand, H. | Ellis, P. | Kitchens, B. | Reck, L. |
| Cahill, J. | Firth, R. | Lambert, H. | Redgate, J. |
| Camacho, R. | Frounfelter, D. | Lesnansky, A. | Richoux, J. |
| Cinquemano, A. | Gilbo, T. | Lombardo, J. | Smith, N. |
| Combs, W. | Grima, V. | Lunsford, J. | Somerville, G. |
| Cookmans, R. | Hagerty, C. | Machaj, R. | Turner, E. |
| Crocco, G. | | | Turner, T. |



SPAD Honor Roll

- | | | |
|-----------------|-----------------|-----------------|
| Pelfrey, M. | Schatz, G. | Thaxton, A. |
| Pence, F. | Scheard, H. | Thayer, D., Jr. |
| Perez, J. | Schwartz, A. | Theiss, R. |
| Petak, P. | Schwarz, R. | Thomas, F. |
| Phillips, R. | Schwabland, J. | Thomas, J. |
| Phillips, S. | Scott, C. | Thomas, T. |
| Pillsworth, P. | Scott, J., II | Thorbjorsen, S. |
| Pimentel, R. | Scully, J. | Tiley, J. |
| Pivik, F. | Seager, T. | Tillman, W. |
| Poer, G. | Seagord, E. | Todd, R. |
| Pollack, A. | Selzer, R. | Torina, S. |
| Powell, B. | Selzer, S. | Trice, W. |
| Powell, S. | Serrano, A. | Trotman, R. |
| Prentice, R. | Shappo, M. | Troy, S. |
| Pretrare, G. | Sharp, W. | Turner, B. |
| Prevas, P. | Shan, A. | Ulrich, H. |
| Priess, E. | Shaw, A. | Usciato, J. |
| Prims, J. | Shaw, L. | Vahey, R. |
| Psanis, C. | Shelley, S. | Van Horn, D. |
| Pulver, E. | Sholar, E. | Vanderhorst, J. |
| Quinnonez, R. | Shopatt, H. | Vanvoorhees, C. |
| Quinter, J. | Sierra, M. | Velanda, D. |
| Quiles, R. | Sickels, R. | Velasquez, W. |
| Rader, J. | Sigler, M. | Velez, R. |
| Raines, R. | Sigley, R. | Vukmir, G. |
| Ramage, R. | Silva, M. | Wagner, C. |
| Randall, L. | Sims, E. | Walker, T. |
| Randazza, L. | Skala, T. | Wallace, R. |
| Ratcliffe, C. | Stoneski, S. | Wallace, S. |
| Reardon, J. | Smith, B. | Ward, M. |
| Reading, T. | Smith, E. | Weaver, A. |
| Regan, F. | Smith, J. | Webb, J. |
| Reinosa, J. | Smith, L. | Weems, T. |
| Reza, O. | Smith, R. | Weidie, J. |
| Richardson, J. | Smith, R. T. | Welch, R. |
| Riddle, D. | Smith, S. | Wherlance, C. |
| Ries, J. | Snellgrove, L. | Whitmer, A. |
| Ringsred, E. | Sorenson, W. | Whitsitt, M. |
| Ripoll, G. | Sores, T. | Wierschem, D. |
| Rivera, I. | South, R. | Wilhelmsen, B. |
| Rivera, L. | Spady, J. | Wilkinson, P. |
| Roades, O. | Speller, J. | Williams, A. |
| Roberts, J. | Spencer, G. | Williams, L. |
| Robertson, T. | Stalgy, R. | Williams, R. |
| Rodriguez, R. | Stankiewicz, A. | Wilson, B. |
| Rondo, C. | Stearns, B. | Wilson, C. |
| Rosenthal, M. | Steinberg, J. | Wilson, J. |
| Rosete, R. | Stephens, C. | Wingfield, P. |
| Royal, F. | Stevens, W. | Wipmer, R. |
| Rung, J. | Stockman, B. | Wolf, P. |
| Ruzyski, S. | Stover, M. | Wood, C. |
| Ryan, J. | Stravers, L. | Worley, M. |
| Ryan, T. | Sulentic, S. | Wright, A. |
| Sacco, J. | Sullins, F. | Wright, F. |
| Sacco, M. | Surrick, R. | Wright, N. |
| Salazar, H. | Suarez, S. | Wydra, R. |
| Saleh, M. | Swain, C. | Yarmola, J. |
| Salis, R. | Swanson, R. | Yates, J. |
| Sanchez, M. | Sweeney J. | Yelland, B. |
| Sanders, D. | Szupp, B. | Yoichi, S. |
| SanFillippo, J. | Tanner, C. | Young, E. |
| Santiago, A. | Tanner, R. | Zai, C. |
| Sapp, C. | Taylor, F. | Zeloy, J. |
| Sapp, G. | Taylor, G. | Ziegenhagen, J. |
| Schabland, J. | Terry, D. | Zimmerman, J. |

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Signature of Solicitor _____ 1978 _____ Port _____ \$ _____

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Dispatchers Report for Deep Sea

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& Inland Waters
United Industrial Workers
of North America

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(415) 543-5855

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	3	0	7	3	2	12	2	1
New York	141	41	11	116	93	21	147	37	14
Philadelphia	11	7	2	10	9	1	17	11	1
Baltimore	29	10	4	33	19	7	39	8	2
Norfolk	15	7	10	4	9	13	24	7	4
Tampa	16	1	4	10	3	6	18	3	0
Mobile	29	10	1	22	16	3	26	4	0
New Orleans	105	22	12	78	35	16	158	24	8
Jacksonville	59	11	6	43	21	10	76	11	4
San Francisco	48	11	3	47	18	9	66	7	4
Wilmington	23	8	7	9	9	8	38	9	14
Seattle	41	6	12	46	14	17	61	3	3
Puerto Rico	20	2	0	15	3	7	25	0	1
Houston	95	22	16	95	37	23	121	23	9
Piney Point	13	0	0	14	13	0	0	0	0
Yokohama	4	0	0	1	0	1	5	0	0
Totals	658	161	88	550	302	144	833	149	65
ENGINE DEPARTMENT									
Boston	6	2	1	8	9	2	3	1	1
New York	119	50	7	88	59	22	150	59	9
Philadelphia	12	1	0	9	2	2	23	5	3
Baltimore	18	7	1	25	8	0	14	4	1
Norfolk	9	5	0	4	8	0	10	6	3
Tampa	7	6	3	5	2	1	32	6	2
Mobile	31	7	1	24	10	2	138	31	0
New Orleans	98	22	0	43	21	4	37	13	3
Jacksonville	28	14	2	26	20	0	51	4	4
San Francisco	35	9	5	37	19	3	31	6	3
Wilmington	14	7	1	9	7	0	49	14	2
Seattle	31	15	2	27	18	3	16	3	0
Puerto Rico	13	4	1	12	6	2	90	18	12
Houston	69	14	5	62	35	10	9	1	0
Piney Point	13	2	0	13	5	0	1	2	0
Yokohama	1	2	0	0	0	0	1	2	0
Totals	504	167	29	392	229	51	669	178	43
STEWARD DEPARTMENT									
Boston	1	5	0	3	12	3	0	2	0
New York	46	9	4	53	37	47	64	17	5
Philadelphia	1	0	0	5	1	1	2	0	0
Baltimore	12	2	0	12	8	11	14	4	0
Norfolk	9	2	1	2	4	7	17	3	1
Tampa	7	0	1	6	1	2	6	0	1
Mobile	19	7	0	17	12	5	29	6	0
New Orleans	41	3	0	34	19	8	60	4	2
Jacksonville	27	4	2	17	16	3	41	7	1
San Francisco	26	1	17	22	10	46	40	4	13
Wilmington	16	3	0	6	4	3	24	4	4
Seattle	10	3	8	26	13	21	18	1	1
Puerto Rico	9	2	0	10	11	4	12	2	0
Houston	40	7	5	52	27	24	56	8	6
Piney Point	6	4	0	23	20	0	4	1	0
Yokohama	0	0	0	0	0	1	0	0	0
Totals	270	52	38	288	195	185	387	63	34
ENTRY DEPARTMENT									
Boston	2	7	7				3	5	7
New York	41	117	144				48	162	216
Philadelphia	5	10	0				9	17	6
Baltimore	20	15	19				27	26	35
Norfolk	4	14	11				5	21	11
Tampa	9	6	2				11	7	1
Mobile	9	14	3				11	14	6
New Orleans	37	64	30				63	62	37
Jacksonville	11	40	14				13	42	20
San Francisco	21	26	46				29	17	59
Wilmington	4	14	33				6	30	84
Seattle	6	30	25				14	37	28
Puerto Rico	19	14	15				26	25	9
Houston	26	68	50				33	61	66
Piney Point	16	34	0				14	8	0
Yokohama	0	1	1				0	2	1
Totals	230	474	400	0	0	0	312	536	586
Totals All Departments	1662	854	555	1230	726	380	2201	926	728

**"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 at deep-sea A&G ports was excellent last month as 2,336 Seafarers shipped on SIU-contracted deep sea vessels. That's an increase of 488 jobs over the previous month. Shipping—as it has been for some time—is expected to remain excellent for the foreseeable future. The good shipping for SIU-members—at a time when the U.S. maritime industry as a whole is in trouble—is a direct result of the SIU's comprehensive programs for education and political action. These programs will continue with the support of SIU members and so will good shipping.

Continued from Page 23
payments to qualify for the child care credit.

CAPITAL GAINS TAX ON INDIVIDUALS REDUCED

NEW LAW: The capital gain deduction is increased to 60% of net capital gain. Hence, only 40% of the gain is included in taxable income. The 25% alternative tax is repealed. (A new minimum alternative tax is added).

EFFECTIVE DATES: The 60% deduction applies to transactions occurring, and installment payments received after October 31, 1978 (which is a special transitional rule for taxable years beginning before November 1, 1978 and ending after October 31, 1978—e.g., the calendar year 1978. The repeal of the 25% alternative tax takes effect for taxable years beginning after December 31, 1978.

FOREIGN EARNED INCOME ACT

The Foreign Earned Income Act of 1978 changes the rules governing the treatment of foreign earned income as follows:

For 1977—\$20,000/\$25,000, exclusion amounts that existed prior to the Tax Reform Act of 1976 continue for 1977.

For 1978—the exclusion for foreign

earned income decreases to \$15,000 but the taxpayer may elect in lieu of the exclusion to take the deduction for excess foreign living costs.

For 1978—a deduction for excess foreign living costs is available to U.S. citizens working abroad who do not choose to take the \$15,000 exclusion.

After 1978 there will be a deduction only for excess foreign living costs. The exclusion will expire.

General Info in Filing Tax Returns

Who Must File

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

File a return for 1978, even if you owe no tax, if you:	And your income was at least:
Were single (this also means legally separated, divorced, or married with a dependent child and lived apart from your spouse for the whole year) and:	
Under 65	\$2,950
65 or over	3,700
Were married filing a joint return and living with your spouse at the end of 1978 (or on the date your spouse died), and:	
Both were under 65	4,700
One was 65 or over	5,450
Both were 65 or over	6,200
Were married filing a separate return or married but not living with your spouse at the end of 1978	750
Could be claimed as a dependent on your parent's return, and had taxable dividends, interest, or other unearned income of \$750 or more	750
Were a qualifying widow(er) with dependent child and:	
Under 65	3,950
65 or over	4,700
Were allowed to exclude income from sources within U.S. possessions	750
Were self-employed and your net earnings from this work were at least \$400	

Even if your income is 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.

The above 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 aliens who are married to citizens or residents of the U.S. at the end of 1978 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 16, 1979. If you file late you may have to pay penalties and interest. Please see the instructions for Penalties and Interest on page 14. If you know that you cannot meet

the April 16 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, or other employee 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 an earned income credit refund), 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. 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 covered 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 parent's return and had interest, dividends, or other unearned income of \$750 or more, AND had earned income of less than \$2,200 if single (less than \$1,600 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 1978 and do not file a joint return (or Form 1040NR).
- You were married to a nonresident alien at the end of 1978 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 22 through 27, or line 30.
- You file any of these forms:
 - Form 1040-ES, Declaration of Estimated Tax for Individuals, for 1978 (or if you want to apply any part of your 1978 refund to estimated tax for 1979).
 - Schedule G, Income Averaging.
 - Form 2210, Underpayment of Estimated Income Tax by Individuals.
 - Form 2555, Exemption 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 53.
- 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 complete Part III

of Schedules 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 line 38.

Death of Taxpayer

Did the taxpayer die before filing a return for 1978?—If so, the taxpayer's spouse or personal representative must file the 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 1978 and you did not remarry in 1978, you can file a joint return. You can also file a joint return if your spouse died in 1979 before filing a return.

A joint return should show your spouse's 1978 income before death and your income for all of 1978. 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.

Filing Status

Boxes 1 through 5

Were You Single or Married?

If you were single, divorced, or legally separated on December 31, consider yourself single for the whole year. (You must follow your State law to determine if you are 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), below, you may consider yourself single for the whole year.

If your spouse died during 1978, consider yourself married to that spouse for the whole year, unless you remarried before the end of 1978.

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 1978, or in 1979 before filing a return for 1978, 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 both you and your spouse file separate returns, write your spouse's full name in the space after Box 3.

If your spouse does not file, check the boxes on line 6b that apply if you can claim the exemptions for your spouse. Please see the instructions for Exemptions on page 7.

Were You an Unmarried Head of Household?

There are special tax rates for a person who can meet the tests for Unmarried 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, 1978, you were unmarried (including certain married persons who live apart (and abandoned spouses)) or legally separated and meet test a. or b. below:

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

temporary absences for vacation or school) was lived in all year by one of the following persons:

1. Your unmarried child, grandchild, foster child or stepchild. (This person did not have to be your dependent.)
2. 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 on page 8 for Dependent Supported by Two or More Taxpayers.

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

Note: If you file as Unmarried head of household, please enter the name of the person who qualifies you in the space after Box 4. If more than one person qualifies you, enter only one person's name.

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

If so, you may be able to use joint return tax rates for 1978 and use Tax Table B or Tax Rate Schedule Y.

If your spouse died during 1977 or 1976 and you did not remarry before the end of 1978, file a return for 1978 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 or stepchild lived with you (except for temporary absences for vacation and 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 in the space provided the year your spouse died. 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 1978 and you did not remarry, consider yourself married for the whole year. If your spouse died before 1976 and you did not remarry, you may check Box 4 if you met the tests under **Were You an Unmarried Head of Household?** Otherwise you must file as Single.

Exemptions

Line 6a Boxes 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 take them for dependents.

Age and blindness are determined as of December 31. However, if your 65th birthday was on January 1, 1979, you can take the extra exemption for age for 1978.

Line 6b Boxes 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 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 1978, 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 file a joint return.

If your spouse died during 1978 and you did not remarry before the end of 1978, check the boxes for the exemptions you could have taken for your spouse on the date of death.

Lines 6c and 6d

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 of these tests:

- a. income;
- b. support;
- c. married dependent;
- d. citizenship or residence; and
- e. relationship.

These tests are explained below.

a. Income

The dependent received less than \$750 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. Please see instructions for **Student Dependent** on this page.)

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 rules for **Children of Divorced or Separated Parents or Dependent Supported by Two or More Taxpayers** on page 8. 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 these items are actually given to, or purchased by, the dependent for the dependent's 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, include 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 U.S., a resident of 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	Stepsister
Stepchild	Stepmother
Mother	Stepfather
Father	Mother-in-law
Grandparent	Father-in-law
Brother	Brother-in-law
Sister	Sister-in-law
Grandchild	Son-in-law
Stepbrother	

Daughter-in-law or, if related by blood:
Uncle Aunt Nephew 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, 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 \$750 or more, you can claim him or her 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 1978, or
- took a full-time, on-farm training course during any 5 months of 1978. (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 1978, 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 1978, and the parent who had custody cannot prove that he or she gave more than the other parent.

Note: To figure the amount of child support, a parent who has remarried and has custody may count the support furnished 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 income, married dependent, citizenship or residence, and relationship tests discussed above (tests a., c., d., and e) are met.

In addition, the taxpayer claiming the dependent must:

- a. have paid more than 10% of the dependent's support; and
- b. 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 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 1978 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.
- Unemployment compensation paid by a State.
- Gifts, money or other property you inherited or that was willed to you.
- Dividends on veterans' life insurance.
- Life insurance sums received at 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. (Reimbursements for normal living expenses must be reported as income.)
- Amounts an employer contributed on your behalf and benefits provided to you 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.
- 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.
- Amounts received from accident and health plans in lieu of wages, if your employer paid for the policy.
- Fair market value of goods or services you received in return for services you performed.
- Alimony, separate maintenance or support payments received from and deductible by your spouse or a former spouse.
- Refunds of State and local taxes if they were deducted in a prior year and resulted in 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 D).

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ule 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).
Gain 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 distribution 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 U.S. (Form 2555).
Fees received for jury duty and precinct election board duty.
Fees received as an executor or administrator of an estate, or as a director.
Embezzled or other illegal income.
Business expense reimbursements received that are more than you spent for these expenses.

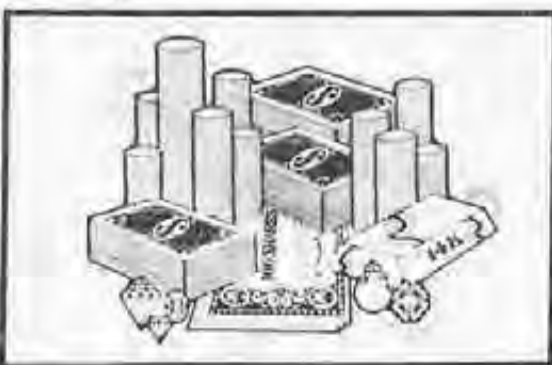
Line 8 Wages, Salaries, Tips, and Other Employee Compensation

Show the total of all wages, salaries, fees, commissions, tips, bonuses, supplemental unemployment benefits, and other amounts you were paid before taxes, insurance, etc. were taken out.

Include in this total:

- The amount shown on Form W-2 in the box **Wages, tips, other compensation**. Report all wages you received, even if you do not have a Form W-2.
- Tips you did not report to your employer. (Show any social security tax due on these tips on line 51—see the instructions on page 12.)
- Certain disability retirement income if you are under age 65. (Form W-2P)
- Payments by insurance companies, etc., not included on Form W-2. If you receive sick-pay or a disability payment from anyone other than your employer, and it is not included in the wages shown on Form W-2, include it on line 8. Attach a separate statement showing the name and address of the payer and indicating the amount as sick-pay or disability income.
- Fair market value of meals and living quarters if given by your employer as a matter of your choice and not for your employer's convenience. (Don't report the value of meals given you at work if they were provided for your employer's convenience. Also do not report the value of living quarters you had to accept as a condition of employment.)
- Strike and lockout benefits paid by a union from union dues. Include cash and the fair market value of goods received. Don't report benefits that were meant as a gift.

Note: You must report on line 8 all wages, etc., paid for your personal services, even if the income was signed over to a trust, another person, a corporation, or tax exempt organization.



Line 9 Interest Income

Enter on line 9 your total interest income. If the total is more than \$400, first fill in Schedule B.

Report any interest you received or that was credited to your account so you could withdraw it. (It does not have to be entered in your passbook.)

Interest Income You MUST Report—

- Accounts with banks, credit unions, and savings and loan associations.
- Building and loan accounts.
- Notes and loans.
- Tax refunds (report only the interest on them as interest income).
- Bonds and debentures. Also arbitrage bonds issued by State and local governments after October 9, 1969. (Do not report interest on other State and local bonds and securities.)
- The discount for the part of the year you held corporate bonds or other notes first issued at a discount after May 27, 1969.
- U.S. Savings Bonds. The interest is the yearly increase in the value of the bond. Interest on Series E bonds can be reported using method a. or b.

a. Report the total interest when you cash the bonds, or when they reach final maturity and no longer earn interest.

b. Or, each year on your return, report the yearly increase of the bonds' value.

If you change to method b, report the entire increase in all your bonds from the date they were issued. Each year after, report only the yearly increase. Once you have used method b to report interest, you must continue to do so for all your U.S. Savings Bonds.

Line 10a Dividends

Dividends are distributions of money, stock, or items of equal value paid by corporations to stockholders. They also include dividends you receive through a partnership or an estate or trust. Payers include nominees or other agents.

If the total, including capital gain and nontaxable distributions, is more than \$400, first fill in Schedule B. If you received \$400 or less in dividends, include only the ordinary dividends on line 10a.

Dividends Include

- Ordinary Dividends**—These are paid out of earnings and profits and are ordinary income. Assume that any dividend you receive is an ordinary dividend unless the paying corporation tells you otherwise.
- Capital gain distributions**—If you have other capital gains or losses, you should also enter your capital gain distributions on Schedule D. If you don't need Schedule D to report any other gains or losses or to figure the alternative tax, don't use it. Instead, show the taxable part of your capital gain distributions on Form 1040, line 15.
- Nontaxable distributions**—In general, distributions that are NOT made out of earnings and profits are nontaxable. They are a return of your investment and will not be taxed until you recover your cost. You must reduce your cost (or other basis) by the amount of nontaxable distributions received. Amounts received after your cost (or other basis) has been reduced to zero should be reported as capital gain.

Do Not Report as Dividends—

- Mutual insurance company dividends that reduced the premiums you paid.
- Amounts paid on deposits or accounts from which you could withdraw your money. For example, dividends paid by savings and loan associations, mutual savings banks, cooperative banks, and credit unions are actually interest. Remember to report these amounts as interest on Form 1040, line 9.

Line 10b Exclusion

You may exclude (subtract) up to \$100 of ordinary dividends received from qualifying domestic corporations.

If both you and your spouse had dividend income from jointly or separately owned stock, you may each subtract up to \$100 of dividend income even if you file a joint return. However, neither of you can use any part of the \$100 exclusion not used by the other in the case of stock owned separately.

For example, if you had \$300 in dividends and your spouse had \$20, only \$120 may be subtracted. If all of the stock on which the \$320 of dividends was received had been held jointly, then you and your spouse could subtract \$200 (\$100 each).

Line 11 State and Local Income Tax Refunds

If you received a refund or credit in 1978 for State or local income taxes you paid in 1977 or a prior year, you may have to report the refund as income on your Federal income tax return.

Do not report the refund as income if it was for a tax you paid in a year for which you did not itemize deductions on Schedule A (Form 1040).

If you itemize deductions for 1978, do not reduce the deduction for taxes by any refund of those taxes for a prior year.

Line 12 Alimony Received

Show on line 12 amounts you received as alimony or separate maintenance. For more information, please get Publication 504, Tax Information for Divorced or Separated Individuals.

Line 13 Business Income or (Loss)

Please see the instructions for Schedule C. Enter your income or (loss) from Schedule C.

Line 14 Capital Gain or (Loss)

Please see the instructions for Schedule D. Enter the gain or (loss) from Schedule D.

Line 15 Capital Gain Distributions

If you do not use Schedule D, show the taxable part of your capital gain distributions on line 15. The company making the distribution should tell you:

- Net capital gains for the entire year, and
- Net capital gains after Oct. 31, 1978.

Enter on line 15: (1) 40% of the smaller of (a) or (b), plus (2) 50% of the amount, if any, by which (a) is more than (b). If you are unable to obtain this information, you may enter 50% of the distributions and, if necessary, file an amended return later.

Line 16 Net Gain or (Loss) from Supplemental Schedule of Gains and Losses

See the instructions for Form 4797. Enter the gain or (loss) from Form 4797.

Line 17 Fully Taxable Pensions and Annuities

Use this line to report pension and annuity income not reported on Schedule E. This includes:

- Pensions and annuities if you paid no part of their cost.
- Military retirement pay from Form W-2P.
- Amounts received as an annuity under the special rule if you recovered your cost before January 1, 1978. See the instructions for Schedule E for details.

Line 18 Pensions, Annuities, Rents, Royalties, Partnerships, Estates or Trusts

See the instructions for Schedule E. Enter the income or (loss) from Schedule E.

Line 19 Farm Income or (Loss)

See the instructions for Schedule F. Enter the income or (loss) from Schedule F.



Line 20 Other Income

Use line 20 to report any income you can't find a place for on your return or other schedules. Also show the nature and source of the income. Examples of income to be reported on line 20 are:

- Prizes, awards and gambling winnings. Proceeds from lotteries, raffles, etc., are gambling winnings. (If you had any gambling losses, you may take them as an itemized deduction on Schedule A. However, you cannot deduct more losses than the winnings you report on this line.)
- Repayment of medical expenses or other items such as real estate taxes, that you deducted, if they reduced your tax in a prior year.
- Amounts recovered on bad debts you deducted in a prior year.
- Amounts your employer paid you for business expenses that are more than you spent for the actual business expenses.
- If you had a net operating loss in a prior year to carry forward to 1978, you should enter it as a minus figure on line 20. Attach a separate sheet showing how you figured the amount.

Note: Do not report any income from self-employment on line 20. If you do have any income from self-employment, you must use Schedule C or Schedule F.

Adjustments to Income

Line 22 Moving Expense

Employees and self-employed persons (including partners) can deduct certain moving expenses. The move had to be in connection with your job or business.

The deduction is allowable only if your change in job location has added at least 35 miles to the distance from your old residence to your work place. If you had no former principal work place, your new principal work place must be at least 35 miles from your former residence.

If you meet these requirements, you should see Form 3903 for details. Use Form 3903 to figure the amount of moving expense to show on line 22.

If your employer paid for any part of the move, you must report that as income on Form 1040, line 8. Your employer should give you Form 4782 and include the amount in total wages, tips and other compensation on Form W-2.

Line 23 Employee Business Expenses

You can deduct certain business expenses that were not paid by your employer. Travel, transportation (but not commuting to and from work) and meals and lodging can be deducted on line 23 by using Form 2106 even if you do not itemize deductions on Schedule A. All other business

expenses such as union or professional dues, tools and uniforms, can only be deducted if you itemize deductions on Schedule A. Outside salespersons claim their business expenses on line 23 by using Form 2106. For details, get **Publication 463, Travel, Entertainment and Gift Expenses**.

Line 24 Payments to an IRA

You no longer have to file Form 5329 unless you owe tax on excess contributions, premature distributions, or undistributed IRA funds.

Enter on line 24 the allowable deduction for contributions to your IRA. If this is a joint return and both spouses have IRAs, a separate computation must be made for each spouse's allowable deduction. The total of the two allowable deductions is then entered on line 24. For further information on IRA deductions, see **Publication 590, Tax Information on Individual Retirement Arrangements**.

Line 25 Payments to a Keogh (H.R. 10) Retirement Plan

Enter the allowable deduction for contributions to your Keogh (H.R. 10) plan on line 25. Sole proprietors should also file Form 5500-K or Form 5500. However, if the sole proprietor is the only person who has ever participated in the Keogh plan, Form 5500-K does not have to be filed for 1978. Partners are not required to file returns for Keogh plans in which they participate.

Line 26 Interest Penalty Due to Early Withdrawal of Savings

The Form 1099-INT given to you by your bank or savings and loan association will show the amount of any interest penalty you were charged because you withdrew funds from your time savings deposit before its maturity. This amount should be entered on line 26. Be sure to enter the interest income on Form 1040, line 9.

Line 27 Alimony Paid

You can deduct periodic payments of alimony or separate maintenance made under a court decree. You can also deduct payments made under a written separation agreement entered into after August 16, 1954, or a decree for support entered into after March 1, 1954. Don't deduct lump sum cash or property settlements, voluntary payments not made under a court order or a written separation agreement, or amounts specified as child support. For details, get **Publication 504, Tax Information for Divorced or Separated Individuals**.

Line 30 Disability Income Exclusion

This exclusion is for persons who are retired on permanent and total disability.

You must meet ALL these tests:

- You had not reached mandatory retirement age on January 1, 1978.
- You were under age 65 on December 31, 1978.
- You were permanently and totally disabled

a. when you retired, or

b. on January 1, 1976, or January 1, 1977, if you retired before the later date on disability or under circumstances which entitled you to retire on disability.

Use **Form 2440, Disability Income Exclusion**, to figure the amount of any exclusion. Enter the exclusion from Form 2440 on this line.

Line 31 Adjusted Gross Income

Subtract line 30 from line 29. If line 31 is

less than \$8,000, you may be eligible to claim the Earned Income Credit. Please see Instructions below.

If line 31 is less than zero (\$0) you may have a net operating loss that you can carry to another tax year. If you carry the loss back to prior years, see **Form 1045**. For more information, please get **Publication 535, Tax Information on Business Expenses and Operating Losses**.

Tax Computation

Line 32

Enter the amount from line 31.

Line 33

You will fall into one of the three classes below:

- You MUST itemize deductions,
- You choose to itemize, or
- You do not itemize.

The different classes are described below.

You MUST Itemize Deductions

You must itemize deductions if:

A. You can be claimed as a dependent on your parent's return and had interest, dividends, or other unearned income of \$750 or more. (There is an exception to this rule: You don't have to itemize if you had earned income* of \$2,200 or more if single (\$1,600 or more if married filing a separate return.) In either case, be sure to check the box on line 33.

B. You are married, filing a separate return, and your spouse itemizes.

C. You file Form 4563 and exclude income from sources in U.S. possessions. (Please see **Form 4563**, and **Publication 570, Tax Guide for U.S. Citizens Employed in U.S. Possessions**, for more details.)

D. You had dual-status as a nonresident alien for part of 1978, and during the rest of the year you were either a resident alien or a U.S. citizen. However, you do not have to itemize if you file a joint return with your spouse who was a U.S. citizen or resident at the end of 1978 and you and your spouse agree to be taxed on your combined worldwide income.

You must complete Schedule A (Itemized Deductions) if item A, B, C, or D, above applies to you. After you've completed Schedule A:

a. If Schedule A, line 40, is more than line 39, do not fill in Form 1040, line 33. Go to Schedule TC instead and complete Part II to figure the amount to enter on Form 1040, line 34.

b. If Schedule A, line 39, is more than line 40, enter on Form 1040, line 33, the amount from Schedule A, line 41.

You Choose to Itemize

You may choose to itemize your deductions if you are:

- Married and filing a joint return, or a Qualifying widow(er) with dependent child, and your itemized deductions are more than \$3,200.

- Married and filing a separate return, and your itemized deductions are more than \$1,600.

- Single, or an Unmarried head of household, and your itemized deductions are more than \$2,200.

If you do itemize, complete Schedule A and enter the amount from Schedule A, line 41, on Form 1040, line 33.

Caution: Certain taxpayers must itemize even though their itemized deductions are less than the amount shown here for their filing status. See "You MUST Itemize Deductions" above.

You Do Not Itemize

If your itemized deductions are less than the amount shown above for your filing status (or you choose not to itemize), enter

zero on line 33 unless you MUST itemize as described above.

Line 34

Subtract line 33 from line 32. Remember—if you completed Schedule TC, Part II, the amount on line 34 will be the amount from Schedule TC, Part II, line 5, and line 34 will be more than line 32.

Line 35 Tax

To figure your tax, you will use either the Tax Tables or Schedule TC, Part I. Read the conditions below to see which you should use.

Schedule TC

You must use Schedule TC, Part I, to figure your tax if:

- Line 34 is more than \$20,000 and you checked Form 1040, Filing Status Box 1, 3, or 4.

- Line 34 is more than \$40,000 and you checked Form 1040, Filing Status Box 2, or 5.

- You claim:
4 or more exemptions and checked Form 1040, Filing Status Box 1 or 3;

- 9 or more exemptions and checked Form 1040, Filing Status Box 4; or

- 10 or more exemptions and checked Form 1040, Filing Status Box 2 or 5.

Also use Schedule TC, Part I, if you figure your tax using any of the methods listed below.

- **Alternative Tax, Schedule D.**—You may want to use this method if your net long-term capital gain is more than your net short-term capital loss, or if you have a net long-term capital gain only. If you do, fill in Schedule D, Part IV.

- **Income Averaging, Schedule G.**—You may want to use this method if there has been a large increase in your income this year. If so, fill in Schedule G.

- **Maximum Tax on Personal Service Income, Form 4726.**—The tax on this income is limited to a maximum rate of 50 percent. You should get **Form 4726** for more information if your taxable income, or personal service taxable income, was over:

- a. \$40,200 and you checked Form 1040, Filing Status Box 1 or 4, OR

- b. \$55,200 and you checked Form 1040, Filing Status Box 2 or 5.

You can't use Form 4726 if you checked Form 1040, Filing Status Box 3.

Tax Tables

If none of the above conditions apply to you, you MUST use the Tax Tables to find your tax.

Be sure you use the correct Tax Table. If you checked Form 1040:

- Filing Status Box 1, use Tax Table A (Single).

- Filing Status Box 2 or 5, use Tax Table B (Married Filing a Joint Return and Qualifying Widow(er)s).

- Filing Status Box 3, use Tax Table C (Married Filing a Separate Return), or

- Filing Status Box 4, use Tax Table D (Unmarried Head of Household).

Instructions for using the Tax Tables are at the beginning of each table. Allowances for the zero bracket amount, exemptions, and the general tax credit have already been built into the Tax Tables for you.

Line 36 Additional Taxes

Use this line to report any of the additional taxes listed below. Check the box(es) on line 36 for the taxes that apply to you.

- **Form 4970, Tax on Accumulation Distribution of Trusts**

- **Form 4972, Special 10-Year Averaging Method**

Form 5544, Multiple Recipient Special 10-Year Averaging Method

Form 5405, Recapture of Credit for Purchase or Construction of New Principal Residence

Section 72(m)(5) penalty tax. If you are or were an owner-employee, and received income from a premature or excessive distribution from a Keogh (H.R. 10) plan or trust, you will have to pay a penalty tax of 10 percent of the distribution. The penalty is in addition to the regular income tax. (Note: Only the credits on lines 38, 39, 40 and 45 can be used to reduce this tax. On a separate sheet, show how you applied any of these credits.) See **Publication 560, Tax Information on Self-Employed Retirement Plans**, for more details.

Credits

Line 38 Credit for Contributions to Candidates for Public Office

You may take a tax credit on this line for contributions to candidates for public office, political committees, and newsletter funds of candidates and elected public officials.

If you have already listed these contributions on Schedule A, line 31, do not take a credit for them here. Also, do not take this credit for any amount you checked to go to the Presidential Election Campaign Fund.

To figure your credit, add up the amounts you gave. Enter half of the total on line 38, but do not enter more than the smaller of the following:

- \$25 (\$50 if you are married and filing a joint return), or
- The amount on line 37 reduced by the amount of credits on lines 39, 41, and 42.



Line 39 Credit for the Elderly

You may be able to take this credit and reduce your tax if you are:

- Age 65 or over, or
- Under age 65 and retired under a public retirement system.

For more information, please see the instructions for **Schedules R & RP**. Enter the credit on this line.

Line 40 Credit for Child and Dependent Care Expenses

You may be able to take a credit on this line for payments you made for child and disabled dependent care while you or your spouse worked or looked for work.

The credit is allowed if you maintained a home that included a child under age 15 or a dependent or spouse not capable of self-care.

Please see **Form 2441** for more information including a special rule for divorced or separated taxpayers.

Line 41 Investment Credit

You are allowed a credit for investing in certain trade or business property. Use

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Form 3468 to figure the amount of any credit. Enter the credit from Form 3468 on this line.

Line 42 Foreign Tax Credit

Form 1116 explains when you can take this credit for payment of income tax to a foreign country or U.S. possession. Also see Publication 514, Foreign Tax Credit for U.S. Citizens and Resident Aliens. Enter the credit from Form 1116 on this line.

Line 43 Credit for Wages Paid or Incurred in Work Incentive (WIN) Programs

You may be able to take a credit on this line for hiring employees under a WIN program. You may also claim a credit for employing certain persons who receive Federal welfare payments. For more information, please get Form 4874.

Line 44 New Jobs Credit

Business employers who increased their business payroll may qualify for this credit. Enter the credit on this line. Please get Form 5884 and Publication 902, Tax Information on Jobs Tax Credit.

Line 45 Residential Energy Credits

If you have qualifying energy saving expenditures for your residence that were made after April 19, 1977, you may qualify for the energy credit. Form 5695, Energy Credits, will tell you which expenses qualify and how to claim the credit.

Energy credits for energy saving expenditures you made after April 19, 1977, and in 1978 should be claimed on your 1978 Federal income tax return. Do not file an amended 1977 return to claim your 1977 energy saving expenditures.

Other Taxes

Line 48 Self-Employment Tax

If you had self-employment income in 1978, and earned under \$17,700 in wages from which FICA or RRTA tax was withheld, you may have to pay self-employment tax. Please see Schedule SE and instructions. If you have to pay self-employment tax, enter the amount from Schedule SE, line 18.

Line 49 Minimum Tax

A minimum tax may be charged if you have certain tax preference items. Examples are:

- long-term capital gains;
- accelerated depreciation;
- stock options; and
- adjusted itemized deductions. In general, this is the amount by which your itemized deductions as adjusted exceed 60 percent of your adjusted gross income.

Attach Form 4625 and enter the tax on this line if you have:

- items of tax preference of more than \$10,000 (\$5,000 if married filing a separate return) even if there is no minimum tax; or
- any minimum tax liability deferred from an earlier tax year.

Please see Form 4625 for details.

Line 50 Tax from Recomputing Prior Year Investment Credit

You may owe this tax if you:

- held investment credit property for less than seven years; and
- disposed of it before the end of its useful life.

See Form 4255 for details. Enter any tax

from Form 4255 on this line.

You may also need Form 4255 if you disposed of more than one-third of your interest in a partnership or small business corporation.

Line 51 Social Security (FICA) Tax on Tip Income Not Reported to Employer

If you received tips of \$20 or more in any month and you did not report the full amount to your employer, you must pay the social security or railroad retirement tax on the unreported tips.

To figure the amount of social security tax on unreported tips, complete Form 4137 and attach it to your Form 1040. Enter the tax on this line.

To determine the amount of railroad retirement tax on unreported tips, contact your nearest Railroad Retirement Board office. On line 51, enter the tax and next to it, write "RRTA" in the margin.

Be sure all your tips are included as income on Form 1040, line 8.

Line 52 Uncollected Employee FICA and RRTA Tax on Tips

If you did not have enough wages to cover the social security tax (FICA) or railroad retirement tax (RRTA) due on tips you reported to your employer, the amount of tax due will be shown on your Form W-2. Enter that amount on line 52.

Line 53 Tax on an IRA

If you have an IRA (Individual Retirement Arrangement), add any taxes from Form 5329. Enter this total on line 53.

Payments

Line 55 Total Federal Income Tax Withheld

Add the Federal income tax withheld as shown on your forms W-2, W-2G, and W-2P. Enter the total on this line.

Line 56 1978 Estimated Tax Payments

Enter on this line any payments you made on your estimated Federal income tax (Form 1040-ES) for 1978. Include any overpayment from your 1977 return that you applied to your 1978 estimated tax.

If you and your spouse paid joint estimated tax but are now filing separate income tax returns, either of you can claim all of the amount paid. Or you can each claim a part of it. Please be sure to show both social security numbers on the separate returns.

If you or your spouse paid separate estimated tax, but you are now filing a joint income tax return, add the amounts you each paid.

Follow the above instructions even if your spouse died.

Line 57 Earned Income Credit

If line 31 is under \$8,000, see the Earned Income Credit Worksheet on page 2 of the Instructions. If you can take the credit, be sure to enter on line 57 the first name of the child who qualifies you for the credit. Enter the credit from line 8 or line 13 of the worksheet.

Line 58 Amount Paid with Form 4868 (Extension of Time to File)

If you filed Form 4868 to get an extension of time to file Form 1040, enter the amount you paid with Form 4868.

Line 59 Excess FICA and RRTA Tax Withheld—Two or More Employers

If you had two or more employers in 1978 and together they paid you more than \$17,700 in wages, too much social security

tax (FICA) and railroad retirement tax (RRTA) may have been withheld from your wages. If so, you may be able to take credit for it against your income tax.

If you are a railroad employee and you claim the credit, attach a statement from your employer showing the amount of employee RRTA compensation and amount of RRTA tax withheld.

If you are filing a joint return, you have to figure this separately for you and your spouse.

Please follow the steps below to see if you can take credit.

Step 1. Add all FICA and RRTA tax withheld (but not more than \$1,070.85 for each employer). * Enter total here. . . \$ _____

Step 2. From Form 1040, line 52, enter all uncollected FICA or RRTA tax on tips, if any . . . \$ _____

Step 3. Add 1 and 2 above . . . \$ _____

Step 4. Less \$ -1,070.85

Step 5. Subtract 4 from 3. Enter this amount on line 59 . . . \$ _____

*Note: If any one employer withheld more than \$1,070.85, you should ask the employer to refund the excess to you. You cannot take credit for it on your return.



Line 60 Credit for Federal Tax on Special Fuels and Oils

If you can take a credit for tax on special fuels, non-highway gasoline, and lubricating oils, please attach Form 4136. Enter the credit on line 60.

Line 61 Regulated Investment Company Credit

Enter on this line the total amount of the credit from Form 2439. Be sure to attach Copy B of Form 2439.

Refund or Due Line 63 Amount Overpaid (If Line 62 is larger than line 54)

Subtract line 54 from line 62. You can choose to have all, or part, of this amount refunded to you (line 64). The remainder, if any, can be applied to your estimated tax for 1979 (line 65). If line 63 is under \$1, we will send you a refund only on written request.

Line 64 Refund

Enter the amount from line 63 that you want refunded to you. If your refund is large, you may want to change the amount of income tax withheld from your pay. See the Instructions on page 14 for Income Tax Withholding for 1979.

Line 65 Credit to 1979 Estimated Tax

Subtract line 64 from line 63. This is the amount that will be credited to your estimated tax for 1979. Enter this amount on line 65.

We will apply amounts to your account unless you attach a request to apply it to your spouse's account. The request should include your spouse's social security number.

Line 66 Balance Due (If line 54 is larger than line 62)

Subtract line 62 from line 54. This is the amount you owe. Enter the amount on this line.

Attach your check or money order for the full amount when you file. Make it out to "Internal Revenue Service" and be sure to write your social security number on it. If line 66 is under \$1, you do not have to pay.

In most cases, people who have income tax withheld from their wages will find that the amount withheld will be fairly close to their tax for the year. Sometimes it is not, and this is more likely to happen if both you and your spouse worked.

If you do owe tax for 1978 you may want to increase the amount of income tax withheld from your pay. Or, you may prefer to file a Declaration of Estimated Tax on Form 1040-ES. See the Instructions below for Income Tax Withholding for 1979 and Should You File a Declaration of Estimated Tax?

Sign and date your return.

Form 1040 is not considered a return unless you sign it. Your spouse must also sign if it is a joint return.

Penalties and Interest

a. Interest. Interest will be charged on taxes not paid on or before their due date, even if an extension of time to file is granted.

b. Late Filing of Return. The law provides a penalty of from 5 percent to 25 percent of the tax due for filing late unless you can show reasonable cause for the delay. If you file a return late, attach an explanation to your return.

c. Late Payment of Tax. The penalty for not paying tax when due is ½ of 1 percent of the unpaid amount for each month or part of a month it remains unpaid. The maximum penalty is 25 percent of the unpaid amount. The penalty applies to any unpaid tax shown on a return. It also applies to any additional tax shown on a bill if it is not paid within 10 days from the date of the bill. This penalty is in addition to the applicable interest charges on late payments.

Income Tax Withholding for 1979

If the amount you overpaid (line 63) or the balance you owe IRS (line 66) is large, please see your payroll office. Ask them about filling out a new Form W-4 to change the amount of income tax to be withheld from your pay. A working married couple may need to increase the amount of tax withheld from one or both of their wages to avoid owing a large payment when filing their return.

Should You File a Declaration of Estimated Tax?

In general, a declaration is not required to be filed if you expect that your 1979 Form 1040 will show a tax refund, or a tax balance due IRS of less than \$100. If your total estimated tax is \$100 or more, please get Form 1040-ES. You may be required to make a declaration of estimated tax.

Address Change

If you move after you file your return and you are expecting a refund, you should notify the post office serving your old address. Also notify the IRS service center where you filed your return of your address change. This will help to forward your check to your new address as soon as possible. Please be sure to include your social security number in any correspondence with the IRS.

Attachments

Attach Copy B of Forms W-2, W-2G, and W-2P to the front of Form 1040. Attach

schedules in alphabetical order and other forms in numerical order to the back of Form 1040.

Instructions for Schedule A

Itemized Deductions

Some taxpayers must itemize their deductions and some should itemize because it will save them money. See **You Must Itemize Deductions and You Choose to Itemize on page 11.**

If you itemize, you can deduct part of your medical and dental expenses, and amounts you paid for certain kinds of taxes, interest, contributions, casualty and theft losses, and other miscellaneous expenses. These are explained below.

If your deductions are more than 60% of Form 1040, line 31, you may have a tax preference item. See the instructions for Form 1040, line 49, on page 12.

Line 1 through 10 Medical and Dental Expenses

Before you can figure your total deduction for medical expenses, you must complete your Form 1040 through line 31.

Only that part of your medical and dental expense that is more than 3% of your adjusted gross income on Form 1040, line 31, is deductible.

However, you may deduct one-half of your medical insurance premiums, up to a maximum of \$150, without reducing the amount by 3 percent of your adjusted gross income. Include amounts you paid for hospital, medical, and extra Medicare (Medicare B) insurance. Show half of your payments, up to \$150, on line 1 and put the balance on line 5. You can deduct the amount on line 1, even if you had no other medical expenses.

Only medicine and drug costs that are more than 1% of Form 1040, line 31, are deductible as medical expenses, subject to the 3% limitation.

Lines 1 through 10 of Schedule A explain how to deduct your medical and dental expenses. When you figure them, you can include medical and dental bills you paid for:

- yourself;
- your spouse;
- all dependents you list on your return; and

• any person that you could have listed as a dependent on your return if that person had not received \$750 or more of gross income or had not filed a joint return. For example, you may have contributed more than half of the support for your mother, but you cannot list her as a dependent because she received \$750 in gross income during the year. If part of your support was the payment of medical bills for her, you can include that part in your medical expenses.

You should include all amounts you paid during 1978, but do not include amounts repaid to you, or paid to anyone else, by hospital, health or accident insurance.

Examples of Medical and Dental Payments You CAN Deduct

To the extent you were not repaid by insurance, you can deduct what you paid for:

- Medicines, drugs, birth control pills, vaccines, and vitamins your doctor told you to take.
- Medical doctors, dentists, eye doctors, gynecologists, chiropractors, osteopaths, podiatrists, psychiatrists, psychologists, physical therapists, acupuncturists, and psychoanalysts (medical care only).
- Medical examinations, X-ray and labora-

tory services, insulin treatment, and whirlpool baths the doctor ordered.

- Nursing help. If you pay someone to do both nursing and housework, you can deduct only the cost of the nursing help.

- Hospital care (including meals and lodging), clinic costs, lab fees.

- Medical treatment at a center for drug addicts or alcoholics.

- Medical aids such as hearing aids (and batteries), false teeth, eyeglasses, contact lenses, braces, orthopedic shoes, crutches, wheelchairs, guide dogs and the cost of maintaining them.

- Ambulance service and other travel costs to get medical care. If you used your own car, you can figure what you spent for gas and oil to go to and from the place you received medical care, or you can figure costs at 7¢ a mile plus parking fees and tolls.

Examples of Medical and Dental Payments You CANNOT Deduct

Payments you made for the following are not deductible:

- The basic cost of Medicare insurance (Medicare A).
- Life insurance policies.
- The 1% hospital insurance benefits tax withheld from your pay as part of the social security tax or paid as part of social security self-employment tax.
- Nursing care for a healthy baby. (You may qualify for child care credit; see Form 2441.)
- Illegal operations or drugs.
- Travel your doctor told you to take for rest or change.
- Funeral, burial or cremation.



Line 11 through 17 Taxes

Taxes You CAN Deduct

- **State and local income taxes (line 11)**
List State and local income taxes withheld from your salary, also list estimated payments made under a pay-as-you-go plan. Include payments you made in 1978 on a tax for a prior year.

If you receive a refund of (or credit for) prior year taxes in 1978, see the Instructions for Form 1040, line 11. Do not reduce your itemized deductions by this amount.

- **Real estate taxes (line 12)**

Include taxes on property you own that was not used for business. **Publication 530, Tax Information for Homeowners, and Publication 588, Tax Information on Condominiums and Cooperative Apartments,** explain the deductions homeowners can take.

If you pay your real estate taxes as part of your mortgage payments, do not take a deduction for that amount. Deduct the taxes in the year they are actually paid by the mortgage company to the taxing authority.

- **State and local taxes on gas used in your car, boat, etc. (line 13)**

The State Gasoline Tax Table on page 16 shows rates for each State and is based on

nonbusiness car miles driven. If you kept a record that shows you paid more than the table amount, deduct the larger amount.

For gas used for other purposes, such as a boat or motorcycle, deduct the tax you paid. Figure the number of gallons you used and multiply it by the tax rate for your State as shown in the table.

- **General sales taxes (line 14)**

The Optional State Sales Tax Tables show how much you can deduct for your income and family size. You can add to the tax table amount the general sales tax you paid if you bought:

a. A car, motorcycle, motor home, or truck. (Note: Vermont and West Virginia charge a higher sales tax for these than they do for other items. Figure how much tax you would have paid at the general sales tax rate and add only that amount to the tax table amount.)

b. A boat, plane, home (including mobile or prefabricated) or materials to build a home if:

- The tax rate was the same as the general sales tax rate, and
- Your sales receipt or contract shows how much tax you paid.

If you kept records that show you paid more State sales tax than the tables list, you may deduct the larger amount. Include State or local selective sales or excise taxes if the rates were the same as the general sales tax rates.

- **Personal property taxes (line 15)**

This tax must be based on value alone. For example, if part of the fee you paid for the registration of your car was based on the car's value and part was based on its weight, you can deduct only the part based on value.

- **Other (line 16)**

If you had any deductible tax not listed on Schedule A, lines 11 through 15 (such as foreign income tax), describe the tax and show the amount on line 16.

If you paid tax to a foreign country or U.S. possession, you may want to list it as a credit instead of a deduction. Please see **Publication 514, Foreign Tax Credit for U.S. Citizens and Resident Aliens.**

Taxes You CANNOT Deduct

- Federal income tax.
- Social security tax (FICA).
- Railroad retirement tax (RRTA).
- Federal excise tax on personal property, transportation, telephone, and gasoline.
- Customs duties.
- Federal estate and gift taxes.
- Certain States and local taxes, including:
 - a. License fees (marriage, driver's, dog, hunting, etc.)
 - b. Car inspection fees.
 - c. Tax on liquor, beer, wine, cigarettes, and tobacco.
 - d. Tax on sidewalks or other improvements to your property.
 - e. Taxes paid for your business or profession. (Use Schedule C, E, or F of Form 1040 to report these business taxes.)
 - f. Tax you paid for someone else.

Lines 18a through 20 Interest Expense

You should show on Schedule A only interest on nonbusiness items.

In general, a cash basis taxpayer, who in 1978 prepaid interest for any period after 1978, can only deduct the amount for 1978.

Interest Expense You CAN Deduct

Include the interest you paid on—

- Your home mortgage. (line 18a)
- Bank and other general purpose credit

cards. Deduct the finance charge as interest if no part of it was for service charges, membership fees, loan fees, credit investigation fees, etc. (line 18b)

- Revolving charge accounts. Deduct any finance charge a retail store added if the charges are based on your monthly unpaid balance. (line 18b)

- Your personal note for money you borrowed from a bank, a credit union, or another person.

- Life insurance loans, if you paid the interest in cash.

- Installment contracts on personal property, such as cars and televisions.

- Tax you paid late. Show only the interest; do not include any amount that is considered a penalty. If the tax is deductible, show it under Taxes (lines 11 through 17 of this schedule).

- Debts on investment property. Report the nonbusiness part of interest on these debts on line 19. (If your total investment interest is more than \$10,000 (\$5,000 if married filing a separate return), you may have to complete **Form 4952, Investment Interest Expense Deduction,** to figure your correct deduction. Also see **Publication 550, Tax Information on Investment Income and Expenses,** for details.)

Interest Expense You CANNOT Deduct

Do not include the interest you paid for—

- Tax-exempt income. This includes interest on money you borrowed to buy or carry wholly tax-exempt securities.
- A life insurance loan if the interest is added to the loan and you report on the cash basis.
- A debt to buy a single-premium life insurance or endowment contract.
- Any kind of business transaction. Use Schedule C, E, or F to report business interest expenses.

Lines 21a through 24 Contributions

You can deduct what you gave to organizations that are religious, charitable, educational, scientific, or literary in purpose. You can also deduct what you gave to organizations that work to prevent cruelty to children or animals.

Examples of these organizations are:

- Churches, temples, synagogues, Salvation Army, Red Cross, CARE, Goodwill Industries, United Way, Boy Scouts, Girl Scouts, Boys Club of America, etc.
- Fraternal orders, if the gifts will be used for the purposes listed above.
- Veterans' groups and certain cultural groups.
- Nonprofit schools, hospitals, and organizations whose purpose is to find a cure for, or help people who have, arthritis, asthma, birth defects, cancer, cerebral palsy, cystic fibrosis, diabetes, heart disease, hemophilia, mental illness, retardation, multiple sclerosis, muscular dystrophy and tuberculosis.
- Federal, State and local governments if the gifts are exclusively for public purposes.

If you do not know whether you can deduct what you gave to an organization, check with that organization or an Internal Revenue Service office.

Contributions You CAN Deduct

Contributions can be cash, checks, money orders, property, or out-of-pocket expenses you paid to do volunteer work for the kinds of organizations described above. If you drive to and from the volunteer work, figure your expenses at 7¢ a mile or the actual cost of gas and oil. (But don't deduct any amounts that were repaid to you.)

If you gave property, attach a descrip-

Continued on Page 30

Continued from Page 29

tion of it. Include the date you gave the property, and show how you figured its value. Attach a signed copy of an appraisal for gifts worth more than \$200, and for each gift of capital gain or ordinary income property. Include in the description of each gift:

- a. Any conditions attached to the gift.
- b. How you got the property.
- c. The cost or other basis of the property if:

- 1. you owned it less than five years, or
- 2. you must reduce the contribution by any ordinary income or capital gain that would have resulted if the property had been sold at its fair market value.

d. How you figured your deduction if you chose to reduce your deduction for contributions of capital gain property.

If you gave used clothing or furniture, deduct their fair market value at the time you gave them. Fair market value is what a willing buyer would pay a willing seller when neither has to buy or sell and both are aware of the conditions of the sale.

In some cases, you can deduct amounts you spent to take care of a student in your home. However, you must have a written agreement with a charitable or educational institution.

Special rules apply if your contributions are more than 20 percent of Form 1040, line 31. If you gave gifts of property that increased in value, made bargain sales to charity, or gave gifts of the use of property, other rules apply.

Contributions you CANNOT Deduct

- Dues, fees, or bills paid to country clubs, lodges, fraternal orders, or similar groups.
- Cost of raffle, bingo, or lottery tickets.
- Tuition to a private school.
- The value of your time or services.
- Value of blood given to a blood bank.
- The transfer of a future interest in tangible personal property (generally, until the entire interest has been transferred).
- Gifts to:
 - a. Individuals.
 - b. Foreign organizations.
 - c. Groups that are run for personal profit.
 - d. Groups whose purpose is to lobby for changes in the laws.
 - e. Civic leagues, social and sports clubs, labor unions, and chambers of commerce.

Lines 25 through 29

Casualty and Theft Losses

Use this schedule to report casualty or theft losses of property other than business property. A single loss can include damage to or theft of more than one item from the same event.

If you had more than one loss, attach a separate sheet showing, for each loss, the information asked for on lines 25 through 28. Form 4684, Casualties and Thefts, may be used for this. Enter the total of all losses on line 29. Write in the margin, "Multiple losses. See attached statement."

Losses You CANNOT Deduct

- Money or property you misplaced or lost.
- Breakage of china, glassware, furniture, and similar items under normal conditions.
- Damage to property (buildings, clothes, trees, etc.) caused by termites, moths, other insects, or disease.

Losses You CAN Deduct

You may be able to deduct all or part of each loss caused by theft, vandalism, fire, storm, and car, boat and other accidents or similar causes.

Lines 30 through 32

Miscellaneous Deductions

Miscellaneous Amounts You CAN Deduct

Business Use of Home

Expenses for business use of part of your home can only be deducted if that part is used exclusively and continuously in connection with your work and for the convenience of your employer. Publication 587, Business Use of Your Home, will give you detailed information.

Political Contributions

Include what you gave to candidates for public office, political committees, and to newsletter funds of candidates and elected public officials. You can deduct these contributions on Schedule A, line 31, or take them as a credit on Form 1040, line 38, but you can't do both. See the instructions on page 12 for how to figure the credit.

If you use Schedule A, don't deduct more than \$100 (\$200 if married filing a joint return). On line 31, next to the amount, write "Political Contribution."

Education Expenses

Generally, you can deduct what you paid for education required by your employer, or by law or regulations, to keep your present salary or job. In most cases, you can also deduct the cost of maintaining or improving skills you must have in your present position.

Some educational expenses cannot be deducted. Among them are expenses for study that helps you meet minimum requirements for your job, or qualifies you to get a new job. Also, do not deduct expenses that were repaid to you.

Gambling Losses

You can deduct gambling losses, but not more than the gambling winnings you reported on Form 1040, line 20.

Employee Expenses

Examples of the expenses you can deduct (if you were not reimbursed for them) are:

- a. Union dues (line 30).
- b. Safety equipment, small tools, and supplies you needed for your job.
- c. Uniforms your employer said you must have, and which you cannot usually wear away from work.
- d. Protective clothing, such as hard hats and safety shoes.
- e. Physical examinations your employer said you must have.
- f. Dues to professional organizations and chambers of commerce.
- g. Subscriptions to professional journals.
- h. Fees to employment agencies and other costs to get a new job in your present occupation.

Expenses of Producing Income

You can deduct what you paid to produce or collect income, or to manage or protect property held for producing income. Examples of these expenses are:

- a. Safe deposit box rental.
- b. Certain legal and accounting fees, including amounts you paid in 1978 to have tax returns prepared.
- c. Clerical help.
- d. Office rent.
- e. Custodial fees.

Miscellaneous Expenses You CANNOT Deduct

Examples of expenses you cannot take are:

- Legal help for personal matters.
- Lost or misplaced cash or property.
- Midday meals, or meals while working extra hours.
- Entertaining friends.
- Expenses of going to or from work.
- Education that you need to meet minimum requirements for your job or that will qualify you for a new occupation.
- Fines and penalties.
- Expenses of producing tax-exempt income.

Lines 33 through 41

Summary of Itemized Deductions

If you have not already entered the totals from each group of deductions in lines 33 through 38, do so now. Add lines 33 through 38, and enter your total deductions on line 39. Enter the amount for your filing status on line 40.

If line 39 is more than line 40, subtract line 40 from line 39 and enter the difference on Schedule A, line 41, and on Form 1040, line 33.

If line 40 is more than line 39, enter zero on Schedule A, line 41, and on Form 1040, line 33, unless you are required to itemize deductions (see page 11 for **You MUST Itemize Deductions**).

Note: You will receive the full benefit of your itemized deductions because the zero bracket amount you entered on line 40 has been built into the tax tables and tax rate schedules for you.

IRS Will Figure Your Tax and Some of Your Credits

If you want us to, we will figure your tax for you. You won't even have to visit an IRS office. We will make sure it's figured the way that will let you pay the smallest amount. If you paid too much, we will send you a refund. If you did not pay enough, we will bill you for the balance. You will not be charged interest or penalty

if the bill for tax due is paid within 30 days of the notice date, or by the due date for your return, whichever is later.

We can figure your tax if you meet the conditions below.

• All of your income for 1978 was from one or more of these:

- a. Salaries and Wages.
- b. Tips.
- c. Interest.
- d. Dividends.
- e. Pensions or Annuities.

• You do not itemize deductions.

• You do not file Schedule G, Income Averaging.

• You do not file Form 2555, Exemption of Income Earned Abroad.

• Your adjusted gross income (line 31) is not more than \$20,000 (not more than \$40,000 if you are married and filing a joint return or as a qualifying widow(er)).

• You (and your spouse is filing a joint return) sign and date your return and mail it on or before April 16, 1979.

• You give enough information so that we can figure the tax. Please read the following instructions.

a. Fill in the parts of your return through line 31 that apply to you. The Line-By-Line Instructions which start on page 6 explain how to fill in your return.

b. If you are filing a joint return, use the space under the words "Adjustments to Income" on the front of your return to show your adjusted gross income and your spouse's adjusted gross income separately.

c. Read lines 38 through 61. Fill in the lines that apply to you, but do not fill in the total lines. See the instruction below if you want us to figure your Credit for the Elderly or Earned Income Credit.

d. Fill in any forms or schedules asked for on the lines you completed and attach them to the return when you file it.

We will figure some of your credits, too. Fill in your return through line 31 as explained above. Follow the instructions below and sign, date, and mail it before the date. We will then figure these credits if you qualify:

Credit for the elderly. Follow the instructions below. Be sure to attach the schedule to your return. Write "CFE" on Form 1040, line 39.

Schedule R.—Check the box for your filing status and age, and fill in line 2(a).

Schedule RP.—Enter the name of the public retirement system. Also check the box for your filing status and age, and fill in lines 2 and 5.

Earned income credit. On line 57 of your return write "EIC" and the name of your child who qualified you for the credit.



April 16, 1979 Is Deadline for Filing Returns

50 Dead in French Tanker Blast in Bantry Bay, Ireland

One witness said it was like "looking into the flames of hell as the ship went up."

The ship referred to was the French supertanker *Betelgeuse*, which exploded at the Gulf oil terminal in Ireland's Bantry Bay earlier this month, killing the entire ship's crew of 41 and nine others.

The ten-year old tanker had unloaded about two-thirds of its 31 million gallon cargo when it was split in half by explosions that sent flames some 600 feet into the air.

It has not as yet been determined what caused the explosion, though a touching off of residue hydro-carbons is suspected.

Though the ship was three miles offshore, unloading via an underwater pipe system, the terminal's storage tanks were threatened by flames that quickly spread out into the Bay. The threat was later eliminated as the flames were contained.

It was a terrible tragedy, especially in terms of the lives lost. Those on the *Betelgeuse* had no chance of survival when the blast occurred. Some bodies were hurled more than 500 yards from the ship, and all around was burning oil. The blast was so severe that windows were smashed in the little town of Bantry, and it was heard some 10 miles away.

As the demand for oil increases, more and bigger tankers will continually be calling on such hitherto pristine locations as Bantry Bay. The Bay was long known as one of the world's more beautiful natural areas. Unfortunately, it also happened to be one of the most ideal locations for a deepwater oil terminal in that part of the world.

So, the tragedy is far-reaching. In spite of Gulf's attempts to blend their storage tanks into the terrain, Bantry Bay and the country that immediately surrounds it will never be the same. And, as much as we would like to think that no more disasters, such as befell the

Betelgeuse, will occur, the odds are against our wishful thinking.

The odds can only be improved by the enforcement of proper safety and training standards, something which

seems to be grossly lacking in too many of the world's tankers. We maintain—and the record shows—that American-flag tankers sail with probably the best odds in the world.



Smoke billows from wreck of French tanker *Betelgeuse* which blew up in Bantry Bay Ireland earlier this month killing 41 crewmen and 9 shoreside workers.

Christmas at the USPHS



Around Christmastime in the Staten Island, N.Y. USPHS Hospital, Seafarer Rex O'Connor (left) beamed with pleasure for the cards and cigarets brought by SIU Rep. John Dwyer (right). Seated (center) is young Seafarer Richard Navarre.



Also happy at the S.I., N.Y. USPHS with their Christmas holiday cheer (in wheelchairs l. to r.) are Deckgang member Robert Purvis and OMED Keith Rice. Standing (l. to r.) are 3rd Cook Melvin Bass, visiting SIU Rep. John Dwyer and Steward Utility Rudolph Evans.

New Towboat Joe M. Powell

Another new towboat has been delivered to an SIU-contracted company.

The *Joe M. Powell* was christened last month and is now pushing two new barges on the Gulf Intracoastal waterway. She is operated by the Higman Towing Company of Orange, Tex., which was formerly known as Slade,

Inc. The renamed company has a fleet of eight boats, operated top to bottom by SIU Boatmen.

The new vessel measures 65 ft. by 24 ft. She has an all modern galley and central air conditioning. Her two barges, which make up a single unit tow, measure 264 ft. by 50 ft. and each carry 20,000 barrels of crude oil.

Delta Argentina Lifeboat Crew Aids Injured Yachtswoman

The seas were running about two to four feet with a strong head wind as the *SS Delta Argentina* sailed enroute to Dakar, West Africa.

The normal duties of the day were interrupted, when as it was noted in the *Ship's Minutes* of November 26, 1978, a radio message was received from a small craft in need of assistance.

The position of the craft was noted and the *Delta Argentina* altered course. Shortly after they spotted the small sailing craft in the distance.

As they drew closer it was determined that the craft was approximately 40 feet long and was headed West toward the West Indies from France. Her name was *Pierre Moine*, a small yacht.

The crew was alerted, a lifeboat lowered and manned by three AB's, an

ordinary, a wiper, a third mate and an engineer under the direction of the Chief Mate.

The craft was not too far away but the task was difficult as the seas were not cooperating. As the men came alongside the craft, they were told that a young woman, Brunet Monet, 20 years old, was suffering from severe back pains sustained in an accident.

Ms. Monet was gently lowered into the lifeboat, taken to the *Delta Argentina* and made as comfortable as possible. The ship then diverted to Mendila in the Cape Verde Islands where Ms. Monet was placed ashore to be given treatment at a local hospital.

The entire operation went very smoothly and in the best tradition of the Brotherhood of the Sea as noted by Recertified Bosun Floyd Peavoy.

Personals

Mark Adams A-582

Mrs. B. Durand says that she found some of your personal papers which you can retrieve by contacting her at 803 S. 10th St., Yakima, Wash. 98901.

Paul J. Crabtree

Your niece, Yvonne Brown (Rouse) asks that you contact her at 924 Barker St., Bristol, Tenn. 37620.

Tom Finch, Engine Dept.

Frank Grissom would like to hear from you at 228 Loma, Garland, Tx. 75040.

Raymond Friedler

Mrs. C.J. Wesley would like you to contact her at 4094 Ridge Road West, Rochester, N.Y. 14626.

Andrew Philip Greenwood PB-44226

Please contact SIU Representative Red Campbell at SIU Headquarters.

Bobby Gene McMichael

Please contact your sister as soon as possible. Very urgent, at the following address. (Mrs.) June Renfrow 139 Meadowpark Drive, Hattiesburg, MS 39401.



NEW PENSIONERS



Recertified Bosun Herbert D. "Red" Braunstein, 55, joined the SIU in 1943 in the port of New York. Brother Braunstein also sailed during the Vietnam War. He graduated from the Union's Recertified Bosuns Program in April 1975. Seafarer Braunstein attended a Piney Point Conference in 1972. Born in New York City, he is a resident of Norwalk, Calif.



Herbert Murealus Fentress, 65, joined the SIU in the port of Norfolk in 1962 sailing as a fireman-watertender. Brother Fentress sailed 20 years. He was born in Norfolk and is a resident there.



Stefan Goscinski, 49, joined the SIU in the port of New York in 1956 sailing as 3rd cook. Brother Goscinski sailed in the Great Lakes District from 1955 to 1956. He is a former member of the United Auto Workers Union. Seafarer Goscinski is a veteran of the U.S. Army Infantry during the Korean War. A native of McKeesport, Pa., he is a resident of Garnerville, N.Y.



Hubert Augustus Landry, 66, joined the SIU in 1948 sailing as a chief pumpman. Brother Landry was born in Canada and is a naturalized U.S. citizen. He is a resident of Topsham, Me.



William M. Hand, 64, joined the SIU in the port of New Orleans in 1954 sailing as a chief steward. Brother Hand hit the bricks in the 1957 Robin Line beef. His stepson, Lee M. Castro is a 1963 Union college scholarship winner. Seafarer Hand attended a Piney Point Educational Conference. He is also a teacher and was a master mess sergeant in the U.S. Army during World War II. Born in McDavid, Fla., he is a resident of Indian Shores, Fla.



Harry M. Wong, 58, joined the SIU in 1947 in the port of Baltimore sailing as a bosun. Brother Wong sailed 36 years and during the Vietnam War. He is a veteran of the U.S. Army Medical Corps in World War II. Seafarer Wong was born in China and is a naturalized U.S. citizen. He lives in San Francisco.



Alfred T. Berge, 65, joined the Union in the port of Toledo, Ohio in 1960 sailing as a wheelsman. Brother Berge sailed for 31 years. He was born in Bergen, Norway and is a resident of Sandusky, Ohio.



Arnold F. Johnson, 62, joined the Union in the port of Buffalo, N.Y. in 1961 sailing as a deckhand for the Great Lakes Dredge and Dock Co. from 1956 to 1976. Brother Johnson is a veteran of the U.S. Army's Military Police Corps in World War II. He was born in Stonington, Mich. and is a resident of Rapid River, Mich.



John Larsen, 63 joined the Union in the port of Baltimore in 1956 sailing as an AB for the Steuart Transportation Co. from 1969 to 1978. Brother Larsen sailed on the tug *Fells Point* (Curtis Bay Towing) from 1951 to 1969. Boatman Larsen was born in Skaarup, Fyn, Denmark and is a naturalized U.S. citizen. He is a resident of Palm Harbor, Fla.



Albert W. "Blackie" Saxon, 62, joined the SIU in 1948 in the port of Mobile sailing as a bosun. Brother Saxon sailed for the Alcoa Steamship Co. in 1954. He is a veteran of the U.S. Army in World War II. Born in Alabama, he is a resident of Satsuma, Ala.



Stanley Schuyler, 62, joined the SIU in the port of New York in 1950 sailing as a chief steward. Brother Schuyler walked the picketline in the 1961 Greater N.Y. Harbor strike. He sailed 33 years. Seafarer Schuyler is a veteran of the Army in World War II. A native of Portland, Ore., he is a resident of Elizabeth, N.J.



Raymond J. Willis, 66, joined the Union in the port of New Orleans in 1956 sailing as an AB. Brother Willis sailed deep sea from 1944 to 1945 and from 1968 to 1974. He also sailed as a tankerman for Dixie Carriers on the tug *Dixie Star* from 1955 to 1967. A native of McComb, Miss., he is a resident of Metairie, La.



Haakon A. Magnussen, 62, joined the Union in the port of New York in 1960 sailing as a deckhand and mate on the tug *Irving T. Bush* (N.Y. Dock Railroad) from 1971 to 1978, and for the Bush Terminal Railroad, Brooklyn, N.Y. from 1958 to 1971. Brother Magnussen was a member of the NMU's United Marine Division from 1944 to 1958. He was born in Arendal, Norway and is a resident of Brooklyn.



William O. Reynolds, 62, joined the Union in the port of New York in 1960 sailing as a deckhand and mate on the tugs *Petro Flame* and *Petro Arrow* (Brooklyn, N.Y. Eastern District Terminal Railroad) from 1939 to 1978. Brother Reynolds is a former member of the Masters, Mates and Pilots Union from 1939 to 1960. He is a veteran of the U.S. Army Infantry in World War II. Boatman Reynolds was born in Brooklyn and is a resident of Valley Stream, L.I., N.Y.



William W. Wescott, 63, joined the Union in the port of Norfolk in 1967 sailing as a chief engineer for the Association of Maryland Pilots from 1945 to 1978. Brother Wescott was a commercial fisherman from 1948 to 1951. He was born in Wanchese, N.C. and is a resident there.



Raymond F. Paler, 65, joined the Union in the port of Detroit in 1960 sailing as an oiler. Brother Paler sailed 43 years. He was born in Escanaba, Mich. and is a resident there.

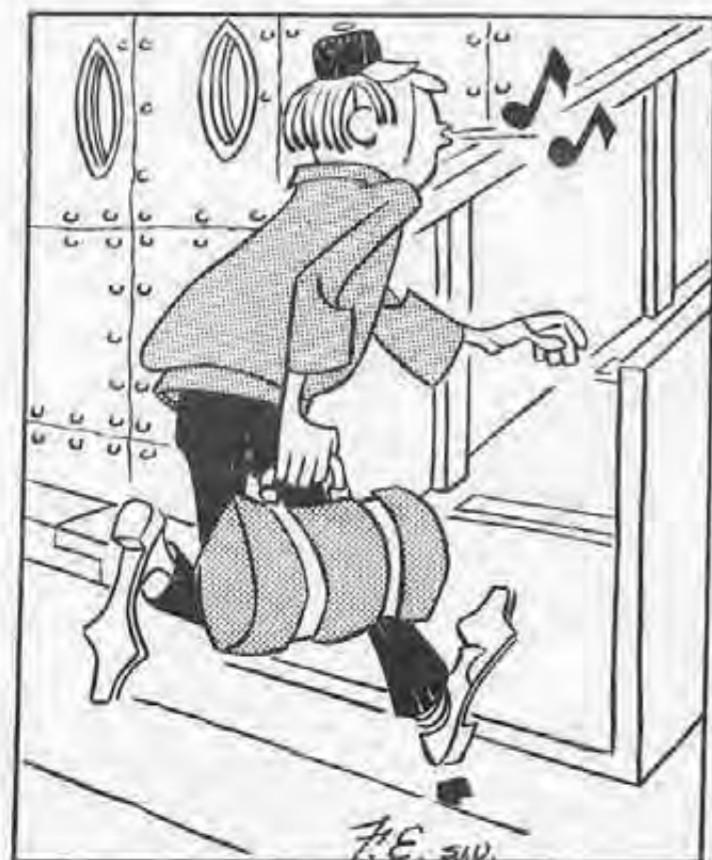


Edward L. Killigrew, 55, joined the SIU in 1949 in the port of New York sailing as an AB. Brother Killigrew sailed 36 years. He was born in Salem, Mass. and is a resident of Seattle.



Harold Lloyd Moore, 51, joined the SIU in 1944 in the port of New York sailing as a chief pumpman, QMED and assistant engineer. Brother Moore was also a member of the former Inland Boatmen's Union. He upgraded at the HLS in 1974 and 1977. Seafarer Moore is a veteran of the U.S. Army Air Force during the Korean War. He was born in Hight Spring, Fla. and is a resident of Channelview, Tex.

A MESSAGE FROM YOUR UNION



**SEAMEN'S
USE
OF
NARCOTICS
LEADS
TO
PERMANENT
LOSS
OF
PAPERS**

HLSS Upgrading Schedule Thru June 1979

Following are the courses and starting dates of all upgrading programs to be held at the Lundeberg School through June 1979. If you plan on participating in one of these programs, it is suggested that you contact your local Union hall as soon as possible to ensure a seat in the course of your choice. SIU members are advised that course dates are subject to change. However, any change will be reported in the Log.

COURSE	STARTING DATE	COURSE	STARTING DATE
LNG	February 5 March 5 April 2 April 30 May 28	Refrigeration Systems Maintenance & Operations	March 5 June 11
Q.M.E.D.	May 28	Diesel Engine	May 28
F.O.W.T.	March 1 April 12 May 10	Welding	February 5 March 19 April 16 June 25
Pumproom Maintenance & Operation	April 16	Able Seaman	March 1 March 29 April 26
Marine Electrical Maintenance	April 30	Quartermaster	February 5
		Towboat Operator Scholarship Program	April 9
		Towboat Operator/Western Rivers	March 5
		Towboat Operator/Inland	March 19
		Towboat Operator/Oceans (Less than 200 Miles)	March 19
		Celestial Navigation	April 30
		Chief Steward	February 5 March 5 April 2 April 30 May 28 June 25
		Chief Cook & Cook & Baker	February 19 April 2 May 14 June 25
		Assistant Cook	April 16 June 11
		Lifeboat and Tankerman	February 1 February 15 March 1 March 15 March 29 April 12 April 26 May 10 May 24 June 7 June 21

Ships Are Powered Differently Today Cash In On The Changes

**Take the Diesel Engines Course
at HLS**

**It's just for QMED's
It's Four Weeks Long
It Starts May 28**



To enroll, contact HLS or your SIU Representative.

Final Departures



Pensioner Willey Hinton Sr., 69, died on Nov. 30. Brother Hinton joined the SIU in 1945 in the port of Mobile sailing as a chief cook. He sailed 29 years.

Seafarer Hinton was born in George County, Miss. and was a resident of Lucedale, Miss. Surviving are his widow, Bessie; two sons, Paul and Donald and a grandson, Wiley Wayne Jr.



Pensioner Terrence M. Jones Jr., 72, passed away on Nov. 2. Brother Jones joined the SIU in 1944 in the port of Savannah, Ga. sailing as a bosun.

Seafarer Jones was born in Charleston, S.C. and was a resident of Mount Pleasant, S.C. Surviving are his widow, Virginia; four children; a brother, Vincent of Charleston; a sister, Mrs. Mary E. Beatty of Santa Rosa, Calif. and a niece, Mrs. Dorothy Wigger of Charleston.



Pensioner Arnold Kunnapas, 63, died of a blood condition at the Bergen Pines Hospital on Sept. 1. Brother Kunnapas joined the SIU in 1944 in the port

of New York sailing as an oiler. He sailed 51 years. Seafarer Kunnapas sailed on the Robin Line and for Waterman Steamship Co. A native of Estonia, U.S.S.R., he was a resident of Teaneck, N.J. Burial was in the Hackensack (N.J.) Cemetery. Surviving is a sister, Mrs. Martha Dreyman.



Pensioner Arcadio Alegre Macapagal, 71, passed away in Pasay City, P.I. on Dec. 9. Brother Macapagal joined the SIU in 1938 in the port of New York

sailing in the steward department. He sailed 44 years. Seafarer Macapagal was born in the Philippines and was a resident of Pasay City. Interment was in the Philippine Islands. Surviving are his widow, Salvacion; a daughter, Maria; a brother, Fidel of Orsogon, Sorgan, P.I. and a cousin, Maxine Riddle of Brooklyn, N.Y.



Richard Irvine Price, 80, passed away on Dec. 28, 1977. Brother Price joined the SIU in the port of San Francisco in 1956 sailing as a chief electrician.

He sailed 32 years. Seafarer Price was a veteran of the then U.S. Flying Service Corps in World War I. Born in Kansas, he was a resident of Compton, Calif. Surviving is his daughter, Mrs. Phyllis Sanford of Compton.



Edward E. "Ed-die" Arnold Sr., 30, drowned when he fell off a launch into the Para River, Belem, Brazil on Nov. 10 on returning to the *SS Delta Brasil*.

Brother Arnold joined the SIU in 1967, the year he graduated from the HLS. He sailed as steward utility. Seafarer Arnold was born in Mobile and lived there. Burial services were at sea on Nov. 12 on the ship near the coast of Brazil. Surviving are his widow, Mary; a son, Edward Jr. and his mother, Lucille, all of Mobile, Ala.



Pensioner Henry J. Herkinheins, 72, passed away on Nov. 30. Brother Herkinheins joined the SIU in 1942 in the port of New York sailing as a bosun. He

sailed for 41 years, and during the Vietnam seafarer. Seafarer Herkinheins was on the picketline in the 1961 Greater N.Y. harbor beef. He also attended a Piney Point Crew Conference in 1970. Born in Baltimore, he was a resident of Desert Hot Springs, Calif. Surviving is his widow, Lucille.



Douglas L. Salair, 47, succumbed to a heart attack on a Philippine Airline DC-10 landing at Pasay City, Manila, P.I. on Nov. 1

Brother Salair joined the SIU in the port of San Francisco in 1968 sailing in the steward department. He sailed 12 years. Seafarer Salair was a veteran of the U.S. Navy during the Korean War. A native of Flint, Mich., he was a resident there. Surviving are his mother, Mrs. Anna Sexton of Flint and his father, James, also of Flint.



William C. Biskas, 60, died on Nov. 21. Brother Biskas joined the SIU in 1947 in the port of New Orleans sailing as a fireman - water-tender. He

upgraded to 3rd engineer in 1966 when he graduated from the MEBA District 2 School of Marine Engineering, Brooklyn, N.Y. Seafarer Biskas hit the bricks in the 1961 N.Y. Harbor beef and the 1965 MEBA Ferry Boat strike. He was a veteran of the U.S. Army in World War II. A native of Attleboro, Mass., he was a resident of West Peabody, Mass. Surviving are his widow, Mary and his mother, Agora of Peabody.



Manuel T. Taguacta, 50, died in the San Francisco USPHS Hospital on Nov. 7. Brother Taguacta joined the SIU in the port of Yokohama, Japan in 1969

sailing as a fireman-water-tender. He sailed for Sea-Land Service from 1970 to 1978. Seafarer Taguacta was a veteran of the U.S. Navy during the Korean War. A native of Agana, Guam, he was a resident there. Burial was in Guam. Surviving are his widow, Sung Lee of Pusan, Korea; three daughters, Sun Lee, Jane Lee and June Lee and a brother, Jose of Agana.



Thomas A. Curran, 49, died of heart disease in his Brooklyn, N.Y. home on Oct. 23. Brother Curran joined the SIU in the port of New York in 1950

sailing in the engine department. He sailed 31 years. Seafarer Curran hit the bricks in the 1962 Robin Line beef. He was a veteran of the U.S. Army during the Korean War. He was born in East Boston, Mass. Interment was in St. Joseph Cemetery, West Roxbury, Mass. Surviving are his father, James Sr. of Chelsea, Mass. and his brother, James Jr. of West Roxbury.



Leonard I. Dilling, 33, was lost at sea between Korea and Hawaii off the *SS Point Margo* (Point Shipping) on Dec. 13. Brother Dilling joined the SIU in the port

of San Francisco in 1968 sailing as a QMED. He sailed 12 years. Seafarer Dilling was a veteran of the U.S. Navy during the Vietnam War. He was born in Port Angeles, Wash. and was a resident of New York. Surviving are his parents, Mr. and Mrs. F. B. Schadansky of Santa Rosa, Calif.



Pensioner Edwin Smith Harriman, 76, succumbed to pneumonia in the Sea Level (N.C.) Hospital on Sept. 23. Brother Harriman

joined the SIU in 1947 in the port of New York sailing as a fireman-water-tender. He sailed 32 years. Seafarer Harriman was an ex-lumberjack and a veteran of the U.S. Army in World War II. He was born in New Hampshire and was a resident of Sailors Snug Harbor, Sea Level. Burial was in Carteret Memorial Gardens, Beaufort, N.C. Surviving are a sister-in-law, Mrs. Milton (Nellie) E. Harriman of Millertown, Pa.; a nephew, Howard of Torrington, Wyo. and a niece, Mrs. William Judson of West Milan, N.H.



Pensioner William H. Underwood, 55, died on Nov. 26. Brother Underwood joined the SIU in the port of Baltimore in 1957 sailing as a chief steward. He

also sailed during the Vietnam War. Seafarer Underwood also worked as a demolition worker. He was a veteran of the U.S. Navy in World War II. Born in Portsmouth, Ohio, he was a resident of Philadelphia. Surviving are his widow, Jean; a son, Edward and three daughters, Robin Lyn, Laura and Leslie.



Austin Omega Smith, 57, died on Nov. 15. Brother Smith joined the SIU in 1946 in the port of San Francisco sailing as a fireman - water-tender. He also

worked as a boilermaker. Seafarer Smith was born in Meridian, Miss. and was a resident of New Orleans. Surviving are two brothers, L. O. Smith of Meridian and William Smith of Cleveland, Miss. and a sister, Mrs. Audette E. Pogue of Meridian.



Thomas Trainor, 50, died at home in Rockaway Park, Queens, N.Y. on Nov. 28. Brother Trainor joined the SIU in the port of New York in 1950 sail-

ing as a bosun. He sailed for 32 years. Seafarer Trainor was a veteran of the U.S. Army during the Korean War. Surviving are a brother and sister-in-law, Mr. and Mrs. Patrick Trainor of Rockaway Park.



Pensioner Mort Trehern, 63, died on Dec. 5. Brother Trehern joined the SIU in 1941 in the port of Mobile sailing as an AB. He sailed for 30

years. Seafarer Trehern was born in Moss Pt., Miss. and was a resident there. Surviving are his mother, Irene and a sister, Mrs. Louise F. Stauter, both of Moss Pt.



Augustus Patrick "Wild Bill" Power, 57, died on Dec. 9. Brother Power joined the SIU in 1944 in the port of New York sailing as an AB. He sailed 37 years.

was a ship's delegate and also rode the Isthmian Line. Seafarer Power was a veteran of the U.S. Army during the Korean War. Born in St. John's, Newfoundland, Canada, he was a resident of Casa Grande, Ariz. Surviving are his daughter, Germaine; his mother, Catherine of St. John's; a sister, Mrs. Mollie Copper of St. John's and a cousin, William Joyner of Houston.



Charles Wysocki, 57, succumbed to a hemorrhage in the Elmhurst Hospital, Queens, N.Y. on Nov. 22. Brother Wysocki joined the SIU in the port of New

York in 1951 sailing as an AB. He sailed 30 years. Seafarer Wysocki was a veteran of the U.S. Navy in World War II. A native of Mt. Carmel, Pa., he was a resident of Astoria, Queens, N.Y. Interment was in St. Raymond's Cemetery, the Bronx, N.Y. Surviving is a son, Joseph of Hicksville, L.I., N.Y.



Pensioner Chris S. Cipriano, 75, died in San Leonardo, P.I. on Nov. 5. Brother Cipriano joined the SIU in 1947 in the port of Philadelphia sailing as a

fireman-water-tender. He walked the picketline in the 1961 N.Y. Harbor strike and the 1965 District Council 37 beef. Seafarer Cipriano was born in San Leonardo and was a resident there. Surviving are a son, Eligio and a granddaughter, Rita, both of San Leonardo.

Kenneth F. Holmes died in April 1978. Brother Holmes sailed out of the port of St. Louis. He was a resident of Maplewood, Mo. Surviving is his sister, Mrs. June M. Phillips of Maplewood.

Roscoe J. Stokes drowned on Nov. 9. Brother Stokes sailed on the tug *Dixie Victory* (Dixie Carriers) in 1978. He sailed out of the port of New Orleans.

SIU Scholarship Helped Great Laker's Son Realize a Dream

Winning the SIU's four-year college scholarship in 1964 meant Tim Mosseau could pursue the dream his father, Seafarer Kenneth Mosseau had passed along to his son, of becoming an engineer.

After four years at the University of Michigan, Tim began a successful career as an electrical engineer which had him shuttling back and forth between Michigan and California before he finally put down roots in Los Angeles last year.

Though the scenery and the weather have shifted for Tim over the last ten years, his career goals haven't. Following his graduation from college in 1969, Mosseau went to work for "a little company in Detroit" which made heat treating furnace equipment.

Tim paid his dues at the company, working as a draftsman part time during college and summer vacations, and was moved up to manufacturing manager when he graduated.

As the plant's engineering department manager, Mosseau supervised production for six months before making

his first move to California as a special projects engineer for the Santa Fe Springs-based firm of Egloff & Graper.

Another six months saw Tim back in Detroit, this time as owner and president of his own company, which manufactured industrial furnaces.

The company, though small, was successful but after a taste of the warm California climate Mosseau said, "I didn't like Detroit." He stuck out the brutal Michigan winters for ten years, though, before selling out a half interest in his company and moving back to L.A. for good. "I've really found a home," Mosseau said. "I love Los Angeles."

Right now, Tim's director of engineering at Egloff & Graper and he has a stock option with the company which, he says, "will make me a major stock owner in the company within the next ten years."

When he's not working, Tim pursues his hobby as an amateur radio operator which he's been doing since high school. "I also play a lot of golf," Tim said, "whenever I'm not busy trying to make house payments or raising my family." Tim and his wife Linda, a registered nurse, have three kids.

Mosseau was, himself, one of three children and the size of his family was one reason why his father, Seafarer Kenneth Mosseau, was "ecstatic" when Tim won the scholarship. "The \$6,000 award took a big burden off my parents," he said. "It made a difference in my younger brother and sister being able to go to college." (The SIU's four-year scholarship is now \$10,000.)

"I think about the scholarship often," Mosseau continued. "It's definitely a worthwhile program. It enabled me to do what I wanted to do."

Tim said he probably would have

considered shipping out if a physical disability, the result of a 1959 accident, hadn't ruled out that option. "My father was a Seafarer for most of his life," Mosseau said. "I think he sailed as an oiler for about a thousand years."

Actually, the elder Mosseau joined the Union in Alpena in 1948, sailing as an oiler for most of the last 30 years and, more recently, as a head conveyorman.

Though he couldn't pursue the call of

the sea, Tim's very happy with his engineering career. "All through my childhood, my father talked about becoming an engineer," he said, "and I guess it rubbed off on me. Besides, when I entered the field in the 1960's, engineering was a wide-open profession. There were a lot of good jobs with a lot of mobility."

"It's still a good profession," Tim said, "and I'm glad to be a part of it."



'64 Scholarship Winner Tim Mosseau

What's Wrong?



If you can find out and fix it, you've got great job security and good pay. So take the Marine Electrical Maintenance Course at HLS. It starts April 30.

See your SIU Representative or contact HLS to enroll.

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.

New Full Book 'A' Seniority Upgraders

Robert Funk



Seafarer Robert Funk, 29, got his entry training at the Lundeberg School in 1974. He upgraded to able seaman at the School early last year.

He has firefighting, lifeboat and cardio pulmonary resuscitation training to his credit as well. Brother Funk is a resident of Dayton, Ohio and ships from the port of New York.

Charles Nealis, Jr.



Seafarer Charles Nealis, Jr., 21, shipped as an ordinary seaman after graduating from the Lundeberg School Entry Program in 1977. He

achieved his AB Blue Ticket last year. He also has his lifeboat and firefighting endorsements and has received training in cardio pulmonary resuscitation. Charles is a native of Mountainside, N.J. and ships from the port of New York.

Mike Hinton



Seafarer Mike Hinton, 22, graduated from the Lundeberg School's Entry Training Program in 1974 and shipped in the engine department. He

upgraded to oiler last year and plans to get his QMED endorsement as soon as he has sufficient time. Mike also has his lifeboat and firefighting training and completed the Lundeberg School's cardio pulmonary resuscitation course earlier this month. He lives and ships from the port of Jacksonville, Fla.

Walt Davidson



Seafarer Walt Davidson, 26, graduated from the Lundeberg School Entry Program in 1971 and decided that the black gang was

the thing for him. He upgraded to FOWT at the School in 1977. In addition he has his lifeboat and firefighting endorsements and has gotten training in cardio pulmonary resuscitation as well. Brother Davidson is a native of South Kortright, N.Y. and ships from the port of New York.

Sidney Shelley



Seafarer Sidney Shelley, 24, graduated from the Lundeberg School Entry Training Program in 1976 and shipped in the deck department. He

upgraded to able seaman last year. In addition, he has taken his training for lifeboat, firefighting and cardio pulmonary resuscitation. Brother Shelley lives and ships from the port of New York.

Phil Booher



Seafarer Phil Booher, 26, is a 1972 graduate of the Lundeberg School Entry Training Program. He upgraded from wiper to FOWT in 1977. And in

the course of his training, he completed programs for lifeboat, firefighting and cardio pulmonary resuscitation. Phil is from Washington, D.C. and he ships from the port of New York.

Some People Think LNG Is Strange and Mysterious

If They Took
The LNG Course
At HLS They
Would Know
Better



Learn the facts about LNG and the new LNG carriers.

After attending HLS, you'll know everything you need to work aboard an LNG vessel. This means you'll qualify for the great pay and good working conditions aboard these ships.

Sign up for the LNG course today.

It Starts March 5.

See Your SIU Representative to Enroll

or contact

**The Harry Lundeberg School
Vocational Education Department
Piney Point, MD 20674
(301) 994-0010**

Council Grove Committee



With a Christmas tree and other reminders of the Yuletide as a backdrop, the ship's committee of the Council Grove (IOT) gather for a photo in the crew mess. They are, from the left: Chief Pumpman Pete Jordon, acting chairman; Chief Cook Ed Davidson, steward delegate; Pat Gallagher, deck delegate and Pete Dolan, engine delegate.



Seventy-one cents of every dollar spent in shipping on American-flag vessels remains in this country, making a very substantial contribution to the national balance of payments and to the nation's economy.

Use U.S.-flag ships. It's good for the American maritime industry, the American shipper, and America.

1978—As Reported in the Log—1978

January

Senator **Hubert Humphrey**, friend of labor and fighter for social progress over three decades, died of cancer at age 66.

The **LNG Aries**, the second U.S.-flag LNG carrier, sailed with an SIU crew.

The new **Great Lakes Headquarters Union Hall** officially opened in Algonac, Mich.

February

Boatmen forged new goals at first inland educational conference held on the Lakes.

Lump sum **pension payments** totaling over \$56,000 were paid to 12 Seafarers, the first group eligible for the brand new Early Normal Pension Supplement Program.

The first class of the **Transportation Institute** Towboat Operator Scholarship program for eligible Boatmen began at the Lundeberg School.

March

SIU Vice President **Paul Drozak**, one of the Union's most dedicated and capable leaders, died of cancer at the age of 50.

SIU Industry-Wide **Inland Vacation** Plan reached a milestone when the 1,000th inland vacation check was issued by the Vacation Plan.

Seafarers crewed the third U.S.-flag LNG carrier, the **Capricorn**.

April

After a tough battle during which the SIU helped turn back 6 damaging amendments, Congress passed the **Maritime Authorization Act** for 1979, preserving crucial financial support for the U.S. shipping industry.

The SIU and NMU issued "**Progress Toward Unity**," a joint statement on a proposed merger as a means to strength and consolidation of efforts in the maritime labor movement.

The **1000th** Seafarer received a high school diploma through the GED high school equivalency program at the Lundeberg School.

May

Boatmen crewed the largest SIU-contracted towboat on the Mississippi River System—the 10,500 hp. **Dick Conerly**.

The private **dredging** industry got a major boost when President Carter signed Public Law 95-269. The law allows the private dredging industry to bid competitively and perform work previously carried out almost entirely by the Army Corps of Engineers.

June

The SIU-AGLIWD and the Marine Cooks and Stewards memberships voted to approve an **historic merger** of the two organizations.

An Algerian freighter rammed the SIU-manned **Yellowstone**, leaving five American seamen dead.

Seafarers crewed the first of 13 ships purchased by **Delta Lines** from Prudential. The purchase represented hundreds of new job opportunities for SIU members.

July

Seafarers overwhelmingly ratified the new 3-year **deep sea contract** and gained the highest wages and benefits ever negotiated, including from 70 to 100 percent increases in vacation benefits.

U.S. maritime labor won a major victory when Congress passed the **Outer Continental Shelf Lands Act**, guaranteeing American job rights in the offshore drilling industry.

A fire gutted the **Union Plans** building at Brooklyn Headquarters, but all essential records were saved.

Another milestone for the SIU Industry Wide Inland Vacation Plan as the **1,500th** Inland Vacation check was issued.

Seafarers crewed the **El Paso Southern**, the fourth U.S.-flag LNG ship to be manned by SIU members.

The AFL-CIO-backed **Labor Law Reform Bill** was killed by a Senate filibuster, setting back labor's attempts to reform inequities in the National Labor Relations Act.

August

The House passed **Ocean Mining** legislation complete with "Hire American" amendments. But the bill did not come up in time for Senate action before the end of the 95th Congress.

Attacked in Congressional hearings by maritime foes, the **Maritime Administration** was forced to resign its role in the National Maritime Council. Labor and management, however, pledged continued support for the NMC.

The SIU's **fight for safety** on Great Lakes ships paid off with new and improved Coast Guard regulations for these vessels.

September

The first **new USPHS hospital** to open in 40 years was dedicated at Nassau Bay, Tex.

Boatmen with IOT of Philadelphia ratified a landmark contract paving the way for major gains for SIU Boatmen throughout the inland industry.

The fifth U.S.-flag LNG ship, the **Gemini**, sailed with an SIU crew.

October

Congress imposed the **first user charge** ever on the inland waterways in legislation which also authorizes the long awaited reconstruction of Locks and Dam 26.

SIU Welfare Director **Al Bernstein**, longtime fighter for American seamen, died at age 64 after a long illness.

Congress passed SIU-backed legislation to curb **Russian rate slashing** in the U.S. liner trades.

SIU-contracted Sea-Land Services announced plans to build 12 new containerships.

Transportation Institute report revealed conflict of interest ties between maritime foe Rep. Paul McCloskey (R.-Calif.) and oil industry and foreign shipping interests.

November

SIU celebrated **40th anniversary**.

SIUNA **Convention** forged important goals for future.

Inland Vacation Plan reached **2,500th** vacation check mark.

The ailing U.S. dry bulk fleet received a significant boost when plans were announced to **build five** new SIU-manned bulk carriers.

Great Lakes vessel construction was backed by successful legislation extending complete federal mortgage insurance to that section of the industry.

December

Maritime labor lost one of its most highly respected leaders with the death of SIU Vice President **Earl "Bull" Shepard**, at age 65.

Maritime labor submitted a solid proposal for basing worldwide manning standards on safety, to be considered at an international conference (IMCO) in 1979 in London.

The NMU was hit with a **\$1 million** court judgment which forced the NMU to enforce union-wide economies to pay the debt.

The **El Paso Arzew** sailed with an SIU crew, bringing the total number of SIU-manned LNG vessels to seven.

Make It a Point to Join the New



SPAD CHECKOFF



Program in 1979

OGDEN CHAMPION (Ogden Marine), November 3—Chairman, Recertified Bosun E. Baker; Secretary H. Donnelly; Educational Director J. McClelland; Deck Delegate H. Kaufman; Steward Delegate H. McBride. No disputed OT. Chairman reported that the company installed a video tape machine and tapes so that there will be entertainment aboard. Also noted that the *Log* and other union information were received and distributed. A general discussion was held about the pension and welfare plans.

DELTA MAR (Delta Steamship), November 26—Chairman, Recertified Bosun Paul Turner; Secretary D. G. Chaifn; Educational Director Edward Synan. \$79 in ship's fund. No disputed OT. Chairman reported that this has been a very smooth trip. The steward department was given a vote of thanks for an excellent Thanksgiving day dinner. The members gave a special vote of thanks to the Chief Cook, Medardo Agurcia for the extra time making all those Mexican dishes and for the Shish Kebab.

PENNY (Apex Marine), November 26—Chairman, Recertified Bosun S. Johannsson; Secretary Everett Perry; Engine Delegate Jack Smithey. No disputed OT. Chairman reported that Fred Findahl, AB, was hospitalized with a coronary ailment and is being repatriated back to the States. Also that the Chief Mate died yesterday. His body is being returned to the States. The members of all departments contributed to the flower fund for the Mate and want to especially express regret to the family. A special vote of thanks to the steward department for the fine dinner that was served at Thanksgiving.

MERRIMAC (Ogden Marine), November 26—Chairman, Recertified Bosun W. Drake; Secretary A. Salem; Educational Director C. Haller. Chairman reported that the *Log* was received in Haifa and was passed around to all department delegates. This was the only communication received from headquarters. Secretary extended a vote of thanks to the Piney Point Alcoholic Rehabilitation Center for Brother Clyde Hawk, chief cook, for his new life and road to complete recovery. Brother Hawk is very grateful to the SIU. The educational director noted that it is safety that makes a good healthy sailor and encouraged the men to take advantage of the gym that was built on the stern. A vote of thanks to the steward department for a job well done and the extraordinary Thanksgiving dinner. Observed one minute of silence in memory of our departed brothers. Next port Houston.

GOLDEN MONARCH (Apex Marine), November 5—Chairman, Recertified Bosun Alejandro Ruiz; Secretary Ange Panagopoulos; Educational Director John Shapker. No disputed OT. Chairman reported that the boilers were lost and that the ship is adrift. There is enough diesel oil for nine days. The Captain hopes to have tugs in two days and asks all crewmembers to please cooperate. Secretary reports that we have five buckets of water for cooking and some drinking. There are plenty of juices and milk for everyone. A vote of thanks to the steward department for a job well done. One moment of silence in memory of our departed brothers. Report to the *Log*: "Adrift with boiler troubles, 600 miles from the U.S. Virgin Islands. We are waiting for tugs. We are catching rain water from the deck for bathing, drinking and to wash dishes. Things don't look too rosy. All hands are cooperating."

CAPRICORN (Apex Marine), November 26—Chairman, Recertified Bosun H. B. Walters; Secretary R. C. Thomas; Deck Delegate Michael C. Piccionetti; Engine Delegate Harold Perkins; Steward Delegate Willie Manuel. Some disputed OT in deck and steward department. Chairman requested that any man who is going to get off the ship, to please give at least a 24 hour notice. If everyone would do this there will be less chance of the ship sailing short and causing a hardship on the men that are left behind. A vote of thanks to the steward department for a wonderful Thanksgiving day dinner. Report to the *Log*: "Thanks for keeping us abreast of the maritime news." Next port Tampa.

JAMES (Ogden Marine), November 5—Chairman, Recertified Bosun D. Calogeros. Some disputed OT in deck and engine departments. Chairman noted that he just came from LNG class in Piney Point and he urged every member that has the time for upgrading to go there. It is a good seaman's school and a lot can be learned there. A vote of thanks to the steward department for a job well done. Next port Port Arthur.



SEA-LAND ECONOMY (Sea-Land Service), November 26—Chairman, Recertified Bosun A. McGinnis; Secretary L. Nicholas; Educational Director H. R. Guymon; Deck Delegate B. Jarratt; Engine Delegate J. Mata; Steward Delegate R. Aumiller. \$181 in movie fund. No disputed OT. Chairman reminded everyone of the upgrading classes now in session at Piney Point, especially in diesel which will prove an advantage to the engine ratings in the near future. Also emphasized the importance of donating to SPAD. Next port Rotterdam.

ALLEGIANCE (Interocean Mgt.), November 5—Chairman, K. R. Marston; Secretary R. H. Mann; Educational Director J. Babson; Engine Delegate John Kulos; Steward Delegate Terry J. Smith. \$35 in ship's fund. Some disputed OT in engine and steward department. Chairman reported that all communications received were read and posted. Also that the *Log* is being received but could use a few more copies. Educational Director reported that the movie "Survival and Rescue at Sea" has been shown to all members. Report to *Log*: "The ship's committee would like to thank the *Log* for coming to the SS Allegiance and taking their pictures."

VIRGO (Apex Marine), November 12—Chairman, Ben D. Buck; Secretary A. Rudnicki; Educational Director Gene Burger; Deck Delegate T. Rose; Steward Delegate Wm. A. Hamlin. \$18 in ship's fund. No disputed OT. There are some safety problems on this ship—long step from manifolds to the deck—bad railings to be replaced—several other items to be put on repair list and given to Captain, Chief Engineer and Boarding Patrolman.

DELTA SUD (Delta Steamship), November 12—Chairman, Recertified Bosun R. Lambert; Secretary E. Vieira; Educational Director E. Welch. \$71 in ship's fund. Chairman reported that this has been a very good trip, there have been no logs, lost time accidents or disputed overtime. One man, the electrician flew home from Santos because of illness, nothing serious. We should know how he made out when we get to New Orleans. We expect to pick up the latest *Log* and headquarters reports when we reach Maracaibo. A vote of thanks to the steward department.

LNG GEMINI (Energy Marine), November 26—Chairman, Recertified Bosun Charles Boyle; Secretary F. Costango; Educational Director John Fedesovich; Deck Delegate Gerald Lopez; Engine Delegate Tom Curtis; Steward Delegate Larry Dockwiler. No disputed OT. Secretary reported that Frank Boyne, SIU representative visited the ship at the last calling in Japan. Also discussed the importance of donating to SPAD. All members were advised that malaria pills are available in dispensers in the messroom. A vote of thanks to the steward department for a fine Thanksgiving dinner. Next port Osaka.

BROOKS RANGE (Interocean Mgt.), November 5—Chairman, Recertified Bosun R. W. Murray; Secretary F. O. Airey; Engine Delegate C. Killeen. Chairman gave a lecture to old and new members of how to conduct themselves aboard ships as it is your home. He also talked about how the Union was organized, Coast Guard rules and how to avoid trouble and what can happen if you go against the rules. No disputed OT. A vote of thanks to the steward department. Report to the *Log*: "The crewmembers aboard this ship, officers and crew are very pleasant. Never complain or come up with any beef. Everyone is very cooperative." Next port Long Beach.

AMERICAN HERITAGE (Apex Marine), November 12—Chairman, Recertified Bosun Ray Schrum; Secretary M. Deloatch; Educational Director B. Edward; Deck Delegate L. N. Jones; Engine Delegate George Slack; Steward Delegate Teddy E. Aldridge. \$10.50 in ship's fund. No disputed OT. Chairman held a discussion on the importance of the young Seafarer upgrading himself and he also noted the importance of donating to SPAD. The crew extended high praise to the new steward Marvin Deloatch and the new chief cook Teddy E. Aldridge for well prepared menus and very good food. This is the best feeding ship that we have ever been on. Observed one minute of silence in memory of our departed brothers. Next port St. Croix.

SEA-LAND EXCHANGE (Sea-Land Service), November 12—Chairman, Recertified Bosun Verner Poulsen; Secretary L. Bennett; Educational Director G. Randle. No disputed OT. Chairman held a discussion on LNG upgrading, Firefighting, Lifeboat and the importance of donating to SPAD. A vote of thanks to the steward department for a job well done. Next port Yokohama.

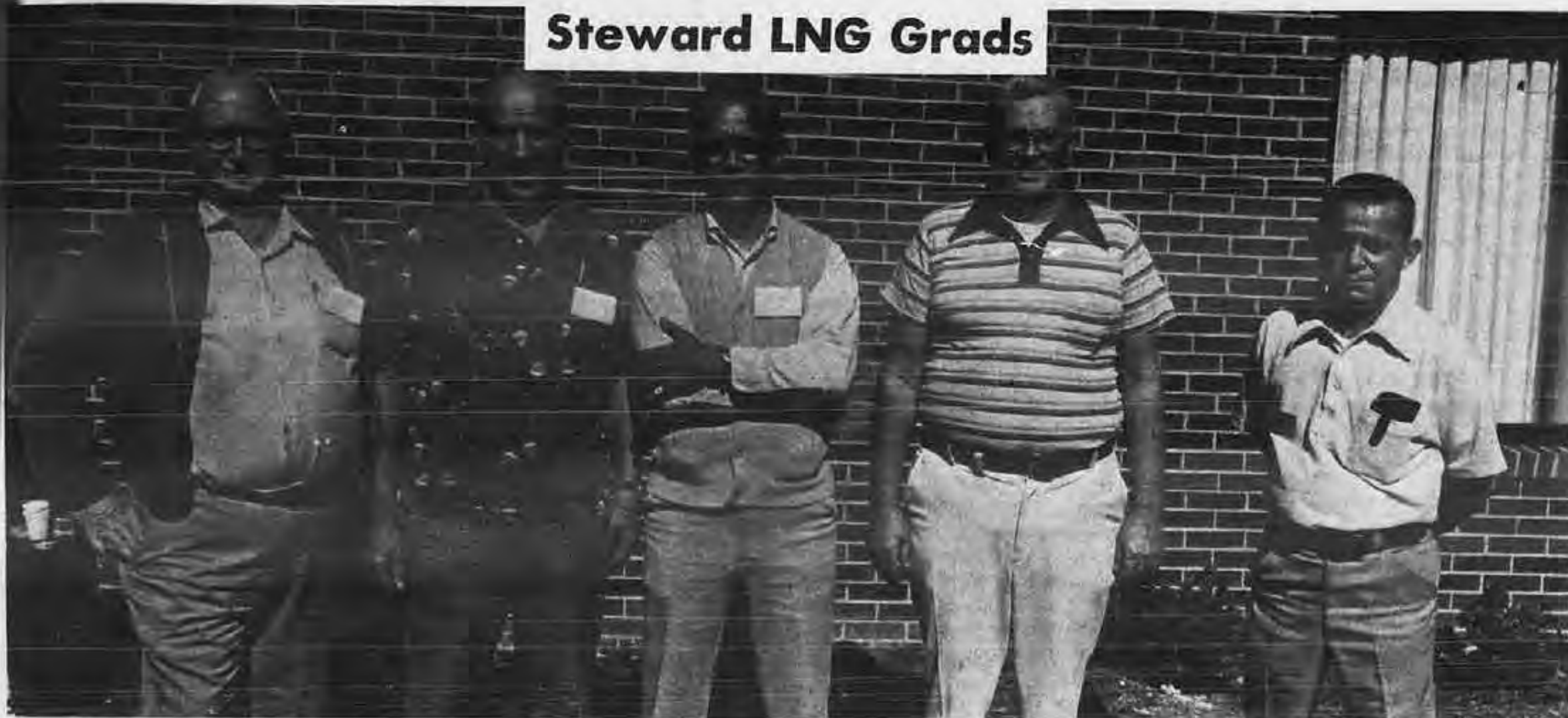
OVERSEAS ALASKA (Maritime Overseas), November 24—Chairman, Recertified Bosun W. L. Osborne; Secretary N. Johnson; Engine Delegate W. C. Weekly. Chairman urged each member to wait until their replacement arrives before departing ship. Secretary's report: "We must be thankful for oxygen on our vessel, it has aided in rescuing another life. The third mate suffered a mild heart attack and several minutes of oxygen arrested his attack until we put him off at a nearby Island." \$20 in ship's fund. No disputed OT. It was noted that very soon the Alaska crude oil will be carried to a new storage port, 100 miles Northwest of the Panama Canal. The Panamanian Governor has already begun preparing social events for arriving vessels. Report to *Log*: "A vote of compliments were awarded to the steward department for a special Thanksgiving dinner from the Captain, Officers, Chairman, Deck and Engine departments. It was a Turkey Day feast." Next port New Orleans.

Official ship's minutes were also received from the following vessels:

OVERSEAS VIVIAN
ZAPATA COURIER
ROSE CITY
PHILADELPHIA
GALVESTON
DEL RIO
WESTWARD VENTURE
SEA-LAND TRADE
SEA-LAND FINANCE
OGDEN WABASH
POINT JULIE
BAYAMON
OGDEN WILLAMETTE
SEA-LAND COMMERCE
SEATTLE
PUERTO RICO
THOMPSON PASS
WILLIAMSBURGH
MONTPELIER VICTORY
COVE NAVIGATOR
DELTA COLOMBIA
DELTA PERU
COVE RANGER
SEA-LAND PIONEER
BOSTON
DELTA MEXICO
SEA-LAND GALLOWAY
GUAYAMA
SEA-LAND PRODUCER
OVERSEAS ULLA
HUMACAO

POTOMAC
ZAPATA RANGER
GOLDEN ENDEAVOR
WALTER RICE
CONNECTICUT
WORTH
BORINQUEN
DELTA AMERICA
ANCHORAGE
BALTIMORE
SANTA MARIA
TAMPA
SEA-LAND MARKET
PISCES
DELTA PANAMA
ARECIBO
AGUADILLA
OVERSEAS ARCTIC
LNG ARIES
ROBERT TOOMBS
SEA-LAND LEADER
OGDEN CHALLENGER
ALEX STEPHENS
OVERSEAS OHIO
FLOR
DELTA COLOMBIA
BRADFORD ISLAND
TEX
SEA-LAND VENTURE
OVERSEAS NEW YORK
MANHATTAN

Steward LNG Grads



Recent graduates of the LNG course at HLS, all representing the steward department, are, l. to r., Lionel Strout, Alex Lazorisak, M. F. Caldas, Albert S. Campbell, and Robert Garrett.

The Harry Lundeberg School of Seamanship

"For a better job today, and job security tomorrow."

HLS Trainees Ready For LNG's



New HLS trainees who have completed the 2-week LNG safety course are, front row (l. to r.) Al Henderson and Kent Dominguez. Back row (l. to r.) Robin Cotton, Dave Copp, Jeff Yarmola, and Christian H. Werner.

8 On LNG Slate



Entry Ratings who recently completed the HLS class in LNG safety are, l. to r., Robert Tremblay, Mark T. Clark, Joseph Frassetta, Jr., Jon Anderson, Bill Bell, Keith Davis, Mike Manuel, and Perry Cubeta.

Firemen-Oilers All



New HLS Fireman-Oiler upgraders are, front row (l. to r.) P. J. Porter, Bob Wydra, Dennis Thomas, Carl J. Castagna, Byron Jordan, John Pennick, Keith Marinoff, Jim Pyle, and Leroy Kearney. Back row (l. to r.) Dan Althenn, Elliot Rhodes, Joseph Trudeau, Geoffrey Parker, John Markowich, John Ponti, Donald Bettis, Anthony Jackson, Junious Williams, Jr., and Dave Frazier (instructor).

14 More LNGers



Recent graduates of the Lundeberg School's LNG course, representing all departments, are, front row (l. to r.) Clarence Burgo, Thomas McQuay, J. B. Harris, Oscar B. Smith, John Waddell. Middle row (l. to r.) Leroy Tanner, Ben Freeman, Larry Hines, Roy McCauley, and Tom Redes. Back row (l. to r.) Jim Dawson, Thomas Spangler, Lee Lohman, and Victor Beata.

Ring Up Job Security: Support 30¢ SPAD Checkoff

THE SIU wants to ring in the New Year in the best possible way—by ringing up Congressional support for legislation that boosts the U.S. merchant fleet and protects the job security of American maritime workers.

As the 96th session of Congress convenes in Washington, the Union has already begun to marshal support for legislation that could make the difference in a secure future for U.S. maritime or no future at all.

The only way Seafarers can make sure our voice is heard loud and clear on Capitol Hill is by supporting SPAD. And the best way to support SPAD is by enrolling in the new SPAD Checkoff Authorization Program.

To join in the program, a Seafarer need only sign a SPAD Checkoff form, like the one printed below, which authorizes the Union to deduct 30 cents a day for each day worked from the vacation benefit and transfer it into the SPAD fund.

By now, Seafarers are probably aware that SIU patrolmen are no longer asking for out-of-pocket cash donations to SPAD when paying off ships.

SIU patrolmen will, however, be asking Seafarers to sign the Checkoff form. The Union's goal is to sign up all Seafarers to the program to improve our ability to work effectively in Washington.

The 30 cent deduction is an easy way for SIU members to support SPAD. Once you sign the authorization form (like the one printed on this page) the very small price of 30 cents a day will automatically be transferred into SPAD on your behalf.

If every deep sea SIU member takes part in the 30 cents a day checkoff program, the Union's ability to fight the political battles

that need to be fought could more than double.

In the past, SPAD contributions have enabled the Union to keep the jobs of Seafarers stable in the face of unprecedented competition from foreign-flag operators.

But in spite of our successes, there is still a tremendous amount of work to be done to protect the presence of the American flag on the high seas.

Congressional policies and programs will be formulated in the next two years which will either allow the U.S. merchant fleet to flourish or could send it down the drain.

Making sure the job security and economic security of SIU members are protected is what the Union's political efforts are all about. And the membership's participation in the 30 cent SPAD Checkoff Program directly determines how successful the Union will be in those efforts.

When you think about it, the SPAD authorization is insurance for Seafarers, safeguarding our jobs today and in the future.

There isn't any other insurance deal around that comes through with so much while costing so little.



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

JANUARY 1979



ASSIGNMENT FOR SEAFARERS POLITICAL ACTIVITY DONATION (SPAD)

TO:

DATE _____

Seafarers Vacation Plan
275 20th Street
Brooklyn, N.Y. 11215

Effective from this date, I hereby assign, direct and authorize you to deduct from payments required to be made by you to me for vacation benefits and at the time of such payments, a sum equal to thirty cents per day for which I am entitled to vacation benefit payments and to pay and transfer such amounts to SPAD, 675 Fourth Avenue, Brooklyn, N.Y. 11232. This authorization shall remain in full force and effect unless written notice by certified mail is given by me to you of revocation of this authorization, in which event the revocation shall be effective as of the date you receive it and applicable only to vacation benefits both earned and payable to me thereafter.

I acknowledge advice and understand that SPAD is a separate segregated fund established and administered by my union to engage in political activities and to make contributions and expenditures for candidates seeking political office and solicits and accepts only voluntary contributions and I have the right to refuse to make any contributions, including this authorization without fear of reprisal. I may contribute directly to SPAD such amount as I may voluntarily determine in lieu of signing this authorization and that the specified amount herein provided is to minimize administrative responsibilities and costs consistent with the facilitation for the making of voluntary contributions. And this authorization for contributions, constitutes my voluntary act. A copy of SPAD's report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.

This authorization has been executed in triplicate, the original for you, copy to SPAD and copy to me.

Member's name (Print)

Member's Signature

Social Security Number

Members Home Address

City

State

Zip

Book Number

Port

OFFICE COPY

