



LOG

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T-AGOS Vessels

In Face of Maritime Slump, SIU Finds New Jobs

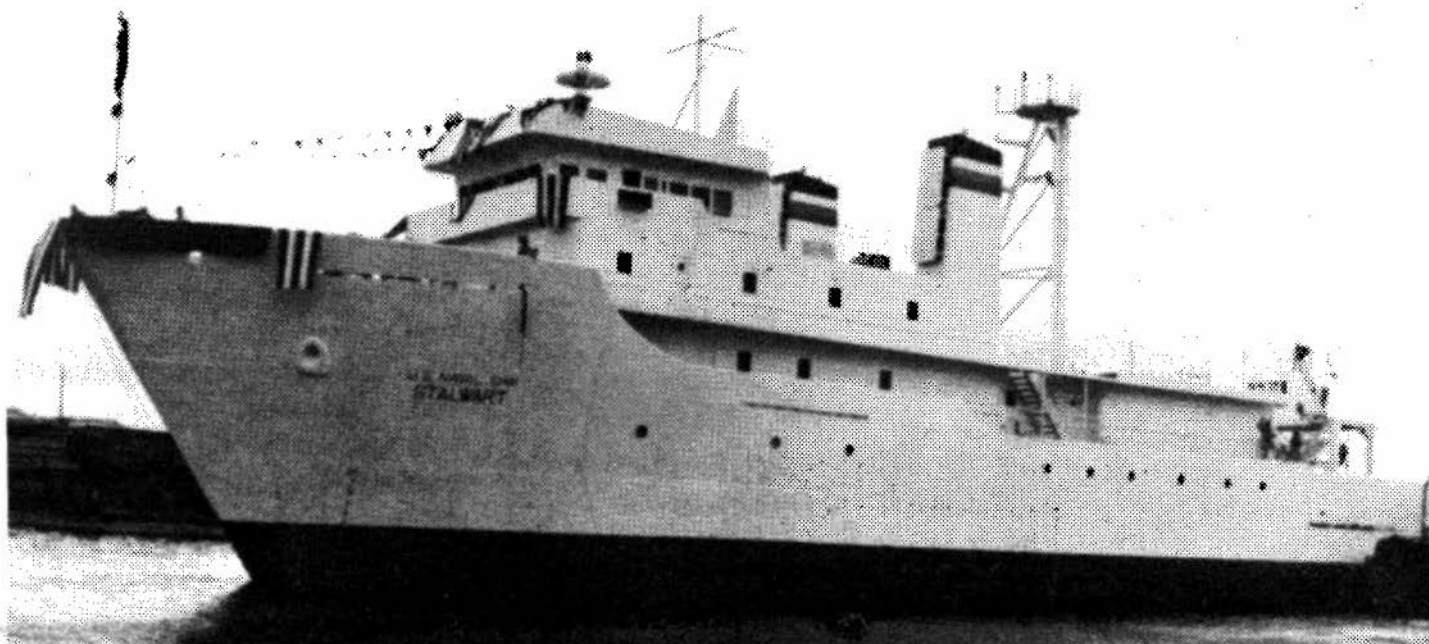
The SIU landed 144 new jobs for Seafarers when the Military Sealift Command (MSC) awarded a \$41.7 million contract to Sealift Mobility Inc. to operate 12 T-AGOS-1 Class ocean surveillance vessels.

The T-AGOS vessels will begin crewing later this year, the first in April in Norfolk, the second set for June in Hawaii and the third in October in Norfolk. The remaining nine will come on line during the next two-and-a-half years.

Each T-AGOS vessel will carry an unlicensed crew of 12 along with seven licensed officers and seven technicians.

"With the shipping industry in the kind of shape it is in, we have looked everywhere to find jobs for our members. We worked closely with the Sealift Mobility people to make sure we could be competitive and we won," SIU President Frank Drozak said.

The vessels are platform and transportation for SURTASS, a passive undersea surveillance system. All 12 will operate



This is just one of the 12 new T-AGOS vessels the SIU will be crewing during the next two years. Each vessel will carry 11 unlicensed crewmembers.

worldwide with missions at sea and calls at overseas ports. Six will be stationed in Little Creek, Va. and six in Pearl Harbor.

Crewmembers will be required to have secret security clearances. Last year several hundred Seafarers responded to

a LOG questionnaire on security clearances. The Union will contact those members. If you don't have a clearance, see your port agent or get in touch with the Manpower office in Piney Point. They will explain how to obtain a security clearance.

In addition, all crewmembers aboard the T-AGOS vessels will receive some special training either in Seattle or at the SHLSS.

The contract with the MSC runs through Sept. 30, 1989. The vessels are being built by Tacoma Boat Building Co.

Inside

SIU Victorious in Dixie Strike

Page 7

Reagan Budget Cuts Aimed at Maritime

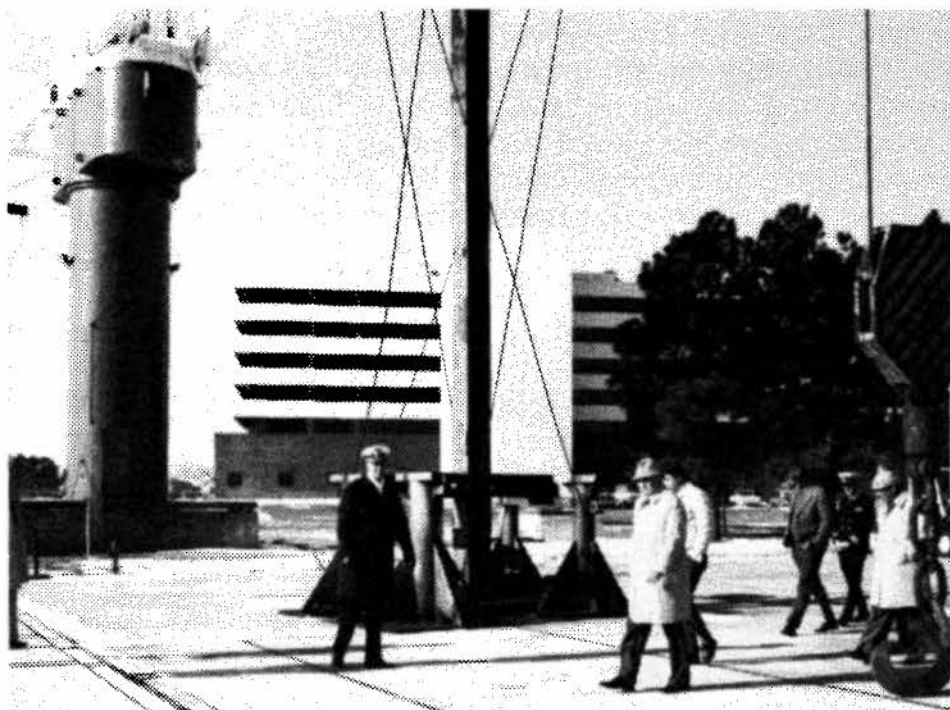
Page 3

Marine Electric Indictments Sought

Page 5

A Look Back at 1984

Pages 21-28



Last month several members of the Maritime Administration and the Military Sealift Command inspected the SHLSS's up-to-date training facilities and the school's new 32-ton Hagglund crane. Above, Capt. R.W. Kesteloot (left) and Adm. Harold Shear, maritime administrator, get a look at the new crane (see story page 14).

President's Report

by Frank Drozak

THE result of the 1984 presidential election was a disappointment for most of organized labor. This should not dishearten us, however. The odds against unseating a personally popular incumbent during an economic recovery were high at the outset.

We can take heart that labor scored remarkable successes in organizing and turning out the vote in general, and was very effective in swinging the vote of union households around from 1980. Many of our traditional friends were returned to Congress and we can count on their support once again in the 99th Congress.

Furthermore, some of our former friends in the House of Representatives, Tom Harkin, Paul Simon and Albert Gore Jr., were successful in their attempts to win Senate seats. All in all, 43 new members were elected to the House and seven to the Senate. Many of these new legislators have expressed an interest in the issues of the maritime industry.

We know that many of the same battles we fought in the last Congress will be fought again, and new battles will surely present themselves. We can continue to expect support from our friends in Congress. But this will not be enough if we wish to win on the larger issues that affect us or on those issues which were not resolved last year.

What is needed, then, is an expansion of our support network in Congress. We must build new relationships among those legislators who were just elected. We will certainly make efforts to do this in Washington, but we must now build a system of communication and persuasion with the representative or senator in his home district.

We already have machinery set in place. It is our Grassroots Program. In his Washington office, a congressman's attention is divided among the many interest groups and issues that make up his daily schedule. We must find a way to communicate our concerns into the local concerns of the congressional district. This is exactly what our Grassroots Program did in the 1984 campaign.

Our efforts in this field need not and should not end with the election. We should build on the core of support generated by our Port Maritime Councils around the country over the past year. We must continue the education of new members of Congress. The education of any elected representative can be influenced by letter writing campaigns, visits to the congressman's district office, and by getting active in local political groups.

• • •

Times were tough over the last four years—and they're not going to be a picnic over the next four either. Nonetheless, we intend to work with the administration and with Congress for some kind of breakthrough—something that will respond to the needs of the merchant marine. We need to develop some type of program to bring recovery to our industry and cargo for our ships—other than military work.

Right now we are working hard to get Navy work for our members. For the time being, and for the foreseeable future, this is going to be the only game in town. It's where we have our best hope of finding new jobs.

We are going to prove that our Union can furnish qualified people to man the ships. We'll

get the jump on these jobs and end up with the biggest piece of the pie. But the work isn't going to just come knocking at our door. We have to go out there and get it ourselves.

On this point—just last month we had the leadership of the Maritime Administration, the Military Sealift Command, and the Navy down at our school in Piney Point.

They were impressed. They saw our heavy lift crane; they saw our classrooms, and they talked with our members and teachers.

I am also encouraged to see our members responding to these training programs, because these job opportunities in military sealift are the best opportunities we have today. Port agents need to encourage the membership to take these jobs. I can't state too strongly how important that is. If we don't act on these opportunities now—while they're hot—then the only game in town will be lost forever.

Clearly Navy work is the wave of the future. That is why we have made underway replenishment skills a high priority at the Seafarers Harry Lundeberg School of Seamanship.

As part of its rapid deployment force concept, the Navy Controlled Fleet needs seafarers trained in loading and unloading military cargo and personnel while ships are underway. Our success in predicting and then meeting this need has resulted in four converted SIU-contract vessels to date.

So promising is the future for underway replenishment, and so necessary the skills, it is now a mandatory course. All members going to the Lundeberg School will be required to take these courses.

While our legislative staff is hard at work representing our interests in Washington, I will be at the MTD Executive Board

meeting in Florida where we will put together a legislative program that we can all get behind and support 100 percent.

Many issues will be on the table. We will be seeking legislation to raise fishing fees paid by foreign vessels to make American fishermen competitive. Right now fish processing vessels in domestic fisheries are dominated by foreigners. We should have U.S.-flag vessels processing and harvesting in U.S. waters. There is a potential right there for up to 40 ships.

We will work to preserve P.L. 480 cargoes—and form a coalition with others of similar interest to extend the restrictions on the export of Alaska oil. We have to act like a 24-hour watchdog on this one. If we turn our back, even for a moment, our enemies will stick a knife in it.

We will also work to get legislation to require that U.S. ships be used to carry U.S. mail overseas.

We will still be looking at passenger ships as a possible source of jobs. The Customs Department wants to do away with the 24-hour rule on foreign ships at domestic ports. Without it, there wouldn't be a reason for the U.S.-flag vessels. We will oppose this move and will press Congress to take other steps to revitalize the U.S. passenger ship market.

We have all been having problems with our companies. We continue to monitor them closely—especially Sea-Land, Puerto Rico Marine Management and Maritime Overseas. We have to do what we can to help these outfits stay in business and still protect ourselves and our interests.

Finally, I want to thank you for your vote of confidence in the recent SIU election. I intend to do everything I can to prove worthy of your trust—and to continue our program for a better way of life for all seafarers.



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Budget Cuts Slated for Maritime, Social Programs

Riding a crest of immense personal popularity, President Reagan introduced a controversial \$937.7 billion budget for fiscal year 1986 that would eliminate or cut funding for most maritime and social programs, yet would increase defense spending by 13 percent over last year's levels.

The proposed budget would do little to reduce this nation's enormous budget deficit, which many economists believe is this country's most serious economic problem. Even if Reagan's budget were passed with no modifications—an unlikely event—the budget deficit would still top \$180 billion.

Most analyses of the budget tended to be in line with the one made by David Hoffman, *Washington Post* staff writer, who wrote that "the budget would fundamentally alter the government's relationship to important sectors of the population and economy while continuing to shift federal resources from domestic programs to the military."

SIU President Frank Drozak made the observation that "President Reagan had accomplished the seemingly impossible—finding ways to cut the maritime budget even more than he has done over the past four years."

Under Reagan's budget, the Strategic Petroleum Reserve would be eliminated. As has been the case for the past four years, no monies would be allocated for the Construction Differential Subsidy Program.

Title XI loan guarantees would remain at \$900 million, no change from last year. Yet existing annual fees for such guarantees would be immediately doubled, from 0.5 percent to 1 percent and eventually increased to 5 percent.

Robert F. Morison, the respected maritime correspondent for *The Journal of Commerce*, noted that "industry sources insist that such an increase would virtually kill the program."

Defense Buildup Is Unchecked

Every once in a while, a small story will appear that will give life to what appears to be a complicated story.

The sums allocated to the Maritime Administration would be sharply cut, from \$409 million this year to \$369 million.

The largest cut in maritime spending would come in the Operating Differential Subsidy Program, which will be reduced by some \$30 million, to about \$310 million in fiscal year 1986.

No new operating subsidies will be allowed. Payments will only be made to existing recipients.

Efforts to effectively cut ODS even further are being put forth in other forms as well. The administration is trying to eliminate what it calls a "double subsidy" whereby U.S.-flag ocean liners carrying cargo preference receive ODS funds.

The administration is also seeking to impose user fees on shippers and would allow companies receiving ODS funds to build foreign on a permanent basis.

In a briefing with reporters held shortly after the details of the president's budget were made known, Elizabeth Dole, secretary of the Department of Transportation, said that the transportation budget for fiscal year 1986 was "bold" and "historic" and that it represents a "fundamental reassessment of the federal role in transportation."

While many industry figures bitterly oppose this maritime budget, they would agree with Dole's assessment that the budget marked a fundamental reassessment of the government's role in the maritime industry. They would probably add, however, that this reassessment had not produced the desired results.

During the past four years, the Reagan administration has eliminated or cut funding for every important federal maritime program. None has been spared.

Over that same time, the number of American-flag vessels has fallen proportionately, from more than 600 in 1981 to fewer than 400 today.

The *Washington Post* ran a story recently about some of the ways that the Defense Department has been spending your

Say Goodbye to These Programs

The maritime industry was not the only one hit hard by the president's budget. All social welfare programs have been hard hit.

The proposed budget reads like an obituary for the Great Society. Here is a partial list of programs that would be eliminated under the president's budget. (The list does not include programs like Medicare, food stamps, Head Start, Aid to Families with Dependent Children, and college students aid loan programs, all of which are scheduled for drastic cutbacks, but which will still remain in existence.)

- ★ the \$574 million subsidy for Amtrak;
- ★ the Urban Development Action Grant (UDAG), which provides start-up funds for commercial construction;
- ★ the Job Corps, a federal job-training program;
- ★ the Small Business Administration, which provides credit and low-interest loans to 21,500 businesses;
- ★ General Revenue Sharing, which spreads nearly \$4.6 billion a year in federal funds among 39,281 states, counties and cities as a trade-off which was used by Reagan in 1981 to help garner political support for painful cutbacks in social programs;
- ★ the Appalachian Regional Commission and the Economic Development Administration;
- ★ most of the subsidized loan and grant programs of farmers and businessmen in rural America, that financed more than \$10 billion of water and sewer projects and community facilities in the past decade;
- ★ the Export-Import Bank's direct loan program, which has aided many U.S. corporations that do business overseas;
- ★ air carrier subsidies, which were established in 1978 to provide financial assistance to communities as they adjusted to the impact of airline deregulations;
- ★ health professional training subsidies, first granted in the early 1960s in response to a serious shortage of doctors, nurses and other health professionals.

Delta Sold for \$36 Million

After sailing since 1919, Delta Steamship Lines has been sold. Crowley Maritime Corp., Delta's parent company, sold the lines' ships and assets to McLean Industries, owners of United States Lines (USL).

The deal, which had been in the works for several months, was completed late last month with Crowley receiving about \$36 million in preferred McLean stock for its 11 ships and operating subsidies on Delta's former routes. In addition, Delta will lease to USL three large

containerships being built in Danish shipyards.

By the time the transaction was completed, most of Delta's ships had been laid up. Only four were sailing. An official of McLean said he expects some of the Delta ships will continue to be used, but plans for all 11 have not been announced.

The sale of Delta leaves only seven established U.S.-flag lines in international trade. Ten years ago there were 19. USL is a NMU-contracted company.

hard-earned tax dollars:

"Sen. William S. Cohen (R-Maine) charged yesterday that the Navy has been paying more than \$600 each for toilet seats, which he said 'gives new mean-

ing to the word throne.' "

The Navy calls the item a "toilet cover assembly" and Lockheed-California Co. concluded after a recent review that it was only "modestly overpriced."

Survival Suits Keep Fishermen Afloat, Alive for 12 Hours

Seafarers can look to this incident as proof that survival suits work. It should also remind them that the suits must be taken care of properly to prevent any rips or tears from decreasing their life-saving potential.

★ ★ ★

Three commercial fishermen owe their lives to survival suits, just like the ones stowed on most SIU deepsea ships, fishing boats and Great Lakes ships. The three spent 12 hours in 32-degree seas after their clamming boat went down 16 miles off Chincoteague, Va. Feb. 1.

"[The men] wouldn't have lasted 15 minutes in bathing suits. That's all the time you have in 32-degree water," said Dr. Alexander Berger who helped treat the survivors after they were rescued.

When the boat went down, one man was apparently tangled in its rigging and was pulled under. Another crewmember died, apparently because tears in his survival suit exposed him to the freezing water.

According to reports, the 75-foot *Atlantic Mist* was loaded down with about 44 tons of surf clams when some of the clams

broke loose and clogged the cockpit drains. Seas, whipped by 25 to 30 knot winds, began breaking over the decks, and the pumps couldn't keep up.

The captain, Robert Martin of Berlin, Md., signaled the Coast Guard and had the crew put on their survival suits and inflate a raft. After the crew had abandoned ship and were onboard the life raft, the *Atlantic Mist* went down stern first, but one of its outriggers caught the raft and began pulling it down with the boat. The crew was able to jump from the raft and save one crewmember from being dragged under, but another was pulled down by the outrigger. His body was recovered later.

The four remaining crewmembers hooked arms and stayed together in the heavy seas. But apparently one of the crewmembers had torn his survival suit and was not protected from the freezing waters.

"They held him. He didn't drown. They were talking to him. Doing bicycle things with their legs," Berger said. Initial reports indicated the crewmember died from hypothermia.

The survivors were rescued by a passing fishing boat.



Exposure suits like this one helped save the lives of three fishermen whose clamming boat sank off the Virginia coast earlier this month. The suits kept the three alive and afloat for 12 hours in 32-degree water before they were rescued.

Pirates Raid Falcon Countess, Escape with 19 G's

Pirates boarded the SIU-contracted tanker *Falcon Countess* (Seahawk Management), held the crew at knife point, tied up the captain and escaped with more than \$19,000. The attack occurred as the ship was in the Straits of Malacca Jan. 29.

No injuries were reported in the attack which took place in one of three areas where piracy has dramatically increased during the past few years. According to shipping officials, the Straits of Malacca, the west coast of Africa and other waters around Indonesia show the most pirate activity.

Ships sailing through the dangerous areas usually post crewmembers on special pirate watch to repel any boarders with highly charged fire hoses. But the crew of the *Falcon Countess* had just stood down from that watch because the ship had left the so-called pirate zone.

The raiders approached the vessel from the rear in a small speedboat and boarded the *Countess* using long bamboo

poles with hooks on the ends to climb aboard over the fantail, according to reports.

As the pirates made their way through the ship, they held crewmembers at knife point. They were also armed with large bayonets. When they captured the captain, they threatened him, and then tied him up before rifling the ship's safe.

The *Countess* is under charter to the Military Sealift Command, and a spokesman for the MSC said commercial ships carry few weapons to defend against attack. He also noted that most companies would probably not like "a lot of gunplay aboard ship."

One company, Marine Transport (which operates nine tankers for the MSC), trains its deck officers with small arms, and the ships carry a number of shotguns and handguns. But fleet manager Joe Yoerger said officers "are not told to defend the ships with their lives. If pirates get onboard, discretion is definitely the better part of valor."

Attacks began increasing in 1980, and according to figures supplied by the MSC, 35 attacks occurred in the Straits of Malacca in 1981 and rose to 40 in 1982. Authorities speculate that even more attacks are not reported.

The pirates usually stage their raids by hiding their small boats behind buoys where they are undetected by radar. Then after a ship passes, they speed up to it from behind to board.

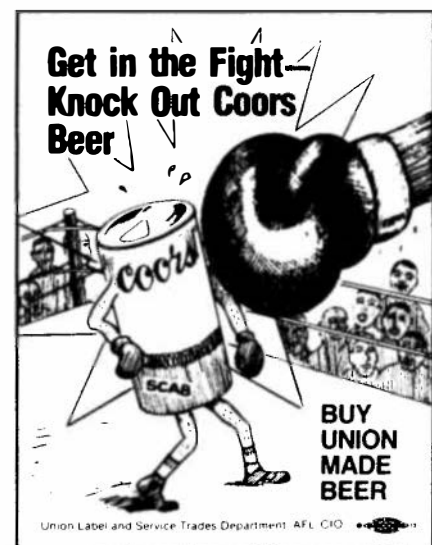
Injuries appear to be rare in the pirate attacks, but an Australian captain was murdered by pirates in 1980, and in 1982 a captain and chief engineer onboard a U.S.-flag ship were wounded.

Two years ago a crewmember on an MSC ship spotted pirates attempting to board his ship and was able to grab one of the pirates as he came across the rail and toss him back overboard into the pirate boat. The raiders then left the area.

Firearms are carried onboard ships operated by the MSC, but

crewmembers are instructed not to use them unless their lives are in danger.

Most attacks are against foreign-flag ships, simply because there are more foreign than U.S.-flag ships. Also, in 1983 seven international maritime groups banded together to ask the United Nations-sponsored International Maritime Organization to begin a campaign to curb piracy on the high seas.



Coast Guard Wants Indictments in Sinking

The Coast Guard has recommended that the captain of the ill-fated NMU collier *Marine Electric* and the company's superintendent of maintenance be prosecuted for allowing an unsafe ship to sail. The ship sank Feb. 11, 1983, and 31 of the 34 crewmembers died.

It will be up to federal prosecutors to pursue any possible legal actions against the pair. U.S. law calls for up to five years in prison and a \$1,000 fine for anyone convicted who knowingly sends an unseaworthy American ship to sea.

However, Michael C. Berkowitz, legal counsel for Marine Transport Lines, which operated the ship, called the Coast Guard's recommendation "shockingly inappropriate."

The recommendations for criminal prosecution were part of the Coast Guard's report on the sinking. The report, released

early this month after almost two years of hearings and studies, was also critical of Coast Guard inspectors who certified the *Marine Electric* as seaworthy, even though serious safety problems made the ship unsafe.

The permanent captain of the ship, James K. Farnham, was not aboard the *Marine Electric* when it sank. His relief, Capt. Phillip Corl, died in the accident. Joseph Thelgie is Marine Transport's superintendent of maintenance.

"The ship was poorly managed and horribly maintained with respect to repairs to the hatch covers, main deck and holes in the cargo area caused during offloading," the report by the Coast Guard's Marine Board of Investigations said.

"The most probable cause of the sinking was rusted out plating on the covers of the dry cargo hatches, and rusted out decking which allowed water rushing over the deck to enter

the holds," said Coast Guard Commandant Adm. James S. Gracey.

The report noted that the hatch covers were "wasted, holed, deteriorated, epoxy-patched, deflected, weakened and missing security devices."

The Coast Guard said the *Marine Electric* sank because water from the heavy seas that stormy winter night filled the ship's hold and drove it lower and lower into the water until it finally sank.

The company has claimed that the ship sank because an improperly stowed anchor broke loose and knocked holes into the ship's hull. In a separate civil matter brought by the families of the victims, the ship's owners maintain crew negligence contributed to the sinking. Earlier it contended that the *Marine Electric* had run aground and pierced its hull while attempting to assist a fishing boat.

"[Marine Transport] has a fundamental disagreement with the Coast Guard and explanations for the cause of this terrible tragedy," Berkowitz said.

Both the Coast Guard and the National Transportation Safety Board (NTSB) disagreed with the company's version. Their reports showed the ship never entered shallow enough water to run aground, and the NTSB said videotapes showed the anchor could not have caused the damage.

"For too long, no action has been taken against supervisory employees of ship lines and companies when those managers decide to cut maintenance funds. This action by the Coast Guard sends a clear message to those supervisory personnel, 'We are going to hold you accountable,'" said Henry Howell, an attorney for some of the survivors.

At Sea/Ashore

ST Overseas Marilyn to Port Sudan, Sudan

On Feb. 21 from the port of Galveston, Texas, the *Overseas Marilyn* (Maritime Overseas) will carry 20,500 metric tons of bulk sorghums to Port Sudan, Sudan.

Chief Steward Listed as 'Royal Shellback'

Chief Steward Jonny Cruz and the Seafarer crew of the LNG *American Heritage* (Apex Marine) early last month received 'Certificates of Classification' aboard the good ship *American Heritage* certifying that they "did, on Christmas Day in the year 1984, at the hour 0548, sail through that unique position on the earth: zero degrees latitude, zero degrees longitude, and [are] to be counted among the select few mariners to have accomplished this feat.

"In accordance with the rules of this vessel, the crew has been entered in the record with the class: Royal Shellback."

The ship sailed to Pointe Noire, Congo from St. Croix, V.I.

Also getting the "crossing the equator treatment" from King Triton, god of the sea, were Recertified Bosun Burt Hanback; ABs E. Luzier, C. Stevens, G. Dates, J. Bidzilya, C. Spence and E. Oya; OSs M. Gailbraith and W. Gomlick; Chief Pumpman R. Wilson; QMEDs J. McLaughlin, D. Cameron and L. Dooley; Chief Cook P. Mena, and GSUs T. Burns and A. Hidais.

Presidents Jackson, Taylor, Wilson to Bangladesh

On Feb. 20, the SS *President Jackson*, SS *President Taylor* and the SS *President Wilson* (all APL) will sail from a West Coast port to Chittagong or Chaina, Bangladesh with cargoes of 11,761, 15,750 and 15,000 metric tons of bagged rice, respectively.

Monument to Fete 333 Forgotten Sailors

A 2½-ton granite monument, 8-feet high and 14-feet wide will be unveiled on April 10 in Forest Lawn Cemetery, Norfolk, Va. to mark the row upon row of 333 graves with small concrete, numbered headstones.

The stones, mark the resting places in Potter's Field of forgotten merchant seamen who died in the port of Norfolk, their remains unclaimed.

They came from 40 countries and 23 U.S. states.

Many expired in the great influenza epidemic in 1918. Others drowned, had accidents, TB, pneumonia, typhoid fever and some suffered mis-

fortunes of the mariner between 1910 and 1925.

Engraved on the monument is the name, age, date of death and native country of each forgotten sailor.

Foreign embassies, state governors and British, German and Norwegian newspapers were notified about the ceremony honoring the seafarers who died away from their home ports.

Also inscribed on the monument will be these timeless words:

"They that go down to the sea in ships, that do business in great waters; These see the works of the Lord, and his wonders in the deep."

Medicare and Plans Information for Active and Retired Members

Active Seafarers and SIU pensioners should check into Medicare rules to make sure they got the widest range of benefits possible from Medicare and the Seafarers Welfare Plan.

When a pensioner who is receiving benefits from the SWP, becomes eligible for Medicare, at age 65, he/she is no longer eligible for full benefits under the welfare plan. That is where Medicare can lend a helping hand. A pensioner must sign up for the "Basic" Medicare Program (hospital insurance) and the Supplemental Medicare Program (medical insurance) to maintain welfare benefits under the Plan.

If you are an active Seafarer, between the ages of 65 and 69, you must choose to have benefits paid by the SWP or Medicare. You cannot receive benefits from both. Even if you have chosen the SWP, if after reaching 65, you wait to sign up for Medicare, the Medicare program will impose a penalty which will raise your premium when you do enroll.

The Plan will reimburse the cost

of the Supplemental Medicare Program to all eligible participants, however, it will not pay for any extra amount caused by a penalty.

Medicare's General Enrollment period opened Jan. 1, 1985 and will continue until March 31, 1985. During this time, Social Security will accept applications for enrollment in Part B (medical insurance of Medicare) from those who failed to enroll during their initial enrollment period, or those whose enrollment has ended.

To qualify for Part B Medicare, you must be age 65 or older, a U.S. citizen or alien lawfully admitted for permanent residence and have resided continuously in the U.S. for the last five years.

If you apply between 1/1/85 and 3/31/85, medical insurance coverage will begin on 7/1/85. The monthly premium for Part B Medicare is \$15.50.

If you have any further questions or you wish to apply, visit or call your local Social Security office.

MTD Leaders Meet To View Critical Issues

The Maritime Trades Department of the AFL-CIO is meeting in Bal Harbour, Fla. this month to discuss and take action on a number of critical issues affecting the 43 national unions that are affiliates of the MTD. (A full report on the meeting will be published in the March issue of the LOG.)

The meetings will be chaired by Frank Drozak, president of the MTD and president of the Seafarers International Union.

Rep. Mario Biaggi (D-N.Y.), chairman of the House Merchant Marine Subcommittee, and Joseph Addabbo (D-N.Y.) will address the members of the MTD Executive Board who will be attending the meetings.

AFL-CIO President Lane Kirkland will head a team of Federation specialists who will report on and discuss a number of concerns of the AFL-CIO and its MTD affiliates. They are Rudy Oswald, director of the Department of Economic Research; Alan Kistler, director of Organization and Field Services; John Perkins, director of the Committee on Political Education, and Ray Denison, director of the Department of Legislation.

Jean Ingrao, MTD executive secretary-treasurer, said that reports, resolutions and state-

ments covering 29 specific areas of concern were submitted for consideration by the MTD executive board.

Among the subjects bearing directly upon the maritime industry are statements and resolutions entitled "Maritime Policy," "Union Rights for Maritime Captains, Mates and Engineers," "Jones Act," "Urging Congress and the President to Work Toward Fulfilling the Mandate of the 1921 and

1936 Merchant Marine Acts," "U.S. Fishing Industry," "U.S. Dredging Industry," "Great Lakes Maritime Industry," and "Canadian Maritime Policy."

The broad spectrum of subjects to be considered at the meetings also includes statements and resolutions entitled "National Labor Relations Board," "Worker Safety," "National Energy Policy," "Fair International Trade," and "Tax Reform."

Steinbrenner Honored With Award



Mrs. Rose Hall, widow of former SIU President Paul Hall, presents the fifth annual Paul Hall Memorial Service Award to George Steinbrenner, chairman of the board of the American Shipbuilding Co. Also in the photo are (l. to r.) SIU President Frank Drozak, Frank Lonardo, president of the Maritime Port Council of Greater New York and Jack Caffey, special assistant to SIU president.

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| Book Number _____ | | <input type="checkbox"/> SIU <input type="checkbox"/> UIW <input type="checkbox"/> Pensioner Other _____ | | | |
| UIW Place of Employment _____ | | | | | |
| This will be my permanent address for all official union mailings. This address should remain in the Union file unless otherwise changed by me personally. | | | | | |
| (Signed) _____ | | | | | |

Legal Aid

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

NEW YORK, NEW YORK

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

BALTIMORE, MD.

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

CHICAGO, ILL.

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

DETROIT, MICH.

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

GLOUCESTER, MASS.

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

HOUSTON, TEXAS

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

LOS ANGELES, CALIF.

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

WILMINGTON, CALIF.

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

MOBILE, ALA.

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

NEW ORLEANS, LA.

Gardner, Robbin & Healy
2540 Severn Avenue, Suite 400
Metairie, La. 70002
Tele. # (504) 885-9994

NORFOLK, VA.

Peter K. Babales & Associates, P.C.
Suite 700 Atlantic National Bank Bldg.
415 Saint Paul's Boulevard
Norfolk, Va. 23510
Tele. # (804) 622-3100

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.

Davis, Roberts, Reid,
Anderson & Wacker
201 Elliott Avenue West, Suite 500
Seattle, Wash. 98119
Tele. # (206) 285-3610

TAMPA, FLA.

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



Inland News

tug/tow
barge/dredge

SIU Strike Against Dixie Ends; Produces Wage Increase, Better Conditions and Evokes Memories

A two-year strike that reached from the docks of Louisiana to the moneyed chambers of Wall Street ended on Jan. 29, 1985 when the Seafarers International Union and Dixie Carriers signed a three-year agreement

calling for improvements in the wages and working conditions of Dixie's unlicensed towboat workers.

"This marks a great victory for the SIU," said SIU President Frank Drozak. "Dixie made

a calculated move to break this Union, even though we were willing to help them achieve cost reductions in their overall operations, as long as none of our members were hurt."

"I don't think you can over-emphasize the importance of this development," said Drozak. "This puts everyone on notice that the SIU will fight to the end to protect the interests of its members."

Several issues still remain unresolved, most notably the status of 80 captains, mates and pilots—licensed boatmen that the company claims do not fall under the protection of the National Labor Relations Board.

The company had recognized the right of the SIU to represent these workers for more than 40 years. The Union has worked with Dixie Carriers in Washington, D.C. to secure legislation that would improve conditions in the tug and barge industry.

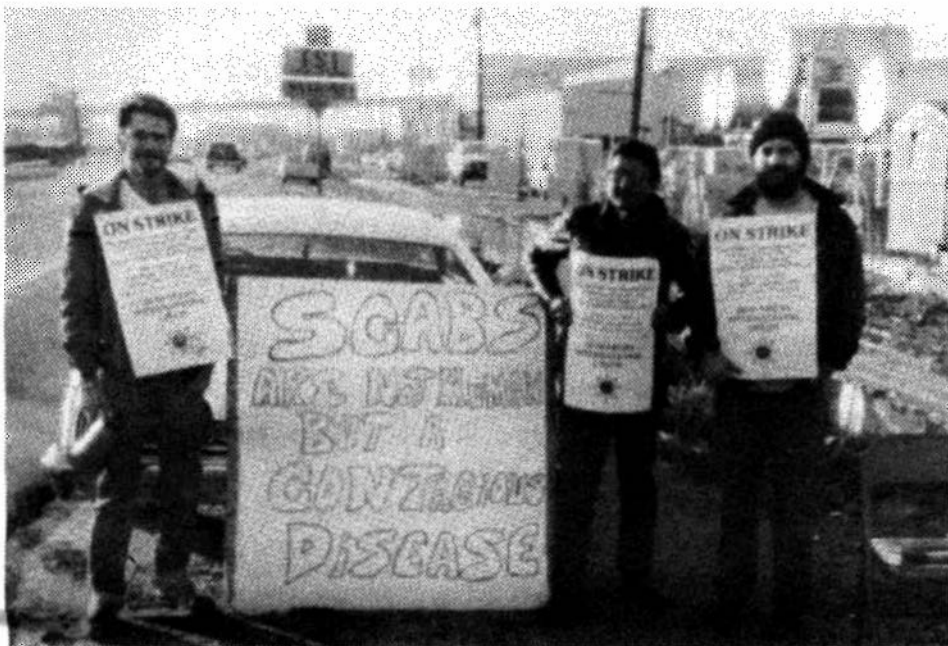
As a result of this cooperation, Dixie grew into one of this country's leading inland waterways companies.

The company changed its position on the licensed personnel issue shortly after Dixie was taken over by Kirby Exploration, a conglomerate that has few ties to the maritime industry.

Corporate take-overs have become increasingly common in this country. They have created a destabilizing condition for many industries, threatening management-labor relations at a time when management and labor need to work together to combat foreign competition and federal cutbacks.

The matter of the licensed boatmen is presently before the State Court in Harris County, Texas. According to Drozak, "Our Union will show the same perseverance in protecting the

(Continued on Page 9.)



It was because of the dedicated efforts of SIU Boatmen like these, that the Union could wage a two-year strike against Dixie Carriers.

International Group Calls for Better Inland Safety

A call for health and safety regulations for inland navigation, backed by stringent inspection to enforce the regulations was just one of many recommendations from a week-long Inland Transport Committee meeting held by the International Labor Organization in Geneva, Switzerland last month.

Bob Vahey and Richard Daschbach, both special assistants to SIU President Frank Drozak, attended the meeting.

"If [the recommendations] are adopted by the U.S., this framework would allow us to press the Coast Guard and OSHA for added regulation of our inland industry. At the conference it became clear that our industry is one of the least regulated of any developed nation," Vahey said.

The recommendations included:

- Improved productivity in the industry should be consid-

ered in the light of its impact on "job security" and other issues.

- There is an "unstructured section" in the industry, generally without collective agreements "that is covered by less extensive labor and social legislation" and the report calls for equalizing conditions between this sector and the organized sector. It calls for extending collective agreements to the unstructured sector.

- The report also says that working conditions in inland waters should be comparable to those in related industries.

- It calls for a maximum daily work period and the extension of other hour laws to inland waters.

- "Occupational safety and health regulations for inland navigation should be laid down" and "enforced through inspection."

- Increased vocational train-

ing and retraining is needed as well as certificates of competency for boatmen.

- Minimum training require-

ments for the different categories of inland transport and the skills for their respective crew need to be laid down.



Richard Daschbach and Bob Vahey, both special assistants to SIU President Frank Drozak, take some time during a Geneva, Switzerland meeting of the Inland Transport Committee to discuss some of the issues, which included a call for better safety regulations.

New Pensioners



James A. Kirchharr, 62, joined the Union in the port of Mobile in 1958 sailing as a cook for the Bay Towing and Dredging Co. and aboard the dredge *Mallard* (Radcliff Materials) from 1955 to 1956. Brother Kirchharr is a veteran of the U.S. Army during World War II. He was born in Bay Minette, Ala. and is a resident there.



John Watson Allman Jr., 59, joined the Union in the port of Baltimore in 1955. He sailed deep sea and in the port of Norfolk in 1960, as an AB and tankerman for IBC, IOT in 1975 and for the Steuart Transportation Co. in 1973. Brother Allman hit the bricks in a long-shoremen's beef. He is a veteran of the U.S. Navy in World War II. Boatman Allman was born in Raleigh, N.C. and is a resident of Dolphin, Va.



William Leon Broadus, 65, joined the Union in the port of Mobile in 1956 sailing as an oiler for Mobile Towing from 1947 to 1977. Brother Broadus was a delegate to the 1977 Piney Point Inland Contract Negotiating Committee Conference. He was born in Mobile and is a resident there.



Eunis Adolph Nelson, 63, joined the Union in the port of Mobile in 1965 sailing as a chief engineer for Radcliff Materials from 1962 to 1977. Brother Nelson is a veteran of the U.S. Army in World War II. He was born in Mobile and is a resident of Irvington, Ala.



Clyde James Robertson, 59, joined the Union in the port of Baltimore in 1956 sailing as a chief engineer for C.H. Harper Associates from 1952 to

1972. Brother Robertson was a former member of the ILA. He is a veteran of the U.S. Army in World War II. Boatman Robertson was born in Virginia and is a resident of Baltimore.



James Mathes Sammon Sr., 54, joined the Union in the port of Baltimore in 1959 sailing as a chief engineer for the Shell Chemical Corp. from 1952 to 1959 and aboard the towboats *Trójan* and *W.A. Wansley* (G & H Towing) from 1959 to 1980. Brother Samon is also a boilermaker. He was born in Humble, Texas and is a resident of Houston.



Chester Vikell, 57, joined the Union in the port of Baltimore in 1956 as a deckhand and mate on the towboat *Britania* (Baker Whiteley Towing) from 1947 to 1977. Brother Vikell was a former member of the ILA. He was born in Baltimore and is a resident there.



Robert James Wakefield, 62, joined the Union in the port of Houston in 1957 sailing as a chief engineer and oiler for ITT Towing from 1956 to 1957 and aboard the *Jennifer George* (G & H Towing) from 1957 to 1984. Brother Wakefield was a former member of the Painters Union. He is also a veteran of the U.S. Air Forces in World War II. Boatman Wakefield was born in Angleton, Texas and is a resident of Ace, Texas.

Bennie Stewart, 62, joined the Union in the port of New Orleans in 1956 sailing as a deckhand for the George W. Whiteman Towing Co. from 1942 to 1977. Brother Stewart was a former member of the Truck Driver's Union. He was born in Magnolia, Miss. and is a resident of New Orleans.

INLAND LINES

Va. Pilots Assn. Gets New Contract

Boatmen, launch operators and shoreside personnel of the Virginia Pilots Assn. early this month got a new three-year contract. The new agreement was approved by the membership rank-and-file in the port of Norfolk.

Contract negotiations are continuing at Carteret Towing.

The contract at the Maryland Pilots Assn. was extended to April 1, 1985.

Contract Okayed at Delta Steamboat Co.

The 320 Boatmen and Boatwomen riding and working aboard the SIU-contracted paddlewheelers *Delta Queen* and *Mississippi Queen* (both Delta Queen Steamboat) plying the Mississippi and Ohio Rivers approved a new contract. The steamboats are headquartered in the port of New Orleans.

Express Marine Contract Talks On

Contract talks also are continuing for Boatmen at Express Marine in the port of Philadelphia.

Deep Freeze Slows River Runs

Frigid temperatures slowed down barge traffic on the upper Mississippi and Illinois Rivers last month, especially at Lock and Dam 26 at Alton, Ill.

Big slabs of thick ice were spotted in the Mississippi as far south as Memphis, Tenn.

Tenn-Tombigbee Dedication June 1

The \$2-billion Tennessee-Tombigbee Canal will be officially dedicated on June 1. It could carry from 12 to 28 million tons of cargo—60 percent coal—the first year and 50 million tons in 25 years. The southern terminus of the canal is in the port of Mobile.

In Memoriam



Pensioner **Robert Stone Carlton Sr.**, 60, died on Dec. 16, 1984. Brother Carlton joined the Union in the port of Norfolk, Va. in 1961. He sailed as a tankerman for Southern Carriers from 1964 to 1967, Lynch Brothers, and Allied Towing in 1972. He was a former member of Local 133. Boatman Carlton was a veteran of the U.S. Army during World War II. Born in Wilmington, N.C., he was a resident there. Surviving are two daughters, Brenda Russell and Sharon, both of Wilmington.



Pensioner **Laurence Mistrot Young**, 73, succumbed to heart-lung failure in the Brazosport Hospital, Lake Jackson, Texas on Nov. 6, 1984.

Brother Young joined the Union in the port of Houston in 1957 sailing as an AB, mate and captain for the U.S. Army Corps of Engineers from 1939 to 1941 and for G & H Towing from 1946 to 1979. He was a veteran of the U.S. Coast Guard in World War II. Boatman Young was born in Galveston, Texas and was a resident of Freeport, Texas. Cremation took place in the South Park Crematory, Pearland, Texas. Surviving are his widow, Janet and a daughter, Patricia.

Pensioner **Carl Buresh** died on New Year's Day, Jan. 1. Brother Buresh joined the Union in the port of Houston. He retired in 1965. Boatman Buresh was a resident of Galveston, Texas. Surviving is his widow, Mary.

Pensioner **Clarence Roger Cooper**, 74, passed away from natural causes on arrival at the Lakeland (Fla.) Regional Medical Center on Dec. 26, 1984.

(Continued on Page 9.)

(Continued from Page 8.)

Brother Cooper joined the Union in the port of Philadelphia in 1961. He sailed as a mate and captain for the Curtis Bay Towing Co. in 1947 and Independent Towing from 1935 to 1947. He was born in Delaware and was a resident of Fort Pierce, Fla. Burial was in the Mariner's Bethel Cemetery, Ocean View, Del. Surviving are his widow, Erma and two sons, Roger and Robert.

Donald Fredericksen, 57, died of a liver ailment on Nov. 4, 1984. Brother Fredericksen joined the Union in the port of Philadelphia in 1961 sailing as a deckhand for the Curtis Bay Towing Co. from 1952 to 1954. He was born in Philadelphia and was a resident of Upper Darby, Pa. Surviving is his widow, Ann of Philadelphia.

Pensioner Edward Leroy Frelurger Jr., 90, passed away from a lung disease in the North Arundel Hospital, Glen Burnie, Md. on Jan. 8. Brother Frelurger joined the Union in the port of Baltimore. He sailed as a captain for the Curtis Bay Towing Co. and retired in 1970. Boatman Frelurger was born in Maryland and was a resident of Glen Burnie. Interment was in the Glen Haven Park Cemetery, Glen Burnie. Surviving is a grandson, Leroy of Pasadena, Md.

Amos E. Paige died on Jan. 7. Brother Paige joined the Union in the port of Mobile sailing for Radcliff Materials. He was a resident of Mobile.

John C. Propps died on Jan 7. Brother Propps joined the Union in the port of Mobile. He sailed for Radcliff Materials. Boatman Propps was a resident of Mobile.

Robert L. Taylor, 53, died on Jan. 10. Brother Taylor joined the Union in the port of Jacksonville, Fla. He was a resident of Hibernia, Fla. Surviving is his widow, Helen.



SIU Strike Against Dixie Ends

(Continued from Page 7.)

rights of these workers as it did in protecting the rights of our unlicensed boatmen."

At times, the strike against Dixie Carriers evoked memories of some of the Union's early beefs.

In an effort to publicize the company's cavalier treatment of its workers, SIU Vice President Joe Sacco came up with the idea of having SIU members picket the American Stock Exchange.

Sacco realized that this would serve several purposes. For one thing it would put pressure on the company to settle by alerting potential investors that Kirby's profits were down.

It also helped galvanize members of the Union by drawing upon a potent symbol.

Students of SIU history will remember one of the things that helped establish the SIU was the Wall Street Strike in the 1940s, where white-capped SIU members made front-page news by supporting their fellow workers.

"I'm proud of the job that the guys in the Gulf did in getting this thing resolved," said Drozak. "We're one of the few Unions in this country that has been able to buck the general anti-union trend. We've done this by being united."

"Our members supported this strike every way that they could," said SIU Vice President Joe Sacco. "They did this by walking the picket lines and by getting support from other union members up and down the rivers and the harbors."

The contract was negotiated by Sacco together with New Orleans Port Agent Pat Pillsworth and SIU General Counsel Louis Robein. It is retroactive to Dec. 10, 1984.



Dispatchers Report for Inland Waters

JAN. 1-31, 1985

| | *TOTAL REGISTERED | | | TOTAL SHIPPED | | | **REGISTERED ON BEACH | | |
|------------------------|-------------------|---------|---------|---------------|---------|---------|-----------------------|---------|---------|
| | All Groups | Class B | Class C | All Groups | Class B | Class C | All Groups | Class B | Class C |
| Port | | | | | | | | | |
| Gloucester | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| New York | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Philadelphia | 4 | 0 | 6 | 3 | 2 | 1 | 3 | 0 | 5 |
| Baltimore | 8 | 0 | 0 | 7 | 0 | 0 | 10 | 1 | 0 |
| Norfolk | 61 | 7 | 0 | 43 | 4 | 0 | 65 | 7 | 0 |
| Mobile | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Orleans | 7 | 1 | 9 | 0 | 0 | 0 | 16 | 3 | 56 |
| Jacksonville | 4 | 3 | 10 | 1 | 1 | 2 | 6 | 5 | 9 |
| San Francisco | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wilmington | 3 | 1 | 13 | 0 | 0 | 0 | 19 | 5 | 13 |
| Seattle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Puerto Rico | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Houston | 6 | 1 | 2 | 3 | 0 | 0 | 13 | 1 | 3 |
| Algonac | 21 | 9 | 0 | 0 | 0 | 0 | 39 | 16 | 0 |
| St. Louis | 2 | 2 | 2 | 0 | 0 | 0 | 3 | 3 | 11 |
| Piney Point | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 118 | 24 | 43 | 57 | 7 | 3 | 176 | 41 | 97 |
| Port | | | | | | | | | |
| Gloucester | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New York | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Philadelphia | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Baltimore | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Norfolk | 6 | 0 | 0 | 4 | 0 | 0 | 6 | 0 | 0 |
| Mobile | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Orleans | 2 | 1 | 2 | 0 | 0 | 0 | 4 | 2 | 5 |
| Jacksonville | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 2 |
| San Francisco | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wilmington | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Seattle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Puerto Rico | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Houston | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Algonac | 5 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 0 |
| St. Louis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Piney Point | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 15 | 1 | 5 | 4 | 0 | 0 | 24 | 4 | 9 |
| Port | | | | | | | | | |
| Gloucester | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New York | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Philadelphia | 1 | 2 | 1 | 0 | 1 | 0 | 2 | 1 | 1 |
| Baltimore | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Norfolk | 3 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 |
| Mobile | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Orleans | 0 | 9 | 7 | 0 | 0 | 1 | 2 | 7 | 8 |
| Jacksonville | 1 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 2 |
| San Francisco | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wilmington | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| Seattle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Puerto Rico | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Houston | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Algonac | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 |
| St. Louis | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Piney Point | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 9 | 12 | 10 | 4 | 1 | 1 | 10 | 13 | 13 |
| Totals All Departments | 142 | 37 | 58 | 65 | 8 | 4 | 210 | 58 | 119 |

* "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.

Area Vice Presidents' Report

Gulf Coast, by V.P. Joe Sacco



AFTER nearly two years of keeping you informed on our continuing fight in the strike against Dixie Carriers, it gives me great pleasure to report the following news to you.

On Jan. 29 the strike against Dixie for the unlicensed personnel ended with the signing of a three-year agreement. The new contract is retroactive to December of 1984.

In my last column I said that with the start of the new year "we have a lot of goals and programs

set . . . and we're going to give it hell!"

Well, we've started off on a good foot by winning a key point with union-busting Dixie Carriers—the right of the SIU to represent the unlicensed crewmembers aboard the company's boats.

It's unfortunate though that the company provoked this lengthy strike. Since the late 1940s the Union had a very good working relationship with Dixie. In fact, until the recent strike began on April 1, 1983, that relationship had been strike-free.

Then some of Dixie Carriers' people started giving other company reps some very bad advice—advice that led to the breakdown of what had been a model labor-management relationship for nearly 40 years.

Hopefully now, though, Dixie is moving in the right direction. There are still issues to be resolved, such as the status of the licensed personnel. But the road is being paved toward re-establishing a good working relationship between the Union and the company.

Meanwhile I would like to give a big vote of thanks to our members and SIU reps from coast to coast who supported the strike. They are a credit to their Union.

East Coast, by V.P. Leon Hall



OUR SIU fishing representatives in Gloucester, Mass. report that the problem of imported Canadian fish is becoming more acute all the time. This is especially true now that the World Court in The Hague, Netherlands has given the fishing rights of the richest part of George's Bank to the Canadians.

Tariffs and quotas on imported Canadian fish must be raised if America is to maintain a viable fishing industry. This is one of the

subjects concerning fishermen that will be discussed at the annual mid-winter executive board meeting of the Maritime Trades Department which is being held this month and which I am attending. The SIUNA is an affiliate of the MTD whose president is SIU President Frank Drozak.

Another problem facing U.S. fishermen is the misrepresentation on fish labels. For instance, SIU Fishing Representative Leo Sabato reports that American fish processors often buy processed Canadian fish and then put their firm's label on it from Gloucester or New Bedford or some other American town. The unaware buyer would most likely think that the fish was from the United States. Stronger regulations are needed in this area.

In the port of Norfolk I'm happy to report that the members have unanimously ratified a new three-year contract with the Virginia Pilots Association. We're still in negotiations with the Association of Maryland Pilots.

Finally, I want to say that I'm very encouraged by the news of some new jobs becoming available to the members. One of our SIU-contracted companies, Titan Navigation, has been awarded the operation of 12 TAGOS vessels by the Department of the Navy. These small ships have an unlicensed crew of 11.

Also, another SIU-contracted company, Interocean Management, has been awarded the operation of the *SS Southern Cross*, a C-3 which carries 57 unlicensed jobs.

Be on the lookout for these new job opportunities.

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



NORMALLY at this time of the year we would be learning about spring dredging work from the Army Corps of Engineers. Due to temporary legal problems, however, there's been a delay in the dredging bids. We hope to be hearing about the bids in the very near future. Eighty percent of the work done by our members on the dredges comes from bids put out by the Army Corps of Engineers.

It is expected that in approximately a month, SIU-contracted

Luedtke Engineering will be recrewed for its hard rock dredging project in Odgensburg, N.Y. The company hopes to resume work as soon as ice conditions permit.

I'm happy to report that a new agreement with SIU-contracted Falcon Marine has been ratified by the members. This company has its home office in Waukegan, Ill. and will be resuming a dredging project there when the weather becomes milder.

Meanwhile on the Lakes, contract negotiations are continuing with Tampa Tugs Corp. and the Great Lakes Dredge Owners Association. Tampa Tugs has five boats on the Great Lakes, and the Great Lakes Dredge Owners Association represents seven of the largest and most active dredging companies on the Lakes.

The ice has put a halt to work on the Lakes and Upper Mississippi but we are looking forward to early March for a general fitout on the Great Lakes.

During part of this month I will be attending some very important meetings along with other officials of the SIU. One is the executive board meeting of the Union; another is actually a series of meetings concerning our benefit plans, and a third is the mid-winter executive board meeting of the AFL-CIO Maritime Trades Department.

At all these meetings, jobs and job security for the members will be a priority topic.

West Coast, by V.P. George McCartney



UP in Seattle three American President Line ships that had been in layup are being recrewed. One, the *President Taylor*, has already recrewed, and the other two, the *President Jackson* and the *President Wilson*, are due for crewing any day now as the LOG goes to press.

The vessels would still be in layup if it was not for P.L. 480 cargo. The three ships are carrying rice to India and Bangladesh.

Also crewed recently in Seattle was a ship that had been in layup only a short time, the *Manunlei* (Matson), which headed for Hawaii.

This coming June, for the first time, the Puget Sound Maritime Port Council of the AFL-CIO Maritime Trades Department will be sponsoring a dinner which will hopefully become an annual affair.

It will be held in early June at the Harbor Club in Seattle and two governors will be honored at the affair, Bill Sheffield of Alaska and Booth Gardner of Washington.

The dinner is part of an effort to make the Puget Sound Port Council even stronger and more effective than it already is.

Also in Seattle, Port Agent George Vukmir reports that the SIU has been involved in demonstrations outside the South African consulate. Along with other trade unionists, the SIU was protesting South Africa's policy of apartheid and its jailing of union leaders in that country.

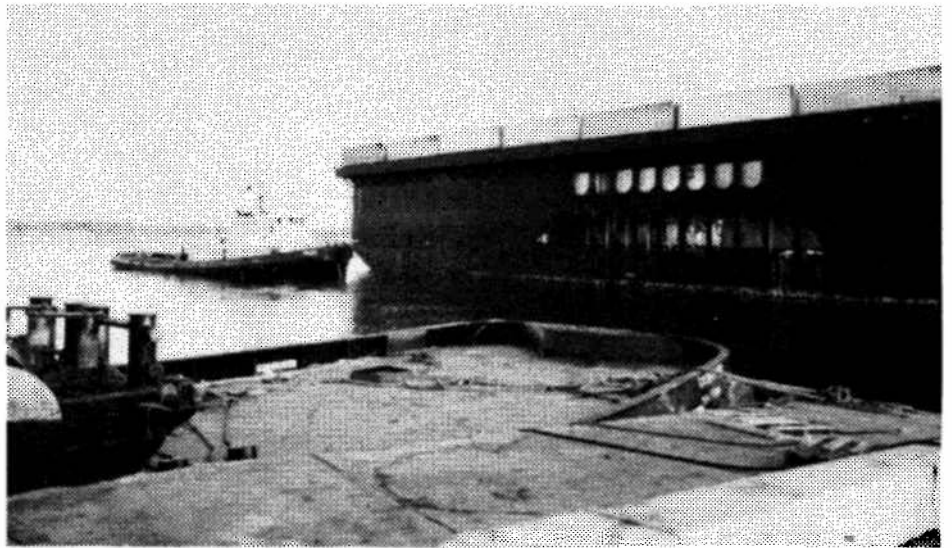
Here in San Francisco we crewed two ships that had been in the reserve fleet and are now under Military Sealift Command charter to American President Lines. They are the *SS California*, which is a modified Mariner, and the *Northern Light*, a C-3. Both ships are going to the Far East.

Finally, I must report that San Francisco is still recovering from its great victory over the Miami Dolphins!

Around the Port of Jacksonville



SIU Rep Dan Griffin, fourth from left, talks with members aboard one of Crowley's tugs in Jacksonville, Fla. last month.



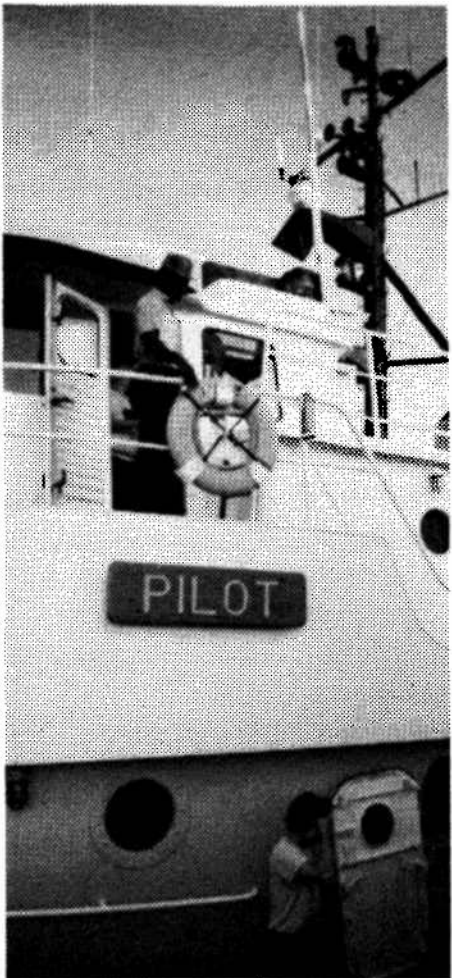
The tug *Pilot* heads out for San Juan, P.R. with the 400-foot barge *Fortelaza* in tow.



Crewmembers on the tug *Pilot* (Crowley) and Crowley office personnel listen to a presentation on the Crowley Employee Assistance Program (EAP) which deals with the control of drugs and intoxicants. It was stressed that cooperative employees with drug and alcohol problems will not be penalized, but will be helped to become sober and drug-free.



After the EAP presentation aboard the tug *Pilot*, impromptu follow-up discussions were not unusual. Talking further about the anti-drug and intoxicants program are, from the left: Chief Engineer Brian Hall, 2nd Mate William Guerrin, Chief Mate Hal Lane and Guenther Nuernberger, manager of Crowley's Employee Assistance Program.



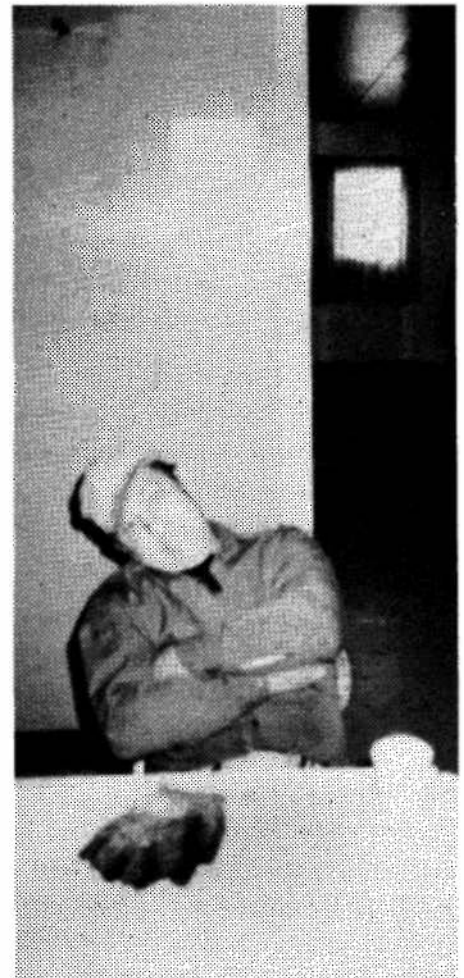
Capt. James Daley readies the tug *Pilot* to head out to San Juan, P.R. with the 400-foot barge *Fortelaza* in tow.



Bernard F. Mood is the operator of the NATCO launch *St. Mary's River*. The launch is working with the dredge *Sugar Island* in Cape Canaveral, Fla. until the protection period for sea turtle breeding begins in February.



Ronald Burton (left foreground), bosun aboard the *SS Ponce*, poses with members of his crew.



Victor Brunell, chief electrician aboard the *SS Ponce* (Puerto Rico Marine), looks as though he's had a rough, cold day.

Help A Friend Deal With Alcoholism



Alcoholics don't have friends. Because a friend wouldn't let another man blindly travel a course that has to lead to the destruction of his health, his job and his family. And that's where an alcoholic is headed.

Helping a fellow Seafarer who has a drinking problem is just as easy—and just as important—as steering a blind man across a street. All you have to do is take that Seafarer by the arm and guide him to the Union's Alcoholic Rehabilitation Center in Valley Lee, Md.

Once he's there, an alcoholic SIU member will receive the care and counseling he needs. And he'll get the support of brother SIU members who are fighting the same tough battle he is back to a healthy, productive alcohol-free life.

The road back to sobriety is a long one for an alcoholic. But because of ARC, an alcoholic SIU member doesn't have to travel the distance alone. And by guiding a brother Seafarer in the direction of the Rehab Center, you'll be showing him that the first step back to recovery is only an arm's length away.

Alcoholic Rehabilitation Center

I am interested in attending a six-week program at the Alcoholic Rehabilitation Center. I understand that all my medical and counseling records will be kept **strictly confidential**, and that they will not be kept anywhere except at The Center.

Name Book No.

Address
(Street or RFD) (City) (State) (Zip)

Telephone No.

Mail to: **THE CENTER**
Star Route Box 153-A
Valley Lee, Md. 20692

or call, 24 hours-a-day, (301) 994-0010

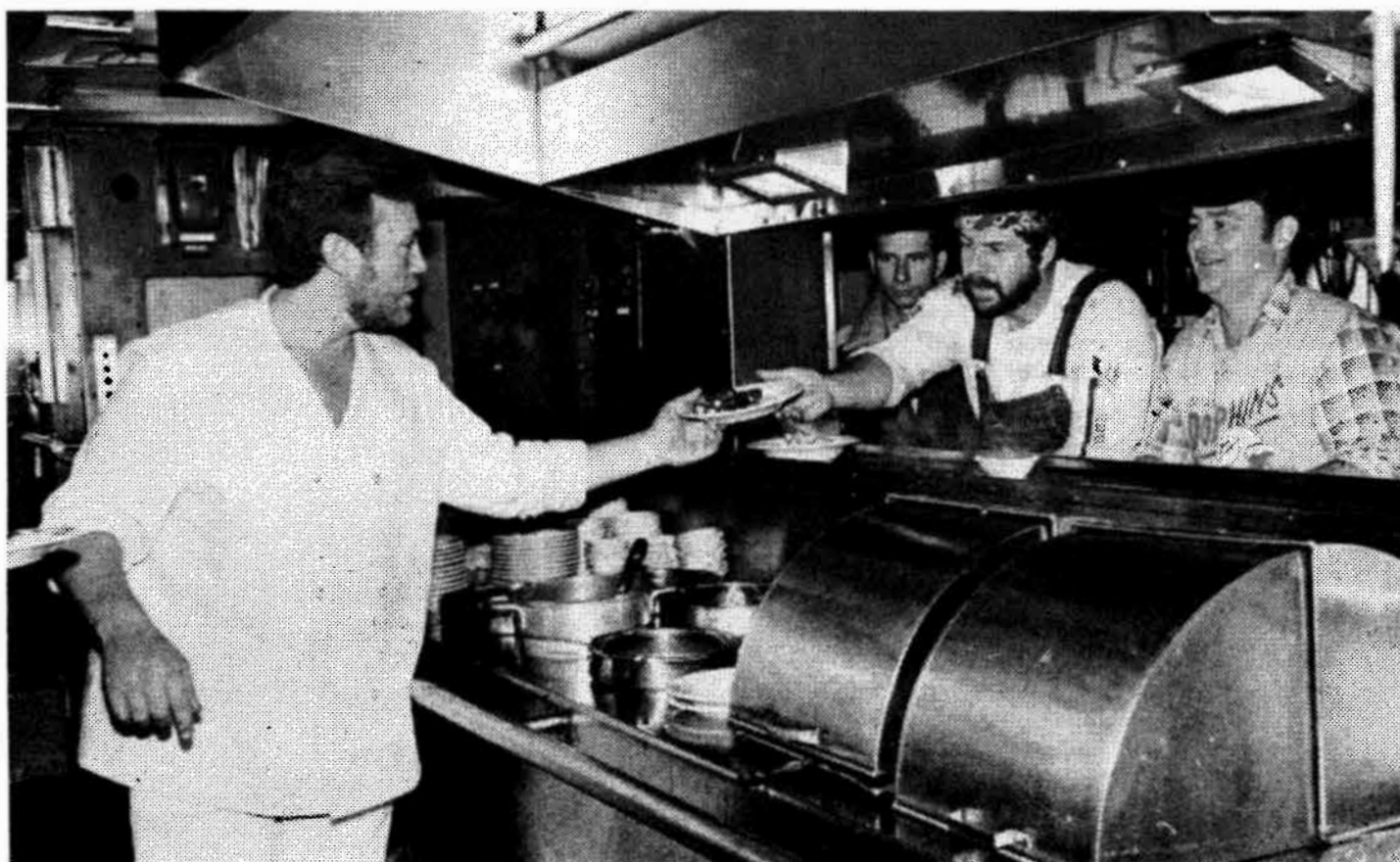
SIU Ships in Military Exercises in Europe and Asia

Two of the SIU-crewed T-AKR Fast Sealift Ships were on the move this month, on different sides of the world during exercises with the Military Sealift Command.

The *Bellatrix*, with an SIU crew of 26 is taking part in Team Spirit 85, a joint U.S./Korean Rapid Deployment exercise. It was scheduled to arrive in Pusan, Korea Feb. 9 with the first military cargo of those exercises. It is set to unload the gear and return to the United States for another shipload of equipment to take to Korea in March.

The other T-AKR ship on maneuvers this month is the *Antares* which participated in Reforger II, a winter military exercise with NATO forces. Also the SIU-contracted *American Eagle* took part in the exercises. Both ships were bound for Amsterdam, Holland with their cargoes.

The two fast sealift ships



James P. Feeney, assistant cook onboard the *Antares* serves up food to hungry crewmembers QMED Carroll "Tiny" Boudreaux (arm outstretched) and Junior Engineer John S. Penrose. The *Antares* was getting ready to ship out for the Reforger II exercises.

transport both containerized cargo which can be loaded and

unloaded by shipboard cranes and wheeled vehicles which can

be driven on and off because each ship is a RO/RO.



Ordinary seamen James R. Blitch and Jeff L. Burke and AB Michael Vanderhorst check some galley supplies as the *Antares* loads for an MSC exercise.

Photos courtesy of Lou Granger, Military Sealift Command



The steward department on the *Antares* takes time for a short break. They are (l. to r.) Chief Cook Angel B. Correa, Chief Steward Douglas A. Thomas, GSU Kim Dormody, Assistant Cook James P. Feeney, and Steward Assistants Lynne R. SantaCruz and Taffy L. McKechnie.



AB Michael L. Vanderhorst and Steward Assistant Taffy McKechnie share a laugh as the *Antares* takes on supplies before sailing.



GSU Kim Dormody fixes up pitchers of tea for thirsty crewmates onboard the *Antares*, shortly before it left for Amsterdam on MSC exercises.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

Piney Point Maryland



Maritime Administration and MSC Officials Visit Piney Point

"The great strides made by the Seafarers Harry Lundeborg School of Seamanship in maritime education are accomplished only with the cooperation of labor, management and federal agencies working together." With this statement Frank Drozak welcomed the tour group to Piney Point.

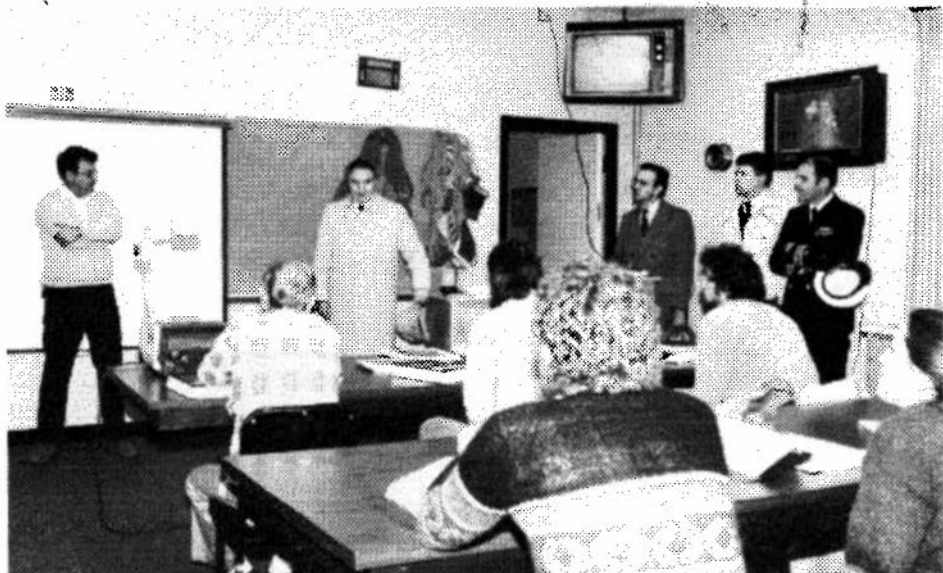
In January, the school hosted Maritime Administration and MSC Officials on a fact finding tour concerning training programs for MSC chartered vessels.

The group, headed by Admiral Harold Shear of the Maritime Administration, was there to

discuss the Sealift Operations and Maintenance course materials and practical training program.

The course contains all of the necessary information and training to equip SIU members for jobs on MSC chartered vessels. The major topics include underway replenishment, vertical replenishment, crane operation and maintenance, forklift operation and damage control.

Because of meetings like this the course materials are changed and modified to meet the demands required for military chartered vessels.



Admiral Shear discusses the importance of the Sealift Operations and Maintenance course with the students.



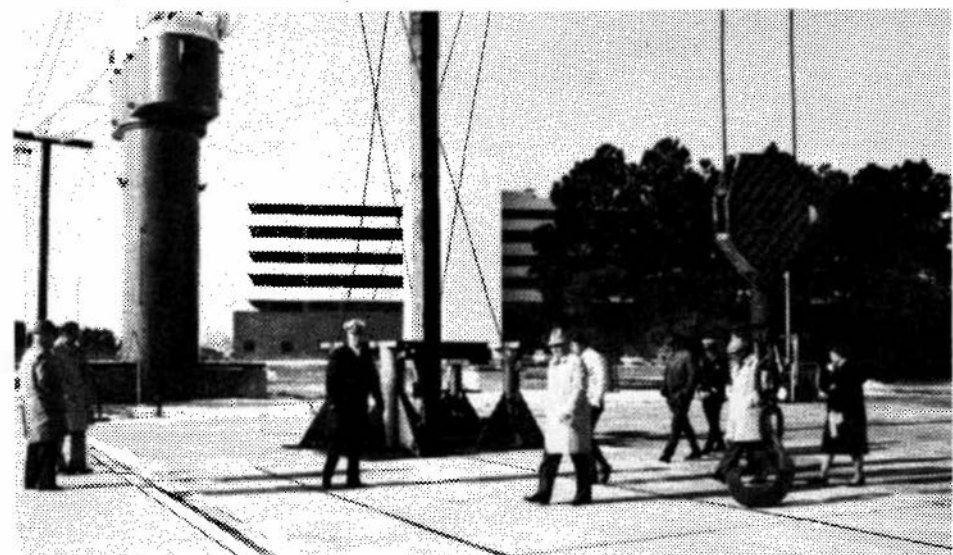
Mr. Sansone, third from left, receives an answer from Mike Wilson, TV Director, about an Underway Replenishment video tape.



John Mason discusses the SHLSS Automation course and how it relates to the MSC vessels.



SIU President Frank Drozak explains the advantages of the new automated SIU manpower control room.



The tour group gets a first hand look at the 32-ton Hagglund crane.



From l. to r. are John Mason and Jackie Knoetgen - SHLSS, Walter Sansone - Military Sealift Command, Admiral Harold Shear - Maritime Administration, Frank Drozak - SIU President, Capt. R.W. Kesteloot - Office of the Chief of Naval Operations, Ed Hackett, Chris Krusa and Stanley Wheatley - Maritime Administration, CDR. Mike Miller - USN OP-39, and Ken Conklin - SHLSS.

SHLSS Tunes in to TV

What did you learn from watching television last night?

If you're like most people, your answer would have to be "not much." But if you were lucky enough to be an SIU member attending the Seafarers Harry Lundeborg School of Seamanship, you had a choice.

Last night, like every weekday night, the SHLSS Video Department provided up to 8 hours of instructional and educational television to students at the school. The programming is piped directly into the rooms in the Hotel and shown on four channels from 6:00 p.m. to about 8:00 p.m.

If you were at the school you could say you learned about arc welding, or salad preparation, or navigation, or any one of half-a-dozen different subjects. In short, you could have learned something specifically related to your job and your interests.

The programs are chosen by the instructors from the school's library of more than 520 videotapes, and programming is keyed to work with classes that are in session at the school. Programs are repeated throughout the week to help ensure that everyone gets a chance to see what they need to. Of course, if you do miss a program you can always come to the Media Center in the Paul Hall Library. All the programs we have on file are available there for individual or small group study.

Or, you may find that your instructor is using the program in his class. During the day, there are six channels of television available to instructors for showing programs in the classrooms. Last

year, we played over 400 hours of videotape through the video distribution system.

Video in the classroom is nothing new at SHLSS; it has been available since 1979. What is new is the state-of-the-art system that makes it more extensive. Last summer, in response to the growing use of classroom television, the school completely re-engineered the distribution system. The number of playback channels jumped from one to six; we added satellite and off-air reception for another 10 channels; a 24-hour bulletin board was brought on-line; and a full-time operator was hired. This major renovation was another step in the continuing growth of instructional television at SHLSS.

In 1981, a professional, fully-equipped video studio was completed. Since then, the staff of the Video department has produced dozens of hours of programming on everything from the metric system to union education. Many of these programs have been placed in the videotape library and are used regularly both in the classroom and during the evening hours.

The big advantage in producing programs ourselves is that we can gear them directly toward seafarers. We can go aboard SIU ships and videotape the equipment that you will actually be using on the job. By doing programs ourselves we can be sure that you get the information you need in a way that makes it easy for you to use.

The SIU has better communication between its officials and its

members than the majority of unions; and television plays a major role in that. President Drozak tapes a Membership Report each month that is sent to all ports so that every seafarer has a chance to hear first hand about the state of the industry, important legislation, and union activities. In addition, every time there is important business that SIU members need to vote on or understand, a tape will be made and sent out. It all adds up to effective communications.

Programs produced at SHLSS are only part of the material available. Other programs in the videotape library come from the school's extensive film collection. We have the rights to many of

these films and have put them on videotape so that they can be used over the distribution system. Films are copied to tape in the SHLSS studio.

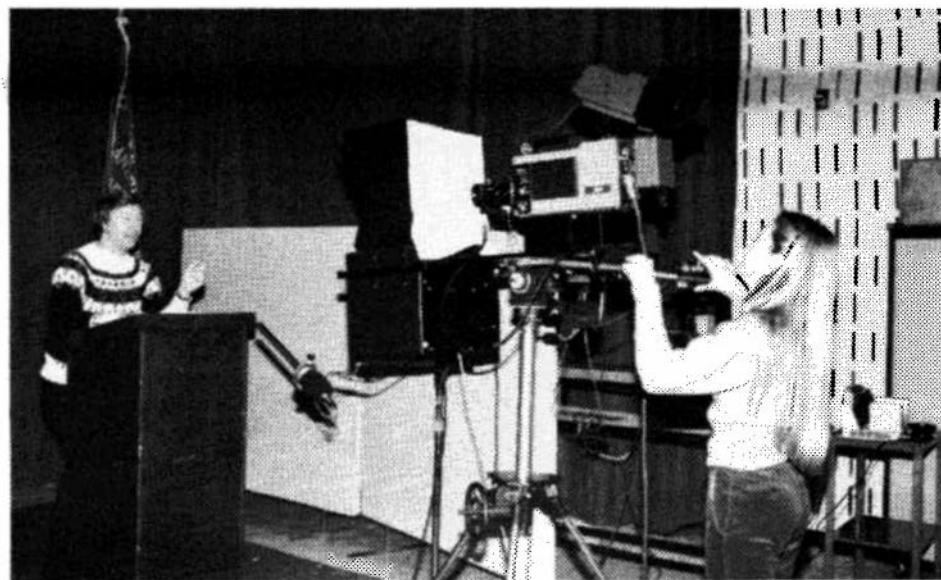
Still other programs are bought specifically for the video library. These are purchased at the request of the instructors and help keep our information up-to-date.

Last year alone we added over 100 tapes to our library. The collection contains programs on virtually every aspect of seafaring.

Combined with our ability to produce programs uniquely suited to SIU members, the SHLSS Video Department provides instructional television services that are matched by few other schools.



In the studio control room tapes can be edited, and music, special effects and graphics can be added to produce informative video tapes.



Melody Chainey video tapes Mike Wilson in the SHLSS studio.



Robert Abell runs the video distribution center and he can send programs all over base.



Every classroom is equipped with a TV, and teachers can specify the programs and time they want for class viewing.

SHLSS Staff Meets Future Job Challenges

On January 21, 1985, the first Sealift Operations and Maintenance class started at SHLSS. The 5-week course covers: UNREP (underway replenishment), VERTREP (vertical replenishment), Fork Truck Operations, Damage Control, and Crane Operations. This course was put together after 6 months of intensive research and course development.

The Sealift Operations class came about after the SIU had been awarded contracts to man ships under contract to the Navy and Military Sealift Command (MSC). These ships are merchant vessels that have been converted and reconstructed so they can act as support ships for the military. These ships will be carrying and transferring cargo, supplies and equipment to our military forces worldwide.

The crews which will man these ships needed specialized training. Bill Hellwege, a vocational deck instructor, was selected to set up the first training course. The first course was on-the-job training aboard the contracted ships. This did not meet the needs of the SIU membership because there was not enough time for classwork and regular shipboard work. Bill suggested that a course be developed and then taught at SHLSS. The course would cover in depth all parts of the special training that was required by the contracts.

Developing a course and manual requires time, personnel and energy. Information on all

parts of the course had to be gathered. This meant that Bill had to contact the Navy, MSC, shipping companies, private industry and special training schools to get the material that was needed. Bill spent many days putting the material together.

Once this was done, Bill contacted the Learning Resource Center staff for help. Resource Coordinator Mary Coyle, along with Durella Rodriguez, began organizing, rewriting and editing the material. While this was being done, Bill worked with other vocational instructors and the maintenance crews to get the SHLSS ships ready for the class. This included ordering equipment, remodeling classrooms, and setting up rigging and lighting. Bill was also working with Mike Wilson in the Video Department, writing scripts and making tapes for classroom videos.

As the rewriting and editing were being finished, Bill and Mary worked closely with the Public Relations staff in designing the manual's cover and section dividers. Public Relations Director Michelle Wilson designed the cover, and she and her staff silkscreened over 100 covers for the class textbooks.

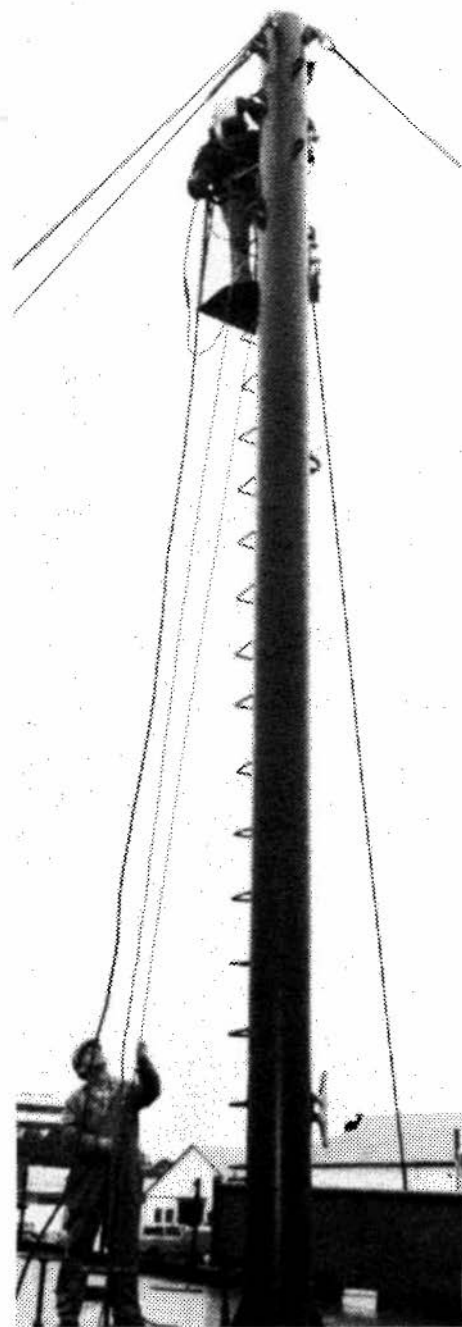
Once the editing was completed, the sections were given to Jane Vibbert, secretary to the Dean of Education, and Debbie Swann, Vocational Education secretary, for typing. This was not a small job. All totaled, Jane and Debbie typed close to 550 pages of material.

After the typing was completed, it was proofread for errors and mistakes. Once these were corrected, the entire manual was sent to Mary Edna Norris for copying. Mary Edna spent many hours at the Xerox machine making sure that the pages went through correctly, the copies were in good shape, and that everything was in order.

As the copying was being done, section dividers were made for each manual and the printed covers were finished. The manuals were put together in the Learning Center. The completed textbook has over 600 pages of material and weighs about 3 pounds.

Normally, it would take 50 people about a year and a half to develop a course and manual of this size. The SHLSS staff did it in less than 6 months. It took a great deal of energy and a lot of hard work from many people. This course will help the SIU and its members be prepared for the future. It will give seamen the skills that they need to work aboard these specialized ships. We would like to thank all the people involved in getting this course and manual ready to go.

The fine work that is done by the educational and support staff of SHLSS helps keep the training that is offered at the school up to date and second to none. Without the expertise of these people, it would have been far more difficult to offer the new Sealift Operations course.



Steve Pratt from Maintenance, and Ed Boyer completing the rigging of the SHLSS tank barge.



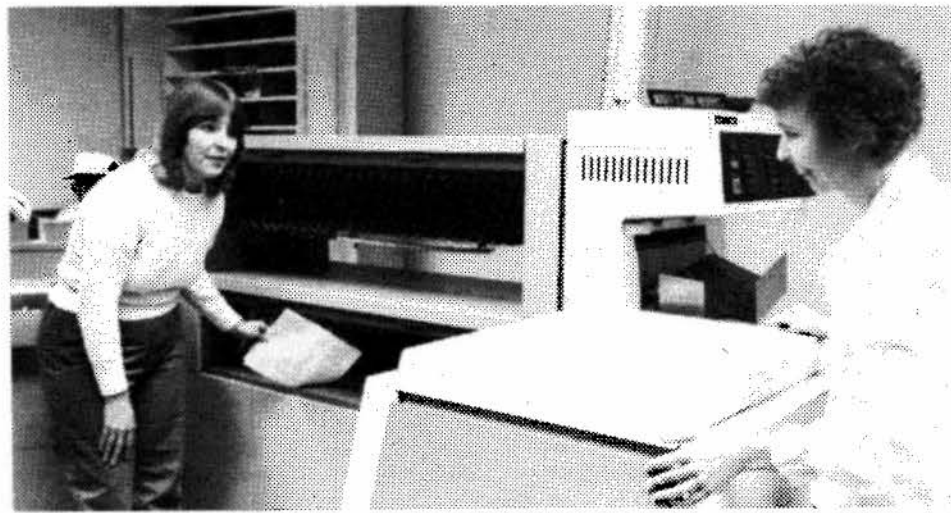
Deck Instructors Bill Hellwege and Ben Cusic putting together the first rough draft of the Sealift Operations manual.



Mary Coyle and Durella Rodriguez editing a UNREP section while Jane Vibbert begins typing VERTREP.



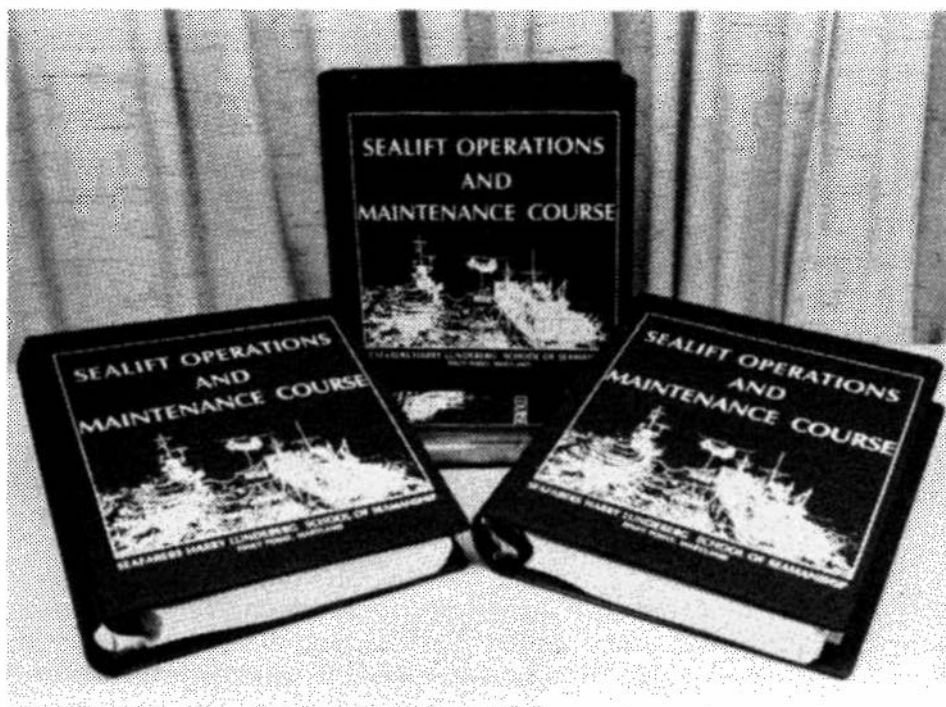
Video Director Mike Wilson working with Bill Hellwege in video tape editing.



Debbie Swann and Mary Edna Norris Xeroxing the final copy of the Sealift manual.

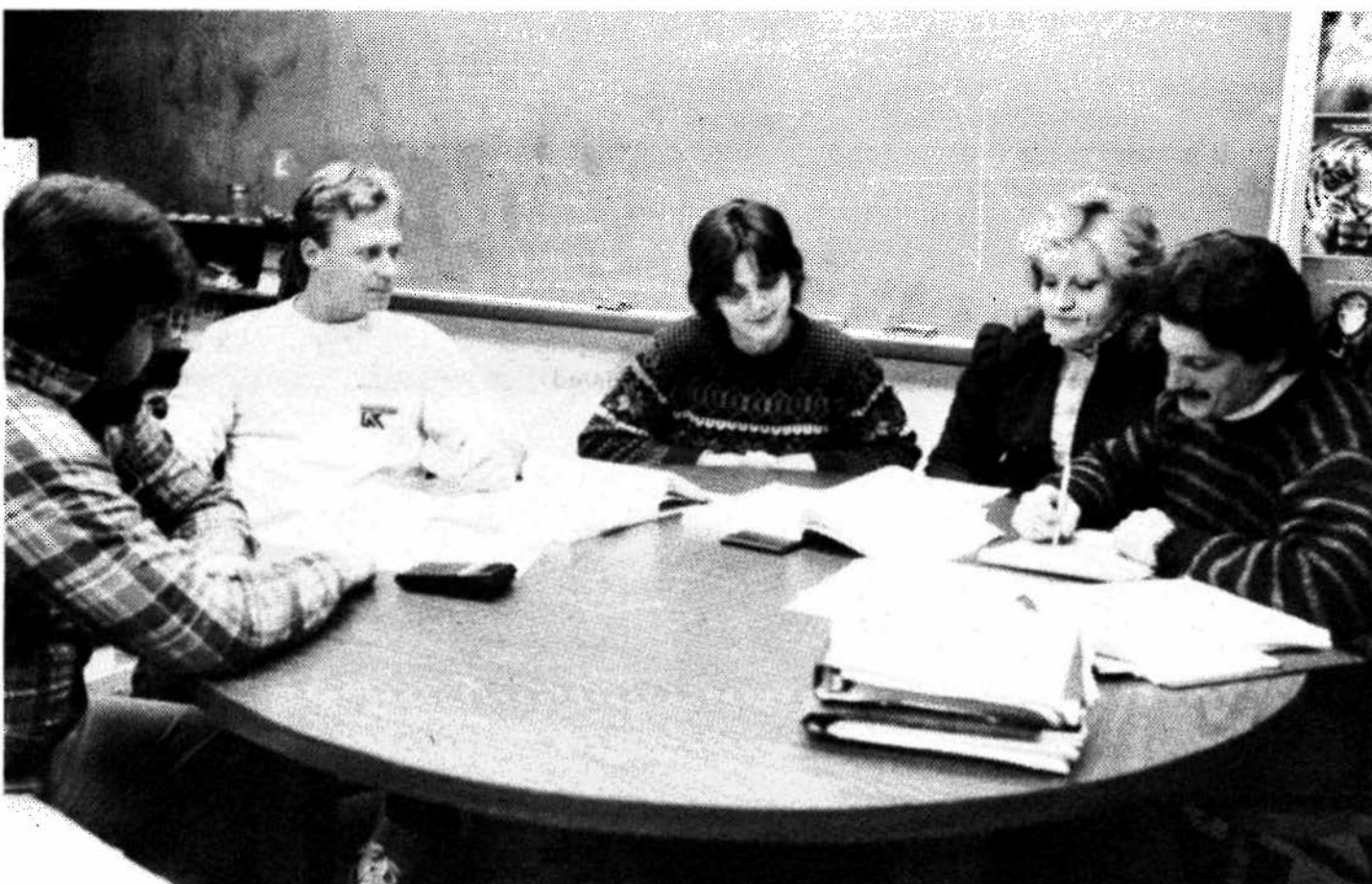


Public Relations staff Pat Sweltzer, and Marge DiPreta silkscreening the manual covers.



The result of 6 months of hard work—over 600 pages and 3 pounds of information.

SHLSS Working to Grant Two Year Occupational College Degrees



Taking the college Math 108 course are: (l. to r.) Randy Santucci, Michael Calhoun, Michael McCarthy, instructor Sandy Schroeder and Michael Kraljevic.

For the past two years, the Seafarers Harry Lundeberg School of Seamanship has been working with the Maryland State Board for Higher Education to obtain degree granting approval. Once this approval has been obtained, SHLSS will be able to grant two year occupational associates in arts degrees in Nautical Science Technology, Marine Engineering Technology, and Maritime Food Service Management. Seafarers will be able to earn these two-year college degrees by combining credits they earn in vocational classes with credits they earn in

general education courses (i.e. Math, English, Science etc.).

You may be wondering why SHLSS is working to grant its own degrees when students already have the opportunity to earn a degree at SHLSS through Charles County Community College. The answer is twofold. First, students working on Charles County Community College degrees have been able to earn a degree only in General Studies. A General Studies degree is basically useful only to students who wish to transfer into a four-year college program. The credits from a

general studies degree that are transferable are the credits earned in courses like Math, English, History, Science, etc. With the new college program that SHLSS will be offering, students will be able to earn degrees in their professional occupation. Deck department members can earn a degree in Nautical Science Technology; engine department members can earn a degree in Marine Engineering Technology, and steward department members can earn a degree in Maritime Food Service Management. Students who earn these degrees

will have the advantage of having a degree in their chosen occupation in addition to having credits in courses such as Math, Physics, and English which should be transferable if the student wishes to enter a four-year program at a college or university.

Another reason why SHLSS is working with the Maryland State Board for Higher Education to obtain degree granting status is because the school's conviction and philosophy is to offer as many educational opportunities as possible to the members of the SIU. By offering two-year college degrees in the occupational areas, SHLSS will be giving members a chance to improve themselves both professionally and educationally. As the maritime industry changes and implements new technologies aboard ships, students who earn these degrees will have not only the vocational and Coast Guard endorsements to do their jobs, but also a college degree to show that they have trained and educated themselves even further.

The Seafarers Harry Lundeberg School of Seamanship hopes to have degree granting approval from the Maryland State Board for Higher Education by the spring or summer for the Nautical Science and Marine Engineering Technology degrees and approval for the Maritime Food Service Management degree by the end of 1985. More information about the college programs will appear in future editions of the LOG.

Apply Now for an SHLSS Upgrading Course



Seafarers Harry Lundberg 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
- ☐ Radar Observer Unlimited

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
- ☐ Sealfit Operations & Maintenance

STEWARD

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

COLLEGE PROGRAM

- ☐ Nautical Science Certificate Program
- ☐ Scholarship/Work Program

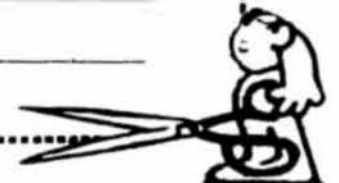
No transportation will be paid unless you present original receipts and successfully complete the course.

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 Lundberg Upgrading Center, Piney Point, MD. 20674





Upgrading Course Schedule

March Through May 1985

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



Following are the updated course schedules for March through May 1985, at the Seafarers Harry Lundberg 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 Representatives in all ports will assist members in preparing applications.

The following classes will be held through May 1985 as listed below:

Engine Upgrading Courses

| Course | Check-In Date | Completion Date |
|---|--------------------------------|-------------------------------|
| QMED—Any Rating | March 15 | June 6 |
| Diesel Engineer—Reg. | April 26 | May 30 |
| Welding | March 15 April 19 May 24 | April 18 May 23 June 27 |
| Diesel Engineer Scholarship (License) | April 26 | June 20 |
| Tankerman | May 17 | May 30 |

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 |

Recertification Programs

| Course | Check-In Date | Completion Date |
|-----------------------|---------------|-----------------|
| Bosun Recertification | March 3 | April 8 |

Deck Upgrading Courses

| Course | Check-In Date | Completion Date |
|---|------------------------------|--------------------------------|
| Towboat Operator Scholarship Program | March 15 | May 2 |
| Celestial Navigation | May 10 | June 14 |
| Radar Observer | May 31 | June 13 |
| Quartermaster—Ocean | April 19 | May 30 |
| License Mate (3rd Unlimited-Master/Mate Freight & Towing) | March 1 | May 10 |
| Able Seaman | March 1 | April 11 |
| Lifeboat | March 11 April 8 May 6 | March 21 April 18 May 16 |
| Sealift Operations & Maintenance | March 29 May 3 | May 2 June 6 |

Bus Schedule

Monday Through Friday Only

| | |
|------------------------------|-------------------------------|
| <u>Depart Lexington Park</u> | <u>Arrive Washington D.C.</u> |
| 6:20 A.M. | 8:20 A.M. |

| | |
|--------------------------------|------------------------------|
| <u>Depart Washington, D.C.</u> | <u>Arrive Lexington Park</u> |
| 4:30 A.M. 5:55 P.M. | 6:15 A.M. 7:55 P.M. |

The Gold Line Bus is the only bus which travels between Washington D.C. and the nearest bus stop in Lexington Park. This bus line travels Monday through Friday only.

It is necessary to take a cab from Lexington Park to the Seafarers Harry Lundberg School of Seamanship in Piney Point.

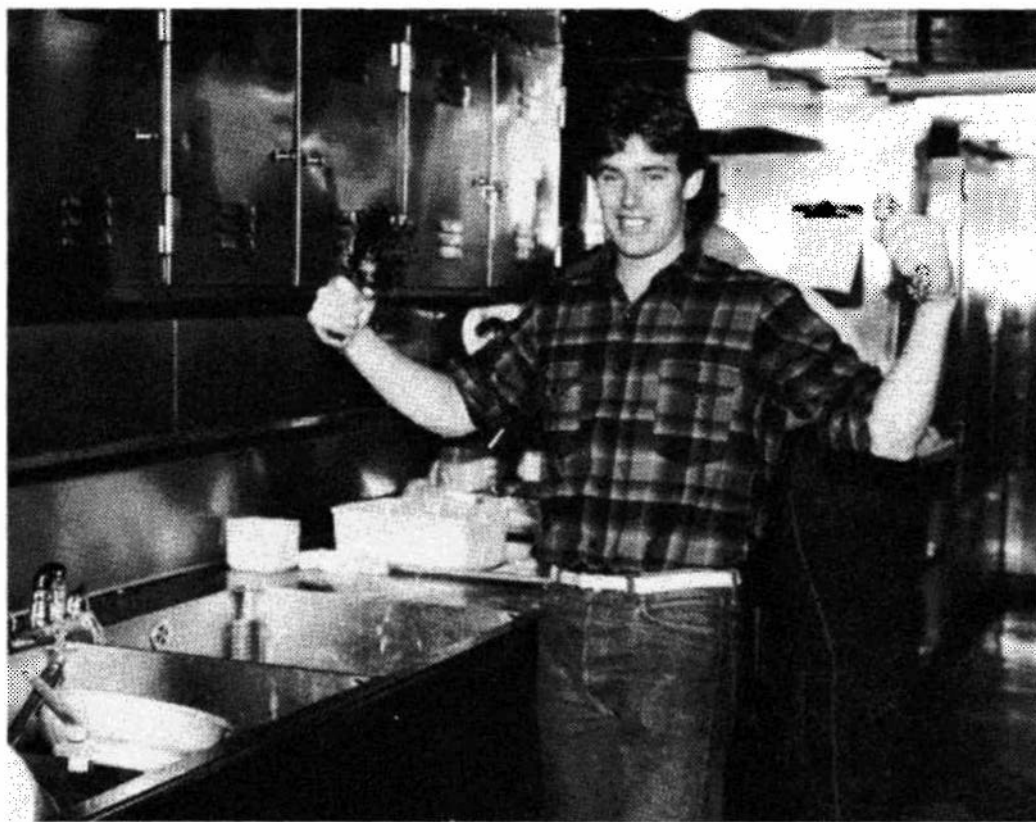
The Gold Line Bus Station is located at 12th and New York, Northwest, D.C. Telephone Number in Washington, D.C.: (202) 479-5900

The Gold Line Bus Station is located in Lexington Park at the A&P Grocery. Fare: \$10.30 (One Way)

Friendly Cab Company, Lexington Park, Maryland
Telephone Number: 863-8141
Fare from Lexington Park to SHLSS is: \$11.00 (1 or 2 occupants) one way.



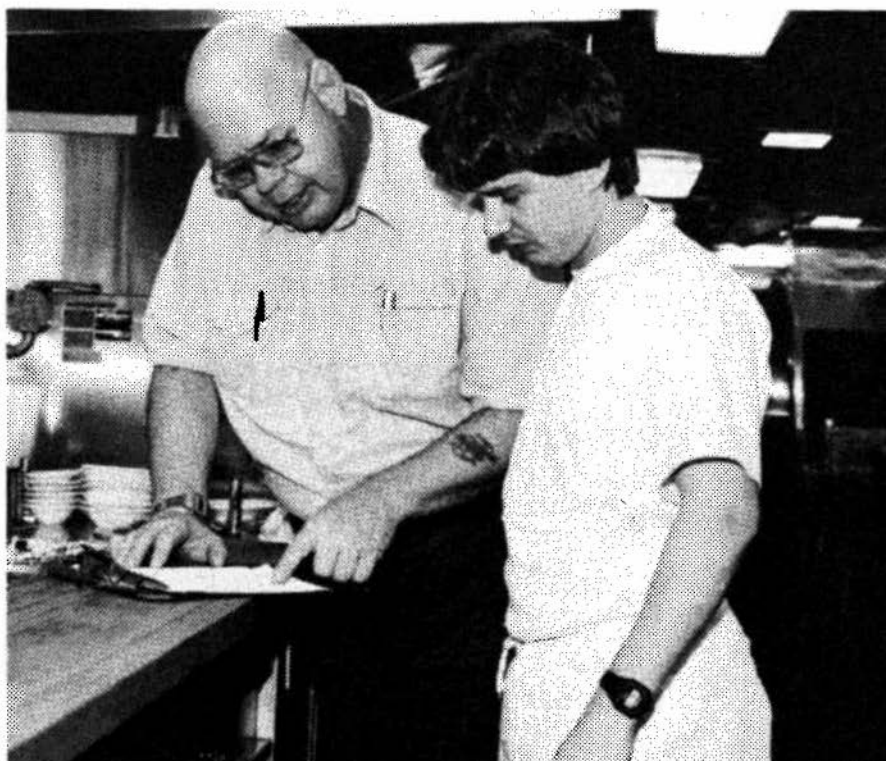
Emerson Walker, crane maintenance engineer, helps keep Sea-Land's equipment in good working order.



Tom Hogan, GSU, proclaims himself King of the Pantry!

Eye on L.A.

Eye on L.A.



Recertified Steward Bobby Stearns looks over the night's menu with Chief Cook Tom Barrett. Barrett is a 1980 graduate of Class 307 at the SHLSS in Piney Point, Md.



Jose Del Rio is a crane maintenance engineer with Sea-Land.



Crewmembers aboard the *Sea-Land Innovator* talk with Wilmington Port Agent Mike Worley (fourth from left) about the contract on which they are about to vote.

SIU Unites to Seek Jobs and Security for Future

AT the start of 1984, Delta Steamship Co. closed down its New York operations, ending many years of service to what was once America's busiest port and home to hundreds of U.S.-flag ships. At the end of 1984, Delta, an SIU-contracted company for decades, stopped sailing altogether—sold to United State Lines.

To some, Delta's problems may seem symbolic of another troubled year for the American maritime industry and the unions representing unlicensed and licensed American seamen. But between those two events, it was a year of regrouping and even progress for the SIU.

As traditional jobs dwindled because of the economy, lack of government support for the merchant marine, cheap foreign competition and other reasons, the SIU sought new jobs for its membership—and found them.

A number of conferences were held where the membership

mapped out new ways of retaining old jobs and making the SIU more competitive.

In the political arena, the SIU mounted a grassroots campaign to educate the public and the politicians to the problems of the merchant marine. That paid off and will pay off in the future when representatives and senators remember where their support and help came from in November.

The membership of the Union decided at the end of the year that the SIU, despite all the troubles, was headed in the right direction. That was shown by the overwhelming re-election of Frank Drozak and the entire executive board.

• • •

It's true some jobs were lost last year. But many more were gained as the SIU aggressively pursued new military work. SIU crews manned the new *Keystone State*, the first of what is



Ogden Marine Vice President Richard du Moulin credited SIU efforts with helping his company preserve government contracted business. Because of that, the *Ogden Columbia* and other Odgen ships sailed through most of 1984.

scheduled to be 10 modern heavy-lift crane ships. During its first exercise, Seafarers showed the military that SIU crews with SIU training can do the job—efficiently and dependably.

Last year four new Fast Sealift Ships (former SL-7s) came out with SIU crews. These new ships, the *Bellatrix*, the *Algol*, the *Antares* and the *Cappella* are designed to move military supplies rapidly anywhere in the world. Again during trials and large-scale maneuvers, Seafarers won praise for their professionalism and dependability. During the next several years more of these ships will be delivered, and the Navy will know the SIU can fill those jobs.

Along with the *Keystone State* and the Fast Sealift ships, four converted RO/ROs came under Military Sealift Command jurisdiction as Maritime Prepositioning ships. The SIU crewed the *Cpl. Louis J. Hauge, Jr.*, the *PFC Eugene A. Obregon*, the *Sgt. Matej Kocak* and the *PFC William A. Baugh*. The *American Condor* (Pacific Gulf Marine) also was crewed.

The ITB *Mobile* joined the SIU fleet. The *Aurora* (Apex Marine) crewed with Seafarers. The *Ogden Columbia*, *Ogden Missouri* and *Ogden Sacramento* began sailing with SIU crews.

• • •

On the Great Lakes, one of the best seasons in recent years put more SIU members back to work. In addition, SIU dredges were getting more work as Corps

of Engineers dredges were being phased out.

• • •

A Crews Conference for deepsea members helped the Union set its goal for new contract demands and constitutional changes. After two weeks of discussion and sometimes heated disagreements, SIU delegates united behind a set of recommendations that held the line on wages and benefits, established permanent jobs, helped spread employment opportunities around, and improved the areas of shipboard safety and health care.

• • •

Inland members from more than 100 tug and barge companies in a first-of-its-kind meeting gathered at Piney Point. During the year, SIU members from all of Sonat's fleet met in a series of Sonat Crews Conferences at Piney Point.

• • •

The SIUNA convention, with more than 200 delegates attending, adopted 51 resolutions ranging from maritime protection to inland waterways development, Great Lakes shipping and several fishing resolutions. The Fisherman and Cannery Workers conference called for the development of a national fishing industry policy to help out that troubled industry.

• • •

The year marked the debut of an ambitious new program by the SIU to bring the maritime industry to the forefront of the
(Continued on Page 28.)



SIU members crewed several military ships last year as the Union continued its efforts to find jobs. Above, William Mullins on the *Keystone State*, a new crane ship, gives a hand signal to assist the crane operator during training on the ship.

Union Lays Strong Foundation for Future

AS CONDITIONS worsened for the American-flag merchant marine, the Union's political activities took on an even greater importance.

Like everything else in 1984, political action took on a new complexion. It was no longer enough to concentrate our efforts in Washington; it was necessary to go to the people on a grassroots level.

SIU halls across the country became the launching pads for a sophisticated grassroots program that helped our Union elect

program to halt the decline of the U.S.-flag merchant marine, the Reagan administration seemed hell-bent on dismantling it piece by piece. An example of what the SIU had to contend with during 1984 was the administration's attempt to get Congress to approve CDS pay-backs, which would have decimated what is left of this nation's deepsea fleet and disrupted the inland industry.

There was even talk by some high ranking Reagan officials of opening up domestic shipping

the redocumentation of two passenger vessels under the American registry.

Another disappointment was the failure of the Reagan administration to do anything to halt the decline of the American shipbuilding industry. As has been the case for the past four years, Congress failed to appropriate any money for the Construction Differential Subsidy Program, even though the shipbuilding industry in this country had reached an all-time low.

Despite an all-out push from the maritime industry, no action was taken on port development or the revitalization of this nation's liner trade through such legislation as the Boggs bill, which would have set aside a certain percentage of bulk cargo carried on deep-sea liners for American-flag vessels.

The administration centered its attention on the Shipping Act of 1984, which streamlined this country's system of maritime regulations. While the SIU welcomed the move, it stated in the strongest terms possible that more was needed to be done to

revitalize this country's merchant marine.

Other important pro-maritime bills that were passed included the following: H.R. 5167, which established a two-year, seven-member presidential commission to study the defense-related aspects of the U.S. maritime industry; H.R. 6040, which prohibited the use of foreign-flag vessels for the offshore storage of military petroleum and petroleum products; P.L. 98-473, which appropriated funding for the Strategic Petroleum Reserve at the fill rate of 159,000 barrels a day.

One of the big success stories of 1984 came with the decision by the Navy to let private sector operators run certain strategic vessels on a cost competitive basis. The SIU has already manned four of these vessels (TAKX), and is expected to man another four in the near future.

As Red Campbell, vice president in charge of contracts, said at a recent membership meeting in Brooklyn, "The Navy vessels are the only game in town. And we're getting them."



Democratic presidential candidate Walter Mondale visited SIU headquarters last year to outline his maritime policies. After his speech, Mondale and SIU President Frank Drozak took time to mingle with the 300 who had gathered.

90 percent of the candidates we supported for the House, and 19 out of 25 candidates for the U.S. Senate.

More than anything else, the Union's grassroots campaign was an attempt to educate the American people about the importance of maintaining a strong and healthy merchant marine.

SIU President Frank Drozak criss-crossed the country to get our message across. One of the most important things this grassroots effort accomplished was to help our membership understand that they had a responsibility to get involved in their communities to publicize the problems facing the American-flag merchant marine.

While the SIU was able to lay a strong foundation for the future, it had mixed success in getting legislation passed during the 98th session of Congress.

Rather than come up with a

to vessels registered under the Canadian or Israeli flag.

Reagan's immense popularity and personal indifference to the maritime industry provided formidable obstacles for the Union. Still, the SIU was able to keep many long-term programs from being eliminated.

The Union's greatest success was in protecting this nation's existing cargo laws and in making sure that the Jones Act was not dismantled by special interest groups that placed their own short-term benefit over the long-term economic and security interest of the country.

The biggest disappointment last year occurred during the final days of the 98th session of Congress when legislators, preoccupied with passing a last-minute budget resolution, did not get around to dealing with two important issues: the ban on the export of Alaskan oil and

Politics and Medicine

IT USED to be that all you had to do to stay healthy was to get a regular check-up. Now you have to vote.

In 1984 medical care became a political issue. The trend was hastened by rising medical costs, which threatened to undermine this nation's private system of health and pension care.

Walter Mondale tried to make medical care an important issue in his presidential campaign. He got nowhere with the American voters, who re-elected Ronald Reagan.

Yet many of the things that Walter Mondale tried to warn the American people about in 1984 had become a reality by February 1985.

He predicted that efforts would be made to cut Medicare and other badly needed social programs. His prediction came true when Reagan introduced a budget that called for substantial cuts in almost every medical and social program.

Seamen had already felt government indifference toward

medical care for American seafarers when the public health hospitals were closed in 1981 after providing high quality medical attention for more than 200 years.

There were some disturbing trends last year. All across the country, businesses were targeting cutbacks in pension and welfare plans.

Despite this, the SIU's pension and welfare plans remained sound. More than 87,000 medical claims were paid, a few for sums in excess of \$35,000.

Still, the Union tried to face up to the long-term implications of this trend. Delegates elected to a committee to review the contract voted to look into implementing some kind of preferred provider system.

SIU members had one advantage not available to other segments of the American population. They could go to the Union's clinics, which had a long, successful history of taking care of the medical needs of seamen and their families.

1984: A Year of Progress for Maritime Safety

OLD-TIMERS have a saying that they like to pass along to young seamen making their first voyage: one hand for the ship, the other hand for you.

The saying illustrates an enduring aspect of shipboard life. From the moment that a seaman steps onboard his first vessel, he comes face to face with the cruel realities of nature. The difference between life and death can be measured in seconds or inches.

As a union that prides itself on being close to the membership, to being a brotherhood of the sea in fact as well as in name, the SIU has consistently made the health and safety of its members a top priority.

The Union's legislative staff spent a good deal of its time last year trying to make the American maritime industry a safer place to work. The SIU was

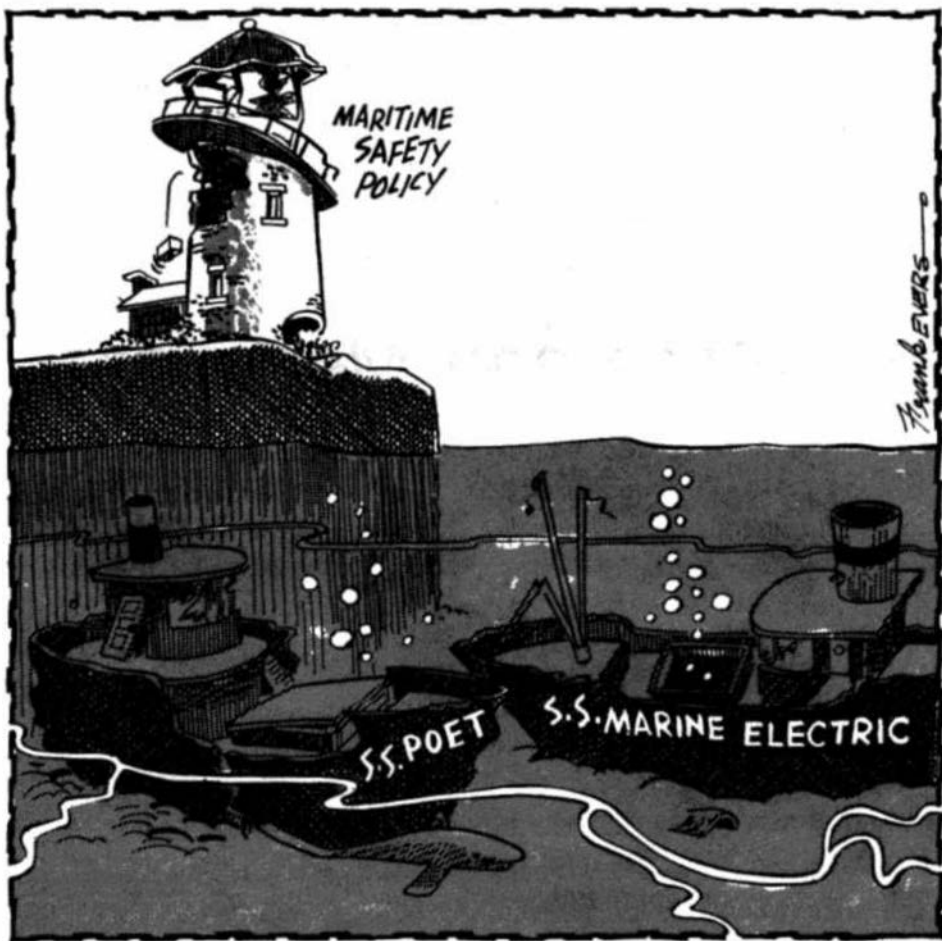
S. 46 updated and reorganized Title 46 of the U.S. Code, which regulates marine safety and seamen's welfare. The statute had been in a state of disarray, and needed a new sense of direction.

S. 1102, the Marine Sanctuaries bill, tightened vessel inspection and reporting requirements, increased penalties for operating non-certified vessels, and increased the shipowners' limit on liability for death and personal injury claims from \$60 per ton to \$240 ton. As such, it had important consequences for all kinds of marine equipment: deepsea, inland, dredging and fishing.

The impetus for some kind of reorganization of this nation's marine safety laws came in the wake of several highly publicized marine disasters, most notably the NMU-manned *Marine*



SHLSS trainee Armondo Voluntad was the wreathbearer at last year's Maritime Day services in Washington, D.C.



instrumental in passing two maritime safety bills—S. 46 and S. 1102—as well as in persuading the Coast Guard to require that survival suits be placed onboard American-flag vessels.

In achieving these successes, the SIU was able to go against the general tide of history. During the past four years, there has been an easing of health and safety standards throughout the country. The Occupational Safety and Health Administration (OSHA) has been cut to the bone, and health and safety considerations have been given a low priority.

Electric and the *Poet*, which was crewed by SIU members.

The *Poet* disappeared in the Atlantic Ocean without a trace in October 1980. Thirty-four members died, the youngest of whom was Messman and Third Cook Jerry Batchler Jr. He was 19.

The Union's campaign to improve marine safety last year did not end in the halls of Congress, but was carried to where it would do the most good: to the membership.

The SIU's safety program actively promotes safe seaman-ship onboard vessels by en-

couraging members to report potentially serious violations to their Union representatives.

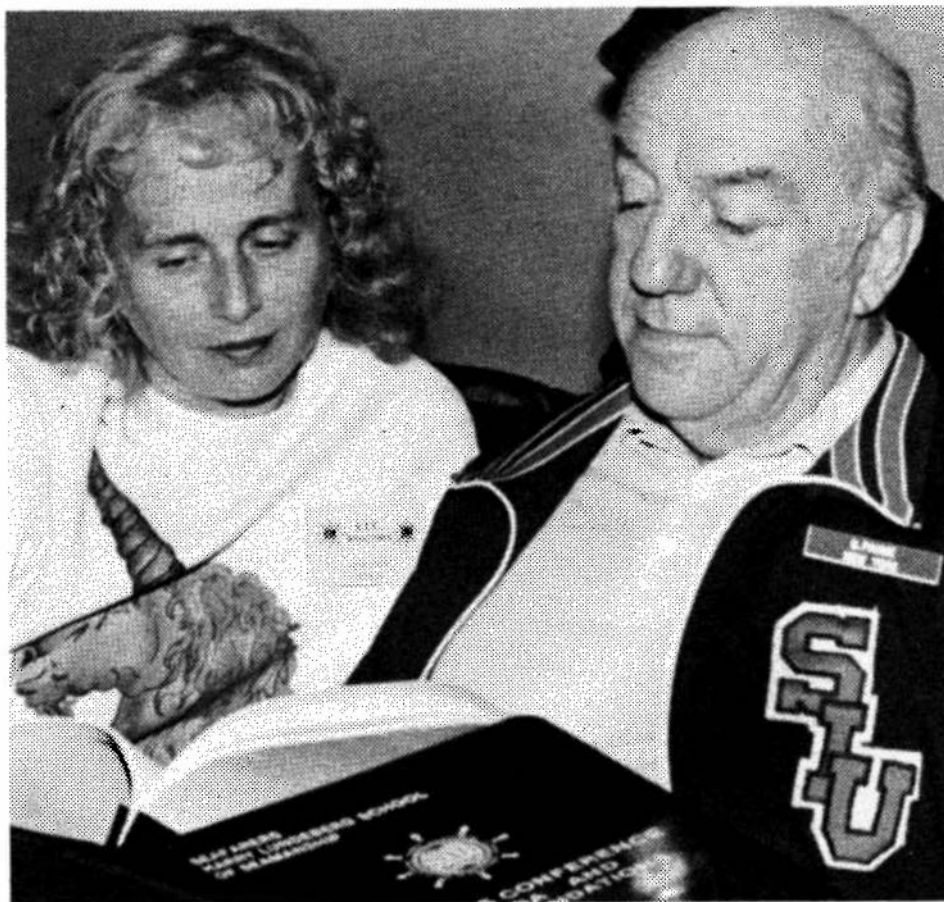
The safety program has at its core this principle: the safest ship is the one where the crewmembers are informed and use their knowledge to protect themselves and the interests of everyone onboard.

In light of this, the Union continues to improve training facilities at the Seafarers Harry Lundeberg School of Seaman-ship, already one of the finest

of its kind in the United States.

Yet skill and training are not enough. You have to be alert. That is why the Union started its Alcoholic Rehabilitation Center, which is in the tenth year of operation. And that is why the SIU has an active drug awareness program.

The only way to protect the safety of the people onboard a ship is by making everyone understand that he has a commitment to himself, his Union and his fellow crewmembers.



In the spring, hundreds of SIU members helped map out the Union's future at the Crews Conference. Verna and Gerry Payne from New York (above) study some materials.

Heroism and Humanity Mark SIU

THE sea was large, immense. It rolled from the coast of Borneo like some fierce dragon tossing the small boat every which way but toward land.

Eighty-six Vietnamese refugees had traded the uncertainty of life in their war-ravaged villages for a treacherous journey by sea to freedom.

In October 1984, the highest humanitarian award, the Nansen Medal, was bestowed by the United Nations on *Rose City* crewmembers ABs Gregg Turay and Jeffrey Kass and Captain Lewis Hiller who did not pass the Vietnamese boat people by, but brought them aboard in stormy seas.

Other Seafarers last year showed the same courage in many rescues at sea and in the work they performed.

There were many other accomplishments in 1984. Seafarers donated time to bring laughter to children. Several set first-time records and earned first-time awards. Others fulfilled personal goals not without sacrifice.

Nineteen eighty-four was telling of the people who work the maritime industry. Their hopes, their dreams, their aspirations were revealed in their achievements and gave the human side of what it is to sail out on a journey to sea.

• • •

A photo of son Matthew, sorry to let go of his father, Marvin

Mason, captured all the sadness a child feels when a father begins that journey.

Farewells are a common sacrifice of all Seafarers, and when Mason submitted the photo to the LOG Photo Contest last year, he won the First Place award.

Photos of the continuing journey, the beauty of sea and spectacular cloudbursts were submitted by others. In May, the LOG devoted a full two-page spread to the artistic aspirations of Seafarers depicting the life of a people who earn their living sailing for months at a time out to sea. AB B. Isenstadt won the



When the Taiwanese freighter *Panamax Nova* was stranded off San Francisco for 42 days because of financial difficulties, Ed Turner, SIU executive vice president, helped lead the way with other area labor unions for a relief effort which brought food and supplies to the stranded sailors.

first place award for color photography and there were numerous awards in the honorable mentions category as well.

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Another journey in 1984 had an enormous impact on the P.L.

480 Food for Peace program, a government-sponsored aid project that distributes food to hungry nations.

By their work, Seafarers are known for the professionalism they bring to American-flag vessels. Perfection can be a well-scrubbed pot hung to dry, or in the case of the *Jade Phoenix* (Titan Navigation) the efficient loading of cargo.

The *Phoenix* crew set a new standard of work excellence in 1984, saving \$4.3 million dollars in government aid by sailing to the port of Shafaga, Egypt with the largest shipment of grain

ever carried by an American-flag ship.

With hard work and careful loading, 112,500 tons of wheat were packed into cargo bays, reducing the cost of the trip by 43 percent, making that much more food aid available to the needy.

• • •

Most of the people in the world suffering from an inadequate supply of food are children. While Seafarer Erick Fischer did not sail the *Jade Phoenix* last year, his earnings from the sea provided the means for journeys to help many children.

Fischer is a member of the Kismet Clowns, affiliated with the Shriners community organization that entertains sick children in hospitals throughout the nation.

Donning checkered pants, a smile and a frown, Fischer coaxes children with his antics, magically molding balloons into dogs and flowers until he can see the sparkle in their eyes.

"You have no idea what real problems are until you realize what they're confronted with," says Fischer. Laughter is his reward. Hope is that he has had a positive effect on the children's recovery.

• • •

QMED Bob Shaw joined a circus troupe last year of another type.



Marvin Mason, a SIU member from LOG Photo Contest (black and Matthew, titled "Dad Going Back

High up to the sky, above the Flying Circus airfield in Bealeton, Va., Shaw put on an acrobatic show as one of a handful of wing walkers licensed to perform without support of safety props or hidden wires on the wing of an airplane.

During warm weather weekends, audiences of all ages flocked to see him perform an array of gravity-defying stunts in the air. The applause was deafening. And for the same sense of adventure that made him dream of a career at sea, he will return to the circus next spring to savor children rushing



More than 50 SIU members, and these trainees, took part in demonstrations against South African apartheid and that country's arrest of many labor leaders.

Members' Journeys Through 1984

forward for his autograph with pen and paper, and then take up the sea where he left off.

• • •

Last year QMED John Anderson was insuring his journey would be a long and healthy one.

Each year heart attacks and heart disease claim hundreds of thousands of lives. As one of



St. Petersburg Beach, Fla. won the (white) with this picture of his son Jonathon Kass.

the leading causes of death at sea, even with emergency assistance within reach to wing victims quickly to shoreside medical facilities, heart attacks are most often fatal.

A friend sent a picture of Anderson to the LOG last year. He had become something of a celebrity, an inspiration. On the expansive deck of the *Ogden Missouri* each morning he scheduled a rigorous routine of long distance jogging, stirring others to participate in the race for life as a prevention against coronary heart disease.

• • •

Alternately listening as speakers addressed Union issues, touring SIU facilities or just enjoying a relaxing retreat with their husbands, Seafarers' wives were seen everywhere, the welcomed guests in 1984.

The women arrived with husband-delegates to the many conferences and conventions held at the new SHLSS Training and Recreation Center and with husbands who were upgrading their job skills at the Lundeberg School.

As much time as Seafarers spend away from their wives at sea, the SIU determined that they would not add to the separation of spouses but encourage members to invite wives for



SIU crewmembers on the *SS Independence* helped rescue a man off Maui, Hawaii, whose wind surfer had carried him out to sea.

the duration of upgrading courses and delegate meetings.

Often it is the Seafarer's wife who completes the paperwork for receiving welfare and pension benefits. The difference last year was that the women had an opportunity to learn about how they could contribute directly to the system of claims reimbursement, now under revision, and a chance to improve the system with their suggestions.

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Memorial wreaths were placed in honor of Seafarers who died serving their nation. SIU Vice Presidents Leon Hall and George McCartney, Port Agent George Ripoll, SHLSS Trainee Armando Voluntad and many other SIU members honored the dead May 22, Maritime Day.

In their stance, in their bearing of wreaths, in their speeches, images swept by, World War I,



On the *Sea-Land Venture*, Leticia Peralez became the first SIU woman to be elected ship's chairperson. Handing over the official papers is Bosun Otto Pedersen while Lonnie Gamble (l.) and Brother Young look on.

World War II, Korea, Vietnam. The merchant marine suffered a casualty rate higher than any

other branch of the armed services in WW II.

As administration speakers rose to voice their admiration of the merchant marine's courageous participation in war efforts, it was hardest for those participating in Maritime Day ceremonies last year to understand it all. Because of detrimental government policies, the merchant marine in 1984 was just a shadow of its former self fated to disappear unless things change. It was difficult for the Maritime Day participants to stand tall for those who gave so much with so little now to show for it.

But they did, after all.



SIU members Gregg Turay and Jeffrey Kass, along with the captain of the SIU-contracted *Rose City*, were honored by the United Nations for their part in the rescue of 86 Vietnamese boat people. In addition, they were honored at a White House ceremony by President Ronald Reagan. Kass was unable to attend. From left to right is Turay, his son Jonathon, his wife Anita and Capt. and Mrs. Lewis Hiller with the president.

Jobs Jump on Lakes, 1984 Is Best in Years

THE past few years have not been easy ones for SIU members on the Great Lakes. The Lakes have been hit hard by the industrial slump of the first years of the Reagan administration. This has cut down the number of jobs available for SIU Lakers.

When a late spring storm system put a deep freeze on the St. Clair River and trapped dozens of ships, including many SIU ships, it could have been taken as a bad omen for the rest of the year.

But employment opportunities on Lakes ships and dredges turned out to be the best in two years. Thanks to a resurgence in the automobile industry, due mainly to car import restrictions on Japan, steel production rose and, in turn, SIU ships were called on to haul the ore and

raw materials. Shipping jobs rose 25 percent.

• • •

After years of Union efforts, the U.S. Army Corps of Engineers was finally forced to turn over many of its projects to private firms, and a lot of those companies were SIU-contracted. The result was about 150 new jobs created in the dredging industry along the Great Lakes.

After a two-year fight, the SIU won a contract with the Great Lakes Towing Co. and returned 32 SIU members to jobs aboard four tugs on the Detroit River.

If the automobile industry continues its surge and the Corps of Engineers' work continues to bid to private firms, 1985 could be another good year on the Lakes.



Deckhand Bob Donald on the Great Lakes ship *Medusa Challenger*.

SIU Fishermen Struggle Through a Rough 1984

A WORLD COURT decision limiting American fishing rights in George's Banks increased imports of foreign-processed fish, low prices for American fish and the lack of any kind of comprehensive government help for American fishermen marked 1984 as a low point for SIU fishermen.

But despite the many problems, there were victories in at least maintaining some safety regulations and rules which protect U.S. fishermen.

Efforts to eliminate U.S. citizen requirements on fishing boats and lower the percentage of Americans mandated on fish processing ships were beaten back by SIU efforts. In addition, the three-watch rule for fish processing ships was maintained in the face of action to reduce that to only two watches.

The SIU fought to impose an increased tariff on water-packed imported tuna, which is not covered under current tariff regulations. Despite a strong presentation to the International Trade Commission, no new tariffs were imposed.

On the East Coast two of the biggest problems in 1984 were the George's Bank decision and the flood of Canadian govern-

ment supported fish imports into the U.S. market place.

Historically, George's Bank has been an American fishing

ground, but the World Court gave the most fertile area, the Northeast Peak, to Canada. After the decision, a group of sen-

ators and representatives asked Secretary of State George Shultz to attempt to work out some kind of agreement with Canada which would allow U.S. fishermen to return to the disputed area. At the end of the year no progress on that had been made.

Also there has been no effort on the part of the administration to impose some sort of tariff or quota on Canadian fish imports, despite the fact that the Canadian government plans to spend some \$22.3 million during the next five years to promote its fish products in the U.S. market. Canadian fishermen are also subsidized by their government.

On a more positive note, one piece of legislation which does help American SIU fishermen made it out of Congress last year. S. 1102 strengthened some safety laws and tightened vessel reporting requirements along with extending a small amount of possible financial help to fishermen in danger of defaulting on their loans.

Overall, 1984 was not good for SIU fishermen, but the Union plans to continue to push Congress and government agencies into some type of action to protect one of the nation's most valuable food industries.



Walter Smith, secretary-treasurer of the Alaska Fishermen's Union, makes a point during the Fishermen and Cannery Workers Conference at the SIUNA convention last year. At left is Steve Edney, UIW national director.

Legal Decisions Mark 1984 on Inland Waterways

The year 1984 was marked by a nearly two-year strike against the giant Dixie Carriers for refusing to bargain collectively on a new contract.

The long fight on the "unfair labor practices of Dixie" was fought on the picket lines, in the offices of the National Labor Relations Board (NLRB) in New Orleans, and in the Texas courts.

Previously, before Dixie merged with the conglomerate Kirby Enterprises of Houston, it had good labor relations with the SIU for 40 years.

Last year another ex-SIU inland company, the American Commercial Barge Line (ACBL) of the port of St. Louis, a conglomerate subsidiary of the Texas Gas Co., in a NLRB ruling had to pay nearly \$1 million to almost 50 SIU Boatmen for 1979-1981 back wages plus interest for not using the Union hiring halls.

In yet another NLRB ruling favorable to SIU Boatmen, the board issued a complaint in August against the Union-manned McAllister Brothers of the port of Baltimore for laying off some members who had worked for the company for 45 years, when they formed a new company (Outreach Marine) there in April.

If the complaint is upheld by a NLRB hearing examiner, the fired workers will get back pay, fringe benefits and top priority for rehiring at Outreach Marine.

The year was also marked by the SIU winning an historic vic-

tory in November for the captains of the Curtis Bay Towing fleet—a Moran Towing subsidiary—in the ports of Baltimore, Philadelphia and Norfolk. In a new three-year contract, Curtis Bay tried to exclude the masters from SIU representation in the contract negotiations, saying they were "supervisors" and so not eligible for union protection under NLRB law.



Last year, in an effort to iron out problems within the Sonat fleet, four special conferences for Sonat members were held at Piney Point. Here AB John Allman (l.) and Capt. Tom Braddy of the IOT fleet take part in discussions.

In January the West Coast NLRB, in a precedent-setting decision, said the Foss Co.'s licensed wheelhouse personnel, members of the Masters, Mates and Pilots Union (MM&PU), were "supervisors" and so not entitled to union representation.

Nevertheless, the Curtis Bay

captains stood together for SIU representation, and they won!

* * *

Besides new contracts, new tugs, towboats and dredges were added last year to the SIU fleets.

Notably, a new 5,000 hp, 97-foot long coal-docking tug, the *Seaboard* (Chesapeake & Ohio Railroad) went into service last summer in the port of Norfolk.

On the Great Lakes in the summertime, a new hopper dredge, the 205-foot *Northerly Island* (North American Trailering) joined the NATCO fleet of 26 dredges.

Early in the year, in the port of Houston, a new pushboat, the 112.3 dwt SIU-contracted *Karl G. Andren* (Higman Towing), went into service with a SIU crew of six on the Gulf Intracoastal Canal.

Finally, at the same time, Union Boatmen in the port of Norfolk manned a rebuilt fire-fighting tug, the *Fort Johnston* (Cape Fear Towing) of Wilmington, N.C. for runs up the Cape Fear River.

* * *

On the legislative front for the inland waterways industry, in June the U.S. House of Representatives overwhelmingly passed Rep. Robert Roe's (D-N.J.) Water Resources, Port Development Dredging and User Fees Authorization's bill which would spend \$2-billion over the next 10 years for dredging and improvements of harbors, in-

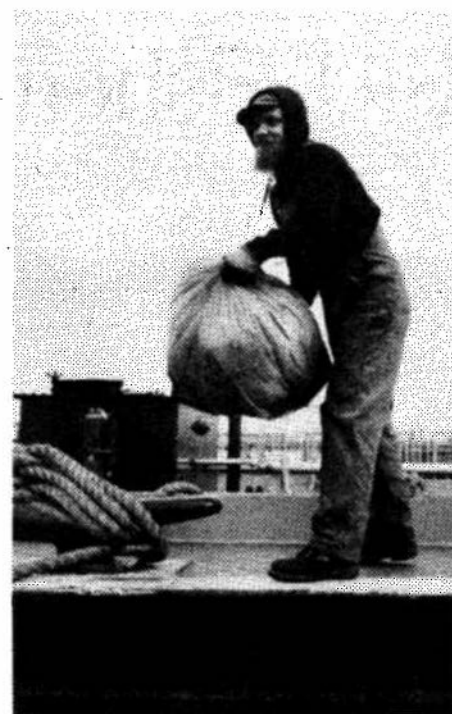
land waterways and channels. The U.S. would pay 100 percent for dredging under 45 feet. User fees could be imposed for dredging over 45 feet.

The 99th U.S. Congress which convened Jan. 3 waits for Senate action on a similar bill.

* * *

The Foss NLRB precedent-setting decision on "supervisory licensed personnel" has come up with the SIU 20-year-old-contracted port of Philadelphia-based IOT Green, Mariner White, IBC and Harbor Fleets bought by SONAT Marine (a big energy non-union conglomerate) more than four years ago.

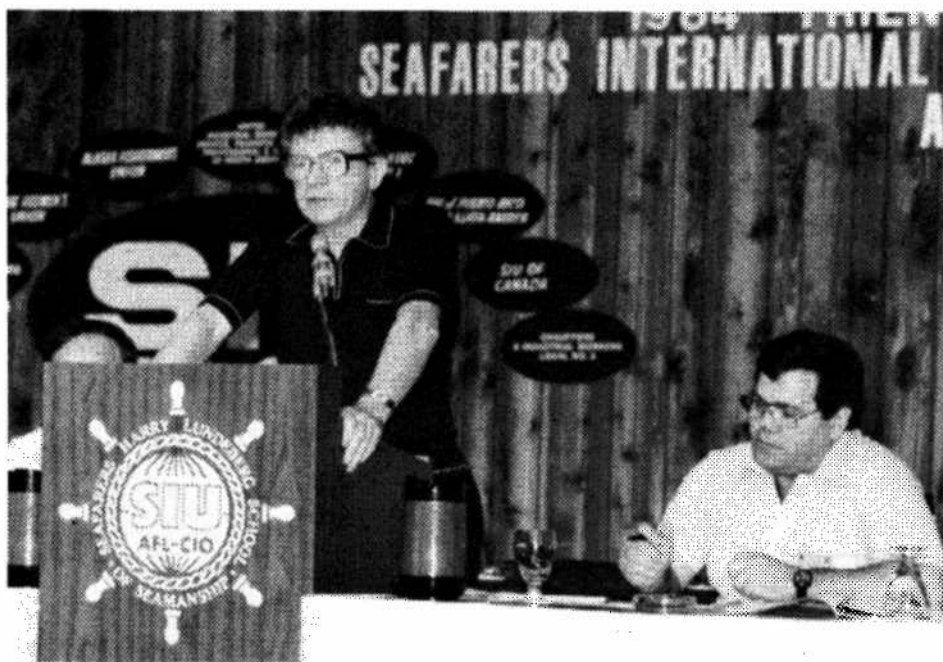
As of December, the SONAT colossus has refused to bargain collectively for their IOT and Mariner captains, mates, chief engineers and barge captains.



Tankerman Harry Kieler

Unlicensed and licensed delegates from more than 100 SIU-contracted companies met in June at an Inland Fleets Crews Conference. The delegates, elected in all ports, were there to help Union officials develop ways to better service the boats and help plan the needs of future contracts.

Crowley Marine officials, Boatmen and Union representatives have met all year at unique quarterly labor-management meetings in Southern California to discuss problems and solutions which led to a 5 percent wage hike payable June 1986 for Crowley West Coast mariners.



SIU vice presidents Red Campbell (l.) and Joe Sacco address the Inland Crews Conference held last year to help map out plans for the Union.

SIU Unites to Seek Jobs and Security for Future

(Continued from Page 21.)

public's attention—the SIU Grassroots Campaign.

"We've got to let the public know what's happening to the U.S. merchant marine. This isn't some narrow special interest. We're talking about jobs for everybody and national security," SIU President Drozak said.

The grassroots campaign which began in April, swept across the country. In cities and towns in the East, the Gulf and the West Coast, the public learned about the merchant marine. Candidates saw SIU members at rallies everywhere.

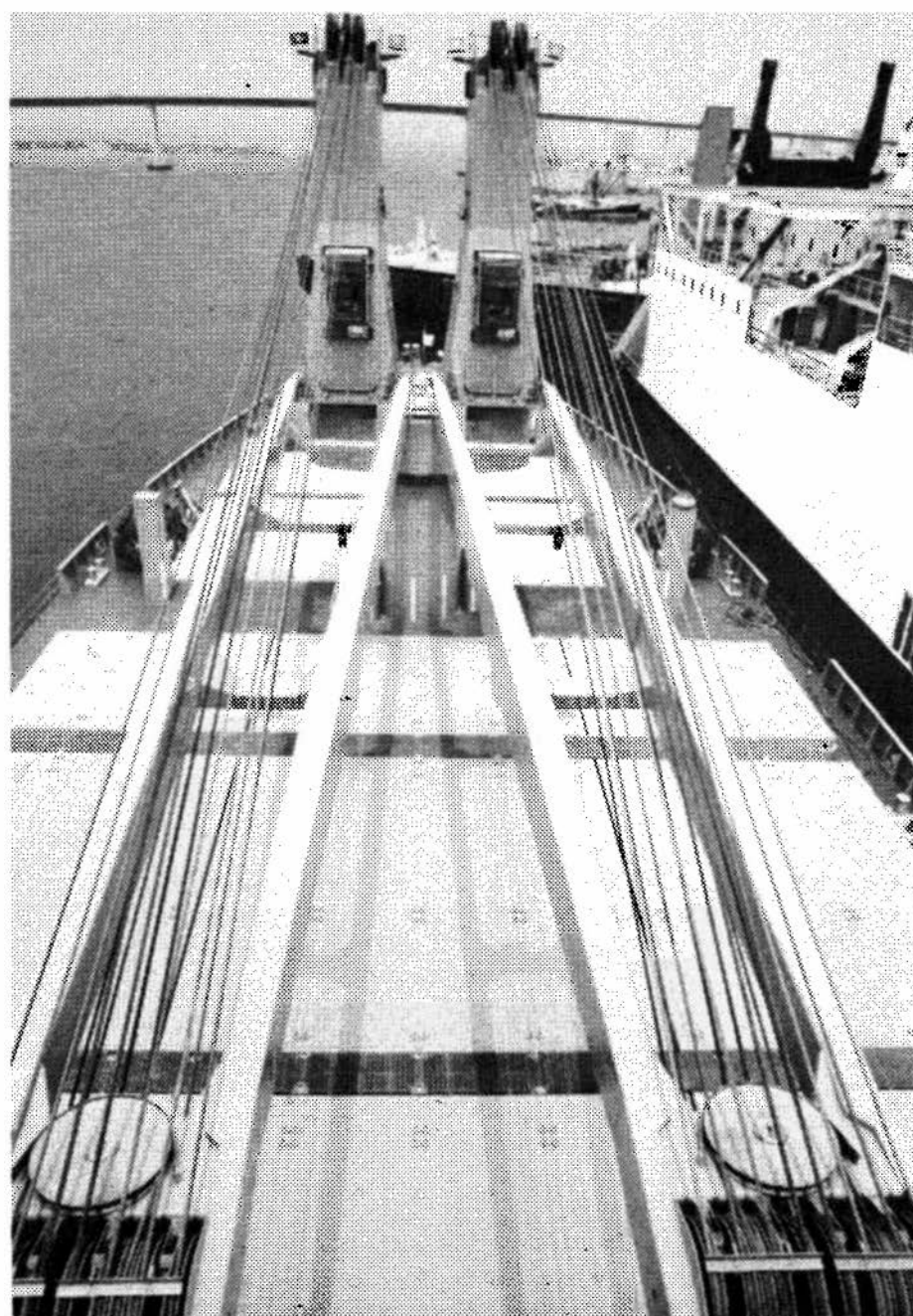
Walter Mondale visited SIU headquarters last year to outline his program for the merchant marine. Other candidates actively sought SIU support.

The SIU threw its support behind Walter Mondale in the presidential election and behind many others in House and Senate races. While Mondale had the misfortune of running against one of the most popular presidents of all time and was beaten, overall more than 70 percent of the candidates the SIU backed were victorious. As important was the coverage given the problems of the merchant fleet, and many Americans increased their awareness of the maritime industry.

• • •

Seafarers had two important decisions to make at the end of 1984: what conditions they would work under and who they would choose to lead them. Unionwide voting on new deepsea contracts and for SIU officials ended Dec. 31.

The basis for the new con-



The USNS Algal was just one of the four TAKX ships (former SL-7s) manned by the SIU last year. Here are two of the ship's stern cranes.

tracts came from the springtime Crews Conference. After long negotiations with ship operators, SIU bargainers were able to incorporate most of the recommendations from those conferences. In addition, in the face of serious industry-wide problems, the SIU was able to hold the line in the areas of wages and benefits. The membership approved the agreements overwhelmingly.

• • •

In a strong show of support, Seafarers re-elected Frank Drozak and the entire Executive Board for another term.

As the year ended, Seafarers could be proud that they and their Union had fought the best they could in a year where the entire merchant marine was under both political and economic



Darry Sanders of Mobile, Ala. was one of more than 200 Seafarers who gathered at Piney Point last spring to help the Union chart a course during the SIU Crews Conference. The conference helped Union officials determine what the membership needed and wanted in the future and, in turn, it helped the delegates learn some of the problems the SIU faces in the future and how the Union intends to solve them. Many of the Conference's recommendations were included in the new three-year agreement reached late last year and in Constitutional changes voted on also.

attack, and where workers in many industries were forced to take cutbacks in wages and benefits. They could also feel secure that the SIU would do what is necessary to protect their jobs and job security in a troubled industry.



More than 200 delegates adopted 51 resolutions at the SIUNA Convention at Piney Point last year.



At the MTD's Executive Board meeting last year (l. to r.) AFL-CIO President Lane Kirkland, Frank Drozak and MTD Vice President Stephen Leslie helped outline programs for maritime's future.

Tax Time Again—Here's Some Help

Important Tax Law Changes

Tax Rate Reduced

The rate of tax for all brackets has been reduced for 1984. However, no additional computation is needed because the reduction has already been built into the Tax Table and the Tax Rate Schedules.

Social Security Benefits May Be Taxable

If you received social security benefits in 1984, part of these benefits may be taxable under certain conditions. Be sure to read the IRS Notice 703 that you should get from the Social Security Administration with Form SSA-1099 by January 31, 1985.

Credit for the Elderly and Permanently and Totally Disabled

The rules for taking the credit for the elderly have changed and the disability income exclusion no longer applies. But, you may be able to take the credit for the elderly and the permanently and totally disabled if, by the end of 1984, you were either 65 or over; or you were under 65, you retired on permanent and total disability, and you received taxable disability income in 1984.

See **Schedule R**, Credit for the Elderly and the Permanently and Totally Disabled, for more details.

Tax Shelter Registration Number

A person who sells (or otherwise transfers) to you an interest in a tax shelter after August 31, 1984, must maintain a list of investors and give you the tax shelter registration number assigned to the tax shelter. You must attach to your tax return **Form 8271**, Investor Reporting of Tax Shelter Registration Number, to report this number. Penalties are provided if you fail to report this number on your tax return.

Deduction for Charitable Contributions

Generally, for 1984, if you do not itemize your deductions, you can deduct 25% of your qualified charitable contributions, but

not more than \$75 (\$37.50 if married filing separately).

Deduction for Medical and Dental Expenses

Some of the rules for deducting medicines and drugs have changed. Also, certain lodging expenses for medical care may be deducted.

Credit for Owners of Diesel-Fueled Vehicles

You may be able to take a special credit for 1984 if, on January 1, 1985, you have a 1979 or newer model diesel-powered car, van, or light truck. Get **Form 4136** for details.

Highlights of 1985 Tax Changes

There are a number of tax law changes that may affect your tax return for 1985. Some of the changes for 1985 include new rules for:

- alimony and separate maintenance payments,
- head of household filing status,
- earned income credit,
- exemption for a dependent child of divorced or separated parents, and
- estimated taxes.

For more details on changes for 1985, get **Publication 553**, Highlights of 1984 Tax Changes.

Recordkeeping for Certain Trade or Business Expenses

Beginning in 1985, in general, you must keep adequate and contemporaneous records to prove the accuracy of:

- any travel, entertainment, and gift expenses you deduct, and
- the business use of your auto and certain other property used in your trade or business or held for the production of income.

For more details on the new record-keeping rules, get **Publication 463**, Travel, Entertainment, and Gift Expenses and **Publication 583**, Information for Business Taxpayers.

Important Reminders

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 inter-

est, dividends, pensions, 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. For more details, see **Publication 505**, Tax Withholding and Estimated Tax.

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, some of the rules for income averaging have changed, and fewer people may be eligible to income average. Get **Schedule G** (Form 1040) to see if you qualify.

Do You Want More or Less Income Tax Withheld in 1985?

If the refund you receive is large, you may want to decrease your withholding for 1985. 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.

New Telephone Service for Tax Refund Information

If it has been at least 10 weeks since you mailed your 1984 tax return, you may be able to call a special telephone number for your area to find out the status of your income tax refund. For details on how to use this service, see **How To Use Tele-Tax Information**.

Employment Taxes for Household Employers

If you have a household employee, both you and the employee may have to pay a share of the social security tax on the employee's wages. You may also have to pay Federal unemployment tax, which is for your employee's unemployment insurance. For more details, get **Publication 503**, Child and Dependent Care Credit, and **Employment Taxes for Household Employers**.

Other Filing Requirements. Even if your income was less than the amounts shown above, you must file a return if any one of the following applied for 1984:

- You could be claimed as a dependent on your parent's return and you had \$1,000 or more in income that was not earned income—for example, taxable interest and dividends.
- You owe any special taxes, such as:
 - social security tax on tips you did not report to your employer;
 - uncollected social security tax or RRTA tax on tips you reported to your employer;
 - alternative minimum tax;
 - tax on an Individual Retirement Arrangement (IRA); or
 - tax from recapture of investment credit.
- You received any advance earned income credit (EIC) payments from your employer(s).
- You had net earnings from self-employment income of at least \$400.
- You had wages of \$100 or more from a church or qualified church-controlled

(Continued on Page 30.)

Who Must File

You must file a tax return if—
Your marital status at the end of 1984 was:

| | |
|--|-----------------------------|
| Single (including divorced and legally separated) | Single or Head of household |
| Married with a dependent child and living apart from your spouse all year | Single or Head of household |
| Married and living with your spouse at end of 1984 (or on the date your spouse died) | Married, joint return |
| Married, not living with your spouse at end of 1984 | Married, separate return |
| Widowed in 1983 or 1983 and not remarried in 1984 | Single or Head of household |
| Widowed before 1982 and not remarried in 1984 | Single or Head of household |

and your filing status is:

Single or Head of household

Single or Head of household

Married, joint return

Married, separate return

Married, joint return

Married, separate return

Single or Head of household

Qualifying widow(er) with dependent child

Single or Head of household

and at the end of 1984 you were:

under 65
65 or over

under 65
65 or over

under 65 (both spouses)
65 or over (one spouse)
65 or over (both spouses)

any age

any age

any age

under 65
65 or over

under 65
65 or over

and your gross income was at least:

\$3,300
\$4,300

\$3,300
\$4,300

\$5,400
\$6,400
\$7,400

\$1,000

\$1,000

\$1,000

\$3,300
\$4,300

\$3,300
\$4,300

(Continued from Page 29.)

organization that is exempt from employer social security taxes.

- You exclude income from sources within U.S. possessions and your gross income was at least \$1,000.

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 1984 and who have elected to be treated as resident aliens.

Note: Different rules apply if you were a nonresident alien at any time during 1984 (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 Federal income tax was withheld from any payments to you. 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**).

When To File

You should file as soon as you can after January 1, but not later than April 15, 1985.

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 using **Form 4868**, Application for Automatic Extension of Time to File U.S. Individual Income Tax Return.

Note: *Form 4868 does not extend the time to pay your income tax. See the instructions for Form 4868.*

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.

Which Form To File

You MAY be able to Use Form 1040EZ If:

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

You MAY Be Able To Use 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:

- Your taxable income is \$50,000 or more.
- 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 1984 and do not file a joint return. (You may have to file **Form 1040NR**.)

- You were married at the end of 1984 to a nonresident alien who had U.S. source income and who has not elected to be treated as a resident alien. Exception: You may be able to use Form 1040A if you meet the tests under **Married Persons Who Live Apart**.
- You received taxable social security benefits or tier 1 railroad retirement benefits.
- You received interest as a nominee.
- You received or paid accrued interest on securities transferred between interest payment dates.
- You received any nontaxable dividends, capital gain distributions, dividends as a nominee, or you elect to exclude qualified reinvested dividends from a qualified public utility.
- You are required to fill in Part III of Schedule B for Foreign Accounts and Foreign Trusts.
- You take any of the Adjustments to Income shown on Form 1040, lines 24, 25, 27, 28, 29, or any write-in amount included on line 31.
- You claim any of the credits on Form 1040, lines 42, 43, 47, 48, or any write-in credit included on line 49.
- You own any of the taxes on Form 1040, lines 39, 51 through 55, or any write-in amount included on line 56.
- You claim any of the payments on Form 1040, lines 58, 62, 63, or any write-in amount included on line 64.
- You file any of these forms:

Form 1040-ES, Estimated Tax for Individuals, for 1984 (or if you want to apply any part of your 1984 overpayment to estimated tax for 1985).

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.

Form 8271, Investor Reporting of Tax Shelter Registration Number.

Where To File

Use the addressed envelope that came with your return. If you do not have one, 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. Please write -4444 after the five digit ZIP Code for your state; e.g., Ogden, UT 84244-4444.

Other Information

Death of Taxpayer

If the taxpayer died before filing a return for 1984, 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. Also write "DECEASED" across the top of the tax return.

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 1984 and you did not remarry in 1984, you can file a joint return. You can also file a joint return if your spouse died in 1985 before filing a 1984 return. A joint return should show your spouse's 1984 income before death and your income for all of 1984. Also write "Filing as surviving spouse" in the area where you sign the return. If someone else is the personal representative, he or she must also sign.

If you are claiming a refund as a surviving spouse filing a joint return with the 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** (tape no. 128) 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. Get **Publication 54**, Tax Guide for U.S. Citizens and Resident Aliens Abroad, for more details.

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.

Community Property States

Community property States are: Arizona, California, Idaho, Louisiana, Nevada, New Mexico, Texas, and Washington.

If you and your spouse live in a community property State, you must follow State law to determine what is community income and what is separate income. However, different rules could apply if:

- you and your spouse lived apart all year,
- you do not file a joint return, and
- no part of the community income you earn is transferred to your spouse.

Please get **Publication 555**, Community Property and the Federal Income Tax, for more details.

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.

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, each of you may choose to have \$1 go to this fund, or each 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.

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."

Filing Status Lines 1 through 5 Boxes

Single

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 explained on this page for **Married Persons Who Live Apart**, you may consider yourself single for the whole year.

If your spouse died during 1984, consider yourself married to that spouse for the whole year, unless you remarried before the end of 1984.

Married

Joint or Separate Returns?

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

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

Note: *If you file a joint return, you may not, after the due date of the return, choose to file separate returns for that year.*

If your spouse died in 1984, you can file a joint return for 1984. You can also file a joint return if your spouse died in 1985 before filing a 1984 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 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 because the tax rate is higher for married persons 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 cases.
- You cannot take the earned income credit
- If you lived with your spouse at any time in 1984—
 - a. You may have to include in income the total amount of any unemployment compensation you received in 1984.
 - b. You cannot take the credit for the elderly and the permanently and totally disabled.
 - c. You may have to include in income up to one-half of any social security benefits (including any tier 1 railroad retirement benefits) you received in 1984.
- 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 also means that if your spouse itemizes deductions, you do not have to.

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

(Continued on Page 31.)

Tax Time Again—Here's Some Help

(Continued from Page 30.)

- a. You file a separate return from your spouse.
- b. You paid more than half the cost to keep up your home in 1984.
- c. Your spouse did not live with you at any time during 1984, and
- d. For over 6 months of 1984, 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 1984. 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.

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, 1984, you were unmarried (including certain married persons who live apart, as discussed above) 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**

- 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, unless you qualify for Head of household under the rules listed above for **Married Persons Who Live Apart**.)

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 relative listed below whom you can claim as a dependent.

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

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**.

3. A foster child may qualify you for Head of household purposes if you can claim the foster child as your dependent.

Qualifying Widow or Widower With a Dependent Child

If your spouse died in 1983 or 1982 and you did not remarry in 1984, you may be able to use joint return tax rates for 1984. 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, even if you didn't actually do so.
- 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 1982 and you were single in 1984, you may check Box 4 if you met the tests under **Head of Household**. Otherwise you must file as Single.

Exemptions

Line 6a Boxes

For Yourself

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

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

Age and blindness are determined as of December 31. However, if your 65th birthday was on January 1, 1985, you can take the extra exemption for age for 1984.

Line 6b Boxes

For Your Spouse

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

Your spouse's exemptions are like your own. Take one exemption 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 1984, 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 1984 and you did not remarry before the end of 1984, check the boxes for the exemptions you could have taken for your spouse on the date of death.

Lines 6c and 6d

Children and Other Dependents

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

Birth or Death of Dependent. You can take an exemption for a dependent who was born or who died during 1984 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.

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. You can take an exemption for each person who is your "dependent."

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

1. income;
2. support;
3. married dependent;
4. citizenship or residence; and
5. relationship.

These tests are explained below.

1. Income

In general, the person must have received less than \$1,000 of gross income. Gross income does not include nontaxable income, such as welfare benefits or nontaxable social security benefits.

Special Rules for Your Dependent Child. Even if your child had income of \$1,000 or more, you can claim your child as a dependent if tests 2, 3, and 4 below are met, and:

- Your child was under 19 at the end of 1984, or
- Your child was enrolled as a full-time student at a school during any five months of 1984, or
- Your child took a full-time, on-farm training course during any 5 months of 1984. (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.

2. Support

In general, you must have given over half of the dependent's support in 1984. If you file a joint return, the support can be from you or your spouse. Even if you did not give over half of the dependent's support, you will be treated as having given over half of the support if you meet the tests for **Children of Divorced or Separated Parents or Dependent Supported by Two or More Taxpayers**.

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, 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, recreation, 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.

Children of Divorced or Separated Parents.

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

- a. That parent gave at least \$600 toward each child's support in 1984, and the decree of divorce or separate maintenance (or a written agreement between the parents) states he or she can take the exemption, OR

- b. That parent gave \$1,200 or more for each child's support in 1984, and the parent who had custody cannot prove that he or she gave more than the other parent.

Note: In figuring support, a parent who has remarried and has custody may count the support provided by the new spouse.

Tax Tip: Beginning after 1984, new rules apply for claiming exemptions for children of divorced or separated parents. See **Publication 504** for details.

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, mar-

ried dependent, citizenship or residence, and relationship, are met.

In addition, the taxpayer who claims the dependent must:

- a. have paid more than 10% of the dependent's support; and
- b. attach to his or her tax return a signed **Form 2120**, Multiple Support Declaration, for 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 1984 for the person he or she helped to support.

3. Married Dependent

The dependent did not file a joint return. 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.

4. Citizenship or Resident

The dependent **must have been** 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.

5. Relationship

The dependent met test a or b below.

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

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

Note: Any relationships that have been established by marriage are not ended by death or divorce.

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

The word child includes:

- Your son, daughter, stepson, or stepdaughter, or adopted son or daughter.
- 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).

Income

Examples of Income You Do Not Report

(Do not include these amounts when you decide if you must file a return.)

Welfare benefits.

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

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

Child support.

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

Dividends on veterans' life insurance.

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

Interest on certain State and municipal bonds.

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

Amounts an employer contributed on your behalf and benefits provided to you as an employee or the spouse or dependent

(Continued on Page 32.)

(Continued from Page 31.)

of an employee, under a qualified group legal services plan.
Cancellation of certain student loans, on or after January 1, 1983, where the student, under the terms of the loan, performs certain professional services for any of a broad class of employers.

Examples of Income You Must Report

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

Wages, including salaries, bonuses, commissions, fees, and tips.
Dividends (Schedule B).
Interest (Schedule B) on:
bank deposits, bonds, notes;
U.S. Savings Bonds;
mortgages on which you receive payments;
tax refunds;
certain arbitrage bonds issued by State and local governments; and accounts with savings and loan associations, mutual savings banks, credit unions, etc.

In general, most Federal social security benefits (and tier 1 railroad retirement benefits) are not taxable. However, beginning in 1984, in certain instances, part of these benefits may be taxable.

Original Issue Discount (Schedule B).
Unemployment compensation (insurance).
Distributions from an Individual Retirement Arrangement (IRA), including SEPs and DEC's.

Amounts received in place of wages, from accident and health plans (including sick pay and disability pensions) if your employer paid for the policy.

Bartering income (fair market value of goods or services you received in return for your services).

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

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

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

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

Profits from businesses and professions (Schedule C).

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

Profits from farming (Schedule F).

Pensions, annuities, and endowments.

Tier 2 and supplemental annuities under the Railroad Retirement Act.

Lump-sum distributions (Form 4972 or Form 5544).

Gains from the sale or exchange (including barter) of real estate, securities, coins, gold, silver, gems, or other property (Schedule D or Form 4797).

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

Rents and royalties (Schedule E).

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

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

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

Director's fees.

Fees received for jury duty and precinct election board duty.

Fees received as an executor or administrator of an estate.

Embezzled or other illegal income.

Adjustments to Income

Line 24

Moving Expense

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

You can take this deduction only if your change in job location has added at least 35 miles to the distance from your old residence to your work place. If you had no former principal work place, your new

principal work place must be at least 35 miles from your former residence.

If you meet these requirements, you should see **Form 3903** for details. Use Form 3903 to figure the amount of moving expenses to show on line 24. If you moved outside the United States or its possessions, see **Form 3903F**.

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

Line 25

Employee Business Expenses

You can deduct certain business expenses that were not paid by your employer. Travel, transportation (but not commuting to and from work), and meals and lodging can be deducted on line 25 by using **Form 2106** even if you do not itemize deductions on Schedule A. All other business expenses, such as union or professional dues, tools, and uniforms, can be deducted only if you itemize deductions on Schedule A. Outside salespersons should claim their business expenses on line 25 by using Form 2106. For details, see **Tele-Tax Information** (tape no. 214) in the index or get **Publication 463**, Travel, Entertainment, and Gift Expenses.

Lines 26a and 26b

Payments to an Individual Retirement Arrangement (IRA)

You can deduct on line 26a payments made to your IRA (including those made under a Simplified Employee Pension (SEP) plan or to a plan that accepts deductible employee contributions (DEC's)). **Schedule C or F filers with a SEP and partners with a SEP take the deduction on line 27.**

You should receive a statement showing payments made to your IRA in 1984. (The trustee or issuer of the plan will also provide IRS with this information.) Use this amount when you figure your IRA deduction, **BUT** please note the following:

- If you made payments to your IRA in 1984 that you deducted on your 1983 Form 1040, **do not** include those payments on your 1984 tax return.
- If you made payments to your IRA in 1985 (by April 15, 1985) that you want to deduct on your 1984 Form 1040, be sure to include these payments when you figure your IRA deduction for 1984.
- If your IRA deduction on line 26a 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 26a.
- If you are married and made payments to your nonworking spouse's IRA for 1984, you must file a joint return for 1984 to deduct these payments.

Note: If you are divorced and a nonworking spouse's IRA was set up for your benefit before the divorce, special rules may apply. See **Publication 590**, Individual Retirement Arrangements (IRA's), for details.

- Do not include rollover payments in figuring your deduction.

Line 27

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

Caution: You must be self-employed 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 27.

There are two types of Keogh retirement plans:

- **Defined-contribution plan.**—This plan provides an individual account for each person in the plan. In general, if payments to the plan are geared to the employer's profits, the plan is a profit-

sharing plan. If payments are not based on the employer's profits, the plan is a money purchase pension plan.

- **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**, Self-Employed Retirement Plans.

Line 28

Penalty on Early Withdrawal of Savings

The **Form 1099-INT** given to you by your bank or savings and loan association will show the amount of any penalty you were charged because you withdrew funds from your time savings deposit before its maturity. Enter this amount on line 28. (Be sure to include the interest income on Form 1040, line 8.)

Line 29

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** (tape no. 219) in the index or get **Publication 504**, Tax Information for Divorced or Separated Individuals.

Line 30

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.

Other Adjustments

If you can claim any of the following adjustments, include it in the total on line 31. Be sure to identify it to the left of the total and show the amount.

Foreign Housing Deduction.—If you have income earned abroad and you claim a deduction for foreign housing expenses on **Form 2555**, enter your deduction on line 31. Write "Form 2555" in the space to the left of the total.

Forestation/Reforestation Amortization.—If you can claim a deduction for amortization of the costs of forestation or reforestation and you do not have to file Schedule C or Schedule F for this activity, enter your deduction on line 31. Write "Reforestation" in the space to the left of the total.

Repayment of Sub-pay Under the Trade Act of 1974.—If you repaid supplemental unemployment benefits (sub-pay) that you previously reported in income because you became eligible for payments under the Trade Act of 1974, enter the amount you repaid in 1984. Write "Sub-pay TRA" in the space to the left of the total. Or, you may be able to claim a credit against your tax instead. See **Publication 525**, Taxable and Nontaxable Income, for more details.

Tax Computation

Line 34a

You will fall into one of these three classes below:

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

The three classes are described below.

You MUST Itemize Deductions

You must itemize deductions if:

- A. You can be claimed as a dependent

on your parents' return and had interest, dividends, or other unearned income of \$1,000 or more. Generally, this means that you must complete and attach Schedule A and complete the worksheet on this page. However, there are two exceptions to this rule:

Exception 1. You don't have to itemize deductions on Schedule A or complete the worksheet if you have earned income* of \$2,300 or more if single (\$1,700 or more if married filing a separate return). Enter zero (0) on line 34a and go on to line 34b.

Exception 2. You don't have to use Schedule A if you know that your earned income* is more than your itemized deductions. Instead, use the worksheet after completing line 33 of Form 1040 and enter your earned income on line 3 of the worksheet.

Note: If your unearned income is less than \$1,000, you don't have to use Schedule A or the worksheet—enter zero (0) on line 34a and go on to line 34b.

In any case, be sure to check the box below line 34a.

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

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

D. You had dual status as a nonresident alien for part of 1984, and during the rest of the year you were either a resident alien or a U.S. citizen. However, you do not have to itemize if you file a joint return with your spouse who was a U.S. citizen or resident at the end of 1984 and you and your spouse agree to be taxed on your combined worldwide income.

You Choose To Itemize

You may choose to itemize your deductions if you are:

- Married and filing a joint return, or a Qualifying widow(er) with dependent child, and your itemized deductions are more than \$3,400.
- Married and filing a separate return, and your itemized deductions are more than \$1,700.
- Single, or a Head of household, and your itemized deductions are more than \$2,300.

If you do itemize, complete and attach Schedule A and enter the amount from Schedule A, line 26, on Form 1040, line 34a.

You Do Not Itemize

If your itemized deductions are less than the amount shown above for your filing status (or you choose not to itemize), enter zero on line 34a, unless you **MUST** itemize as described on this page.

Line 34b

Deduction for Charitable Contributions

You may deduct part of your charitable contributions on line 34b if you do not itemize your deductions on Schedule A (Form 1040). The amount you can deduct depends on your filing status and how much you actually gave to a qualified organization.

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.

Line 36

Exemptions

Multiply \$1,000 by the total number of exemptions you claimed on line 6e.

Line 38

Tax

To figure your tax, use one of the following methods.

(Continued on Page 33.)

Tax Time Again—Here's Some Help

(Continued from Page 32.)

Tax Rate Schedules

You must use the Tax Rate Schedules to figure your tax if your taxable income is \$50,000 or more.

Also use the Tax Rate Schedules if you figure your tax using:

Income Averaging, Schedule G.—You may pay less tax by using this method if there has been a large increase in your income this year. In some cases you may benefit even if your 1984 income did not increase substantially. This will depend on the amount of your taxable incomes in the three base years (1981–1983). Get **Schedule G** to see if you qualify.

Tax Table

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

Be sure you use the correct column in the Tax Table. After you have found the correct tax, enter that amount on line 38.

There is an example at the beginning of the table to help you find the correct tax.

Note: The allowance for the zero bracket amount and the tax rate reduction have already been built into both the Tax Table and the Tax Rate Schedules for you.

Line 39

Additional Taxes

Check the box(es) on line 39 to report any of the additional taxes listed below.

Form 4970, Tax on Accumulation Distribution of Trusts.

Form 4972, Special 10-Year Averaging Method.

Form 5544, Multiple Recipient Special 10-Year Averaging Method.

Credits

Line 41

Credit for Child and Dependent Care Expenses

You may be able to take a credit on line 41 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.

Line 42

Credit for the Elderly and the Permanently and Totally Disabled

Beginning in 1984, you may be able to take this credit and reduce your tax, if by the end of 1984, you were:

- Age 65 or over, or
- Under age 65, you retired on permanent and total disability, and you had taxable disability income in 1984.

For more information, see the separate instructions for **Schedule R**, Credit for the Elderly and the Permanently and Totally Disabled. Enter the credit on line 42.

Line 43

Residential Energy Credit

Generally, if you installed energy saving items in your principal residence during 1984, or you have an energy credit carryover from a prior tax year, you may take a credit against your tax.

Form 5696, Residential Energy Credit, tells you which energy saving items qualify and how to take the credit. Also, see **Publication 903**, Energy Credits for individuals, for more information.

Line 44

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 \$50 (\$100 if you are married and filing a joint return).

Note: You cannot deduct political contributions as charitable contributions.

For more information, please see **Publication 585**.

Line 47

Foreign Tax Credit

Form 1116 explains when you can take this credit for payment of income tax to a foreign country. Also see **Publication 514**. Enter the credit from **Form 1116** on line 47.

Line 48

General Business Credit

For tax years beginning in 1984, the investment credit, jobs credit, and alcohol fuels credit have been combined into one general business credit. Check the box(es) on line 48 if you can take any of these three credits. Use the appropriate credit form (as described below) to figure the credit. If you have only one credit, enter on line 48 the amount of the credit from the form.

However, if you take two or more of these credits, you must also complete **Form 3800** to figure the total credit and enter on line 48 the amount from **Form 3800**. Also be sure to check the box on line 48 for **Form 3800**.

Form 3468, Investment Credit. You are allowed a credit for investing in certain types of trade or business property. Use **Form 3468** to figure the credit.

Form 5884, Jobs Credit. If you are a business employer who hires people who are members of special targeted groups, you may qualify for this credit. Use **Form 5884** to figure the credit. Get **Publication 906**, Jobs and Research Credits, for more details. Also see the instructions for **Form 5884** if you have a WIN credit carryover.

Form 6478, Alcohol Fuels Credit. If you sell straight alcohol (or an alcohol mixture) at retail or use it as fuel in your trade or business, you may be able to take a credit for the alcohol used as fuel. Use **Form 6478** to figure the credit.

Line 49

Add amounts on lines 47 and 48 and enter the total on line 49.

Also include in the total on line 49 any of the following credits.

Credit for Fuel From a Nonconventional Source

A credit is allowed for the sale of qualified fuels produced from a nonconventional source. See I.R. Code section 29 for a definition of qualified fuels, provisions for figuring the credit, and other special rules. Attach a separate schedule showing how you figured the credit. Include the credit in the total for line 49. On the dotted line next to this total, write "FNS" and show the amount.

Credit for Increasing Research Activities

You may be able to take a credit for research and experimental expenditures paid or incurred in carrying on your trade or business. Use **Form 6765** to figure the credit. Include the credit in your total for line 49. On the dotted line next to this total, write "Research" and show the amount.

Other Taxes

Line 51

Self-Employment Tax

If you had self-employment income in 1984, and earned under \$37,800 in wages from which social security tax or RRTA tax was withheld, you may have to pay self-employment tax. Please see **Schedule SE (Form 1040)** and instructions. If you have to pay self-employment tax, enter the amount from **Schedule SE**, line 14.

Line 52

Alternative Minimum Tax

You may be liable for the alternative minimum tax if your adjusted gross income added to your tax preference items total more than:

- \$40,000 if married filing jointly or surviving spouse, or
 - \$30,000 if single or head of household, or
 - \$20,000 if married filing separately.
- Tax preference items include:
- All-Savers interest exclusion;
 - dividend exclusion;
 - accelerated depreciation;
 - amortization of certified pollution-control facilities.
 - capital gain deduction;
 - mining exploration and development costs;
 - reserves for losses on bad debts of financial institutions;
 - depletion;
 - incentive stock options;
 - intangible drilling costs; and
 - circulation and research and experimental expenditures.
- Get **Form 6251** to see if you are liable for this tax.

Line 53

Tax From Recapture of Investment Credit.

You may owe this tax if you dispose of investment credit property before the end of its useful life or recovery period.

See **Form 4255** for details. Enter any tax from **Form 4255** on this line.

Line 54

Social Security Tax on Tip Income Not Reported to Employer

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

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

To determine the amount of railroad retirement tax on unreported tips, contact your nearest Railroad Retirement Board office. On line 54, enter the tax and on the dotted line next to it, write "RRTA."

Be sure all your tips are reported as income on **Form 1040**, line 7.

Line 55

Tax on an IRA

If you owe tax on any early distributions from your IRA, any excess payments made to your IRA, or any excess accumulations in your IRA account, use **Form 5329** to figure the tax. Enter the total tax on line 55.

Uncollected Employee Social Security and RRTA Tax on Tips.—If you did not have enough wages to cover the social security tax on railroad retirement tax (RRTA) due on tips you reported to your employer, the amount of tax due will be shown on your **Form W-2**. Include that amount in the total on line 56. On the dotted line next to this total, write "Uncollected Tax on Tips" and show the amount.

Line 61

Excess Social Security Tax and RRTA Tax Withheld—Two or More Employers

If you had two or more employers in 1984 who together paid you more than \$37,800 in wages, too much social security tax and railroad retirement tax (RRTA) may have been withheld from your wages. If so, you may be able to take a credit for it against your income tax.

If you are filing a joint return, you must figure this separately for yourself and your spouse. Complete the following worksheet to see if you can take the credit.

If you worked for two or more railroad employers, see your employer for information on how to figure your excess RRTA tax. **Do not** use this worksheet.

Caution: If you were a U.S. Government employee whose wages were subject only to the 1.3% hospital insurance benefits tax, and you had other social security or RRTA wages that when combined with your U.S. Government wages totaled more than \$37,800, see **Form 4469** before completing the worksheet below.

Worksheet (Keep for your records)

| | |
|--|-----------|
| 1. Add all social security tax withheld (but not more than \$2,532.60 for each employer). * Enter total here | |
| 2. Enter any uncollected social security tax on tips included in the total on Form 1040 , line 56 | |
| 3. Add lines 1 and 2 | |
| above | |
| 4. Less | -2,532.60 |
| 5. Subtract line 4 from line 3. Enter this amount on line 61 | |

***Note:** If any one employer withheld more than \$2,532.60, you should ask the employer to refund the excess to you. You cannot take credit for it on your return.

Excess Hospital Insurance Benefits Tax. If you were a U.S. Government employee whose wages in 1984 were subject ONLY to the 1.3% hospital insurance benefits (Medicare) tax, you may be entitled to a credit for excess medicare tax paid if:

1. you had other wages subject to social security tax or RRTA tax, and
2. your government wages plus any combination of social security wages, or RRTA wages, total more than \$37,800. See **Form 4469**, Computation of Excess Hospital Insurance Benefits Tax, for more details.

Line 62

Credit for Federal Tax on Gasoline and Special Fuels

If you can take a credit for tax on gasoline and special fuels used in your business (including qualified taxicabs), or for certain diesel-powered cars, vans, and light trucks, please attach **Form 4136**. Enter the credit on line 62.

Underpayment of Estimated Tax

If line 68 is \$400 or more and more than 20% of the tax shown on your return, or you underpaid your 1984 estimated tax liability for any payment period, you may owe a penalty. Get **Form 2210 (Form 2210F for farmers and fishermen)** to see if you meet one of the exceptions to the penalty. Please attach that form to **Form 1040** to show how you figured the penalty or which exceptions you believe you meet.

Note: For tax years beginning in 1984, the penalty may be waived under certain conditions. See **Publication 505**, Tax Withholding and Estimated Tax, for details.

If you underpaid your 1984 income tax, you will not owe a penalty or have to complete **Form 2210** (or **Form 2210F**), if:

1. you had no tax liability for 1983;

(Continued on Page 34.)

(Continued from Page 33.)

2. you were a U.S. citizen or resident for all of 1983; and

3. your 1983 tax return was for a tax year of 12 full months.

If you attach Form 2210 or 2210F, be sure you check the box below line 68. If you owe a penalty, show the amount in the space below line 68.

If you owe tax, add the penalty amount to the tax due and show the total on line 68. Or, if you are due a refund, subtract the penalty amount from the overpayment you show on line 65.

Should You Make Estimated Tax Payments for 1985?

In general, you do not have to make estimated tax payments if you expect that your 1985 Form 1040 will show a tax refund, or a tax balance due IRS of less than \$500. If your total estimated tax is \$500 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.

Sign Your Return.

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

Address Change

If you move after you file your return and you are expecting a refund, you should notify the post office serving your old address. Also notify the IRS service center where you filed your return of your address change. This will help to forward your check to your new address as soon as possible.

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. For example, keep property records (including those on your own home) as long as they are needed to figure the basis of the original or replacement property. For more details, get **Publication 552**, Recordkeeping for Individuals and a List of Tax Publications.

Requesting a Copy of Your Tax Return. If you need a copy of your tax return or tax account information, use **Form 4506**, Request for Copy of Tax Form. The charge for a copy of a return is \$5.00. The charge for tax account information is \$2.50.

Amended Return

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

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

Instructions for Schedule A Itemized Deductions

Changes You Should Note

The following changes to medical and dental expenses apply to tax years beginning after 1983.

Medicines and Drugs. You may deduct only medicine and drug costs that are for prescribed drugs or insulin. Prescription drugs and insulin are subject to the 5%

limitation. The separate 1% limitation on medicines and drugs has been eliminated.

Lodging Expenses. You may deduct up to \$50 a night for lodging expenses you paid while away from home to receive certain medical care. See **Publication 502**, Medical and Dental Expenses, for details.

Purpose of Schedule

*Some taxpayers must itemize their deductions and some should itemize because they will save money. See **You MUST Itemize Deductions and You Choose To Itemize**.*

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

Lines 1 through 5

Medical and Dental Expenses

Before you can figure your total deduction for medical and dental expenses, you must complete Form 1040 through line 33.

You may deduct only that part of your medical and dental expenses that is more than 5% of your adjusted gross income on Form 1040, line 33.

Lines 1 through 5 of Schedule A explain how to figure your deduction for medical and dental expenses. Include amounts you paid for hospital, medical, and extra Medicare (Medicare B) insurance. When you figure your deduction, you may include medical and dental bills you paid for:

choanalysts (medical care only).

- Medical examinations, X-ray and laboratory services, insulin treatment, and whirlpool baths your doctor ordered.
- Nursing help. If you pay someone to do both nursing and housework, you may deduct only the cost of the nursing help.
- Hospital care (including meals and lodging), clinic costs, and lab fees.
- Medical treatment at a center for drug addicts or alcoholics.
- Medical aids such as hearing aids (and batteries), false teeth, eyeglasses, contact lenses, braces, crutches, wheelchairs, guide dogs and the cost of maintaining them.
- Lodging expenses (but not meals) paid while away from home to receive medical care in a hospital or a medical care facility that is related to a hospital. Do not include more than \$50 a night for each eligible person.
- Ambulance service and other travel costs to get medical care. If you used your own car, you may claim what you spent for gas and oil to go to and from the place you received the care; or you may claim 9 cents a mile. Add parking and tolls to the amount you claim under either method.

Examples of Medical and Dental Payments You MAY NOT Deduct

You may not deduct the following:

- The basic cost of Medicare insurance (Medicare A).

Note: If you are 65 or over and not entitled to social security benefits, you may deduct premiums you voluntarily paid for Medicare A coverage.

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 1983, paying off in January 1984, would have all the five months' earnings appear on his 1984 W-2 even though his actual 1984 earnings might be less than those in 1983.

There are ways to minimize the impacts of this situation. For example, while on the ship in 1983, the Seafarer undoubtedly took draws and may have sent allotments home. These can be reported as 1983 income.

Unfortunately, this raises another complication. The seaman who reports these earnings in 1983 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 1983, 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 1984 W-2. The seaman then, on his 1984 return would have to explain that he had reported some of his earnings in 1983 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.

- Yourself.
- Your spouse.
- All dependents you list on your return.
- Any person that you could have listed as a dependent on your return if that person had not received \$1,000 or more of gross income or had not filed a joint return.

Example.—You gave more than half of your mother's support but may not list her as a dependent because she received \$1,000 of wages during 1984. If part of your support was the payment of her medical bills, you may include that part in your medical expenses.

You should include all amounts you paid during 1984, but do not include amounts repaid to you, or paid to anyone else, by hospital, health or accident insurance, or your employer.

Examples of Medical and Dental Payments You MAY Deduct

To the extent you were not reimbursed, you may deduct what you paid for:

- Medicines and drugs that required a prescription, or insulin.
- Medical doctors, dentists, eye doctors, chiropractors, osteopaths, podiatrists, psychiatrists, psychologists, physical therapists, acupuncturists, and psy-

- Life insurance or income protection policies.
- The 1.3% hospital insurance benefits tax withheld from your pay as part of the social security tax or paid as part of social security self-employment tax.
- Nursing care for a healthy baby. (You may qualify for the child and dependent care credit; see **Form 2441**, Credit for Child and Dependent Care Expenses.)
- Illegal operations or drugs.
- Medicines or drugs you bought without a prescription.
- Travel your doctor told you to take for rest or change.
- Funeral, burial, or cremation costs.

Publication 502 has a discussion of expenses that may and may not be deducted. It also explains when you may deduct capital expenditures and special care for handicapped persons.

Lines 6 through 10

Taxes You Paid Taxes You MAY Deduct

- State and local income taxes (line 6)

Include on this line state and local income taxes that were withheld from your salary and any estimated payments made. Also

include payments you made in 1984 on a tax for a prior year.

If you received a refund of (or credit for) prior-year taxes in 1984, see the instructions for Form 1040, line 10. Do not reduce your deduction by this amount.

• Real estate taxes (line 7)

Include taxes that you paid on property you own that was not used for business. **Publication 530**, Tax Information for Owners of Homes, Condominiums, and Co-operative Apartments, explains the deductions homeowners may take.

If your mortgage payments include your real estate taxes, do not take a deduction for those taxes until the year the mortgage company actually pays them to the taxing authority.

• General sales taxes (line 8)

The Sales Tax Tables show how much you may deduct for your income and family size if you did not keep detailed records. You may add to the sales tax table amount the general sales tax you paid if you bought:

- A car, motorcycle, motor home, or truck. (Note: Beginning August 1, 1984, Texas charges a higher motor vehicle sales or use tax than it does for other items. Figure how much you would have paid at the general sales tax rate and enter only that amount on line 8b.)
- A boat, plane, home (including mobile or prefabricated), or materials to build a new home if:

1. The tax rate was the same as the general sales tax rate, and

2. Your sales receipt or contract shows how much tax was imposed on you and paid by you.

If you kept records that show you paid more state sales tax than the tables list, you may deduct the larger amount on line 8a. Separately show the sales tax you paid on any motor vehicle you bought in 1984 on line 8b. Include state or local selective sales or excise taxes if the rates were the same as the general sales tax rates.

• Personal property taxes and other taxes (line 9)

If you had any deductible tax not listed on Schedule A, lines 6 through 8b (such as personal property or foreign income tax), list the tax and the amount of tax. Enter one total in the total amount column on line 9.

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

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

Taxes You MAY NOT Deduct

- Federal income tax.
- Social security tax.
- Railroad retirement tax (RRTA).
- Federal excise tax on transportation, telephone, gasoline, etc.
- Customs duties.
- Federal estate and gift taxes. (However, see **Miscellaneous Deductions**.)
- Certain state and local taxes, including:
 - a. Tax on gasoline.
 - b. Car inspection fees.
 - c. Tax on liquor, beer, wine, cigarettes, and tobacco.
 - d. Assessments for sidewalks or other improvements to your property.
 - e. Taxes paid for your business or profession. (Use Schedules C, E, or F of Form 1040 to deduct business taxes.)
 - f. Tax you paid for someone else.
 - g. License fees (marriage, driver's, dog, hunting, etc.).
 - h. Per capita (head) tax.

Lines 11a through 14

Interest You Paid

Include interest you paid on nonbusiness items only.

In general, a cash basis taxpayer who in 1984 paid interest that includes amounts that apply to any period after 1984 may deduct only the amount that applies for 1984.

(Continued on Page 35.)

Tax Time Again—Here's Some Help

(Continued from Page 34.)

Interest You MAY Deduct

Include the interest you paid on—

- Your home mortgage (lines 11a and 11b). Report home mortgage interest paid to financial institutions on line 11a. Report home mortgage interest paid to individuals on line 11b. Also list this person's name and address in the space provided.
- Bank and other general purpose credit cards. Deduct the finance charge paid as interest if no part of it was for service charges, membership fees, loan fees, credit investigation fees, etc. (line 12).
- Revolving charge accounts. Deduct any finance charge a retail store added if the charges are based on your monthly unpaid balance (line 12).
- Your personal note for money you borrowed from a bank, a credit union, or another person (line 13).
- Loans on life insurance if you paid the interest in cash and you report on the cash basis (line 13).
- Installment contracts on personal property, such as cars (line 13).
- Taxes you paid late. Show only the interest; do not include any amount that is considered a penalty. If the tax is deductible, show it under Taxes You Paid (lines 6 through 9 of this schedule).
- Loans on investment property. Report the nonbusiness part of interest on these loans on line 13. (If your total investment interest on investment debts created after 1969 is more than \$10,000 (\$5,000 if married filing a separate return), you may have to complete Form 4952, Investment Interest Expense Deduction, to figure your correct deduction. Also see Publication 550, Investment Income and Expenses.)

Special rules apply to interest expense imputed on below-market loans. See Publication 545.

Note: On line 13 list the interest expense and the amount of expense. Enter one total in the total amount column on line 13.

Interest You MAY NOT DEDUCT

Do not include the interest you paid for—

- Tax-exempt income. This includes interest on money you borrowed to buy or carry wholly tax-exempt securities. This also includes interest paid to purchase or carry obligations or shares, or to make deposits or other investments, to the extent any interest income received from the investment is tax-exempt.
- A loan on life insurance if the interest is added to the loan and you report on the cash basis.
- A debt to buy a single-premium life insurance or endowment contract.
- Any kind of business transaction. (Use Schedules C, E, or F of Form 1040 to deduct business interest expenses.)

See Publication 545 for more details.

Lines 15a through 18

Contributions You Made

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

Examples of these organizations are:

- Churches, temples, synagogues, Salvation Army, Red Cross, CARE, Goodwill Industries, United Way, Boy Scouts, Girl Scouts, Boys Club of America, etc.
- Fraternal orders, if the gifts will be used for the purposes listed above.
- Veterans' and certain cultural groups.
- Nonprofit schools, hospitals, and organizations whose purpose is to find a cure

for, or help people who have arthritis, asthma, birth defects, cancer, cerebral palsy, cystic fibrosis, diabetes, heart disease, hemophilia, mental illness or retardation, multiple sclerosis, muscular dystrophy, tuberculosis, etc.

- Federal, state, and local governments if the gifts are solely for public purposes.

If you contributed to a charitable organization and also received a benefit from it, you may deduct only the amount that is more than the benefit you received.

If you do not know whether you may deduct what you gave to an organization, check with that organization or with IRS.

Contributions You MAY Deduct

Contributions may be in cash (including checks and money orders), property, or out-of-pocket expenses you paid to do volunteer work for the kinds of organizations described above. If you drive to and from the volunteer work, you may take 9 cents a mile or the actual cost of gas and oil. Add parking and tolls to the amount you claim under either method. (But don't deduct any amounts that were repaid to you.)

Line 15a. Enter on line 15a all of your cash contributions except those that total \$3,000 or more to any one organization.

Line 15b. Enter on line 15b cash contributions totaling \$3,000 or more to any one organization. Show to whom and how much you gave in the space provided.

Line 16. If you gave property, attach a statement showing the kind of property you gave and the name of the organization you gave it to. Include the date you gave it, show how you figured its value at the time you gave it, and state whether it was capital gain or ordinary income property. If you determine the value of a gift by an appraisal, also attach a signed copy of it for gifts for which you claim a deduction of over \$200. For gifts valued over \$200, also include the following on your attached statement:

- a. The address of the organization.
- b. A description of the property.
- c. Any conditions attached to the gift.
- d. How you got the property.
- e. The cost of other basis of the property if:

1. You owned it less than 5 years, or
 2. You must reduce it by any ordinary income or capital gain that would have resulted if the property had been sold at its fair market value.
- f. How you figured your deduction if you chose to reduce your deduction for contributions of capital gain property.
 - g. If the gift was a "qualified conservation contribution" under section 170(h), also include the fair market value of the underlying property before and after the gift, the type of legal interest donated, and describe the conservation purpose furthered by the gift.

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

Note: Beginning in 1985, if your total deduction for gifts of property is over \$5,000, you may have to get appraisals of the values and attach a summary of them to your return.

Special rules apply if

- Your cash contributions or contributions of ordinary income property are more than 30% of Form 1040, line 33, or
- Your gifts of capital gain property to certain organizations are more than 20% of Form 1040, line 33.

If you gave gifts of property that increased in value, made bargain sales to

charity, or gave gifts of the use of property, other rules apply.

For additional information, please get Publication 526, Charitable Contributions.

You MAY NOT Deduct As Contributions

- Political contributions (but see instructions for Form 1040, line 44):
- Dues, fees, or bills paid to country clubs, lodges, fraternal orders, or similar groups.
- Cost of raffle, bingo, or lottery tickets.
- Cost of tuition.
- The value of your time or services.
- Value of blood given to a blood bank.
- The transfer of a future interest in tangible personal property (generally, until the entire interest has been transferred).
- Gifts to:
 - a. Individuals.
 - b. Foreign organizations.
 - c. Groups that are run for personal profit.
 - d. Groups whose purpose is to lobby for changes in the laws.
 - e. Civic leagues, social and sports clubs, labor unions, and chambers of commerce.

Line 19

Casualty and Theft Losses

Use line 19 to report casualty or theft losses of property that is not trade, business, or rent or royalty property. Complete and attach Form 4684, Casualties and Thefts, or a similar statement to figure your loss. Enter on line 19 of Schedule A the amount of loss from Form 4684.

Losses You MAY Deduct

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

You may deduct nonbusiness casualty or theft losses only to the extent that—

- a. The amount of EACH separate casualty or theft loss is more than \$100, and
- b. The total amount of ALL losses during the year is more than 10% of your adjusted gross income on Form 1040, line 33.

Note: Beginning in 1984, special rules apply if you had both gains and losses from nonbusiness casualties or thefts. See Form 4684 for details.

Losses You MAY NOT Deduct

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

Use line 22 of Schedule A to deduct the costs of proving that you had a property loss. (Examples of these costs are appraisal fees and photographs used to establish the amount of your loss.)

For more details, get Publication 547, Nonbusiness Disasters, Casualties, and Thefts. It also gives information about Federal disaster area losses.

Lines 20 through 23

Miscellaneous Deductions Miscellaneous Expenses You MAY Deduct

Business Use of Home. You may deduct expenses for business use of part of your home only if you use that part exclusively and on a regular basis in your work and for the convenience of your employer.

See Tele-Tax Information in the index (tape no. 237) or Publication 587, Business Use of Your Home, for details.

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

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

You must complete and attach Form 2106, Employee Business Expenses, if you deduct educational expenses.

For more details, see Tele-Tax Information in the index (tape no. 238) or Publication 508, Educational Expenses.

Gambling Losses. You may deduct gambling losses, but no more than the gambling winnings you reported on Form 1040, line 22.

Income in Respect of a Decedent. You may deduct the Federal estate tax attributable to income in respect of a decedent that is ordinary income.

Employee Expenses. Examples of the expenses you may deduct (if you were not reimbursed for them) are:

- Union and professional dues (line 20).
- Safety equipment, small tools, and supplies you needed for your job.
- Uniforms your employer said you must have, and which you may not usually wear away from work.
- Protective clothing, required in your work, such as hard hats and safety shoes and glasses.
- Physical examinations your employer said you must have.
- Dues to professional organizations and chambers of commerce.
- Subscriptions to professional journals.
- Fees to employment agencies and other costs to get a new job in your present occupation.

Note: You may not have to complete Form 2106 if you paid or incurred any employee business expenses other than reimbursed expenses, travel and transportation expenses, and outside salesperson's expenses. See Form 2106 for details.

Expenses of Producing Income. You may deduct what you paid to produce or collect taxable income or to manage or protect property held for producing income.

Examples of these expenses are:

- Tax return preparation fees (line 21).
- Safe deposit box rental.
- Certain legal and accounting fees.
- Clerical help and office rent.
- Custodial (e.g. trust account) fees.

Qualified Adoption Expenses. You may be able to deduct up to \$1,500 of qualified adoption expenses you paid to adopt a child with "special needs."

A child with special needs is a child (for purposes of the Social Security Act adoption assistance program) whom the state determines cannot or should not be returned to his or her parental home, who has a specific factor or condition that makes placement difficult, and who has been the subject of an unsuccessful placement effort.

Miscellaneous Expenses You MAY NOT Deduct

Expenses you may not deduct include:

- Political contributions (but see instructions for Form 1040, line 44).
- Personal legal expenses.
- Lost or misplaced cash or property.
- Expenses for meals during regular or extra work hours.
- The cost of entertaining friends.
- Expenses of going to or from work.
- Education that you need to meet minimum requirements for your job or that will qualify you for a new occupation.
- Fines and penalties.
- Expenses of producing tax-exempt income.

For more details on miscellaneous expenses, get Publication 529, Miscellaneous Deductions.

The Aching Back: A Very Common Problem

BACK injuries and back pain are one of the oldest and most recognized health problems in the world. In the United States today, it is also one of the most common.

Back pain, which afflicts four out of five Americans at one time or another, is second only to the headache as a common disorder characterized by pain. And following the common cold, it also is the second most popular medical reason to miss work.

One out of three job-related injuries is to the back, making back problems the most frequently reported injury. There are about 400,000 occupational back injuries each year. The monetary cost in terms of medical treatment and disability payments is well into the billions, but no dollar amount can be placed on the pain and suffering caused by an injured back.

The Back

The human back is made up of four basic structures: bones, muscles, nerves and discs. The purpose of this structure is to provide support and flexibility for the head and upper body and to protect the spinal cord, the nerve that runs from the brain to the rest of the body.

The spinal column is made up of 24 movable vertebrae or bones, held together with tough bands of tissue called "ligaments." And each of the bones is separated and cushioned from each other by "discs," which act as shock absorbers for the bones, thus preventing back bones from grating on each other as we walk and move. The muscles are attached to the bones by pieces of cartilage material called "tendons."

Down through the hollow center of the back bone runs the

spinal cord, the main nerve from our brain. All of our muscles, organs and other body parts receive messages from the brain via the spinal cord and its branches. If a nerve is cut or seriously injured, it will not carry the messages needed for the part of the body to function. Therefore a wrench of the back or a failure of muscular support may result in the painful "pinching" of a nerve.

Basic Causes

Pain in the upper spine may accompany an accident or injury; however, for the overwhelming majority, the pain originates in the lower back, or lumbar region. There are many different diseases (such as cancer and arthritis), infections and injuries which can affect the back. But for the most part, the problem is mechanical. This means that there is an improper postural alignment together with a weakness of certain muscles.

Seafarers, as well as many other types of workers, run the risk of hurting their backs. Basically, anyone who has to move heavy objects, do their job in an awkward position (like bending forward and reaching out), hold one position for a long time, or do certain tasks repeatedly at a fast pace is prone to back problems.

Although 25 percent of back injuries which occur on the job seem to be caused by lifting and lowering heavy objects, other motions such as carrying something in an awkward way can be just as dangerous. What you are doing when you hurt your back is either twisting, stretching or pulling the muscles or ligaments or weakening the discs. Once this happens, your back is weakened, making future problems more likely. However, when you do get hurt, the cause is often difficult to identify.

Symptoms

Sometimes the symptoms of a spinal problem appear immediately after stress, allowing the person to relate the painful effect with a specific cause. Other times, however, hours or even weeks may pass before obvious symptoms appear.

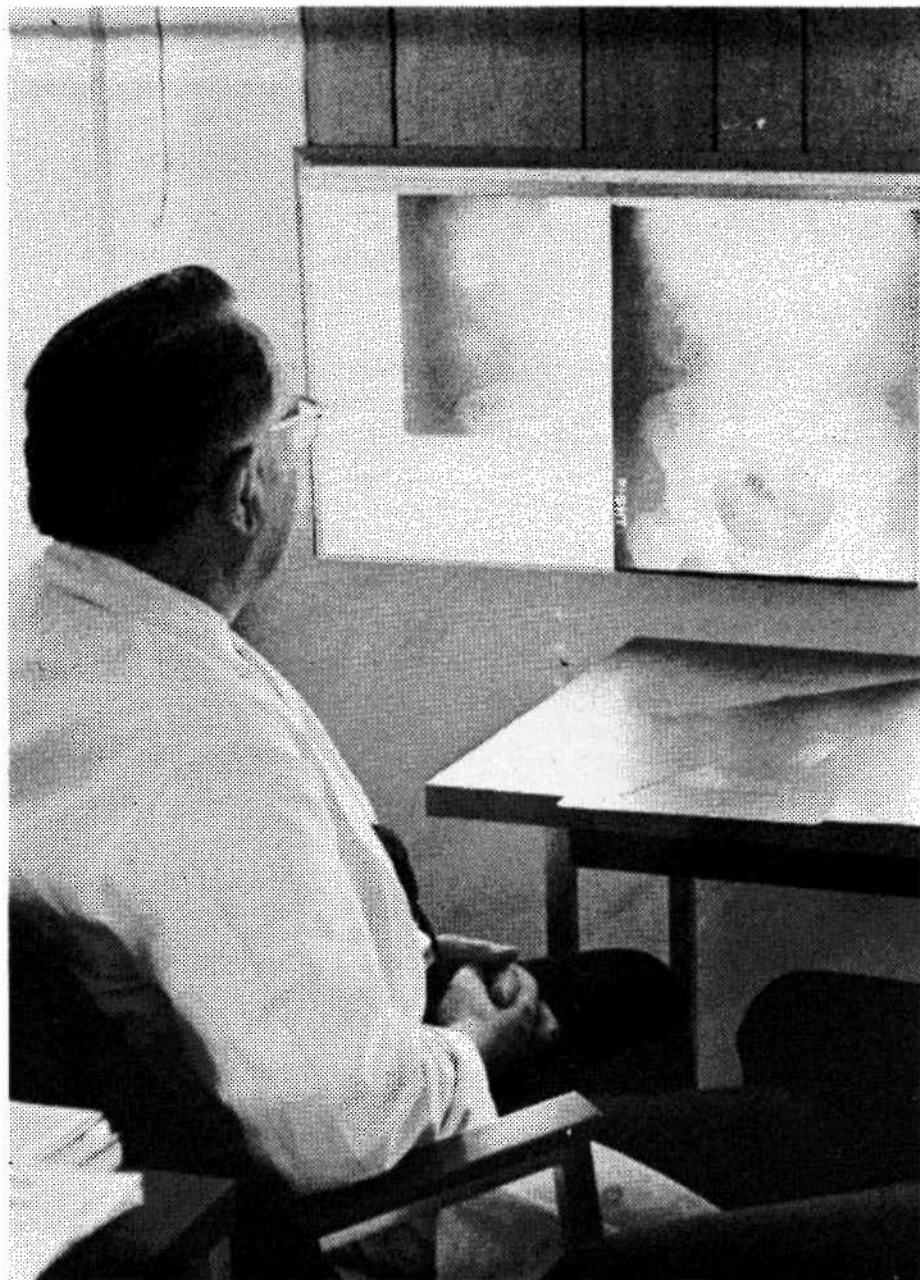
A pulled or strained muscle is perhaps the most common back problem and may occur in almost half of the American population at least once during the course of their lives. When a muscle is injured, it causes pain. This pain results in muscle spasms or tightening which causes more pain.

A pulled or strained muscle can be brought about by an unexpected or awkward movement, stress of any kind, or even by a chill. There are times when a relatively innocent act such as stepping off a curbstone or making a bed is sufficient cause for back pain.

Treatment

Treatment of a pulled or strained muscle must involve relaxing the muscle and relieving the pain. In addition to resting the injured muscle, the pain or spasm must be treated. Doctors traditionally prescribe certain painkillers or muscle relaxants, but other forms of treatment are often just as effective and cause fewer side effects: therapeutic massage, chiropractic manipulation, acupuncture and stretching exercises.

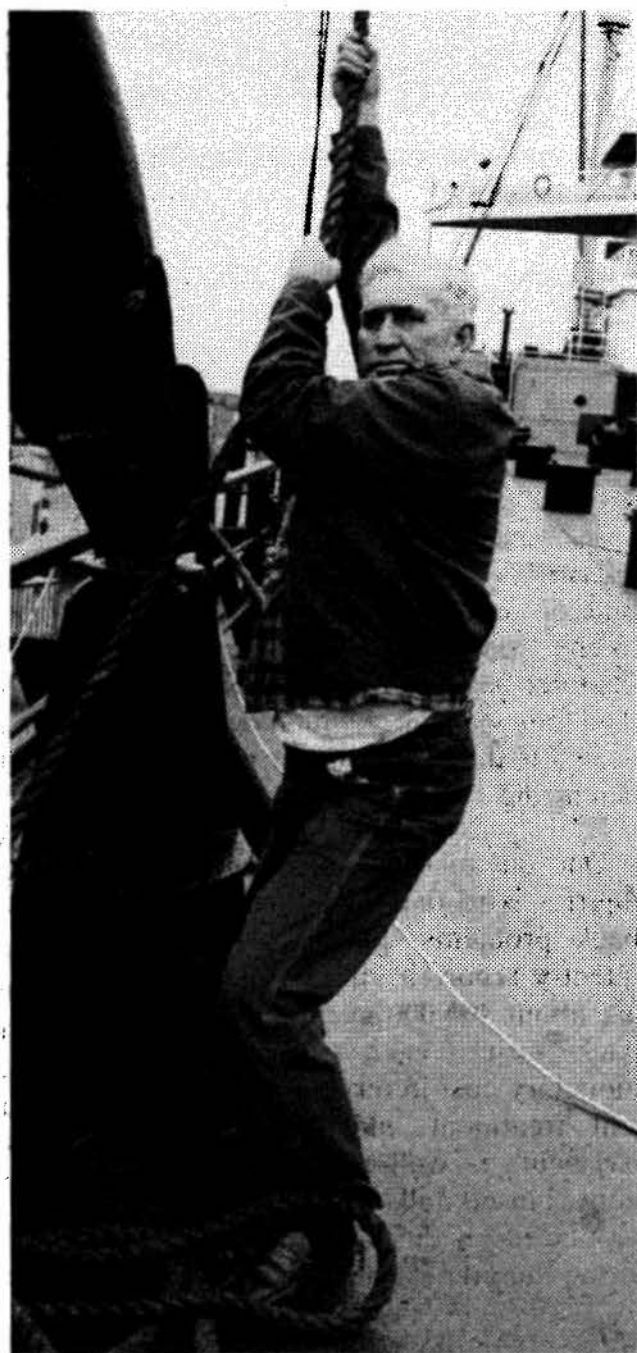
If the force of the injury to the back is very great, the tougher ligaments and tendons may actually have been ripped or hurt. Injuries to these structures usually take a longer time



A doctor's check-up, including an X-ray of your spine, may be needed to determine the cause of your pain.



Learning to lift with your legs, not your back, is one of the basic principles in preventing back problems. The idea is to keep the load as close to your body as possible.



Moving heavy objects, bending forward and reaching out, holding one position for a long time, doing certain tasks repeatedly: These are all everyday jobs for Seafarers, jobs which can weaken the back.

to heal, but the same treatment as for muscle injuries applies here: rest, prevention of further injury, and pain and spasm relief.

More severe problems may be brought about by a serious fall, a motor vehicle accident or some form of arthritis as well as disc and nerve problems. It is often very difficult to tell if you have a work-related back problem or one of these other serious medical conditions. A doctor's check-up, including tests like X-rays, are usually needed to determine the extent of the problem.

Recurrent back pain, leading to the deterioration of the muscles supporting the spine—usually can be traced to a specific condition. These include a sedentary lifestyle, obesity (which places an extra load on the back muscles), poor posture and a general lack of muscular tone. A chill may cause muscular contractions, as will over-exerting seldom-used muscles.

The type of exercise taken by usually sedentary people often fails to strengthen the muscles supporting the lower back. Such popular weekend sports as tennis, golf and skiing may actually promote back problems in peo-

ple who don't get any other form of exercise the rest of the week.

Treating the Pain

Recent studies indicate that fewer than 15 percent of cases of lower back pain are traceable to structural defects such as ruptured discs, arthritis or tumors. In most cases, the disability arises from a weakness of the muscles surrounding the spine. Therefore, the most important aspect of treatment for muscle-based back pain involves strengthening and protecting these supporting muscles. With a doctor's guidance, motivated patients can carry out most of the treatment on their own.

Bed rest, hot baths and aspirin or a prescribed medication usually provide relief, and in most cases the pain subsides within two months. If the underlying causes of the pain are not altered, however, it is likely to recur.

To prevent a recurrence of low back pain, gentle stretching exercises should be undertaken as soon as possible after the acute pain subsides. Since there is no way to strengthen the bones or discs, it is the muscles that must be exercised. Simple, non-strenuous exercises are used to strengthen the muscles in the

back and abdomen, stretch out tightness in the lower back, and restore normal postural alignment. In addition, stretching exercises are important to relieve muscle tension due to heavy lifting or repetitive work. A long-term weight reduction plan may also be advised for the overweight person.

One major rule in avoiding unnecessary back injury deals with picking up and lowering heavy objects: *bend at the knees only*—not the back. And if the object is heavy, hold it close to the body. Sports involving sudden body movements also should

be avoided in favor of walking, jogging, cycling and swimming.

Summary

Back pain is one of our most common health problems, but almost every kind of backache can be successfully treated by means of heat, diet, proper exercise and good posture. If you are having back pains, check with your doctor to see what can be done about your specific problem. Just as with any disease, the earlier the problem is diagnosed, the earlier you can begin treatment and ease the pain.

Is Alcohol a Problem for You?

- ☐ Have you ever missed a ship or a watch because you were too drunk?
- ☐ Do you crave a drink at a definite time each day?
- ☐ Do you drink to escape from worries or troubles?
- ☐ Do you drink to build up your confidence?
- ☐ Do you drink alone?

If you answered YES to any of these questions, chances are you have a problem with alcohol. The Seafarers Alcoholic Rehabilitation Center (ARC) can help you begin a new life free from alcohol. For more information, call the ARC in Valley Lee, Md. (301) 994-0010.

Pensioner's Corner

Deep Sea



William Andrew Aycock, 62, joined the SIU in the port of New York in 1957 sailing as a recertified bosun. Brother Aycock was graduated from the Union's Recertified Bosuns Program in February 1980. He is a veteran of the U.S. Navy during World War II. He also owned and operated his own auto body and fender repair shop in Oregon. Seafarer Aycock was born in Thomaston, Ga. and is a resident of Seattle.



William Thomas Fagan Jr., 68, joined the SIU in 1944 in the port of New York sailing as a chief electrician. Brother Fagan worked on the Sea-Land Shoregang, Port Elizabeth, N.J. from 1969 to 1976. He is also an instrument repairman. Seafarer Fagan was born in Terre Haute, Ind. and is a resident of Pompton Plains, N.J.



Jose Antonio Fernandez, 68, joined the SIU in the port of Wilmington, Calif. in 1966 sailing as a chief steward. Brother Fernandez was a former member of the Los Angeles Culinary and Bartenders Union, Local 463. He was born in Puerto Rico and is a resident of Hawthorne, Calif.



Juan Valeriano Fernandez, 62, joined the SIU in 1944 in the port of New Orleans sailing as a bosun for Puerto Rico Marine. Brother Fernandez was born in San Juan, P.R. and is a resident of Everett, Wash.

Salvatore Frank Jr., 63, joined the SIU in 1939 in the port of Providence, R.I., sailing during the Vietnam War as a bosun and later as a recertified bosun and ship's delegate. Brother Frank was graduated from the Union's Recertified Bosuns Program in 1980. He hit the bricks in the 1946 General Maritime beef and the 1947 Isthmian strike. Seafarer Frank also attended the HLSS-MEBA District 2 School of Engineering and Navigation in Brooklyn, N.Y. in 1969. Born in Pawcatuck, Conn., he is a resident there.

Robert Gordon, 65, joined the SIU in the port of New York. He is a resident there.

Cyril Archibald Henning, 65, joined the SIU in the port of New Orleans in 1956 sailing as an AB and deck maintenance for the Delta Line Shoregang from 1952 to 1978. Brother Henning was born in Gretna, La. and is a resident of Abita Spring, La.

Robert Kerr Holt, 62, joined the SIU in 1948 in the port of New York sailing as an AB. Brother Holt walked the picket line in the Wall St. beef, the 1946 General Maritime strike and the 1947 Isthmian beef. He was born in Pennsylvania and is a resident of Rehoboth Beach, Del.



Michael Iwaski, 64, joined the SIU in the port of San Francisco in 1956 sailing as an oiler and ship's delegate during the Vietnam War. Brother Iwaski worked as a crane maintenance electrician for the Waterman Shoregang from 1966 to 1971 and the Sea-Land Shoregang, Oakland, Calif. from 1971 to 1978. He is a veteran of the U.S. Army in World War II. Seafarer Iwaski was born in Boston, Mass. and is a resident of Hayward, Calif.



Jack Dempsey Kennedy, 62, joined the SIU in 1942 in the port of Mobile sailing as a bosun. Brother Kennedy was a former member of the Ironworkers Union, Local 798, Mobile. He was born in Wallace, Ala. and is a resident of Prichard, Ala.

Robert Julius Liegel, joined the SIU in the port of Tampa in 1965 sailing as a cook for IOT from 1974 to 1976 and as a recertified chief steward. He was graduated from the Union's Recertified Chief Steward Program in 1980. Brother Liegel is a veteran of the U.S. Army in World War II. He was born in Newark, N.J. and is a resident of Brooksville, Fla.



Robert Patrick Marion, 61, joined the SIU in 1944 in the port of New York sailing as a waiter and recertified chief steward. Brother Marion was born in Mayfield, Pa. and is a resident of Long Beach, Miss.



Albert J. Martinelli, 62, joined the SIU in 1943 in the port of Baltimore sailing as a QMED. Brother Martinelli hit the bricks in the 1961 Greater N.Y. Harbor beef. He was born in Oneida, Pa. and is a resident there.



Fernando Tenario Mesen, 62, joined the SIU in the port of New Orleans in 1959 sailing as an AB. Brother Mesen was born in Costa Rica and resides there.



Edward Charles O'Connell, 61, joined the SIU in 1943 in the port of New York sailing as a recertified bosun. Brother O'Connell was graduated from the Union's Recertified Bosuns Program in 1979. He also worked for the U.S. Civilian Conservation Corps before World War II. Seafarer O'Connell was born in Rockport, Maine and is a resident of Salem, Mass.



Earl Douglas Pattee Jr., 61, joined the SIU in 1945 in the port of Philadelphia sailing as a bosun and ship's delegate. Brother Pattee was born in Kentucky and is a resident of Carbonado, Wash.



Carlos Manuel Ponce, 65, joined the SIU in 1943 in the port of New York sailing as a FOWT. Brother Ponce was on the picket line in the 1961 N.Y. Harbor beef. He was an organizer with the late UIW VP Ralph Quinnonez in 1965. Seafarer Ponce was born in Puerto Rico and is a resident of New York City.



Charles Edward Price, 65, joined the SIU in 1945 in the port of Wilmington, Calif. sailing as an AB. Brother Price was a former member of the NMU. He was born in Kansas City, Mo. and is a resident of La Habra, Calif.



Manuel Sanchez, 62, joined the SIU in 1942 in the port of New York sailing as a recertified bosun. Brother Sanchez was born in Puerto Rico and is a resident of Bayamon, P.R.

Awat Bin Sulaiman, 66, joined the SIU in the port of Philadelphia in 1963 sailing as a chief electrician and QMED. Brother Sulaiman is a veteran of the U.S. Navy in World War II. He was born in Singapore, Malaysia and is a resident of Philadelphia.

Demetrios Vagladjides, 73, joined the SIU in the port of New York in 1970 sailing as a chief pumpman. Brother Vagladjides was born in Greece and is a resident of Seattle.



Raymond Torres, 61, joined the SIU in 1948 in the port of New York sailing as a FOWT. Brother Torres also worked on the Sea-Land Shoregang, Port Elizabeth, N.J. from 1966 to 1974. He walked the picket line in the 1965 District Council 37 beef. Seafarer Torres is a veteran of the U.S. Army in World War II. A native of New York City, he is a resident of Elizabeth, N.J.



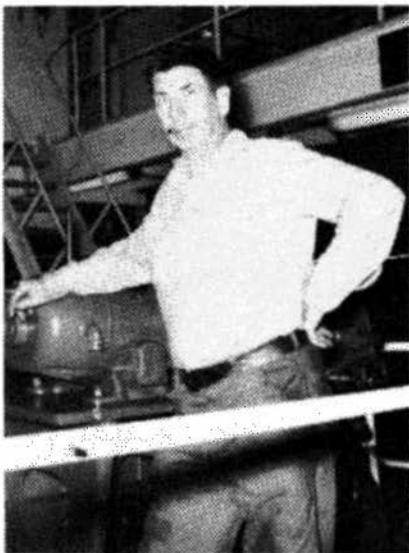
Angel Javier Urti Sr., 63, joined the SIU in 1947 in the port of Mobile sailing as a bosun. Brother Urti attended a Piney Point conference. He is a veteran of the U.S. Army. Seafarer Urti was born in Punta Alta, Argentina and is a resident of New Orleans.

Great Lakes



Stephen John Herman, 65, joined the Union in the port of Detroit in 1960 sailing as an AB. Brother Herman is a wounded veteran of the U.S. Army during World War II. He was born in Luzerne, Pa. and is a resident of Miami Lakes, Fla.

Old-Timers Corner



Glen H. Whitehead wants all his old friends to know that he's now at the Moose home in Orange Park, Fla. He hopes that "all who come down this way will stop and see me." Whitehead spent his last days of sailing aboard the *John T. Hutchinson*, retiring in 1975. Pictured at left is Brother Whitehead in 1966, standing watch, as well as a more recent photo.



At the hall in New York, Brother Kalju Reinvelt (l.) receives his first SIU pension check from Union Vice President Leon Hall. A native of Estonia, Seafarer Reinvelt started sailing with the SIU in the port of New York in 1946. He worked his way up from AB to chief mate and in 1966 became a member of District 2 of MEBA-AMO. Brother Reinvelt, who is 59 years old, now lives in Jericho, N.Y.



KNOW YOUR RIGHTS

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

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

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

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

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

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard your ship or boat. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU

KNOW YOUR RIGHTS



patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

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

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

KNOW YOUR RIGHTS

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of the SIU constitution are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

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

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

If at any time a member feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Frank Drozak at Headquarters by certified mail, return receipt requested. The address is 5201 Auth Way and Britannia Way, Prince Georges County, Camp Springs, Md. 20746.

Deep Sea



Pensioner **David "Dave" John Barry**, 72, passed away on Jan. 21. Brother Barry joined the SIU in 1949 in the port of New York sailing as a bosun. He hit the bricks in the Wall St. beef, the 1946 General Maritime strike and the 1947 Isthmian beef. Seafarer Barry was a veteran of the U.S. Army during World War II. A native of Massachusetts, he was a resident of Seattle. Surviving is an aunt, Minnie Dunn of Providence, R.I.



Pensioner **Bengt S.O. Berglund**, 65, died on Jan. 2. Brother Berglund joined the SIU in 1947 in the port of New York sailing as an AB. He walked the picket line in the 1946 General Maritime beef and the 1947 Isthmian strike. Seafarer Berglund was born in Sweden and was a resident of Brooklyn, N.Y. Surviving is a sister, Maj Arvedsson of Sundsiall, Sweden.



Pensioner **Joseph Dennis Blanchard**, 63, succumbed to a liver ailment at home in New Orleans on Sept. 15, 1984. Brother Blanchard joined the SIU in 1948 in the port of New York sailing as an AB. He attended Piney Point Educational Conference No. 5. Seafarer Blanchard was a veteran of the U.S. Navy in World War II. Blanchard was born in New Iberia, La. Burial was in the Cypress Grove Cemetery, New Orleans. Surviving are his widow, Beatrice and a sister, Alice Dorsey of New Iberia.

Gregory Karl Brecht, 27, died of an apparent heart attack on Jan. 5. Brother Brecht joined the SIU following his graduation from the Seafarers Harry Lundberg School of Seamanship Entry Trainee Program, Piney

Point, Md. in 1974. He sailed as a 2nd pumpman. Seafarer Brecht was born in Los Angeles, Calif. and was a resident of Houston. Surviving are his widow, Tonya; his parents, Paul (SIU chief steward) and Betty Brecht of Houston; four brothers, Seafarer Geoffrey Brecht, Nathan, William and Paul; an uncle and aunt, Louis and Jean Widoff of Tampa, Fla., and a sister-in-law, Debra Brecht.



Pensioner **Solomon Morgan Brian Jr.**, 72, passed away on Jan. 15. Brother Brian joined the SIU in the port of New Orleans in 1957 sailing as a FOWT. He was born in St. Maurice, La. and was a resident of Summerville, S.C. Surviving are his widow, Dorothea and a son, Ralph of Summerville.

Gerald Broussard, 40, died on Jan. 11. Brother Broussard joined the SIU in the port of New Orleans in 1968 sailing as an AB. He was a former member of the SUP. Seafarer Broussard was a veteran of the U.S. Navy during the Vietnam War. A native of New Iberia, La., he was a resident there. Surviving is his mother, Velma of New Iberia.



Pensioner **Noe Refeiro Cardoso**, 83, passed away in November 1983. Brother Cardoso joined the SIU in 1943 in the port of New York sailing as a FOWT. He was born in Portugal and was a resident of Lisbon, Portugal. Surviving are his widow, Maria; a daughter, Maria, and a sister, Albertina of Lisbon.

Joseph George Cayou, 56, died on July 15. Brother Cayou joined the SIU in 1945 in the port of Philadelphia sailing as a cook. He was born in Barnhart, Mo. and was a resident of Port Arthur, Texas. Surviving is his widow, Julia.

Pensioner **John Wilfred Clark, Jr.**, 79, succumbed to a stroke in the Jersey Shore Medical Center, Neptune, N.J. on Aug. 8. Brother Clark joined the SIU in 1940 in the port of New York sailing as a waiter and chief steward. He hit the bricks in the 1946 General Maritime beef and the 1947 Isthmian Strike. Seafarer Clark was a Democrat committeeman for Monmouth County, N.J. A native of West Virginia, he was a resident of Neptune. Cremation took place in the Monmouth Crematory. Surviving are a sister, Alberta Montgomery of Salem, Va. and a niece, Gertrude Moody of Neptune.



Pensioner **Thomas Eugene Clough**, 75, succumbed to heart failure on arrival at the N.C. Baptist Hospital, Winston-Salem on Nov. 8, 1984. Brother Clough joined the SIU in 1941 in the port of Baltimore sailing as a bosun. He was born in Maryland and was a resident of Trinity, N.C. Interment was in Trinity Cemetery. Surviving are three sisters, Etta of Centerville, Md., Nellie of Catonsville, Md. and Margaret Lohr of Greensboro, Md.



Pensioner **Dargan "Jimmie" Onslo Coker**, 61, died in November 1984. Brother Coker joined the SIU in 1944 in the port of Norfolk sailing as a chief steward in 1981. He also sailed during the Vietnam War and worked on the Seattle Sea-Land Shoregang in 1978. In 1972 he attended a Piney Point Educational Conference. Coker was a veteran of the U.S. Army in the Korean War. A native of South Carolina, he was a resident of Seattle. Surviving are his widow, Alice and a son, John of Seattle.



Pensioner **Thomas Conway**, 72, succumbed to cancer in Lutz, Fla. on Dec. 6, 1984. Brother Conway joined the SIU in 1948 in the port of New

York sailing as a chief steward. He was a former member of the Union in Canada. Seafarer Conway was born in Ireland and was a resident of Clearwater, Fla. Burial was in the Gate of Heaven Cemetery, Hawthorn, N.Y. Surviving is a sister, Helen Christal of Tampa, Fla.

Pensioner **Edwin Cumbie Cooper**, 64, succumbed to a lung ailment in the Hermann Hospital, Houston, Texas on Oct. 30, 1984. Brother Cooper joined the SIU in the port of New York in 1954 sailing as a chief steward and inland as a cook for the G & H Towing Co. He was a veteran of the U.S. Army in World War II. Born in Dothan, Ala., he was a resident of Arcadia, Texas. Burial was in the Galveston (Texas) Park Cemetery. Surviving is his widow, Ann.

Marshall Coley Cooper, 56, died on Christmas Day, Dec. 25, 1984. Brother Cooper joined the SIU in 1946 in the port of Mobile sailing as a recertified bosun. He was graduated from the Union's Recertified Bosuns Program in 1980. Seafarer Cooper was a veteran of the U.S. Army after the Korean War. Cooper was born in Robertsedale, Ala. and was a resident there. Surviving are his widow, Alyce; two sons, John of Robertsedale and Michael, and a daughter, Angela.



Pensioner **Dimas Euclides Cortez**, 59, died on Dec. 20, 1984. Brother Cortez joined the SIU in the port of New York in 1955 sailing as a bosun. He was a veteran of the U.S. Navy in World War II. Seafarer Cortez was born in Puerto Rico and was a resident of the Bronx, N.Y. Surviving is his widow, Rosario.



Pensioner **Wilbur Elmer Coutant**, 62, died on Jan. 20. Brother Coutant joined the SIU in 1943 in the port of Mobile sailing as a bosun. He was

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born in Honduras and was a resident of Goose Creek, S.C. Surviving are his widow, Irene of Corpus Christi, Texas and a daughter, Patricia Brown.

Ronald Eugene Dawsey Sr., 36, died on Nov. 17. Brother Dawsey joined the SIU following his graduation from the Seafarers Harry Lundeberg School of Seamanship Entry Trainee Program, Piney Point, Md. in 1967. He sailed as a cook. Dawsey was born in Jacksonville and was a resident there. Surviving are his widow, Christine; a son, Ronald Jr.; his mother, Elase of Jacksonville, and his father, Edward.

Pensioner Jose Maria Seara Deus, 86, passed away from heart failure in the Policlínico Santa Teresa, Spain on July 24. Brother Deus joined the SIU in 1941 in the port of Miami, Fla. He was born in Orol Lugo, Spain and was a resident of La Coruna, Spain. Interment was in Feans, Spain. Surviving is a brother, Jesus of La Coruna.



Pensioner Floyd Dominski, 75, passed away on Sept. 27, 1984. Brother Dominski joined the SIU in 1943 in the port of New York sailing as an oiler. He was on the picket line in the 1961 Greater N.Y. Harbor beef. Seafarer Dominski was born in Tremont, Pa. and was a resident of Holland, Pa. Surviving are a sister, Claire of Holland and another relative, Joseph Dominski of Feasterville, Pa.



Pensioner William James Doyle, 62, died on Jan. 5. Brother Doyle joined the SIU in the port of New Orleans in 1955 sailing as an AB. He began sailing in 1946 and hit the bricks in the 1961 N.Y. Harbor beef. Seafarer Doyle was a veteran of the U.S. Army in World War II. A native of Wisconsin, he was a resident of Cleveland, Miss. Surviving is his widow, Billie.

Charles Edward Duncan, 46, died on Jan. 24. Brother Duncan joined the SIU in the port of New York in 1965 sailing as a QMED. He was born in Knoxville, Tenn. and was a resident of Jacksonville, Fla. Surviving are his son, Richard; a daughter, Teresa, and his father, James Duncan of Knoxville.

Pensioner Quong Sun Dye, 64, died of heart failure in the Swedish Hospital Medical Center, Seattle, Wash. on Aug. 3. Brother Dye joined the SIU in the port of Seattle in 1965 sailing as a BR Utility. He began sailing on the West Coast in 1956. Seafarer Dye was born in China and was a naturalized U.S. citizen. Dye was a resident of Seattle. Burial was in the Lake View Cemetery, Seattle. Surviving are his widow, Pui Ching and a relative, Gap Young Dye of Seattle.



Pensioner Frank Smith Findlay, 75, passed away on Jan. 3. Brother Findlay joined the SIU in 1940 in the port of Galveston, Texas sailing as a bosun. He received a 1961 Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Steel Surveyor*. Seafarer Findlay was a veteran of the U.S. Coast Artillery in World War II. He was born in West Virginia and was a resident of New Orleans. Surviving are his widow, Joann and a daughter of Arabi, La.



Pensioner Delmer Gleen Flynn, 77, passed away on Jan. 8. Brother Flynn joined the SIU in the port of New York in 1957 sailing as a FOWT. He was born in Tampa, Fla. and was a resident there. Surviving are three daughters, Janet of Ridgewood, N.Y., Lillie McKay of Tampa and Melevey, and a brother, Milton of Irvington, N.J.

Pensioner Ronald John Garrecht, 75, passed away from heart failure at home in Albany, Ore. on Nov. 26, 1984. Brother Garrecht joined the SIU in 1944

in the port of Wilmington, Calif. sailing as a chief electrician. He was born in the state of Washington. Cremation took place in the City View Crematorium, Salem, Ore. Surviving is a daughter, Susan Schultz.

Jose Antonio Gonzalez, 62, died of heart disease at home in Brooklyn, N.Y. on July 13. Brother Gonzalez joined the SIU in the port of New York in 1968 sailing as a cook. He began sailing on the West Coast in 1941. Seafarer Gonzalez sailed for the American President Line (APL) and was a former member of the Marine Cooks and Stewards Union (MC&SU). Gonzalez was born in Puerto Rico. Interment was in Rose-dale Cemetery, Linden, N.J. Surviving are his widow, Grace and a son, Natalio.



Pensioner Louie Raymond Guertin Sr. II, 57, died in Meraux, La. on Dec. 12, 1984. Brother Guertin joined the SIU in 1945 in the port of New Orleans sailing as a QMED. He attended the 1974 Piney Point Educational Conference. Seafarer Guertin was born in Rock Bluff, Fla. and was a resident of Violet, La. Burial was in the Masonic Cemetery, New Orleans. Surviving are his son, Louie Jr. III; a daughter, Barbara Kir-kindall, and three sisters, Al-madar Phillips of Bristol, Fla., Dolly and Elga.



Pensioner Edward Trabue Hawkins, 78, passed away on Dec. 14. Brother Hawkins joined the SIU in the port of New Orleans in 1967 sailing as a chief cook. He was born in Tennessee and was a resident of Carrabelle, Fla. Surviving are his widow, Dorothy and a daughter, Betty Sue.

Samuel Charles Hudgins, 60, died in St. Luke's Hospital, San Francisco on Dec. 19, 1984. Brother Hudgins joined the SIU in 1946 in the port of Baltimore

sailing as a QMED. He was a resident of San Francisco. Surviving is a sister, Mary Cook of Baltimore.



Pensioner Cuthbert Raymond Hinkson, 82, died on Jan. 7. Brother Hinkson joined the SIU in the port of New York. He retired in 1968. Seafarer Hinkson was a resident of Brooklyn, N.Y. Surviving are his widow, Francella and a daughter, Phyllis Betancort of Laurelton, N.Y.



Pensioner Bjarne Jensen, 70, passed away on Jan. 21. Brother Jensen joined the SIU in 1947 in the port of Baltimore sailing as a FOWT. He was born in Norway and was a resident of Federal Way, Wash. Surviving are two sisters, K. Kristensen of Nasborg, Sweden and Alvena Ludwig of Seattle.



Pensioner George Irving Knowles Jr., 69, died on Oct. 22, 1984. Brother Knowles joined the SIU in 1938 in the port of Miami, Fla. sailing aboard the *SS Bradford Island* in the engine department. He was born in Key West, Fla. and was a resident of Opa Locka, Fla. Surviving are his widow, Libby and four daughters, Nicola Edwards, Dana Knowles, Jan Myers and Kerry Stoddard.

Clarence Lacey Sr., 30, died on Sept. 22. Brother Lacey joined the SIU following his graduation from the Seafarers Harry Lundeberg School of Seamanship (SHLSS) Entry Trainee Program, Piney Point, Md. in 1974. He sailed as a cook. Seafarer Lacey was born in Mobile and was a resident of Brooklyn, N.Y. Surviving are his widow, Gloria; a son, Clarence Jr.; a daughter, Tawana; his mother, Gladys of Prichard, Ala., and his father, Ernest of Brooklyn.

(Continued on Page 42.)

(Continued from Page 41.)



Pensioner Iluminado Raagas Llenos, 76, passed away on Dec. 20, 1984. Brother Llenos joined the SIU in 1946 in the port of Philadelphia sailing as a chief steward. He was born in the Philippine Islands and was a resident of Salinas, Calif. Surviving is his widow, Lolita.

Carlos Manuel Duclos Lopez, 35, died in Chile on Sept. 29. Brother Lopez joined the SIU in the port of New York in 1977 sailing as a cook and AB for the Delta Line. He was born in Puerto Rico and was a resident of Truillo Alto, P.R. Surviving are his widow, Mercedes and a daughter, Nancy of Brooklyn, N.Y.



Roy Mack Jr., 37, died in a blast at sea aboard the tanker *Golden Dolphin* (Titan Navigation) on March 6, 1982. Brother Mack joined the SIU in the port of Mobile in 1969 sailing as an AB. He was a veteran of the U.S. Navy during the Vietnam War. Seafarer Mack upgraded at the SHLSS in Piney Point, Md. Born in Mobile, he was a resident there. Surviving is his mother, Mattie Perkins.



Pensioner Willie Frank Manthey, 78, passed away in June 1984. Brother Manthey joined the SIU in 1947 in the port of Baltimore sailing as a bosun. He was a veteran of the U.S. Navy in World War II. Seafarer Manthey was born in Poland and was a naturalized U.S. citizen. Manthey was a resident of New York City.



Pensioner Steven William Martin, 86, died on Jan. 4. Brother Martin joined the SIU in 1947 in the port of New Orleans sailing as a chief electri-

cian. He was a veteran of the British Royal Air Force in World War II. A native of New York, he was a resident of Spottsville, Ky. Surviving is his widow, Katherine and a brother, Harry of Groves, Texas.



Pensioner Robert E. McCluskey, 76, succumbed to pneumonia in the Life Care Center of Punta Gorda, Fla. on Nov. 18, 1984. Brother McCluskey joined the SIU in the port of New Orleans in 1955 sailing as a FOWT. He was a veteran of the U.S. Army Cavalry before World War II. Seafarer McCluskey was born in Michigan and was a resident of Punta Gorda. Interment was in the Charlotte Cty. Gardens Cemetery, Fla. Surviving are a son, John of Roseville, Mich. and a daughter, Mary Buas of Punta Gorda.

Eugene McKenna, 58, died on Sept. 23. Brother McKenna joined the SIU in the port of New York in 1970 sailing as an AB. He upgraded to quartermaster at the SHLSS in Piney Point, Md. in 1973. Seafarer McKenna was a veteran of the U.S. Navy during World War II. Born in New York City, he was a resident of Santa Rosa, Calif. Surviving is a son, Michael of Santa Rosa.



John Deman McQueen, 62, died on Nov. 7, 1984. Brother McQueen joined the SIU in the port of Wilmington, Calif. in 1970 sailing as an AB. He was a veteran of the U.S. Navy in World War II. Seafarer McQueen was born in Jackson Cty., Ky. and was a resident of Long Beach, Calif. Surviving are his widow, Evelyn and a sister, Dora Henzerling of Harrison, Ohio.



Pensioner Edward "Eddie" Metros, 79, passed away on Jan. 1. Brother Metros joined the SIU in 1939 in the port of Houston sailing as an

AB. He walked the picket line in the 1946 General Maritime beef and the 1947 Isthmian strike. Seafarer Metros was born in Pennsylvania and was a resident of New Orleans. Surviving are his widow, Josie and a sister, Mrs. Stephen Steinmacher of Greenbrook, N.Y.

Asa Earl Moore III, 54, was lost at sea off a Sea-Land ship on Christmas Day, Dec. 25, 1984. Brother Moore joined the SIU in the port of New York in 1964 sailing as a recertified bosun in 1976. He was graduated from the Union's Recertified Bosun Program that year, and he was a veteran of the U.S. Coast Guard in the Korean War. Seafarer Moore had two years of junior college. A native of Macon, Ga., he was a resident there. Surviving are two daughters, Dell of Macon and Marjorie; his mother, Lillian Stanbridge, and a sister, Mary Stallings, both of Macon.



Joseph Edward Munoz, 68, died on Nov. 7, 1984. Brother Munoz joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco in 1968. He began sailing on the West Coast in 1935. Seafarer Munoz was born in Hawaii and was a resident of Sunnyvale, Calif. Cremation took place in California and his ashes were scattered on the Pacific Ocean. Surviving is his widow, Laulinda.



Pensioner Guy Nealis, 82, passed away on Dec. 18, 1984. Brother Nealis joined the SIU in 1947 in the port of Baltimore sailing as an AB. He was born in Maryland and was a resident of Tucson, Ariz. Surviving is his widow, Elizabeth.



Pensioner Dempsey Nicholson, 58, died on Christmas Day, Dec. 25, 1984. Brother Nicholson joined the SIU in 1949 in the port of New

York and sailed as a recertified bosun in 1981. He began sailing in 1945. Seafarer Nicholson was graduated from the Union's Recertified Bosuns Program in 1981. He hit the bricks in the 1947 maritime beef in Galveston, Texas and the N.Y.C. Longshoremen's strike. Born in Mississippi, he was a resident of Mobile. Surviving is his widow, Joyce.

Pensioner Daniel Patrick O'Connor, 67, died of heart-lung failure in Philadelphia on Sept. 19. Brother O'Connor joined the SIU in the port of New York in 1966 sailing as an oiler. He was a veteran of the U.S. Coast Guard in World War II serving as a machinist's mate and attending the service's Diesel Engineering School. Seafarer O'Connor was born in Philadelphia and was a resident there. Surviving is a sister, Eleanor of Philadelphia.



Pensioner Egbert Culbergan Palmer, 79, passed away on Jan. 15. Brother Palmer joined the SIU in the port of Norfolk, Va. He retired in 1970. Seafarer Palmer was a resident of Virginia Beach, Va. Surviving are a relative, Dale Palmer, and three sisters, Nell Duckett of Biloxi, Miss., Agnes White of Savannah, Ga. and Charlsie Moody, also of Savannah.

Matais C. Pena, 66, passed away on Sept. 27. Brother Pena joined the SIU in the port of New York in 1964 sailing in the steward department. He was a veteran of the U.S. Army Infantry in World War II. Seafarer Pena was born in Puerto Rico and was a resident of Hato Rey, P.R. Surviving is his widow, Juana.



Pensioner Rudolfo W. Italia Rodriguez, 65, died on Jan. 15. Brother Rodriguez joined the SIU in 1947 in the port of New York sailing in

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the steward department. He was born in Manila, P.I. and was a resident of Jersey City, N.J. Surviving are his widow, Purita; a son, Roderick; a daughter, Rodelia, and a sister, Bettina Umal of Velasquez, Tondo, P.I.



Pensioner **Oscar Alfred Rosenfelt**, 84, passed away on Jan. 18. Brother Rosenfelt joined the SIU in the port of Lake Charles, La. in 1953 sailing as a chief pumpman. He was born in Volone, U.S.S.R. and was a U.S. naturalized citizen. Seafarer Rosenfelt was a resident of Burbank, Calif. Surviving is his sister, Alma Findley of Kalamazoo, Mich.



Pensioner **Alberto Luis Santiago**, 77, died on Jan. 14. Brother Santiago joined the SIU in 1939 in the port of New York sailing as a bosun. He was born in Puerto Rico and was a resident of Luquillo, P.R. Surviving are his widow, Dominga and a daughter, Georgina.

Pensioner **Charles Peter Seroczynski**, 80, passed away on Oct. 10. Brother Seroczynski joined the SIU in the port of New York in 1955 sailing as a FOWT. He began sailing in 1947. Seafarer Seroczynski hit the

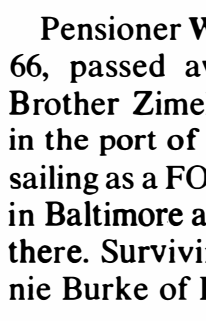
brick in the 1946 General Mar-



itime beef. And he was also a coremaker. Born in Pennsylvania, he was a resident of Lorain, Ohio. Surviving are a sister, Lena of Philadelphia; a niece, Edna Coyle, and a cousin, Jeyne D. Burke of Lorain.



Pensioner **John Ullis**, 77, passed away on Dec. 9. Brother Ullis 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 resident of Long Beach, Calif. Seafarer Ullis was a naturalized U.S. citizen. Surviving is a sister, Ida of New York City.



Pensioner **Constantine Venardis**, 76, passed away on Nov. 26, 1984. Brother Venardis joined the SIU in the port of New York in 1963 sailing as an AB. He hit the bricks in the 1965 District Council 37 beef. Seafarer Venardis was born in Kumi, Greece and was a resident of Brooklyn, N.Y. Surviving are his widow, Tena and a daughter, Georgia of Kymi.

Great Lakes

Pensioner **Jack Erven Bogart**, 75, passed away on Dec. 22, 1984. Brother Bogart joined the Union in 1940 in the port of Detroit, Mich. sailing as a cook aboard the *SS Diamond Alkali* (American Steamship) in 1967. He was born in Michigan and was a resident of Grand Blanc, Mich. Surviving are his widow, Marie; a daughter, Gloria Walstad of Grand Blanc, and a sister, Harriet Franks of Vassar, Mich.



Pensioner **Philip Leroy Erickson**, 57, died on Oct. 25. Brother Erickson joined the Union in the port of Duluth, Minn. sailing as an AB. He was born in Bagley, Minn. and was a resident there. Surviving is his widow, Henrietta.

Pensioner **Carl William Hanson**, 69, succumbed to pneumonia in the Mainstee Cty. (Mich.) Medical Care Facility on Nov. 17. Brother Hanson joined the Union in the port of Detroit, Mich. in 1951 sailing as a deckhand and FOWT. He was born in Mainstee, Mich. and was a resident of Arcadia, Mich. Burial was in the Pilgrim Home Cemetery, Arcadia. Surviving are his widow, Iva and a son, Jason.



Pensioner **Donald Gerald Jalszynski**, 60, died of a stroke at the Manistee (Mich.) Cty. Medical Care Facility on Nov. 1. Brother Jalszynski joined the Union in the port of Cleveland, Ohio sailing as a cook for more than 20 years. He was a veteran of the U.S. Marine Corps in World War II. Laker Jalszynski was born in Manistee and was a resident of Muskegon Heights, Mich. Burial was in Mt. Carmel Cemetery, Manistee. Surviving are four sisters, Helen, Edwardine, Florence Kubiak and Delphine Gumieny, all of Manistee; two brothers, Richard and Emery of Flint, Mich., and a nephew, Gerald of Manistee.

Pensioner **Cornelius Neil C. Mahaney**, 67, succumbed to cancer in Toledo, Ohio on Oct. 28. Brother Mahaney joined the Union in the port of Detroit sailing as an engineer. He was born in New York and was a resident of Toledo. Cremation took place in the Toledo Park Cemetery Crematory, Sylvania, Ohio. Surviving is his widow, Fanny.

Pensioner **Thomas John Same**, died on Dec. 8. Brother Same joined the Union in the port of Duluth, Minn. He was a resident of Ashland, Wis. Surviving are a daughter, Carol Fisher of Milburn, Wis. and another relative, Myrtle Same.



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YOUR
OWN
GRAVE
☐

NARCOTICS
RUIN YOUR
LIFE, AND
CAN END
YOUR
SEAFARING
CAREER
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Digest of Ships Meetings

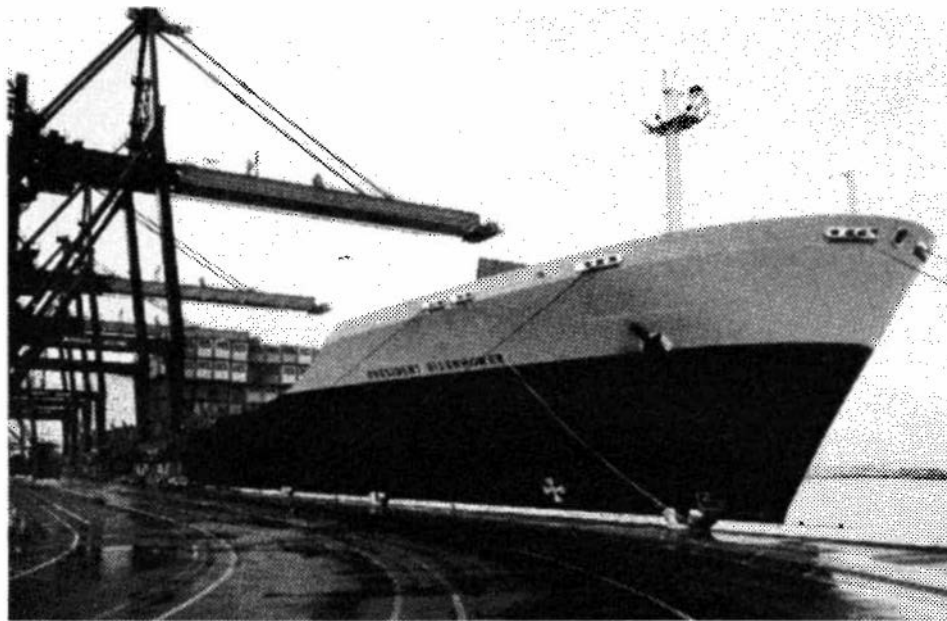
AMERICAN EAGLE (Pacific Gulf Marine), December 16—Chairman D.L. Meadows; Secretary F.T. DiCarlo; Educational Director C. Henley. Some disputed OT was reported in the deck department by the bosun. The ship's fund contains \$394, of which \$144 was spent on purchasing fresh lobster in the port of Cortez. The ship's chairman and the steward/baker (treasurer) are both getting a relief this trip. Jeff Moritz was elected the new ship's chairman and J. Miller was elected treasurer. Men on the gangway watch were reminded to wear hard hats. A cook-out was held aboard ship. Some of the delicacies included "fresh stuffed lobster, London broil, barbequed spare ribs, Italian breaded chicken, fresh shrimp cocktail, hamburgers, grilled franks, potato salad, macaroni salad, fresh salad bar, Italian green olive salad, and a lot more. A good time was had by all."

AMERICAN HERITAGE (Apex Marine), January 6—Chairman C. Spence; Secretary Jonny Cruz; Educational Director Richard Wilson; Deck Delegate J. Bidzilya; Engine Delegate John McLaughlin; Steward Delegate Pedro Mena. No beefs or disputed OT. The bosun aboard the *American Heritage* was pronounced unfit for duty in the Congo and left the ship there. C. Spence, who was elected the new chairman and bosun, thanked the entire crew for the smooth trip so far. The secretary noted that compared to the weather at Thanksgiving, this Christmas was "a peach." He also reminded members that the small amount of money they donate to SPAD will come back to them in the long run—in the form of job security. A change of movies was one suggestion made, and a vote of thanks was given to the steward department which is doing "a great job feeding." Next ports: St. Croix, V.I. and the Shetland Islands, Scotland.

BORINQUEN (Puerto Rico Marine), December 30—Chairman M. Osman; Secretary Cassle B. Carter Jr.; Educational Director Pat Colonna; Deck Delegate H. Montalvo; Engine Delegate J. Page; Steward Delegate Oscar Johnson. No beefs or disputed OT reported. There is \$13 in the ship's treasury. An end-of-the-year payoff will take place on the 31st. This has been a good trip, and it is hoped that 1985 will be a better year for the merchant marine. A vote of thanks was given to the steward department for preparing and serving a truly fine Christmas dinner. Next ports: Elizabeth, N.J. and San Juan, P.R.

CHARLESTON (Apex Marine), December 23—Chairman Barney E. Swearingen; Secretary Edward M. Collins; Educational Director Clarence D. Crowder; Deck Delegate Terry Thomas; Engine Delegate Harold Perkins. No beefs or disputed OT reported. The chairman announced that the ship will pay off in the port of Baltimore on Dec. 26. He noted that this had been a good trip and reminded

the crew of the importance of contributing to SPAD. The secretary added his thanks to the crew for helping keep the pantry and messroom clean at night, and advised all eligible members to take advantage of the upgrading opportunities available at Piney Point. A vote of thanks was given to the steward department for a job well done. Next port: Baltimore, Md.



COMANCHE (American Bulk Carriers), December 30—Chairman Curtis Brodnax; Secretary Robert D. Bright; Deck Delegate Thomas P. Banks; Engine Delegate Nathaniel P. Davis; Steward Delegate Herbert T. Archer; Reading Clerk John O. Jackson. Everything is going well aboard the *Comanche*, with only a few hours of disputed OT in the deck department. The crew called a special meeting to elect a new ship's chairman, and the chief cook was chosen for the job. The captain is going to close out the payroll for 1984 and will let anyone see his payoff slip if they so desire. One motion brought up was that each member aboard ship get one day's pay in lieu of time off. Another item mentioned was that the BR/GSU should not be working in the galley for sanitation reasons. Brother Bright told him that he had just gotten off the *Groton* and the *Baltimore* and that the chief steward/baker and the chief cook had to do everything themselves because they only have two-man steward departments.

COVE SAILOR (Cove Shipping), December 9—Chairman Richard Gibbons; Secretary Welden O. Wallace; Deck Delegate Charles Lambat; Engine Delegate Jerome Sumlin; Steward Delegate John Collins. No beefs were reported although there was some disputed OT (due to delayed sailing) which will be turned over to the boarding patrolman. It is not known where the *Cove Sailor* will sail to next. Any and all information will be relayed to crewmembers as soon as it is forthcoming. In the meanwhile, repairs are being completed since the proper tools and equipment are available. All is running smoothly aboard ship. The steward department was given a vote of thanks for a fine job. Next port of payoff: New York.

DELTA SUD (Delta Lines), December 16—Chairman A. McGinnis; Secretary E. Vieira; Educational Director J.A. Burkette; Engine Delegate E. Burnett; Steward Delegate Rodolfo Ramirez. All is running well aboard the *Delta Sud* with no beefs or disputed OT reported. There is \$71 in the ship's petty cash fund. The chairman reminded those members who are getting off to strip their bunks, clean their rooms and leave a clean set of linen. He also stressed the importance of donating to SPAD. A recommendation was made for headquarters to notify crewmembers as to whether or not

to cooperate in helping keep the ship clean. A vote of thanks was given to the steward department for the fine meals and service—particularly the Christmas dinner. Next port: Baytown, Texas.

OGDEN YUKON (Ogden Marine), December 27—Chairman Luigi Alleluia; Secretary George W. Luke; Educational Director C.G. Hall; Deck Delegate Charles Pafford; Engine Delegate Warren Steim; Steward Delegate Albert L. Hendricks. No beefs or disputed OT reported. There is \$8 left in the ship's treasury after using some for the movie fund and some to send two messages. According to the chairman, the *Ogden Yukon* will arrive in Long Beach for payoff on Dec. 28. All has been going well aboard ship with the exception of the loss of one OS, who had to get off ship in Valdez with a leg injury. A vote of thanks was given to the steward department for a job well done, and members observed one minute of silence in memory of our departed brothers and sisters. Next port and port of payoff: Long Beach, Calif.

OVERSEAS ALASKA (Maritime Overseas), December 30—Chairman Frank R. Cottogin; Secretary Henry W. Roberts; Educational Director H. Granger; Deck Delegate John M. Zependa; Engine Delegate Larry M. Clement; Steward Delegate Rottia F. Lacy; Treasurer R.T. Yarbrough. No disputed OT. There is \$155 in the ship's fund. The Mobile port agent was able to clear up some confusion aboard ship pertaining to reliefs for permanent job holders. He explained that you must wait for your relief before leaving the ship or else lose your permanent status. All members were asked to try not to slam doors. Part of this problem will be alleviated when hydraulic door stoppers are installed on the messroom and rec room doors. A vote of thanks was given to the steward department for their excellent Xmas dinner. Next port: New Orleans, La.

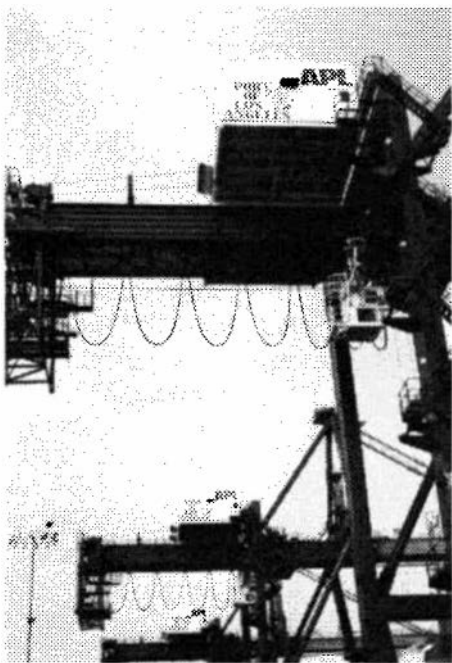
OVERSEAS JUNEAU (Maritime Overseas), December 16—Chairman John B. Lundborg; Secretary Clarence Waldren; Deck Delegate John McAuliffe; Engine Delegate James Fair; Steward Delegate Jim Weed. All departments are functioning well with no beefs or disputed OT. The ship is scheduled to arrive in Long Beach on Dec. 20, and payoff will be on the 29th. The layover is due to a lack of cargo. A vote of confidence was given to the steward department for a job well done. Next ports: Long Beach, Calif. and Valdez, Alaska.

PUERTO RICO (Puerto Rico Marine), December 23—Chairman Freddie Goethe; Secretary Jose R. Colls; Educational Director K. Linan; Deck Delegate James Tompson; Engine Delegate John Hall, Jr.; Steward Delegate Ovidio Crespo. No beefs or disputed OT reported. The *Puerto Rico* is heading for the shipyard. All members were asked to remove extra and dirty linen from their rooms early in the morning before getting off. SIU elections are still going on—until Dec. 31, and members were urged to go to the hall and vote. One OS was taken off ship by the doctor in Miami. The ship

they have to turn in their seamen's papers to the captain when he calls for them in foreign ports for local immigration identification. Another item for clarification was: Should a person's replacement be called while at sea and coming into port, when his number of days are up, or should his time be turned over to the patrolman for action? Next port: Lake Charles, La.

OGDEN CHARGER (Ogden Marine), December 23—Chairman F.R. Schwarz; Secretary E. Lambe; Educational Director Wiley Yarber. No disputed OT reported. There is \$214 in the ship's fund. The chairman reported that the ship loaded up in the Gulf of Mexico and will discharge her cargo in Yorktown, Va. and Charleston, S.C. After that, she will probably lay up in Florida. A motion was made that when a vessel lays up before a member has his 120 days seetime, he or she ought to be able to collect vacation time based on the number of days up to the time of lay-up. A vote of thanks was given to the steward department for a good job.

OGDEN LEADER (Ogden Marine), December 30—Chairman W.L. Osborne; Secretary Floyd Mitchell; Educational Director Jerry L. Boyce; Deck Delegate Robert Lambert; Engine Delegate David M. Dunklin; Steward Delegate John M. Clarke. No disputed OT reported. The chief steward is serving as treasurer. He reported \$73 in the ship's fund. Also, \$170 has been collected from the unlicensed members to build up a movie fund. This money will be used only to upgrade the crew's movie library. The chairman reported that the ship will pay off this trip, probably upon arrival in Texas. From the repair list that was put up last trip, all or most repairs have been taken care of and the laundry room has been repainted. All crewmembers were asked



then sailed short from Miami to Puerto Rico. A repair list was turned in to the captain by the chief steward. It included a few minor repairs in the steward department and the installation of a new water cooler. The secretary noted that this has been a very good crew and "we hope to see you back after the yard."

ROVER (Ocean Carriers), December 30—Chairman Cliff Leahy; Secretary E. Harris; Educational Director/Engine Delegate Phil Tarantino; Deck Delegate Steve Parrish; Steward Delegate Edgardo Dedos. Everything is running just fine aboard the *M/V Rover* this trip with no beefs or disputed OT reported. There is \$11.50 in the ship's fund; \$9.50 was spent on a wire to headquarters. A new 19" TV and a new cassette player will be purchased in Singapore, and the captain has been authorized to buy \$500 worth of tapes for the player. The secretary thanked the deck and engine departments for keeping the ship clean and for getting along so well with each other. QMEDs were reminded that as of Jan. 1, they need proof of their rating in order to sign on as a QMED. Several suggestions were made. One was to have the company get better mail service to the crew. Only a couple of letters have come aboard since Oct. 19 when the ship was in Guam. Another was to let each crewmember make one phone call each month free of charge via the satellite telephone. A vote of thanks was given to the steward department for a job well done and an excellent Christmas Day dinner—everything from shrimp cocktail and smoked salmon to roast turkey, smoked Virginia ham and standing rib roast to four different pies, ice cream, cookies and assorted nuts. Next port: Singapore.

ST. LOUIS (Sea-Land Service), December 23—Chairman Frank Teti; Secretary Humberto Ortiz; Educational Director LaGasse. No beefs or disputed OT. Yuletide greetings were received onboard the *St. Louis* from President Drozak and other SIU officials. These were posted on the bulletin board along with commendations from the officials regarding the crew's behavior at sea and in port. The secretary reminded members that "our Union and our president are in Washington for these reasons: to get more jobs for our membership and to protect our members' rights. That has always been the guiding principle of this Union.

That's why we have to support SPAD—so they can keep going." A vote of thanks was given to Chief Steward Humberto Ortiz and his gang for the excellent Thanksgiving and Christmas dinners they prepared and served.

SAM HOUSTON (Waterman), January 6—Chairman G. Burch; Secretary G. Aquino; Educational Director C. Tsipliareles. No beefs or disputed OT. Minutes of the last meeting were read and all communications were posted as received. All hands, except those on watch, viewed some movies on fire fighting that were shown by the mate. The bosun thanked the crewmembers for keeping the noise down, and the steward thanked the men on watch who helped keep the messroom and pantry clean. A special vote of thanks was given to the steward department for the fine meals prepared during the trip, especially at holiday time. One minute of silence was observed in memory of our departed brothers and sisters. Next port of pay-off: Norfolk, Va.

SEA-LAND ECONOMY (Sea-Land Service), December 2—Chairman John Higgins; Secretary Wheeler M. Washington; Educational Director W.R. Thomas. No disputed OT was reported in any of the three departments. There is \$46 in the ship's fund. The ship is running smoothly, according to the chairman. He noted that they had finally gotten an answer to a question that needed clarification. The question was: In the event a crewmember takes a trip off and the person who replaces him is fired or quits, will the member who took the trip off lose his or her job? The answer: A new relief person will be called from the hall to finish the relief job. The person on the permanent job will not lose his or her job as long as he or she returns to the ship on the day scheduled. Members were also reminded of the opportunities to upgrade their ratings by attending courses at the school in Piney Point. A vote of thanks was given to the steward department for a job well done. Next ports: Port Everglades, Fla., Houston, Texas, New Orleans, La.

SEA-LAND EXPRESS (Sea-Land Service), December 11—Chairman Andrew Lesnansky; Secretary Otis Paschal; Educational Director W. Brack. No beefs or disputed OT reported. There is \$75 in the ship's fund. The chairman noted that as Dec. 15 approaches, the ship should receive some information from SIU headquarters regarding their contract. The secretary also reminded members that voting for officers and constitutional amendments will continue until Dec. 31. By reading the LOG, Seafarers can keep informed of Union and maritime activities. The educational director requested that members operate the video machine with care and that they return the tapes to the chief mate when they're through. Also, members departing the vessel were requested to leave keys to their rooms with their department head. A vote of thanks was given to Chief Cook Manny Castro, who has been satisfying the appetites of officers and crew since joining the vessel Dec. 4 in Bremerhaven. Next port: Halifax, Nova Scotia.

Digest of Ships Meetings

SEA-LAND VOYAGER (Sea-Land Service), December 23—Chairman R. Murry; Secretary D.B. Smith; Educational Director D. Johnson; Deck Delegate Kadir P. Amat. No beefs or disputed OT reported. The chairman reported that port time is still in effect, contrary to a telegram sent by the company. He also explained that contract negotiations are now going on between the Union and the company, and that if any crewmember has a recommendation pertaining to the negotiations, they should send it to SIU headquarters because "it's our future that's at stake." The chief steward talked to the crew about all members attending Union meetings—aboard ship or on shore. The Union meeting is the place to express your feelings about matters concerning the future of your jobs. And the educational director reminded everyone about keeping clear of the reefer cables on deck. Members were also reminded of the very stiff penalty for smoking on deck in Germany. Next port: Elizabeth, N.J.

SENATOR (Coordinated Caribbean Transport), December 14—Chairman D.L. McCorvey; Secretary J. Gilliam; Educational Director E. McBain; Steward Delegate Floyd Bishop. No disputed OT. The chairman noted that everything is running smoothly. Payoff is scheduled for Dec. 17 in Miami, and it is hoped that a patrolman from Jacksonville will be present. The bosun and the steward will be going on their much-needed 60-day relief. All members were reminded to clean up after themselves as there is no messman onboard the *Senator*. The chairman also urged members to be careful with the movies. Two were lost last trip and they must either be paid for or replaced, as all films have to be accounted for. Next port: Miami, Fla.

STONEWALL JACKSON (Waterman), December 16—Chairman Carl T. Lineberry; Secretary Thomas Liles, Jr.; Educational Director Benjamin F. Cooley; Deck Delegate Ronald S. Davis; Engine Delegate Raymond L. Culpepper, Jr.; Steward Delegate Jerry Watkins. No disputed OT reported. There is \$550 in the movie fund which, the bosun explained, is added to by running pools. During the last voyage, the 4 to 8 QMED port was blown out. This is the third time this has happened, and the company is trying to figure out the best way to stop it from happening again. The chairman talked about the condition of the lifeboats. They can be lowered, but repairs are needed in order to raise them back up properly. Chairman Lineberry also gave a talk on the state of the Union as he got it from the patrolman. He said not to expect too much in the coming years. "We will be lucky to hold on to what we have. Reagan has done nothing for the merchant marine in the past four years, and it seems unlikely that he will." Next ports: the Suez Canal and Aqaba, Jordan.



Official ships minutes were also received from the following vessels:

| | |
|------------------------|------------------------------|
| AMCO TRADER | ROBERT E. LEE |
| CAGUAS | ROSE CITY |
| FALCON COUNTESS | SEA-LAND ADVENTURER |
| FALCON PRINCESS | SEA-LAND EXPLORER |
| GOLDEN MONARCH | SEA-LAND INDEPENDENCE |
| OGDEN CHAMPION | SEA-LAND LEADER |
| OGDEN COLUMBIA | SEA-LAND MARINER |
| OGDEN DYNACHEM | SEA-LAND PRODUCER |
| OGDEN WABASH | STUYVESANT |
| OVERSEAS ARCTIC | SUGAR ISLANDER |
| OVERSEAS BOSTON | WALTER RICE |
| PATRIOT | |

Monthly Membership Meetings

| Port | Date | Deep Sea Lakes, Inland Waters |
|---------------|---------------------|-------------------------------------|
| New York | Monday, March 4 | 2:30 p.m. |
| Philadelphia | Tuesday, March 5 | 2:30 p.m. |
| Baltimore | Wednesday, March 6 | 2:30 p.m. |
| Norfolk | Thursday, March 7 | 9:30 p.m. |
| Jacksonville | Thursday, March 7 | 2:00 p.m. |
| Algonac | Friday, March 8 | 2:30 p.m. |
| Houston | Monday, March 11 | 2:30 p.m. |
| New Orleans | Tuesday, March 12 | 2:30 p.m. |
| Mobile | Wednesday, March 13 | 2:30 p.m. |
| San Francisco | Thursday, March 14 | 2:30 p.m. |
| Wilmington | Monday, March 18 | 2:30 p.m. |
| Seattle | Friday, March 22 | 2:30 p.m. |
| Piney Point | Friday, March 8 | 3:00 p.m. |
| San Juan | Thursday, March 7 | 2:30 p.m. |
| St. Louis | Friday, March 15 | 2:30 p.m. |
| Honolulu | Thursday, March 14 | 2:30 p.m. |
| Duluth | Wednesday, March 13 | 2:30 p.m. |
| Gloucester | Tuesday, March 19 | 2:30 p.m. |
| Jersey City | Wednesday, March 20 | 2:30 p.m. |

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

Dispatchers Report for Great Lakes

JAN. 1-31, 1985

| 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..... | 2 | 35 | 4 | 0 | 0 | 0 | 2 | 40 | 6 |
| ENGINE DEPARTMENT | | | | | | | | | |
| Algonac..... | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 19 | 1 |
| STEWARD DEPARTMENT | | | | | | | | | |
| Algonac..... | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 8 | 0 |
| ENTRY DEPARTMENT | | | | | | | | | |
| Algonac..... | 1 | 31 | 2 | 0 | 0 | 0 | 1 | 40 | 10 |
| Totals All Departments..... | 3 | 92 | 6 | 0 | 0 | 0 | 3 | 107 | 17 |

***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.

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

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
(718) 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) 441-1960

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. 1-31, 1985

| Port | *TOTAL REGISTERED | | | TOTAL SHIPPED | | | Trip Reliefs | **REGISTERED ON BEACH | | |
|------------------------------|-------------------|---------|---------|---------------|---------|---------|-----------------|-----------------------|---------|---------|
| | All Groups | | | All Groups | | | | All Groups | | |
| | Class A | Class B | Class C | Class A | Class B | Class C | | Class A | Class B | Class C |
| DECK DEPARTMENT | | | | | | | | | | |
| Gloucester | 6 | 4 | 0 | 3 | 0 | 0 | 0 | 9 | 9 | 0 |
| New York | 70 | 16 | 0 | 49 | 20 | 0 | 0 | 155 | 37 | 0 |
| Philadelphia | 8 | 12 | 0 | 9 | 6 | 0 | 0 | 18 | 16 | 0 |
| Baltimore | 6 | 1 | 0 | 2 | 0 | 0 | 0 | 22 | 10 | 0 |
| Norfolk | 13 | 12 | 0 | 4 | 3 | 0 | 1 | 39 | 20 | 0 |
| Mobile | 13 | 2 | 1 | 10 | 2 | 0 | 0 | 25 | 7 | 1 |
| New Orleans | 60 | 9 | 1 | 50 | 21 | 0 | 0 | 118 | 14 | 1 |
| Jacksonville | 44 | 15 | 0 | 64 | 28 | 0 | 1 | 71 | 31 | 7 |
| San Francisco | 38 | 10 | 1 | 21 | 0 | 0 | 7 | 74 | 20 | 2 |
| Wilmington | 29 | 10 | 0 | 32 | 7 | 0 | 3 | 46 | 34 | 0 |
| Seattle | 68 | 36 | 0 | 27 | 16 | 0 | 2 | 68 | 36 | 0 |
| Puerto Rico | 6 | 5 | 0 | 8 | 0 | 0 | 2 | 19 | 11 | 0 |
| Honolulu | 8 | 15 | 0 | 5 | 7 | 0 | 0 | 4 | 16 | 1 |
| Houston | 47 | 14 | 0 | 32 | 13 | 0 | 2 | 88 | 14 | 1 |
| St. Louis | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| Piney Point | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| Totals | 416 | 162 | 3 | 316 | 126 | 0 | 18 | 756 | 277 | 13 |
| ENGINE DEPARTMENT | | | | | | | | | | |
| Gloucester | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 4 | 5 | 1 |
| New York | 55 | 9 | 0 | 33 | 6 | 0 | 0 | 124 | 17 | 0 |
| Philadelphia | 12 | 3 | 0 | 5 | 2 | 0 | 0 | 18 | 9 | 0 |
| Baltimore | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 19 | 0 | 0 |
| Norfolk | 10 | 1 | 0 | 5 | 1 | 0 | 0 | 19 | 7 | 0 |
| Mobile | 6 | 4 | 0 | 6 | 2 | 0 | 0 | 21 | 6 | 0 |
| New Orleans | 40 | 8 | 0 | 41 | 10 | 0 | 0 | 81 | 15 | 0 |
| Jacksonville | 24 | 6 | 0 | 36 | 4 | 0 | 1 | 48 | 13 | 4 |
| San Francisco | 26 | 10 | 1 | 10 | 6 | 0 | 4 | 56 | 19 | 2 |
| Wilmington | 23 | 10 | 1 | 14 | 5 | 0 | 1 | 38 | 13 | 0 |
| Seattle | 55 | 29 | 0 | 34 | 8 | 0 | 0 | 55 | 29 | 0 |
| Puerto Rico | 7 | 4 | 0 | 8 | 0 | 0 | 1 | 15 | 7 | 0 |
| Honolulu | 5 | 14 | 3 | 2 | 10 | 0 | 0 | 4 | 21 | 2 |
| Houston | 38 | 3 | 0 | 26 | 9 | 0 | 4 | 64 | 10 | 0 |
| St. Louis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Piney Point | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| Totals | 308 | 103 | 6 | 222 | 65 | 0 | 11 | 566 | 171 | 9 |
| STEWARD DEPARTMENT | | | | | | | | | | |
| Gloucester | 20 | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 3 | 0 |
| New York | 34 | 11 | 0 | 27 | 11 | 0 | 0 | 75 | 17 | 0 |
| Philadelphia | 5 | 1 | 0 | 2 | 6 | 0 | 0 | 10 | 2 | 0 |
| Baltimore | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 12 | 3 | 0 |
| Norfolk | 4 | 0 | 0 | 4 | 4 | 0 | 3 | 12 | 3 | 0 |
| Mobile | 10 | 3 | 0 | 9 | 1 | 0 | 0 | 14 | 0 | 0 |
| New Orleans | 26 | 6 | 1 | 34 | 9 | 0 | 0 | 47 | 6 | 0 |
| Jacksonville | 14 | 8 | 0 | 30 | 11 | 0 | 3 | 20 | 8 | 0 |
| San Francisco | 54 | 3 | 0 | 48 | 7 | 0 | 9 | 89 | 16 | 1 |
| Wilmington | 11 | 7 | 1 | 25 | 8 | 0 | 2 | 32 | 8 | 0 |
| Seattle | 60 | 22 | 0 | 33 | 8 | 0 | 0 | 60 | 22 | 0 |
| Puerto Rico | 8 | 1 | 0 | 3 | 2 | 0 | 1 | 14 | 1 | 0 |
| Honolulu | 4 | 34 | 34 | 11 | 161 | 127 | 0 | 11 | 48 | 39 |
| Houston | 20 | 0 | 0 | 12 | 4 | 0 | 2 | 45 | 16 | 1 |
| St. Louis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Piney Point | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 |
| Totals | 257 | 99 | 36 | 239 | 247 | 127 | 21 | 444 | 153 | 41 |
| ENTRY DEPARTMENT | | | | | | | | | | |
| Gloucester | 0 | 0 | 0 | | | | | 0 | 6 | 0 |
| New York | 19 | 49 | 1 | | | | | 46 | 147 | 0 |
| Philadelphia | 4 | 22 | 0 | | | | | 15 | 43 | 0 |
| Baltimore | 4 | 2 | 1 | | | | | 10 | 19 | 1 |
| Norfolk | 5 | 8 | 0 | | | | | 12 | 40 | 0 |
| Mobile | 0 | 1 | 0 | | | | | 3 | 19 | 0 |
| New Orleans | 20 | 21 | 1 | | | | | 48 | 51 | 1 |
| Jacksonville | 12 | 23 | 2 | | | | | 11 | 40 | 7 |
| San Francisco | 52 | 37 | 5 | | | | | 128 | 70 | 23 |
| Wilmington | 14 | 30 | 3 | | | | | 30 | 35 | 0 |
| Seattle | 46 | 90 | 0 | | | | | 46 | 90 | 0 |
| Puerto Rico | 7 | 8 | 0 | | | | | 20 | 26 | 2 |
| Honolulu | 10 | 117 | 133 | | | | | 9 | 124 | 144 |
| Houston | 14 | 17 | 0 | | | | | 15 | 20 | 0 |
| St. Louis | 0 | 0 | 0 | | | | | 0 | 1 | 0 |
| Piney Point | 0 | 18 | 0 | | | | | 0 | 0 | 0 |
| Totals | 207 | 443 | 146 | 0 | 0 | 0 | 0 | 393 | 731 | 178 |
| Totals All Departments | 1188 | 807 | 191 | 777 | 438 | 127 | 50 | 2,159 | 1,332 | 241 |

***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 up from the month of December. A total of 1,392 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,392 jobs shipped, 777 jobs or about 56 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 50 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 891 jobs have been shipped.

Support SPAD

Soviet Deals Shut Out Our Seafarers

Nationally syndicated columnist Victor Riesel wrote this column early this month. It appeared in hundreds of newspapers across the country, including the Washington Times, one of Ronald Reagan's favorite newspapers.

If détente is the statesman's fashion of making the best of the worst, why are we making the worst of the best?

We are trading with the Soviets in a most peculiar way. The U.S.S.R. is desperate for wheat. In the past two years we sold them well over 14 million tons of grain.

They haul the ocean cargo cheaply. None of the grain was shipped to the Russians in American vessels.

Our shipping companies lost profits, and for some time now, 5,000 seafarers have been "on the beach." The national budget deficit might have been lowered—albeit a sliver, but still lowered. More than 100 vessels of our shrinking merchant marine are laid up. Our viable cargo fleet is down to little more than 400 carriers.

But those who attended the two past trade conferences—and the current one, both secret and public—don't appear to have given this a thought. The U.S.S.R., with its inner Kremlin in a crisis crunch, is getting virtually whatever it wants. Simultaneously, it is beefing up merchant marine and integrating it with its military and naval forces.

If a long-expired U.S.-U.S.S.R. maritime agreement were still in effect, more than 5 million tons of this grain—worth scores of millions of dollars for the loading and ocean hauling—

would have crossed the sea on American-flag ships.

Oddly, those smiling, genial, vodka-imbibing Marxist-Leninist gentlemen who are bargaining with our suppliers didn't give this a thought, either. The Red merchant seamen are among the lowest paid of all shipworkers sailing from the world's industrial nations.

Obviously, the Soviets are purchasing what they vitally

Guest Opinion

need—or they wouldn't be shelling out hard currency (*valuta*)—and don't intend to permit American seamen to make a buck under a U.S. charter.

By moving the grain, and whatever else they're about to purchase now through their oversized trade mission, they plan to use the craft of their own commercial fleet, those of the Brezhnev bloc, and those of a few friendly Third World nations.

There was a 10-year U.S.-U.S.S.R. maritime pact which expired in 1981. It called for bulk-hauling to the Soviet Union one-third of the grain cargo in U.S.-flag craft, one-third in Soviet vessels, and the remaining third to be shared by other countries.

But even under the maritime agreement, the Soviets didn't adhere to the treaty. Anyway, the United States suspended the pact when Poland's martial law attempted to crush the independent anticommunist national union *Solidarnosc* (Solidarity). The United States broke away. There was a boycott.

But now, several years later, there's been "somewhat of a

thaw" in East-West relations, says Frank Drozak, the Seafarers president who also heads the AFL-CIO Maritime Trades Department.

And Mr. Drozak seeks a new maritime agreement with the Soviets so, once again, American craft can carry grain and other cargo—and many of the seamen can get off the beach.

Speaking for his union and department, Mr. Drozak has been pressuring high government officials to remember the American merchant marine in any agreement that provides cargo for Russia—which never buys anything from the United States that it doesn't need. There isn't any Red charity.

The thaw of which Mr. Drozak speaks has made available more wheat—food for the Russian people and their farmers' livestock—and has also permitted Soviet fishing in American waters.

Why, then, no further negotiations on a maritime agreement which once again would give U.S. bulk carriers a chance to cross the seas? "New American ocean-going jobs and the additional revenue created by a bilateral maritime pact would in turn be a spur to the overall U.S. economy," Mr. Drozak avers.

To his critics, in and out of government, Mr. Drozak retorts that "the United States has entered into over 40 treaties of friendship, commerce, and navigation, which generally guarantee the ships of each party unlimited access for . . . import

and export. . . ." This included bilateral trade.

The Seafarers chief also sees a thaw between Washington and Warsaw resulting from the wide amnesty given to Solidarity leaders.

Mr. Drozak also referred to Soviet Foreign Minister Andrei Gromyko's visits to the White House and the trade conferences between the United States and the U.S.S.R. These, says Mr. Drozak, "are further evidence that there are few barriers to prompt resumption of negotiations between our country and the Soviet Union."

Why should the Russians get critically needed foodstuffs and other material from us and still make the whole profit on transporting the cargo? Mr. Drozak has been pressuring high American officials to prevent the Marxist-Leninist regime from making the extra *valuta*. He has written to Secretary of State Shultz, Secretary of Transportation Dole, U.S. Trade Representative Brock—who the other day warned we plan to get tough on trade policies around the world—and to Maritime Administration chief, Adm. Harold Shear.

A grain boycott of the Soviet Union is against the law.

But nowhere is it engraved that the Kremlin shall have the right to say "*nyet*" to a chance for our shipping companies to make profit and our seamen to earn bread.

Very clever people, those Leninist bargainers—until someone begins to holler.

personals

William Burkeen

Thomas Cronan and the crew of the *M/V Falcon Champion* sincerely wish you a long, healthful and enjoyable retirement.

Thomas M. Cox

Please contact Mary Jo at (315) 339-4563.

Fredrick (Fred) David Gosse

Please get in touch with Edith Spradling, 1221C Murray Hill Ct., Mobile, Ala. 36606; telephone (205) 471-2940.

William F. Jordan

Please contact Helen Jordan in Fork Union, Va. at (804) 842-3740.

Letters To The Editor

'SIU Offers Support . . .'

I want to thank you for all the SIU has done for our family. You made my husband's last years secure from worry, and the death benefit helped me so much.

On going through papers after my husband's death, I discovered that he had been a member of unions for almost 50 years.

He was a strong supporter of his Union, a wonderful husband and father.

Again, thank you for everything.

Clara Harwood
Frankfort, Mich.

Important Notice To SIU & PMA Pensioners

On Jan. 1, 1985, the premium for Medicare (Part "B") was increased to \$15.50 if single and \$31.00 if married.

Retirees of the *SEAFARERS PENSION PLAN* and the *SIU PACIFIC DISTRICT-PMA PENSION PLAN* who are entitled to a Medicare premium reimbursement, and who have submitted proper proof of Medicare Part "B" coverage to the Plan, will be reimbursed at the new rate.



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Frank EVERS