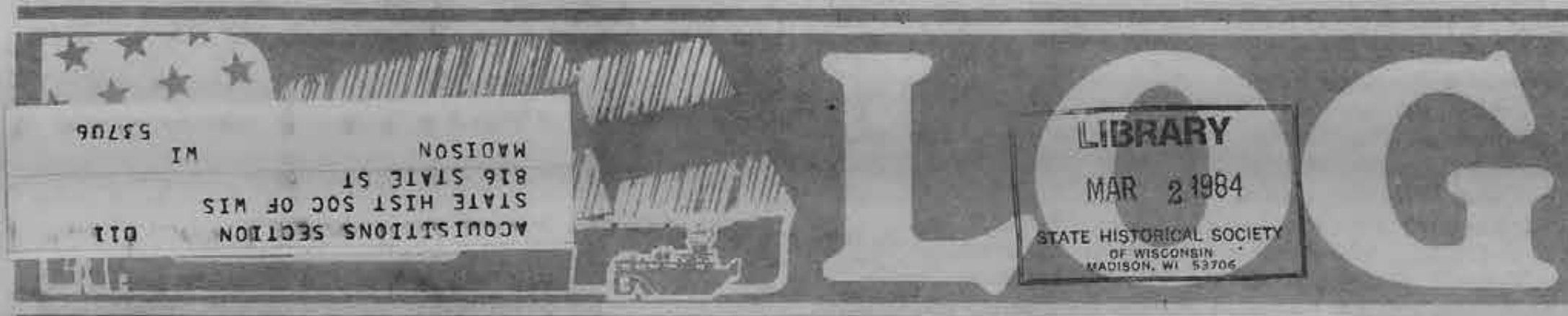


A Look at Our New SHLSS Training Center

Pages 19-22



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Fourth Arm Chopped

New Budget Means Congress Must Save Fleet

If the maritime industry is going to receive any major help this year it will have to come through Congress. The President's budget for FY 1985 contains little for the merchant marine either in the Marad or Defense Department appropriations.

Any changes and improvements will have to come through either the budget hearing process or from specific legislation.

Despite the fact that there are no commercial ships being built in any American shipyard to-

day, the Reagan budget does not include a single penny for Construction Differential Subsidy payments.

While Operating Differential Subsidy payments have been increased from \$353 million to \$378 million, most of that is earmarked for buy-backs. In other words the government will pay shipping operators their future subsidies now and release them from requirements that they replace their ships with other American-built vessels, along

with several other waivers of current law.

Title XI (loan guarantee money) remains the same as last year, a low \$600 million. Funding for the Coast Guard was slashed \$200 million.

The big winner in the new budget is the Department of Defense which will be funded to the tune of \$305 billion, none earmarked for the Fourth Arm of Defense, the merchant marine.

Because of the election, Con-

gress is not expected to pass many major bills in any area, including maritime. Several important issues, however, will come up this session.

"Just because everybody's going to be out campaigning and not minding the store doesn't mean this session will not be important for the SIU and the maritime industry," SIU President Frank Drozak said.

"We can do several things; push some bills through, lay a

(Continued on Page 3.)

Who Pays User Fees

U.S. Fleet Can't Carry Port Development Costs

There is not much disagreement that the nation's ports must be improved. There is serious disagreement as to who is going to pay for the improvements and the maintenance.

The main words from the administration and many of its

congressional friends are "user fees." Traditionally the federal government has shouldered the major responsibility in constructing, operating and maintaining the nation's waterways and ports.

It is time to start looking at

other means of financing the projects and also to identify exactly who, if anyone, must pay the user fees, according to Sonat Marine President Stephen Van Dyck and Peter Luciano, executive director of the Transportation Institute.

The two recently testified at Senate hearings on S. 1739, the Water Resources Development Act of 1983. While the bill calls for continued federal support in some areas, a heavy emphasis is placed on cost recovery through user fees.

"The debate on port development financing has been preoccupied with mechanisms of cost recovery and politically acceptable revenue sources," Van Dyck told the committee.

The bill does not set up specific charges for users of improved ports and waterways, but it does establish a commission to look into how user fees should be levied.

"The question should be not at what level cost recovery should be established, but rather whether there should be cost recovery at all," he said.

Luciano and Van Dyck asked that the bill be amended to include research on all methods of financing. One of the major areas of possible revenue, they said, is the use of customs re-

(Continued on Page 4.)



Sen. Patrick D. Moynihan (D-N.Y.) launches his new clean-up campaign in the Senate. During testimony on port development, Sonat Marine Co. President Stephen A. Van Dyck spilled a glass of water and Moynihan scrambled from the dais to mop it up with his handkerchief. Senate insiders say he doesn't do windows though. Peter Luciano, Transportation Institute executive director, looks on.

President's Report

by Frank Drozak

WHILE I have said on many occasions that our industry is in the worst shape I have seen in all the years I have sailed and served as an official of this Union, I do not believe that the day will come when there will be no U.S. flag on the high seas.

For one thing, I have an unshakable faith in the good sense and sound judgment of the men and women who sit in the Congress of the United States. There is no question that their sense of national pride and their concern for the defense of our country will direct them toward legislative programs which will include a national maritime policy.

For another thing, I know from long experience that when our membership gets geared up, they are a persuasive force in the wards and precincts of their congressmen, and they can be a powerful voice in the election of a president of our nation.

Finally, I have long said that if we bring our message to the people, if we can educate the voters in their home towns, we can begin to put pressure on our nation's leaders in a place where they are most sensitive—in their own backyards.

This is what we are going to do.

First, we are going to have a Crews Conference at the Training and Education Center in Piney Point, Md. Elected delegates from every port in this country will come together next month, for a two-week program that will thoroughly review the state of the maritime industry. They will learn about the decline in U.S. tonnage, the loss of sea-going jobs, the closing of American shipyards, and the growing unemployment among workers in all maritime-related industries.

They will learn of the many promises that have been made to American maritime workers by every president since Eisen-

hower, and they will discover that very few of these promises were ever fulfilled.

They will talk about their future in the harsh light of the reality of our industry and the perilous state of our national economy.

• • •

In April, we will begin the most ambitious grassroots political program this organization has ever undertaken. The program is being designed to bring the concerns of our industry and its workers to the rallying points of those candidates who will be running for the presidency of our nation.

We are going to enlist our members, their families and their friends in this most important campaign. We are going to be in union halls across the country. We are going to be at the meetings of neighborhood clubs, civic groups and business associations.

We are going to be out in force at the campaign rallies of every presidential candidate. We are going to raise of consciousness of the candidates and make them aware of the needs of the workers.

• • •

One more thing, I believe that it is time for all of us in this industry to set aside our differences and work together to bring about a resurgence of our industry. We are talking about the jobs and job security of America's maritime workers. Their union affiliation is not the most important consideration. What is important is that there be cargo for U.S.-flag ships. For that there needs to be a national cargo policy.

If we all work together, we can achieve this goal. Once again, that goal is jobs and job security for American maritime workers. If we all remember that, then this industry and all of us who are a part of it will survive and prosper.

SIU Supports Continental Strikers



Members of the SIU were out in full force last month for the Continental Strike Rally held at Sea-Tac International Airport in Seattle, Wash. Pictured here are, from the left: a member of the Flight Attendants Union; Pat Kettler, SIU member; Wally Mason, SIU member; Larry Blallard, SIU member; Lane Kirkland, AFL-CIO president; Brad Bray, SIU member; Terry Olsen, wife of an SIU member, and Edward X. Mooney, a retired SIU official.

Drozak Asks ITF to Eye Cruise Ships Ills

SIU President Frank Drozak last month asked the International Transport Workers Federation (ITF) Cruise Ships Committee to send inspectors to Miami, Fla. and the Caribbean to eye conditions on foreign-flag cruise ships, aid non-U.S. crewmembers in getting their rights, and recommend future industry, legal and publicity action.

The meeting of 26 trade union officers from 15 countries took place at MEBA's District 2 School of Engineering in Dania, Fla.

The committee heard reports of continuing discrimination against cruise ship crews trying to join a union, of their low wages of \$50 a month and of working and living conditions aboard the ships which fail to meet ILO and IMO safety standards.

Drozak told the committee that Miami is the home port for nearly 30 percent of the world's cruise ship fleets, carrying more than a million passengers yearly to the Islands.

Maritime Trades to Plan New Programs

The Executive Board of the AFL-CIO Maritime Trades Department will meet in Bal Harbour, Fla. Feb. 16-17 to put new emphasis on a program to promote jobs and job security for American workers.

MTD President Frank Drozak, who will preside over the meetings, said that we must work toward "fair trade and not 'free trade' if we are to halt the de-

cline of America's industrial base."

Jean Ingrao, executive secretary-treasurer of MTD, said that a number of prominent leaders in government and labor will address the sessions, including AFL-CIO President Lane Kirkland, Speaker of the House of Representatives "Tip" O'Neill, and Congressman Joe Addabbo, a long-time friend of maritime labor.



LOG

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SIU Crews Conference Set for March 25-April 7

The SIU Crews Conference will be held March 25 to April 7, 1984 at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

The 69 delegates to the Conference will be elected at special membership meetings to be held at 1 p.m. on March 19 at all SIU ports.

Delegate representation will be as follows: Brooklyn—12; Philadelphia—3; Gloucester—3; Baltimore—3; Norfolk—3; Jacksonville—3; Puerto Rico—3; Mobile—3; New Orleans—6; St. Louis—3; Algonac—3; Wilmington—3; San Francisco—6; Seattle—3; Houston—9; Piney Point—3.

Delegates will be divided equally among the deck, engine and steward departments, and one alternate should be elected from each department in the event a primary delegate cannot attend.

The following are the qualifications for the delegates to the special Conference. They must:

- possess a full book in good standing;
- have 24 months seetime with SIU A&G contracted deep sea operators in ratings above entry (seetime will be considered as any time for which contributions have been made toward

pension and welfare eligibility);

- have at least 90 days of such employment in the period from March 1, 1983 to March 1, 1984.

This year finds the entire U.S. maritime industry at a crossroads. President Frank Drozak noted that "we have many challenges in our industry; it will be the job of the delegates to the Crews Conference to address them."

The issues to be considered include the question of how to deal with crew requirements of highly automated vessels; how to keep our industry competitive with those of other nations, and how to meet new employment challenges arising with increased numbers of military and other types of specialized vessel operations.

The Conference delegates will meet each morning to discuss various contract-related proposals. In the afternoon, the delegates will break up into smaller workshop sessions to discuss the morning's proposals.

The delegates will consider recommendations from the membership which have been received at SIU headquarters, as well as the hundreds of responses to the questionnaires



Delegates will address many important maritime issues at the conference.

which were sent out at the beginning of last November to deep sea members to ask for their ideas and suggestions for drafting and developing proposals dealing with the upcoming contract negotiations.

Discussions at the Conference will include a review of the Shipping Rules; the Union Constitution; the Welfare, Pension and Vacations rules; SHLSS programs; the permanent job status; meetings aboard ships; shipboard responsibility; the role of the SIU in law and politics; communications and the LOG; and the upcoming grassroots political campaign.

Both the Standard Tanker-ship and Standard Freightship Agreements expire June 15, 1984. The recommendation of the Conference will be used as the basis for negotiations on these

contracts.

This year all elected delegates are urged to bring their spouses with them to the Conference where they will be housed in the new training and recreational facilities at Piney Point. The spouses will be invited to attend the morning sessions, and recreational activities will be arranged for the afternoon.

"The delegates elected to the Crews Conference will have a big job to do," said SIU President Drozak, "as the recommendations they produce will be the blueprint for the SIU for the next three years. I believe that these three years will be crucial to the well-being of our Union and its members and I urge all SIU members to fully participate in the special meetings to elect delegates to the Conference."

New Budget Means Congress Must Save Fleet

(Continued from Page 1.)

lot of groundwork for next year when a new Congress won't be worrying about elections, and perhaps as important, prevent anyone from sneaking in legislation that could harm us and destroy the maritime industry," he added.

Those issues include Alaskan oil, CDS paybacks, some cargo preference legislation and possibly renewed interest in the re-flagging of two Cunard ships for the American domestic passenger trade.

The vote on Alaskan oil could come as early as the middle of February. The SIU, along with the Coalition to Keep Alaska Oil, has been able to line up 46 senators as co-sponsors of legislation to prohibit the export of the Alaskan oil to Japan.

The North Slope oil is important to the United States in several ways. First, it provides a secure and inexpensive source of petroleum for producers and

consumers who would be forced to rely on unstable foreign suppliers if the oil were exported. Second, the oil guarantees the U.S. will have a fleet of ready and operational militarily useful tankers if needed in conflict. If the oil were exported, most of these smaller tankers would be laid up or scrapped.

Along with the crews of several dozen SIU-contracted ships in the trade, many thousands of other working men and women depend on the Alaskan oil trade for a living, up and down the West and Gulf coasts. If the oil were exported, those jobs would be lost.

In 1983, both houses passed legislation temporarily forbidding CDS paybacks. Supporters of the payback want subsidized tankers to be allowed to pay back those CDS funds and enter in the Jones Act Alaskan trade.

The SIU is against the paybacks because they would be unfair to ship operators who did

not receive the subsidies so they could be allowed in the domestic trade, which is reserved for non-subsidized American ships. They would also mean the loss of hundreds of jobs as the very large subsidized tankers replaced the smaller ships now carrying the oil.

The House passed a bill which would not allow the paybacks on a wholesale basis, but on a case-by-case basis, which is current government policy. The Senate passed other legislation which does not include the CDS provisions, and the two sides must now meet in conference and iron out their differences.

The cargo preference battle will include efforts to make sure current laws are enforced, improve those laws and fight against several bills which are aimed at eliminating or weakening the laws.

The Competitive Shipping and Shipbuilding Act, also known as the Boggs/Trible bills, may

move along in the House and Senate. The bills set aside 5 percent of the nation's imports and exports in the first year and increases that 1 percent a year until 20 percent of the nation's imports and exports are carried on U.S.-flag ships.

The laws concerning government-impelled cargo could be strengthened if the Government Impelled Cargo Act of 1983 is passed. The bills, introduced in both the House and Senate, streamline current laws and add some provisions for increased U.S. carriage.

Legislation to permit the re-flagging of two Cunard Ships could be revived this session. The two ships would be used in domestic cruise trades but need a special waiver. In addition to creating 1,000 seafaring jobs and opening up the lucrative cruise market to U.S. ships, both vessels could be used by the military if needed.

Stricter Inspections Needed

NTSB Cites Weak Hull in Marine Electric Tragedy

Structural failure in the rusted hull of the NMU-manned *Marine Electric* (Marine Transport) caused the 30-year-old collier to sink in a "moderate" storm off the coast of Virginia last year, according to the National Transportation Safety Board.

In addition the NTSB found that the lack of survival suits for the crew was a contributing factor in the deaths of most of the victims. Of the 31 who died (three survived), 20 of the deaths were attributed to the cold waters, the NTSB reported.

The agency's report on the accident is not legally binding, but it includes many recommendations for ship safety. The Coast Guard also participated in the investigation of the Feb. 12 accident and has yet to release its own report.

The report was critical of inspection practices and policies of the Coast Guard and the American Bureau of Shipping. It also discounted theories from the company that the *Marine Electric* either hit bottom while aiding a fishing boat or that an improperly stowed anchor gave way and battered a hole into the hull during the storm.

"The probable cause of the capsizing and sinking... was the flooding of several forward



Early photo of *Marine Electric* on sea trials.

compartments as the result of undetermined structural failure. . . [caused by] wastage," the report said.

The three survivors, including Chief Mate Robert M. Cusick, testified that they believed the hatch covers, which were worn, rusty and not watertight, had given way in the storm. The NTSB said that they were correct, but that covers gave way only after the weak hull fractured, flooding the holds.

One of the investigators for the NTSB, Paul Esbensen, said there was a "lack of diligence" on the part of the Coast Guard

which had inspected the ship in the months before the accident. Also the report called on both the Coast Guard and the American Bureau of Shipping to reduce the time between hull inspections for older ships and to pay closer attention to the problems of aging ships.

"In October 1980, the [SIU-contracted] U.S. freighter *Poet* disappeared in the north Atlantic Ocean. . . the loss of the *Poet* and the *Marine Electric* raise the possibility that owners, operators, the American Bureau of Shipping and the Coast Guard should subject older vessels to

more comprehensive inspections," the report said.

The NTSB called for strenuous hull inspections every two years as opposed to the current pattern of every four or five years.

"The Safety Board believes that the *Marine Electric's* continuous need for structural repairs of the hatch covers, main deck and cargo holds indicates a parallel deterioration of structural strength of vessel must have been in progress over the preceding two years due to the wasting of the underwater hull plating," the report said.

U.S. Fleet Can't Carry Port Development Costs

(Continued from Page 1.)

receipts to cover the operating and maintenance of existing port channels.

About \$5.5 billion was collected in customs receipts from imported cargo at U.S. ports last year. Van Dyck said about \$350 million of that would cover the operating and maintenance cost. In addition, he said, if that money were spent, it would generate nearly 16 times as much in increased use of the waterways and channels.

The \$350 million is the limit the bill puts on spending for operating and maintaining current harbor channels. The Sonat president said that cap should be increased to allow for inflation.

The Senate bill calls for no federal participation in funding harbor channel deepening projects greater than 45 feet. In other words, the entire cost

would be recovered through user fees. It also sets a 30 percent federal spending level for deepening to 45 feet.

After that small federal involvement, it us up to the state or local authorities to find a way to pay for the improvements.

"It is our opinion that 100 percent cost recovery for such channel deepening is excessive. Given the substantial economic, social and national security benefits provided by coastal ports, we believe the federal government should participate to some extent in the financing of super-deep ports," Van Dyck said concerning the 45-foot or deeper projects.

The major problem in the legislation is determining exactly who the "direct beneficiaries" are, because they are the ones who will be required to pay the user fees. Van Dyck warned that if only water carriers are levied for the fees, it will place

a heavy and unfair financial burden on them.

"A stronger case can be made for several other parties along the chain of producing, manufacturing, storing and transporting a cargo destined to move in waterborne commerce are likely to benefit more directly from port developments. Indeed it appears to us that both the producer and the purchaser of goods moving on waterborne commerce are direct beneficiaries of port improvements," he said.

The two transportation experts called on the senators to define exactly who the direct beneficiaries would be and not allow that decision to be made on a local basis which means a wide range of different fees and different companies and firms paying those fees.

"We find it both unfair and simplistic for the vessel to be singled out as the mechanism

for which user fees are imposed," he said.

Along with several suggestions concerning minor aspects of the bill, Van Dyck and Luciano called on the sponsors to:

- Use customs receipts to fund operation and maintenance of existing channels,

- Identify the real beneficiaries of port and channel deepening and make sure they bear the burden of all user fees if such fees are imposed,

- Impose no user fees on vessel operators who gain no benefits from the maintenance or deepening of ports,

- Impose no user fees on American-flag vessels because that would lead to further decline of that fleet, create negative financial and administrative burdens on the vessel operators, and directly conflict with long-standing maritime promotional policies.

Ogden Wabash Docks in New York

THE *OGDEN WABASH*, which is operated by Ogden Marine, recently docked at Stapleton anchorage off Staten Island, N.Y. after a short run to Panama. SIU Rep Kermet Mangram paid off the vessel and answered questions that the members had about the upcoming Crews Conference which will be held at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. next month.

"The Union will be going all out to see what you think about permanent jobs, among other things," said Mangram. "If you want six months on and six months off, tell us. If you want four months on, two months off, then tell us. Just remember one thing: If you feel strongly about this issue, then get in touch with the Union. A lot of guys will wait until it is too late and then complain about the outcome. You shouldn't do that. The time to express your opinion is now."

The members agreed, "It is an important issue and I want my voice heard," said AB Bill Dickie. "I feel the same way," said Percy Shauger, chief steward.

Two members boarded the vessel: Kevin White, AB, and Todd Smith, wiper. Almost everyone on the *Ogden Wabash* agreed that they were getting a bargain: The crew is friendly, the overtime decent.



The Ship's Committee from the left are: J. Holmes, saloon mess; Percy Shauger, chief steward; Basilio Maldonado, bosun; Edgar Ramirez, oiler; and Leggett Jones, deck delegate.



SIU Representative Kermet Mangram, center, meets with "Mad Max" Crane (r.) while OMU Charlie Polk reads the LOG.



Cook/Baker Earl Grey prepares a meal.



Deck Delegate Leggett Jones (l.) and Bosun Basilio Maldonado enjoyed the voyage.



OMU Howard Daniels relaxes for a moment.



Kevin White, AB, recently signed on aboard the vessel.

Congressman Walter B. Jones

AS CHAIRMAN of the House Merchant Marine and Fisheries Committee, Congressman Walter Jones (D-N.C.) oversees the House committee directly responsible for all merchant marine measures before they proceed to the House Rules Committee and the floor of the House of Representatives for congressional action.

During the first half of the 98th Congress, the chairman has been sailing the maritime ship against the tide of an administration flowing in flagrant violation of the maritime laws already on the books.

In April 1983, Jones authored and introduced, with bipartisan sponsorship of the committee leadership, the Government-Impelled Cargo Act of 1983, H.R. 2692. The legislation, if enacted, will revise, clarify and consolidate the laws relating to government cargo requirements.

Upon introduction of this legislation, Jones stated, "An important aspect of this legislation is the requirement for 100 percent of all cargo affecting the national security of the United States to be carried on American-flag vessels. Strategic and critical materials should not be left to the uncertainties of carriage on foreign-flag vessels. It is imperative that we not put ourselves in the position of being dependent on foreign shipping companies and foreign crews to get these materials to our shores. To do otherwise is illogical, unwise and potentially dangerous. This bill will ensure that the United States has sufficient ships with the requisite number of American citizen-seamen to transport all of our needed strategic and critical materials. H.R. 2692 is a direct response to continuing, escalating and flagrant violations over the applicability of the existing cargo preference laws to government-impelled cargoes."

SIU's Frank Drozak testified on this bill before the House Merchant Marine Subcommittee calling H.R. 2692 "an integral part of a comprehensive policy our merchant marine requires."

Rep. Walter Jones has been serving the constituents of the First District of North Carolina consecutively since 1966. Besides his chairmanship of the Merchant Marine and Fisheries Committee, the congressman is also the chairman



Rep. Walter Jones

of its Coast Guard and Navigation Subcommittee and is an ex-officio member (with vote) of all the subcommittees of the full committee. He also sits on the House Agriculture Committee and its subcommittee of Tobacco and Peanuts. In addition, Jones serves on several House task forces, among them the Conservative Democratic Forum, the Congressional Rural Caucus and the Congressional Port Caucus where he is co-chairman.

The chairman is strongly committed to maritime safety. Jones, as well as several members of the Merchant Marine and Fisheries Committee, sent a letter to the U.S. Coast Guard Commandant Adm. James Gracey, urging his action on several specific areas of concern.

Among some of the recommendations requested by the committee members include "accelerating present efforts to recruit a limited number of experienced civilian personnel to participate in the Coast Guard's marine inspection program and review Coast Guard policy governing the granting of extensions of drydock inspections for vessels."

Through heated and lengthy debate last year, the Cunard bill was reported out of the Merchant Marine and Fisheries Committee under the chairmanship of Walter Jones. Upon the completion of the full committee mark-up, Jones states, "It is my hope that our action today will be viewed by all as an honest effort by this committee to act in the best interests of the merchant marine, and particularly the passenger segment of that industry. It is the passenger and cruise business which has been most devastated over the past 30 years, and this bill is a legitimate and feasible way of modestly increasing the number of passenger ships flying the U.S. flag."

Congressman Edwin Forsythe

CONGRESSMAN Edwin Forsythe (R-N.J.) has represented the 13th Congressional District of New Jersey since 1970, and has been a firm advocate of America's merchant fleet. As the ranking minority member of the House Merchant Marine and Fisheries Committee, Forsythe recognized the vital importance the oceans of the world play in our nation's commerce, resource development and food supplies.

The congressman is the ranking minority member of the Fisheries and Wildlife Conservation and the Environment Subcommittee of the Merchant Marine and Fisheries Committee; and is the ex-officio member (with vote) of all its other subcommittees.

*A wet sheet and a flowing sea,
A wind that follows fast,
And fills the white and rustling sail,
And bends the gallant mast.
While the hollow oak our palace is,
Our heritage the sea.*

Allan Cunningham, *The Songs of Scotland*

Joining chairman Jones, Forsythe co-authored the Government-Impelled Cargo Act of 1983. At the hearing on the bill held in June 1983, he said, "I think the goal of promoting a healthy U.S. merchant marine is critical. We have an opportunity here to combine several important objectives—supporting the foreign policy and international trade programs of the government and, at the same time, assuring that our merchant marine benefits from the implementation of those programs. I think the bill is a good starting point."

During full committee mark-up last November on the *Cunard Princess* and the *Cunard Countess*, the congressman expressed his commitment to revitalizing the U.S. merchant marine.

"I think this legislation (H.R. 4333) is both desirable and essential as part of our effort to revitalize our merchant marine industry. Since our last mark-up of this legislation, the importance of our nation having immediate access to vessels of this type has been made abundantly clear. I understand that during our rescue mission to Grenada to free those U.S. citizens from danger, our State Department asked Cunard Lines if they would make



Rep. Edwin Forsythe

available one of these two ships for use in evacuating those medical students. If this bill were law, we would not have had to even ask!"

Late this summer, the congressman introduced the United States Fisheries Development Corporation Act of 1983, laying the foundation for the rejuvenation of the United States' fishing industry.

In his introductory statement in the U.S. House of Representatives, Forsythe said, "Too often in the past we have sought solutions to the industry's needs through a piecemeal approach. This has led to a confusing maze of government programs. This bill creates an institution directed by the fishing industry with the goal being to design and administer a program for the industry."

"While each of us would hope that the American fishing industry could succeed merely because of the men who go out on the sea in ships, the reality is that the industry is multi-faceted and the achievement of its development objectives requires a sophisticated blending of a variety of skills, funding sources and services. This corporation would provide that blend."

The corporation would be empowered to provide financial assistance to the industry in five categories—loans, loan guarantees, equity investments in joint business ventures, grants and export transaction assistance including credit guarantees and insurance for U.S. exporters. In addition, the corporation would be empowered to enter into contracts, at the request of the private sector for market research and technology development to maintain information and advisory services for the industry and to establish foreign trade offices to promote the export of U.S. fisheries products.



Inland News

Our Members At Work

Dixie Strikers Counteract Union-Busting Moves



In Crystal River, Fla. SIU picketers spent the holidays keeping up the pressure on Dixie Carriers. Ray Culpeper (l.) and John Sparks give the thumbs-up sign.



Robert Small walks a picket line at the Monsanto plant.

Going into its 10th month on the Gulf, inland Boatmen out on strike against Dixie Carriers counteracted the company's union-busting tactics by various means.

At one of Dixie's major customers, the Monsanto Chemical Co. plant in Decatur, Ala., SIU picketers maintained pressure on Dixie boats and scabs attempting to unload cargo at the plant. At the plant entrance, striking Dixie Boatmen handed out strike information leaflets to passing motorists.

In Crystal River, Fla., at a huge power plant customer, Dixie strikers continued to hit the bricks along the picket line there.



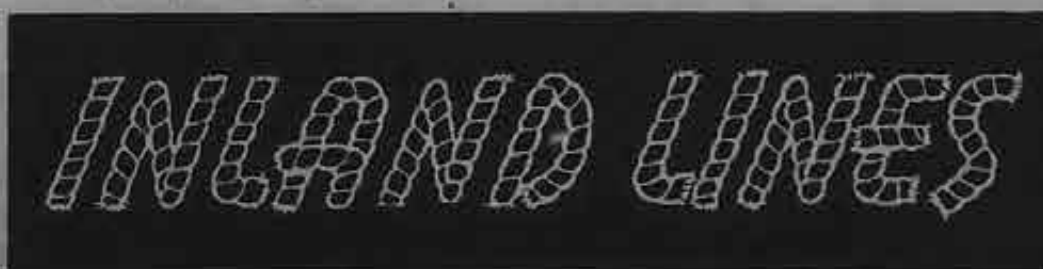
J. Walker passes out literature explaining Dixie Carriers' union-busting scheme to a motorist at Monsanto's Decatur, Ala. plant.



In Houston last month Seafarers ratified a new contract with Western Towing Co. Ready to work under the new pact are (l. to r.) Pilot Claude Butcher, Deckhand Jay Fee and Capt. Jim Wall.



Monsanto Chemical Corp. is a main customer of Dixie Carriers. At the firm's Decatur, Ala. plant Robert Small (l.), J. Walker (center) and Loretta Gant let the company know about SIU solidarity.



NBC Line Contract Talks Begin

New contract negotiations for the NBC Line in the port of Norfolk began on Jan. 31.

Still ongoing here were contract negotiations at the Sheridan Transportation Co. and at the Marine Towing and American Towing Cos.

Contract Negotiations Start in Mobile

At the end of last month in the port of Mobile, contract negotiations were started at the Pilot Service Inc. and also at Radcliff Materials.

Grescent Towing, Radcliff Materials Talks Continue

In the port of New Orleans, contract talks for Boatmen at both Crescent Towing and at Radcliff Materials were still continuing.

In Memoriam



Pensioner Gervais J. Babin died on Jan. 11. Brother Babin joined the Union in the port of New Orleans. He was a resident of Norco, La.



Pensioner Robert Neely Morse Jr., 72, passed away on Jan. 13. Brother Morse joined the Union in the port of Baltimore in 1960 sailing as a mate and captain on the tugs *Maryland* and *Carolina* (NBC Line) and aboard the tug *Mallard* (Allied Towing). He was born in Currituck County, N.C. and was a resident of Swanquarter, N.C. Surviving are his widow, Eleanor; four sons, William, Stephen, Joseph and Junius, and three daughters, Addie, Edith and Virginia.

Pensioner Eugene Guidry, 74, passed away on Dec. 12, 1983. Brother Guidry joined the Union in the port of Houston in 1957 sailing as an oiler for IT&T and G & H Towing from 1946 to 1965. He was a veteran of the U.S. Army during World War II. Boatman Guidry was born in Crawley, La. and was a resident of Pine Hurst, Texas. Surviving are his widow, Mildred and two daughters, Billie Jean and Joyce.

Bertrand Joseph Mangiaracina, 52, died on Oct. 16, 1983. Brother Mangiaracina joined the Union in the port of Norfolk in 1975 sailing as a deckhand and mate for Northeast Towing in 1975, Allied Towing from 1976 to 1978 and Caribe Tug in 1976. He attended the Piney Point Towboat Operators Course in 1975. Boatman Mangiaracina was a veteran of the U.S. Navy in the Korean and Vietnam Wars. Born in Sacramento, Calif., he was a resident of Norfolk. Surviving are his widow, Catherine; two daughters, Teresa and Robin and a sister, Mrs. Joel Yoder of Woodland, Calif.



Pensioner Stephen Thomas Paczkowski, 75, passed away on Dec. 16, 1983. Brother Paczkowski joined the Union in the port of New York in 1960 sailing as a deckhand for almost 50 years (1926-1973) for the Penn-Central Railroad Marine Division. He was a veteran of the U.S. Air Force in World War II. Boatman Paczkowski was born in Jersey City, N.J. and was a resident there. Surviving is a sister, Frances Nadolski of Jersey City.

Pensioner Donald Lee Swain Jr., 51, died on Dec. 28, 1983. Brother Swain joined the Union in the port of Philadelphia in 1960 sailing as an AB for IOT. He was born in North Carolina and was a resident of Beaufort, N.C. Surviving are his widow, Virginia; a daughter, Anna and his parents, Donald and Elizabeth Swain Sr.

Pensioner Leonard Eden Tibbets, 63, succumbed to cancer in the Park Place Hospital, Port Arthur, Texas on Nov. 11, 1983. Brother Tibbets joined the Union in the port of Port Arthur in 1964 sailing as a tug captain for the Sabine Towing Co. from 1940 to 1963 and the Steuart Oil Transportation Co. from 1965 to 1983. He was born in the Cayman Islands and was a naturalized U.S. citizen. Boatman Tibbets was a resident of Groves, Texas. Interment was in the Greenlawn Cemetery, Port Arthur. Surviving are his widow, Marjorie; two sons, Michael and Patrick and a daughter, Jan.

Pensioner Skinner Waff, 83, passed away on Dec. 3, 1983. Brother Waff joined the Union in the port of Norfolk in 1962 sailing as a bargeman and captain for the Sheridan Transportation Co. in 1946. Brother Waff began sailing in 1931. He was also a boilermaker. Boatman Waff was born in North Carolina and was a resident of Hertford, N.C. Surviving is his widow, Mary.



The Crowley tug *Sea Prince* is being transferred from Lake Charles, La. to California. Shown (l. to r.) are part of the *Sea Prince's* crew, AB Matthew Miller, AB Lee Wallace, Chief Engineer Hugh Wain, Cook William Witzel and OS Mike Davis.



That's AB Paul Guest onboard the *Pilot* (Crowley Marine) as the tug returns to Jacksonville from Puerto Rico.

Pensioners

Clarence Arvie Creighton, 64, joined the SIU in the port of Baltimore in 1957 sailing as a chief engineer for Harbor Towing from 1941 to 1982. Brother Creighton sailed on their tugs *Fort McHenry* and *Fort Holabird* and is a veteran of the U.S. Navy in World War II. Boatman Creighton was born in Cambridge, Md. and is a resident of Baltimore.



At St. Rose, La. on the *National Leader* (National Marine) are (l. to r.) Tankerman K.M. McMahon and Capt. W.M. McCardie.

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Buy American... and look for the Union Label!

UNION LABEL AND SERVICE TRADES DEPARTMENT, AFL-CIO

Area Vice Presidents' Report

Gulf Coast, by V.P. Joe Sacco



THE fight against Dixie Carriers has a significance that extends far beyond the strike we have against the company.

Down the line, this strike—which is entering its eleventh month—will affect all those who work in the towboat industry. It will affect them in terms of working conditions, safety and regulations that are needed to protect workers against unfair labor practices.

Right now pilots and captains have no protection under the National Labor Relations Act. We are seeking other remedies so that these licensed personnel will be afforded the labor protection that is due to them.

The entire inland waterways industry needs changes as far as safety, working conditions and labor relations are concerned. The Dixie strike is helping to bring things to a head. When it's over, not only will the SIU have won the strike, but we hope we will have changed for the better the working lives of all inland boatmen.

In other news from the Gulf, we have word from Mobile that the integrated tug-barges *Philadelphia* and *Mobile* (Apex) may be crewing up next month. The crewing of these two brand new vessels has been held up for several months because of litigation between Apex and the shipyard where the vessels were built—Halter Marine Shipyard in Mobile.

From Jacksonville, SIU Port Agent George Ripoll reports that the *Ogden Yukon* (Ogden Marine) has been crewed up. She was in layup since Sept. 8, 1983.

Brother Ripoll has been made president of an environmental organization called STOUT which, among other things, is opposing the conversion of the trans-gulf pipeline from gas to oil. The SIU is strongly opposed to this conversion which would mean a great loss of jobs for our Boatmen.

Finally, in Houston we recently crewed the brand new bulker *Ogden Missouri* (Ogden Marine) which sailed off to Israel.

East Coast, by V.P. Leon Hall



HERE in the port of New York, we crewed the *Pittsburgh* (Sea-Land) which had been laid up for several months.

Down in Norfolk we recrewed the *Sam Houston* (Waterman) on Jan. 30. She had only been in layup for two weeks.

Also from Norfolk, I'm pleased to announce that we have a new port agent, Jimmy Martin. Brother Martin has been an official with this Union since 1968 when he came ashore from his work on the

inland waters to be a representative for the Inland Boatmen's Union, then an affiliate of the Seafarers International Union.

He worked mainly in New Orleans and the Gulf area but also served as port agent in St. Louis. For several months Brother Martin worked in the manpower department at the Seafarers Harry Lundberg School of Seamanship in Piney Point, Md.

I'm sure Jimmy Martin will make a fine port agent in Norfolk and I want to wish him the best of luck.

In Norfolk we have several negotiations under way with our inland companies. They include Marine Towing and Transportation; American Towing and Transportation; Sheridan; Allied coastal and Inland Towing, and NBC Lines.

The SIU-contracted cable ship *Long Lines* (Transoceanic), which is in Wilmington, N.C. is preparing for another assignment.

From Gloucester, we have word that there's been a lot of bad weather up there and some of our fishing vessels were caught in big storms.

Prices for fish are generally poor while the price of shrimp goes up and down. Usually prices for fish are pretty good this time of year, but they have been brought down, in part, because of the large amount of fish coming in from Canada and Iceland.

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



IN St. Louis we're gearing up our annual dinner-dance of the Greater St. Louis and Vicinity Port Maritime Council. The affair will be held on March 10 at the Henry VIII Inn and Lodge in St. Louis. About 500 people are expected to attend.

Several people will be honored at the dinner-dance. They are Rep. Robert Young (D-Mo.), a good friend of the SIU; Daniel "Duke" McDey, president of the Missouri State Labor Council of the AFL-CIO, and Kenneth Davis, chairman of the board of both B-K Construction Co. and the Colonial Bank in St. Louis.

The extremely cold weather on the rivers has trapped in ice approximately 40 boats and over 100 barges from Lock 25 up to Keokuk, Iowa. Lock 25 is near Winfield, Mo., about 25 to 30 miles by river from St. Louis.

This is one of the coldest winters we've experienced on the rivers. The Upper Mississippi River and the Upper Illinois River are frozen. Records show that Illinois went through the worst December weather in its history.

However, some of the ice is starting to break up and it's possible that the boats might move before the winter is over.

Up on the Great Lakes, where they're used to this cold weather, it's pretty quiet. Storms are hitting the area relatively early this year though and that's a good sign for the Lakes. The storms help to break up the ice and this quickens the melting process.

Negotiations have started with two of the groups on the Lakes whose contracts expire on March 31. They are the Great Lakes Towing Company and the Great Lakes Dredge Owners' Association.

I'll keep you informed in future issues of the LOG on the outcome of these and the other negotiations that will be coming up on the Lakes.

West Coast, by V.P. George McCartney



MY column this month is a mixture of good and bad news. I'm sorry to report that SIU-contracted Delta has announced the discontinuance of its four "M" class ships.

These combination passenger-freight ships normally made trips of 58 to 60 days around South America. They are the *Santa Maria*, *Santa Magdalena*, *Santa Mariana* and *Santa Mercedes*. Each can carry 100 passengers.

The *Santa Mercedes* already is laid up and the other three will gradually be laid up over the next several months. The *Santa Magdalena* will be the last. She will leave from Vancouver, British Columbia, Canada on March 21 and will return to the United States on May 15.

Delta has also announced that the company may break out these ships again if needed, but they will only be for freight.

Meanwhile, the company's LASH vessels—the *Delta Norte*, *Delta Mar* and *Delta Sud*—will take up some of the slack on the South American run.

One of the ironic things about this situation is that as we lose the "M" ships as passenger vessels, more foreign-flag cruise ships are coming into the port of San Francisco.

On the positive side, I'm happy to tell you about a rescue made by the competent crew of the SIU-contracted full passenger ship *Independence* (American Hawaii Cruises) which runs among the Hawaiian Islands.

On the evening of Jan 27 enroute from Maui to Honolulu, the ship's crew rescued a surfer who was 22 miles out at sea in the Maui channel.

A story on this rescue, along with photos, will be appearing in the LOG next month.

Finally, I want to wish Seattle SIU Representative Horace "Hamp" Hamilton a speedy recovery after his operation. Get well soon, Hamp.

200 Years of Growth and Government Help Fail

By LYNNETTE MARSHALL

A history of seamen's health care begins with the defeat in 1588 of the Spanish Armada. The Queen of England, blessed by victory, gave homecoming seamen and marines maritime hospitals at Chatham and Greenwich. Colonists in Virginia continued a similar practice.

The cornerstone of the first seamen's hospital in America was set in place by the Commonwealth of Virginia in 1788. The port of Norfolk established health care for seamen in the New World through the levy of a "hospital tax" on seamen's wages. It was one year before the signing of the Constitution.

By 1798 Congress provided that all seamen regardless of economic means were eligible for medical care and so began the construction of the U.S. Marine Hospital Service facilities.

National Health Care

For 200 years, seafaring families came to the solid granite and brick hospitals which at their zenith numbered 24 in 1921. They were mammoth both in actual size and in the contribution they made to the nation, leaving a lasting impression as the very first public supported national health care institution in the country.

A single room laboratory, the original site of the federally-sponsored study of bacteria, vaccines and quarantine, located at the Staten Island Marine Hospital, moved to less cramped quarters. It was renamed the National Institutes of Health, today a prestigious federally-funded hospital.

It was the beginning of a new era in health care. New public civilian hospitals and research facilities expanded throughout the country, alongside Iowa cornfields, along Main Street and in urban districts. More and more people found health care affordable and within traveling distance.

National health care programs to contain and dispel contagious disease financed the drainage of swamps, clearing of

malaria-infested lowlands and inoculation of school children against small pox and tetanus. The government began an educational campaign for sound nutrition in America's diet.

Federal legislation in more recent years saw provisions enacted for Medicare and Medicaid, the furthest reaches of social consciousness in health care.

The Social Security Act

The Social Security Act was enacted in Congress in 1935 allowing for unemployment compensation, retirement and death benefits, and establishing federal grants to implement state public health programs and aid to dependent children, the blind and disabled.

The Medicare Act of 1966 provided federally-funded medical insurance for those over 65 years of age and a state/federal insurance program for the poor.

The Great Depression had been the great equalizer. Few could forget the anguish of an impoverished nation. The Depression acted as "a kind of national crucible," Gerald W. McEntee, president of the American Federation of State, County, and Municipal Employees said.

"But out of that crucible emerged a new sense among the people about what kind of a place we wanted the United States to be, and the confidence that our government could lead us to that future." Laws were passed in Congress to ensure the basic essentials of life to all individuals.

The Fading Promise

Amid a growing recession in October 1981, the government closed the U.S. Public Health Service hospitals. In 1983, members of the Seafarers International Union voted unanimously to roll back their 7½ percent wage increase into the Seafarers Welfare Plan to ease the strain of transition to fee-for-service health care.

During the decade of the '80s, the number of jobless workers rose to the second highest level in the nation's history. Only during the hard times of the final



More than \$17 billion has been cut from the federal budget for medical care. Will this baby's parents be able to pay the bill?

years of the Great Depression were higher unemployment rates recorded. A report by the AFL-CIO shows most unemployed workers lose their health insurance when they lose their job or as soon as one month later, and most do not qualify for government-subsidized programs such as Medicaid.

During the first years of the Reagan administration, 20 million jobless workers were without health insurance. In many cases, the jobless person is left without any assistance when illness strikes.

Cuts vs Price Controls

The choices facing the Reagan administration were clear. As a candidate, the president supported competition in the health care industry as a way to keep costs from rising further for the nation's bill of health.

As president, Reagan proposed a number of cutbacks in health care programs. The Omnibus Reconciliation Act mandated substantial decreases in federal revenues for federal and state health programs. In 1982, the Tax Equity and Fiscal Responsibility Act approved \$17 billion over a three-year span in budgetary cuts in health care. Some \$13 billion were taken out of Medicare alone. In the same year, Medicare costs were passed onto private industry welfare plans. Workers between the ages of 65 and 69 were notified that Medicare coverage was drastically reduced.

At the year's end, \$12.4 billion were shifted from Medicare as an emergency loan to the Social Security Retirement Trust fund as a way to prevent the predicted collapse of Social Se-

curity. Critics point to the loan as the economic example of how solutions are not being found to economic problems, but rather the government is just shifting accounts as temporary cures.

Critics also charge it is as if the government has come to believe too many people are asking for too much too often from the nation's medical profession and that the line on health care must be drawn—not on the overcharges on hospital bills, but on the poor.

The Philadelphia Experience

In Philadelphia, as in the farthest corners of the nation, the jobless waited in the summer of 1982. Lines spilled from unemployment offices down the block. They waited in soup kitchen lines. And the jobless waited for admission to urban hospitals.

We are still feeling the after-effects of this long wait. City-run clinics were filled past capacity. They could not absorb the new wave of unemployed at the same time budget cuts had stricken many from the rolls of government-subsidized health care. And Philadelphia's hospitals, with mounting debts accumulated from providing charity care and doing with less funding from federal grant monies, were choosing whether to open their doors to the needy or avert bankruptcy.

A public moratorium was the deciding factor. Health care union workers voted by a 2-1 margin to strike unless the poor and unemployed were allowed into the city's hospitals. A hotline was set up to take calls from anyone turned away. Con-

This is the second in a series of articles about the crisis in health care. During the next several months the series will explore many aspects of the problem and how it effects you and the SIU.

As Economy Forces Changes

ferences were convened. Nine private hospitals claimed they could not survive as things were and would go bust within five years.

Cities were surveyed. Two-thirds of some 55 cities taking part said the cutback in block grants from the federal government had adversely affected their human services programs in 1982. Health care programs were dealt the hardest blow, they said, and were followed closely by employment training and programs for the elderly.

In the same year, a report from the U.S. Conference of Mayors said the reduced block grants to cities "are clearly not serving the needs of the cities at a time when the people in cities need help the most."

Since the start of Medicaid and Medicare, medical costs have increased two-fold in little over two decades. Medical costs went up from 5.4 percent in 1960 to 10 percent of all the goods and services produced by the nation in 1983.

The greatest jumps appear between 1960 and 1970 when the nation began instituting and building Medicare and other related social health programs. The increase was not unexpected considering the large capital investment needed to begin the programs. But the second highest increase appears during the

Reagan administration's tenure in office.

In response, the Reagan administration has said cutting social programs is the only alternative if the nation's budget is to be balanced. But the solutions do not seem to be working. Last month Reagan submitted the fiscal 1985 budget to Congress, showing a projected deficit of \$190 billion. During the final year of the Carter administration, the deficit was \$60 billion.

In FY 1984 and again this year, President Reagan has proposed to tax employer contributions to employee health care insurance. Labor has countered that this is one more instance of shifting costs to the insured worker rather than curing the problem.

In 1983, 40 percent of hospital revenues were derived from government reimbursements to Medicare recipients. The government for years has given hospitals and doctors a blank check to charge what they like for health care. It is this system of payment many believe that has increased health expenditures to one-tenth of the nation's three trillion dollar economy of goods and services.

A Changing Industry

A new consortium of health care is coming to light as a result

The Seafarer's Welfare Plan— Coordination of Benefits

The Seafarer's Welfare Plan, excluding death and dismemberment benefits, is subject to coordination of benefits. What this means is that any SIU member or the spouse or dependent of an SIU member covered by a medical insurance policy in addition to the Welfare Plan

needs to be sure to receive proper medical reimbursement.

To insure timely payment of claims submitted to the plan, a copy of any such additional insurance policy must be mailed with Seafarer Welfare Plan claims.

of a changed economy, and more and more hospitals are adopting the tactics of for-profit hospitals as a means to survive. The insurance industry, too, is seeing transformation.

In a report produced recently for the Federal Bureau of Health Facilities, researchers Robert Pattison and Hallie Katz found that within a single community the price difference for the same services may be as much as 24 percent higher at some hospi-

tals.

When there is such a wide variance in even choosing which hospital to go to for care, many are educating workers to be aware of differences in costs so they do not find they must pay more for health care or lose benefits such as dental and eye care to make up for the rising costs, a practice more and more common today.

Next Issue: The changing health care industry.

Need Medical Records from USPHS? Here's Where to Get Them . . .

If you need to obtain copies of your medical records from the USPHS, *do not* write to your local USPHS hospital. All USPHS hospitals have been closed.

Send all requests for medical records to:

U.S. Public Health Service
Health Data Center
10000 Aerospace Road
Lanham, Md. 20706

According to a PHS official, the Health Data Center is now caught up with the backlog of requests it has received. Any new requests should take from two to four weeks to process.



These striking health care workers forced Philadelphia city hospitals to provide care for the poor and unemployed in 1982.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

February 1984

Legislative, Administrative and Regulatory Happenings

WASHINGTON REPORT

President Reagan, who promised to balance the budget by 1984, unveiled his budget proposals for Fiscal Year 1985. A deficit of \$180 billion, the highest in this nation's history, is projected.

In brief, the president plans to increase defense spending, hold funding for domestic programs at their present, depressed levels, and implement further tax cuts in the forms of indexing. No increases are planned for maritime-related programs, even though the industry is going through its worst crisis ever.

If enacted in its present form, the budget would have a two-fold effect on the maritime industry. Most economic analysts predict that these huge deficits will invariably lead to increased interest rates, which would bring the country back to where it was two years ago when it was experiencing high unemployment and rampant inflation. Such a scenario would almost certainly mean less cargo for American vessels and fewer jobs for American seamen.

In addition, the present budget pays little attention to the maritime industry. Indeed, when Department of Transportation Secretary Elizabeth Dole introduced the specifics of the transportation budget, she devoted only two sentences to the state of the maritime industry.

Spending levels for the maritime industry remain basically unchanged from last year. That does not signal a change of heart on the part of the Reagan administration. Basically, all the cuts that could have been made in the maritime budget have been made.

DECLINE

The Department of Transportation released statistics showing that the American-flag merchant marine has declined by another 12 vessels over the course of the preceding year, to a total of 696, 535 of which operate on the oceans, 143 of which operate on the Great Lakes. Many of the vessels that were included in the count are obsolete or laid up for lack of cargo.

COAL INDUSTRY

Spokesmen for the coal industry foresee a modest increase in demand for coal in 1984, though not enough to bring the industry back to the levels of 1981 and 1982.

"Prospects for the coal industry look better," said National Coal Association President Carl E. Bagge. He then modified his statement to emphasize that the short-term prospects look better; the long-term prospects remain uncertain because of the chronic problems facing the industry, especially those relating to the transportation of coal to foreign markets.

One of the major problems facing the coal industry, long considered to be the key to this nation's energy problems, is

the state of our port facilities. These facilities are woefully antiquated and significantly increase the cost of transporting coal. Australia and Canada, this nation's two largest coal competitors, have modern port facilities that can easily accommodate coal supertankers.

DOMESTIC CONTENT

One of the most pressing problems facing the American people is the decline of many of their basic industries. This decline has been exacerbated by the inability of the federal government to formulate a coherent national policy on industrial development. While nations like Japan and West Germany aggressively promote their exports, the American government has done little to protect American industries from unfair foreign competition.

The issue is not one of protectionism. The issue is fairness. While American markets are open to foreigners, many foreign markets are closed to American products. The present administration has not yet addressed this basic problem.

The SIU is working closely with the rest of organized labor to come to grips with this issue. We support H.R. 4360 which was introduced by Rep. John LaFalce (D-N.Y.) to help older industries modernize. We also support the Domestic Content Bill which would force foreign auto companies to set up plants in this country if they wish to sell their products here.

The Great Lakes shipping industry would be a major beneficiary of the Domestic Content Bill. There can be no healthy Great Lakes shipping industry without a healthy auto industry.

THE STATE OF THE INDUSTRY

President Drozak delivered a powerful and moving speech at the February membership meeting that helped put the state of the maritime industry in perspective.

"The transportation industries have been faced with intense problems since the Reagan administration took office three years ago. I am talking about the Greyhound strike, rail deregulation, labor problems at Eastern and Continental, and user taxes in the inland water industry which has pitted one mode of transportation against other modes just to bring down working conditions for workers.

"We have to face the issues. No one man can solve our problems. We seamen have got to go back to the grassroots. We have to bring our case to the American people. We have tried everything else and nothing has worked.

"We are going to have a Crews Conference in March in Piney Point to discuss the problems facing us. It will not be easy. But by working together, we can make things work."

"Jobs are the key to everything. Edu-

cation, dignity, respect: They all depend upon jobs. Unfortunately, we have an administration in power that does not care about jobs or seamen. We have to make sure that we have an administration in power that does care."

UPCOMING LEGISLATION

Congress has just returned from its Christmas recess, so little has been done in regards to legislation pending in the House and the Senate. Here is a rundown of bills that will have important consequences for seamen and the maritime industry.

Competitive Shipping and Shipbuilding Act of 1983 (Better known as the Boggs Bulk Bill in the House and the Tribble Bill in the Senate): Legislation introduced earlier this year aimed at reviving the bulk liner trade. More than 100 representatives are co-sponsoring this bill. Passage of the bill would result in the construction of more than 150 American-flag vessels over a 15-year period, all of which would be manned by American seamen.

Alaskan Oil: An important issue that affects at least 40 SIU-contracted tankers and more than 1,000 SIU jobs.

The Export Administration Act, which bans the export of Alaskan oil, was set to expire last September. Congress agreed to extend its provisions until February 1984.

The bill was passed by the House and is still pending in the Senate, where it has considerable support. The administration has been pushing to have the ban lifted.

Maritime Safety Bill: The Maritime Safety Bill, which will strengthen existing safety laws, was passed by the House of Representatives and is still pending Senate action. The SIU considers the bill a badly-needed first step. Recent maritime disasters such as the much publicized disappearance of the *SS Poet* and the loss of NMU's *Marine Electric* have highlighted the need for this type of legislation. (See page 4.)

CDS Payback: The Reagan administration has come up with a plan to allow subsidized operators to pay back their Construction Differential Subsidies and buy out their Operating Differential Subsidies. The SIU is strongly against both plans and has been able to delay implementation of a DOT ruling on the CDS issue at least until June 15, 1984.



Support
Spad

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland



SHLSS Instructor Donna Curtis and Norman Guild discuss note-taking skills.

Entering the Towboat Operator Scholarship Program, Norman knew there was a lot of material to cover in a short amount of time. "They taught me how to study and use my time effectively. I was in a comfortable learning environment and the teachers are excellent. My whole mental attitude changed toward myself. If I hadn't taken the Developmental Studies course, the Towboat Operators course would have scared the hell out of me. I know I wouldn't have lasted two weeks. The course is still tough, but I know I'll make it. A lot of my classmates wish they had taken

the Developmental Studies course."

Norman Guild is married, has three children and ships out of Algonac, Michigan. He works as a dredgeman and on freighters. This is the first time he has attended SHLSS but he now plans to come back each winter to upgrade. "Being at home, and not working up to six months a year can really destroy your self esteem" says Norman. "There's a lot to be discovered in learning and you get out of life in direct proportion to what you put into it."

New Developmental Studies Program Offered at SHLSS

The Developmental Studies Program is an SHLSS Adult Education course available to all eligible upgraders who want to improve their technical reading, test-taking and study skills. The Developmental Studies Program is a 40-hour course and should be taken one week prior to a scheduled upgrading course. The student uses the upgrading texts in his speciality area to locate definitions, learn how to take class notes, develop memory, vocabulary and test-taking skills.

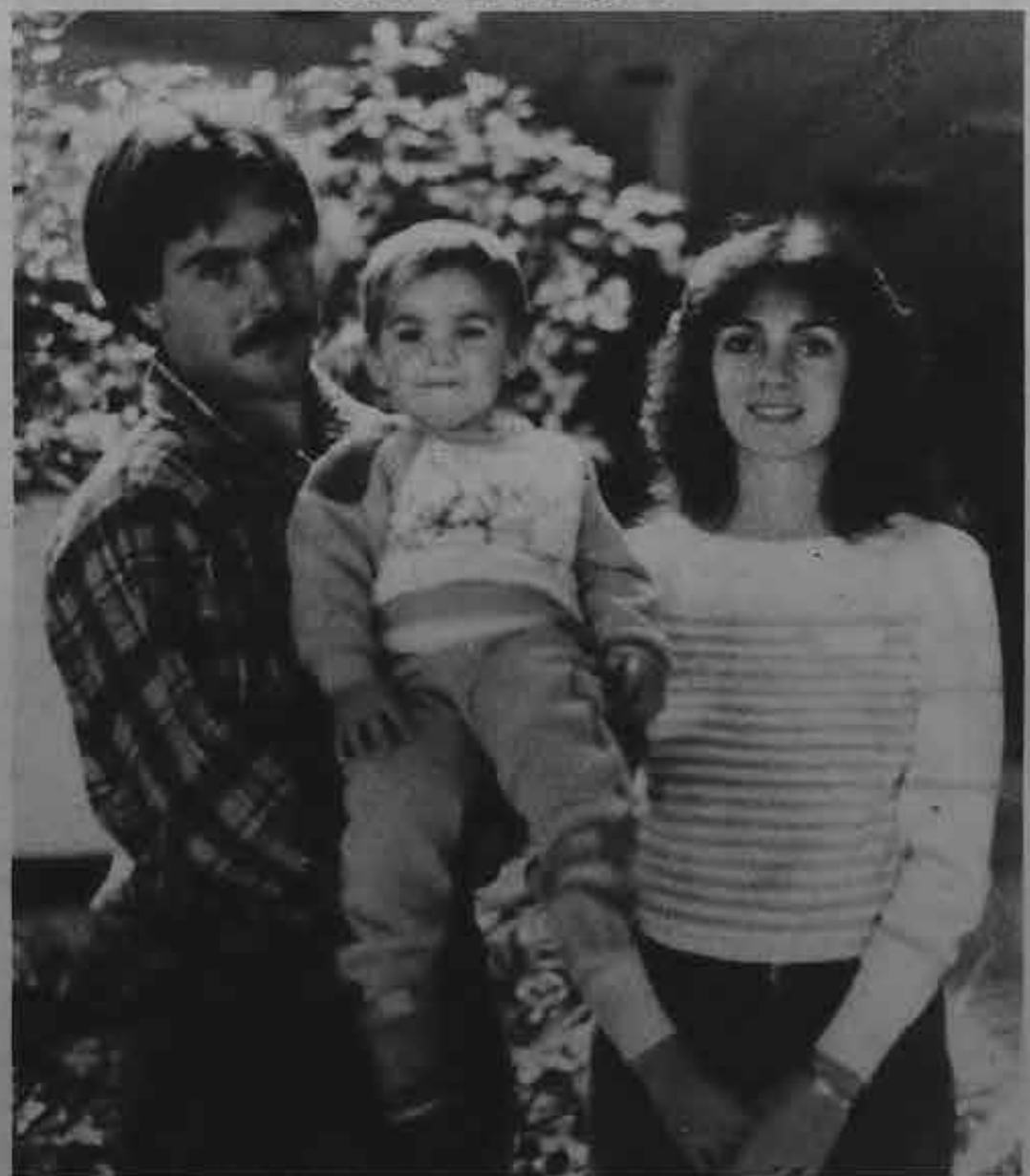
This course is designed for students who have been out of school for awhile and those who have never used technical material. Tailored to the needs of each student, the course covers controlling anxiety, study skills, reading skills, test-taking skills and using charts, graphs, maps and schematics.

To apply, a student has to be accepted into an SHLSS upgrading program and has to take a reading test which is mailed to the applicant. If a student has been through an SHLSS program this test is not required. A letter of acceptance will be sent from the Adult Education Dept. A date schedule of the Developmental Studies Program is located in the SHLSS upgrading course schedule of the LOG. For more information write to the SHLSS Adult Education Department.

Norman Guild

Norman Guild has been out of school for twelve years and lacked confidence in his ability to learn. Taking the Developmental Studies course not only boosted his confidence, but also taught him learning skills he could put to use immediately.

Youngest Seafarer at SHLSS



Gary E. Smith enjoys having his family at SHLSS while attending the Towboat Operator Scholarship Program. Shown are Gary, son Gary Jr. and wife Tricia.

The SHLSS Farm Planting the Seeds to the Future...

The SHLSS farm has an interesting history and a promising future. The farm was purchased in 1976 as a way to supply the Seafarers Harry Lundeberg School of Seamanship with fresh quality meats and vegetables at a reduced price.

The farm has experimented with raising its own chickens and turkeys but found it wasn't cost effective. Their best results have been with hogs, cattle, vegetables and raising feed for their own livestock.

The 967 acre farm supports 70% of the school's meat and

vegetable needs. Located on the farm are two hog confinement buildings, one cattle barn, four silos, five grain tanks, a mill for grinding corn and a machine shed.

The hog confinement buildings house over 300 hogs which are in progressive stages of being fattened up for market. An average of 80 sows are kept on hand to replenish the stock with about 25 hogs a month being used by the school.

The SHLSS farm also raises the beef which is used by the school. Over 350 head of cattle consisting

of herefords, black angus, and charolais supply the school with about 90% of the beef it consumes.

Five acres of land are used to grow vegetables consisting of potatoes, tomatoes, cabbage, lettuce, broccoli, brussel sprouts, etc. Five hundred fifty acres of field corn is planted each year to feed the livestock. The corn is stored in five grain tanks holding a total of 80,000 bushels of corn. Pre-Mix, which is mixed in with the corn, is the only item purchased to supplement the feeding of the animals. Silage is cut in

September and stored in the four silos each holding 250 tons.

The farm supervisor, Stanley Boothe has worked on the SHLSS farm for six years. "Running the farm," says Stanley, "requires three people in the winter and five in the summer. It's a large operation but it doesn't require a large staff."

All the meat and produce that is raised on the SHLSS farm adds up to a big dollar savings for the school and quality, fresh meat and vegetables served at mealtime.

Photos and Story
by Michelle Wilson



The four silos on the farm each hold 250 tons of silage.



SHLSS Farm Supervisor, Stanley Boothe.



The pigs in the hog confinement building are raised on metal grated platforms above the ground. From birth they virtually never touch the ground.



The five grain tanks are interconnected to the grain mill and each tank holds 80,000 bushels of corn.

SECOND & THIRD MATE INSPECTED LICENSE

Where Do You Stand?

Our records indicate that you completed the Second or Third Mate Inspected License Course at SHLSS, however we do not have a copy of your license in our files.

It is requested that you provide us with a xerox copy of your license, front and back, so that we can update our files.

If your name does not appear on this list and you hold a Second or Third Mate Inspected License, please submit a copy of your license and your name will be added to the list at that time.

NAME	SHLSS MATE PROGRAM	NAME	SHLSS MATE PROGRAM
Adams, John	07/82	Jones, Leggette	03/83
Allen, Charles	03/83	Khan, Fareed	09/82
Andreasen, Henry	08/81	Kiernan, David	11/83
Arnold, Thomas	11/82	Kosturos, Spillios	07/83
Baker, William	03/82	Long, Larry	08/81
Barrett, Carl	11/81	Mignano, Ben	07/82
Bass, Jerry	05/82	Mullin, John	09/81
Bernachi, James	11/83	Nagy, Nicholas	05/82
Boles, Charles	03/81	Nealis, Jr. Charles	11/83
Bolger, Michael	09/81	Newman, David	11/81
Carraway, Ronald	09/82	O'Sullivan, Robert	11/81
Cosentino, John	03/83	Parr, Steven	05/82
Cresci, Mike	05/82	Pierce, Leon	03/83
Dale, Randy	05/82	Pulley, Leon	09/82
Dreyling, Thomas	09/81	Rodriguez, Miguel	03/82
Driggers, Thomas	09/82	Santford, Jr. William	11/82
Dudnikov, Paul	11/82	Scott, Bernard	03/81
Dye, Jonathan	11/83	Sparks, John	07/82
Eady, Harold	07/82	Stone, William	11/83
Fitzgerald, Timothy	09/81	Stoulingberg, Jr. Leroy	07/82
Fraser, Christopher	08/81	Sutton, Christopher	09/82
Fryett, Robert	11/82	Tambon, Philip	07/82
Fulk, Robert	09/82	Tidwell, Ben	02/81
Garcia, Robert	07/83	White, Gregory	11/82
Grapo, Paul	02/81	Whitlock, Edward	03/81
Henry, Walter	11/81	Wills, Richard	05/82
Hubbell, Brian	11/81		

Our record indicates that the following Seafarers have received their Second or Third Mate Inspected License. If there is a correction to this list please submit a copy of your license.

NAME	MATE LICENSE	SHLSS MATE PROGRAM
Adams, Wilber	2nd-11/83	07/83
Barry, Jr. John	3rd-12/81	09/81
Collins, II. Harry	3rd-07/82	
Davis, John	2nd-08/83	07/83
Dean, William	3rd-10/82	
Drinan, David	3rd-04/83	
Guglielmo, Thomas	3rd-06/83	09/81
Hoffman, Robert	3rd-02/83	11/82
Karaczynski, Jake	3rd-09/81	03/81
LaRocque, Raymond	3rd-03/81	03/81
Mathes, Patrick	3rd-07/83	07/83
Moore, William	2nd-02/82	09/81
Nason, George	3rd-12/82	09/82
Proudfoot, Emmett	3rd-04/83	
Ray, Jr. Patrick	3rd-05/83	03/83
Rye, Darrell	3rd-06/83	03/81
Sieggreen, William	2nd-12/82	09/82
Vonderhaff, Daniel	3rd-07/83	03/82
Walden, Timothy	3rd-05/83	03/83

The following information is provided to update my records: I received Second or Third Mate Inspected License on _____ Date

- Second Mate Inspected License
 Third Mate Inspected License

Name: _____

SS# _____

Book # _____

Address: _____

Telephone # _____

Send To: Director of Vocational Education
 SHLSS, Piny Point, Md. 20674



Upgrading Course Schedule

March Through May 1984



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

Following are the updated course schedules for March through May 1984 at the Seafarers Harry Lundeberg School of Seamanship.

For convenience of the membership, the course schedule is separated into five categories: **engine department** courses; **deck department** courses; **steward department** courses; **recertification programs**; **adult education** 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.

The following classes will be held through May 1984 as listed below:

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED	March 12	May 31
Marine Electronics	March 5	April 13
Refrigeration Systems, Maintenance & Operations	May 21	July 6
Pumproom Maintenance & Operations	May 21	July 6
Automation	April 16	May 18
Marine Electrical Maintenance	May 7	July 6
Diesel - Regular	April 16	May 18
Welding	April 16	May 18
	May 21	June 22

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	March 12	April 26
Celestial Navigation/ Third Mate	March 19	April 20
Celestial Navigation/ Master/Mate Freight & Towing	March 5	April 6
	April 9	June 15
Celestial Navigation/ Towboat Operator	March 19	April 20
Towboat Operator Scholarship Program	April 30	June 22
Quartermaster Third Mate	April 30	June 15
	May 7	July 13

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	March 19	April 2
	August 27	October 8
Steward Recertification	May 21	July 2

Steward Upgrading Courses

Course	Check-In/ Completion Date	Length of Course
Assistant Cook	bi-weekly	varies
Cook and Baker	bi-weekly	varies
Chief Cook	bi-weekly	varies
Chief Steward	monthly	varies

Adult Education Courses

Course	Check-In/ Completion Date	Length of Course
Developmental Studies	March 5 April 23 April 29 May 14	March 9 April 27 May 4 May 18
(GED) High School Equivalency Program		Open-ended
(ESL) English as a Second Language		Open-ended
(ABE) Adult Basic Education		Open-ended

Don't Miss Your Chance

to
Improve Your Skills
How?

SHLSS has self-study materials in many areas. Upon your request, SHLSS will send them to you to study in your spare-time.

You can use these skills:

- ★ on your job.
- ★ to improve your skills for upgrading.
- ★ to further your education.



Please send me the area(s) checked below:

MATH

- Fractions
- Decimals
- Percents
- Algebra
- Geometry

STUDY SKILLS

- Listening Skills
- How To Improve Your Memory
- How To Use Textbooks
- Study Habits
- Text Anxiety
- Test Taking Tactics
- Stress Management
- Notetaking Know-How

ENGLISH: Writing Skills

- Book 1 - 4

SOCIAL STUDIES

- Geography
- U.S. History
- Economics
- Political Science

COMMUNICATION SKILLS

-

Name _____
 Street _____
 City _____ State _____ Zip _____
 Book No. _____ Social Security No. _____
 Department Sailing In _____

Cut out this coupon and mail to:

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

Send it today!

Apply Now for an SHLSS Upgrading Course



Seafarers Harry Lundeborg School of Seamanship Upgrading Application



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

Address _____ (Street)

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

Deep Sea Member Inland Waters Member Lakes Member Pacific

Social Security # _____ Book # _____ Seniority _____

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

Endorsement(s) or License(s) Now Held _____

Are you a graduate of the SHLSS Trainee Program: Yes No (if yes, fill in below)

Trainee Program: From _____ to _____
(dates attended)

Have you attended any SHLSS Upgrading Courses: Yes No (if yes, fill in below)

Course(s) Taken _____

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

Date Available for Training _____

I Am interested in the Following Course(s) Checked Below or Indicated Here if Not Listed _____

DECK

- Tankerman
- AB Unlimited
- AB Limited
- AB Special
- Quartermaster
- Towboat Operator Inland
- Towboat 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 & Operation
- Automation
- Maintenance of Shipboard Refrigeration Systems
- Diesel Engines
- Assistant Engineer (Uninspected Motor Vessel)
- Chief Engineer (Uninspected Motor Vessel)
- Third Asst. Engineer (Motor Inspected)

ALL DEPARTMENTS

- Welding
- Lifeboatman

ADULT EDUCATION DEPARTMENT

- Adult Basic Education (ABE)
- High School Equivalency Program (GED)
- Developmental Studies
- English as a Second Language (ESL)

STEWARD

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

COLLEGE PROGRAM

- Nautical Science Certificate Program
- Scholarship/Work Program

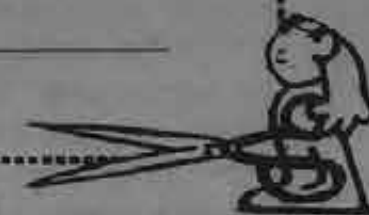
No transportation will be paid unless you present original receipts after course completion.

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

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

RETURN COMPLETED APPLICATION TO:
Seafarers Harry Lundeborg Upgrading Center, Piney Point, MD. 20674



As the 1984 school season begins, it's not too early for high school seniors to start thinking about September 1984, and college. For dependents of Seafarers and Boatmen, the financial burden of college can be greatly eased if they win an SIU scholarship.

The awards, known as the **Charlie Logan Scholarship Program**, are given each year under the auspices of the Seafarers Welfare Plan. For dependents, four \$10,000 scholarships are offered.

But the Scholarship Program is **not exclusively for dependents**. A \$10,000 award and two \$5,000 scholarships are available to active Seafarers and Boatmen. Also, when there are exceptionally qualified Seafarers and Boatmen, the Board of Trustees of the Welfare Plan may grant a second \$10,000 award to an active member.

The Scholarship Program was begun in 1952 to help members and their children achieve their educational goals. Several years ago it was named after Charlie Logan, a labor consultant and arbitrator who died in 1975. He helped establish the Seafarers Scholarship Program and then worked hard to keep it strong and growing.

Seafarer Requirements

Seafarers and Boatmen who are applying for scholarships must:

- Be a graduate of high school or its equivalent.
- Have credit for two years (730 days) of employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the employee's behalf prior to the date of application.
- Have one day of employment on a vessel in the six-month period immediately preceding the date of application.
- Have 125 days of employment on a vessel in the previous calendar year.

Pensioners are not eligible to receive scholarship awards.

Dependent Requirements

Dependents of Seafarers and Boatmen who apply for a scholarship must be unmarried, under 19 years of age, and receive sole support from the employee and/or his or her spouse. Unmarried children who are eligible for benefits under Plan #1

Don't Wait! Apply Now For



1984 SIU College Scholarships

Major Medical are eligible to apply for a dependent's scholarship up to the age of 25.

Each applicant for a dependent's scholarship must:

- Be unmarried at the time application is made.
- Be under 19 or 25 years of age (whichever is applicable).
- Be eligible for dependent benefits under the Seafarers Welfare Plan.

• Be a graduate of high school or its equivalent.

The applicant's parent must:

- Have credit for three years (1,095 days) of employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the employee's behalf prior to the date of application.
- Have one day of employment in the six-month period immediately preceding the date of application.
- Have 125 days of employment in the previous calendar year.

The last two items above covering worktime requirements of the applicant's parents do not apply to applicants who are the children of pensioners or eligible deceased employees.

Must Take SAT or ACT

For both active members and the dependents of eligible members, the scholarship grants are awarded on the basis of high school grades and the scores of either College Entrance Examination Boards (SAT) or American College Tests (ACT).

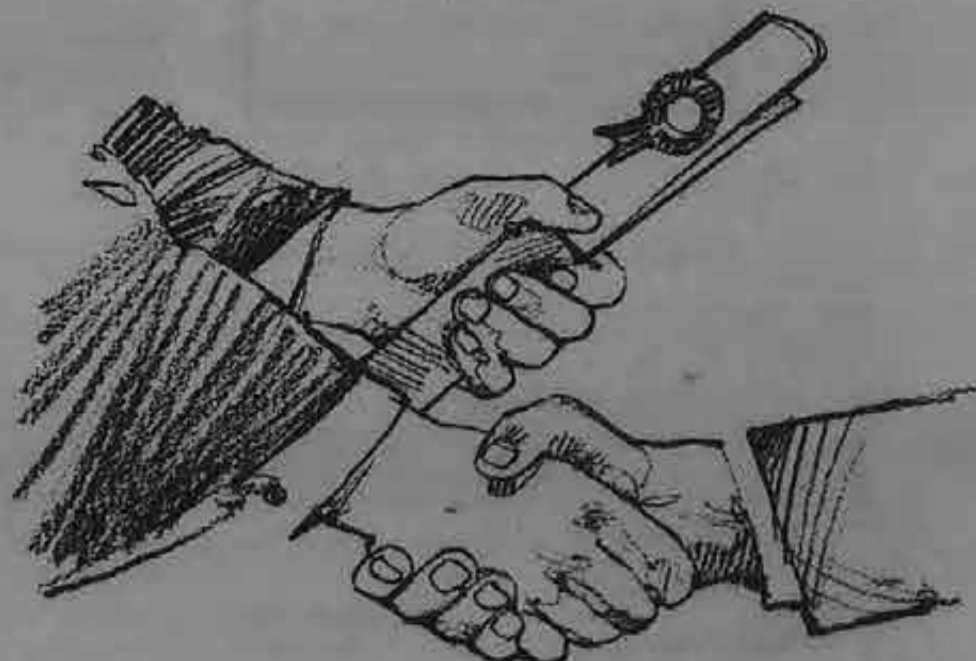
The SAT or ACT exam must be taken no later than February 1984 to ensure that the results reach the Scholarship Selection Committee in time to be evaluated. For upcoming SAT test dates and applications, contact the College Entrance Examination Board at either: Box 592,

Princeton, N.J. 08540 or Box 1025, Berkeley, Calif. 94701, whichever is closest to your mailing address.

For upcoming ACT test dates and applications contact: ACT Registration Union, P.O. Box 414, Iowa City, Iowa 52243.

Scholarship program applications are available to active members or their dependents at any SIU hall or through the Seafarers Welfare Plan, 5201 Auth Way, Camp Springs, Md. 20746.

Scholarship winners will be announced in May 1984. The deadline for submission of applications is April 15, 1984.



Home Away from Home

SHLSS Training and Recreation Center Opens its Doors to Membership

By DEBORAH GREENE

SINCE the founding of the Seafarers International Union in 1938, much of its efforts have been devoted to training and upgrading the skills of its members to keep pace with the expanding technologies of the maritime industry.

The Seafarers development of its new facilities in Piney Point, Md. in 1967 was a vital step in centralizing its training and upgrading programs in one convenient place, and so the Seafarers Harry Lundeberg School of Seamanship came into being.

Last month, on Jan. 3, 16 years of planning and building a superb maritime training facility moved into a new phase. A modern and functional six-story building opened its doors, proudly identified as the Seafarers Harry Lundeberg Training and Recreation Center.

Because of the foresight of men like the late Paul Hall and the active leadership of SIU President Frank Drozak, this facility of approximately 500,000 sq. ft. is the realization of a dream—to enhance the job skills and job security of the SIU membership.

Nestled on the banks of the St. George's River in historic southern Maryland, 80 miles south of Washington, D.C., the Center is more than a hotel or classroom. Under the direction of SHLSS Vice President Frank Mongelli, the Center's staff in-



Bronze busts of Andrew Furuseth, Harry Lundeberg and Paul Hall line the walkway into the main entrance.

tend to make it a real "home away from home" for the many Seafarers who will pass through its doors each year.

Visitors who enter the Center's spacious lobby will immediately notice the three beautiful blue rugs, each emblazoned with the gold seal of the SIU, as well as a display of model ships and lush indoor vegetation. Above the registration desk are eight clocks, each noting the time in different ports all over the world: Yokohama, Manila, Honolulu, San Francisco, New York, London, Rotterdam and Bombay.

Trainees

SHLSS trainees are housed in a separate section of the building. Their quarters, on the upper floors, are large dormitory-style rooms filled with bunk beds and wardrobes. Off each dormitory room is a separate annex for studying and recreation, equipped with desks and chairs and a television set. When filled to maximum capacity, the trainee facilities can accommodate 236 men and women. The trainees have their own dining hall in the Center as well as a recreation room complete with ping-pong and pool tables and video machines.

The shipping desk is on the ground floor of this section. It is here where Carl Peth, Piney Point port agent, sits and from where young men and women trainees ship out following graduation.

Upgraders

Most of the other 292 rooms in the new Center are reserved for upgraders and guests of the Union. Much like a standard hotel room, each has two double beds, color TV, bureaus, desks and a table and chairs. Unlike the standard hotel room, however, most also have a balcony overlooking the river or a view of the swimming pool and tennis courts below.

And, in a striking departure from tradition, Seafarers attending upgrading classes are now permitted to bring their families with them to enjoy the many recreational facilities available at Piney Point while they are in class.

Facilities

On the ground floor of the Center is a fully-equipped health spa and game room. It has a nice mix of Nautilus, universal and free-weight equipment as well as punching bags, exercise bikes and ping-pong and pool tables. One of the better-attended activities at the health spa is the aerobics class held every Tuesday and Thursday evening.

There are separate men's and women's locker rooms, saunas and steam rooms. When the weather warms up a bit, an outdoor olympic-size swimming pool and two tennis courts await use by the membership.

The main purpose of the Center, of course, is to assist Seafarers in attending the many educational and training programs developed by the SHLSS. It is however, also designed to accommodate the needs for union-related conferences and conventions. In fact, several such meetings have already been

(Continued on next page.)



Chief Chef Romeo Lupinacci and SHLSS Vice President Frank Mongelli talk about activities in the galley.

The Seafarers Harry Lundeborg Training and

Recreation Center—Planning for Tomorrow

(Continued from previous page.) scheduled: the SIU Crews Conference in March, the Towboat Advisory Committee, and the AFL-CIO Executive Council Meeting in May. The SIU will also use the Center for its convention later in May.

The Center's auditorium on the ground floor was designed for maximum flexibility. It can accommodate from 50 persons at a banquet to 202 persons when used as a conference room—or as many as 574 when used as a theater. On the first and second floors, there are also a number of lounge areas and rooms for smaller meetings and card games. One such area on the second floor even has a large working fireplace.

A small laundry room on the second floor with two washers and dryers has been installed for use by those members and their families for the "homey touch."

The Sea Chest, a mini-commissary located on the ground

floor, sells magazines and newspapers, post cards, toiletries and other personal items.

And a good place to go after a hard day of studying and exercise is the Anchor Bar. Also on the ground floor, this oak-wood bar is designed to resemble a viking longboat. The lovely wooden figurehead originally adorned the Port 'O Call bar in the SIU hall in Brooklyn.

Food Service

And then, of course, there's the food! Culinary Director Don Nolan and Chief Chef Romeo Lupinacci and their staff of instructors and upgrading cooks and bakers whomp up some remarkable meals, served cafeteria style. They have a large galley where soups are always simmering or meats roasting, and there is a separate bakery room. Baking is done between 0400 and 1200 hours, and the tantalizing aroma of freshly baked bread drifts through the area during those hours.

The galley crew serves trainees and upgraders alike, and prepares breakfast, lunch, supper and night-lunch.



It's Your Center

In announcing the opening of the Center, SIU President Frank Drozak said, "This new facility is a statement of our commitment to provide our membership with the best training opportunities available anywhere in the world. It is also a statement of our commitment to provide the American-flag merchant marine with the best trained seafarers in the world. And it is a visible expression of our belief in the future of our industry."

The new Training and Recreation Center at Piney Point is part of your Union. Come and take advantage of the training and experiences offered there and of the opportunities that await you.



One of several displays of model ships in the lobby area is seen behind a veil of lush indoor vegetation.



Trainees are housed in large dormitory-style rooms. Bunk beds are behind each wardrobe.



Linda Turner, assistant cook, waits for the lunchers to get in line.



Peter Woodward (l.) and Jack Cooper find their accommodations just fine as they study to upgrade from AB to quartermaster.



Rita Kiefer is enjoying the facilities at the new Center while her husband Robert is an upgrader.



The Anchor Bar, designed to resemble a viking longboat, is always a welcomed spot after a hard day of study and exercise.



Harry Kline (l.) and Dave McLeod (center) pay attention as instructor Bill Seidenstricker demonstrates the finer points in making a jelly roll.



One of the better-attended activities at the health spa is the aerobics class.

A New Home for SHLSS Trainees and Upgraders . . .



The swimming pool and tennis courts can be viewed from the rooms' balconies.



John Howe is a recent SHLSS graduate now waiting to ship out aboard the *LNG Leo*.



Trainees enjoy some pool in their own recreation room as Hotel Manager Eddie Gildersleeve looks on.



The Sea Chest is a small store on the lobby level, open to trainees and upgraders alike.



Piney Point Port Agent Carl Peth sits at the shipping desk on the ground floor of the trainee's section of the Center.



Upgrader George Darney uses a piece of Nautilus equipment to help get in shape.



Lisa Peterson, assistant cook, is ready with a smile.



Alice Bonds is the receptionist at the Center.

WANTED!

Steward Department Upgraders



Job opportunities in the Steward Department have never been better. Make these opportunities your own. Learn up-to-date skills, needed aboard today's vessels. It's your ticket to job security.

Apply Now

It will put you on top in your profession.

- Assistant Cook
- Cook and Baker
- Chief Cook

Fill out the application in this issue of the Log or contact the Admissions Office at SHLSS, Piney Point, Maryland 20674.

Directory of Ports

- Frank Drozak, President
- Ed Turner, Exec. Vice President
- Joe DiGiorgio, Secretary-Treasurer
- Leon Hall, Vice President
- Angus "Red" Campbell, Vice President
- Mike Sacco, Vice President
- Joe Sacco, Vice President
- George McCartney, Vice President

- HEADQUARTERS**
5201 Auth Way
Camp Springs, Md. 20746
(301) 899-0675
- ALGONAC, Mich.**
520 St. Clair River Dr. 48001
(313) 794-4988
- BALTIMORE, Md.**
1216 E. Baltimore St. 21202
(301) 327-4900
- CLEVELAND, Ohio**
1290 Old River Rd. 44113
(216) 621-5450
- COLUMBUS, Ohio**
2800 South High St.,
P.O. Box 0770, 43207
(614) 497-2446
- DULUTH, Minn.**
705 Medical Arts Building 55802
(218) 722-4110
- GLOUCESTER, Mass.**
11 Rogers St. 01930
(617) 283-1167
- HONOLULU, Hawaii**
707 Alakea St. 96813
(808) 537-5714
- HOUSTON, Tex.**
1221 Pierce St. 77002
(713) 659-5152
- JACKSONVILLE, Fla.**
3315 Liberty St. 32206
(904) 353-0987
- JERSEY CITY, N.J.**
99 Montgomery St. 07302
(201) 435-9424
- MOBILE, Ala.**
1640 Dauphin Island Pkwy. 36605
(205) 478-0916
- NEW ORLEANS, La.**
630 Jackson Ave. 70130
(504) 529-7546
Toll Free: 1-800-325-2532
- NEW YORK, N.Y.**
675 4 Ave., Brooklyn 11232
(212) 499-6600
- NORFOLK, Va.**
115 3 St. 23510
(804) 622-1892
- PHILADELPHIA, Pa.**
2604 S. 4 St. 19148
(215) 336-3818
- PINEY POINT, Md.**
St. Mary's County 20674
(301) 994-0010
- SAN FRANCISCO, Calif.**
350 Fremont St. 94105
(415) 543-5855
- SANTURCE, P.R.**
1057 Fernandez Juncos St.
Stop 16 00907
(809) 725-6960
- SEATTLE, Wash.**
2505 1 Ave. 98121
(206) 623-4334
- ST. LOUIS, Mo.**
4581 Gravois Ave. 63116
(314) 752-6500
- WILMINGTON, Calif.**
408 Avalon Blvd. 90744
(213) 549-4000

Dispatchers Report for Deep Sea

JAN. 1-30, 1984

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Gloucester	3	4	0	2	8	0	0	4	7	1
New York	68	21	0	55	12	0	0	150	60	0
Philadelphia	4	0	0	0	0	0	0	5	4	0
Baltimore	7	3	1	1	0	0	0	30	10	1
Norfolk	20	12	0	10	5	0	0	28	29	0
Mobile	10	4	0	7	7	0	1	25	9	0
New Orleans	35	7	1	33	5	0	3	119	31	4
Jacksonville	38	14	0	22	9	0	0	85	41	1
San Francisco	38	17	1	26	16	0	0	71	29	1
Wilmington	31	14	2	13	17	0	0	62	27	2
Seattle	41	24	1	39	11	0	1	82	51	3
Puerto Rico	4	3	0	11	6	0	0	15	7	0
Houston	34	17	0	20	0	0	0	106	47	1
Piney Point	0	0	0	0	2	0	0	0	0	0
Totals	333	140	8	239	98	0	5	782	352	14
ENGINE DEPARTMENT										
Gloucester	2	2	0	2	6	0	0	2	3	0
New York	45	15	0	25	1	0	0	157	41	0
Philadelphia	3	1	0	0	0	0	0	7	2	0
Baltimore	6	1	0	4	0	0	0	15	8	0
Norfolk	14	6	0	10	1	0	0	25	16	0
Mobile	6	7	0	7	1	0	0	17	9	0
New Orleans	26	4	1	17	0	0	2	93	25	2
Jacksonville	20	15	1	13	5	0	0	57	26	1
San Francisco	29	17	2	9	4	0	0	42	31	6
Wilmington	14	7	0	11	6	0	0	35	19	1
Seattle	31	11	0	23	12	0	0	45	24	3
Puerto Rico	4	2	0	5	4	0	1	14	5	0
Houston	28	7	0	16	1	0	0	88	26	0
Piney Point	0	0	0	0	1	0	0	0	0	0
Totals	228	95	4	142	42	0	3	597	235	13
STEWARD DEPARTMENT										
Gloucester	1	2	0	1	1	0	0	0	3	0
New York	33	9	0	21	6	0	0	79	36	0
Philadelphia	0	0	0	0	0	0	0	1	0	0
Baltimore	2	0	0	0	1	0	0	10	3	0
Norfolk	8	0	0	10	6	0	0	17	2	0
Mobile	8	0	0	8	3	0	0	14	0	0
New Orleans	14	2	0	10	2	0	1	58	9	0
Jacksonville	10	6	0	15	5	0	0	24	13	2
San Francisco	20	26	2	18	22	0	0	32	47	5
Wilmington	5	5	0	5	11	0	0	9	8	0
Seattle	19	12	0	10	22	0	0	35	25	1
Puerto Rico	2	0	0	2	2	0	0	10	1	0
Houston	16	2	0	10	1	0	0	50	7	0
Piney Point	0	1	0	0	11	0	0	0	0	0
Totals	138	85	2	110	93	0	1	339	154	8
ENTRY DEPARTMENT										
Gloucester	1	7	0					2	13	0
New York	26	73	6					54	225	15
Philadelphia	1	3	0					3	6	1
Baltimore	2	6	0					10	34	1
Norfolk	7	28	0					9	62	0
Mobile	2	9	1					8	26	3
New Orleans	22	29	2					60	115	7
Jacksonville	9	19	1					20	59	2
San Francisco	15	65	14					23	172	26
Wilmington	3	33	0					11	84	2
Seattle	9	45	5					16	63	12
Puerto Rico	2	5	0					13	28	2
Houston	15	34	0					45	99	2
Piney Point	0	13	0					0	0	0
Totals	114	389	29	0	0	0	0	274	988	73
Totals All Departments	813	699	41	491	233	0	9	1,992	1,727	168

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

Shipping in the month of January was down from the month of December. A total of 733 jobs were shipped in January on SIU-contracted deep sea vessels. Of the 733 jobs shipped, 491 jobs or about 67 percent were taken by "A" seniority members. The rest were filled by "B" seniority people. There were 9 trip relief jobs shipped. Since the trip relief program began on April 1, 1982, a total of 497 relief jobs have been shipped.

Support SPAD

Ginger Rogers Gets Aloha Spirit



Ginger Rogers was one of the star attractions on the Jan. 21 cruise of the S.S. *Independence* around the Hawaiian Islands. The former movie actress (seen here with Capt. Larry Kelley, master of the ship) said it was one of the most enjoyable and relaxing cruises she has ever had.

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 Schroeder

Send it today!

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 Anth 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 Anth Way and Britannia Way, Prince Georges County, Camp Springs, Md. 20746.

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) 539-8967

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 & Dempsey 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

Edmund Davis Appointed Sea-Land Director

Edmund E. Davis has been named director of Marine Labor Relations for Sea-Land Industries Inc., a subsidiary of Sea-Land Service Inc., the U.S.-flag containership carrier.

Replacing David Merritt, who recently retired, Davis brings a great deal of maritime experience to the position.

Before joining Sea-Land in 1983, Davis held sailing and shoreside management positions with States Marine Lines Inc., Isthmian Lines Inc., and

Alton Steamship Company Inc. He also served as Sea-Land's chief engineer aboard two Sea-Land vessels, the *St. Louis* and the *Long Beach*.

Davis received a B.S. degree in Marine and Electrical Engineering in 1945 from the Massachusetts Maritime Academy, of which he is now a member of the Board of Trustees.

He resides in West Redding, Conn. with his wife and two sons.



Edmund E. Davis

Sea-Land to Build 3 New Containerships for Alaska Run

Sea-Land Service will build three new diesel-powered containerships. These U.S.-crewed vessels will enter service in late 1986 on the Alaska run.

The new ships will run between the port of Seattle's Puget

Sound, Wash. and Anchorage and Kodiak, Alaska. Sea-Land now has four ships on that three-times weekly run. It began year-round containership service to Anchorage 20 years ago.

The company operates 17 of

the 20 diesel-powered vessels in the U.S. 100 containership fleet.

The new vessels will be able to carry refrigerated containers below deck and have a new system for securing on-deck containers.

Port Agent Reinosa Is Honored



Retiring San Juan Port Agent Juan Reinosa (right) accepts honorary plaque from P.R. Labor Secretary Hector Hernandez Soto on Dec. 17, 1983 for his services to the island's labor movement and Central Labor Council-AFL-CIO.

SHLSS Grad Wins Praise

While there may be major maritime problems facing this country, Eva Myers proves that competent, well-trained crewmembers aren't part of the problems.

The recent SHLSS steward department graduate got her first job aboard the *Sea-Land Producer*, and by the time she hit her first payoff in New Orleans she had shown what every SIU member knows, we're the best trained, most professional sailors around.

"From the moment she stepped aboard, she took over her job with such professional competency that she won the admiration and respect of all of



Eva Myers

us. Ms. Eva Myers is certainly an asset to our industry and a credit to her Union," Capt. Walter Koss wrote of Eva to SIU President Frank Drozak.

A fine way to start a career!

Save a Life Support Your Union's Blood Bank Program

CL —Company/Lakes
L —Lakes
NP —Non Priority

Dispatchers Report for Great Lakes

JANUARY 1-30, 1984

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	23	1	0	0	1	0	37	2	0
ENGINE DEPARTMENT									
Algonac	8	4	0	0	0	0	21	4	0
STEWARD DEPARTMENT									
Algonac	1	2	0	0	0	0	2	2	0
ENTRY DEPARTMENT									
Algonac	22	7	0	0	0	0	32	13	1
Totals All Departments	54	14	0	0	1	0	92	21	1

*"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.

Pensioner's Corner

Deep Sea



Victor Austin Cover, 66, joined the SIU in 1947 in the port of Philadelphia sailing as a chief electrician. Brother Cover received a 1960 Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Emilia*. He is a veteran of the U.S. Marine Corps in World War II. Seafarer Cover was born in New Jersey and is a resident of Goldsboro, Md.



William "Bill" Datzko, 62, joined the SIU in 1948 in the port of New York sailing as a chief steward. Brother Datzko is a veteran of the U.S. Army in World War II, graduating from the Army's Cook and Bakers School. He was born in Scranton, Pa. and is a resident of North Haledon, N.J.



Patrick "Pat" Joseph Devine, 60, joined the SIU in the port of New York in 1957 sailing as a cook. Brother Devine began sailing in 1951. He is a veteran of the U.S. Army in World War II. Seafarer Devine was born in Ireland and is a naturalized U.S. citizen. He is a resident of Philadelphia.



Orlando Leon Guerrero, 65, joined the SIU in 1949 in the port of New York sailing as a QMED. Brother Guerrero was a ship's delegate and sailed for the Delta Line. He received a 1960 Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Young America* and is a veteran of the U.S. Army's Infantry in World War II. Born in Costa Rica, he is a resident of Gretna, La.



Eduardo Cruz Herrero, 65, joined the SIU in the port of New York in 1970 sailing as a GSU for Sea-Land. Brother Herrero was born in Guam and is a resident of Dublin, Calif.



Francisco Antonio Morciglio Jr., 63, joined the SIU in 1940 in the port of New York sailing as a bosun and deck delegate for the Delta Line. Brother Morciglio hit the bricks in the 1961 Greater N.Y. Harbor beef and the 1965 District Council 37 strike. He was born in Guanica, P.R. and is a resident of the Bronx, N.Y.



Felipe "Phil" Narvaez Sr., 64, joined the SIU in 1944 in the port of Galveston, Texas sailing as a bosun. Brother Narvaez began sailing in 1940. He also sailed inland with the G & H Towing Co. from 1966 to 1968 and attended a Piney Point Educational Conference. Born in San Antonio, Texas, he is a resident of Houston.



Rodolfo Elpidio Gatica Pacheco, 65, joined the SIU in the port of New York in 1955 sailing as a FOWT. Brother Pacheco began sailing in 1947. He was born in Mexico and is a resident of Texas City, Texas.



Harvey Gray Ridgeway, 62, joined the SIU in 1942 in the port of New York sailing as a chief steward. Brother Ridgeway sailed for IOT. He attended a Piney Point Crews Conference in 1975. Seafarer Ridgeway was born in Mobile and is a resident there.



San Juan (P.R.) Port Agent **Juan Jose Reinoso Sr., 62**, joined the SIU in 1944 in the port of New York sailing as a recertified chief steward and ship's delegate. Brother Reinoso began sailing in 1936. He was also a Union patrolman in the port of San Francisco from 1965 to 1975. Seafarer Reinoso received a 1960 SIU Personal Safety Award for sailing aboard an accident-free ship, the *SS Robin Locksley* (Robin Line). A native of Puerto Rico, he is a resident of San Juan.



Michael Romalho, 62, joined the SIU in 1944 in the port of New Orleans sailing as a chief steward. Brother Romalho was born in British Guiana and is a resident of Daly City, Calif.



Ray A. Watford, 55, joined the SIU in the port of Mobile in 1954 sailing as an AB aboard the dredge *Dodge Is.* (North American Trailing). Brother Watford also sailed during World War II. He was born in Prichard, Ala. and is a resident of Semmes, Ala.



Great Lakes

Lester Dorsey Greenfeldt, 65, joined the Union in the port of Detroit in 1960 sailing as a bosun for the American Steamship Co. Brother Greenfeldt began sailing in 1956 and is a veteran of the U.S. Coast Guard during World War II. Laker Greenfeldt was born in Washington Is., Wis. and is a resident of Sturgeon Bay, Wis.

AMERICAN IS BEAUTIFUL
Buy American... and look for the Union Label!

UNION LABEL AND SERVICE TRADES DEPARTMENT, AFL-CIO



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 1983 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 1983, 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 1983) 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 1983 (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 1983..... 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 1983.

Even if your income was less than the amounts shown above, you must file a return if you owe

any taxes, such as:

- Social security taxes on tips you did not report to your employer.
- Uncollected social security tax and RRTA tax on tips you reported to your employer.
- Alternative Minimum Tax.
- Tax on an Individual Retirement Arrangement (IRA).
- Tax from recapture of investment credit.

These rules apply to all U.S. citizens and resident aliens. They also apply to those nonresident aliens and dual-status aliens who are married to citizens or residents of the United States at the end of 1983 and who have elected to be treated as resident aliens.

Note: Different rules apply if you were a nonresident alien at any time during 1983 (except 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

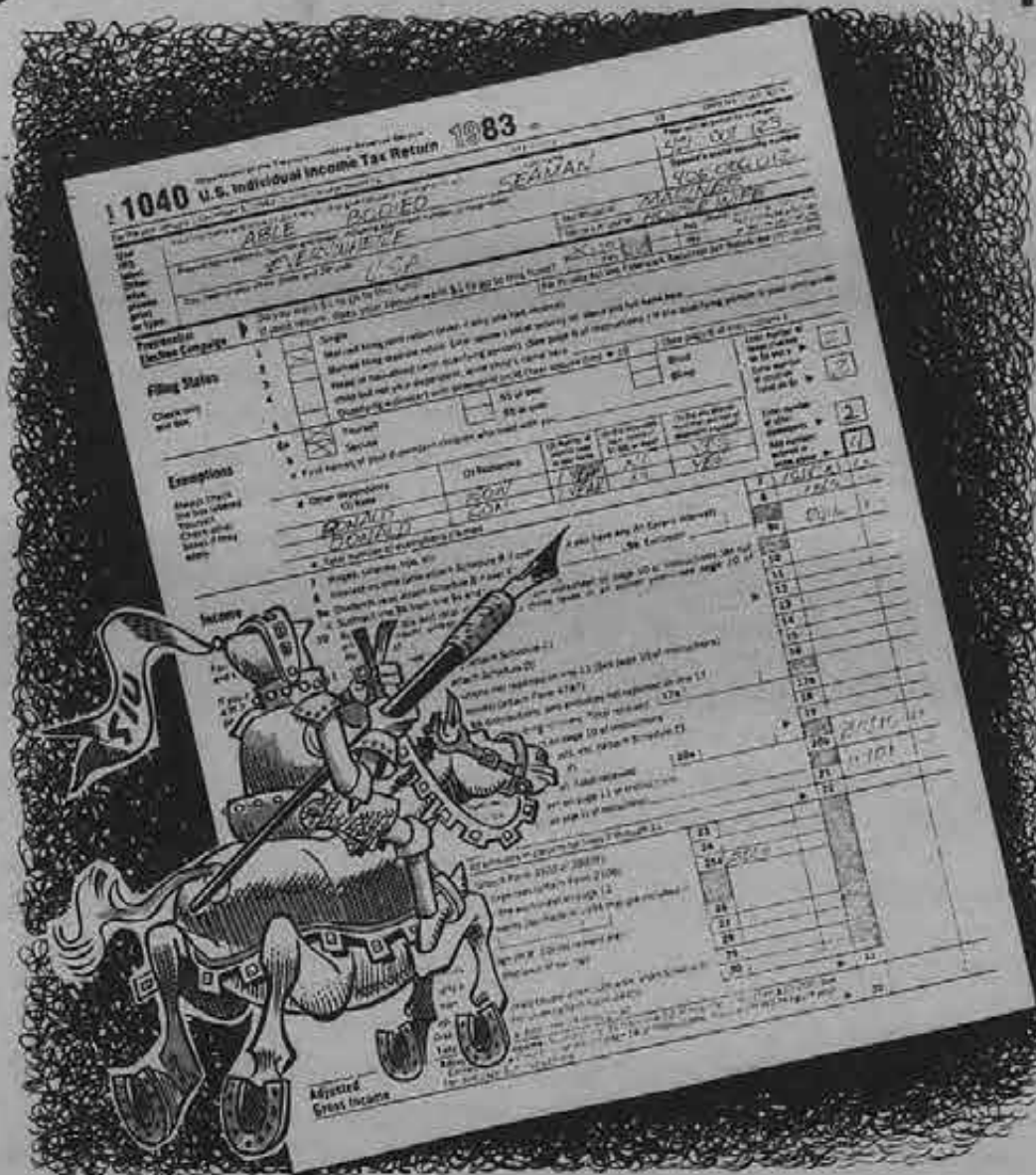
Even if you do not have to file, you should file to get a refund if income tax was withheld from your pay. Also file if you can take the earned income credit. If you file for either of these reasons only, you may be able to use Form 1040A (or in some instances, Form 1040EZ).

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, other than All-Savers interest.
- Your taxable income is less than \$50,000.

Note: You may also be able to claim the partial deduction for charitable contributions.



Form 1040A if:

- You had income from wages, salaries, tips, unemployment compensation, interest, or dividends.
- Your taxable income is less than \$50,000.
- You do not itemize deductions.
- You deduct certain payments to your Individual Retirement Arrangement (IRA).
- You claim a credit for child and dependent care expenses.
- You claim the partial deduction for charitable contributions.

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 may still use Form 1040A if you have a dependent child and can meet the tests under Married Persons Who Live Apart.
- You can be claimed as a dependent on your parents' return AND you 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 1983 and do not file a joint return (or Form 1040NR).
- You were married to a nonresident alien at the end of 1983

who had U.S. source income and who has not elected to be treated as a resident alien. Exception: You may still be able to use Form 1040A if you meet the tests under Married Persons Who Live Apart.

- You received ASC interest, or interest as a nominee.
- You received or paid accrued interest on securities transferred between interest payment dates.
- You receive any nontaxable dividends, capital gain distributions, dividends as a nominee, or you elect to exclude qualified reinvested dividends from a qualified public utility.
- You take any of the Adjustments to Income shown on Form 1040, lines 23, 24, 26, 27, 28, 30, and 31.
- You file any of these forms:

Form 1040-ES, Estimated Tax for Individuals, for 1983 (or if you want to apply any part of your 1983 overpayment to estimated tax for 1984).

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 claim any of the credits on Form 1040, lines 41-43 and 46-48.
- You owe any of the taxes on

(Continued on Page 28.)

Tax Tips for Seafarers

Merchant seamen are special people in many ways. One of the things that makes them special is the way they file their income tax returns. The following list of tax tips was compiled by Bob Kerr who is an Adult Education instructor at the Seafarers Harry Lundeberg School of Seamanship.

1. Be sure to report ALL your income, including earnings from each company for which you worked and any vacation benefits you collected. In most cases your unemployment benefits will also be taxable.

2. If you moved your residence from one port to another port, be sure to claim your moving costs. This is done by completing form 3903 and entering the amount on line 23 of form 1040.

3. If you traveled from your home port to another port and registered to ship, be sure to claim the cost of transportation to the new port, along with living expenses incurred while registered in the new port. This is done by completing form 2106 and entering the amount on line

24 of form 1040.

4. If you upgraded at SHLSS, make certain you claim the cost of transportation to and from the school. This is done by completing form 2106 and entering the amount on line 24 of form 1040.

5. If you itemize deductions there are several costs which should be claimed under miscellaneous expenses. These include union dues, both quarterly and working dues, initiation fees for new members and the cost of your passport and passport photos. Also, you may deduct the cost of any protective clothing such as rain gear, coveralls, work gloves and steel-toed shoes. If you purchased any small tools, such as a stewards carving knife set, make sure you claim the cost as a miscellaneous expense.

6. Recent tax law qualifies part of your donation to SPAD for a political contribution credit. You may claim a credit for half of the first \$100 if you are single or half of the first \$200 if you are married and file a joint return. Enter the amount on line 44 of form 1040.

a surviving spouse filing a joint return with the deceased 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 the deceased must file Form 1310, Statement of Person Claiming Refund Due a Deceased Taxpayer, to claim the refund.

For more details, see **Tele-Tax Information** in the index or 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 and Resident Aliens 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 the 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 ensure 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 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

Congress established this fund 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**, you may consider yourself single for the whole year.

If your spouse died 1983, consider yourself married to that spouse for the whole year, unless you remarried before the end of 1983.

Married Persons Joint or Separate Returns?

Joint Returns. 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 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 1983, or in 1984 before filing a return for 1983, you can file a joint return for 1983. You can also file a joint return if your spouse died in 1984 before filing a 1983 return. For more details on how to file the joint return, see **Death of Taxpayer**.

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 file a separate return and your spouse itemizes deductions, you must also 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.

Special rules apply, however, for taxpayers who live in community property states. For more details, see **Publication 555, Community Property and the Federal Income Tax**.

In most instances if you file a separate return, you will pay more Federal tax. This is because the tax rate is higher for married per-

(Continued on next Page)

It's That Time of Year

(Continued from Page 27.)

Form 1040, line 39 or lines 50 through 55.

• You claim any of the payments on Form 1040, lines 58, 62, 63, or 64.

• 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 16, 1984. If you file late, you may have to pay penalties and interest.

If you know that you cannot file by the due date, 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

If the taxpayer died before filing a return for 1983, 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.

The person who files the return should write "deceased" after the deceased's name and show the date of death in the name and address space.

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

If your spouse died in 1983 and you did not remarry in 1983, you can file a joint return. You can also file a joint return if your spouse died in 1984 before filing a 1983 return. A joint return should show your spouse's 1983 income before death and your income for all of 1983. 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

It's That Time of Year

(Continued from Page 28.)

sons filing separately. The following also apply:

- You cannot take the deduction for a married couple when both work.

- You cannot take the credit for child and dependent care expenses in most instances.

- You cannot take the earned income credit.

- If you lived with your spouse at any time in 1983—

- a. You must include in income the total amount of any unemployment compensation you received in 1983.

- b. You cannot take the disability income exclusion.

- c. You cannot take the credit for the elderly.

- You must itemize your deductions if your spouse itemizes, even if it is not to your tax benefit to itemize deductions.

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.

Married Persons Who Live Apart—

Some married persons who have a child and who do not live with their spouse may file as Single or as Head of Household and use tax rates that are lower than those for married persons filing separate returns. This means that if your spouse itemizes deductions, you do not have to. Both you and your spouse

can file this way if you both meet the tests.

You should check Box 1 for Single if you meet ALL 4 of the following tests:

- a. You file a separate return from your spouse.

- b. You paid more than half the cost to keep up your home in 1983.

- c. Your spouse did not live with you at any time during 1983, and

- d. For over 6 months of 1983, your home was the principal home of your child or stepchild whom you can claim as a dependent.

You should check Box 4 for Head of Household if you meet tests a through c above and your home in test d, above, was the dependent child's principal home for ALL of 1983. The tax rates for Head of Household are even lower than the rates for Single. You may also be able to claim the earned income credit.

Were You a Head of Household?

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

You may use this filing status ONLY IF on December 31, 1983, 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 home of your father or mother whom you can claim as a dependent. (Your parent did not have to live with you.) OR

insurance premiums paid.

Casualty and Theft Losses

Beginning in 1983, you can claim a deduction for nonbusiness casualty and theft losses only if the total of the losses is more than 10% of your adjusted gross income. You must still reduce each separate nonbusiness casualty or theft loss by \$100.

Refunds of State and Local Income Taxes

If you received a refund of state and local income taxes in 1983, you may receive Form 1099-G, Statement for Recipients of Certain Government Payments, showing the amount of the refund. You may have to include part or all of this refund in income if you itemized your deductions on Schedule A (Form 1040) for 1982.

However, you do not have to include this refund in income for 1983 if you did not itemize your deductions for 1982.

- 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, such as for vacation or school):

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

Note: If this child is not your dependent, you must write the child's name in the space provided on line 4.

- 2. Your married child, grandchild, adopted child, or stepchild. (This person must be your dependent.)

- 3. Any other person listed below whom you can claim as a dependent.

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

Special rules

- 1. 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.

- 2. You cannot file as Head of household if you claim a relative in a or b above as a dependent under a Multiple Support Declaration.

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

If so, you may be able to use joint return tax rates for 1983.

If your spouse died in 1982 or 1981 and you did not remarry in 1983, file a return for 1983 showing only your own income, exemptions, deductions, and credits. However, you can figure your tax at joint return rates if you meet ALL 3 of the following tests:

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

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

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

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

for the year your spouse died.)

If your spouse died before 1981 and you were single in 1983, you may check Box 4 if you met the tests under **Were You a Head of Household?** Otherwise you must file as Single.

Exemptions

For Yourself

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

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

Age and blindness are determined as of December 31. However, if your 65th birthday was on January 1, 1984, you can take the extra exemption for age for 1983.

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 for your spouse if your spouse was neither blind nor 65 or over. Take two exemptions if your spouse was blind or 65 or over. Take three exemptions if your spouse was 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 1983, 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 are considered married for the whole year.

If your spouse died during 1983 and you did not remarry before the end of 1983, 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.

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.

(Continued on Page 30.)

Important Tax Law Changes

Tax Rate Reduced

The rate of tax for all brackets has been reduced for 1983. However, no additional computation is needed because the reduction has already been built into the Tax Table and the Tax Rate Schedules.

Try Form 1040A

If you filed Form 1040 last year only because you claimed the credit for child and dependent care expenses, or you deducted payments made to an IRA, you may be able to file Form 1040A this year.

Deduction for Medical and Dental Expenses

Beginning in 1983, you can only deduct medical and dental expenses that are more than 5% of your adjusted gross income. In addition, the total amount of health insurance premiums you paid in 1983 is now subject to the 5% limit. You can no longer take a separate deduction of up to \$150 for health

It's That Time of Year

(Continued from Page 29.)

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

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

These tests are explained below.

a. Income

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

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

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 meets tests b, c, and d below: AND

- was enrolled as a full-time student at a school during any 5 months of 1983, or

- took a full-time, on-farm training course during any 5 months of 1983. (The course had to be given by a school or a state, county, or local government agency.)

The school must have a regular teaching staff, a regular course of study, and a regularly enrolled body of students in attendance.

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

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 anytime during your tax year the relationship between you and that person violates 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).

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.

- That parent gave at least \$600 toward the child's support in 1983, and the decree of divorce or separate maintenance (or a written agreement between the parents) states he or she can take the exemption, OR

- That parent gave \$1,200 or more for each child's support in 1983, and the parent who had custody cannot prove that he or she gave more than the other parent.

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

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

In addition, the taxpayer who claims the dependent must:

- have paid more than 10% of the dependent's support; and

- attach to his or her tax return a signed **Form 2120, Multiple Support Declaration**, from every other person who paid more than 10% of the support. This form states that the person who signs it will not claim an exemption in 1983 for the person he or she helped to support.

Birth or Death of Dependent. You can take an exemption for a dependent who was born or who died during 1983 if he or she met the tests for a dependent while alive. This means that a baby who lived only a few minutes can be claimed as a dependent.

Payments to an Individual Retirement Arrangement (IRA)

You can deduct payments made to your IRA (including those made under a Simplified Employee Pension (SEP) plan) on line 25a. **Schedule C or F filers with a SEP and partners with a SEP take the deduction on line 26.**

You should receive **Form 5498, Individual Retirement Arrangement Information**, or a similar statement showing payments made to your IRA in 1983. (The trustee or issuer of the plan will also provide IRS with a copy of **Form 5498**.) Use this amount when you figure your IRA deduction, BUT please note the following:

(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."

Try 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 **Form 1040EZ**.

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

If you have income generally not

subject to income tax withholding (such as interest, dividends, or capital gains), you may have to make estimated tax payments. If you do not pay enough estimated tax or do not have enough tax withheld, you may be charged a penalty.

Do You Want More or Less Income Tax Withheld in 1984?

If the refund you receive is large, you may want to decrease your withholding for 1984. 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.

Deduction for a Married Couple When Both Work

If you are married, both of you have earned income, and you file a joint return, generally you can

deduct 10% of the qualified earned income of the lesser-earning spouse. Attach **Schedule W (Form 1040)** to claim this deduction.

Deduction for Charitable Contributions

Generally, you can deduct 25% of your charitable contributions, but not more than \$25 (\$12.50 if married filing separately) even if you do not itemize your deductions.

Could You Pay Less Tax 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 1979–1982. Please get **Schedule G (Form 1040)** to see if you qualify.

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 1982, paying off in January 1983, would have all the five months' earnings appear on his 1983 W-2 even though his actual 1983 earnings might be less than those in 1982.

There are ways to minimize the impacts of this situation. For example, while on the ship in 1982, the Seafarer undoubtedly took draws and may have sent allotments home. These can be reported as 1982 income.

Unfortunately, this raises an-

other complication. The seaman who reports these earnings in 1982 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 1982, he will have to pay the full tax on them with his return, at 11 percent or upwards, depending on his tax bracket. The earnings will show up on his 1983 W-2. The seaman then, on his 1983 return would have to explain that he had reported some of his earnings in 1982 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.

It's That Time of Year—Again

(Continued from Page 30.)

● If you made payments to your IRA in 1983 that you deducted on your 1982 Form 1040, do not include those payments on your 1983 tax return.

● If you made payments to your IRA in 1984, by the due date of your tax return, including extensions, that you want to deduct on your 1983 Form 1040, be sure to include these payments when you figure your IRA deduction for 1983.

● If your IRA deduction on line 25a is less than your IRA payments and you do not withdraw this excess payment before your return is due, you must file Form 5329 and pay the tax due on the excess payment.

● If you are married and you and your spouse work and you both have IRAs, figure each spouse's deduction separately. Then combine the two deductions and enter the total of the two amounts on line 25a.

● If you are married and made payments to your nonworking spouse's IRA for 1983, you must file a joint return for 1983 to deduct these payments.

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

Caution: You must have earnings from self-employment to claim this deduction. Sole proprietors and partners enter the allowable deduction for contributions to your Keogh (H.R. 10) plan and your SEP on line 26.

There are two types of Keogh (H.R. 10) retirement plans:

● **Defined-contribution plan.**—Under this type of plan, you are limited to 15% of your qualified earned income, but not more than \$15,000.

● **Defined-benefit plan.**—The deduction for this type of plan is determined by the investment needed to fund a specific benefit

at retirement age. Write "DB" on the line to the left of the amount if you have a defined-benefit plan.

For more details, get Publication 560, Tax Information on Self-Employed Retirement Plans.

Penalty on Early Withdrawal of Savings

The Form 1099-INT or 1099-ASC given to you by your bank or savings and loan association will show the amount of any penalty you were charged because you withdrew funds from your time savings deposit before its maturity. Enter this amount on line 27. (Be sure to include the interest income on Form 1040, line 8.)

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, see Tele-Tax Information in the index or get Publication 504, Tax Information for Divorced or Separated Individuals.

Deduction for a Married Couple When Both Work

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.

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

Deduction for Charitable Contributions

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:

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

Note: You cannot deduct political contributions as charitable contributions.

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. Use Form 2441 to figure the amount of any credit.

Please see Form 2441 for more information, including special rules for divorced or separated taxpayers and certain employment taxes for which you may be liable.

Residential Energy Credit

Generally, if you installed energy saving items in your principal residence during 1983, or you have an energy credit carryover from a prior tax year, you may take a credit against your tax.

Form 5695, Residential Energy Credit, tells you which energy saving items qualify and how to take the credit.

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.

Should You Make Estimated Tax Payments?

In general, you do not have to make estimated tax payments if you expect that your 1984 Form 1040 will show a tax refund, or a tax balance due IRS of less than \$400. If your total estimated tax is \$400 or more, please get Form 1040-ES. It contains a worksheet that you can use to see if you have to make estimated tax payments.

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.

Corresponding With IRS

Be sure to include your social security number in any correspondence with 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 3 years from the date the return was due or filed, or 2 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.

Summary Annual Report SIU Pacific District-PMA Pension Plan

This is a summary of the annual report for the SIU Pacific District-PMA Pension Plan, Employer Identification No. 94-6061923, for the year ended July 31, 1983. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974, (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust arrangement. Plan expenses were \$15,744,007. These expenses included \$899,380 in administrative expenses and \$14,844,627 in benefits paid to participants and beneficiaries. A total of 8,662 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$119,041,797 as of the end of the plan year compared to \$99,559,154 as of the beginning of the plan year. During the plan year, the plan experienced an increase in its net assets of \$19,482,643. This increase included unrealized appreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and value of the assets at the beginning of the year or the cost of the assets acquired during the year.

The plan had total revenue of \$23,628,334, including employer contributions of \$8,522,187; earnings from investments of \$12,543,829; settlement income from bankruptcy proceedings in the amount of \$2,558,914; and miscellaneous income of \$3,404.

The plan incurred book losses in the amount of \$1,043,841 from the sale of certain assets; therefore, the net revenue to the plan was \$22,584,493.

Minimum Funding Standards

An actuary's statement shows that enough money was contributed to the plan to keep it funded in accordance with the minimum standards of ERISA.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Assets held for investment;
3. Transactions in excess of three (3) percent of plan assets; and
4. Actuarial information regarding the funding of the plan.

To obtain a copy of the full annual report or any part thereof, write or call the office of the Plan Administrator, 522 Harrison St., San Francisco, Calif. 94105; (415) 495-6882. The charge to cover copying costs will be \$5 for the full annual report, or 10 cents per page for any part thereof.

You also have the right to receive from the Plan Administrator, on request and at no charge, a statement of assets and expenses of the plan and accompanying notes, and/or statement of income and expense of the plan and accompanying notes, or both. If you request a copy of the full annual report from the Plan Administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan, 522 Harrison St., San Francisco, Calif. 94105, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department of Labor should be addressed to:

Public Disclosure Room, N4677
Pension and Welfare Benefit Programs
Department of Labor
200 Constitution Avenue, N.W.
Washington, D.C. 20216

Summary Annual Report SIU PD-PMA Supplemental Benefits Fund, Inc.

This is a summary of the annual report for the SIU PD-PMA Supplemental Benefits Fund, Inc., Employer Identification No. 94-1431246, for the year ended July 31, 1983. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974, (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust arrangement. Plan expenses were \$8,194,530. These expenses included \$193,960 in administrative expenses and \$8,000,570 in benefits paid to participants and beneficiaries. A total of 2,174 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$3,112,076 as of the end of the plan year compared to \$1,885,834 as of the beginning of the plan year. During this plan year, the plan experienced an increase in its net assets of \$1,226,242. The plan had total income of \$9,420,772 including employer contributions of \$8,100,399, earnings from investments of \$330,370, settlement income from bankruptcy proceedings of \$876,849, and lapsed benefits of \$113,154.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Assets held for investment; and
3. Transactions in excess of three (3) percent of plan assets.

To obtain a copy of the full annual report or any part thereof, write or call the office of the Plan Administrator, 522 Harrison St., San Francisco, Calif. 94105; (415) 495-6882. The charge to cover copying costs will be \$5 for the full annual report, or 10 cents per page for any part thereof.

You also have the right to receive from the Plan Administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, and/or statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the Plan Administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

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Public Disclosure Room, N4677
Pension and Welfare Benefit Programs
Department of Labor
200 Constitution Avenue, N.W.
Washington, D.C. 20216

PMA Shipping Scene January 1984

	REGISTERED	SHIPPED
SAN FRANCISCO		
Class "A"	182	21
Class "B"	13	2
Class "C"	8	0
Grand Total (All Groups)	203	23
WILMINGTON		
Class "A"	12	3
Class "B"	5	2
Class "C"	0	0
Grand Total (All Groups)	17	5
SEATTLE		
Class "A"	43	40
Class "B"	3	1
Class "C"	1	2
Relief	1	0
Grand Total (All Groups)	47	43
HONOLULU		
Class "A"	5	10
Class "B"	1	2
Class "C"	1	1
Grand Total (All Groups)	7	13

"Let your boat of life be light, packed with only what you need—a homely home and simple pleasures, one or two friends, worth the name, someone to love and someone to love you, a cat, a dog, and a pipe or two, enough to eat and enough to wear, and a little more than enough to drink; for thirst is a dangerous thing."

Jerome Klapka Jerome, *Three Men in a Boat*

The Chance for a Better Life

By Max Hall

Men and women who are allergic to alcohol and who compulsively persist in its use eventually become sick from a unique illness. This illness is alcoholism.

Alcoholism is unique because it affects more than just a person's physical well-being: It affects his emotional and spiritual health as well. Often, an alcoholic's family, friends and shipmates are the ones to bear the full brunt of the sickness.

Who Are Alcoholics

Who are alcoholics? Stereotypes do not tell the full story. Yes, the bums on the Bowery are alcoholics. But so too are a lot of people you would never suspect: prominent politicians, housewives, shipmates.

What are the signs of alcoholism? Blackouts, of course. But that happens in the later stages of the disease. Whenever a person feels the need to drink in a social or business situation; whenever he relies upon alcohol to give him something he thinks he doesn't have, then he had better question

his motives for "social" drinking.

Alcoholism is a progressive disease. It creeps up on most people. You start out as a social drinker who drinks occasionally. Then you find yourself drinking weekly, then daily. You start taking a drink the morning after a hangover "to help relieve the pain." And then you start lying to yourself: "I could stop drinking at any time." Only you don't.

Perhaps the most devastating sign of alcoholism is a change of attitude. There is a marked personality change, characterized chiefly by negative thinking. You become suspicious and fearful.

The ironic thing about alcoholism is that most of the time the alcoholic cannot see what is going on. But his family, friends and shipmates can. They suffer dearly from the alcoholic's unreliable behavior.

Recovery Is Possible

The situation is not hopeless. Recovery is possible, especially for Seafarers, who have available to them the Alcoholic Rehabilitation Center at Valley Lee, Md. Hundreds of SIU members have

begun their recovery there.

Men and women who are alcoholics cannot be controlled drinkers. They have developed a serious illness against which their lowered physical and mental resistance is powerless. Control over alcohol is gone.

Alcoholism is like many other diseases. It is progressive and it is fatal. Unlike most other diseases, however, it is up to the individual himself to determine whether he or she is an alcoholic, at least in the early stage of the disease.

Some Questions

The first question you should ask yourself is this: Has alcohol made my life unmanageable?

Be honest. The only person you fool is yourself.

Think back on recent events. Were you ever kicked off a ship because of drinking? Were you ever late for a watch because you had a king-size hangover?

Look at your social life. Is your husband or wife nagging you because you haven't lived up to your family responsibilities? Have you had a lot of fights with your friends recently? Do you wake up in strange places?

Look at your career. Have you postponed upgrading for no apparent reason? Are you bored or listless at your job? Are you afraid?

If several of these answers are yes, then consider talking to someone at the Alcoholic Rehabilitation Center in Valley Lee, Md. It has been in existence more than seven years now and bases its program on the highly successful principles and program of Alcoholics Anonymous.

Alcoholics Anonymous has been a national institution for nearly 50 years. Before it was founded, alcoholism was considered to be incurable. Now, hundreds of thousands of people have had the chance for a better life.

AA offers the alcoholic a 12-step program that will help him come to terms with his drinking and with himself. The first step is the hardest. It is also the most important.

Step One: We admitted we were powerless over alcohol—That our lives had become unmanageable.

Need Help?

Contact your port agent, or call the SIU-ARC:
(301) 994-0010



Personals

Abdo Ali

Please contact John Elson at (213) 386-5786.

Jimmy Carrugan

Please contact Marilyn at P.O. Box 459, Old Chelsea Station, New York, N.Y. 10113.

Don Gilbo

Now that you are working, please contact Mickey Scheer, Box 336, Ocean Park, Wash. 98640.

Billy Mitchell

Please contact the editor of the LOG for a message (301) 899-0675.



The Alcoholic Rehabilitation Center in Valley Lee, Md. offers the opportunity for Seafarers who suffer from the disease of alcoholism to discover a new way of living. Comfortable living quarters, caring counselors and the support of Union brothers and sisters all help to encourage the beginning of recovery.

Deep Sea



Pensioner Ervin Wesley Anderson, 62, died of heart failure in Pasadena, Texas on Nov. 25, 1983. Brother Anderson joined the SIU in the port of Houston sailing as a chief steward. He was born in Illinois and was a resident of Deer Park, Texas. Burial was in the Collins City (Miss.) Cemetery. Surviving are a son; a daughter, Jacqueline Clayton, and two nephews, Carl W. Clayton of Pascagoula, Miss., and Walter T. Paul of Deer Park.



Pensioner Jose N. Castro, 65, died on Jan. 1. Brother Castro joined the SIU in 1947 in the port of New Orleans sailing as a cook. Brother Castro was born in Puerto Rico and was a resident of San Bernardino, Calif. Surviving are his widow, Frances and a son, Pedro of Santa Ana, Calif.



Pensioner Moses Crosby, 83, passed away on Jan. 19. Brother Crosby joined the SIU in the port of New York in 1964 sailing as a cook. He was born in Mississippi and was a resident of Detroit. Surviving are two brothers, Morris and Matthew, both of Detroit.



Pensioner Austin Victor Daniels, 87, passed away from heart failure in the Beaufort (S.C.) Hospital on Oct. 1, 1983. Brother Daniels joined the SIU in 1939 in the port of Baltimore sailing as a cook. He was born in Barbados and was a resident of Frogmore, S.C. Cremation took place in the Sipples Crematory, Savannah, Ga. Surviving are his widow, Lillie; a sister, Thelma Small; a nephew, Harold W. Small, both of Frogmore, and a niece, Mrs. Smith.



Pensioner Bert Hugh Dawson, 83, passed away in San Francisco on Nov. 3, 1983. Brother Dawson joined the SIU in 1945 in the port of New York sailing as a cook. He was born in Peoria, Ill. and was a resident of San Francisco. Surviving are his widow, Berta and a brother, Horace of Boras, Sweden.



Pensioner Lorenzo Nones Diana, 67, died in Iloilo City, P.I. on Nov. 12, 1983. Brother Diana joined the SIU in the port of New York in 1955 sailing as a cook. He was born in the Philippine Is. and was a resident of Iloilo City. Interment was in the Iloilo City Park Cemetery. Surviving are his widow, Vilma; a son, Mario and a sister, Julita Pandagar of Anining Antique, P.I.



Pensioner Santos Pardon Garcia, 74, passed away from a heart attack on Jan. 2. Brother Garcia joined the SIU in 1941 in the port of New Orleans sailing as a deck engineer. He was born in Texas and was a resident of Galveston. Surviving are his widow, Mary; a sister Antonia Guerra and a niece, Matilo, both of Galveston.



Pensioner Kenneth "Ken" John Guido Jr., 22, died of injuries in the Bay Harbor Hospital in Los Angeles, Calif., on Dec. 12, 1983. Brother Guido joined the SIU following his graduation from the Seafarers Harry Lundeberg School of Seamanship (SHLSS) Entry Trainee Program, Piney Point, Md. in 1980. He sailed as a chief cook for Sea-Land out of the port of Wilmington, Calif. Seafarer Guido was born in Long Beach, Calif. and was a resident of Roanoke, Texas. Cremation took place in the Green Hills

Cemetery Crematory, San Pedro, Calif. Surviving are his father, Kenneth Sr.; his mother, Barbara Riddle of Roanoke, and his grandfather, Bernard Babcock.



Edward Joseph Jaks Jr., 54, died at home in El Campo, Texas on Nov. 9, 1983. Brother Jaks joined the SIU in 1947 in the port of Galveston, Texas sailing as an oiler. Born in Texas, Seafarer Jaks won a 1960 Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Bienville*. And he was a veteran of the U.S. Army after the Korean War. Burial was in the Holy Cross Cemetery, El Campo. Surviving are a son, Von of El Campo; a daughter, Carla; his parents, Edward and Mary Jaks Sr. of El Campo; a brother, Vernon and a sister, Sidonia Hradecky, both of El Campo.



Pensioner Henry Johnson, 83, died on Nov. 26, 1983. Brother Johnson joined the SIU in the port of Baltimore in 1957 sailing in the steward department. He sailed 57 years. Seafarer Johnson was born in South Carolina and was a resident of Trenton, N.J. Surviving is his widow, Annie.



Pensioner Anthony "Jack" James Kuberski, 68, died after a lengthy illness in the Beth Israel Medical Center, Newark, N.J. on Jan. 17. Brother Kuberski joined the SIU in 1943 in the port of Baltimore sailing as a chief steward. He was also a Waterman Steamship Co. port steward from 1970 to 1979. Seafarer Kuberski was born in Mt. Lion, N.Y. and was a resident of Winfield Park, N.J. Surviving are two brothers, John of Winfield, N.J. and Joseph of Rahway, N.J.



Pensioner Junius Lacks, 55, died in the Johnston-Willis Hospital, Richmond, Va. on Dec. 20, 1983. Brother Lacks joined the SIU in the port of San Francisco in 1959 sailing as a FOWT. He attended a Piney Point Educational Conference and was a veteran of the U.S. Navy Seabees after World War II. Seafarer Lacks was born in Halifax County, Va. and was a resident of Midlothian, Va. Burial was in the Crystal Hill Baptist Church Cemetery, Halifax County. Surviving are his widow, Alter; a nephew, Jerry Lee of Midlothian, and a niece, Rebecca.



Elmer Eugene Lamb, 69, passed away on Nov. 3, 1983. Brother Lamb joined the SIU in 1942 in the port of Mobile sailing as a chief cook. He was born in Massachusetts and was a resident of Wilmington, Calif. Surviving are his widow, Celia; a son, Thomas; a brother, John of Burlington, Vt. and a sister, Marion Lockwood of Roslindale, Mass.



William Andrew Lang, 84, passed away in Sinai Hospital, Baltimore on April 19, 1983. Brother Lang joined the SIU in the port of New York in 1952. He was born in Missouri and was a resident of Baltimore. Interment was in the Wesley Cemetery. Surviving is a sister, Lillian Palmer of Baltimore.



Pensioner Maxwell "Jake" Earl Longfellow, 65, succumbed to a heart attack on Jan. 2. Brother Longfellow joined the SIU in 1939 in the port of Mobile sailing for the Waterman Steamship Co. in the steward department. He was born in Indiana and was a resident of Kemah, Texas. Surviving is his widow, Anna.



Patrick Lawrence Macklin, 54, died on Nov. 15, 1983. Brother Macklin joined the SIU in the port of New York in 1957 sailing as a GSU. He hit the bricks in the 1962 Robin Line beef. Seafarer Macklin was a veteran of the U.S. Army serving as a PFC Quartermaster Corps supply clerk after the Korean War. Macklin was awarded the National Defense Service Medal. Born in Brooklyn, N.Y., he was a resident there. Surviving are his mother, Margaret and a brother, Edward, both of Brooklyn.



Pensioner Charles Walter Maynard, 62, passed away after a brief illness in the Rahway (N.J.) Hospital on Dec. 30, 1983. Brother Maynard joined the SIU in the port of New York in 1955 sailing as an AB. He began sailing in 1946 and was a veteran of the U.S. Coast Guard in World War II. Seafarer Maynard was born in Erie, Pa. and was a resident of Carteret, N.J. Surviving are his widow, Ana and his mother, Mrs. R. Leibrock of Brea, Calif.

ice at 14 and serving as a chief bosun's mate. A native of Pritchard, Ala., he was a resident of Fairhope, Ala. Surviving is his widow, Pauline.



Pensioner Alfred "Alf" Parek, 70, passed away on Jan. 4. Brother Parek joined the SIU in 1942 in the port of New York sailing as a bosun. He was born in Estonia, U.S.S.R. and was a naturalized U.S. citizen. Seafarer Parek was a resident of New Orleans. Surviving is his widow, Lydia.



Nicolas "Nick" Vrdoljak, 58, died of a heart attack on Nov. 8, 1983. Brother Vrdoljak joined the SIU in 1945 in the port of Norfolk sailing as an AB for Sea-Land. He was a veteran of the U.S. Army Infantry and Medical Corps in the Korean War. Seafarer Vrdoljak was born in Minnesota and was a resident of Seattle. Surviving are his widow, Tsuneko of Yokahama, Japan; a brother, Tony Dolac of San Francisco and a sister, Mrs. A. J. Bruno of West Duluth, Minn.

Great Lakes



Pensioner Clifford F. Martin, 68, died on Jan. 11. Brother Martin joined the SIU in the port of New York in 1950 sailing for Sea-Land. He was a resident of Brooklyn, N.Y. Surviving is his son, Frank of Brooklyn.



Pensioner Ervin "Curly" Donald Moyd, 64, died on Dec. 27, 1983. Brother Moyd joined the SIU in 1940 in the port of Mobile sailing as a recertified bosun. He was graduated from the Union's Recertified Bosuns Program in January 1973. Seafarer Moyd was a veteran of the U.S. Navy in World War II, joining the serv-



Teotonio Pereira, 83, passed away on Dec. 3, 1983. Brother Pereira joined the SIU in 1948 in the port of New York sailing in the steward department. He was born in Portugal and was a naturalized U.S. citizen. Seafarer Pereira was a resident of Brooklyn, N.Y. Surviving is his widow, Angelina.



Pensioner Teresa Fern Davis, 79, passed away on Sept. 24, 1983. Sister Davis joined the Union in the port of Frankfort, Mich. in 1954 sailing as a maid. She was born in Cadillac, Mich. and was a resident of Traverse City, Mich. Surviving are a son, Eugene of Maple City, Mich. and a sister, Mildred Holmes of Traverse City.



Algonac, Mich. in the winter! This photo was snapped on a frosty morning at the SIU dock in Algonac. The temperature, with a wind chill factor, hovered around -20° for three days in a row.

Scenes from
the Great Lakes



Inside the Algonac hall, however, it was warmer. For Wheelsman John Kernohan (l.) and Richard "Ben" Gay, porter, it was a time to swap warm weather stories.



Hills of broken ice, clogging the river in front of the Algonac hall, form the backdrop for three hearty Seafarers. From the left they are: Sirk Sparenborg, porter; Roger Flaherty, porter; and Dean Browning, OS.



M. J. Sigler (l.), director of seniority on the Great Lakes, socializes with Roger Flaherty, porter, and his lady friend, Marie.

Digest of Ships Meetings

LNG AQUARIUS (Energy Transportation Co.), January 3—Chairman Ulus S. Veach; Secretary David W. Velandra; Steward Delegate Kevin W. Thatch. No disputed OT was reported in any of the three departments. The treasury contains \$335; approximately \$100 of that will be used to purchase blank tapes for the video machine. The bosun talked about the upcoming contract. He urged all members to complete the questionnaires they received from the Union and send them in. By doing so, everyone can help in the decision-making process through their suggestions and recommendations. The bosun also stated that he had talked with the chief mate about the possibility of a layup on this vessel and was told there was no indication that one would occur. He also suggested that all members pay their Union dues for the full year. That way they are assured of being in good standing. The steward reminded all crewmembers of the dress code on SIU ships during meals and in the mess halls. He also suggested they read the letters and memoranda on the treatment given to Seafarers caught carrying or using drugs aboard SIU vessels. A vote of thanks was given to the captain for his donation to the Christmas dinner and to the chief engineer for the fine cooperation he has shown on all repairs. "The harmony is, by far, the best of any other vessel around." Bill Mullins sent in a short note with a copy of the menu from the scrumptious Christmas dinner that was served—along with best wishes to all for a happy 1984!

BAY RIDGE (Bay Tankers), December 18—Chairman K. C. McGregor; Secretary James Temple; Educational Director Kenneth B. Kent. No disputed OT. The bosun reminded all members to fill out the questionnaires they received and return them to headquarters. The responses to these questionnaires will help the Union in negotiating a new contract. A suggestion was made for better launch service in Long Beach. There is very little time in port as it is, so having a better launch service would help quite a bit. A vote of thanks was given to the steward department for the great job they're doing—and everyone aboard the *Bay Ridge* wishes all their brothers and sisters and their Union officials a very happy new year.

COMANCHE (American Bulk Carriers), November 20—Chairman Clarence Burgo; Secretary M. Newsom; Educational Director J. Willard. No disputed OT was reported. The *Comanche* was running shorthanded for a while as the chief pumpman became ill and was taken off ship in Subic Bay, P.I., and a member of the steward department failed to join the ship in Chiba, Japan. The chairman said that he spoke with the captain about the payoff, but no word was given as to exactly when it would take place. The steward was given a vote of thanks from the crew for spraying the roaches. Fumigators will come aboard to finish up the job in the next port. One minute

of silence was observed in memory of our departed brothers and sisters. Next port: Long Beach, Calif.

COVE SAILOR (Cove Shipping), January 14—Chairman Aden Ezell Jr.; Secretary Stanley A. Freeman; Educational Director William Hudson; Engine Delegate Robert C. Pritchett; Steward Delegate Herbert Holling. No disputed OT was reported. The repair list was given to the patrolman in Boston but, according to the engine delegate, no repairs have yet been made. Several suggestions were voiced. One was that a meeting be held every week—and when held, each member should make it a point to attend. Another was that a special meeting be held for the captain, the ship's delegates and the steward with regard to stores and the necessity of upgrading the quality of food served (and especially that the cook learn how to make grits!). And a third suggestion was that something be done about the roach problem.

LNG GEMINI (Energy Transportation Co.), December 18—Chairman A. L. Waters; Secretary Guy De Baere; Educational Director K. Conklin; Deck Delegate C. Moses; Engine Delegate Paul R. Wolfe; Steward Delegate R. Worobey. There were no beefs or disputed OT reported. The ship's fund has \$225, some of which has been used to order two subscriptions to the *Stars & Stripes*. The questionnaire from headquarters was received and posted, but it could not be filled out by everyone since it was the only copy aboard. And speaking of copies, the *Gemini* needs additional copies of the ship's minutes forms. The bosun stated that he has written Red Campbell about some conditions onboard, but he is waiting for a reply before discussing the situation with the members. The educational director urged some of the

younger men to attend upgrading courses at Piney Point when they have the required time. With regard to the upcoming negotiations, crewmembers expressed the desire that vacation time be included toward retirement and that business class on airplanes be allowed when flying overseas. Tuesdays and Saturdays have been set aside as non-smoking days in the crew lounge. A "no smoking" sign will be hung on those days as a reminder. A vote of thanks was given to the steward department and to the crew for keeping a clean ship. Next port: Himeji, Japan.

EDWARD RUTLEDGE (Waterman SS Co.), December 11—Chairman Andrew Hudimac; Secretary Paul L. Hunt; Educational Director Paul Thomas; Deck Delegate John W. Cooper Jr.; Engine Delegate Daniel E. Ficca. There was some disputed port time in the engine department. The bosun discussed the Waterman bankruptcy proceedings, and crewmembers expressed their concern as to why the Union didn't send out a notice on this matter. The bosun also reminded the crew to clean their rooms and turn in their room keys before getting off—and warned them again of the severe consequences of being found with narcotics onboard ship. All the money in the movie fund was used up in purchasing new videotapes, but the treasurer said he will run some pools to collect more funds. The steward said he will order a new washing machine and dryer since the old ones are beyond repair. A vote of thanks was given to the steward department for the good food and good service. Next port: Norfolk, Va.

MARYLAND (Bay Tankers Inc.), December 11—Chairman Fred Findahl; Secretary Thomas Bolton; Educational Director Steve Bower. No disputed OT. All mail from headquarters was read at the meeting by the chairman and has been posted on the board in the messroom. This has been a very good trip, according to the bosun, and he thanked all hands for their coop-

eration. The steward has application forms for anyone wishing to go to Piney Point and upgrade their skills. The educational director stressed the importance of upgrading and also of contributing to SPAD. Our Union is doing a good job in Washington, he said, and SPAD is a way to help.

OGDEN DYNACHEM (Ogden Marine), December 26—Chairman Horace B. Rains; Secretary Donnie W. Collins; Educational Director Joel Spell; Deck Delegate J. DuFore; Engine Delegate Joseph W. Spell; Steward Delegate Stonewall Jackson. No disputed OT was reported. There is nothing in the ship's fund at the moment since the \$230 previously in there was donated to Captain Marrow when he was taken off ship in Stapleton, N.Y. after payoff. The next payoff will be in Boston on Dec. 29 as early in the morning as possible. The bosun suggested that the repair list be turned in to the secretary, and he wished everyone a healthy and a happy holiday season. A wire was also received from SIU President Frank Drozak wishing the crew happy holidays and containing some information on the cost of living allowance. No LOGs have been received by the *Ogden Dynachem* since the last payoff at Stapleton. A hearty vote of thanks was given to the steward department for a fine Christmas dinner and for the setting of a beautiful table. Next port: Boston, Mass.

OGDEN MISSOURI (Ogden Marine), December 18—Chairman James J. Boland; Secretary Bobbie W. Stearns; Educational Director D. Ross. No disputed OT. There is \$6 on hand in the ship's fund. The educational director purchased movies at the port of New Orleans, La, which cost him \$85 out of his own pocket. A pool will be held for the ship's arrival in Haifa, Israel. There will be three lucky winners, and the money will be reimbursed to the fund. The bosun said that he would check with the boarding patrolman about the time lag between signing on and the first allotment check being sent out. He also asked the crewmembers to keep the chairs hooked up tight during stormy weather. It has been a quiet trip—a good trip—so far, he noted, outbound to Haifa. The secretary urged all crewmembers to fill out the new contract questionnaires and return them to headquarters. He also stressed the importance of contributing to SPAD and of registering—and voting—in the upcoming elections. Several suggestions were made. One was that videotapes of monthly meetings be sent to ships so that members can be kept informed of Union happenings at all times. The recommendation was that the tapes be sent to the educational directors to show to all hands. The educational directors would then be responsible for the tapes and for returning them to headquarters. Another suggestion was that safety hooks be purchased by the company to be put on all doors and in the refrigerator rooms; also that additional coat hooks be purchased and placed in all of the quarters. A vote of thanks was given to the steward department for a great job and to the crew for keeping the ship clean. Next port and port of payoff: Baltimore, Md.





SAM HOUSTON (Waterman), December 25—Chairman G. Burch; Secretary G. T. Aquino; Educational Director M. Donlon. No disputed OT. There is \$165 in the ship's fund, and a thank you letter was received from the AMMLA for the contribution sent by the crewmembers of the *Sam Houston*. Rafael Ascione, a Piney Point upgrader, was temporarily elevated to chief cook (the regular chief cook took sick). Ascione is nearing completion of his largest schooner made entirely of wooden match sticks (see Jan. LOG). The steward thanked his department and all others who helped him keep the mess room and pantry clean. He also reminded everyone to support those candidates who will help the maritime industry . . . and to vote in the upcoming elections. One minute of silence was observed in memory of our departed brothers and sisters. Next port: New York.

SANTA MAGDALENA (Delta Steamship Line), December 4—Chairman Lothar Reck; Secretary Reuben Blackburn; Educational Director Walter J. Lindberg; Deck Delegate Irvin Glass; Steward Delegate Michael Lato. No disputed OT. There is a balance of \$362 in the ship's fund after the membership voted to buy a new video recorder. The chairman discussed the shipping situation, noting that times are rough, so everyone had better stand up for their jobs and protect maritime interests. Contributing to SPAD is one way to help the Union in its fight for survival. He also noted that there are not enough people attending Union meetings and taking a general interest in the Union. With the next contract negotiations coming up soon, he said that it is imperative for every member to attend meetings and stick together. The bosun received an overwhelming vote of confidence. It has been agreed upon that the members will take the responsibility for properly maintaining the rec room and crew mess, and it was also noted that everyone is in favor of having a new ice machine put in the rec room for the crew's benefit. The new video recorder will be stowed in a safe place. Members were cautioned about taking movies to their rooms and not returning

them, and it was also suggested that blue movies be shown only between 2300 and 0600 hrs. Next port: Rio de Janeiro.

SANTA MARIANA (Delta Steamship Line), December 14—Chairman Thomas W. Lasater; Secretary Willie L. Smith; Deck Delegate Seymour Yaras; Engine Delegate Francis J. Sylvia; Steward Delegate Virgilio Galdos. No disputed OT. The ship's fund started the voyage with \$587. The pools added another \$200, and \$368 was paid out—leaving the fund with \$418. Those members with B and C cards who have their 125 days will have to get off in San Francisco. Everyone should check with the patrolman before pay-off. Also, upon arrival in Los Angeles, all crewmembers must go through immigration with their "Z" cards since the ship is returning from Panama. Everyone's cooperation in going through customs would be appreciated. All in all, it was a pleasant voyage. Several suggestions were made. One was that the health and welfare department of the Union make a study and cost analysis of a medical and dental plan for members and their dependents through a private insurer such as Blue Cross or Kaiser. There are two voyages worth of movies aboard that should probably be exchanged. A vote of thanks was given to the steward department for the great holiday meals and cook-outs, and a vote of thanks was also given to the reefer for connecting fellow crewmen into the video. Heading into Los Angeles and then on to San Francisco for pay-off.

SEA-LAND INDEPENDENCE (Sea-Land Service), December 4—Chairman William Mortier; Secretary Lee de Parlier; Educational Director Mark Humphries; Engine Delegate Ron Laner. No beefs or disputed OT reported. There is \$65 in the ship's fund. The bosun urged members to carefully read the communications from headquarters dealing with pending negotiations for a new agreement and to mail in suggestions for consideration. The educational director has a film on cuts and abrasions for anyone interested. Members were reminded that the SIU halls are crowded with Seafarers seeking jobs; so if anyone leaves the ship, they should notify their department head of their intent so that a replacement may be obtained. Thanks were given to the electrician for fixing the washing machine and to the chief cook and the steward department for the fine meals—especially the Thanksgiving Day dinner. Heading back from Bremerhaven enroute to Elizabeth, N.J., Norfolk, Va., Halifax, Nova Scotia, then out to Rotterdam.

SEA-LAND LEADER (Sea-Land Service), January 10—Chairman Leon Curry; Secretary Fred Gissubel; Deck Delegate Charles Romano; Engine Delegate Samuel Witt Jr. No disputed OT. The chairman reminded crewmembers that smoking outside the house is not permitted and that those caught will be subject to reprimand or dismissal. The steward read a report in letter form from Vice President Red Campbell with regard to the pension plan. This communication dispelled any doubts that members had as to the soundness and strength of the Union's

Digest of Ships Meetings

pension plan now in effect. A suggestion was made, however, that members declare their interest in seeing a raise in the pension monies. Everything is running pretty smoothly aboard the *Sea-Land Leader*. A vote of thanks was given to the steward department for a job well done. Next port: Wilmington, N.C.

LNG TAURUS (Energy Transportation Co.), December 20—Chairman Glen Miller; Secretary John L. Gibbons; Educational Director L. J. Gordon; Deck Delegate Johns H. Wells; Engine Delegate Barry L. Harris. No disputed OT. There is \$700 in the ship's fund. All departments are working smoothly at the present time. The bosun read from the LOG, pointing out some of the latest news, both good and bad. It's very sad, he noted, that some ships have to be lost in order to make any headway for new safety bills. The secretary added that he hoped 1984 would be a brighter year for everyone . . . one that would hopefully see the passage of the Boggs bill. A vote of thanks was given to the crew for taking a little extra time to help the newer members get a start on their new jobs. And best wishes were given to each and everyone for a happy holiday season. Next port: Nagoya, Japan.

THOMPSON PASS (Interocean Management Corp.), Chairman Les Freeburn; Secretary L.E. Vidal; Educational Director C. Landa. No disputed OT reported. The ship is expected to arrive in Long Beach, Calif. on Jan. 4 and will stay in port for approximately 24 hours. The bosun read crewmembers a letter received onboard the *Thompson Pass* concerning the condition of the U.S. merchant

marine. He urged members to send to headquarters suggestions and other recommendations they may have for helping the Union get through these difficult times. A vote of thanks was given to the steward department for a job well done. Next port: Long Beach, Calif.

WALTER RICE (Reynolds Aluminum), January 8—Chairman Arne Hovde; Secretary Lawrence Banks; Engine Delegate Joseph M. Grabber; Steward Delegate Derrell Reynolds. Some disputed OT was reported in the deck department, and both the engine and steward departments were running one man short. A brief discussion was held about the cost of living adjustment; the information was posted on the bulletin board. A repair list was turned in to the mate, and some of the repairs have already been completed. Questions were raised and discussed about overtime for cleaning tanks and about carrying messages topside. It was also noted that the captain's end-of-the-year payoff was by check. Checks are hard to cash. Many felt that the company should give the Seafarer several options to choose from—send the check home or pay in cash to the individual. A vote of thanks was offered to the steward department for the fine Christmas dinner. Next port: Galveston, Texas.

Official ships minutes were also received from the following vessels:

LNG ARIES	SEA-LAND ECONOMY
LNG CAPRICORN	SEA-LAND EXPRESS
LNG LIBRA	SEA-LAND MARINER
OVERSEAS HARRIETTE	SEA-LAND PACER
OVERSEAS JUNEAU	SEA-LAND PRODUCER
PRIDE OF TEXAS	SEA-LAND VENTURE
SAN PEDRO	SEA-LAND VOYAGER
SANTA ROSA	SENATOR
SEA-LAND DEFENDER	TRANSCOLUMBIA
SEA-LAND DEVELOPER	ULTRAMAR

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
New York	Monday, March 5	2:30 p.m.
Philadelphia	Tuesday, March 6	2:30 p.m.
Baltimore	Wednesday, March 7	2:30 p.m.
Norfolk	Thursday, March 8	9:30 a.m.
Jacksonville	Thursday, March 8	2:00 p.m.
Algonac	Friday, March 9	2:30 p.m.
Detroit	Friday, March 9	2:30 p.m.
Houston	Monday, March 12	2:30 p.m.
New Orleans	Tuesday, March 13	2:30 p.m.
Mobile	Wednesday, March 14	2:30 p.m.
San Francisco	Thursday, March 15	2:30 p.m.
Wilmington	Monday, March 19	2:30 p.m.
Seattle	Friday, March 23	2:30 p.m.
Piney Point	Friday, March 9	3:00 p.m.
San Juan	Thursday, March 8	2:30 p.m.
St. Louis	Friday, March 16	2:30 p.m.
Honolulu	Thursday, March 8	2:30 p.m.
Duluth	Wednesday, March 14	2:30 p.m.
Gloucester	Tuesday, March 20	2:30 p.m.
Jersey City	Wednesday, March 21	2:30 p.m.

At Sea / Ashore

Santa Elena Crew Cited for Rescue

Bosun Ronald W. Jones, ship's chairman of the SS *Santa Elena* (Delta Line) highly praised Seafarers and officers of the vessel for their 0100 hours rescue of two seamen on Nov. 12 in the Caribbean. The men were aboard a 30-foot craft which had gotten in trouble in heavy seas after running out of fuel.

Brother Jones, commending the crew for their exemplary conduct in the emergency, declared, "It's a pleasure to serve with men who know how to handle themselves in an emergency of this kind in regard to safety of life at sea."

The ship was off Balboa, Panama bound for a port of call at Maracaibo, Venezuela when the lookout spied the disabled boat.

As AB Wheelsman Steve Todorowski steered the *Santa Elena* within lines-reach of the stricken boat, ship's Capt. E.H. Howe piloted her so close to the boat that it made the rescue team's job of getting a line to the craft and getting the two seamen off the small boat without anyone getting hurt much easier.

The rescue team, under Chief Officer C. Paez, of Bosun Jones, Dayman Herbert Jackson and AB Charles Bramble performed their well-done seamanship effecting the rescue.

After the two seamen were saved from the briny deep and were onboard, Chief Steward William Lovett and Officer BR Robert Rowe were quick to see that the two seamen were well-fed and put in a nice stateroom.

AT&T Buys Cable Ship for Pacific

AT&T, owner of the Atlantic Ocean's C.S. *Long Lines* (Transoceanic Cable) bought a cable ship from Italy's Fratelli d'Amico shipping company for \$7 million.

The new ship, the C.S. *Salernum*, will be based in the port of Honolulu, Hawaii and will repair communications cables under the mid-Pacific Ocean.

The C.S. *Salernum* is now in the Tracor Shipyard in Ft. Lauderdale, Fla. for refurbishing, which will take a year and cost \$6 million.

LASH Stonewall Jackson to Pt. Sudan on Red Sea

On Feb. 19 from a Gulf port, the LASH *Stonewall Jackson* (Waterman) will carry 4,039,257 gross metric tons of bagged wheat flour to Port Sudan on the Red Sea.

Delta Asks MARAD OK on New Service

Delta line has asked Marad for the green light to run three lighter-carrying vessels in a "dual service" on two of its runs to the east coast of South America.

Delta says it hopes to begin the new service by March 7.

SS United States May Yet Sail Again

The world's fastest ocean liner, the SS *United States*, in mothballs since 1969 in the port of Norfolk, may once again sail as a No. 1 cruise ship carrying 1,200 passengers.

The owner of the vessel, U.S. Cruises of Seattle, has reached a preliminary agreement with the Norfolk Shipbuilding and Drydock Co. (Norshipco) to reconvert the ship for \$105 million.

She would be moved to the Norshipco dock this spring for structural changes, installation of new machinery and audio gauging of her bottom.

Later on the *United States* would go to a Hamburg, West Germany shipyard for engineering refurbishing of staterooms, the addition of a 12th deck and more than 100 new passenger rooms. A swimming pool and shopping mall will also be added.

SS Del Oro Sails to Liberia in April

Starting in April from a Gulf port, the SS *Del Oro* (Delta Line) will make four voyages to Monrovia, Liberia: April 1-10, June 1-10, Aug. 1-10 and Sept. 1, each time with 6,315,458 metric tons of bagged rice.

American Legion Honors Biaggi

Rep. Mario Biaggi (D-N.Y.) last month was awarded the American Merchant Marine Achievement Award of the Robert L. Hague Merchant Marine Industries Post of the American Legion of New York City.

The chairman of the House Merchant Marine Subcommittee was cited for his many legislative efforts to strengthen the U.S. merchant marine.

The award was made by Vice President George Bush at a White House ceremony.

Aboard the Bay Ridge in L.A.



The *Bay Ridge* (Bay Tankers) made a short stop in Los Angeles early last month. Some of her crew includes, from the left: James Temple, steward/baker; Fred Varona, AB; Mohamed Ahmed, OS; Debbie Mahler, OS; Ken McGregor, bosun; and Fadel Mahamed, GSU.

M/V Sea-Land Pacer a Great Xmas Feeder

Capt. Allan Svensson and officers of the *M/V Sea-Land Pacer* had high praise for their Chief Steward Darrell G. Chafin and all members of the ship's steward department for their "excellent" Christmas Day dinner at sea on the North Atlantic run to Europe:

"The officer's mess wishes to express its thanks to you and to all the members of your department for the well-planned and excellent Christmas fare you have provided us.

"Hard and heavy weather has been our lot throughout this voyage, making your daily tasks that much more difficult. For this holiday season and for all the days in the year when your work is just as important to our well-being as an efficient ship's crew we express our thanks."

Cooking dinner were Chief Cook James Harden, Cook and Baker John E. Mortinger, Asst. Cook John M. Velasquez and Steward Assts. Barry L. Deemer and Gregory Melvin.

On the menu were egg nog, shrimp cocktail, hot cherry and Jalapeno peppers, oyster stew, chicken noodle soup, turkey with sausage dressing, prime rib of beef, yams, asparagus, French and pumpernickle bread, cheddar cheese, mince and pumpkin pies, fruit cake, lime or orange sherbet, pink lemonade, Bartlett pears, tangerines, dates, figs, candy, nuts and mints.

The Seafarer crew also made a donation to the Seamen's Church Institute of Port Newark, N.J. for their Christmas gifts of knitted sweaters, socks, gloves and scarves.

Letters To The Editor

'Easing the Worries . . .'

We would like to take this opportunity to thank the SIU for their promptness in handling the medical claims for our 6-year-old son, Todd.

Because of illness and then injury, Todd required numerous hospitalizations and surgery in 1983, and it was comforting to know that we could channel our thoughts to him without worrying about the mounting hospital bills.

During a difficult time you were there when we needed you, and for this we will always feel indebted.

Sincerely,
Mr. and Mrs. Oscar Hope
Ghiesland, Fla.

' . . . Write Your Representatives'

H.R. bill number 4267, now pending [in Congress] would include service during World War II as military service for purposes of computing Civil Service retirement.

Brothers, this is a start—so let's write our congressmen and ask for support of this bill.

Fraternally,
M. M. Glenn
Newton, Ala.

Commitment to National Policy Is Key

Old ships can be made safe. Many older American vessels 20, even 30 years old, are properly maintained by operators who know that it makes good business to keep your equipment in the best possible condition, and that it makes good moral sense not to risk lives for an extra buck or two.

America's merchant fleet is the oldest of any major trading nation. The average age is 18 years, and 28 percent of the merchant vessels flying the American flag are more than 30 years old.

These old ships are not going to sink tomorrow. As a matter of fact the accompanying editorial points out several ways to make sure these older vessels are properly maintained and safely operated. But that's the immediate question.

The long-term question is: How does the United States build and maintain a modern merchant fleet? Even with all the tender loving care possible, the American fleet will wear out. Soon it will be neither economical nor safe to continue operating a fleet past its prime. Like a ballplayer who has lost a step and can't compete, a large part of the U.S.-flag fleet will have to retire soon.

Perhaps you've heard this one before. The answer is a comprehensive national maritime policy. Decades of patchwork policy are directly responsible for the shape and age of today's U.S.-flag fleet.

Every major maritime country has a comprehensive national maritime policy. That's why 10 other nations have larger and more modern fleets than the U.S.

The problem has been that from one year to the next, from one administration to another, the people who build and operate ships don't know where they stand. In the past several years, builders and operators have seen subsidies disappear, loan guarantees shrink, cargo preference laws not enforced. Other promises and programs either never materialize or are suddenly killed. You cannot run a business if the rules keep changing on you.

There is little sense in building and operating new ships unless

you have cargo for them. People will not invest hundreds of millions of dollars in a business they know they cannot compete in.

It's an election year, and no doubt the condition of the U.S. merchant fleet will be discovered by various candidates who will make various promises.

But unless the promises become a reality of a rational and comprehensive policy centered around cargo, financial commitments, enforcement of current laws and the means to compete in a heavily supported and subsidized world market, the U.S.-flag fleet will simply die of old age.

The maritime industry is vital to the nation's commerce and vital to the nation's security. Somebody better figure out how to keep it afloat, and fast.

Lives Can Be Saved

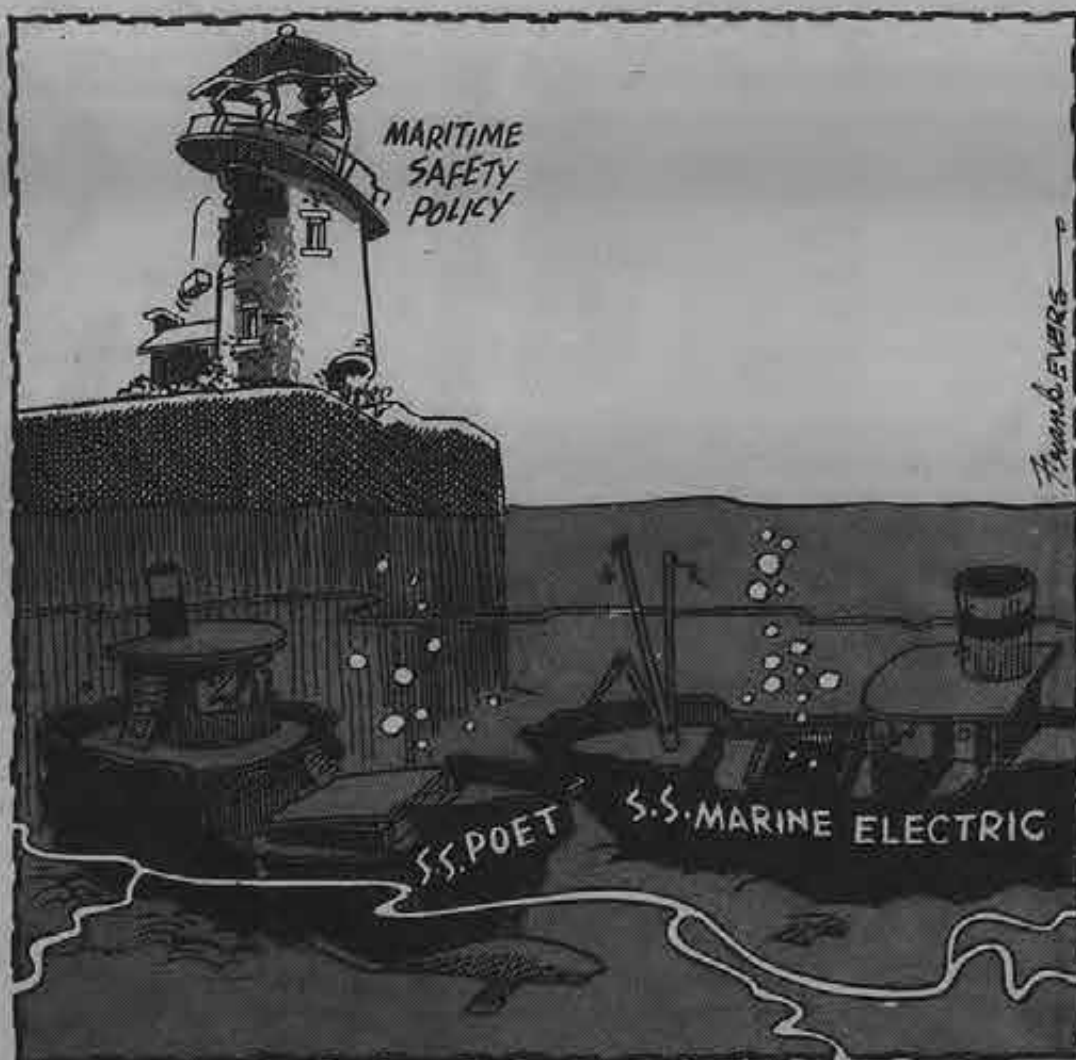
New Rules, Inspections Are the Key

The bosun on the *LNG Taurus* is right. It's very sad, he said at a recent crew meeting, that ships have to sink and sailors have to die before the powers-that-be recognize, implement and regulate some basic safety rules about older ships.

Perhaps the best legacy working men and women leave behind when they are killed on the job is that somehow, somebody will find a reason for that death, eliminate the hazard and save lives in the future.

So far the 65 men who lost their lives on the SIU-contracted *S.S. Poet* and the NMU-contracted *Marine Electric* don't have much of a legacy. It is up to the maritime industry, the Congress and the Coast Guard to give some kind of meaning to these tragic and needless deaths.

The report on the 1983 sinking of the *Marine Electric* is a very good place to start. The National Transportation Safety Board said the *Marine Electric* sank because of "undetermined structural failure." It said "local wastage" was the cause for the structural failure. To put it more simply, after 38 years the sea had eaten away, corroded the metal hull to a point where it cracked in a storm that was



described as moderate and survivable.

One way to make sure that doesn't happen again is for strict and specific inspections of the hulls of ships 20 years old or more. The *Poet* was 35 years old. That means actually taking an instrument and gauging the exact thickness of the metal, not counting rust. The NTSB says that kind of inspection should be made every two years, instead of the four or five years that routinely pass between such inspections today.

The NTSB called on the Coast Guard and the American Bureau of Shipping (which conducts many of the inspections) to set down in writing the specifics of what should be done at each of their inspections. The report noted that today no such standards exist in relation to older vessels. That's a surprise. The condition of the *Marine Electric's* hull should not have been a surprise, after all the rest of the ship was in constant need of repair.

"The Safety Board believes the continuous need for structural repairs of the hatch covers, main deck and cargo holds also indicated a parallel deterioration of the structural strength of the vessel must have been in

progress over the preceding two years due to the wasting of the underwater hull plating."

Is the NTSB saying that if the Coast Guard and the ABS had been doing the kind of thorough job that is expected of them the accident might not have occurred?

Yes.

"And the clear inference is that if the Coast Guard, the ABS and the owners of the *Marine Electric* and the *Poet* had been careful, demanding and meticulous over the past four years, 65 American seafarers would still be living, breathing and supporting their families," the *Journal of Commerce* said.

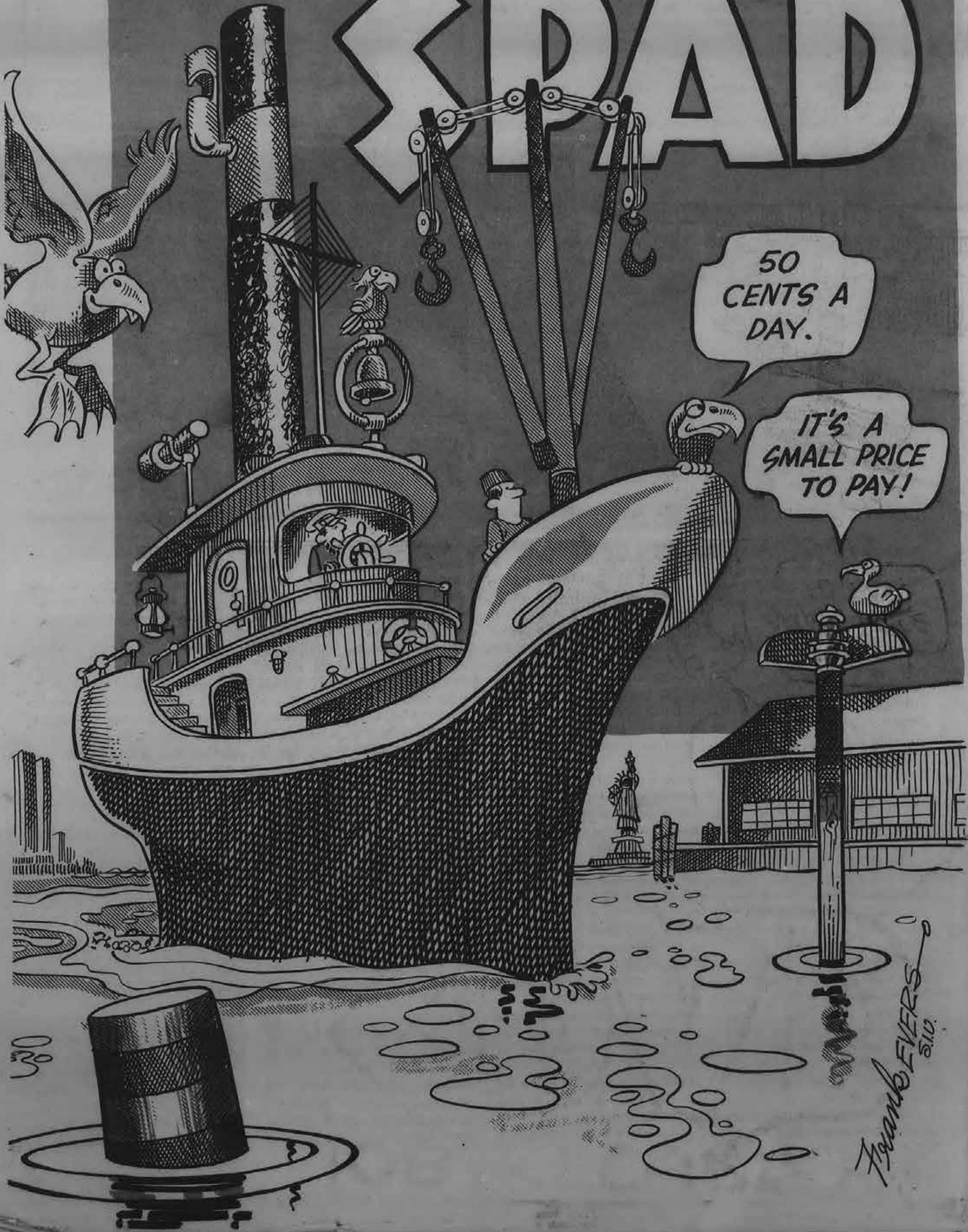
We agree.

The report also said that 20 of the 31 victims on the *Marine Electric* died from the cold after they managed to abandon ship. There is no excuse for that today. Survival suits are available. Some operators, even though it is not the law, equip their crews with the suits.

It makes sense; \$500 to save a life is a pretty good bargain. It's a morbid calculation, but the Federal Aviation Administration determined in the airline business that a human life carries a \$430,000 price tag. A Seafarer's got to be worth \$500.

JOB SECURITY!

SPAD



50
CENTS A
DAY.

IT'S A
SMALL PRICE
TO PAY!

Frank EVERS
S.I.O.