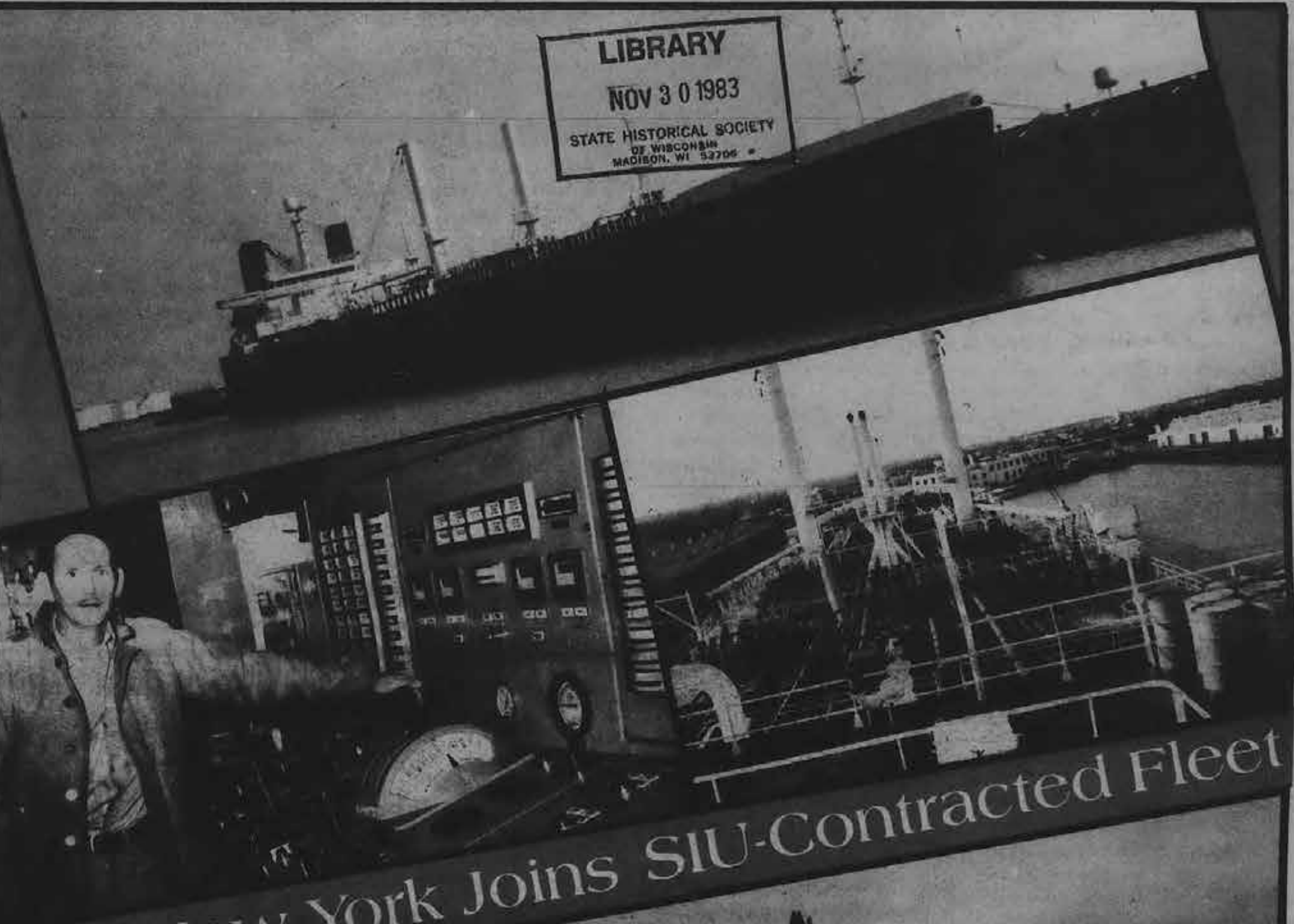


LOG

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The New York Joins SIU-Contracted Fleet



President's Report

by Frank Drozak

The past year was a difficult and critical one for the labor movement as a whole, for many of the affiliates of the AFL-CIO Maritime Trades Department, and for our Union. Our greatest concern was the problem of unemployment and all that it implies for the American worker and his family.

It is the nation's single most pressing issue and one that requires a strong and concerted effort to move the government to respond positively to this crisis. In the maritime industry, thousands of workers—on U.S. ships and boats and in the shipbuilding and support manufacturing trades—face the elimination of their jobs.

The Bureau of Labor Statistics reported that nationwide unemployment was edging toward 11 percent by the end of 1982. In some industries—including parts of our own—the percentages are much higher. In the construction industry, 21.9 percent of the work force was on the pavements as of last November. In manufacturing, the figure was 14.8 percent. These statistics represent real people. All told, 12 million workers haven't got jobs and millions more live in fear of losing the jobs they have.

The picture in the commercial shipyards is grim. Between



September 1981 and September 1982, the number of workers employed on private commercial work nose dived from 28,533 to 20,078, a 29.6 percent drop. As part of a conscious government policy move, including elimination of the construction subsidy and foreign building for companies receiving operating subsidy, our vital shipbuilding mobilization base is being bled to death. Such work as there is consists of Navy contracts and repair work. Of the 26 yards that are needed for an adequate defense posture, no more than 14 will benefit from the proposed naval buildup. Beyond this, there are virtually no new orders.

At a time like this, it is an outrage that we are preparing a wholesale exporting of thousands of American jobs. These are skilled workers that the nation would need in event of a war, workers who wouldn't be there if their jobs were exported.

Deep sea shipboard employment declined by 1,400 jobs during that same period. Part of the problem is a reflection of the energy situation and the tanker glut. Because of this, many of our ships are laid up. There has also been a significant increase in competition from Third World and state-owned fleets.

In addition, there have been constant attacks on the maritime industry from many quarters that would destroy much of the industry. These have been assaults on the Jones Act, on the cargo preference programs, and on the Alaska oil ban—to name just a few. These attacks come largely from people who oppose decent wages and working conditions for U.S. workers.

Only constant policing on our part stood between us and much more serious unemployment.

A number of factors have contributed to the current state of affairs. But government policy is at the heart of it. With regard to maritime, it is essential that we work to reverse this destructive decline. We must continue in meetings with government representatives, with Congressional committees, and in various other ways, to urge a positive approach to our economic problems and most particularly for the creation of an effective maritime policy.

SIU Legislation List: Politics Is Porkchops

Every month new bills are introduced in the U.S. Senate and House of Representatives which could have direct or indirect impact on our Union and our livelihood.

Below is a list of proposed legislation which concerns the SIU and the entire membership. As a service to the membership, the LOG will keep you updated on the status of these bills and others as they are introduced.

Senate

S. 46—Introduced by Senator Robert Packwood (R-Ore.) on Jan. 26, 1983. A bill to consolidate and re-enact certain of the marine safety and seamen's welfare laws of the United States. Title 46 Recodification. Referred to the Committee on Commerce, Science, and Transportation.

S. 47—Introduced by Senator Robert Gorton (R-Wash.) on Jan. 26, 1983. A bill to improve the international ocean commerce transportation system of the United States. Referred to the Committee on Commerce, Science, and Transportation.

S. 48—Introduced by Senator

Robert Packwood (R-Ore.) on Jan. 26, 1983. A bill to amend subtitle IV of Title 48, United States Code, to remove restrictions in intermodal ownership. Referred to the Committee on Commerce, Science, and Transportation.

S. 125—Introduced by Senator Daniel Inouye (D-Hawaii) on Jan. 26, 1983. A bill to authorize appropriations for the maritime construction differential subsidy program for fiscal year 1984. Referred to the Committee on Commerce, Science, and Transportation.

S. 188—Introduced by Senator Daniel Inouye (D-Hawaii) on Jan. 26, 1983. A bill to further the development of a strong merchant marine by requiring that certain mail of the United States be carried on vessels of U.S. registry. Referred to the Committee on Commerce, Science, and Transportation.

S. 205—Introduced by Senator Daniel Inouye (D-Hawaii) on Jan. 26, 1983. A bill to amend the Shipping Act of 1916 to provide for jurisdiction over common carriers by water engaging in foreign commerce to and from the United States uti-

lizing ports in nations contiguous to the United States. Referred to the Committee on Commerce, Science, and Transportation.

S. 206—Introduced by Senator Daniel Inouye (D-Hawaii) on Jan. 26, 1983. A bill to increase the role of the Secretary of Transportation in administering Section 901 of the Merchant Marine Act of 1936. That section contains cargo preference languages. Referred to the Committee on Commerce, Science, and Transportation.

House

H.R. 89—Introduced by Rep. Baltasar Corrada (D-P.R.) on Jan. 3, 1983. A bill to allow the operation of foreign-flag vessels between U.S. ports and Puerto Rico, either directly or by way of foreign ports. Referred to Committee on Merchant Marine and Fisheries.

H.R. 1076—Introduced by Rep. Don Bonker (D-Wash.) on Jan. 31, 1983. A bill to strengthen the domestic waterborne commerce of the United States. This bill would close the loophole in the Jones Act which allows foreign-flag vessels to carry cargo

from the mainland United States to Alaska when the cargo is transported by rail to Canadian ports. Referred to the Committee on Merchant Marine and Fisheries.

H.R. 1091—Introduced by Rep. Thomas Luken (R-Ohio) on Jan. 31, 1983. A bill to authorize construction of a modification of the Gallipolis locks and dam. Referred to the Committee on Public Works and Transportation.

H.R. 1139—Introduced by Rep. Duncan Hunter (R-Calif.) on Feb. 1, 1983. A bill to permit the carriage of passengers between ports and places in the United States by foreign vessels if the voyages of such vessels do not directly compete with U.S.-flag vessels. Referred to the Committee on Merchant Marine and Fisheries.

H.R. 1242—Introduced by Rep. Lindy Boggs (D-La.) on Feb. 3, 1983. A bill to require 5 percent of U.S. imports and exports to be shipped on U.S.-flag vessels by 1984, and a 1 percent per year increase until 20 percent of bulk imports and exports are carried on American ships.

Boggs Bill Back on Floor; Cargo for U.S. Ships Will Save Thousands of Maritime Industry Jobs

Twenty percent of America's waterborne bulk foreign trade could be carried on U.S.-flag vessels by the turn of the century, if Rep. Lindy Boggs (D-La.) can guide her new shipping bill through this session of Congress.

Mrs. Boggs, along with a bipartisan coalition of 45 co-sponsors, introduced the "Competitive Shipping and Shipbuilding Revitalization Act of 1983" on Feb. 3 in the U.S. House of Representatives.

Currently, American ships carry only four percent of this country's bulk trade. Under the Boggs Bill's provisions all exporters and importers of U.S. bulk commodities would be required by 1984 to ship five percent of their cargoes on U.S.-flag ships. That requirement would be increased by one percent each year until the 20 percent figure is reached.

In addition to the bulk cargo provisions, the bill also calls for a 15 percent reduction in construction and operating costs for U.S.-flag ships. Such a reduction, which leaders in labor, shipbuilding and shipping say can be achieved, would be a boost to the American shipbuilding industry, which has come to a virtual halt because of cheap, government-subsidized foreign competition.

Because the size of the U.S. bulk fleet has shrunk, experts estimate that some 158 new 120,000 dwt bulk ships would need to be built by 1998 to carry 20 percent of the country's bulk exports and imports.

"Here is a vehicle whereby a concentrated effort toward greater efficiency and lesser costs can be achieved in the American maritime industry," SIU President Frank Drozak said.

"Such a development could not come at a more critical moment, both in terms of the problems of the shipping industry and the state of our national economy. With nationwide unemployment reaching alarming levels, the proposed legislation could create tens of thousands of jobs," Drozak said.

The reduced construction and operating costs would allow the American merchant fleet to be



Rep. Lindy Boggs (D-La.) explains her Bulk Cargo Bill to members of the Washington, D.C. Propeller Club. Paul J. Burnsky (l.) president of the AFL-CIO's Metal Trades department looks on.

cost-competitive with foreign government supported and subsidized fleets. One section of the Boggs' Bill calls for the Secretary of Transportation to set price guidelines based on the reduced costs and international charter market indexes.

While the proposed legislation would indeed be a shot-in-the-arm for shipyard and shipboard employment, the shipbuilding companies and the shipping industry, plus American balance of trade payments, it would also strengthen American defense capabilities, supporters of the bill said.

"The bill will be of tremendous value in providing a badly needed transportation asset for the defense of this country," Drozak said.

The American merchant marine, as it exists today, does not have the capability to serve as an effective auxiliary in time of war or national emergency, nor is the country's shipyard mobilization base sufficient to meet national defense requirements, Mrs. Boggs said.

"I don't believe we as a nation can grow and prosper without the ships and shipyards to support a strong national defense and a trading capacity to reach the markets of the world . . . Enactment of H.R. 1242 . . . will strengthen our national defense by providing a bulk fleet that is capable of serving as a naval and military auxiliary in time of national emergency," the congresswoman said.

Some critics of the bill, leaders of the so-called "free-trade" movement have claimed that enactment would damage America's standing as the world's leader in free trade. However, in a speech before the Washington, D.C. chapter of the Propeller Club, Mrs. Boggs called on the critics to enter "the real world of 1983."

"Our operators and shipbuilders are hard pressed to compete with other countries where support for shipbuilding and shipping are considered to be priorities of national policy. Rather than provide the special support or cargo policies needed to maintain our merchant marine, we seem to have gone in the opposite direction," she said.

"In the real world of 1983 shipbuilders abroad can construct their ships well below market costs because their governments, recognizing the importance of the industry, are willing to indemnify them against losses through a variety of direct and indirect subsidies.

"In the real world of international commerce, many nations recognize the importance of strong national merchant fleets and support their fleets through subsidies, tax incentives, preferential financing and cargo policies . . . It's time that we enter the real world of 1983," Mrs. Boggs told the group.

She also pointed out that major shipping countries throughout the world reserve portions of their cargoes for their ships.

France reserves two-thirds of its oil and one-half its coal imports for French vessels. Venezuela requires 100 percent of government cargoes and 50 percent of all trade be carried on its ships. Japan and Korea finance below market rates for construction, and socialist countries, with no need to worry about profits, charge below market rates.

"American shipping and shipbuilding can be competitive in the international trade forum. The (Boggs Bill) provides the formula which the administration, the Congress, and the industry itself has been looking for as an answer to developing an American-flag bulk shipping capability," Drozak said.

Hearings on the legislation have not been scheduled, but aides to Mrs. Boggs said hearings could begin in late April or early May. Also, several members of the Senate have indicated a willingness to introduce companion legislation in that chamber.

Although there have been few indications from the Reagan administration on its stand on the Bulk Bill, Drozak said he believes the bill addresses many of the administration's concerns about foreign trade.

"President Reagan has on a number of occasions expressed concern over the cargo policies of foreign countries and their negative impact on the U.S. maritime industry. This bill appears to deal with some of that concern and at the same time satisfies the president's additional concerns over making the industry more cost-efficient, competitive and job intensive. We hope that the president will find it possible to work with the appropriate members of Congress to enact the proposed legislation into law," Drozak said.

Mrs. Boggs said her bill was the right policy at the right time for the American merchant fleet.

"If we enact H.R. 1242, then we will begin to rebuild our nation's shipyards and to expand our American merchant fleet. If we take this step we will be more competitive in the interdependent world of trade and development," she said.

Alaskan Oil Export Ban Nears Expiration; SIU Jobs and National Security at Stake

The Export Administration Act, which bans the export of Alaskan oil, will expire later this year. If Congress fails to renew it, then America's security would be jeopardized and as many as 40 SIU-contracted tankers put out of commission.

This legislation will be one of the more important to seamen this year. The maritime industry is feeling the cumulative effects of massive budget cuts and a depressed shipping market. Were this bill allowed to expire, then the industry would be in very bad shape indeed.

The Export Administration Act was passed during the Carter administration to preserve this nation's dwindling oil supply. It was felt that this country could not allow its domestic reserves to be sold abroad at a time when it was vulnerable to a cut-off of foreign oil.

What was true three years ago is still true today. America now imports a larger share of its oil

than ever before. It can not rely on foreign sources of oil.

The Middle East, from which most of the world's supply of oil flows, is on the edge of a precipice. Iran is controlled by an aging band of religious fanatics who have little understanding of the outside world. Nigeria and Mexico, two of this nation's major suppliers, have staggering economic difficulties. Their continued domestic stability cannot be taken for granted.

The issue has already made the front pages of the newspapers. *The Wall Street Journal* has run a series of editorials advocating the sale of Alaskan oil to foreign markets. Earlier this month Prime Minister Yasuhiro Nakasone of Japan met with President Reagan for a series of talks concerning the growing tensions between Japan and the United States. High on the list of topics discussed was the sale of Alaskan oil to Japan.

President Reagan has expressed a desire to let the Export Administration Act expire. He and others like him would deplete our domestic reserves for short-term profit.

Most labor, environmental, and maritime groups are coalescing around this issue. Allied with them are a growing number of Americans who are truly worried about this nation's security.

Reagan Budget A Maritime "Disaster"

President Reagan submitted his budget for Fiscal Year 1984 in the midst of a mounting economic crisis that includes huge projected deficits and the highest unemployment levels since World War II.

The budget, which would increase defense spending by more than \$340 billion over the next four years, calls for severe cutbacks in most domestic programs. It received a cool reception on Capitol Hill from Republican leaders, who were afraid that the Republican Party would suffer a major setback in next year's elections if the budget were adopted without major revisions.

Reaction to the budget was immediate and negative. Democrats openly criticized Reagan's priorities. SIU President Frank Drozak called it "a disaster" which would have irreparable consequences for the maritime industry.

Peter Petersen, a high ranking official in the Nixon administration, fashioned a bipartisan coalition of all living former Treasury secretaries which condemned most of the assumptions made in the budget.

While the budget contained few surprises for the maritime industry, it still elicited a wave of shock and anger. Few people can reconcile this budget with the pledge President Reagan made during the 1980 election to "revitalize" the American-flag merchant marine.

Spending will be maintained at 1983 levels, or else curtailed. Despite the depression in the American shipbuilding industry, there will be no outlays for the Construction Differential Subsidy Program.

\$439 million has been allotted to the Operating Differential Subsidy Program, a drop of some \$15 million from last year's

budget. No new Operating Differential Subsidies will be granted. Past commitments will be met, and that's it.

According to reports floating around Washington, the Reagan administration hopes to phase out the Operating Differential Subsidy Program by encouraging American operators to pay back their Construction Differential Subsidies and buy-out their Operating Differential Subsidies. Such a move could have serious long-term consequences for the American-flag merchant marine.

The SIU opposes drastic change in the present maritime structure without a detailed exploration of the possible consequences. The demise of the American-flag merchant marine is a high price to pay for a hasty and poorly conceived program.

Outlays for research and development will be \$13.6 million. Outlays for operations and training will be \$72.7 million—a drop of \$14 million from the previous year.

President Reagan is seeking to put a cap of \$900 million on the Title XI loan guarantee program, which will represent a huge decrease from last year's budget. The figure is even smaller than it looks: \$300 million can only be allotted "in case of a national emergency."

The news of the budget comes at a bad time for the American-flag merchant marine, which is feeling the effects of a worldwide drop in the shipping market.

At the same time, Congress was considering ending the ban on the export of Alaskan oil. Such a move would lay up as many as 40 SIU-contracted tankers, and play havoc with what is left of the maritime industry.

Worley Elected Ports Council President In Southern California

SIU Wilmington Port Agent Mike Worley has been elected president of the Southern California Ports Council of the AFL-CIO's Maritime Trades Department.

In his two-year term, which took effect Jan. 1, Brother Worley will be heading a Ports Council whose members include 33 unions in southern California.

Brother Worley, who was born in Mobile, Ala. in 1950, joined the SIU in 1966. He sailed in the deck department, first as an OS and then as an able-seaman.

He came ashore in 1970 to work for the Union in San Francisco as a patrolman.

Over the years he has worked for the SIU in various parts of the country including the Gulf and the Western Rivers.

Besides his present posts in Wilmington as SIU port agent and president of the Ports Council, Worley is also chairman of

the National Maritime Council in southern California. He's also on the Board of Governors of the Propeller Club, the executive board of the AFL-CIO's Committee on Political Education in Los Angeles county, and is on the Organizing Committee of the AFL-CIO in Los Angeles and Orange counties.

As president of the Southern California Ports Council, Worley was just appointed to the Maritime Advisory Board for Los Angeles county.

The former president of the Ports Council was Clyde Dodson, Wilmington port agent for District 1 of the Marine Engineer's Beneficial Association.

Elected to the post of vice president of the Ports Council was Charlie Russo who is Wilmington port agent for the Sailors Union of the Pacific. Re-elected to the post of secretary-treasurer was Lee Dahlenburg, secretary-treasurer of Teamster Local 572.

SIU Calls for ODS Hearings Before Any Changes

SIU President Frank Drozak has called for Congressional hearings before any changes are made by the Maritime Administration in the 47-year-old Operating Differential Subsidies (ODS).

Several proposals to eliminate the ODS are before MarAd. But the major question raised by maritime supporters is, does MarAd have the authority to change laws made by Congress? Drozak and Rep. Walter B. Jones (D-N.C.) believe Congress should be the body which makes any changes in the ODS program.

"It would appear at this stage that it is the responsibility of Congress and its appropriate committees to examine these very vital questions and issues from the standpoint of the national interest," Drozak wrote to Jones and Sen. Robert Packwood (R-Ore.), chairman of the Senate Committee on Commerce, Science and Transportation.

The controversy centers around the so-called "buy-out" proposals which would basically terminate ODS contracts through different forms of government payments and free the operators from the various regulations and constraints that apply to subsidized operators.

"The proposals . . . may raise serious questions concerning the separation of legislative and executive powers," Jones wrote to former Department of Transportation Secretary Drew Lewis shortly before Lewis resigned.

Jones also pointed out that the 1936 Merchant Marine Act,

which provides for ODS, does not have any section giving MarAd the authority to make the "buy-out" payments.

Both Drozak and Jones expressed the fear that any such MarAd action would open the door to gut the requirements of government participation from the 1936 and 1970 Merchant Marine Acts.

"Our present policies are based on a partnership between the United States government and the merchant marine. That is to say, the U.S. government is actively involved in working with the maritime industry, and the industry with the government, to preserve the fleet as a national asset.

"Yet at a time when other governments are strengthening and reinforcing the partnership with their maritime industries, we appear to be heading in exactly the opposite direction. In fact the termination of existing programs . . . is a message, perhaps, that as far as having a national maritime policy is concerned, the United States is 'finished with engines,'" Drozak wrote.

Jones also questioned the validity of the proposals in his letter to Lewis. He also asked for a thorough briefing on all the proposals before MarAd.

"There can be no such thing as national maritime policy without the direct, aggressive and continuing involvement by the national government. In the absence of the active involvement of the United States government and industry, U.S. maritime policy would inevita-

bly come to an end," Drozak said.

Hearings on the matter have

not been scheduled in the House or Senate, but are expected to take place later in the session.

Senate OKs Seamen's Health Care Study

While there appears to be little chance that the 200-year-old U.S. Public Health Service hospitals and clinics will be re-established, a new government study is underway to explore what forms of health care benefits would best serve American merchant seamen.

The study by the government's General Accounting Office (GAO) was authorized by a Senate resolution introduced by Sen. Daniel Inouye (D-Hawaii). No deadline has been set, but according to legislative sources, the results could be made public by early summer.

"In my judgment," Inouye said, "a very good case can be made that we should once again reinstate some form of health care benefits for these individuals. Our nation's merchant marine and our nation's very national security depend upon these men and women. There is a

clear federal interest."

During the budget cutting frenzy of the early Reagan administration, the USPHS hospitals and clinics were shut down in October 1981. The facilities were open to merchant seamen, Coast Guard personnel, some civil servants, and other groups.

Alternative federal medical services were made available to everyone but merchant marine patients, who accounted for about one-third of the caseload. Since then, a system of private health insurance financed by the SIU and ship operators has provided health benefits.

While health care is available to SIU members, as the Union and its allies have constantly pointed out, the reasons for federally funded health care for the nation's merchant sailors are as valid today as they were 200 years ago when the system was established.

Seniority Upgraders View Washington Program



Standing on the steps of the Capitol are the "A" seniority students who recently attended a five-day education program at Union Headquarters. They are Dana Paradise, Allan Hitt, Vergel Reyes, Robert Ohler, David Betz, Jackie Robinson, Nicholas Komminos, Jerry Borucki, William Christmas, Roderick Bright, Joseph King and Robert Sowell. With them are Tyler Womack and John Ruiz, SIU officials-in-training, and Ken Conklin, SHLSS commandant.

SIU Seeks Job Sharing, Cuts 'B' Time to 125 Days

Because there is presently a decline in shipping, the Seafarers Appeals Board (SAB) feels that there should be a more equitable distribution of employment.

Therefore, it has ruled that as of March 1, all Class "B" seamen shipped on or after that date must leave the vessel after one round trip or 125 days, whichever is longer.

Class "B" seamen shipped prior to March 1 may retain their jobs for one round trip or 180 days, whichever is longer.

The 125-day ruling will be reviewed after six months to see

if it should be continued or if the 180-day rule should go back into effect.

The SAB has been monitoring the shipping situation and felt it had an obligation to all seamen to enact the 125-day rule at the present time. In this way, more seamen will have the opportunity to ship for at least 125 days, the time that is necessary to maintain eligibility for the Seafarers Benefit Plans. Thus, those seamen and their families will not lose the protection provided by the Plans.

The ruling made by the SAB was announced at the February membership meetings.

In its monthly series of interviews and reports, "PROFILES" will highlight key government officials instrumental in shaping national and maritime policy.

"HERE WAS A MAN TO HOLD AGAINST THE WORLD
A MAN TO MATCH THE MOUNTAINS AND THE SEA."

Lincoln, The Man Of The People

Senator Daniel K. Inouye

A MAN of great prominence to the U.S. Maritime Industry and to the Seafarers International Union is Senator Daniel Inouye (D-Hawaii). Senator Inouye is personally acquainted with many SIU members, particularly those Seafarers crewing the *SS Constitution* and the *SS Independence*, the SIU-contracted cruise ships sailing in the Hawaiian Islands. It was through the efforts of legislators like Senator Inouye that these



Sen. Daniel K. Inouye

ships were flagged under United States registry providing many hundreds of jobs for U.S. workers.

The senator, a native of Hawaii, was first elected to Congress in 1959, to the U.S. House of Representatives as the first Congressman from the state of Hawaii. He was elected to the United States Senate in 1962 and was reelected in 1968, 1974, 1980.

Senator Inouye is a member of the Senate Committee on Appropriations, the Senate Democratic Steering Committee, Senate Democratic Policy Committee, the Senate Select Committee on Intelligence. He also sits on the Senate Committee on Commerce, Science and Transportation where he is the ranking member of its Subcommittee on Merchant Marine.

The senator has received numerous awards and honors, including the 1980 Admiral of the

Ocean Sea Award from the United Seamen's Service.

Senator Inouye is leading the way with numerous maritime legislative measures to be reviewed during the 98th Congress. He recently introduced a bill authorizing \$200 million for new ship construction subsidy funds.

In his statement accompanying the bill the senator said, "... there are better ways to promote commercial shipbuilding in private U.S. yards, but we must begin actively exploring alternatives. Temporary authority to build foreign is not an alternative. It is an escape from reality. Congress has been waiting over two years for an alternative proposal from the administration. In the interest of national security and a strong merchant marine, I do not believe we can delay any longer."

Senator Inouye was adamantly opposed to the termination two years ago of the PHS Hospital care for merchant seamen. He believes, "we should once again reinstate some form of health care benefits for these individuals who are subject to unusual health hazards. Their welfare is involved in national security."

It is easy to see why we value this man. Senator Inouye's dedication and support to the American merchant marine is commendable. We, of SIU, salute you, Senator Daniel Inouye!

Congressman Joseph P. Addabbo

ANOTHER strong supporter of the U.S. merchant marine is Congressman Joseph Addabbo (D-N.Y.). Congressman Addabbo, as the Subcommittee Chairman of Defense Appropriations for the House Appropriations Committee, recognizes the strategic role played by the American merchant marine as the fourth arm of our nation's defense.

Congressman Addabbo regards the American merchant marine as an integral adjunct to the defense and commercial functions of the U.S. Navy.

Congressman Addabbo was elected to the U.S. House of Representatives in 1960, the 87th Congress, and he has been serving as New York's 6th Congressional District Representative ever since.

Congressman Addabbo has a perfect maritime record. He has

thwarted attacks on the Jones Act. He endorses and is working to develop a national maritime policy, and he understands that the key element is cargo.



Rep. Joseph P. Addabbo

Currently, Congressman Addabbo is leading the charge in the House of Representatives for federal funding of health care for merchant seamen. He is also one of the original 45 co-sponsors of the Competitive Shipping and Shipbuilding Act of 1983, H.R. 1242.

Boggs Bill Co-sponsors

Following is a partial list of co-sponsors for the Boggs Bill. If you don't see your representative's name, call or write and urge him or her to support the bill. (For the story on this bill, see page 3.)

Democrats

Mario Biaggi (N.Y.)
Glenn M. Anderson (Calif.)
Carroll Hubbard Jr. (Ky.)
Don Bonker (Wash.)
Norman E. D'Amours (N.H.)
Barbara Mikulski (Md.)
W. J. (Billy) Tauzin (La.)
William J. Hughes (N.J.)
Barbara Boxer (Calif.)
Joseph Addabbo (N.Y.)
Michael D. Barnes (Md.)
Charles E. Bennett (Fla.)
Tom Bevill (Ala.)
Edward P. Boland (Mass.)
Jack Brooks (Texas)
William (Bill) Clay (Mo.)

Norman D. Dicks (Wash.)
Dennis E. Eckart (Ohio)
Harold E. Ford (Tenn.)
Joseph Gaydos (Pa.)
Steny H. Hoyer (Md.)
Tom Lantos (Calif.)
Clarence D. Long (Md.)
Nicholas Marvoulas (Mass.)
Joe Moakley (Mass.)
G.V. (Sonny) Montgomery (Miss.)
John Murtha (Pa.)
Mary Rose Oaker (Ohio)
Major R. Owens (N.Y.)
Claude Pepper (Fla.)
Melvin Price (Ill.)
Bruce F. Vento (Minn.)
Charles Wilson (Texas)
Robert A. Young (Mo.)

Republicans

Gene Snyder (Ky.)
Don Young (Alaska)
Herbert H. Bateman (Vt.)
Jack Edwards (Ala.)
Thomas F. Hartnett (S.C.)
Marjorie S. Holt (Md.)
Bob Livingston (La.)
Arlan Strangeland (Minn.)
G. William Whitehurst (Va.)
Lyle Williams (Ohio)

A Reminder:

SIU Headquarters Is Now Located In Washington

The new headquarters of the Seafarers International Union is now located in Washington, D.C. All Union business formerly conducted at the SIU's old headquarters in Brooklyn is now being handled at the new headquarters.

Here is the new address and

phone number of the Seafarers Headquarters:

Seafarers International Union
5201 Auth Way
Camp Springs, Md. 20746

Phone: (301) 899-0675



Seafarer Emanuel Lowe, chief cook, gets ready to prepare a meal in the galley of the integrated tug-barge.



Shown at the Alabama State Dock in Mobile is the beautiful tug-barge *New York*.



Recertified Chief Steward Ralph R. Maldonado makes sure some of his brand new equipment is in good working order.

Welcome the Integrated Tug-Barge New York



Bosun Clyde Smith (l.) and SIU Patrolman Jimmy Battle are by the bridge's control board.



Handling wires on deck are Able-Seaman Sam Solomon (l.) and Ray Gorju.

Another brand new integrated-tug-barge was added to the SIU-contracted fleet this month. She's the 691-foot long *New York*, the third in a series of six integrated-tug-barges being built by Apex Marine.

Crewed in Mobile, Ala., the *New York* is now on her way to her permanent run along the East Coast. She was preceded last year by her sister ships, the *Jacksonville* and the *Groton*. She will be followed by the *Mobile*, *Philadelphia* and *Baltimore*.

The barge section of the *New York* is equipped with a modern hydraulic pumping system. The tug section, which measures 133 feet, is powered by 18,000 hp twin diesel engines and can reach a cruising speed of 17 knots.

The *New York*, as well as her sister ships, are capable of handling oil, gas, jet fuel or No. 2 diesel fuel.

Since all six tugs and all six barges are built to exactly the same specifications, they are interchangeable. But the units will be disconnected only if repairs or drydocking are necessary.



Waving to someone on shore is OS-Wiper Terrill Ray Clark.



At the controls for the *New York's* engine room is QMED James Slay.

Area Vice Presidents' Report

Gulf Coast, by V.P. Joe Sacco



THE BEST PIECE of news I have to report this month is that SIU New Orleans Port Agent Gerry Brown is home from the hospital. He had suffered some serious injuries in an auto accident but is now making a rapid recovery.

Some other good news from the port of New Orleans is that, after three months of layup, we have recrewed the *Del Monte* (Delta). She will be working on the West African run.

In the port of Jacksonville we have also recrewed some ships. One is the *Kopaa* (Pacific Gulf Marine) which had been laid up since Jan. 6 and the other is the *Penny* (American Coastal and Foreign Shipping) which had been laid up for approximately a year.

In Tampa, Fla. a meeting was held on Jan. 21 among opponents of a project that would convert a Texas to Florida gas pipeline into an oil pipeline. Representatives from the SIU attended the meeting where the discussion centered on legislative and legal strategy for blocking the proposed conversion.

The Union feels that if conversion takes place, tug and barge traffic between Texas and the rest of the Gulf will be seriously damaged.

We are also continuing the fight against the pipeline's conversion before the Federal Energy Regulatory Commission. This Commission, which had given its approval of the conversion, has now granted a rehearing on the issue.

Out of the port of Mobile comes word that the delayed crewing of the brand new SIU-contracted integrated tug-barge *New York* (Apex) is finally underway. She had originally been set to crew on Dec. 30. This ship is the third integrated tug-barge launched by the company. The other two are the *Jacksonville* and the *Groton*.

East Coast, by V.P. Leon Hall



OUT OF THE PORT of Baltimore we've crewed up a newly acquired SIU-contracted ship. She's the *Adonis* (Apex) and in early January she headed for Panama to pick up oil. Eighteen SIU jobs were shipped aboard the *Adonis*.

A little further south, out of the port of Norfolk, we have a new inland run. Using the tug *Fritzi K.* and the barge *Trader*, SIU-contracted Marine Towing and Transportation is carrying Sea-Land containers between Norfolk and

Baltimore. The round trip is made about once a week and the barge has a capacity of 275 containers.

Also in the port of Norfolk we're still negotiating with C. G. Willis, an inland company, whose three-year contract expires this month. On the Union side of the table three rank-and-file members have been elected to work with Norfolk Port Agent Steve Papuchis and SIU Representative Mike Paladino.

Up in the port of Gloucester, the SIU-contracted *Sugar Island* (North American Trailers) is dredging in Boston Harbor where she's cleaning out the anchorage. The crew aboard the *Sugar Island* is SIU top to bottom.

Also up in Gloucester we're hitting the Sabine ships steadily in our effort to organize that company's vessels. We're working closely with the National Maritime Union on this as well as other organizing operations such as *Crest* and *Ingram*.

I'm happy to report from our Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. that the new education program started last month is doing very well. This program enables all our SIU upgraders who are attending classes at the School to participate in a five-day schedule of meetings at the Union Headquarters in Camp Springs, Md.

Finally, I'm very glad to be able to tell you that New York SIU Representative Ted Babkowski, who had a serious operation recently, is doing very, very well. He came home from the hospital sooner than expected and is making a quick recovery.

Great Lakes & Western Rivers, by V.P. Mike Sacco



BECAUSE OF THE mild weather on the Great Lakes we're looking forward to an early fitout this year. There's no ice on the rivers and not much on the Lakes. SIU-contracted Huron Cement may fit out the *Crapo* as early as the first week of March.

Right now the fitout schedule for some of our contracted companies is as follows: American Steamship expects to fitout 10 ships to start; Kinsman hopes to start with four vessels, and Huron is planning to

start with four.

Concerning the "hand bomber" *Chief Wawatam*, nothing has emerged so far from the talks with the Michigan Northern Railroad. However, the discussions are continuing.

As I have been reporting, the SIU-contracted Detroit-Mackinac Railroad Co. lost the bid on renewing operation of the ship for the State of Michigan. The operation went to non-union Michigan Northern Railroad. Thus after 35 years under SIU contract it looked like we had lost the venerable ship. Now, though, the new company has agreed to talk with us and the Marine Engineers Beneficial Association about a contract.

Regarding the fate of the two Bob-Lo passenger boats, I'm happy to report that the future is looking a little brighter. As I reported to you in December the Bob-Lo company went bankrupt. Traditionally, the company's boats, the *Columbia* and the *Ste. Clare*, ran between Detroit and Bob-Lo Island from Memorial Day through Labor Day.

A bankruptcy hearing that was scheduled for Jan. 27 in Detroit has been postponed until late February. There is a good possibility that another company will buy the two vessels and keep them running.

In the port of Algonac our inland SIU Representative Byron Kelly reports that the U.S. Army Corps of Engineers will probably be three weeks to a month early on its budget report this year. The budget outlines dredging projects that are being proposed by the federal government. It therefore gives us a good idea of possible future jobs.

West Coast, by V.P. George McCartney



I'M HAPPY TO REPORT that here in San Francisco the *Santa Mariana* (Delta) is tentatively scheduled to recrew this month. Laid up since Dec. 22, this combination cargo/passenger ship works on the South American run.

Also here in San Francisco, we've recrewed the *Oakland* (Sea-Land) and are scheduled soon to recrew the *Panama* (Sea-Land).

Up in the port of Seattle the *Overseas Joyce* (Maritime Overseas) loaded grain for Egypt and

Russia early this month.

Also, the *Galveston* (Sea-Land) which had been laid up since Jan. 15, crewed up this month.

But the big news in Seattle was the ceremony on Feb. 4 for the brand new, SIU-contracted containership *President Washington* (APL). Held on Pier 23, the ceremony marked the naming of the *President Washington* as the honorary state ship of Washington.

She and her two sister ships, the *President Lincoln* and the *President Monroe* are the largest containerships under U.S.-flag. They are 860 feet long and carry 1,250 40-foot containers. The SIU A&G District represents steward department seamen on APL ships.

Out of the port of Wilmington we have word that the Southern California Ports Council of Los Angeles and Vicinity has picked "Whitey" Disley, head of the SIUNA-affiliated Marine Fireman's Union, to receive their Man of the Year award. The dinner where the award will be presented, will be held in June onboard the permanently docked hotel-restaurant ship, the *Queen Mary* which is manned by members of the SIU-affiliated United Industrial Workers Union.

In San Diego, Calif. the agreement has been ratified with SIU-contracted Star and Crescent Harbor Cruises.



Inland News

Our Members At Work

SIU officials recently completed a visit to many of the SIU-contracted boats working the Gulf Coast/Delta area. Going aboard many of the boats, both the officials and the crews had a chance to familiarize themselves with the Union, its members and its goals.

While much of the time was spent explaining contracts, SIU projects, the move to the new headquarters, and listening to beefs and suggestions, SIU officials had the opportunity to spend time with a few less serious endeavors. They had the chance to snap these pictures of your brothers and sisters on the Gulf Coast boats.

Break Time on The Dixie Traveler



Posing for the photographer onboard the *Dixie Traveler* (Dixie Carriers) in New Orleans are (l. to r.) Pilot Ron Denton, Deckhand Ernie Manint, and Captain Joe Arnaud.

Dixie Progress Won't Cast Off Ballots



The crew of the ocean tug *Dixie Progress* (Dixie Carriers) look over ballots to elect the Dixie Committee. Onboard in Pascagoula, Miss., where the tug is having repairs made to its barge, are (l. to r.) Mate Dave Aud, Engineer Robert Katzara, Cook Gerald Hulme, AB Bob Small and Captain Robert Floyd.

Dixie Marauder



Capt. Frank Gibson of the towboat *Dixie Marauder* (Dixie Carriers) is at the control of his boat in the port of New Orleans.

Gumbo on the Stove



Cooking up a pot of gumbo in the galley of his tug *Dixie Raider* (Dixie Carriers) is Captain Aaron Hebert.

Contract Study Aboard Dixie Vandal



Captain Carson Abshire (left) and Tankerman Alvin Russ (middle) look over contract suggestion forms with SIU Patrolman Bob Hall aboard the *Dixie Vandal* (Dixie Carriers) in the port of New Orleans.

On the Dixie Avenger



Some of the crew of the *Dixie Avenger* (l. to r.) AB-Tankerman Mark Duncan, Chief Engineer Paul Soper and Engineer Fred Williams discuss the upcoming contract negotiations with (far right) SIU Rep Bob Hall.

INLAND LINES

Still Talkin' on C.G. Willis Pact

At press time, negotiations on contract renewal at the C.G. Willis Co. here in Norfolk for its 55 SIU Boatmen were still going on as the three-year agreement was due to expire this month.

Three rank-and-file members were elected by the membership to the negotiating committee to join port of Norfolk Agent Steve Papuchis and Union Rep Mike Paladino on the committee.

A new weekly run by a container-barge operation from this port to the port of Baltimore and back is in the works.

The tug *Fritzie K.* (Marine Towing & Transport) will tow the barge *Trader's* (Sea-Land) 270 containers.

The Great, Great Lakes

Tampa Tugs here keeps on a movin' cargoes of oil and chemicals despite Ole Man Winter's freezing solid ice and snow on the five Lakes.

Crowley Adds Supply, Crewboat Jobs

Crowley Maritime in the port of Wilmington, Calif. has added a new supply boat and a crewboat to its fleet here.

The supply boat *Skilak* with 14 more SIU jobs and the crewboat *Eileen Elizabeth* has four more jobs to service the company's oil rigs' business.

Silver Lining in '84 for Inland Field

The head of the SIU's Dixie Carriers, Archie L. Wilson, sees a silver lining in the inland field for early 1984 with an upturn in business by mid to late 1983 predicted by economic forecasters.

Wilson added that while the barge industry usually lags behind the general economy, it should pick up later on.

New Tug-Barge New York Crewed in Mobile

On Feb. 8 the new integrated tug-barge *New York* (Apex Marine) was SIU-crewed in the port of Mobile.

Sabine Contract Talks Ongoing Soon

Contract negotiations at the Sabine Towing and Transportation Co. in the port of Houston are scheduled to start shortly. The contract ends on Mar. 31.

A new shipdocking tug, the *Niki* (Sabine Towing) crewed up in this port last month.

In April, Orgulf Will Crew New Tugboat

In April, Orgulf in the port of St. Louis will crew up its new towboat, the *Justin T. Rogers*.

Heartland Transportation will begin contract negotiations with SIU negotiators soon. The pact expires Mar. 13.

Dixie Carriers, Orgulf Pacts in New Orleans

SIU contracts at both Dixie Carriers and Orgulf in the port of New Orleans are set to end on Mar. 31.

Rhine-Danube Canal Will Be Completed

West Germany has decided to complete a 105-mile canal linking the Rhine and Danube Rivers in the German state of Württemberg.

The canal is only 22 miles from completion in the state of Bavaria and would open up a 2,125-mile waterway from the North Sea to the Black Sea. However, estimates show the canal would carry less than a sixth of the traffic originally planned.

National Navigator



Onboard the *National Navigator* (National Marine Co.) (l. to r.) Captain Alex LeBlanc, Tankerman Ralph Pratter, and Pilot Roger Hobbs take time out after looking over the new National Marine contracts.

On the Red Circle Gale B.



Giving a wave is Cook George Oliver (center) of the towboat *Gale B.* (Red Circle Line). With him are two of the crewmembers who swear by his cooking, AB Chuck Samnek at left and OS George Badden.



At the mess table on the *Gale B.* before they shove off for a port of call in Puerto Rico, are (center) Capt. Paul Hyde and (clockwise r. to l.) Mates Joe Byne and Bill Hall, AB Chuck Samnek, Union Rep Bob Hall, Cookie George Oliver and OS George Badden.

Dixie Vandal



Standing on the dock next to the *Dixie Vandal* are (l. to r.) John Robertson, pilot, and Steve Lawton, tankerman.

Shake Hands and Come Out Retired



New Orleans Agent Louis Guarino talks with SIU pensioner and former Dixie member Leroy Simoneaux. As the big smile indicates, Simoneaux is extremely pleased with the excellent benefits he will be receiving from the Union.

LETTERS



TO THE EDITOR

My Wife and I Say 'Thanks'

I would like to thank the Seafarers Welfare Plan for paying my wife's hospital and doctor bills over the years. She had a bad bout with cancer and the bills have been many and large. She is still going in and out of the hospital, and the Welfare Plan is paying the bills with no problem.

The Welfare Plan is also paying my doctor and medicine bills, and I am retired on a Disability Pension.

If it weren't for the Welfare Plan, I don't know what we would have done. My wife and I would like to say "thank you" to the Welfare Plan and the SIU for the help we have received.

We would also like to thank the personnel at the Union Hall in New Orleans for all of their help.

Sincerely,
Leroy H. Simoneaux 8-5059
Kenner, Louisiana

Peggy Sheridan Crew Waits for Rudder



Standing on the stern of the *Peggy Sheridan* (Sheridan Transport) are (l. to r.) Vince Braco, OS; Robert Teaboa, cook; Charles Cochran, OS; and William Casen, OS. The *Peggy Sheridan* lost her rudder when she went aground at the mouth of the Mississippi, south of New Orleans. This photo was taken as the boat was in the shipyard.

Robert N. Stout



In the galley of the *Robert N. Stout* (Orgulf Transport) are Deckhand Mike Marlin and Cook Hattie Beavers. Mike is a recent graduate from the Seafarers Harry Lundberg School of Seamanship in Piney Point.

James Ludwig



Orgulf Senior Deckhand John Huffines aboard the tug *James Ludwig* in the port of New Orleans.

On Deck in New Orleans



Standing on the deck of the *Robert N. Stout* (Orgulf Transport) as it stops in New Orleans to turn around are (l. to r.) Lead Deckhand Jesse Bogan and Deckhands Vince Bolen and Mike Haas.

Let Your Light Shine



No... not coal miners! These are boatmen on the deck of the *James Ludwig* (Orgulf Transport). Wearing the headlight system to work so that their hands are free to handle the ratchets and wires are (l. to r.) Ike O'Donoghue, senior deckmate; Matt Harrison, new employee and Piney Point grad; and Clint Payne, deckhand.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

Towboat Operator Scholarship Program Offers Career Opportunities

Transportation Institute manpower figures for the 1970's underscored a need for highly trained wheelhouse personnel to channel commerce up and down the nation's inland waterways. Today the need continues as the shortfall makes careers as licensed towboat operators more and more accessible to SIU Boatmen.

In 1978, to remedy the labor shortfall, the Institute, together with the SIU created the Towboat Operator Scholarship Program to establish and fund an intensive seven-week Towboat Operator course.

The course specifically prepares students for the Coast Guard licensing exam for Towboat Operator and towboat operator second class, uninspected vessels, Inland or Oceans (not more than 200 miles offshore).

The emphasis is on chart work. Since classroom exercises involve manipulation of mathematical instruments and formulas, scholarship candidates must pass a reading and math

pre-test to be considered eligible.

Training aboard the CL2 harbor tug and the *Susan Collins*, a sturdy Mississippi River pushboat, students have the advantage in applying for first tours.

Other topics of instruction include towing and shiphandling, dead reckoning, bearings, current sailing, rules of the road, weather, emergency signals, nautical charts, magnetic and gyro compasses, navigational instruments and accessories, aids to navigation and navigation publications, fire fighting, CPR and first aid.

For more information contact Perry Stedman, SHLSS Office of Admissions. Application deadline is Feb. 28.



Students Michael Noel (l.) and Brett Callier solve a chart problem by finding the true course.

Original Third or Second Assistant Engineer Courses Offered

Today's national priorities are calling on educators to fine tune technological progress by training engineers for jobs. The Seafarers Harry Lundeberg School of Seamanship keeps in step with the times offering a variety of general and specialized engineering courses to seamen and boatmen.

Included in the Lundeberg curriculum is the 10-week Original Third or Second Assistant Engineer Motor or Steam License preparatory course.

Aided by pneumatics, in-class prints, tables and diagrams, maritime engineer candidates study the following: propulsion and auxiliary diesel engines, water, sanitary and sewage systems, refrigeration and air conditioning, bilge and ballast structures, steering systems, hydraulics, fuel and lube oil networks, electricity and basic electronics, main and auxiliary boilers, steam and water cycles,

turbine assemblies and engineering safety.

Enrollees receive first aid, fire fighting and CPR instruction and are awarded certification from the American Red Cross.

Candidates for the course must meet all Coast Guard requirements and be familiar with engineering manuals and equipment for successful completion of the course.



John Wiley standing in the deckhouse as towboat operator, takes his turn at the throttle of an SHLSS tugboat as part of his coursework.



Taking notes at an auxiliary diesel engine lecture are (front row l. to r.) Robert Caldwell, Gerald "Frenchy" Bernous, Jonathon Haight and (second row) Mac McKinney.

Cook & Baker Course Is Yeast for Advancement in Steward Department

Among Steward Department course offerings, the six-week Cook and Baker class simulates the professional work-a-day world of the seafarers and boatmen responsible for feeding the crews of their ships and boats.

Learning in fully-equipped industrial preparation and cooking galleys and bake shops, students develop the flair for



After lightly brushing butter on the corners of a row of squares, cook and baker Dan Blackmore delicately folds the corners into pin wheels while learning the art of making French pastry.

culinary arts as 'apprentices' to professional, skilled chefs.

For eight hours each day for the first half of the course students bake bread, rolls, pastries or desserts. The second half concentrates on breakfast foods. Each day students attend a cook baker class.

The *Bakers Manual for Quantity Baking and Pastry Making*, *Breakfast Cookery Study Guide* and a virtual library of international recipe cookbooks are the primary resources available to enrollees.

To enroll in the course the candidate is required to have at least one of the following prerequisites: three months seetime as third cook or assistant cook and hold certificate of completion; four months seetime in the steward department with certification; or a total of six months seetime at any rating in the steward department.

Candidates who have not

completed the entry rating program or the entry rating program and assistant cook program at SHLSS will be required to attend four weeks of assistant cook and six weeks of the cook and baker course.

The course is "open ended" and may be extended so that all of the assignments of the course may be satisfactorily completed.



Trainee George W. Patterson slices a loaf of fresh bread baked by other trainees at the SHLSS.



Mark Scardino slides dinner rolls into the oven which later will be served piping hot in trainee and staff dining rooms.



Cook and baker Florede Israel ladles melted chocolate topping over freshly baked Boston cream pie.

Over 1,500 Seafarers HAVE DONE IT!

Join the crowd and get your **HIGH SCHOOL DIPLOMA**



The GED program at the Seafarers Harry Lundeberg School of Seamanship offers small classes with lots of individualized help from the teachers.

If you are interested in getting a Maryland State High School Diploma to fill out your life, fill out the coupon below and mail it to:

Academic Department
Seafarers Harry Lundeberg
School of Seamanship
Piney Point, Maryland 20674

NAME _____

ADDRESS _____

Street

City

State

Zip

SIU Book Number _____

- Please send me a GED application kit and pretest packet.
 Please send me more information on the GED program.

QMED—Any Rating: Your Key to Job Security

Attaining certification and endorsement as QMED—Any Rating requires specialized knowledge and ratings as pumpman, refrigeration engineer, electrician, machinist, deck engineer, junior engineer, deck engine mechanic and first aid, fire fighting and oil pollution.

Courses leading to ratings and final endorsement provide practical and classroom instruction and experience. The entire program is 12 weeks long with course work focused on the following topics:

PUMPMAN: (one week)

Instruction in the safe handling of combustible materials, loading and pumping out, transferring of fuel, topping off, pollution control, operation and use of pumps, fire fighting and emergency procedures.

REFRIGERATION

ENGINEER: (two weeks)

Attention is given to the principles of refrigeration, compressors, receivers, dehydrators,

valves, evaporators, trouble shooting and repairing leaks and refrigeration malfunctions, fire fighting and emergency procedures.

ELECTRICIAN: (three weeks)

Students become knowledgeable in the fundamentals of electricity, batteries, electrical circuitry, magnetism and electromagnetic circuits, transformers, A.C. motors and generators, use and maintenance of electrical instruments, trouble shooting of electrical equipment, starting, securing and paralleling turbo generators, fire fighting and emergency procedures.

MACHINIST: (two weeks)

Training in the use of hand tools, metal-working tools, measuring instruments, use of metals, metal lathe operations, and basic welding procedures.

DECK ENGINEER: (one week)

Practical training in the use of hand tools, use of metals, piping and valves, operation and

repair of reciprocating and rotary pumps, elementary electrical theory, and operation of hydraulic, steam and electrical deck machinery.

JUNIOR ENGINEER: (two weeks)

Training which includes the use of hand tools and measuring instruments, use of metals, piping and valves, principles of refrigeration, combustion of fuels, boiler operations, lubri-

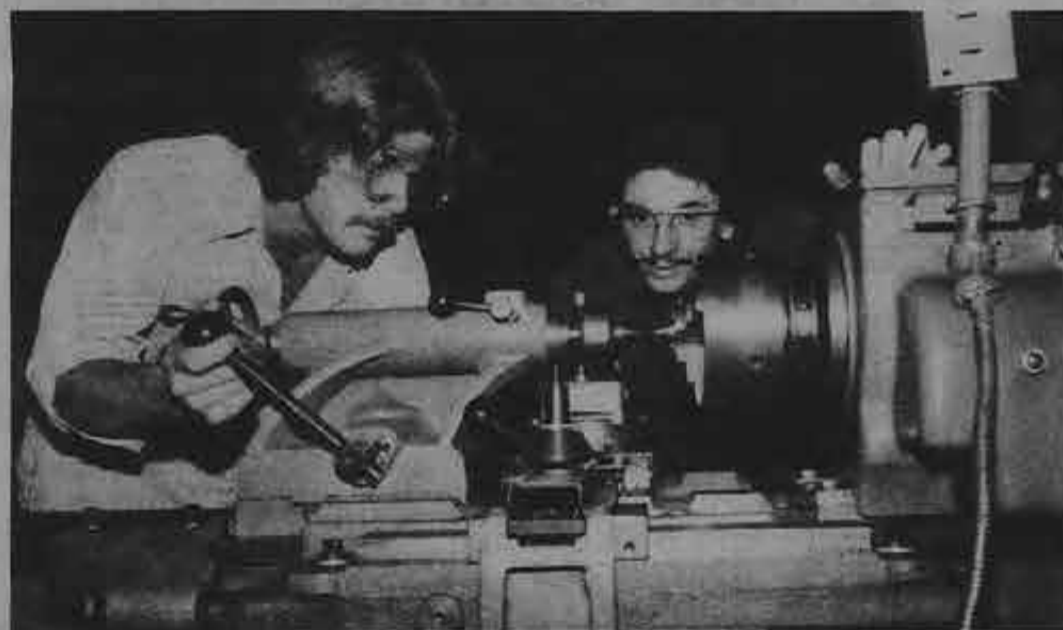
cating oil system, electrical theory, operation and repair of motors and generators, starting and securing auxiliary equipment and main engines, fire fighting and emergency procedures.

DECK ENGINE MECHANIC: (completion)

Includes a review of all material discussed in preceding courses and instruction in automated engine room consoles and equipment.



Upgraders Willis Lawrence (l.) and James Henri first adjust the cross slide of the lathe to insure smooth edges and surfaces.



Eddie Bloomfield (l.) and Ron Lukacs line up a Rockwell cutting lathe.



QMED candidates (l. to r.) John Herrlein and Ray Daniels practice packing the afterpart of a centrifugal pump assisted by instructor Calvin Williams.

DON'T MISS YOUR CHANCE

to
Improve Your Math Skills

HOW?

SHLSS has self-study materials in the areas of fractions, decimals, percent, algebra and geometry. Upon your request, SHLSS will send them to you to study in your spare time.

You can use these math skills:

- ★ in your JOB
- ★ to improve your math skills for **UPGRADING**
- ★ to review old math skills or learn **NEW SKILLS**

I am an SIU member. Yes No

Book Number is _____ Social Security No. _____

I joined the SIU in 19 _____ Department Sailing In _____

Please send me the area(s) checked below.

- () Fractions
- () Decimals
- () Percents
- () Algebra
- () Geometry

Send my area(s) here:

Name _____

Street _____

City _____ State _____ Zip _____

Cut out this coupon and mail it to this address:

Academic Education Department
Seafarers Harry Lundeberg School of Seamanship
Piney Point, MD. 20674
ATTN: Sandy Schroedter

Send it today!



Upgrading Course Schedule Through July 1983



**Programs Geared to Improve Job Skills
And Promote U.S. Maritime Industry**

Following are the updated course schedules for February through July 1983 at the Seafarers Harry Lundeberg School of Seamanship.

For convenience of the membership, the course schedule is separated into three categories: **engine department** courses; **deck department** courses; and **steward department** courses.

The starting and completion dates for all courses are also listed.

Inland Boatmen and deep sea Seafarers who are preparing to upgrade are advised to enroll in the courses of their choice **as early as possible**. Although every effort will be made to help every member, classes will be limited in size—so sign up early.

Class schedules may be changed to reflect membership demands.

SIU Field Representatives in all ports will assist members in preparing applications.

Engine Upgrading Courses

Course	Check-in Date	Completion Date
Pumproom Maintenance & Operations	February 15	March 25
	April 25	June 3
Automation	March 28	April 22
	June 7	July 1
Marine Electronics	May 16	June 24
Marine Electrical Maintenance	March 21	May 13
Refrigeration Systems, Maintenance & Operations	February 28	April 8
	May 16	June 24
Welding	February 28	March 25
	April 25	May 20
	May 31	June 24
Conveyorman	March 23	April 22
Diesel—Regular	April 18	May 13

Deck Upgrading Courses

Mate/Master Freight & Towing Vessels	February 28	April 22
Towboat Operator Scholarship	April 4	May 20
Able Seaman	February 15	March 24
Quartermaster	April 4	May 13
Third Mate	May 9	July 15
Celestial Navigation	February 28	March 25
	March 28	April 15
	April 25	May 20
	July 18	August 12
Lifeboatman	March 28	April 8

Steward Upgrading Courses

Assistant Cook	Open-ended
Cook and Baker	Open-ended
Chief Cook	Open-ended
Chief Steward	Open-ended
Towboat Cook	Open-ended

First Woman on LNG Virgo



Elizabeth Stasio (center) became the first woman crewmember on board the SIU-contracted *LNG Virgo* (Energy Transportation Corp.) Ms. Stasio, a steward assistant, was welcomed aboard late last November by Capt. George H. Overstreet (l.) and Steward Larry Dockwiller (r.).

**For Higher Pay, and
Job Security
Upgrade Your Skills
At SHLSS**

Apply Now for an SHLSS Upgrading Course

(Please Print)

Seafarers Harry Lundeberg School of Seamanship Upgrading Application

(Please Print)

Name _____ Date of Birth _____
(Last) (First) (Middle) Mo./Day/Year

Address _____
(Street)

(City) (State) (Zip Code) Telephone (Area Code)

Deep Sea Member Inland Waters Member Lakes Member

Book Number _____ Seniority _____

Date Book Was Issued _____ Port Issued _____ Port Presently Registered In _____

Social Security # _____ Endorsement(s) or License Now Held _____

Piney Point Graduate: Yes No (if yes, fill in below)

Entry Program: From _____ to _____
(dates attended)

Upgrading Program: From _____ to _____ Endorsement(s) or License Received _____
(dates attended)

Do you hold a letter of completion for Lifeboat: Yes No Firefighting: Yes No CPR: Yes No

Dates Available for Training _____

I Am Interested in the Following Courses(s) _____

- DECK**
- Tankerman
 - AB Unlimited
 - AB Limited
 - AB Special
 - Quartermaster
 - Towboat Operator Inland
 - Towboard Operator Not More Than 200 Miles
 - Towboat Operator (Over 200 Miles)
 - Celestial Navigation
 - Master Inspected Towing Vessel
 - Mate Inspected Towing Vessel
 - 1st Class Pilot
 - Third Mate Celestial Navigation
 - Third Mate

- ENGINE**
- FOWT
 - QMED — Any Rating
 - Marine Electronics
 - Marine Electrical Maintenance
 - Pumproom Maintenance and Operation
 - Automation
 - Maintenance of Shipboard Refrigeration Systems
 - Diesel Engines
 - Assistant Engineer (Uninspected Motor Vessel)
 - Chief Engineer (Uninspected Motor Vessel)
 - Third Asst. Engineer (Motor Inspected)

- STEWARD**
- Assistant Cook
 - Cook & Baker
 - Chief Cook
 - Steward
 - Towboat Inland Cook

- ALL DEPARTMENTS**
- LNG
 - LNG Safety
 - Welding
 - Lifeboatman
 - Fire Fighting
 - Adult Basic Education

No transportation will be paid unless you present original receipts upon arriving at the School.

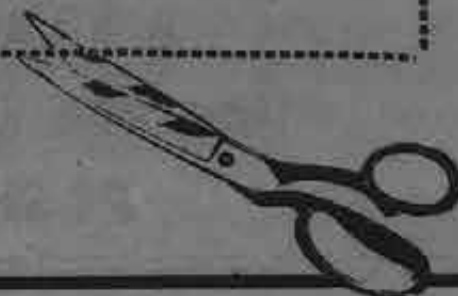
RECORD OF EMPLOYMENT TIME—(Show only amount needed to upgrade in rating noted above or attach letter of service, whichever is applicable.)

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

Please Print

RETURN COMPLETED APPLICATION TO:
 Seafarers Lundeberg Upgrading Center
 PINEY POINT, MD. 20674



LNG Aries Crew Gets Heroism Award in Rescue

The crewmembers of the *LNG Aries* (Energy Transport) were presented with the Mary Ann Brown Patton Valiant Ship Award in recognition of the heroism that they displayed in the rescue of 47 Indochinese refugees. The award was presented by the Women's Propeller Club of the port of New York at a luncheon at the World Trade Center in Manhattan, on Jan. 14. The captain of the ship and three crewmembers, including QMED Paul Russell, were on hand to accept the award.

The inscription on the award recognized that the rescue of the refugees could not have been accomplished without the help of all the crewmembers. However, it made special mention of Capt. Daniel Spence and the following crewmembers: William Gatchell, chief officer; Randy Doty, cargo engineer; Amin Rajaab, AB and Paul Russell, QMED.

Several speakers at the luncheon stressed that the Valiant Ship Award does more than just recognize good deeds. It is given to seamen who risk their own lives in the rescue of others.

Many of the 47 refugees who were saved by the *LNG Aries* had worked closely with the American government during the Vietnam War and were considered politically suspect by the Communist leaders in Hanoi. Given their precarious situation, the refugees sought to secure their freedom by the only means at their disposal: setting out to sea.

Seven days after they had left, the refugees were huddled together in a small, primitive boat in the South China Sea. They were close to starvation, dehydrated and exposed. The weather, which had been fairly good up to that point, began to change. Waves hit 15 feet; the wind blew at 40 knots.

The third mate spotted the refugees at 3 o'clock on June 24, 1982. For the next eight hours the crewmembers of the *LNG Aries* were involved in a delicate rescue operation.

After several hours of maneuvering, the vessel came up to the small boat containing the refugees. Cargo Engineer Randy Doty and AB Amin Rajaab were on the gangway. The two men lifted all 47 refugees onto the ship, including six or seven infants. Doty held onto Rajaab's

belt while Rajaab went over the side of the ship to give a hand to the refugees.

The refugees were all covered with diesel oil. Several almost fell into the ocean. The closest call occurred when a small infant almost dropped out of Rajaab's hands.

As the oily, desperate refugees were lifted onto the ship, they clung to AB Amin Rajaab, whose main support was the belt that Cargo Engineer Doty held.

On board the vessel the refugees were brought to the sick bay and housed in all unoccupied areas. The steward department cooked special meals for the refugees and provided them with blankets and linen.

Crewmembers donated spare clothing so that the refugees could get out of their wet rags. A hat was passed around for the refugees and \$1,000 was collected out of the pockets of the crewmembers.

Chief Officer William Gatchell had primary responsibility for the care of the sick refugees. With no prompting from anyone, but out of a sense of decency, Paul Russell, QMED, spent hours in the hospital treating the people. According to Gatchell, "Russell worked long hours treating the refugees in sick bay. He had no sleep. He was a great help. He rallied the crew to action."

"Of course," Gatchell added, "you have to realize that we are all seamen. You have to do what you have to do."

When asked about the rescue effort, Russell minimized his own role and stressed that it was a

spontaneous expression of sympathy on the part of the entire crew. He talked about the heroic efforts of Amin Rajaab and the contributions made by Don Rood, recertified bosun, and Bill

Mullins, AB.

"I'm glad to be here to accept the award on behalf of my fellow crewmembers," Russell said just before the ceremony. "It really was something."



Jeanne Porter, secretary-treasurer of the Women's Propeller Club, presents the Valiant Ship Award to four *LNG Aries* crewmembers who were given special citations for their bravery. From left are: QMED Paul Russell; Cargo Engineer Randy Doty; Chief Officer William Gatchell, and Capt. Daniel Spence. A fifth crewmember, Able Seaman Amin Rajaab, was unable to attend the ceremony.

A Dangerous Precedent

Puerto Rico Jones Act Waiver by Rep. Corrada

If a proposed House bill which calls for foreign-flag passenger service between the U.S. and Puerto Rico passes, SIU legislative experts fear a dangerous precedent could be set.

H.R. 89, introduced by Rep. Baltasar Corrada (D-P.R.) would basically be a waiver of the Jones Act because Puerto Rico is considered to be part of domestic American trade and pas-

senger routes.

"If this bill is passed, it's going to be a foot in the door in weakening domestic cabotage laws," Frank Pecquex, SIU legislative director said.

Currently there is no U.S.-flag passenger service between the U.S. mainland and Puerto Rico. But a legislative analysis by the Transportation Institute (TI), a Washington, D.C. based maritime research organization, says the bill poses "serious problems for the domestic maritime industry."

Both Pecquex and TI point out that despite the fact there is no passenger service, U.S. ship operators have expressed interest in beginning service to rebuild U.S. passenger lines.

"Passage of the bill would undoubtedly eliminate that interest and set a dangerous precedent for the future. Additionally, allowing this preferential treatment for the island of Puerto Rico discriminates against the citizens of Hawaii and Alaska who are required to comply with all traditional U.S. cabotage laws," the analysis said.

Hearings on the bill have not been scheduled.

Waterman to Convert Ship For MSC Preposition Plan

WASHINGTON, D.C. — Contracts for chartering 13 U.S. Maritime Prepositioning Ships (MPS) at \$1.7 billion was signed on Jan. 14 by MSC Cmdr. Vice Adm. Kent J. Carroll.

Waterman will get more than \$110 million to convert one ship at the National Steel and Shipbuilding Co., San Diego, Calif. In all, Waterman will convert three ships for the MSC Program.

The admiral said the civilian-manned ships will carry enough cargo to support three Marine Corps Amphibious Brigades of 46,000 men and may be prepo-

sitioned near potential trouble spots.

The 13 ships will be used as "floating warehouses" in the Indian Ocean, storing arms, ammunition and equipment for the Navy's Rapid Deployment Force (RDF) under two five-year contracts.

Delivery of the first ship is scheduled for August 1984 and the last ship by April 1986.

When delivered, the MPS will be operated by the MSC under long-term charters by U.S. flag-ship operating firms using American merchant marine crews.

"To Become Happily and Usefully Whole"

SIU Rehab Program Gives Hope and Strength to Alcoholic Seafarers

ALCOHOLISM affects 10 million Americans, according to the National Institute of Alcohol Abuse. Victims of alcoholism come from all walks of life. The disease touches not just the victim, but family members, friends and employers.

Alcoholism is a disease. It is a mental and physical addiction to the depressant drug qualities of alcohol. Alcoholism is often treated as part of a dual drug-alcohol addiction since the craving for alcohol subsides or the feeling of well-being is intensified when other drugs are taken or substituted for alcohol.

Myths surround this disease which each year takes a greater toll on human potential than any other disease. Visible are the alcoholics who have become symbols of urban blight, asleep on park benches, shadowed in doorways or glimpsed through windows resting in the safety of warm laundromats during the coldest winter nights.

But alcoholism has been called the "hidden disease" because most victims of alcoholism are not skid row alcoholics. Instead they carry on in their jobs and families, to most appearances 'normally'. Nevertheless, all alcoholics are related by the same plight—an inability to stop drinking despite the medical, psychological and social problems arising from their addiction.

Alcoholics face a progressively debilitating disease because their resistance to alcohol steadily breaks down over time. And some will reach a point in their lives when they must seek medical help or they will die.

In 1975, then SIU Vice President, President Frank Drozak addressed experts in the field of alcohol abuse, SIU representatives and maritime industry leaders. He voiced his concern for the safety of all seafarers during the SIU-sponsored seminar "The Problem Drinker In Industry." He said: "Seafarers drowning just yards from the gangway and frozen in waterfront alleys demand a program that will save lives."

The seminar, convened at the Seafarers Harry Lundeberg School of Seamanship, estab-

lished the Seafarer Alcohol Rehabilitation Center.

Promise of Recovery

In March 1976, the Center opened its doors to the SIU membership. To the SHLSS seminar attendees the late SIU President Paul Hall had emphasized the need to turn around the historically "poor record"



The Alcohol Rehabilitation Center provides Seafarer alcoholics the serene family environment in which they can deal with their problems.

of alcohol abuse in the maritime industry. And as the first Seafarers contemplated admission to the Center, Paul Hall repeated his belief that "Alcoholism is a disease; it can be treated." This became the founding principle of the SIU Alcohol Rehabilitation Center.

The Alcohol Rehabilitation Center is rustic, nestled beyond a quiet country lane near the SIU Valley Lee Farm lands of St. Mary's County in southern Maryland. Ribbining hills of green flow on under the sun to the Center. Tall spruce trees stand in rows. And from a short distance, a screen door can be heard closing as a soft breeze stirs crisp leaves. The lapping of a waterway running along the back yard of the Center's 100-year-old farm house and dormitory, the voices from people arriving and leaving all gently rock and punctuate the peaceful silence and determination that is here.

The setting offers tranquility for thought, for contemplation.

The Program

The rehabilitation program is six weeks long and receives full

funding from the Seafarers Welfare Plan. Treatment begins as soon as the Seafarer has been medically treated for primary withdrawal and any other physical illnesses.

The Center is a "therapeutic community" where Seafarers enter the program and begin to make the demanding adjustments toward a sober life. Many

show profiles in courage. The struggle not to drink may stay with them a while, but the Center's staff is there to guide them through the difficult initial changes.

The therapeutic program is based on a positive approach to health and the philosophy of the Alcoholics Anonymous' recovery program. The crucial step to AA therapy is the client's acceptance that he is an alcoholic. Then, the client is helped



Mary Lynn Rogers, an ARC counselor, becomes personally involved in Seafarer alcoholics' problems.

A Special Log Report

to critically reflect on his life and to recognize how his addiction has hurt not only himself but the people he most cares for.

Alcoholics Anonymous

On the front door of the country farm house, a sign reads, **ONE DAY AT A TIME**. It is a greeting to all and a reminder that the alcoholic's lifelong concentration should be to achieve sobriety one single day at a time.

There was much concern among the SIU Center's planners that the seafaring life would interfere with an effective after-care support system. However, because of its international success, breadth, and adaptability to travel—it takes just two people to hold a meeting—Alcoholics Anonymous was adopted as the mainstay of the Center's program.

The basic concept still applies. AA was born in early 1935 in Akron, Ohio, when two men—one a stockbroker from New York, the other a doctor from Connecticut—meeting for the first time, noticed their addiction lifted when they voluntarily supported and commiserated with fellow alcoholics in their struggle to break away from the source of their own grief. Listening to others, telling their own stories and relating their own personal experiences with this disease, they were able to feel less alone.

(Continued on next page.)

SIU Rehab Program Gives Hope, Strength To Alcoholic Seafarers

(Continued from page 19.)

The Center helps open the sharing so important to recovery. With confidentiality maintained, Seafarers speak honestly and freely about their disease.

Clients may share their stories at AA meetings held in the Center's main conference room or at nearby community AA centers. Or clients may speak to counselors within the privacy of small rooms located on the main floor of the farm house. ARC Director Rick Reisman has found the openness in sharing to be the "key" to recovery.

Community Concept

The community part of the program is important. To many the SIU is a brotherhood, a family of seafaring and river people. The program creators did not want these bonds severed. It was established early on that Seafarers would be in the best possible position to help other Seafarers.

Indeed, Alcoholics Anonymous pioneers realized that fighting alcohol addiction could not be achieved by isolated battles that relied on will power alone.

"For the alcoholic, one drink is too many and a thousand not enough," is the accepted AA definition of alcoholism because it speaks to the twin aspects of obsession and compulsion—the two-edged sword.

Personal commitment is strengthened at the Center by a full and absorbing daily sched-



Counselor Jesse Logan reviews one client's medical history.

ule and a deeply caring atmosphere. Upon arriving for treatment the client is already 'family'.

Realizing treatment works best with small groups, enrollment is limited to 16 clients. Four professionally-trained counselors, a physician and staff nurse ensure services to clients 24 hours each day, seven days a week.

Most of the staff members are themselves recovering alcoholics. They teach alcoholics about the disease. They share their own experience, strength and hope.

At the founding seminar and SIU seminars that followed, an awareness of the problem of alcohol was illuminated and passed on to counselors. Problems of guilt, low self-esteem, broken homes, sexual impotence, aggression and job failures are a few of the many difficulties Seafarer alcoholics young and old confront.

Far from offering band-aid remedies, clients are taught skills they must know to become, in the words of Paul Hall, "whole human beings" functioning and contributing to mainstream society and home environments. Seafarers are helped to deal with the problems they encountered but could not solve when they were drinking. They are not blamed for their disease.

"Many alcoholics feel they are responsible for their condition, but this is a destructive attitude. If an alcoholic feels guilty for becoming one, then he may feel there is no reason or hope for a cure," Dr. Maxwell Weisman told seminar participants.

The Schedule

The day begins at 7 a.m. and ends shortly after nightly AA meetings at 11 p.m. The schedule is a rigorous one that sweeps aside the alcoholics' days of wine and roses with learning and growth from lectures, films, individual and group therapy sessions, art and physical therapy, and informative reading assignments.

The first week is spent in helping the alcoholic face his



ARC counselor Bill Korber listens hard and well to guide seafarers beyond their addiction to alcohol.

denial that he has a disease. This is the major obstacle to successful and continued treatment. 'Reality' therapy is used to convince clients of their illness.

The medical profession was only just beginning to explore alcoholism in the 1950's. It was not until 1956 that the American Medical Association and the American Bar Association formally defined alcoholism as a disease.

Ignorance in both the medical profession and the general public has contributed in large part to denial. So, too, the idea that alcoholics are immoral people or the expectation that one's masculinity depends on drinking have been leading factors. Denial has frequently been made worse by families, physicians and friends.

Reality therapy involves clearing up all doubts. A case history develops during the first week. It is a detailed description of each client's particular experience with this illness. When do they feel a need to drink? Why do they drink? When do they drink and how often? By the end of the first week patients see the alcoholic patterns emerging in their own histories. The case histories assist counselors to tailor the treatment program to individual needs.

Also aiding recovery during this first week is a description of the ways alcohol acts on the body, the mind and the psyche. Like depressant drugs, "you relax and your nervous tension drops, but later you become more tense than you would have been normally. In the case of alcohol, the calm state lasts 20 minutes to an hour, while the

tension remains for six to eight hours. After an evening of heavy drinking, the resulting tension results in a hangover or sleepless night," one of the foremost authorities in the field of alcohol abuse, Dr. LeClair Bissel explained.

The cycle continues, with morning 'eye openers' until drinking extends further into the day. Once set in motion, psychological repercussions including insomnia, memory loss, hallucinations, anxiety, loss of appetite and depression cause a psychological need for heavier drinking.

Completion of the cycle of addiction varies. For some individuals, only a few years elapse between that first drink and alcoholism. For others, it takes longer. What it comes to is this: it isn't what you drink, or how much you drink, or how long you have been drinking that defines you as an alcoholic. It's what drinking does to you.

Physical Destruction

Cirrhosis of the liver causes countless deaths each year. Less commonly known illnesses traced to alcoholism include respiratory illness and chronic heart disease, high blood pressure, and many types of liver ailments, pancreatic infections and circulatory malfunctions. In fact, the number of illnesses associated with its abuse has become so extensive that alcoholism is the number one health problem today.

Average life expectancies of alcoholics are between 10-12 years below the national average. The suicide rate for alcoholics is said to be 30 times

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SIU Program Offers Hope and Strength

(Continued from page 20.)

greater than average and nearly half of all auto accidents and 75 percent of all murders involve consumption of alcohol.

Alcoholism is the greatest negative cost to employers, estimated in the billions. Dismissals, inefficiency, absenteeism and on-the-job accidents cost well over \$24 billion yearly.

‡

During the second and third weeks of treatment, Seafarers study the psychological dimensions of the disease. In succeeding weeks individual treatment methods and emotional problems are explored. In the final week arrangements and contacts are made to prepare the client to begin life anew.

Assignments from AA literature are reviewed during these weeks. AA texts, "The Big Book," "The Twelve Steps," and the "Twelve Traditions," lead the alcoholic to the AA program which members accept as their means to survival.

Because there is no logic to alcoholism, no one willfully decides to become an alcoholic, emotions are analyzed and talked about. Anger, resentment and anxiety are studied because most alcoholics have never been able to deal with frustration and negative emotions.

Resentment, "the number one killer of alcoholics" Director Reisman believes, is the final stage in the alcoholic's attitude about the world. Generally, according to Reisman, alcoholics think poorly of themselves and their abilities. This lack of confidence causes failure upon failure. Feeling frustrated and angry, eventually the alcoholic covers up his insecurity with boastfulness. And when falsehoods do not bring relief resentment is magnified.

Coping As a Way of Life

Interrupting this destructive cycle, the Center's staff introduced coping techniques, problem solving, relaxation exercises and assertiveness training as stress inhibitors. They have proven successful.

One certainty all counselors say they have learned is the majority of their clients drink because they are lonely, and have few interests outside of work to occupy their time.

Directly across the river from the ARC, clients attend art

classes twice weekly at the Harry Lundeberg School. Counselors adopted recovery through creativity, instructor and counselor Mary Lynn Rogers explained.

"Many times, it helps a person to know they can accomplish something fulfilling while

they are sober, and have fun at the same time. It's something they can take with them and do on the ship when they get bored," she said.

Physical education is stressed. Hiking, swimming, bike riding and fishing provide time out and

allow Seafarers to gain a greater appreciation of physical fitness.

The sixth week clients and counselors work together to make the Seafarer's entrance into society as smooth as possible. Employers are contacted, fam-

(Continued on next page.)

The ARC Counselors Share Their Experiences and Hope

EACH DAY four ARC counselors, Mary Lynn Rogers, Jesse Logan, Patti Winters and Bill Korber help Seafarers in their search for recovery from alcohol addiction.

Professionally trained in the field of alcohol abuse the counselors are the guides Seafarers turn to for advice and hope. They lend relief, verbally weaving a thread of oneness into conversations between themselves and their clients. They provide visions of hope through their own experiences.

"I wasn't sure how it was going to be working with Seafarers. I was pleasantly and warmly surprised," Mary Lynn Rogers recalls. Her choice of words is a delicate rumination. She pauses to refine ideas mid-sentence.

Jesse's voice is gravelly, his conversation smooth. His is the longest tenure, arriving at the Center in 1978. Mary Lynn Rogers came in 1979.

"I wanted to work where I would have longer contact with the residents. I thought, this is going to be a challenge. These Seafarers are tough customers and I wanted to work with them," Jesse remembers.

He is a 32-year veteran of recovery. She encountered her problems when a job as a computer programmer offered little fulfillment.

She switched careers working as a counselor for two years at an emergency hot-line crises center and then the ARC. Recently awarded Alcohol Abuse Counseling certification from the State of Maryland, a Masters degree is not far into her future.

Jesse's professional and academic experiences in alcohol abuse include the Johns Hopkins 18-week alcohol therapy training program. Though he believes his Hopkins' training is the most important aspect of his



Counselor Patti Winters shares a quiet afternoon with a Seafarer at the Alcohol Rehabilitation Center farmhouse.

experience, his background includes 13 years of counseling alcoholics, detox patients and the mentally ill at three hospitals.

His approach, the reason for his nickname 'old gravel tongue' is "to put everything on the table, this is what you need to do." Mary Lynn says she sticks to the "tough love" approach.

"You can kill a person with kindness with this disease," she says. "Because I care I'm going to tell them things they might not want to hear."

"Many times," she continued, "alcoholics are locked in a shell that only their own unhappiness and problems are there with them. Because of their disease, they're not able to see anything else. While they're here many are able to come out of their shells. Many find they don't have to fight this thing by themselves."

Jesse's physical demeanor fits his description of how he thinks clients perceive him. He is relaxed and easy, his age told by silvery hair. "I'm firm but I guess I would say I am gentle. I'm like a grandfather to them."

He is certain that trust has meant the difference between

success or failure in his job. The client has to trust him enough to express all that he is thinking and feeling. Loneliness, Jesse says, is at the root of Seafarer alcoholism. Seamen counselors have done a "terrific job" because "naturally the seamen counselors could relate to them," Jesse explains.

When every attempt has been tried and they have done their best, responses sometimes do not match counselors' efforts. Disappointments, not easily forgotten, settle in. "The ones who go out and drink again and die—it hurts every time," says Mary Lynn.

"The guys have taught me a lot. They've taught me about the human spirit, about enduring and accepting, and about surviving," she said.

"Ninety percent of the recovery is the desire of the seaman himself," Jesse says. "They're going to do it their way and if you let them do it their way it will work. They call me a survivor and I guess that's what I am. I've talked to over 700 since I've been here. Everyone is different, but the same. Everyone is an alcoholic and that's why we're all here."

Program Offers Strength, Hope

(Continued from page 21.)

ilies are called and mailed AA literature and urged to participate in their community AA meetings.

Beginnings and Endings

A major breakthrough in social research clearly suggests alcoholism tends to run in families, in a cycle passed from one generation to the next.

One such study, a 1981 state-wide New York report on the children of alcoholics and drug abusers, showed the children of alcoholics are four times more susceptible to alcoholism than the rest of the population. Supporting evidence revealed 58 percent of alcoholics enrolled at New York rehabilitation centers in 1981 were the offspring of alcoholics.

Does It Work?

Saying alcoholism is a problem to be borne by all Seafarers, Paul Hall organized the first labor seminar to explore the topic of alcohol abuse, and draft final recommendations for a treatment center.

Yet, one question remains. Has the program been successful?

Counselors recall easily the many successes. There is the alcoholic once in and out of legal battles and work. He bought a car, then married his fiancée of many years. He is working at his trade. There are the older alcoholics, who, because of their addiction, never upgraded. Now they are QMEDs and ABs and cooks and full book members. There are those who daily find moments of serenity.

They write letters to counselors, send tokens of friendship, telephone and drop by, amazed by what was, and not wanting to forget where they came from.

The end result has seen the fear termed 'separation anxiety' that stuns some clients as they leave the Center for home, when clients feel it hitting the bottom of their stomachs. It is a good sign, because it means they might make it. There are the many who reached that crucial point in their lives and survived.

"An alcoholic is an alcoholic no matter what walk of life he comes from or what profession he is in. If alcohol is causing you problems, you have a problem."

Alcoholism Plays No Favorites, Young and Old Suffer

THERE are the young and there are the old. There are the worn and ruddy faces and there are the faces that seem too young and too fresh to be struggling with alcoholism. But everyday at the ARC the young ones and the older clients share their common experiences because booze pays no respect to youth or age.

Today, ARC Director Rick Reisman said, the center is treating more and more younger alcoholics. When the center first opened its doors in 1976, the average age of the clients was 47 years. Today that has dropped to 38 years.

It's a national trend. A 1982 *New York Times* report showed one in six college students with serious drinking problems and alcoholism forced many to drop out of school.

Sometimes, Reisman said, it is more difficult for a younger alcoholic to admit to his or her problem. Because they have had fewer years of binges and bouts to experience, it is hard for them to acknowledge that they cannot handle any amount of alcohol at all. Denial therapy becomes a much more difficult task, Reisman explained.

Day-by-day and side-by-side at the Center, both the young and the old walk that fine line between success and failure together. They realize their ages do not make the difference, because their illness and their stories are much the same.

There is disappointment and pain. There is anger. And there is always fear.



John O. Glenn takes time out from reading AA literature to tell his poignant story.

When Bosun John O. Glenn first decided to try recovery, he felt his life slipping into hopelessness. Recently logged because of his addiction, he de-

cidated to go through detoxification and the ARC program.

He began drinking when he was 14 in his native Philippines. Now in his mid-30's, a young alcoholic, he said he mixed beer, wine and a fifth of liquor each day for several years.

He lost his job, his family and his friends.

"I don't have anyone," he said, "because of alcohol. You tell your kids you'll help them with something. And you start drinking and later forget about it. You never do get around to helping your kid. You do the same thing with your marriage, and with your friends.

"When I'm drinking, I know now, that's when the problems come. One of the best jobs I ever had in my life was last year. I was shipping out to South America. I dreamed for years about going there. On the third trip, though, I started drinking, continuously, in Valparaiso," Glenn said.

He unbuttons the cuffs of his shirt, saying, "Do I look like a vicious man to you?" He answers his own question. "I don't think so." He shows the scars on his arms.

Sometimes, it has been written, where there is mourning, there is also bravery. He is hopeful his anguish will subside as he experiences success. "It's never too late," he says.

‡

Today, Clifford Akers says he thanks God for his sobriety. His is a story of 24 years of heavy drinking.

Akers said he was a 'binge' drinker. When he reached "rock bottom" and was referred to the ARC by the Union, his last episode grew into seven weeks in a \$50-a-night hotel room in Brooklyn. He said he had wanted to travel the short distance to the Brooklyn Hall to register for work but continually procrastinated, "putting it off" until tomorrow.

The hardest thing about his dependency was the worthlessness and the guilt he felt, he said. He thought seriously and often about reviving his old sense of self-esteem because his marriage had dissolved and his financial situation was bleak. Self-esteem was all he had left, Akers said.

After his final night at the hotel, Akers did not have another drink. It was stepping back and taking a look at his past that changed him.



Clifford Akers ponders 24 years of alcohol abuse.

"I was talking to my girlfriend on a Saturday night and I realized I had nothing to drink for Sunday," Akers explained. "I had to lie to my girlfriend because she didn't want me to drink and so I said I was going out for the Sunday paper. When I got back, she was still awake. I knew then I couldn't take the bottle up. So I hid the bottle in the garbage can in the alley. And later, when she went to sleep I went out and got the bottle."

He said the evening reminded him of other times in his life when he hid bottles and stayed in run-down motel rooms, pretending to family and friends that he was attending AA meetings. He would not go back to those days. But he thought again. Nothing had really changed.

Discussing how his life has been transformed since his enrollment at the ARC Akers remarked, "When I'm sober I'm quiet. I help people. I drove to the airport to take someone to detox in Baltimore yesterday, and I felt good. I felt really good."

He wonders whether his neighbors will like his new-found sobriety. He used to buy them porterhouse steaks and expensive liquor, he said. And then with a quiet resiliency he mused, "The people who are going to be really disappointed are the people who own that liquor store."

Fire Gutted Former Liberian Ship

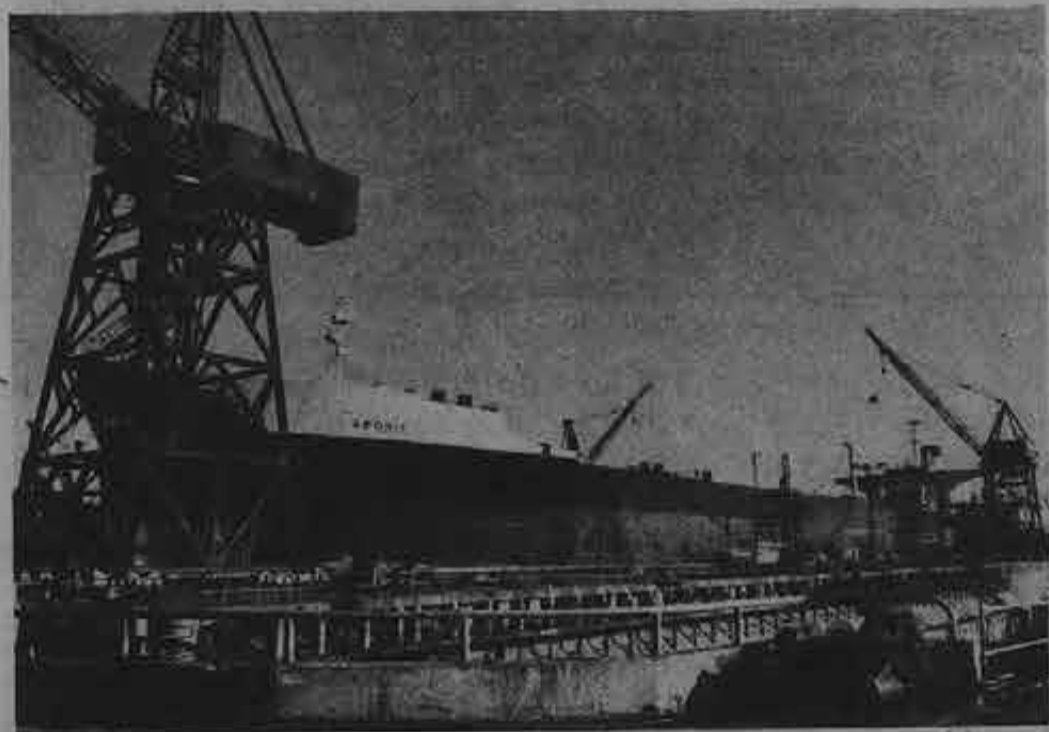
Adonis Lives to Sail Again

TAKING ADVANTAGE of a rarely used U.S. law governing wrecked vessels Apex Tankers, an SIU-contracted company, recently took possession of the tanker *Adonis*. About six months ago, the vessel was severely damaged by a fire which engulfed her accommodations section and a good portion of the tanker's engine room. After the fire was extinguished, tugboats from the port of Baltimore were able to tow the stricken vessel back to the harbor.

The Liberian-flag company that previously owned the *Adonis* thought the vessel would be too costly to repair; consequently, Apex was then able to obtain the abandoned ship and bring her under U.S. registry. The *Adonis* was outfitted with a totally new deckhouse and other new equipment.

After undergoing sea trials outside of Baltimore in December, the tanker was declared fit for duty and put into service with a crew of SIU Seafarers. In early February, she sailed from Philadelphia enroute to Panama.

The *Adonis* was rebuilt in the Key Highway Shipyard in Baltimore. At present it appears she will be the last vessel to leave from that yard as it was closed immediately following the *Adonis*' departure.



The rebuilt tanker *Adonis* (Apex) awaits sea trials in the Key Highway Shipyard in Baltimore. The tanker was outfitted with a new accommodations section, as well as a brand new paint job.



Standing in the *Adonis*' gleaming galley are (l.-r.) Chief Steward Robert Outlaw, GSU John Niemiera, SIU Baltimore Port Agent George Costango and Chief Cook Clarence Jones.



GSU Timothy Ellis (l.) and OS Walter Filleman were found in the messhall as the *Adonis* waited for a sailing time.



OS Roland Muir was all smiles at coffee time.



Bosun Jim Sheets unpacks his bags in one of ship's spacious fo'c's'les.

Marine Firemen Re-Elect Disley, Shoup, and Agents

The membership of the Marine Firemen, Oilers, Watertenders and Wipers Union re-elected a slate of union officer candidates for 1983-84, except in one instance.

A Tallying Committee was elected at the membership meeting in San Francisco on Feb. 7, and the results of the election were announced Feb. 8.

Re-elected were President Henry "Whitey" Disley, Vice President B. C. "Whitey" Shoup, Treasurer Joel E.

McCrum, San Francisco Business Agent Bobby Iwata, Seattle Port Agent Walt von Presentin, Wilmington Port Agent Bernard "Bernie" J. Carpenter, Wilmington Business Agent Sol Ayoob and Honolulu Port Agent Marvin "Lucky" Honig.

Incumbent Seattle Business Agent C. C. "Blackie" Rodgers was defeated for the office by Robert G. Kimball.

Also elected were four candidates for the Board of Trustees and four delegate candidates to the SIU Convention.

LANCE BAILEY

Anyone sailing on the S.S. *Aguadilla* in 1980 who knew Lance Bailey, nickname "Montana," please contact Terry Burnett, Route 5, Box 80, Jasper, Ala. 35501.

W. SHACKELFORD

Please contact Mr. Gregory E. Haynie as soon as possible at (602) 272-7234 or by writing to 4018 W. Coronado Rd., Phoenix, Ariz. 85009.

Personals

ARTHUR NUNN

Will Arthur Nunn, or anybody knowing the whereabouts of Arthur Nunn, please contact Mrs. Viola Nunn, 4401 Roland Ave., Baltimore, Md. 21210, or telephone (301) 243-4919.

A. TOUSIGNANT

Please contact the Editor of the LOG as soon as possible.

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

Star of Texas Shines On Israel and Egypt



Titan Navigation's magnificent bulker the *Star of Texas* is nudged gently to her berth by the tug *Kings Point* (Curtis Bay Towing) upon arrival in Baltimore.

Making her first visit of the new year to the port of Baltimore was the SIU-crewed bulk carrier *Star of Texas* (Titan Navigation). The 36,000 dwt vessel had returned from Haifa, Israel with a load of soybeans and was now preparing to take on a cargo of corn bound for Alexandria, Egypt.

In the year since the *Star of Texas* made her maiden voyage the big bulker has quickly earned a reputation as a 'good feeder'; this is largely due to the efforts of Chief Cook Willy Grant and his galley crew from Jacksonville, Fla. Everyone from the Chief Mate on down had words of praise for Willy and his gang. AB J. Cheshire called Willy "the best Chief Cook in the SIU." Others pointed out that Willy and company had "really put out a spread for the Thanksgiving, Christmas and New Year's holidays," and made the season a truly joyous one for all on board.

Besides Chief Cook Grant the *Star's* galley crew consists of Chief Steward Billy Russell, third cook Nazareth Battle and GSU Lisa Wright.

M/V Star of Texas was the second of three 590-foot bulk carriers to be built for Titan Navigation. The third vessel, *Spirit of Texas*, recently left the shipyard in Houston, Texas on the maiden voyage and is the subject of a special feature article in this month's LOG.



One well informed member of the *Star's* crew is hard-working AB Winston "Winky" Shanks. That's QMED Allison Hebert looking happy.



D/E/U Jerry Nance says . . . a nod is as good as a wink to a blind horse . . . whinnnnny!



Chief Cook Willy Grant (left) and third cook Nazareth "Stagger Lee" Battle stand in the galley with one of their well fed shipmates—QMED Leroy Williams.



The *Star's* Chief Steward Billy Russell gives GSU Lisa Wright a break from her dishwashing chores so they could both smile for the camera.



QMED Aaron Thaxton mans the control board of the *Star of Texas*.



SIU Patrolman Al Raymond (l.) and Deck/Engine Utility Luther Wells stopped in the passageway for a photograph.

Star of Texas Committee



The *Star of Texas* ship's committee gathered in the messroom for this photo last month. From left are Chief Cook Willie Grant; Third Cook Nazareth Battle, steward delegate; Chief Steward Billy Russell, ship's secretary; Bosun Walter Kompton, ship's chairman; QMED Allison Hebert, engine delegate, and Able Seaman J. Cheshire, deck delegate.



About to devour a juicy New York strip is AB Bobby Riddick.

A Reminder:

SIU Headquarters Is Now Located In Washington

The new headquarters of the Seafarers International Union is now located in Washington, D.C. All Union business formerly conducted at the SIU's old headquarters in Brooklyn is now being handled at the new headquarters.

phone number of the Seafarers Headquarters:

Seafarers International Union
5201 Auth Way
Camp Springs, Md. 20746

Phone: (301) 899-0675

Here is the new address and

Digest of Ships Meetings

BALTIMORE (Sea-Land Service), December 29—Chairman Richard Kidd; Secretary W. Wrotan; Educational Director W. J. Dunnigan. No disputed OT. The chairman reports that everything is running smoothly. The ship is scheduled to go on Crescent Run between Jan. 10 and 15. A telegram was received from headquarters regarding cost-of-living raises, and the shipping rules pertaining to "B" and "C" members were read and posted. The crew expressed appreciation to the Baptist Seamen's Mission in Baltimore and the Seamen's Church Institute of New York and New Jersey for Christmas gifts received onboard, and a vote of thanks was given to the steward department for the excellent holiday dinners prepared and served on this voyage. Members observed one minute of silence in memory of our departed brothers. Payoff is scheduled at the next port: Port Elizabeth.

T.T. BROOKLYN (Anndep SS Corp.), December 26—Chairman W. MacArthur; Secretary E. Wiggins; Educational Director J. Scuteri; Deck Delegate C. Smith; Engine Delegate C. Merritt; Steward Delegate H. McBride. No disputed OT. The \$60 in the ship's fund is in the safe-keeping of the bosun. This ship will be laying up in Ulsan, Korea for about four months. The chairman reports that he has no confirmation as to when crewmembers will be able to leave Korea. He will send a message to the Korean agent requesting information about repatriation. Payoff will probably take place at the Los Angeles airport around Jan. 4. The captain requests crew to remove everything from their rooms before leaving the ship since all rooms will be worked on during lay-up. Linen and keys should be turned in and the rooms left unlocked. A discussion was held by crew to decide on the disposition of the ship's fund. It was agreed to donate the full amount to the Merchant Marine Library Institute. Another subject brought up concerned educational films made by the Union, and whether they could be made available for showings on ships. Next port: Ulsan, Korea.

COVE MARINER (Cove Shipping Corp.), October 23—Chairman Freddie Goethe; Secretary John S. Burke Sr.; Educational Director Clarence D. Crowder. No disputed OT. Communications were posted for all to read. The chairman reminded crewmembers that if they have complaints, they should attend the ship's meetings—not take them directly to the chairman. He also advised all members to take advantage of the scholarships offered by the Union, and stressed the importance of donating to SPAD to help keep the Union strong in politics. A suggestion was made to all hands to help keep the messhall and pantry clean, and also to clean the washing machine filters. The *Cove Mariner* is a newly-acquired SIU ship, and a lot of things are missing onboard which will have to be taken care of in the future. Crew would like the company to put chairs

in the crew mess instead of benches, and they also would like a new antenna and video cassette. Next port: Houston.

DEL SOL (Delta SS Co.), November 7—Chairman George Annis; Secretary William P. Kaiser; Educational Director Donald Peterson; Deck Delegate M. Pell; Engine Delegate R. Rodgers; Steward Delegate I. Gray. A number of disputed OT hours was reported in the deck and steward departments. \$130 was collected for cassette movies. All have enjoyed George Annis's cassettes which he scheduled every day of the voyage. The chairman reports that the *Del Sol* has not received any communications from headquarters or elsewhere. There is rumor of a lay-up but this has not been confirmed to the captain by the company. If this does occur, crewmembers will receive 24 hours' notice and will receive transportation back to their ports of employment. Bill Kaiser wishes to thank all brothers for a good voyage, and Michael Pell wishes to give the cooks a vote of thanks for the "good eats." One minute of silence was observed in memory of our departed brothers. Next port: New Orleans. (Editor's note: Bill Kaiser died soon after getting off the *Del Sol*. See January 1983 issue of the LOG.)

DELTA SUD (Delta SS Co.), December 26—Chairman A. McGinnis; Secretary E. Vieira; Educational Director J. C. Dial; Deck Delegate C. Collins;



Engine Delegate F. Conway; Steward Delegate S. Prusinski. Some disputed OT in the deck department. The chairman reported a good voyage. He reminded crewmembers to lock up all souvenirs for safekeeping, and to those getting off at the next port he asked them to be sure to leave a clean room. He also stressed the importance of donating to SPAD; anyone who is interested can pick up a SPAD ticket for the coming year from the boarding patrolman. A vote of thanks was given to the steward department for turning out a fine Christmas dinner. Next port: New Orleans.

LNG GEMINI (Energy Transportation Corp.), January 9—Chairman Robert D. Schwarz; Secretary Guy De Baere; Educational Director L. Gordon; Deck Delegate V. Beata; Engine Delegate W. Davidson; Steward Delegate David Pappas. No disputed OT. \$409 is currently in the ship's fund. No beefs were brought up this voyage. The chairman reported that the ship is a clean one, and asked crew to help keep it that way. A vote of thanks was

given to the steward department for their good work this trip. New movies will be obtained at the next port: Osaka, Japan.



Bosun R. D. Schwarz and Steward Guy De Baere at the pool party aboard the *LNG Gemini*.

GROTON (Apex Marine Co.), December 19—Chairman Christos Florous; Secretary M. Deloatch; Educational Director A. Gardner; Steward Delegate Ronald E. Dawsey. No disputed OT. Everything is running smoothly in all departments. The secretary reported that the ship will have its end-of-the-year payoff this trip in Stapleton, N.Y. Tax statements can then be sent out. The educational director reported on matters of safety aboard ship, stressing that watertight doors should be secured at all times. Thanks were given all around: to the deck department for keeping the galley and messrooms clean at night, and to the steward department for their great meals. Next port: Stapleton, N.Y.

LNG LEO (Energy Transportation Corp.), January 2—Chairman M. B. Woods; Secretary Henry Jones; Deck Delegate Bruce Smith; Engine Dele-

gate Leggette Jones; Steward Delegate Mike Ruggiero Jr. No disputed OT. At the present time there is \$240 in the ship's fund. The chairman stressed the importance of donating to SPAD and also impressed upon crewmembers the opportunities for upgrading at Piney Point. It was reported that a new PAC-MAN game had been purchased for the ship in Singapore which is both fun to play and adds to the ship's fund. Several words of caution were given to the crew as to running on deck, slamming doors, keeping radios turned down low, and basically respecting fellow shipmates at all times. Crew were also cautioned to avoid people selling them any items in Arun. The chairman expressed his thanks to the steward department for their hard work in putting out good meals during the voyage. Next port: Himeji, Japan.

OGDEN CHAMPION (Ogden Marine), December 23—Chairman O. Hernandez; Secretary R. de Boissiere; Educational Director Daniel D. Breaux; Deck Delegate H. D. Jackson; Steward

Delegate James H. Gleaton. No disputed OT. "Safety is everybody's job," reported the chairman. A safety control man sailed with the *Champion* and showed some films and some of the latest developments in safety. He advised crewmembers to know their equipment—"The life you save may well be your own or that of your buddy." He asked the crew to work together to achieve a 100 percent safety factor aboard this ship. The educational director reminded members about upgrading at Piney Point by asking them to look to the future. "The road to success is through education, so put in that application to Piney Point. Do it now, not later." Crew were also asked to write their congressmen about their desire for a strong merchant marine, stressing the fact that unless the U.S. builds more ships with American crews, many more people face the unemployment lines. A special vote of thanks was given to Chief Steward R. de Boissiere, Chief Cook James Gleaton, and Baker Joe Clark for the excellent holiday meals: chilled wine, exotic meats, and superb pastries—"better than the Waldorf Astoria." Thanks also went to Bosun O. Hernandez and the deck department for making this "the best ship in the fleet." And to the engine room gang: "When you have the best you know it." The crew of the *S/S Ogden Champion* wish President Frank Drozak and the SIU staff and the LOG a very merry Christmas and a happy New Year.

OGDEN CHARGER (Ogden Marine), December 23—Chairman Frank Schwarz; Secretary S. Gutierrez; Educational Director Babson. No disputed OT. Since arriving in Fort Lauderdale, the *Ogden Charger* has been at anchor waiting for cargo. There has been no launch service for five days. Until one is started, all brothers voted to put in 16 hours of overtime per day. Crewmembers would like the air conditioning to be turned on at night as the rooms get very hot. They would also like a new TV antenna and repair of the radio antenna. A vote of thanks was given to our Union officials for helping us get a two percent cost-of-living increase—just when our people need it most—and to the steward department for a fine Christmas dinner. Next port: Bayway, N.J.

OGDEN LEADER (Ogden Marine), December 26—Chairman P. Butterworth; Secretary Neville Jones. No disputed OT. \$180 is in the ship's fund for the video machine. The chairman advised crewmembers that if they want to know what's going on in the SIU, they should read the LOG. He also stressed the importance of donating to SPAD. The two percent COLA wage increase is one result of SPAD contributions. SIU is still the most powerful maritime union in America. The chairman also sent a letter to Red Campbell recommending that prior to the next contract negotiations session the SIU contract department consider increasing the present rate of Maintenance & Cure. The chief pumpman discussed the importance of deck cooperation, and a vote of thanks was given to the steward department for the fine Christmas dinner. Next port: New York.

(Continued on next page.)

OVERSEAS NEW YORK (Maritime Overseas), December 23—Chairman Duke Ellette; Secretary Ezekiel M. Hagger; Educational Director G. Watson. No disputed OT. The chairman reports that all is going well. The captain is going on vacation and the crew wish him well. Payoff is scheduled in St. James. The secretary thanked everyone for their cooperation during the voyage, and the educational director urged all those who have the seatime to upgrade at Piney Point. Crew were reminded to keep their radios turned down, not to slam doors, and to help keep the messroom clean. A vote of thanks was given to the steward department for a job well done, and the chairman wished everyone a merry Christmas and a happy New Year. Crewmembers stood for one minute of silence for our departed brothers.

OVERSEAS WASHINGTON (Maritime Overseas), January 7—Chairman Michael Ventry; Secretary Cesar A. Guerra; Educational Director H. S. Butler; Engine Delegate Michael W. Hall; Steward Delegate Teddy E. Aldridge. Some disputed OT in the engine department. Recertified Bosun Ventry reports that after loading two barges the ship will move to Port Arthur to finish unloading and for payoff. The patrolman will be at payoff and the chairman requests that all members report any unsafe conditions onboard to him or the head of their department. Recertified Steward Guerra said that past meeting minutes and crew lists were sent to headquarters. Crewmembers were advised to read the LOG for better information about our Union and to apply to Piney Point "for a better tomorrow." A vote of thanks was given to the bosun and his gang for a job well done painting the dry store-room and galley deck. The bosun and all the brothers gave a vote of thanks to the steward department for the wonderful dinners on Thanksgiving and Christmas. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Port Arthur.

M/V PATRIOT (Ocean Carriers), December 27—Chairman Howard C. Knox; Secretary Henry W. Roberts; Educational Director T. Kidd; Deck Delegate K. Koutouras; Engine Delegate Frank Tymczyszyn; Steward Delegate Mark McGill. Some disputed OT

Digest of Ships Meetings

in the steward department. The chairman reported that the last payoff of the year will be on Dec. 31, and the first of the new year will be on Jan. 20. The November LOG was received—the first LOG onboard in quite a while. Cooperation was asked of crew in helping to keep all areas clean, and it was agreed that something needs to be done about the poor launch service this trip. A vote of thanks was given to the steward department for providing a really delicious Christmas dinner for the crew. Next port: Diego Garcia.

ROSE CITY (Apex Marine), December 19—Chairman Perry H. Greenwood; Secretary Norman Evans; Educational Director W. Christopher; Deck Delegate C. A. Barrett; Engine Delegate W. B. Butt; Steward Delegate R. R. Poovey. No disputed OT. Effective Dec. 16, 1982, we received a two percent cost of living raise, the chairman reported. It is very important for those who have the seatime to upgrade at Piney Point as soon as possible. Brother R. Smith was taken off at the Suez Canal due to illness. The steward department was given a vote of thanks from the crew. Next ports: Dumai and Anacortes.

SAN PEDRO (Sea-Land Service), December 27—Chairman J. Delgado; Secretary A. Gregoire. No disputed OT. The ship is scheduled to pay off Dec. 30. Members were asked to be sure and have their correct social security number and to know how much seatime they have. This will also help the Union know when a man has to get off. The steward reminded crew to turn in all linen when going ashore. According to the old repair list, nothing has been done about the washer/dryer and the air-conditioning. The steward gave a vote of thanks to all departments for keeping the ship clean and for being good shipmates, and the steward department was given a vote of thanks for the good Christmas meals. Next port: Elizabeth, N.J.

ST. LOUIS (Sea-Land Service), January 3—Chairman John McHale; Secretary Humberto Ortiz; Educational Director J. Speers. No disputed OT.

The chairman reports that this has been a smooth voyage with all three departments working well together; all aboard appear to be happy. The secretary stressed the importance of donating to SPAD. With the Reagan administration's cutting of maritime programs and eliminating the U.S. Public Health Hospitals, we need our staff in Washington to help fight for our job security. The crewmembers of the *St. Louis* wish to report to the LOG that they are proud to have the new headquarters in the Washington, D.C. area and are pleased with how President Drozak is working for them. A vote of thanks was given to the steward department for a job well done, especially for the wonderful holiday meals.

LNG TAURUS (Energy Transportation Corp.), January 3—Chairman T. Brooks; Secretary R. F. Frazier; Educational Director D. Brass; Deck Delegate R. Munroe; Engine Delegate D. Orsini; Steward Delegate G. Taylor. Some disputed OT in the deck department. There is \$777 in the ship's fund. Several communications were read and posted, including a letter and telex about the COLA wage increase as well as a telex regarding the use of narcotics on ships. A reply from "Red" Campbell was also read with regard to raising the seatime limit from 120 to 125 days or lowering the vacation requirement from 125 to 120 days for LNG ships. Bosun Brooks, who joined the ship at the last port in Japan, reported that this query had been mailed in numerous times before from various LNG ships but that no change could be made at this time. He also stated that although he had just come aboard, things looked quite good in all departments. Secretary Frazier brought up the importance of upgrading at Piney Point—important to seafarers and their job security, and important to the Union. A majority of crewmembers voted to move the exercise equipment to another location due to excessive noise created while others are trying to sleep. They're also looking into the possibility of getting a separate TV for use with the Atari game. The crew was pleased to see SIU patrolman Raleigh Minix aboard the ship. He warned about the possibility of contract loss if narcotics incidents occur on our ships. He said he would make visits as often as possible.

THOMPSON PASS (Interocean Management), December 19—Chairman William J. Moore; Secretary Adrian Delaney; Educational Director Don D. White. No disputed OT. A telegram was received from SIU President Frank Drozak regarding "B" and "C" seniority, and a discussion was held concerning the present shipping rules. The chairman will communicate with headquarters and will report back to the crew at the next meeting. A vote of thanks was given to the steward department for the fine food prepared and served during the holidays. A special note of thanks and appreciation was given to Patrice Kucharski, wife of the chief mate, who volunteered to decorate the crew and officers' lounges,

the respective messhalls, and both Christmas trees. She also shared all her homemade cookies and Christmas cakes and "created a warm yuletide atmosphere aboard the ship this holiday season." Sincerest thanks to her from all of the crew.

WALTER RICE (Reynolds Metals Co.), December 5—Chairman E. La-soya; Secretary T. J. Smith; Educational Director N. Rivas; Deck Delegate W. Robertson; Steward Delegate R. S. Pinion. No disputed OT. There is \$12 in the movie fund. Everything is running smoothly in all departments. Arrival in Jacksonville will be the morning of Dec. 7. The chairman reminded crew that when getting off the ship, they should give 24 hours' notice. A rescue operation took place on Nov. 24 at 0530. The officers and crew of the *Walter Rice* took aboard thirteen officers and crewmembers of the *N/V Chrysovalantou* (Piraeus, Greece)



when their ship's engine room caught on fire. "Well done on the rescue" was the word from the captain to the crew. There is some problem with the washing machine which will be taken up with the boarding patrolman at payoff. Thanks was given to the crew by the chairman for their help painting the inside decks. Next port: Jacksonville.

Official ships minutes were also received from the following vessels:

BENJAMIN HARRISON
BOSTON
BUTON GWINNET
LNG CAPRICORN
CONNECTICUT
COVE LIBERTY
DEL MONTE
DEL ORD
DEL VALLE
DELTA MAN
HARRIETTE
LEADER
LNG LUNA
MONTPELIER VICTORY
ODDEN CHALLENGER
ODDEN WABASH
ODDEN YUKON
OVERSEAS ALICE
OVERSEAS ALASKA
OVERSEAS ARCTIC
OVERSEAS NATALIE
OVERSEAS VIVIAN
ROVER
SAN HOUSTON
SANTA CRUZ
SANTA ISABEL
SEA-LAND CONSUMER
SEA-LAND ECONOMY
SEA-LAND ENDURANCE
SEA-LAND EXPRESS
SEA-LAND JACKSONVILLE
SEA-LAND VENTURE
SEATTLE
STAN OF TEXAS
TRAVELER
WILLIAMSBURGH



Legal Aid

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

NEW YORK, NEW YORK

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

BALTIMORE, MD.

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

CHICAGO, ILL.

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

DETROIT, MICH.

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

GLOUCESTER, MASS.

Orlando & White
1 Western Avenue
Gloucester, Mass. 01930
Tele. # (617) 283-8100

HOUSTON, TEXAS

Archer, Peterson and Waldner
1801 Main St. (at Jefferson) Suite 510
Houston, Texas 77002
Tele. # (713) 659-4455 &
Tele. # (813) 879-9842

LOS ANGELES, CALIF.

Fogel, Rothschild, Feldman & Ostrov
5900 Wilshire Boulevard, Suite 2600
Los Angeles, Calif. 90036
Tele. # (213) 937-6250

WILMINGTON, CALIF.

Fogel, Rothschild, Feldman & Ostrov
239 South Avalon
Wilmington, Calif. 90744
Tele. # (213) 834-2546

MOBILE, ALA.

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

NEW ORLEANS, LA.

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

PHILADELPHIA, PA.

Kirschner, Walters, Willig,
Weinberg & Dempsy Suite 110
1429 Walnut Street
Philadelphia, Pa. 19102
Tele. # (215) 569-8900

ST. LOUIS, MO.

Gruenberg, Sounders & Levine
Suite 905—Chemical Building
721 Olive Street
St. Louis, Missouri 63101
Tele. # (314) 231-7440

SAN FRANCISCO, CALIF.

John Paul Jennings
Henning, Walsh & Ritchie
100 Bush Street, Suite 440
San Francisco, Calif. 94104
Tele. # (415) 981-4400

SEATTLE, WASH.

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

TAMPA, FLA.

Hamilton & Douglas, P. A.
2620 West Kennedy Boulevard
Tampa, Florida 33609
Tele. # (813) 879-9842

Courage and Safety Awards Open To SIU Members

Heroic and safety-minded SIU members have a chance to earn some recognition. But they better act quickly as the deadline for three awards are rapidly approaching.

SIU President Frank Drozak is a member of the select committee evaluating nominations for the American Merchant Marine Seamanship Trophy. Maritime Administrator Harold E. Shear is the chairman of the committee charged with selecting the winner.

The award, which has been presented to only 16 seamen in the last 20 years, honors a "distinguished feat of professional competence in the presence of extreme peril to life or property, or an outstanding feat of seamanship exemplifying the highest standards of professional competence under severe, adverse weather conditions," according to the committee.

A nominee must be a U.S. citizen who performed the feat while serving aboard a U.S.-flag vessel, yacht or other small craft during the calendar year 1982.

All nominations must be received by March 10, 1983 by the Secretariat, American Merchant Seamanship Trophy, U.S. Merchant Marine Academy, Kings Point, N.Y. 11024.

Nominations should include the name of the candidate; vessel and owner; date, time and place of the incident; and weather conditions. Any other pertinent information or documentation should accompany the nomination.

The other two contests are sponsored by the American Institute of Merchant Shipping. The contests are the Ship Safety Achievements and Jones F. Devlin Awards.

The Ship Safety Achievement Award is co-sponsored by the

National Safety Council, Marine Division. The awards are for all vessels in the American-flag merchant marine which have performed outstanding feats of rescue or shown seamanship which illustrates the high safety standards in the nation's fleet. Entries will be received until March 18.

The Jones F. Devlin Awards are given to any self-propelled American-flag vessel which operates for two consecutive years without a crewmember losing a full turn at watch because of an occupational injury. Entries will be accepted until April 15.

Entries for both contests should be sent to Barbara D. Burke, director of public and legislative affairs, American Institute of Merchant Shipping, 1625 K St., N.W., Suite 1000, Washington, D.C. 20006.

Dispatchers Report for Inland Waters

JAN. 1-31, 1983

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									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	1	2	0	0	0	0	1	2	0
Baltimore	2	0	0	0	0	0	4	2	0
Norfolk	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	2	1	0
New Orleans	2	0	2	1	1	0	3	0	1
Jacksonville	0	1	1	0	0	0	4	6	4
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	2	0	1	2	0	15	5	4
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	1	0	0
Houston	5	0	0	0	0	0	13	2	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	6	0	7	1	0	2	6	0	11
Piney Point	0	0	0	0	0	0	0	0	0
Totals	24	5	10	3	3	2	49	18	20
ENGINE DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	1	0	0	1	0	0	0	0
Baltimore	1	0	0	0	0	0	1	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	1	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	1	0	0	0	0	0	1	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	1	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	1	0	0	0	0	2	1	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
Totals	2	3	0	0	1	0	4	3	0
STEWARD DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	2	0	0	1	0	0	1	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	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	0	0	0	0	1	1	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	0	0	0	0	0	0	0
Houston	1	0	0	0	0	0	1	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
Totals	2	2	0	0	1	0	3	2	0
Totals All Departments									
	28	10	10	3	5	2	56	23	20

* "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.

It's That Time of Year Again—Here's Some Help

Some General Information In Filing Your Tax Return

It's that time of year again. Uncle Sam is on his way, looking for his tax money. April 15 is the magic date. If you file later than that, you could be slapped with penalties, unless you secure an extension from the IRS.

Remember, the earlier you file, the sooner you will receive your refund. If you are one of those unlucky souls who owes the government money, you have our sympathies.

There have been some changes in the tax laws which might apply to you. If they do, you may save a few dollars, so read this carefully. Here are some general tips for your 1982 taxes:

Who Must File

Your income and your filing status generally determine whether or not you must file a tax return. You must file a return for 1982, even if you owe no tax:

If you were single (this also means legally separated, divorced, or married with a dependent child and living apart from your spouse for all of 1982) and:

Under 65	\$3,300
65 or over	4,300

If you were married filing a joint return and were living with your spouse at the end of 1982 (or on the date your spouse died), and:

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

If you were married filing a separate return or married but were not living with your spouse at the end of 1982 ...

1,000

If you could be claimed as a dependent on your parents' return, and had taxable dividends, interest, or other unearned income of \$1,000 or more

1,000

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

Under 65	4,400
65 or over	5,400

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

1,000

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

If you received any advance earned income credit (EIC) payments from your employer(s) during 1982

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

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

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

dent aliens who are married to citizens or residents of the United States at the end of 1982 and who file a joint return under *Special Rule for Aliens*. Note: Different rules apply if you were a nonresident alien at any time during 1982 (unless you file a joint return as mentioned above). You may have to file Form 1040NR, U.S. Nonresident Alien Income Tax Return. Also get Publication 519, U.S. Tax Guide for Aliens.

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.

Which Form to File

You MAY Be Able to Use—Form 1040EZ if:

- You were single and claim only your personal exemption,
- You had only wages, salaries, and tips, and not more than \$400 of interest income, and
- Your taxable income is less than \$50,000.

Form 1040A if:

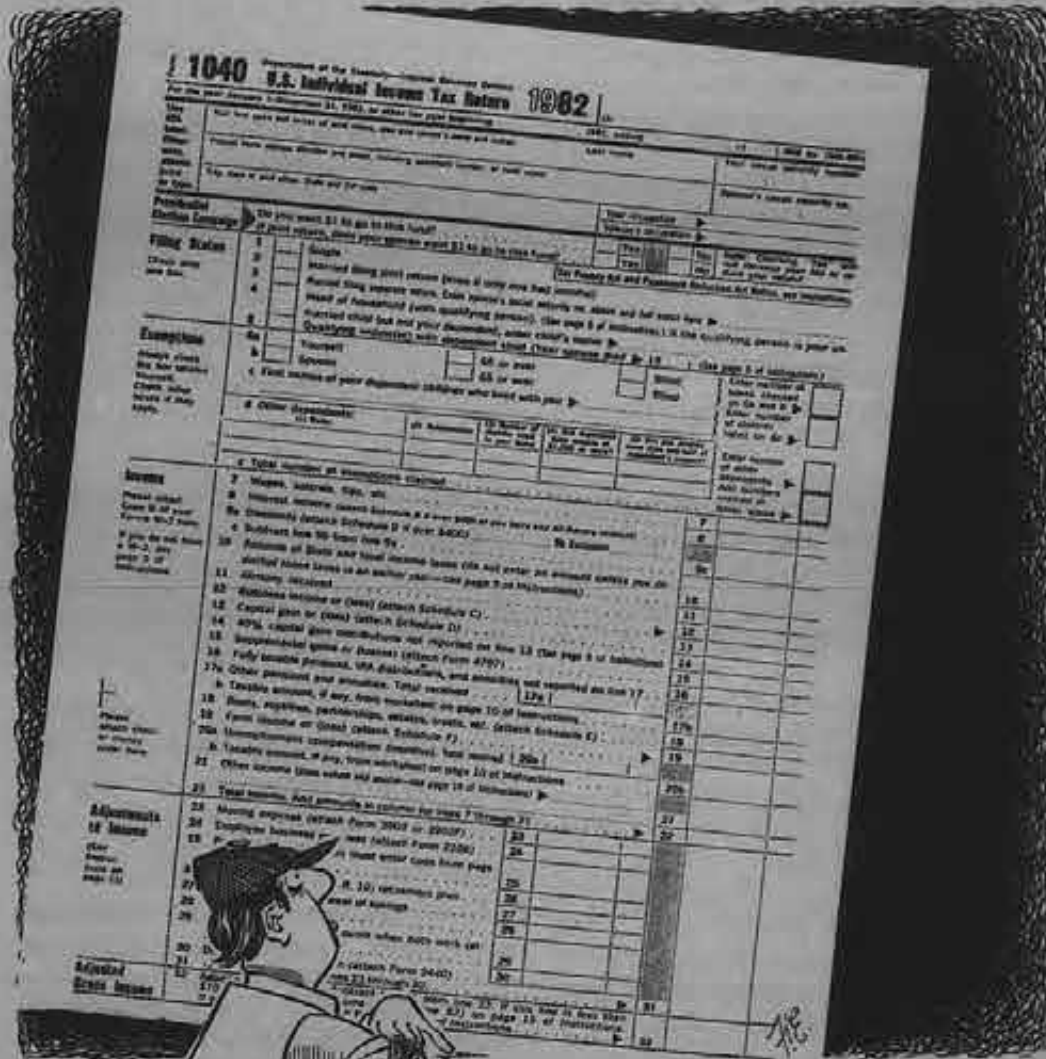
- You had only wages, salaries, tips, unemployment compensation, interest, or dividends.
- AND
- Your taxable income is less than \$50,000.

Since Forms 1040A and 1040EZ are easier to complete than Form 1040, you should use one of them unless Form 1040 lets you pay less tax.

However, even if you meet the above tests, you may still have to file Form 1040.

You MUST Use Form 1040 if:

- You itemize deductions.
- 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 under Married Persons who Live Apart (and Abandoned Spouses).
- You can be claimed as a dependent on your parents' return AND had interest, dividends, or other unearned income of \$1,000 or more.
- You are a qualifying widow(er) with a dependent child.
- You were a nonresident alien during any part of 1982 and do not file a joint return (or Form 1040NR).
- You were married to a nonresident alien at the end of 1982 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 under Married Persons Who Live Apart (and Abandoned Spouses).

- You receive any non-taxable dividends, or you elect to exclude dividends received under a qualified public utility dividend reinvestment plan.
- You take any of the Adjustments to Income shown on Form 1040, lines 23-28, 30, and 31.
- You file any of these forms:

Form 1040—ES, Declaration of Estimated Tax for Individuals, for 1982 (or if you want to apply any part of your 1982 overpayment to estimated tax for 1983).

Schedule G, Income Averaging.

Form 2210, Underpayment of Estimated Tax by Individuals.

Form 2555, Foreign Earned Income.

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

- You owe any of the taxes on Form 1040, line 39 or lines 51 through 57.
- You claim any of the credits on Form 1040, lines 41-43 and 45-48.
- You claim any of the payments on Form 1040, lines 63, 65, 66, or 67.
- You are required to fill in Part III of Schedule B for Foreign Accounts and Foreign Trusts.

When to File

You should file as soon as you can after January 1, but not later than April 15, 1983. If you file late, you

may have to pay penalties and interest.

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

If you are living or traveling outside the country on April 15, you can get an automatic two-month extension of time to file. Just attach a statement to your return explaining the details.

Where to File

Please use the addressed envelope that came with your return. If you do not have an addressed envelope, or if you moved during the year, mail your return to the Internal Revenue Service Center for the place where you live. No street address is needed.

Other Information

Death of Taxpayer

Did the taxpayer die before filing a return for 1982?—If so, the taxpayer's spouse or personal representative must file and sign a return for the person who died if the deceased was required to file a return. 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.

(Continued on next page.)

Some General Information In Filing Your Tax Return

(Continued from page 29.)

If your spouse died in 1982 and you did not remarry in 1982, you can file a joint return. You can also file a joint return if your spouse died in 1983 before filing a 1982 return.

A joint return should show your spouse's 1982 income before death, and your income for all of 1982. Write "deceased" and show the date of death in the name and address space of Form 1040. Also 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.

If you are claiming a refund as a surviving spouse filing a joint return with the decedent and you follow the above instructions, no other form is needed to have the refund issued to you. However, all other filers requesting a refund due a decedent must file Form 1310, Statement of Person Claiming Refund Due a Deceased Taxpayer, to claim the refund.

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

U.S. Citizens Living Abroad

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

Volunteer Income Tax Assistance (VITA) and Tax Counseling for the Elderly (TCE)

Free help is available in most communities to lower income, elderly, handicapped, and non-English speaking individuals in preparing Form 1040EZ, Form 1040A, and basic Form 1040. Call the toll-free telephone number for your area for the location of the volunteer assistance site near you.

Unresolved Tax Problems

IRS has a Problem Resolution Program for taxpayers who have been unable to resolve their problems with IRS. If you have a tax problem you have been unable to resolve through normal channels, write to your local IRS District Director or call your local IRS office and ask for Problem Resolution assistance.

The Problem Resolution Office will take responsibility for your problem and insure that it receives proper attention. Although this office cannot change the tax law or technical decisions, it can frequently clear up misunderstandings that resulted from previous contacts.

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 the 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.

Presidential Election Campaign Fund

This fund was established by Congress to support public financing of Presidential election campaigns.

You may have \$1 go to the 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 political contributions on line 44.

Filing Status

Were You Single or Married?

Consider yourself single if on December 31 you were unmarried or separated from your spouse either by divorce or separate maintenance decree and you do not qualify for another filing status. State law governs whether you are married, divorced, or legally separated.

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

If your spouse died during 1982, consider yourself married to that spouse for the whole year, unless you remarried before the end of 1982.

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 1982, or in 1983 before filing a return for 1982, write in the signature area "Filing as surviving spouse." Also write "deceased" after the name of the decedent and show the date of death in the name and address space.

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

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

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

Were You a Head of Household?

There are special tax rates for a person who can meet the tests for Head of Household. These rates are lower than

Important Tax Law Changes

Deduction for a Married Couple When Both Work

If you are married, both of you have earned income, and you file a joint return for 1982, generally you can deduct 5% of the qualified earned income of the lesser-earning spouse. Attach Schedule W (Form 1040) to claim this deduction.

New Form 1040EZ

If you are single, your income is only from wages, salaries, and tips, and you do not have more than \$400 of interest income, you may be able to use the new Form 1040EZ. Get Form 1040EZ to see if you qualify. (You will need the Tax Table in the instructions for either Form 1040 or Form 1040A to figure your tax.)

Tax Rate Reduced

The rate of tax for all brackets has been reduced for 1982. However, no additional computation is needed because the reduction has already been built into the Tax Table and the Tax Rate Schedules for you.

New Rules for Individual Retirement Arrangements (IRAs)

Beginning in 1982, you can put up to \$2,000 (but not more than your earned income) in an IRA even if you are covered by your employer's pension plan.

New Deduction for Charitable Contributions

Generally, in 1982 you can deduct 25%

of your charitable contributions up to a maximum of \$25 (\$12.50 if married filing separately) even if you do not itemize your deductions.

Income Tax Withholding on Pensions and Annuities

Generally, beginning in 1983, income tax will be automatically withheld from your pension or annuity payments as if they were wages. However, you can choose not to have taxes withheld. See Form W-4P for details.

Child and Dependent Care Credit Increased

The maximum credit for 1982 can be as much as \$720 for one qualifying individual and \$1,440 for two or more. These amounts decrease as your adjusted gross income goes above \$10,000. Please see Form 2441 for more information.

New Exclusion of Certain Reinvested Dividends from Public Utility Companies

Generally, you can now exclude up to \$750 (\$1,500 on a joint return) of the dividends you received under the qualified reinvestment plans of public utilities.

Income Tax Withholding on Interest and Dividends

Generally, interest and dividends paid after June 30, 1983, will be subject to income tax withholding of 10%. However, certain taxpayers can file a certificate to be exempt from this withholding. See Form W-6 for details on who qualifies for exemption.

the rates for Single or Married filing a separate return.

You may use this filing status ONLY IF on December 31, 1982, you were unmarried (including certain married persons who live apart) or legally separated and meet test a or b below:

a. You paid more than half the cost of keeping up a home which was the principal residence of your father or mother whom you can claim as a dependent. (You must be able to claim this parent as your dependent without a Multiple Support Declaration, but you did not have to live with that parent.) OR

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

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

Note: If you are filing as Head of household because of an unmarried child, grandchild, foster child, or stepchild, who is not your dependent, enter that person's name in the space provided on line 4. Enter only one name. If any other person qualifies you for Head of household, no entry is needed.

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

3. Any other person listed below whom you can claim as a dependent. However, this person does not qualify you if he or she is your dependent

under a Multiple Support Declaration.

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

Note: If you receive payments under the Aid to Families with Dependent Children (AFDC) program and use them to pay part of the cost of keeping up this home, you may not count these amounts as furnished by you.

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

If so, you may be able to use joint return tax rates for 1982.

If your spouse died during 1981 or 1980 and you did not remarry before the end of 1982, file a return for 1982 showing only your own income, exemptions, deductions, and credits. However, you can figure your tax at joint return rates if you meet all three of the following tests:

- 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.)
- Your dependent child, stepchild, or foster child lived with you (except for temporary absences for vacation or school).
- You paid over half the cost of keeping up the home for this child for the whole year.

(Continued on next page.)

Some General Information In Filing Your Tax Return

(Continued from page 30.)

Exemptions

For Yourself

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

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

Age and blindness are determined as of December 31. However, if your 65th birthday was on January 1, 1983, you can take the extra exemption for age for 1982.

For Your Spouse

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

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

If at the end of 1982, 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 1982 and you did not remarry before the end of 1982, check the boxes for the exemptions you could have taken for your spouse on the date of death.

Children and Other Dependents

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

Please enter on line 6d the full names and other information for your other dependents including your dependent children who did not live with you. 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 five of these tests:

- income;
 - support;
 - married dependent;
 - citizenship or residence; and
 - relationship.
- These tests are explained below.

a. Income

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

Note: Gross income does not include nontaxable benefits such as social security or welfare benefits.

b. Support

The dependent received over half of

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

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

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

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

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

If you care for a foster child, see Publication 501, Exemptions, for special rules that apply.

c. Married Dependent

The dependent did not file a joint return with his or her spouse. However, if neither the dependent nor the dependent's spouse is required to file, but they file a joint return to get a refund of tax withheld, you may claim him or her if the other four tests are met.

d. Citizenship or Residence

The dependent was a citizen or resident of the United States, 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	Stepbrother	Son-in-law
Stepchild	Stepfather	Daughter-in-law
Mother	Stepmother	or, if related by blood:
Father	Stepfather	
Grandparent	Mother-in-law	Uncle
Brother	Father-in-law	Aunt
Sister	Brother-in-law	Nephew
Grandchild	Sister-in-law	Niece

2. Was any other person who lived in your home as a member of your household for the whole year. A person is not a member of your household if at any time during your tax year the relationship between you and that person is against local law.

The word child includes:

- Your son, daughter, stepson, or stepdaughter.
- A child who lived in your home as a member of your family if placed with you by an authorized placement agency for legal adoption.
- A foster child (any child who lived in your home as a member of your family for the whole year).

Student Dependent. Even if your child

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

- was enrolled as a full-time student at a school during any five months of 1982, or
- took a full-time, on-farm training course during any five months of 1982. (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 1982, 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 1982, and the parent who had custody cannot prove that he or she gave more than the other parent.

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

Income

Examples of Income You Do Not Report

- (Do not include these amounts when you decide if you must file a return.)
- Federal social security benefits.
 - Welfare benefits.
 - Disability retirement payments (and other benefits) paid by the Veterans Administration.

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

Child support.

Gifts, or money or other property you inherited or that was willed to you. Dividends on veterans' life insurance. Life insurance proceeds received because of a person's death.

Interest on certain State and municipal bonds.

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

Amounts an employer contributed on your behalf and benefits provided 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 below.

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

Dividends (Schedule B).

Interest (Schedule B) on:

- tax refunds;
- bank deposits, bonds, notes;
- All-Savers Certificates;
- U.S. Savings Bonds;
- mortgages on which you receive payments;
- certain arbitrage bonds issued by state and local governments; and
- accounts with savings and loan associations, mutual savings banks, credit unions, etc.

(Continued on next page.)

Important Reminders

Voluntary Contributions to Reduce the Public Debt

You can make a voluntary contribution to reduce the public debt. If you wish to do so, enclose a separate check with your income tax return and make it payable to "Bureau of the Public Debt." Please do not add it to any tax you may owe. If you owe tax, include a separate check for that amount payable to "Internal Revenue Service."

Estimated Tax Payments—Retirees and Others with Income Not Subject to Withholding

If you are retired or have income not subject to withholding (such as capital gains), you may have to make estimated tax payments. If you do not pay enough estimated tax or have enough tax withheld, you may be charged a penalty. For more details, see Publication 505, Tax Withholding and Estimated Tax.

Do You Want More or Less Income Tax Withheld in 1983?

If the refund you receive is large, you may want to decrease your withholding for 1983. If you are a working married couple, or had two or more jobs, or had income not subject to withholding, you may need to have

more tax withheld to avoid owing IRS a large amount.

Exclusion for Qualified Interest from All-Savers Certificates

You are entitled to a lifetime exclusion of up to \$1,000 (\$2,000 if married filing a joint return) of qualifying interest from All-Savers Certificates. Claim this exclusion on Schedule B (Form 1040).

Could You Pay Less by Income Averaging?

If there has been a large increase in your income this year, you may be able to pay less tax by using the income averaging method to figure your tax. However, generally you must have provided at least one-half of your own support each year from 1978-1981. Please get Schedule G (Form 1040) to see if you qualify.

Divorced Persons—Property Settlement

If you transfer to your spouse as part of a property settlement because of divorce, you may have a taxable gain. If you transfer business or investment property, you may have a taxable gain or a deductible loss. Please get Publication 504, Tax Information for Divorced or Separated Individuals, for details.

Some General Information In Filing Your Tax Return

(Continued from page 31.)

Unemployment compensation (insurance)

Distributions from an Individual Retirement Arrangement (IRA) or a Simplified Employee Pension (SEP). Amounts received in place of wages, from accident and health plans (including sick pay and disability pensions) if your employer paid for the policy.

Adjustments to Income

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.

You can take this deduction 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 expenses to show on line 23. If you moved outside the United States or its possessions, see Form 3903F.

If your employer paid for any part of the move, you must report that as income on Form 1040, line 7. Your employer should give you Form 4782 and include that amount in total wages, tips and other compensation on Form W-2.

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.

Deduction for a Married Couple When Both Work

For 1982 you can claim a deduction if:

- you are married filing a joint return,
- both you and your spouse have Qualified Earned Income, and
- you do not exclude income earned abroad or in U.S. possessions or claim the foreign housing deduction.

Generally, earned income is income you receive for services you provide such as wages, salaries, tips, and commissions. It also includes income earned from self-employment.

Caution: Do not consider community property laws in figuring your earned income.

Complete Schedule W (Form 1040) to figure your deduction.

Deduction for Charitable Contributions

For 1982, you may deduct part of your charitable contributions even if you do not itemize your deductions. Your

deduction is limited to 25% of your first \$100 (\$50 if married filing separately) of contributions to qualified organizations. Therefore, you can deduct up to \$25 (\$12.50 on a separate return) on line 34b.

Include what you gave to, or for the use of, a qualified organization. Examples of qualified organizations are: churches, United Way, and nonprofit schools and hospitals.

Contributions can be cash (including checks and money orders), property, or out-of-pocket expenses paid to do volunteer work for a qualified organization.

Partial Credit for Political Contributions

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

Caution: Do not take this credit for the \$1 or \$2 you checked to go to the Presidential Election Campaign Fund.

To figure your credit, add up the amounts you gave. Enter half of this total on line 44, but do not enter more than the smaller of the following:

- a. \$50 (\$100 if you are married and filing a joint return), or
- b. The amount on line 40 reduced by the credits on lines 41, 42, and 43.

For more information, please see Publication 585, Voluntary Tax Methods to Help Finance Political Campaigns.

Credit for Child and Dependent Care Expenses

You may be able to take a credit on line 45 for payments you made for child and disabled dependent care while you (and your spouse if you are married) worked or looked for work.

The credit is allowed if you kept up a home that included a child under age 15 or your dependent or spouse who could not care for himself or herself.

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.

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. Be sure to include your social security number in any correspondence with the IRS.

How Long Should Records Be Kept?

Keep records of income, deductions, and credits shown on your return, as well as any worksheets used to figure them, until the statute of limitations runs out for that return. Usually this is three years from the date the return was due or filed, or two years from the date the tax was paid, whichever is later. Also keep copies of your filed tax returns as part of your records. You should keep some records longer. For example, property records (including those on your own home) should be kept as long as they are needed to

figure the basis of the original or replacement property. For more details get Publication 552, Recordkeeping for Individuals and a List of Tax Publications.

Amended Return

If you file your income tax return and later become aware of any changes you must make to income, deductions, or credits, file Form 1040X, Amended U.S. Individual Income Tax Return, to change the Form 1040, 1040A, or 1040EZ you already filed.

If your Federal return is changed for any reason, it may affect your state income tax liability. This would include changes made as a result of an examination of your return by the IRS. Contact your state tax agency for more information.



If you have waded through the previous four pages of tax tips, you will have noticed there was no information for those of you who may wish to itemize your returns. That information may be found in the tax return booklet the IRS mails to each taxpayer.

If you plan to itemize, here are a few examples of what you may and may not deduct. But please check with the IRS to make sure you are eligible to itemize and for the details on allowable deductions.

YOU MAY DEDUCT:

Medical and dental expenses;

Long-Trip Tax Problems

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

For example, a seaman who signed on for a five month trip in September, 1981, paying off in January, 1982, would have all the five months' earnings appear on his 1982 W-2 even though his actual 1982 earnings might be less than those in 1981.

There are ways to minimize the impacts of this situation. For example, while on the ship in 1981, the Seafarer undoubtedly took draws and may have sent allotments home. These can be reported as 1981 income.

Unfortunately, this raises another complication. The seaman who reports these earnings in 1981 will not have a W-2 (withholding statement) covering them. He will have to list all allotments, draws and slops on the tax return and explain why he doesn't have a W-2 for them. Furthermore, since no tax will have been withheld on these earnings in 1981, he will have to pay the full tax on them with

state and local income taxes; real estate taxes; general sales taxes; personal property taxes; interest charges on home mortgages, credit cards, automobile loans, personal notes; charitable, religious, educational, scientific or literary contributions (including cash, property, and personal expenses); losses by theft, fire, vandalism, storm, car and boat accidents; some employee expenses such as union and professional dues, safety equipment and protective clothing.

YOU MAY NOT DEDUCT:

The basic cost of Medicare insurance; the cost of life insurance or income protection policies; nursing care for a healthy baby; illegal operations or drugs; travel your doctor told you to take for a rest or change; funeral burial or cremation costs; federal income tax; social security tax; federal excise tax; gasoline tax; car inspection fees; fees or dues to country clubs, fraternal orders, or lodges; gifts to labor unions, chambers of commerce and social clubs.

Remember, if you plan to itemize, read your IRS tax booklet carefully or consult with the IRS or a tax specialist for proper advice.

his return, at 12 percent or upwards, depending on his tax bracket. The earnings will show up on his 1982 W-2. The seaman then, on his 1982 return would have to explain that he had reported some of his earnings in 1981 and paid taxes on them. He would get a tax refund accordingly.

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

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

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

On the Shimmer



Taking a quick cigarette break on-board the Radcliff vessel *Shimmer* in the Industrial Canal of New Orleans are (l. to r.) Deckhands Jeff Summers, Dave Flowers and Wayne Massey.

Dispatchers Report for Great Lakes

JAN. 1-31, 1983

	*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									
Port									
Algonac	11	0	1	0	0	0	18	1	2
ENGINE DEPARTMENT									
Port									
Algonac	8	1	0	0	1	0	16	3	0
STEWARD DEPARTMENT									
Port									
Algonac	1	1	0	1	0	0	1	3	0
ENTRY DEPARTMENT									
Port									
Algonac	16	7	0	0	0	0	29	13	0
Totals All Departments	36	9	1	1	1	0	64	20	2

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

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

KNOW YOUR RIGHTS

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

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

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

Angus "Red" Campbell
Chairman, Seafarers Appeals Board
5201 Auth Way and Britannia Way
Prince Georges County
Camp Springs, Md. 20746

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 Frank Drozak at Headquarters by certified mail, return receipt requested. The address is 5201 Auth Way and Britannia Way, Prince Georges County, Camp Springs, Md. 20746.



DON'T
BE
DOPEY...

ONE
BUST
AND YOU'RE
ON THE
BEACH
FOR
LIFE!

Senate Seeks Simplified Shipping Code

Following a 20-year effort by the Coast Guard to untangle the inconsistencies in language and organization of U.S. marine and seamen's welfare laws spanning 100 years, the thorough recodification of Title 46 U.S. Code—"Shipping" has reached the Senate.

If enacted, backers say the bill will allow proper enforcement of laws governing commercial shipping and recreational boating and long-sought modernization of the content of Title 46 laws. Introduced originally last July, the first version passed to committee review where bipartisan maritime and industry interests were considered.

Calling the bill "long over-

due," Sen. Robert Packwood (R-Ore.), sponsor of the bill, noted for years amendments have been added which solved immediate problems, but did not match statutes previously formulated and founded upon customary practices. Language changes from archaic to contemporary terminology, from statute to amendment, made interpretation of laws difficult, time consuming and absent of uniform definitions.

"A minimum of 13 sections of the U.S. Code must be consulted to ascertain the various types of vessels subject to the general 'inspection' authority of the Coast Guard," Packwood told senators.

APL to Modify 3 C-8 Ships For Fuel, Speed, Cargo

The SIU-manned (steward department) American President Line (APL) is modifying its three C-8 class container-ships to improve their fuel efficiency, speed and cargo carrying capacity.

Meanwhile, APL's new C-9 ships, the *SS Presidents Washington* and *Monroe* will begin service this month and in March, respectively.

The modification of the C-8s will cost \$10.5 million. It will entail trimming and tapering the stern of each ship to cut fuel

consumption by 20 percent at full load. APL expects to save 22,000 barrels of fuel annually.

Also the new streamlined sterns will increase each vessel's service speed by 1.5 knots at full power.

The capacity of each ship will be increased by 47 40-foot containers and 112 45-foot containers, bringing each ship's total capacity to 2,016 20-foot boxes. And the latest shipboard technology will be installed in each ship's engine room.

At Sea / Ashore

She's a Lundeberg Grad, Baker, Cake Decorator in Honolulu

HLSS grad and upgrader Katherine Thatcher, wife of the port of Honolulu (Hawaii) Patrolman Kevin Thatcher, last month was featured in a story headed "This Could Be the Start of Something Big" in the Sunday Today section of the local paper, the *Star-Bulletin*.

She trained to be a baker at the Lundeberg School and was a cook aboard the freighter, *SS Mauna Kea* (Matson Line).

Katherine came ashore to await the birth of her second child in the spring. So she became a custom birthday cake baker and decorator. One of her specialties is a flower basket-shaped cake.

"I've always been interested in cooking. My mother went to work when I was seven and from that time I would come home from school and start dinner. I never really thought of it as a chore," she said.

"I guess my biggest problem, since being a professional cook, is to scale down to cooking for just the two of us and the baby. We do a lot of entertaining and I push seconds. I even give doggy bags."

Mrs. Thatcher studied cake decorating in her hometown of Los Angeles but found that some of the more elaborate frostings didn't travel well. "The humid climate of Honolulu was a problem at first. The frosting slid right off the cake, so I've made recipe changes for the weather."

She said that she preferred to do the unusual, making a teenager's birthday cake of butter decorated with a piece of carrot cake in the shape of a roller skate. "I always tell the bride that if she wants the traditional white cake she might just as well go to the bakery."

Mrs. Thatcher has made wedding cakes from carrot cake, chocolate, lemon or prune cake and even a layer of each.

M/V Pride of Texas Sails Soon to Haifa, Israel

From a Gulf or Atlantic port on Feb. 20, the *M/V Pride of Texas* (Titan Navigation) will sail to Haifa or Ashdod, Israel with a cargo of 35,000 tons of wheat or 32,000 tons of corn.

House Report on SS Poet Urges Tough Inspections

The U.S. House of Representatives Merchant Marine and Fisheries Committee report on the loss of the SIU-contracted *SS Poet* more than two years ago with 34 lost called on the Coast Guard to make stiffer and more frequent inspections on older vessels and urged passage of a new, tougher maritime safety bill.

The committee drew from probes by federal agencies, recommendations by a Coast Guard inspector who lost a son on the *Poet*, testimony at committee hearings and a series of articles in the *Philadelphia Inquirer* on the poor safety record of ships owned by the owner of the *Poet*, Henry J. Bonnabel.

It also recommended that the U.S. Congress should make ship-owners promptly report a missing ship, change liability laws so rightful claims for loss of life are adequately paid, and make mandatory the internal inspection of ballast tanks and double-bottom hulls.

Retired Coast Guard Capt. Arthur W. Gove, who lost a son on the *Poet* and was former head of the N.Y. Marine Inspection Office, testified before the committee that salt water ballast tanks on ships were not properly inspected.

Finally, it recommended that laws be passed to require ships to join all existing location-reporting systems in the U.S. so they could "flag" any ship that didn't report on a regular schedule.

SS President Taylor to Carry Rice for Bangladesh

On Feb. 21 from a West Coast port, the *SS President Taylor* (APL) will carry 17,694 metric tons of bagged rice to Chittagong-Chaina, Bangladesh.

More Layoffs in Shipping Companies

Late in January, the Waterman Steamship Co. let 30 employees go as Sea-Land dismissed 30 to 40 employees.

American President Lines "acknowledged" that it is "restructuring" its North American operation.

Next Month, July, Sept. SS Del Valle Goes to Cape Verde Is., Liberia

From Mar. 2-11, the *SS Del Valle* (Delta Line) sails to the Cape Verde Is. with 10,000 metric tons of bagged corn for delivery in Mindelo and Praia. From July 1-10 and Sept. 1-10, from a Gulf port, she then travels to Monrovia, Liberia with 6,250 metric tons of bagged rice.

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
New York	Monday, March 7	2:30 p.m.
Philadelphia	Tuesday, March 8	2:30 p.m.
Baltimore	Wednesday, March 9	2:30 p.m.
Norfolk	Thursday, March 10	9:30 a.m.
Jacksonville	Thursday, March 10	2:00 p.m.
Algonac	Friday, March 11	2:30 p.m.
Detroit	Friday, March 11	2:30 p.m.
Houston	Monday, March 14	2:30 p.m.
New Orleans	Tuesday, March 15	2:30 p.m.
Mobile	Wednesday, March 16	2:30 p.m.
San Francisco	Thursday, March 17	2:30 p.m.
Wilmington	Monday, March 21	2:30 p.m.
Seattle	Friday, March 25	2:30 p.m.
Piney Point	Friday, March 11	3:00 p.m.
San Juan	Thursday, March 10	2:30 p.m.
St. Louis	Friday, March 18	2:30 p.m.
Honolulu	Thursday, March 10	2:30 p.m.
Duluth	Wednesday, March 16	2:30 p.m.
Jeffersonville	Thursday, March 17	2:30 p.m.
Gloucester	Tuesday, March 22	2:30 p.m.
Jersey City	Wednesday, March 23	2:30 p.m.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

February 1983

Legislative, Administrative and Regulatory Happenings

The Race Is On

It's hard to believe, but the 1984 presidential election is already under way. Alan Cranston, the liberal Democratic senator from California, has formally announced his candidacy. Walter Mondale, the front-runner, is expected to announce within the next few weeks.

It is easy to get lost in the glamour of presidential politics. Often, personalities seem more important than issues. Newspapers devote a lot more space to Ted Kennedy's marital problems than to his position on the maritime industry.

Despite the difficulties, it is important that our members take the extra time to understand the issues. The American-flag merchant marine is facing its most serious challenge ever, and what you do may make a big difference. Jobs are at stake.

The Boggs Bill

One of the greatest disappointments of last year's lame duck session was the way that Congress treated the Competitive Shipping and Shipbuilding Act of 1982. Time was in such short supply that Congress was unable to give the proposal the consideration it deserved.

That has now changed. Rep. Lindy Boggs (D-La.) has re-introduced the bill, which is now numbered H.R. 1242. This session of Congress is barely a month old, and already 45 co-sponsors have added their names to the legislation.

If enacted, the bill would do a great deal to turn around the sagging fortunes of the American-flag merchant marine. Under its terms, 5 percent of all bulk cargo would be carried on American-flag vessels. That percentage would be increased by 1 percent a year until a target figure of 20 percent is reached.

The legislation has generated a great deal of favorable comment. The widely respected *Journal of Commerce* endorsed the legislation last year in one of its editorials.

Maritime Programs Cut

The Reagan administration has introduced its budget for Fiscal Year 1984. It calls for a dramatic increase in defense spending and cuts funding for almost every domestic program to the bone.

Spending for the maritime industry would be maintained at present levels or curtailed. A \$900 million cap would be put on the Title XI Loan Guaranty Program. This represents a big cut from last year. The \$900 million figure is even smaller than it looks: \$300 million would be allocated only in the event of a national emergency.

The administration is trying hard to persuade Congress to allow subsidized operators to build their vessels in foreign shipyards. This represents a major threat to the American shipbuilding industry, which has reached its lowest point since

World War II.

The proposed budget retains all the cuts that were made last year. No mention is made of the Construction Differential Subsidy Program, although Sen. Daniel Inouye (D-Hawaii) has introduced legislation that would revive that program.

A separate story on the budget is contained elsewhere in this paper.

CDS Buyout

The administration is toying with the idea of allowing American operators to pay back their CDS loans and buy out their ODS subsidies. Such a move could conceivably speed up the deterioration of the American-flag merchant marine, especially if it is entered into without a great deal of forethought. This Union opposes a drastic change in the present maritime structure without a detailed exploration of all potential consequences.

Alaskan Oil

President Reagan met with Japanese Prime Minister Yasuhiro Nakasone early last month for a series of talks concerning the growing tensions between Japan and the United States. High on the list of topics discussed was the export of Alaskan oil to Japan.

American oil companies have been forbidden from exporting Alaskan oil to Japan since passage (during the Carter years) of the Export Administration Act, to protect America's dwindling oil reserves. The act expires later this year. Congress must decide whether or not to renew it.

The issue is an important one for American seamen. Forty SIU-contracted tankers carry Alaskan oil down to the "lower 48." Were the ban on Alaskan oil allowed to expire, most—if not all—of those vessels would be laid up.

A separate story is contained elsewhere in the LOG.

Soviet Fleet Expansion

The unprecedented growth of the Soviet merchant marine over the past decade threatens the stability of the world shipping industry as well as the security of the Western world, according to a report issued by Mitsui O.S.K. Lines, one of Japan's leading shipping companies.

The Soviets have consistently ignored the principles governing world shipping. If matters continue on their present course, Mitsui O.S.K. Lines predicts that the merchant fleets of the Western world will be unable to compete on an equal basis.

Moreover, the Soviet buildup goes far beyond the commercial needs of the Soviet economy. That can mean only one thing: the Soviets place a high strategic value on the ability of their merchant fleet to perform sealift duties.

According to the report, the Soviet fleet has become so large that it has the ability to distort the entire price structure of the world's shipping market. And unfortunately, no Western nation seems to have the desire to face up to the situation.

Conventions at Sea

The ink is barely dry on the "Convention Bill" which allows taxpayers to deduct expenses incurred at conventions held onboard American-flag passenger vessels. Yet the legislation is already having its desired effect.

The Wall Street Journal, the American executive's bible, recently ran an article discussing the economic advantages of holding a convention onboard an American-flag passenger vessel. With that kind of publicity, it's just a matter of time before American seamen see a handsome return in the form of more jobs.

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



Pensioner *Edwin Margido Werkland*, 84, passed away on Oct. 23, 1982. Brother Werkland joined the SIU in 1940 in the port of Houston sailing as a bosun. He first sailed in 1934 for Waterman. Seafarer Werkland was born in Norway and was a resident of Springhill, Ala. Surviving are his widow, Karen and a son, George of Mobile.



Pensioner *Herman "T." Wilkerson*, 62, died on Oct. 16, 1982. Brother Wilkerson joined the SIU in 1946 in the port of Mobile sailing as a QMED. He was a veteran of the U.S. Army in World War II. Seafarer Wilkerson was born in Alabama and was a resident of Theodore, Ala. Surviving are his widow, Marie and his mother, Emma of Mobile.



Pensioner *Anthony Joseph Maiello*, 74, passed away on Oct. 7, 1982. Brother Maiello joined the SIU in 1947 in the port of Baltimore sailing as a chief cook. He hit the bricks in the 1961 Greater N.Y. Harbor beef and the 1965 District Council 37 strike. Seafarer Maiello was a veteran of the U.S. Army in World War II. A native of Naples, Italy, he was a resident of the Bronx, N.Y. Surviving are his widow, Irene and two sisters, Louise and Mrs. Mary Boenio, both of the Bronx.



Pensioner *Louis Leonard Racioppo*, 71, passed away on Oct. 15, 1982. Brother Racioppo joined the SIU in 1949 in the port of New York sailing as a FOWT. He was born in Italy and was a resident near Orlando, Fla. Surviving are his widow, Jean and a sister, Mrs. Mildred Testa of Brooklyn, N.Y.



Pensioner *John Alexander Raftopoulos*, 77, died in Salamis, Greece on Oct. 4, 1982. Brother Raftopoulos joined the SIU in the port of Seattle in 1957 sailing as an AB. He started riding the ships in 1932 and was also a steel worker. Seafarer Raftopoulos was born in Greece and was a resident of Salamis. Surviving are his widow, Eleni and two daughters, Mrs. Eleftheria Damafitou and Mrs. Polyxene Christoforu Mperi, both of Salamis.



Pensioner *Joseph Earnest Richard* died on Oct. 23, 1982. Brother Richard joined the SIU in the port of New Orleans in 1955 sailing in the steward department. He was a resident of New Orleans. Surviving is his widow.



Pensioner *Nicholas Sabin*, 80, passed away on Oct. 31, 1982. Brother Sabin joined the SIU in the port of Tampa in 1955 sailing in the steward department. He was born in Spain and was a resident of Tampa. Surviving are his widow, Vera and a sister, Mrs. Jean Frantz of Tampa.



Pensioner *Hans Monty Albert Schmidt*, 55, died on Jan. 5. Brother Schmidt joined the SIU in 1944 in the port of New Orleans sailing as deck maintenance. He was born in New Orleans and was a resident of Bay St. Louis, Miss. Surviving are his widow, Della and two daughters, Cheryl and Cecile.



Pensioner *Paul E. Huggins*, 68, died on Oct. 10, 1982. Brother Huggins joined the SIU in 1944 in the port of New York sailing as a deck engineer. He was born in Iowa and was a resident of Baltimore. Surviving is his widow, Antoinette.



Pensioner *Walter James Jarrett*, 76, passed away on Dec. 3, 1982. Brother Jarrett sailed in the steward department for Delta Line. He was born in Ava, Ill. and was a resident of St. Louis, Mo. Surviving is a nephew, Leo R. Wright.



Pensioner *Walter Lescovich*, 70, died of a heart attack at home in Jacksonville on Sept. 16, 1982. Brother Lescovich joined the SIU in the port of New York in 1951 sailing as a chief steward for IOT. He was at one time the owner of a diner in Troy, N.Y. and worked for the General Electric Corp. in Schenectady, N.Y. Seafarer Lescovich was a veteran of the U.S. Army's Coast Artillery Corps before World War II. Born in Watervliet, N.Y., he was a resident of Jacksonville. Burial was in Chapel Hills Cemetery, Jacksonville. Surviving is his widow, Felicia.



Pensioner *Simon Garoyoa* died of heart-lung failure on Oct. 13, 1982. Brother Garoyoa joined the Union in the port of Baltimore. He was a resident of Baltimore. Surviving is a daughter, Katherine.



Pensioner *Milton Jesse Murden*, 63, died on Nov. 16, 1982. Brother Murden joined the Union in the port of Norfolk in 1968 sailing as a tankerman and pumpman for McAllister Brothers from 1967 to 1980. He was born in Princess Ann County, Va. and was a resident of Chesapeake, Va. Surviving is his widow, Evelyn.



Pensioner *Bernard Frank Graham*, 74, passed away on Jan. 3. Brother Graham joined the SIU in 1938 in the port of Mobile sailing as a bosun. He was born in Mississippi and was a resident of Mobile. Surviving is a sister, Beatrice of Theodore, Ala.



Pensioner *Julius Sheldon Atwell*, 77, passed away on Oct. 16, 1982. Brother Atwell joined the SIU in 1940 in the port of Miami, Fla. sailing as a FOWT. He was a veteran of the U.S. Coast Guard after World War I. Seafarer Atwell was born in Key West, Fla. and was a resident of North Miami Beach, Fla. Surviving is a brother, Joseph of Ojus, Fla.



Pensioner *Fortunato Constantino*, 88, passed away from natural causes at home in Atmore, Ala. on Dec. 23, 1982. Brother Constantino joined the SIU in 1939 in the port of Baltimore sailing as a bosun. He sailed more than 35 years. Seafarer Constantino was born in the Philippines. Cremation took place in the Northwest Florida Crematory, Pensacola, Fla. Surviving are two daughters, Praxedes of Lezo, P.I. and Mercedes of Paco, P.I.



Pensioner *Anthony Denddo*, 83, passed away on Sept. 21, 1982. Brother Denddo joined the SIU in 1942 in the port of New York sailing as a cook. He also cooked for a mining company. Seafarer Denddo was a veteran of the U.S. Army Infantry

in World War I serving on the Siberian (U.S.S.R.) Front. Born in Pennsylvania, he was a resident of Houston. Surviving is a sister, Mrs. Katherine Josay of Bloomfield, N.J.



Pensioner *George Raymond Foote*, 84, passed away on Jan. 4. Brother Foote joined the SIU in the port of Baltimore in 1958 sailing as an oiler. He sailed 21 years. He was born in Baltimore and was a resident there. Surviving is his widow, Belva.



Pensioner *John Giancola Jr.*, 55, died on Jan. 17. Brother Giancola joined the SIU in the port of Baltimore in 1955 sailing as a bosun. He also sailed during World War II. He was born in Massachusetts and was a resident of Chelsea, Mass. Seafarer Giancola was a veteran of the U.S. Army serving as a corporal in the Vietnam War.



Pensioner *Stefan Goscinski*, 54, died on Oct. 24, 1982. Brother Goscinski joined the SIU in the port of Wilmington, Calif. in 1962 sailing as a cook. He was born in McKeesport, Pa. and was a resident of San Francisco. Surviving is a brother, Michael of Garnerville, N.Y.



Pensioner *William Frederick Janisch*, 62, died on Jan. 19. Brother Janisch joined the SIU in 1943 in the port of New York sailing as a chief electrician. He hit the bricks in the 1965 District Council 37 beef. Seafarer Janisch was a resident of Union City, N.J.



Pensioner *Floyd Laven Jeffryes*, 67, died on November 8, 1982. Brother Jeffryes joined the SIU in 1944 in the port of Jacksonville, Fla. sailing in the steward department. He was born in Iowa and was a resident of Stockton, Al. Surviving is his widow, Vivian.



Pensioner *Carl Reidar Johnson*, 75, passed away on Nov. 4, 1982. Brother Johnson joined the SIU in 1944 in the port of New York sailing as a bosun. He was born in Norway and was a resident of Seattle. Surviving is his widow, Ragnhild.



Chester Allen, 63, joined the SIU in the port of Baltimore in 1955 sailing as an AB. Brother Allen was born in Illinois and is a resident of Baltimore.



Demetrios G. Calogeros, 64, joined the SIU in the port of Seattle in 1956 sailing as a recertified bosun. Brother Calogeros started sailing at the age of 14. He began sailing here in 1951. Seafarer Calogeros was born in Greece and is a naturalized U.S. citizen. He is a resident of Seattle.



George Henry Colar, 59, joined the SIU in the port of New Orleans in 1955 sailing as a cook. Brother Colar first sailed in 1947. He was born in New Orleans and is a resident there.



William Davey, 61, joined the SIU in 1947 in the port of New Orleans. Brother Davey began sailing in 1946. He was born in Green Bay, Wisc. and is a resident of Las Vegas, Nev.



Benjamin Jerod Davis, 66, joined the SIU in the port of New Orleans in 1959 sailing as a QMED. Brother Davis first sailed in 1946. He was born in Georgia and is a resident of Willacoochee, Ga.



Michael Nicholas Eschenko, 67, joined the SIU in 1947 in the port of New York sailing as a chief cook. Brother Eschenko began sailing in 1938 and also sailed during World War II. He is a resident of Muskogee, Okla.



Eugene F. Flanagan, 66, joined the SIU in the port of New Orleans in 1970 sailing as a FOWT. Brother Flanagan began sailing in 1937. He was born in the U.S.A. and is a resident of New Orleans.



Algernon B. Griffith, 65, joined the SIU in 1945 in the port of Baltimore sailing as a chief cook. Brother Griffith was born in British Guiana and is a resident of New Orleans.



Arnold Bruce Hamblet, 70, joined the SIU in the port of Yokohama, Japan in 1974 sailing as a QMED. Brother Hamblet started sailing in 1967. He was born in Galesburg, Ill. and is a resident of Carson City, Nev.

Pensioner's Corner



Anthony Joseph Hanna, 62, joined the SIU in 1948 in the port of Baltimore sailing as an AB. Brother Hanna was born in Shenandoah, Pa. and is a resident of Baltimore.



Charles Edward Johnson, 61, joined the SIU in the port of San Francisco in 1954 sailing as an AB. Brother Johnson began sailing in 1946. He was born in St. Louis, Mo. and is a resident there.



Clifton Edward Mainers, 59, joined the SIU in 1943 in the port of New York sailing as a chief electrician and deck and reefer engineer. Brother Mainers was born in Pinson, Tenn. and is a resident there.



Edward Lyons, 63, joined the SIU in 1944 in the port of New York. Brother Lyons sailed in World War II. He was born in Fall River, Mass. and is a resident of New Orleans.



Walter Thomas Matthews, 55, joined the SIU in 1948 in the port of Savannah, Ga. sailing as an AB. Brother Matthews was born in Perry, Fla. and is a resident of Jacksonville, Fla.



Juan Mojica, 58, joined the SIU in the port of Seattle in 1961 sailing as a chief steward and chief cook. Brother Mojica began sailing in 1956. He was born in Puerto Rico and is a resident of Seattle.



Dempsey Nicholson, 56, joined the SIU in 1949 in the port of New York sailing as a recertified bosun. Brother Nicholson also sailed during World War II. He was born in Mississippi and is a resident of Des Moines, Wash.



Frank O'Koorian, 59, joined the SIU in the port of Philadelphia in 1960. Brother O'Koorian first sailed in 1947. He was born in New Jersey and is a resident of Cardiff, N.J.



Floyd Peavy, 63, joined the SIU in the port of Mobile in 1956 sailing as a chief cook. Brother Peavy began sailing in 1951. He was born in Rula Spring, Ala. and is a resident of Mobile.

Inland Pensioners



John Gill, 65, joined the Union in the port of Mobile. Brother Gill is a resident of Stockton, Ala.



Gibson Hobson Goff, 66, joined the Union in the port of Philadelphia in 1973 sailing as a chief cook for Sonat Marine (IOT) from 1972 to 1982. Brother Goff is a veteran of the U.S. Army serving as a captain in Germany. He was born in Roda, Va. and is a resident of Chesapeake City, Md.



Charles Ira Moore Sr., 65, joined the Union in the port of Mobile in 1974 sailing as a captain for Radcliff Materials from 1969 to 1982. Brother Moore was born in Blountstown, Fla. and is a resident of Foley, Ala.



Nick Scopolites, 70, joined the Union in the port of Mobile in 1967 sailing as a chief cook for the Red Circle Transport Co. Brother Scopolites started sailing in 1961. He was born in Alabama and is a resident of Mobile.



Russell Edward Snow, 66, joined the Union in the port of Norfolk sailing as a pilot for the Assn. of Maryland Pilots from 1972 to 1982. Brother Snow in 1948 sailed as a commercial fisherman. He also sailed for Pilotboats, Baltimore. Boatman Snow is a veteran of the U.S. Navy in 1951. Born in Virginia, he is a resident of Bavon, Va.



Leonard R. Arendt, 66, joined the Union in the port of Detroit in 1959 sailing as head conveyorman for the Garland Steamship Co. and the American Steamship Co. from 1955 to 1975. Brother Arendt was born in Brown County, Wisc. and is a resident of Luxemburg, Wisc.



Willis Edward Bierly, 67, joined the Union in the port of Cleveland in 1964 sailing for the American Steamship Co. Brother Bierly was born in Fairfield, Pa. and is a resident of Cleveland.



Jack Thomas Carter, 65, joined the Union in the port of Elberta, Mich. in 1953 sailing as a 2nd cook for the Ann Arbor (Mich.) Railroad Car Ferries (Michigan Interstate Railroad Co.) from 1950 to 1982. Brother Carter was born in Kentucky and is a resident of Frankfort, Mich.



John F. Coveyou, 65, joined the Union in the port of Detroit. Brother Coveyou is a resident of Moran, Mich.

LETTERS



TO THE EDITOR

Independence Crew: 'I Salute You'

During a recent vacation in Hawaii, I had occasion to book passage on the American Hawaii Cruise Ship, *S.S. Independence*, for a portion of the trip from the Big Island back to Honolulu. While aboard, I had the opportunity to come into daily contact with numerous members of the Seafarers International Union in the personage of various dining room, lounge, cabin care and entertainment personnel.

What a delightful, courteous, entertaining and caring group of men and women—proud of their ship and willing to go to any extent to ensure the comfort and enjoyment of every passenger. I was also tremendously impressed with the wide variety of entertainment talent this superb crew possessed during an impromptu Christmas dinner entertainment session in the main dining room.

Both American Hawaii Cruises and the Seafarers International Union can be extremely proud of this fine ship and its crew, from Commodore on down—all "people who care."

The cruise was the highlight of my vacation and was made especially enjoyable by meeting such an outstanding group of fine, hard-working Americans who, in spite of long work hours, were always cheerful and pleasant to be with, and whose primary purpose came across clearly as wanting each and every passenger aboard to have a relaxing and enjoyable cruise and receive their money's worth and more.

American Hawaii Cruises, Seafarers International Union, and the *S.S. Independence*, I salute you for a job "well done!"

Most sincerely,
James Joseph Carey
Commissioner
Federal Maritime Commission
Washington, D.C.

Looking Forward To Pension

I would like to thank the SIU officials for being helpful and ready to lend a hand.

The Union has always treated me well, and I am looking forward to enjoying my pension.

Hoping the best for my old shipmates.

Fraternally,
William J. Meehan, Jr.
New Orleans, Louisiana

'I'm Going To Miss The Sea'

I have enjoyed going to sea for the past 38 years and have met a lot of nice people. Even though I am retiring due to my age, I will miss going to sea terribly. However, I am looking forward to enjoying my retirement which I have worked for and which is one of the excellent benefits offered by the SIU.

Edward Lyons L-210
New Orleans, Louisiana

'... For A Job Well Done'

We, the crew of the *S.S. President Pierce*, would like to express our whole-hearted appreciation to Sigrid Gahsamas, 2nd cook and baker, for a job well done. It's nice, for a change, not to have someone complain about doing more than their share of the work.

Sig takes pride in her work and adds that something extra to a salad, dessert or night lunch plate that makes meals more enjoyable. She is the best 2nd cook and baker we have had the pleasure of sailing with in a very long time.

Again, we would like to express "a job well done and smooth sailing to Sig."

Sincerely,
Ernie Silva, Deck-SUP Delegate
N.E. Case, MFOW Delegate
Robert Davis, Steward Delegate
Michael B. Foster, Second Mate
(for the officers)
and the Gang on the *President Pierce*

Grateful Gerry Is OK

When I read in the December LOG about Gerry Brown being hurt in an accident it kind of shook me up as I imagine it did many others. I am deeply grateful that it was not fatal, for this Union and many of its old-timers would have lost a good friend.

I am over 70 years old now and have lived this long because of having friends like Gerry Brown, Steve Troy, Joe DiGiorgio, Frank Drozak, and many others.

I am deeply grateful that the powers above spared Gerry Brown to carry on with the new and young seamen of this day and age. As it is, we have lost too many in the last couple years. We need men like Gerry to help the younger men appreciate and not to take for granted much of what they have—it was all fought for.

To Gerry, let me say that the memories of yesterday remain and the friendship will never fade. May the powers above keep you here for a long time still.

Dave Barry
Seattle, Washington

Greetings To Old Shipmates



I would like to say hello to all my old shipmates and friends in the SIU. I have been retired for 13 years now and really enjoy it. I would especially like to say hello to Talmage Moss of Mobile and anyone else down there who remembers me.

Bob Drain D-207
Ballwin, Missouri

'Thanks for prompt action'

My wife was recently hospitalized and had two major operations. We sure want to thank the Seafarers Welfare Plan for its prompt action in taking care of the huge doctor and hospital bills. Our appreciation goes to the Plan and to the S.I.U. Thanks again.

Mr. and Mrs. Elmer Goff
Chesapeake, VA

Support Your Blood Bank
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Let Agriculture Stick to Farming; The Experts to Maritime

Cargo Laws Ignored, SIU and Others Apply Heat

There is one thing in common between importing Jamaican bauxite and exporting American wheat. Merchant marine experts insist both commodities fall under the 1954 Cargo Preference Act, which says U.S.-flag ships should carry at least half the tonnage.

Apparently the Reagan administration disagrees.

The bauxite problem came to light last year when some 1.6 million tons of the ore was moved into the nation's strategic stockpile by foreign vessels. The claim at that time was that no American vessel was capable of off-loading the ore at Reynolds Aluminum Co. Inc.'s privately-owned Texas port facility.

The wheat deal snafu came to light earlier this year when the U.S. Department of Agriculture (USDA) announced the sale of 1 million metric tons of wheat flour to Egypt. Basically, the USDA claimed that because the wheat would be manufactured into flour, the preference provisions did not apply.

Bauxite

Last year, oversight hearings by the House Merchant Marine and Fisheries Committee concluded that the bauxite shipment should have fallen under the laws which require that materials for the country's strategic stockpile be shipped by U.S.-flag vessels. It was also pointed out during the hearings that there were American ships available to carry the bauxite.

In an effort to make up for 1982's loss of bauxite cargo for U.S.-flag ships, Committee Chairman Walter B. Jones (D-N.C.) has requested that all of this year's 1 million tons be carried on American ships.

In a letter to the Maritime Administration, which administers cargo preference laws and the General Services Administration, which arranged the bauxite purchase, Jones said the committee expects all the bauxite to be shipped on American-flag vessels.

"We would urge upon you anew the requirements of the cargo preference laws with a view toward providing 1 million tons of bauxite to be carried in vessels documented in the United States," Jones wrote.

A spokesman for the committee said that no reply had been received as of Feb. 8. The letter, dated Jan. 6, was also signed by Mario Biaggi (D-N.Y.), Edwin B. Forsythe (R-N.J.) and Gene Synder (R-Ky.).

The SIU, the Maritime Trades Department of the AFL-CIO, and other American shipping advocates have joined forces to ensure a rightful share of the cargo for U.S.-flag ships.

Wheat

Perhaps the USDA should stick to farming and let the experts examine maritime law. In a case of rather convoluted logic, the Department of Agriculture claimed the sale of the wheat flour to Egypt was not a government cargo because it really wasn't wheat, but flour and it was processed and sold by American millers, not the government. Therefore the department claimed it was a straight commercial deal.

The SIU, the House Marine Committee, and the Maritime



Administration took a little closer look at the deal and found that it obviously fell under the Cargo Preference laws.

Chairman Jones, in a letter to Agriculture Secretary John Block, pointed out four reasons why 50 percent of the flour should sail on U.S.-flag ships as the law calls for.

"First the sale does not conform to standard commercial practice. The price to be charged for the wheat flour by American millers has been set in advance by United States and Egyptian negotiators, and it is reported to be well below U.S. and world market levels.

"Moreover, the American millers selling to Egypt will receive free wheat from United States government stockpiles to enable them to meet the pre-arranged low price. Thus the federal government has been and will be directly involved in every stage of this transaction, a situation that cannot fairly be characterized as purely commercial," Jones wrote.

He also pointed out that because the wheat won't cost the millers a penny and that it is government wheat they will make into flour, then the government is providing commodities to a foreign nation without provision for reimbursement, "as that phrase is used in the Cargo Preference Act of 1954."

Jones also noted that because of direct credit and credit guarantees to Egypt by the U.S., the Act applies.

According to a committee staffer, the only reply Jones received was a one sentence letter stating that a detailed reply would be on the way.



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