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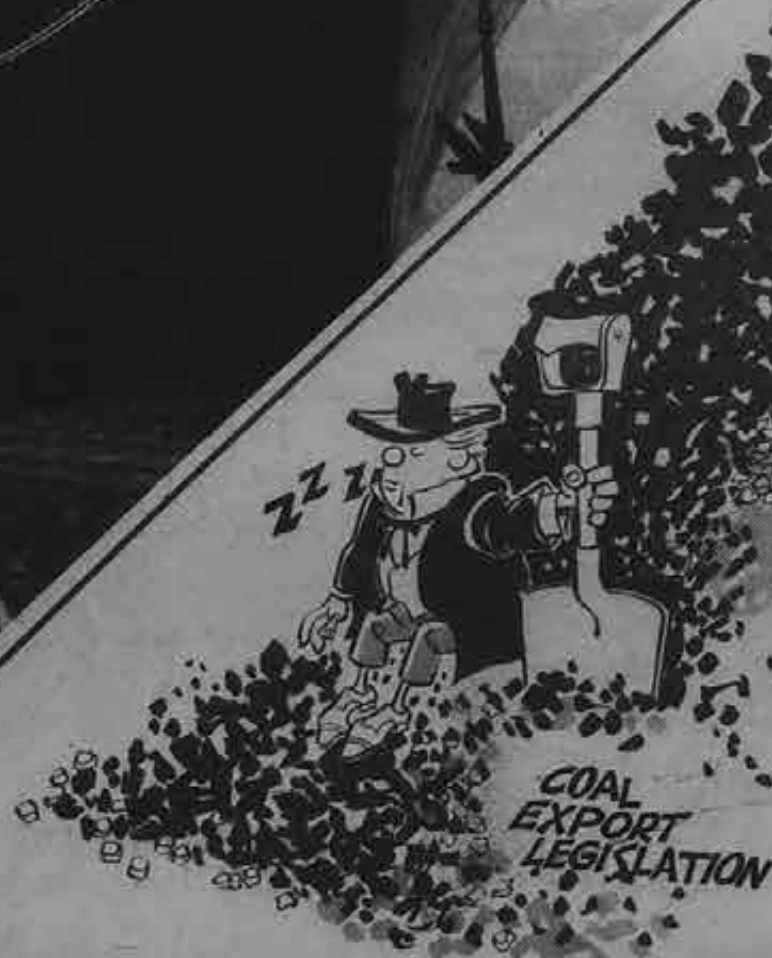
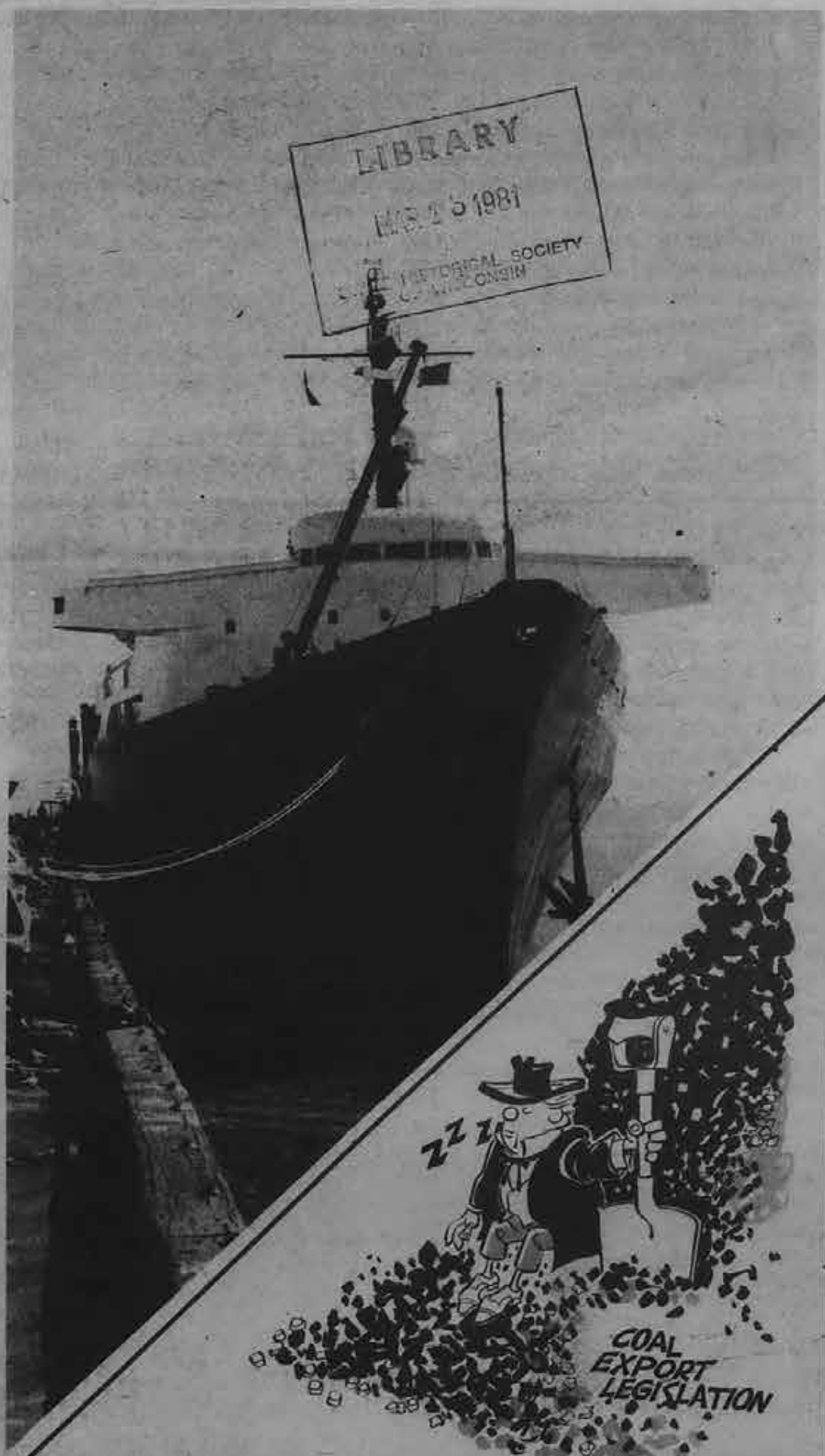
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## PRESIDENT'S REPORT

**T**HE state of today's American maritime industry can best be described in a military term—condition "red alert."

Our industry is approaching a crisis level. And unless there are some fundamental changes in government policies toward U.S. maritime—and very soon—the American flag is in very serious danger of disappearing from the world's sealanes.

The threat to our industry goes far, far beyond the immediate threat to the jobs of thousands upon thousands of American workers on ships, in shipyards and in related industries.

Very simply, an America without an adequate merchant marine, capable of carrying a significant share of all vital cargoes and capable of serving as an effective military auxiliary to the Navy in peace and war, is an America that can be isolated. And in today's world, isolation means economic and political disaster.

The mood of the country today is to talk tough about America's interests worldwide. But all that tough talk is just a lot of hot air without the logistic seaborne capability to back up those words.

Our nation needs ships to be strong. Successive Congresses and Administrations have chosen for the most part to overlook this fact. The stakes are too high for this country to continue to sweep the plight of the maritime industry under the rug.

The time is now for the Reagan Administration and the new Congress to act forcefully and quickly to reverse the decline of our industry.

We in the SIU are prepared to work with Congress to enact the needed legislation into law. We have laid out a five point program



Frank Drozak

of action, which, if passed, will propel the American fleet to the forefront of world maritime shipping.

This five-point program has the support of the AFL-CIO Ad Hoc Committee on Maritime Industry Problems. This committee is made up of the key seagoing unions. The program also has the support of AFL-CIO President Lane Kirkland, who chairs the Ad Hoc Committee.

These programs, which we now call on Congress to enact, are reasonable, achievable answers to the nation's maritime problems. In brief, these programs seek:

- A commitment to revitalize the virtually non-existent U.S. dry bulk fleet, by guaranteeing a fair share of exported coal for American ships.
- Greater use by the U.S. Navy of the private merchant fleet for routine auxiliary functions, and a transfer of operation and construction of auxiliary support vessels to the private sector.
- An easing of stifling over-regulation of U.S. maritime, and revision of tax laws that will encourage companies to build ships in America instead of overseas.
- Negotiation of bilateral trade agreements, particularly with developing countries that include guarantees of an equitable share of U.S. international cargoes for U.S.-flag ships.
- Ratification by the U.S. of the United Nations Conference on Trade and Development's proposed code of liner conduct, which would guarantee 40 percent of all liner cargoes in the foreign trades for U.S. ships.

What must be remembered here is that these are not programs we would like to have. They are strong, accurate initiatives we must have if America expects to have a merchant fleet in the future.

At the same time, we in the SIU are not naive. We realize there are many people in government and in the multinationals who would just as soon see the flags of Liberia or Panama flying in our harbors instead of the Stars and Stripes.

But we are ready for the battle. And I am extremely confident it's a battle we are going to win.

## New Commerce Sec. Advocates Bilateral Shipping Pacts

As he begins the task of administering the programs of the huge and unwieldy Commerce Department, Malcolm Baldrige, the new Commerce Secretary, has the hopeful eyes of the maritime industry upon him.

Little is known as yet about Baldrige, who calls himself "a complete newcomer to Washington." But some of the statements he made during his Senate confirmation hearing last month give indications of the shape U.S. maritime policy will take during the tenure of the Reagan Administration.

"I think this country needs a strong merchant marine," Baldrige told his Senate Commerce Committee examiners. "In recent years we've been falling behind, we've got to stop that."

Responding to a question by the new Senate Commerce Committee Chairman Robert Packwood (R-Ore.), Mr. Baldrige pointed to bilateral shipping agreements as one method of revitalizing the U.S. merchant fleet.

"This country has been against bilateral agreements in the past

and for good reasons," said Baldrige. "However, most of the rest of the world seems to be headed toward bilateral agreements. Perhaps, whether we like it or not," the new Commerce chief added, "we should investigate that direction."

Later on in the Jan. 6 confirmation hearings, Baldrige returned to the issue of bilateral agreements. (The SIU has long been a vocal advocate of such agreements which the Union believes are necessary to keep the U.S. merchant marine afloat.)

"I think we should have a strong merchant marine," Baldrige said in reply to a question from Slade Gorton (R-Wash.), the new chairman of the Senate Subcommittee on Merchant Marine. "The only thing standing between the U.S. and a viable merchant marine," Baldrige added, "is money and bilateral treaties."

Baldrige, who was unanimously endorsed for confirmation by the Senate Commerce Committee was confirmed by the full Senate and sworn in as Secretary of Commerce after

Ronald Reagan's inauguration. He takes charge of a Commerce Dept. which has 30,000 employees and oversees, among

other things, the National Fire & Control Administration, the Census Bureau, forecasting the weather and registering patents.

## Former Labor Sec'y Marshall to Toil for AFL-CIO Unit

Ray Marshall, former secretary of Labor under the Carter Administration, has accepted a part time role with the Industrial Union Department Institute of the AFL-CIO.

Marshall, who proved himself a true friend of the labor movement during his tenure with the Carter White House, will lend his considerable experience and knowledge of government and regulatory policies toward the development of economic and social issues affecting workers.

Prior to the announcement of Marshall joining the AFL-CIO team, the labor movement honored him at a reception at AFL-CIO headquarters in Washington, D.C.

"Ray Marshall has been a man who has stood with us on every basic and important objective of the trade-union movement," AFL-CIO President Lane Kirk-

land said at the reception.

"He's fought with us. He's been our friend and our co-worker, come fair weather or foul. And we in the trade union movement have a tradition that we do not forget our friends."

Several hundred friends of Marshall in both government and the labor movement listened as he thanked them for their support during the past four years. He said that he intends to continue to "work for the things that we fought for" during the Carter Administration, whose labor record he called the best of any Administration since Franklin Roosevelt's New Deal.

Vice President Walter Mondale, who also addressed the gathering, said that "the measure of a government that cares and responds to the needs of working men and women will be the record left by Ray Marshall."



# Navy Stonewalling Use of Private Sector

In recent months, the relationship between the U.S. Navy and the private merchant marine has come under close scrutiny. Leading American figures, from President Ronald Reagan on down, have stated publicly that the maritime industry and the Navy must develop a close working relationship if this country's seapower is to be strengthened and revived.

President Reagan alluded to this lack of co-operation during the recent Presidential campaign. He issued a seven point program which stated, among other things, that Americans "must insure that there is active co-operation between the Navy and the merchant marine and the governmental departments responsible for each."

Differences between the Navy and the maritime industry have arisen over a number of issues. These differences tend to boil down to the following philosophical question: what role, if any, is the private sector merchant marine supposed to play in providing auxiliary naval support?

Perhaps the most drawn out disagreement has arisen over the management of the Military

Sealift Command. The Navy has tended to discourage private participation in the program. Industry officials estimate that a good number of the nearly 150 auxiliary vessels that are presently operated by the Navy could be leased out to private companies. Were the Navy to utilize long-term leasing programs, new vessels could be manned and built by the private sector at substantially lower costs.

When asked about their reluctance to utilize private sector expertise, Navy officials have questioned the private industry's ability to adequately man the vessels. These same officials also produce cost estimates that contradict the findings of private economists.

## Navy Hides Costs

The cost estimates that the Navy likes to refer to, however, tend to distort the overall picture by underestimating or even hiding actual costs.

One such hidden cost can be traced to the manner in which the Navy determines its own pension liabilities. Agencies of the federal government do not fall under the provisions of ERISA. These agencies are therefore free to use less stringent accounting figures to project their own pension liability costs.

The private sector has proven over and over again its ability to adequately carry out Naval auxiliary duties. Most recently, the S.S. *Washington*, a Hudson Waterways vessel, was highly praised when it participated in NATO exercises late last year.

Many experts, including Peter Luciano, director of the Transportation Institute, a highly respected non-profit organization aimed at promoting maritime research and development, feel that the Navy is not getting the most out of its limited resources when it tries to exclude private sector participation in naval auxiliary planning. The money that the Navy uses to build and operate support vessels could be better used in securing badly needed combat vessels.

The reluctance of Navy officials to utilize private sector expertise has not helped the American flag merchant marine. That damage, however, has been compounded by the inability of competing governmental agencies to work closely with the maritime industry to establish a firm set of priorities.

The maritime industry is subject to a dizzying number of

governmental regulations. More than 70 different Federal Agencies issue regulations that must be followed. Often, companies must submit the same licensing application to several different agencies, any one of which can, and usually does, hold up approval. These delays have substantially increased transportation costs.

While the federal government has been busy regulating the American flag Merchant Marine out of existence, it has allowed numerous tax and safety loopholes to stand which make it profitable for owners to use foreign flag vessels.

The gradual extinction of the American flag Merchant Marine by governmental neglect and mismanagement would not be so unfortunate were not the welfare of the country endangered so.

The Merchant Marine has been traditionally called the Fourth Arm of the American Defense System. During World War I, World War II, the Korean War, and the Vietnam War, it performed its naval support

duties admirably.

Experts now doubt if the American flag Merchant Marine is large enough to support the Navy in any major international crisis.

The American flag Merchant Marine has deteriorated to the point where Americans must rely on foreign countries to transport 95% of their ocean-borne commerce.

It is therefore imperative that the Navy and what remains of the maritime industry work closely to reverse some disturbing trends.

The Navy could begin by utilizing private sector expertise in the Military Sealift Command program. It could also stop leasing and purchasing foreign flag vessels when it can easily procure readily available American vessels.

Recently, the Navy bought the British flag *RAF Lynes*. It plans to lease six vessels from Hansa, a bankrupt German company, once it gets permission from the Maritime Administration to do so.

## Delta Queen "Life" Extended to 1988

SIU-contracted *Delta Queen* (Delta Queen Steamboat) will be allowed to delight passengers at least through 1988.

Exemptions for operation of the famous steamboat that plies the Mississippi River would have expired in 1983. But legislation passed late in the last Congress has extended that time to 1988.

A Coast Guard law required a certain amount of steel in the superstructure of vessels like the *Delta Queen*. However, the historic riverboat is constructed of wood.

Senator Russell Long (D-La.), who sponsored the recent legislation said that the ship had undergone rewiring, boiler retubing, hull replating, deck replacement, and other renovations. He added that "all fire safety equipment is maintained to meet quarterly inspection specifications by the U.S. Coast Guard."

Further, in 1979 when President Carter and his family vacationed on the vessel, the ship passed a strict safety inspection conducted by the Secret Service, Long said.

## Wilmington Members Hold Services for Lost Poet Crew

Memorial services for the 34 crew members lost aboard the S.S. *Poet*, were held on January 22, 1981, at the Maritime Museum in San Pedro, Calif.

Luigi Iovino, SIU port agent and staff, along with 40 SIU members were in attendance. Also present at the services were; Clyde Dodson, Port Agent, MEBA-Dist. 1, Msgr. Tom Keifer, of the Archdiocese of San Pedro, Fathers Bartlett and Moses of the Seaman's Church Institute and members of Dist. 1 and Dist. 2—MEBA, and MM&P.

Bro. Dodson called the final roll call of our departed brothers. Fathers Bartlett and Moses read passages from Scripture.

The ship's bell, salvaged from the battle cruiser *USS Los Angeles* was tolled eight times, the knell and "end of watch" for our departed brethren. The service was then adjourned to pier-side and while Msgr. Keifer read a prayer a wreath was tossed into the waters.

*"I sought my death, and found it in my womb.*

*I looked for life, and saw it was a shade;*

*I sailed the seven seas, and knew it was my tomb.*

*And now I die, and now I was but made.*

*My glass is full, and now my glass is run,*

*And now I live, and now my life is done."*



Monsignor Tom Keifer reads from the bible as Wilmington Agent Luigi Iovino listens at the wreath ceremony in honor of our lost brothers on the SS *Poet*. Similar rites were held in New York and Philadelphia.



# SIU Crews Conference to Convene in April

Responding to the upcoming deep sea **Crews Conference**, scores of Seafarers have already returned the questionnaires sent to their homes by the Union last month.

The deadline for return of the questionnaires, which are also available at all Union Halls, is Mar. 15, 1981.

The questionnaires cover the topics that will be discussed at the Crews Conference set to be held the **week of Apr. 20** at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

These topics include such items as education and training; legislation; shipboard meetings and membership communication; the SIU Constitution; Pension, Welfare and Vacation Plans, and the SIU Contract and Shipping Rules.

You are urged to make your opinion known on these important topics. So if you have not returned the questionnaire, please do so immediately.

The purpose of the Conference is to help the SIU **plan for the 1980's**, as well as for the upcoming A&G deep sea contract negotiations.

The three-year deep sea Tanker and Freighter/Passenger Agreements that were signed in 1978 expire on June 15 of this year.

The Crews Conference will be attended by **69 elected**

**delegates** representing all ports and the three shipboard departments.

The rank and file delegates, 23 from each department, will be elected at a **special meeting to be held at 2:30 p.m. on Apr. 16** at the ports of the SIU, Atlantic, Gulf, Lakes, and Inland Waters District.

Based on shipping and registration and the past

year's activities in each of the ports, representation will be as follows: New York, 12; New Orleans, 6; Houston, 6; San Francisco, 6; Baltimore, 3; Boston, 3; Detroit, 3; Jacksonville, 3; Mobile, 3; Norfolk, 3; Philadelphia, 3; San Juan, 3; Seattle, 3; Tampa, 3; Wilmington, 3; St. Louis, 3; and Piney Point, 3.

If any port fails to elect its

quota, then Headquarters will hold a special meeting on Apr. 17 at 2:30 p.m. to elect that port's quota.

**Following are the qualifications** a deep sea member must meet if he or she wishes to be elected as a delegate: (Proof of these qualifications must be produced at the special meetings held on Apr. 16, and if necessary, on Apr. 17).

- Possess a full book with "A" Oceans Seniority in good standing.
- Have 24 months seetime with SIU-A&G contracted deep sea operators in ratings above entry.
- Have at least 90 days of such employment in the period from Apr. 1, 1980 to Apr. 1, 1981.

"Seatime" will be considered as any time for which contributions have been made toward Pension and Welfare eligibility.

In talking about the Crews conference, **SIU President Frank Drozak** said that "the input of the membership at this Conference is an absolute necessity if we are to meet the challenge that the coming years will bring to our Union and to the whole maritime industry."

Conference delegates will be aided in making recommendations by the responses of the members in the questionnaires. That is why it is so important that you fill out and return this form.



Take the first step toward your license. Sign up for the AB Course at SHLSS.

Course starts March 27

See your SIU Representative for details

## SIU Faces in the Crowd.....



Smilin' Frank Prisock, chief pumpman on the *Cove Ranger*, flashes his pearly whites for his friends and shipmates throughout the SIU.



These three young deck men are looking forward to their voyage on the *Cove Ranger* in the port of New York. They are, from the left: AB Lee Allen; OS Pete Blum, and AB Phil Tambo.



Doing some welding in the engine room of the *Cove Ranger* prior to setting sail is Mack Phillip, welder.



# John Dwyer Retires After 27 Years With SIU

**N**EARLY three decades ago, Johnny Dwyer's enemies hung him in effigy from the West Side Highway in downtown Manhattan. His friends on the docks warned him to watch where he went. One of his friends was shot dead as he walked out the front door of his house on his way to work.

The purpose of this article is to announce Johnny Dwyer's retirement after 27 years of loyal service with the SIU as a Welfare and Pension representative. He's probably one of the best known faces in the Union, having doled out more than his share of wit, Irish charm and cigar smoke to the membership from the counter at the Brooklyn union hall.

But Johnny Dwyer's story of courage, maybe mixed in with a bit of craziness, starts in 1935 when he began working as a longshoreman on Manhattan's West Side. He was a hard working, aggressive, tough kid from Greenwich Village and he worked his way up to some of the top jobs on the docks. He worked just about every job, including the hole, hi-lo driver, hatch boss, hiring boss and dock superintendent, directing the loading and unloading of ships.

He spent the War in the Navy. Then in 1953 he had to make probably the toughest decision in his life. At that time, George Meany threw the ILA out of the old AFL for racketeering.

He could have kept his mouth shut and continued working in



Here's Johnny Dwyer in a familiar pose behind the counter at the hall in Brooklyn. This photo was taken the day before he retired.

the best, highest paying jobs on the docks. He didn't, and put his life on the line in the process.

With the help of Meany, ILA officials Larry Long and Buster Slaughter from the Great Lakes pulled their division out of the ILA, creating a new union known as the International Brotherhood of Longshoremen.

Meany enlisted the support of many New York area labor leaders, including Paul Hall, to help the IBL get a foothold in the busiest port in the world.

Dwyer was well known on the docks as an honest straight-shooter. He threw his lot in with the new IBL. He initially met with Paul Hall, Teddy Babkowski and other leaders at the St. George hotel in Brooklyn to discuss strategy. The first move was Dwyer's own Local 895. Within weeks, an election was held in his local with a near unanimous vote to break away from the ILA and join the IBL.

Dwyer recalls, "a lot of people promised to stick with me all the

way. But Paul Hall and the SIU are the only ones who did."

With the SIU's help, Dwyer and others from the IBL succeeded in getting an election for the entire Lakes and the port of New York—22,000 longshoremen. It was a tough campaign, filled with threats and animosity. In the end, the IBL lost by 213 votes out of 22,000 cast.

It was a tough loss. But considering the odds the IBL were up against, it was almost an incredible victory.

Dwyer remembers, "people used to tell me I either had guts or was just plain crazy. I still haven't found out which."

After the IBL episode was over, Dwyer came to work for the SIU at the request of Paul Hall. He's been here ever since, and pitched in his talents on some of the SIU's toughest beefs. He was on the front lines in the Robin Line beef, the Chicago Cabdrivers beef against the Teamsters and the Hussman beef in Philadelphia also against the Teamsters.

But Johnny Dwyer is best known in the SIU as just a nice guy, someone who is always willing and able to lend a hand or a good word. He was also well known at the USPHS hospital in Staten Island where he visited beached Seafarers once a week for years to give them their benefits and do favors.

Just before he retired, John got a letter from an oldtimer. In brief it said: "If someone were to compliment you on your work you would probably say 'I'm just doing my job.' But in my opinion you go beyond and I want to express my appreciation."

That's the way most people feel about Johnny Dwyer. He's a guy that always does his job, but adds a little something extra that people appreciate.

Looking back on his long career with the SIU and as a longshoreman, Johnny Dwyer is most proud of a sign that reads simply "Pier 45." It's positioned down by the dock in Piney Point near the Zimmerman. Paul Hall had it put there to say thanks. Pier 45, on Manhattan's West Side, is where Johnny Dwyer started out in 1935, and nearly pulled off a miracle.

We all wish Johnny Dwyer good health and smooth sailing in his retirement. He's looking forward to taking it easy after all these years at his home in Floral Park, N.Y. with his wife Mary. He's also looking forward to spending more time with his two sons and four grandchildren.

Good luck and smooth sailing, from all of us at the SIU.

## Personals

Walter Nathan Fleishman

Please contact, your wife, as soon as possible, at 3309 Cobb Street, Dallas, Texas.

Robert Allen Masters

Please Contact Jack Bluit at the Algonac hall (313) 794-9375, or Mr. Victor Hanson (313) 532-1220.

Richard Tapman

Please contact, your wife, at 2000 Ramblewood Road, Baltimore, Md. 21239, as soon as possible.

Albert (Abby) Bluit

Please contact, your mother, urgent. Tel. (516) 668-2366.

Caspar Martinez-Alfred Jones-

Baldwin Augustin

Please contact, James Terry, 2086-2nd Avenue, New York, N.Y. 10029, as soon as possible.

Donald E. Oates

Please contact, your brother, Bryan Oates, as soon as possible. Business phone (202) 363-1300—Home phone (202) 265-7805.

Daved A. McKinley

Please contact, your daughter, Anna Roxann, urgent. Tel. (212) 429-2443 or contact Anna Napoli at 72-45 Calamus Avenue, Woodside, N.Y. 11377.



Chief Steward John Reed (right) stands alongside of his ship, the ST Pisces (Westchester Marine) with stowed-in bow last month in the port of Jacksonville. The tanker collided with a passing Liberian ship in the port of New Orleans in a signals mixup.

## Drozak to Chair N.Y. Harbor Festival Dinner

SIU President Frank Drozak will be dinner chairman for the mid-April, 3-day annual N.Y. Harbor Festival.

The festival's Labor Committee hopes to get AFL-CIO President Lane Kirkland to be the honored guest speaker for the testimonial fund-raising dinner. Last year, the late SIU President Paul Hall was honored.

The festival, which grew out of the 1976 Bicentennial Celebration's "Operation (Tall Ships) Sail", raises funds to promote New York's Harbor.

Last July 4th, and on the same date in 1976, the Tall Ships from all over the world, sailed in parade in N.Y. Harbor before thousands of spectators.



# SIU Holds First Agents Confab of 1981

THE SIU Executive Board and Port Agents met earlier this month in Florida to discuss the progress of the Union since the last Agents' Conference in August and to target specific goals for the immediate future.

SIU President Frank Drozak presided over the day-long meeting and led general discussions on the upcoming deep sea contract; the Union's Washington activities; new or changed training and upgrading requirements and courses at Piney Point, and the upcoming Crews Conference in April.

The SIU executive Board of Ed Turner (Exec. V.P.), Joe DiGiorgio (Sec.-Treas.) Leon Hall (V.P. Atlantic Coast), Red Campbell (V.P. Contracts and Contract Enforcement), Mike Sacco (V.P. Lakes and Inland Waters), and Joe Sacco (V.P. Gulf Coast) gave complete reports on the activities in their specific areas.

The Port Agents then were



SIU President Frank Drozak (second from right) opens up the first Agents Conference of 1981 in Florida. Also at the table are from the left: Mike Sacco, vice president Lakes and Inland Waters; Joe DiGiorgio, secretary-treasurer; and Joe Sacco, vice president in charge of the Gulf.

called upon to give a rundown of activities in their ports, including reports on shipping, finances, payoffs and sign-ons, new construction of boats or ships in their areas, and any specific problems

that might have arisen since the last Agents meeting.

In addition, Carolyn Gentile, administrator of the Welfare, Pension and Vacation Plans; Howard Schulman, SIU General Counsel; Frank Mongelli and Ken Conklin from the Lundberg School, and Marianne Rogers, national coordinator of the SIU Political, Social, Welfare and Training Program were on hand to give rundowns on the activities in their departments.

The Agents Conference also hosted some special guests from our brother unions in the SIUNA.

They included: Whitely Disley, president of the Marine Firemen's Union; Paul Dempster, president of the Sailors Union of the Pacific; Buck Mercer, president of the Military Sea Transport Union, and Roman Gral-

wicz, president of the SIU of Canada.

In addition, Ray McKay, president of MEBA District 2, stopped by to reaffirm the close ties and friendship of his Union with the SIU.

In closing the Agents Conference, Frank Drozak pointed out the crucial importance of communication in running a smooth, effective operation. He noted, "we must communicate openly and freely to keep each other informed of what's going on throughout the union so that we can stop small problems from becoming big problems, and so that we can be totally coordinated in our efforts on behalf of the SIU membership."

The next Agents meeting is tentatively scheduled for the summer.



Ray McKay, president of MEBA District 2, gave the Agents Conference a rousing address calling for unity and cooperation between the SIU and MEBA District 2.

## AFL-CIO Charges Chicken Kingpin Frank Perdue With Fowl Play

The AFL-CIO has screamed fowl and put Perdue Farms Inc., on the "Unfair List" citing anti-union practices by the chicken company. The "Unfair" listing, which urges all AFL-CIO members and affiliates not to buy Perdue poultry products is an interim measure until the Federation calls for a national boycott of the famous fryers, expected by mid-month.

Perdue has been ruffling feathers at the United Food & Commercial Workers Union for what union President William H. Wynn called "an aggressive anti-union philosophy." The company has bought out "union processing plants, closed them for 'modernization' and then re-opened them non-union," Wynn said.

Wynn, who requested that the AFL-CIO Executive Council add Perdue to the "Do Not Buy" list,

isn't putting all his eggs in one basket. The UFCW has launched its own boycott and other activities against the company throughout Perdue's prime poultry markets in the northeast.

The UFCW hatched its plan against Perdue following an organ-

izing drive at a plant in Virginia. While honoring a drivers' picketline 57 workers, UFCW members, were "permanently replaced."

The National Labor Relations Board squawked and issued a complaint against Perdue; an unfair labor practice strike is currently

underway.

Backing the AFL-CIO sanctions, the SIU is urging all Union members and their families to support the UFCW's efforts. Don't Buy Perdue chickens. A united effort is the best way to convince Frank Perdue to sit down and talk turkey.

## SIU-MEBA, D-2 May Reinstitute Joint Ed Program

The SIU and MEBA District 2 are now in the planning stages of reinstituting a joint educational program.

When the many details are worked out, District-2's upgrading school in Brooklyn, N.Y. will reopen to SIU members who want to advance to licensed ratings in the engine and deck departments.

Reinstitution of the joint

SIU/MEBA-District 2 educational project was agreed on in principle by SIU President Frank Drozak and MEBA District 2 President Ray McKay during meetings in Bal Harbour, Fla., earlier this month. Further meetings between the SIU and D-2 must be held before the program gets underway.

Phase one of this joint program was begun in 1966 during

the Vietnam sealift build-up when there was a big demand for licensed personnel. More than 600 SIU members got their licenses at that time and are now sailing aboard District-2 contracted vessels.

The program was discontinued when the need for licensed engine and deck department personnel was met. Now, however, a new demand is foreseen.



# Winter Duty on Lakes Hardly Brrr-able

Winters on the Great Lakes are long, cold and inhospitable. Snowfalls are measured in feet, not inches. Ice starts forming on the Lakes and their connecting waterways in November and gets thicker and more solid as the winter lumbers along. Some of the small islands located in and around the Great Lakes are reachable only by snowmobile.

While almost all the vessels that ply the Lakes during the nine months of the regular shipping season have long been laid up for the winter, some Lakes traffic is necessary. Electric generating plants, for one, need oil no matter what the season. And that oil gets delivered via barge.

It's slow, frustrating work, making those oil deliveries. Sometimes it takes several hours just to work a barge up close enough to the dock to make the delivery because there's so much ice jamming the dockside. And sometimes it's such a slow business just getting where you have to go, you think you're never going to make it.

## Ice Bound 3 Days

Last month, the SIU crew of the tug *Daryl C. Hannah* might have started to wonder whether they were even going to move before the spring thaw. The tug



A Coast Guard cutter stands by encased in ice just in case she's needed to help uncase the *Daryl C. Hannah*.

and her barge were stuck in the ice in the middle of the connecting channel between the St. Clair River and Lake Huron and for three days nothing and nobody could get her out.

Getting stuck in the ice is an occupational hazard of a winter run on the Great Lakes. Coal carriers, ore carriers, cement vessels, tugs and barges do it all the time. Vessels like the Union-crewed fleet of carferries, which run year-round are equipped with their own built-in icebreakers.

The SIU-contracted *Presque Isle* was stuck on Lake St. Clair for a day. It took a pair of Coast Guard icebreakers and two commercial icebreaking tugs to free her.

But the combined efforts of three icebreaking tugs and three Coast Guard icebreakers couldn't free the *Daryl C. Hannah*. And the Coast Guard was starting to get a little worried because the tug and her barge were creating an immovable obstacle in the middle of an important channel.

Already one vessel, the SIU-contracted *ST Crapo* (Huron Cement) had been stopped dead in her tracks. And the Coast Guard knew the longer the *Daryl C.* was stuck, the longer the backlog of ships waiting to enter the channel would grow.

So Capt. Bob Watterson, Coast Guard commandant in Detroit, sent two helicopters into the bleak, wintry Michigan skies to get a birdseye look at the paralyzed tug.

What they saw was a boat marooned in brash ice—slabs and chunks of ice eight inches thick, some of it in sheets five feet high.

The deck of the *Daryl C.* was almost indistinguishable from the frosty River. Rails, winches, lines, ladders, lifelines—everything that was exposed to the elements was encased with a solid 12 inches of ice. And there were the SIU deckhands, axes in hands, slowly chipping it away.

An armada of icebreakers made their way to the *Daryl C.* called in from other parts of the Lakes. Guided by radioed instructions from the hovering choppers, the *Daryl C. Hannah* was finally on her way, three days later.

To the SIU crew of the *Daryl C.* and to many Lakers and Boatmen accustomed to a Great Lakes winter run, getting stranded in the ice is just part of the job. But for a lot of the rest of us, one look at these frosty photos is enough to make us think of heading south for the duration.



It's a winter wonderland on the *Daryl C. Hannah*, but who needs it. Ice was more than a foot thick all over the boat.



Thick-skinned SIU deckhand Vernon Gimpel claims that the cold doesn't bother him in the least.



This photo was taken from the shore, showing the total expanse of ice on the St. Clair River, and the trapped tug in the distance.



SIU deckhand Tom Schoop gets ready to do the impossible, almost! He's going to chip away foot-deep ice from the rails, winches and other deck gear on the *Daryl C. Hannah*.



# Sun Not Shining on America's Shipyards

Chester, Pa.—At Sun Shipyard in Chester, Pa., more than 3,000 workers are in the middle of building four new ships and completing two ship conversions. When they're finished, all but about 1,000 of them will be out of work.

Last month, Sun announced plans to fold its shipbuilding operation, replacing it with ship repair and heavy equipment manufacture. One immediate result of the yard closing will be the addition of some 3,000 shipyard workers to the unemployment rolls of this city where the jobless rate is already 14 percent. But the closing of Sun Shipyard will have a serious impact far beyond the boundaries of the Chester County.

The closing of Sun Shipyard, which comes less than two years after the layoff of 2000 workers at the Seatrain Shipyard in Brooklyn, N.Y., is yet another indication that the American shipbuilding industry may be heading for extinction. At the beginning of 1981, the U.S. shipbuilding order book listed only 53 merchant ships. All but 17 of them will be completed by the end of the year.

Activity in Naval ship construction presents a brighter

picture than its civilian counterpart. Statistics from the Shipbuilding Council of America showed 91 Navy vessels on order or underway in U.S. yards at the end of 1980, up from 64 Navy ships in 1972.

But the decline in merchant shipbuilding is outstripping any increase in Navy construction. For instance, 3,000 shipyard workers were recently hired at the Philadelphia Navy yard for the \$500 million overhaul of the aircraft carrier *Saratoga*. But when nearby Sun Shipyard closes its gates, some 3,100 workers will be unemployed.

Though they are the most visible victims of the closing, the 3,100 shipyard workers who will lose their jobs will have plenty of company on the unemployment lines. When a major industry goes under many supply and related businesses go down with it.

For the immediate future Edwin Hood, Shipbuilding Council of America president predicts "some 30,000 skilled shipyard workers face the uneasy prospect of unemployment with another 90,000 in supplier activities similarly affected."

In addition, the closing of a

major industry puts a strain on the municipality in which it's located. "With the Sun Ship layoffs," said Joseph F. Battle, mayor of financially squeezed Chester "that's going to knock 10 percent off our revenues at one blow."

For Chester, as for many towns and cities suffering from an exodus of industry, it's a blow they can ill afford. Out of Chester's 47,500 residents, 16,000 are on welfare and tens of thousands more are collecting unemployment or have moved away.

The city was forced to impose a two percent wage tax in an attempt to counter an industrial economy which "has been slipping for 15 years," said one economist.

Industry is fleeing the northeast in general, heading for the Sun Belt states where energy is cheaper, or abroad, where workers are non-unionized, exploited and willing to work for next to nothing.

But Sun Shipyard isn't moving. After 64 years in Chester, the yard, owned by the Sun Company, one of the nation's top 10 oil corporations conducted a year-long marketing analysis

which told them the market for civilian ships would continue to decline.

Compounding the problems for the merchant shipbuilding industry, said Shipbuilding Council President Hood, are the "expedient actions of the Defense Department in planning to acquire 11 commercial-type, foreign-built vessels to fill ship voids in the nation's sealift forces." Those 11 vessels, which cost U.S. workers 80 million man hours of employment, "should have been ordered from domestic shipbuilders three or more years ago," Hood charged.

The results of the government's actions are somewhat baffling. "With one hand," says Hood, "the government purchases foreign-built ships while with the other, it doles out unemployment benefits to U.S. shipyard workers who should have built the ships in the first place."

Instead of patronizing foreign shipyards the U.S. government should be at work formulating—and adhering to—a policy which supports shipyards at home. Domestic shipyards are already an endangered species. With a little more neglect they may disappear altogether.

## \$524M Tentatively Set for Fiscal '82 Marad Budget

Before he left office, President Carter submitted to Congress a tentative budget for Fiscal Year 1982 that included a \$524 million appropriation for the vitally important Maritime Administration subsidy programs.

The \$524 million figure can be broken down as follows: \$417 million for operating differential subsidies, and \$107 million for construction differential subsidies.

The projected outlays for operating differential subsidies include a sizeable increase from last year, when Congress was forced, for the first time, to issue a supplemental appropriation of \$45 million to cover unexpected expenses.

The projected figure for construction differential subsidies contains a \$28 million cut from the 1981 budget. The figure is well below what the Maritime Administration had hoped to get in view of the record number of applications it has received for construction subsidies.

A \$28 million cut would probably jeopardize a newly implemented subsidy program aimed at fostering the installation of anti-pollution devices on

tankers. Without such subsidies, or without a corresponding relaxation of stringent anti-pollution standards that will soon go into effect, owners will find it necessary to scrap tankers that would otherwise remain in this country's domestic and foreign trade.

Title XI funds are not affected by cutbacks in construction

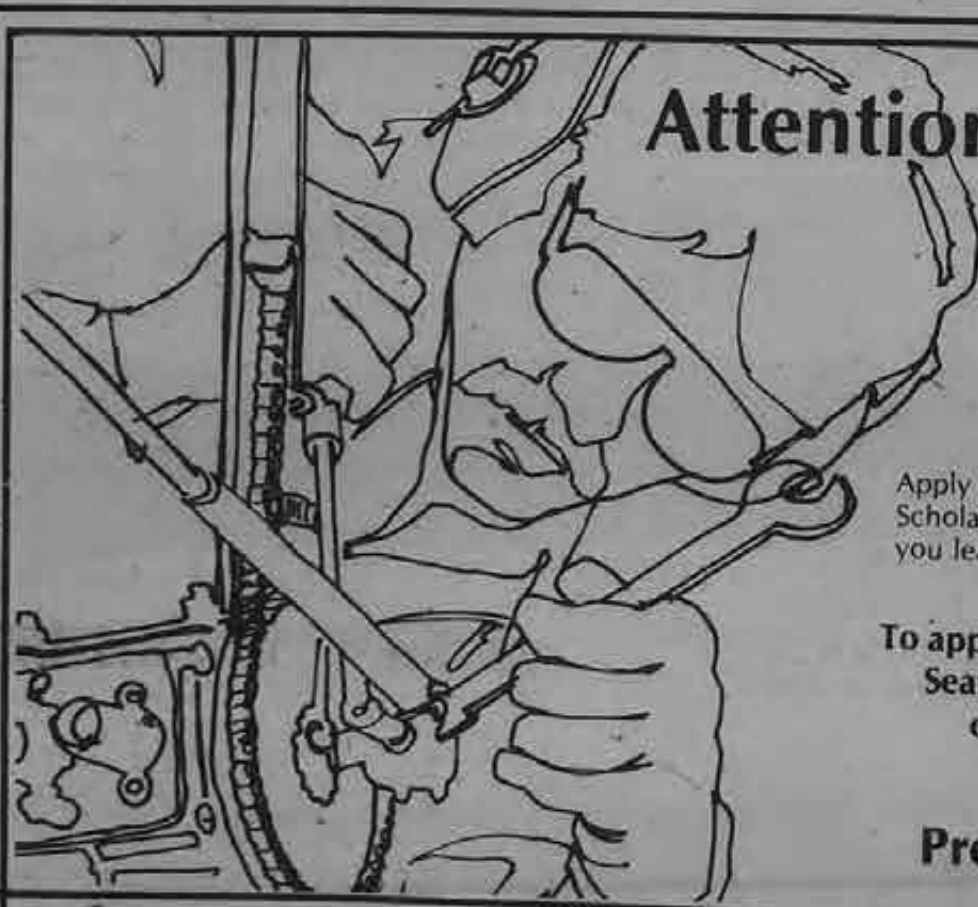
subsidies, for they are considered to be off budget credit activities.

There is a great deal of uncertainty surrounding Carter's tentative budget.

For one thing, the budget is almost certain not to be passed in its present form. A new Republican Administration is taking power, and so is a new Republican Senate. It is probable

that they will have different priorities.

But President Reagan and the leaders of the new Republican Senate have expressed a strong desire to strengthen this country's badly neglected defense, naval and maritime capabilities. These objectives are in conflict with their desire to cut back government spending.



### Attention Seafarers... Diesel Engineers Are Now In Demand

Apply for the Transportation Institute Diesel Scholarship Program at SHLSS. It pays you while you learn. You get free room, board and books.

To apply, contact the Admissions Office, Seafarers Harry Lundeborg School of Seamanship, Piney Point, Maryland 20674.

Program starts June 22.



# The SIU in Washington

Seafarers International Union of North America, AFL-CIO

February 1981

Legislative, Administrative and Regulatory Happenings

## Navy Overlooking U.S. Fleet in Ship Procurement

Leaders from the maritime industry have warned key people in Congress and the Reagan Administration about the disastrous consequences that will befall the American flag merchant marine if the U.S. Navy is allowed to proceed with its plans to buy foreign-built, foreign-owned, and foreign-manned vessels.

Prominent union officials and industry representatives, including Frank Drozak, president of the SIU, and Herb Brand, chairman of the board at the Transportation Institute, a non-profit organization aimed at promoting maritime research and development, have sent a strongly worded letter to the following people: Caspar Weinberger, secretary of Defense; Malcolm Baldrige, secretary of Commerce; Rep. Walter Jones (D-NC), chairman of House Committee on Merchant Marine and Fisheries; Senator Slade Gorton (R-Wash.), chairman of the Merchant Marine Subcommittee of the Senate Committee on Commerce.

According to the letter, it has been the stated policy of the American government and the Defense Department to "procure American-built ships from American-flag operators when those operators could meet stated military goals."

However, in recent months the Navy has repeatedly tried to ignore that policy.

The Navy is presently trying to charter foreign-built and foreign-crewed vessels that are owned by Hansa, a bankrupt German firm, when perfectly acceptable alternatives could be obtained from American flag companies.

This attempt to charter German-owned vessels comes shortly after the Navy spent

more than \$20 million to buy an English combat supply ship, the *RFA Lynes*.

While these two incidents in themselves do not represent a serious threat to the American flag merchant marine, they can

have serious consequences for the future, especially if the Navy no longer feels obliged to observe the stated governmental policy of procuring American flag vessels whenever possible.

## Propeller Club Plans T.V. Ads Promoting U.S. Maritime

The Propeller Club of the United States has formally announced the formation of a new program aimed at publicizing the present inadequate state of the American flag merchant marine through the widespread use of T.V. spot announcements and film clips.

The program was first conceived during the 1979 National Convention of the Port of New Orleans Propeller Club. Industry members have been busy determining the

economic feasibility of establishing such a program.

Financing remains something of a problem. With that in mind, the Propeller Club has established a special fund.

The SIU has been strongly supportive of the program's concept. So has the NMU, the ILA, the National Maritime Council and the Shipbuilders Council of America. It has worked closely with the Propeller Club to see that the program gets off the ground.

## Inouye Introduces Ocean Shipping Act of 1981

Senator Daniel Inouye (D-Hawaii) is continuing his efforts to reform the over-regulated and under-supported maritime industry by introducing the Ocean Shipping Act of 1981.

The bill, S. 125, is nearly identical to the measure Inouye introduced last year. Inouye's bill was among several maritime reform bills introduced during the last

session of Congress, and the only one to win widespread support.

If enacted, the Ocean Shipping Act of 1981 would "revise and codify" the 1916 Shipping Act. Specifically, it would protect and clarify the status of the Federal Maritime Commission, as well as reform the structure of U.S. shipping councils.

## Baldrige: Maritime Needs Bilateral Treaties

With the exception of the ever exceptional Daniel Inouye, few people in Washington has been thinking in terms of long-range legislative programs. Everyone here has been preoccupied with the release of the 52 American hostages and the inauguration of Ronald Reagan. Democrats are still in shock over their poor showing in November, and Republicans are just getting ready to divide the spoils of victory.

The transition from one Administration is a typically American, typically messy, phenomenon. It will be quite some time before all the newly appointed Cabinet Secretaries get the feel of their jobs. Long range programs will just have to wait for a while.

Judging by recent statements, some Cabinet appointees are quicker studies than others. One of the quickest seems to be Malcolm Baldrige, the new Secretary of Commerce. When asked during his confirmation hearings about his feelings towards the American flag merchant marine, Baldrige replied, "The only thing standing between the United States and a viable Merchant Marine is money and bilateral treaties."

## SIU Stewards Tour Nation's Capital



One of the highlights of the SIU's Steward Recertification Program is the day-long visit to Washington for a tour of the Congress, and briefings at Transportation Institute and the AFL-CIO Maritime Trades Department. Seen here on the steps of the Capitol are (l-r bottom row) Kolasa Stanislaw, Harold Fielder, Raymond Taylor, Corrent, Gossie McKee, Robert Campbell, Joseph

Smith, and Betty Rucker, legislative representative for Transportation Institute. In the top row are (l-r) Joe Wall from the Vocational Department at the Seafarers Harry Lundeberg School of Seamanship, and SIU Stewards Roosevelt Robbins, Waldrop Lambert, Bennie Guarino and Edward Dale.



# Eagleton Asks Labor's Help to Rebuild Dem Party

Sen. Thomas Eagleton, one of the few Democratic Senators to win reelection last November, has called upon the labor movement to help rebuild the "splintered" Democratic Party.

Sen. Eagleton made his remarks at the recent annual dinner of the Greater St. Louis Area and Vicinity Maritime Port Council. The dinner, emceed by SIU Vice President Mike Sacco, was attended by more than 400 members and friends of the St. Louis Port Council, the largest turnout ever for this affair.

Eagleton said that the Democratic Party faces "a massive and urgent rebuilding job, in which trade unions and trade unionists must play a key role."

The Missouri Senator said that the Democrats had such a poor showing at the polls last November because the party had lost sight of the key issues on the minds of the majority of Americans. He criticized his party for "trying to be all things to all people," but instead came "to stand in the eyes of the voter for nothing in particular."

He said that his Party must



Three awards were presented at the St. Louis Port Council dinner by SIU Vice President and Port Council Secretary-Treasurer Mike Sacco (second from left). The award recipients are, from the left: Dr. James E. Lewis (Humanitarian Award); Sen. Thomas Eagleton (Able Helmsman Award), and Dick Mantia of the Building and Construction Trades Council (Man of the Year Award).

"get back to basics in terms of issues and initiatives, and prune our list of priorities to those issues of overriding importance on which Democrats throughout the Party can agree."

Eagleton said that the Democratic Party must concern itself with such issues as, "improving our productivity; developing a whole new energy base; renewing our industrial plant; accelerating basic research, and most important, coming to grips with

corrosive inflation."

Sen. Eagleton affirmed that "an active role must be played in the union halls of this country" if the Democratic Party is to have any hope of success.

After wrapping up his well-received address, Sen. Eagleton was presented with the St. Louis Port Council's "Able Helmsman Award." The award is a plaque inside a ship's wheel, which noted Senator Eagleton's longstanding support for maritime and for the

American labor movement.

Two other awards were also presented at the dinner. Dick Mantia, exec. secretary treasurer of the local Building Trades Council and head of the St. Louis Port Council, was given the "Maritime Man of the Year Award." And Dr. James Eugene Lewis, director of surgery at Cardinal Glennon Memorial Hospital for Children, was given the Port Council's "Humanitarian Award."

The St. Louis Port Council has grown dramatically in the past year. SIU Vice President Mike Sacco, who serves as secretary-treasurer of the Port Council, said that the dinner was a rousing success. He said, "this dinner helped the Port Council financially, politically and otherwise. We hope to use this dinner as a springboard for the most active and effective year ever for our Council."

Sacco also said that the dinner helped to "bring together the many divergent areas of labor in the St. Louis Community. And in today's world, with the problems facing the trade union movement, the more unity we have among unions the better."

## New House M.M. Chairman Jones Vows Action to Help Maritime

In his first major policy statement since succeeding John Murphy, Walter B. Jones (D-N.C.), the new Chairman of the House Merchant Marine and Fisheries Committee, stressed his long-standing support for the maritime industry.

Jones told an audience that had assembled at the Center for Ocean Law and Policy in the Virgin Islands that he assumes his office without any prejudice, and few, if any, pre-conceived notions. "This should give me the freedom to hear carefully the needs and desires of all segments of this industry."

What is needed now, Jones

asserted, is a concerted effort on the part of all segments of the maritime industry to work together to turn back the decline of the American flag merchant marine. "No one segment of our national maritime community can go it alone. While government can offer no cure-all, neither business nor labor can go it alone either. We need one another."

When asked about the new Administration's stand on the maritime industry, Jones insisted that President Reagan's commitment to restoring America's seapower was "firm and unqualified."

He talked about his disappointment over Congress's failure to enact the oil cargo preference act in 1977. But he took heart in the knowledge that "not one major political figure disputed the objective (of that bill),

namely, to build and operate more American ships in order to protect our strategic interests. While there was debate and disagreement as to the means to that end, there was no argument as to that goal."

## Overseas Chicago Committee



The Ship's Committee of the ST Overseas Chicago (Maritime Overseas) huddled here for a payoff last month in the port of Jacksonville. They were Bosun D. Elette, ship's chairman; AB Jorge Osorio, deck delegate; Chief Cook Clyde Goodman, Engine Delegate Edward Whisenant, GSU Adam E. Martinez, Steward/Baker Henry Jones, steward delegate and AB Mark Shean.

## Electrify Your Knowledge

Shock your fellow Seafarers who have not moved forward in their career. Take this six week course in Marine Electronics. Learn troubleshooting, maintenance and repair operations on Shipboard Electronic systems.

Course starts May 25.



# Seafarers

## HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

### Conveyor Course Offers Opportunity To Move Ahead

Providing skilled Seafarers for the Great Lakes is an important part of the program at the Seafarers Harry Lundeborg



Robert Droulard sails as Conveyorman out of the Port of Algonac, Mich. He is using the off-season to upgrade his skills.

School of Seamanship. One of the courses available at the school is designed to upgrade Lakes Seafarers in the conveyor department, and to train conveyor-men to operate unloading equipment safely and efficiently.

The course of instruction consists of conveyor belt construction and types of belts; belt adjustment and belt splicing techniques. Students will also

receive practical training in electrical troubleshooting, electrical test equipment, power failure testing, hydraulic ram theory, practical hydraulic troubleshooting, pipe fitting and threading, and gate construction. Electric Arc Welding and oxy-acetylene cutting will also be taught in the machine shop.

The course will also cover cargo handling procedures, types

of cargos and their characteristics, loading and unloading operations, preventative maintenance schedules, safety equipment, and safety rules and regulations.



Seafarer Maynard Baker makes final adjustments on a repair job he was doing on a typical conveyor belt. Maintenance and repair of conveyor equipment aboard the big self-unloaders that ply the Great Lakes is an essential skill.



Great Lakes Seafarer Mike Schrobble checks a belt splice for squareness. Hands-on instruction is the key element in the four-week Conveyorman course, as it is in all of the vocational upgrading courses at the Seafarers Harry Lundeborg School of Seamanship.

### The World In Which We Live:

## SHLSS Offers Biology Course For College-Level Credits

by CINDY MEREDITH

Throughout the ages, seafarers have been fascinated by the myriad and varied creatures that inhabit the sea and the skies above. The lively descriptions of Melville and Slocum excite the imagination. Still today, the first sighting of a whale or a dolphin will quicken the heart of a young seafarer.

Many upgraders have told me stories of watching porpoises play off the ship's bow, or of rescuing sea birds that stopped on their ship to rest.

Seafarers share an intimate relationship with their environment, much more so than do those in any other profession. Because of this closeness, many

seafarers want to know more about the ocean and the creatures that share the seas with them.

Now our members will have an opportunity to learn about the mysteries and beauty of marine life in the oceans of the world. The Seafarers Harry Lundeborg School of Seamanship, in cooperation with the Charles County (Md.) Community College, is offering Biology 102, a study of the members of the animal kingdom.

The college-level course begins with an introduction to general biological principles. This will include a study of the structure and operation of the environment; the structure and operation of the cell; and the development

and classification of animals.

Once these principles are learned, students will begin a



study of each of the major groups in the animal world. In this part of the course, students will learn the major characteristics of each of the major groups, and will examine live a preserved specimen in the lab.

By the time the students have completed the course, they will have earned four credits toward a college degree. More important still, students will have more knowledge about, a better understanding of, and more respect for the animals that share the world in which we live.

(For more information about this or other college-level courses, write to: Academic Department, SHLSS, Piney Point, Md., 20674.)





Seafarers David Shaw and Bill Epps work with SHLSS Instructor Jim Harrison in assembling a full-wave rectifier. Seated is Seafarer Mike Murphy. The six-week Marine Electronics course provides both classroom and hands-on training in all phases of shipboard electronics repair and maintenance.

## Marine Electronics Course Offered At SHLSS To Meet Seafarers' Needs

As the electronic equipment aboard today's modern ships becomes more sophisticated, the burden of repair and maintenance becomes more difficult and demanding. It is not enough anymore that seagoing Electricians know only the barest essentials of shipboard electric circuitry.

In order to be an effective and efficient troubleshooter, and to perform maintenance on the electrical gear in the engine control and cargo control rooms of today's ships, seagoing Electricians must be trained and competent in all phases of electronics.

The Marine Electronics course at the Seafarers Harry Lundeberg School of Seamanship, six

weeks in duration, consists of both classroom and practical training in all phases of marine electrical procedures.

To be eligible for this course, applicants must hold all QMED ratings and endorsements. The next course begins May 25, and the following course will begin Sept. 14.



Seafarer Glenn Hutton gets hands-on experience assembling an AC motor control. Seafarer Hutton ships out of the Port of San Francisco.



SHLSS Instructor Jim Harrison (left) watches as Seafarer Bill Epps assembles a rectifier. Seafarer Epps sails out of the Port of Baltimore.



SHLSS Instructor Jim Harrison diagrams the diode mode for Seafarer marine electronics student Mike Murphy. Seafarer Murphy sails as QMED out of the Port of New York.



## Diesel Engine Course

# Takes It Apart and Puts It Back Together

The Diesel Engine course at the Seafarers Harry Lundeberg School of Seamanship aims to provide its students with a thorough knowledge and understanding of all aspects of the maintenance and operation of

diesel engines.

During the one or two-month training period (there are two courses available) students work with experienced instructors in the classroom, in the machine shop and aboard one of the

school's towboats. Students will work on various size diesel marine engines. Engines will be stripped, cleaned, machined, adjusted and reassembled.

All phases of diesel engine operation will be studied during the course, including fuels, lubrication and electrical components.

As with all of the upgrading courses offered at the Seafarers Harry Lundeberg School of Seamanship, the twin goals are to equip our SIU membership with the skills they will need to move ahead in their chosen profession, and to provide the industry with the best trained maritime workers anywhere in the world.



Hands-on training is an integral part of the upgrading programs at the Seafarers Harry Lundeberg School of Seamanship. Here, Seafarer Michael Burns checks connecting rod bearings as part of the Diesel Engine course.



Simon (Ski) Czeslowski (left) and Harold (Slim) Whightsil adjust exhaust valves on a diesel engine as part of their Diesel Operation and Maintenance course. Ski works for Sea-Land in New York, and Slim works for Dixie Carriers out of New Orleans.



SHLSS Engine Instructor Dave Greig (center) watches as his students make final adjustments before starting the engine. If it starts, they pass. If not, well—back to the drawing board. Left to right are Simon (Ski) Czeslowski, Harold (Slim) Whightsil, Vincent Carrao and Robert Olvany.

## Aiming For the Stars:

# Celestial Navigation Course Is Popular With Seafarers

by PAUL ALLMAN

A well-rounded course in Celestial Navigation has been offered at the Seafarers Harry Lundeberg School of Seamanship for the past two years, and it has proven popular and helpful to both our deep sea and inland towboat members.

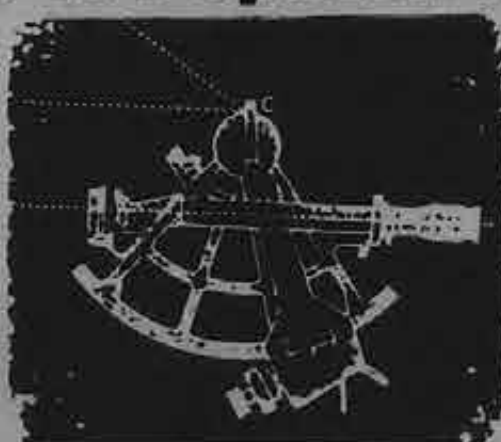
The course is being offered again this year on four different starting dates beginning March 2. The class will also begin on May 25, Aug. 10 and Nov. 1. The classes will meet for four to six weeks, depending upon the needs of the students.

The course was originally designed to serve the Masters and Mates on our deep sea towing vessels. Any Towboat Operator

who sails more than 200 miles off-shore is required to pass a U.S. Coast Guard celestial navigation examination. The course was originally built around the requirements for this examination, and cover all of the subject areas required by all inspected deck licenses up to, and including, Third Mate of Unlimited Ocean steam or motor vessels.

The SHLSS Celestial course is unlike those offered by most other Maritime Schools in that we include actual underway training in conjunction with our classroom work.

We sail on one of the SHLSS towing vessels out into the Potomac River and Chesapeake Bay in order to practice the actual



procedures for celestial navigation.

Upon completion of the course, the students will be able to calculate the exact moment of sunrise and sunset. They will be able to determine compass error, both by taking an amplitude of the sun and by azimuth of the sun, and they will know the procedures for finding latitude by

Polaris and by the meridian passage method. Students will also be able to determine latitude and longitude by celestial running fix, including a line of position by observation of the sun.

While this course is offered to meet needs of those Seafarers who are required to pass a U.S. Coast Guard Celestial examination, it is also open to those who have always had a curiosity about the ancient art of celestial navigating. Many of our students have also been deep sea AB's who are thinking of preparing for their Third Mates exam. If you are included in one of these categories, submit your application as soon as possible for one of our four 1981 classes.





# SEAFARERS HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING COURSE SCHEDULE 1981



Course	Check-in-Date	Completion Date	Course	Check-in-Date	Completion Date
LNG	March 2 April 27 June 22 August 17 October 12	March 26 May 21 July 16 September 12 November 5	Celestial Navigation	March 2 May 25 August 10 November 1	April 2 June 25 September 11 December 4
QMED	May 10 September 27	July 30 December 17	First Class Pilot	March 16 October 5	May 1 November 20
FOWT	May 24 July 19 September 13 November 8	June 18 August 13 October 8 December 3	Quartermaster	March 2 June 19 September 11	March 26 July 16 October 8
			Third Mate	July 6	September 11
Marine Electrical Maintenance	March 2 July 6 October 26	April 23 August 27 December 17	Able Seaman	March 29 April 26 May 24 August 16 October 11 November 22	April 23 May 21 June 18 September 10 November 5 December 17
Marine Electronics	May 25 September 14	July 2 October 22			
Refrigeration Systems Maintenance and Operations	March 2 June 22 October 12	April 9 July 30 November 19	Bosun Recertification	February 9 April 13 August 10	April 6 June 8 October 5
Diesel (Regular)	March 30 June 22 October 12	April 23 July 16 November 5	Steward Recertification	March 9 May 11 July 13 September 7 October 12	May 4 July 6 September 7 November 2 December 7
Diesel Scholarship	March 30 June 22 October 12	May 21 August 13 December 3	"A" Seniority	February 2 March 9 April 6 May 11 June 8 July 6 August 10 September 7 October 5 November 9 December 7	March 2 April 6 May 4 June 8 July 6 August 3 September 7 October 5 November 2 December 7 January 4
Pumproom Maintenance and Operations	February 16 June 8 October 26	March 26 July 16 December 3			
Automation	March 30 August 3	April 23 August 27			
Basic Welding	March 2 May 25 August 17	March 26 June 18 September 10	Lifeboatman/Tankerman	February 12 February 26 March 12 March 26 May 10 June 7 July 5 August 16 September 13 October 11 November 8	February 26 March 12 March 26 April 9 May 21 June 18 July 16 August 27 September 25 October 23 November 20
Third Assistant Engineer	April 13 August 3	June 19 October 9			
Towboat Operator	May 11	July 2			
Towboat Operator Scholarship	March 30 June 22 September 14	May 14 August 6 October 30			



# Apply Now for an SHLSS Upgrading Course

(Please Print)	Seafarers Harry Lundeborg School of Seamanship Upgrading Application	(Please Print)
Name _____ (Last) (First) (Middle)	Date of Birth _____ Mo./Day/Year	
Address _____ (Street)		
(City)	(State)	(Zip Code)
Telephone _____		(Area Code)
Deep Sea Member <input type="checkbox"/>	Inland Waters Member <input type="checkbox"/>	Lakes Member <input type="checkbox"/>
Book Number _____	Seniority _____	
Date Book Was Issued _____	Port Issued _____	Port Presently Registered In _____
Social Security # _____	Endorsement(s) or License Now Held _____	
Piney Point Graduate: <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> (if yes, fill in below)		
Entry Program: From _____ to _____ (dates attended)		
Upgrading Program: From _____ to _____ (dates attended)		
Do you hold a letter of completion for Lifeboat: <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Firefighting: <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> CPR <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/>		
Dates Available for Training _____		
I Am Interested in the Following Course(s) _____		
<b>DECK</b> <input type="checkbox"/> Tankerman <input type="checkbox"/> AB 12 Months <input type="checkbox"/> AB Unlimited <input type="checkbox"/> AB Tugs & Tows <input type="checkbox"/> AB Great Lakes <input type="checkbox"/> Quartermaster <input type="checkbox"/> Towboat Operator Western Rivers <input type="checkbox"/> Towboat Operator Inland <input type="checkbox"/> Towboat Operator Not More than 200 Miles <input type="checkbox"/> Towboat Operator (Over 200 Miles) <input type="checkbox"/> Master <input type="checkbox"/> Mate <input type="checkbox"/> Pilot <input type="checkbox"/> Third Mate	<b>ENGINE</b> <input type="checkbox"/> FWT <input type="checkbox"/> Oiler <input type="checkbox"/> QMED - Any Rating <input type="checkbox"/> Others _____ <input type="checkbox"/> Marine Electrical Maintenance <input type="checkbox"/> Pumproom Maintenance and Operation <input type="checkbox"/> Automation <input type="checkbox"/> Maintenance of Shipboard Refrigeration Systems <input type="checkbox"/> Diesel Engines <input type="checkbox"/> Assistant Engineer (Uninspected Motor Vessel) <input type="checkbox"/> Chief Engineer (Uninspected Motor Vessel)	<b>STEWARD</b> <input type="checkbox"/> Assistant Cook <input type="checkbox"/> Cook & Baker <input type="checkbox"/> Chief Cook <input type="checkbox"/> Steward <input type="checkbox"/> Towboat Inland Cook  <b>ALL DEPARTMENTS</b> <input type="checkbox"/> LNG <input type="checkbox"/> LNG Safety <input type="checkbox"/> Welding <input type="checkbox"/> Lifeboatman <input type="checkbox"/> Fire Fighting

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

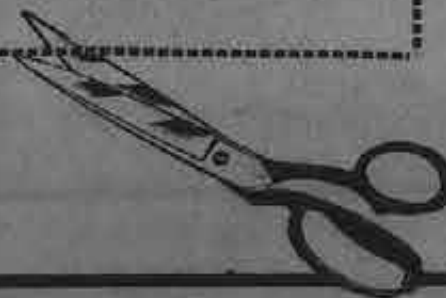
RECORD OF EMPLOYMENT TIME — (Show only amount needed to upgrade in rating noted above or attach letter of service, whichever is applicable.)

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

Please Print

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





# New Jobs on Waterman's Edward Rutledge

Seafarers took another brand new ship on her maiden voyage this month bringing new jobs and greater job security to the Brotherhood of the Sea.

The ship is the *Edward Rutledge*, the second of two sisterships built recently by Avondale Shipyards in New Orleans for Waterman Steamship.

The *Edward Rutledge*, crewed out of the New Orleans hall, is an important addition to the Waterman fleet. She represents a big step forward in this old line operator's modernization program for its fleet.

The *Rutledge* is the fifth new, or newly acquired, LASH ship to be taken over by Waterman in the last year. In addition, Waterman has three new RO/RO ships on the planning boards.

A decade ago, Waterman was in serious danger of going out of business. But the company has re-emerged as a power among American-flag liner operators.

The company has been able to do this because of the Merchant Marine Act of 1970, which provides construction subsidies and loan guarantees to operators of vessels in the U.S. foreign trades.

The SIU spearheaded the 1970 Act through Con-

gress. This bill has been a lifesaver not only for Waterman, but for many American-flag companies.

The *Edward Rutledge*,

which will run out of the Gulf to Europe, is named for the Revolutionary American patriot Edward Rutledge, who headed up

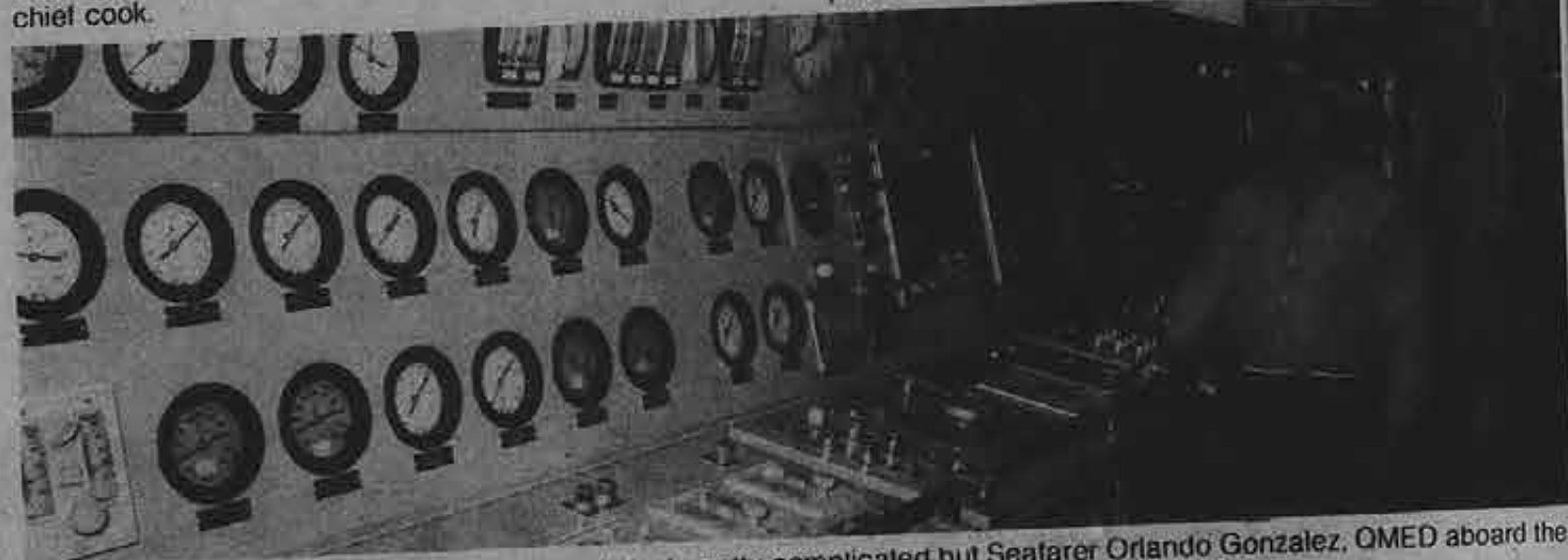
South Carolina's delegation to the Continental Congress. He was also a signer of the Declaration of Independence.



The *Edward Rutledge* carries a well-fed crew thanks to Union members R. P. Taylor (l) steward/baker and Carl Troxclair, chief cook.



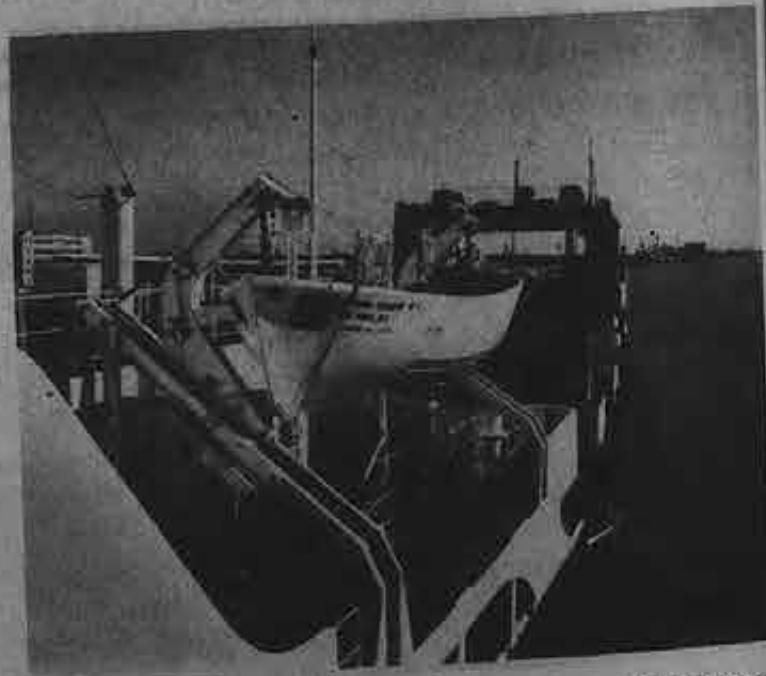
Putting the finishing touches on a storage area in the *Rutledge's* steward department are these two SIU members, part of the Waterman shoregang.



Today's automated engine room control boards look pretty complicated but Seafarer Orlando Gonzalez, OMED aboard the LASH *Edward Rutledge*, knows just how to handle it.



The Waterman LASH *Edward Rutledge* named, like all Waterman's LASH ships, for a signer of the Declaration of Independence.



The lines and lifeboats on the LASH *Edward Rutledge* are ready for any emergency—just like her SIU crew.



Saloon Messman Mel Green on the first run of the LASH *Edward Rutledge*, latest addition to Waterman's fleet.



Talking engines aboard the *Edward Rutledge* are (l-r): Ken Larpenteur, third assistant; David Rojas, ship's electrician and Benjamin Cooley, port electrician for Waterman.



# AFL-CIO Maritime Trades Department Sets Program to Reverse Maritime Decline

The Executive Board of the 8-million member AFL-CIO Maritime Trades Department (MTD) has taken the first step in an aggressive program of legislative action to reverse the decline of the American maritime industry.

The MTD, under the leadership of MTD and SIU President Frank Drozak, acted on a wide range of crucial issues affecting American workers in general and maritime workers in particular at its Executive Board meeting in Bal Harbour, Fla. Feb. 12-13, 1981. This was one of the best attended Board meetings in MTD history.

In addition to the Executive Board members, 22 of the 28 presidents of the MTD's Port Councils were in attendance.

However, the MTD Executive Board, which represents 43 national and international unions, focused on several key goals concerning the U.S. maritime industry.

MTD President Frank Drozak called these goals, "rea-

sonable, achievable answers to some of the severe problems facing our industry."

Drozak emphasized the necessity of these programs since, "American operators are finding it difficult to compete with foreign fleets which all receive major protections from their own governments."

Drozak called for, and received the enthusiastic and unanimous support of the MTD Executive Board for the following initiatives:

- Legislative action reserving a fair share of exported American coal for American flag, American crewed ships.
- Transfer from the Navy's Military Sealift Command to the private sector all transportation, auxiliary and other service functions which can be effectively handled by the merchant marine.
- Negotiation of bilateral shipping agreements between the

U.S. and its key trading partners.

- Targeted tax relief to promote full parity in U.S. vessel construction, so that operators will look to American yards rather than foreign yards to build their ships.
- Adoption of the United Na-

tions UNCTAD Code for Liner Conferences, but with assurances that it will not violate any existing U.S. shipping laws.

In addition to the above programs, the MTD Board vowed action on numerous other issues regarding all segments of maritime, including deep sea, Great Lakes and the offshore towing and inland waterways industries. (see pages 22-23 for a complete rundown on these actions.)

The MTD Executive Board also heard addresses from an impressive array of speakers including AFL-CIO President Lane Kirkland. Other speakers included Congressmen Walter Jones (D-N.C.) and Leo Zeffereetti (D-N.Y.), as well as Paul Burnsky, president of the AFL-CIO Metal Trades Department, and top AFL-CIO staff people including Al Barkan, director of COPE; Ray Denison, director of Legislation; Alan Kistler, director of Organizing and Field Services; and Rudy Oswald, director of Research. Andrew Gibson, president of Delta Steamship also addressed the Board meeting. (see details on these addresses pages 18-19).



## Special 8 Page Supplement

### ILA Back in MTD Family: Gleason Calls for Unity

THE International Longshoremen's Association has reaffiliated with the AFL-CIO Maritime Trades Department after a lengthy absence.

MTD President Frank Drozak announced the ILA's reaffiliation with the MTD and welcomed ILA President Teddy Gleason back into the MTD family of 43 national and international unions comprising 8 million workers.

Gleason then hit the deck and expressed the ILA's appreciation and happiness at once again being a member union of the MTD. He then delivered a stirring message calling for solidarity and unity among American trade unions.

Gleason pointed out some of the political problems facing the trade union movement, and he stated that "we have to forget the labels of Democrat and Republican for now; we have to work with those who will work with us."

Gleason then pledged the

considerable resources of the International Longshoremen's Association toward achieving the

goals set forth by the Maritime Trades Department at its Executive Board session. He con-

cluded, "whatever we have to do to cooperate, whatever it takes to get the job done, we'll do it."



ILA President Teddy Gleason calls for labor unity after being welcomed back into the Maritime Trades Department by MTD President Frank Drozak (right).



# New House M.M. Chairman Jones Addresses MTD

**E**XPANDING America's shipbuilding capability as well as the country's merchant fleet were stressed by the new Chairman of the House Merchant Marine and Fisheries Committee.

Speaking before the MTD Executive Board on Feb. 13, Representative Walter B. Jones (D-N.C.) expressed his views on the vital subjects of "re-industrializing the shipyards of the U.S. and insuring that we have a commercial fleet that is sufficient to meet our economic and national defense needs."

He pointed to the recent closing of the Sun Shipyard in Philadelphia and the ultimate loss of 3,000 jobs. Jones said he hoped that "President Reagan also took note of this closing and realizes the urgency of our present maritime predicament."

Jones pointed out that as a presidential candidate, Reagan had made his maritime policy

statement at the Sun Shipyard.

The Congressman then urged American shipyards to follow Japanese shipbuilding production technology, the basics of which, he noted, originated in the U.S.

The Congressman therefore feels that American shipyards must develop products that are competitive on the world market. "Obviously, as long as American shipyards are wholly dependent on subsidy programs and the Navy for their order books they will never achieve the kind of cost efficiency and volume needed under today's financial conditions."

Talking about America's waterborne domestic commerce, Jones pointed to the "grim situation for our coastwise trades." He cited a Maritime Administration report that stated there are presently only 15 self-propelled ships remaining in the coastwise and intercoastal trade



Rep. Walter Jones (D-N.C.), chairman, House Merchant Marine and Fisheries Committee of the United States.

The committee chairman noted the economic advantage of water transportation and urged that

ways be immediately sought "to increase the size of our domestic fleet."

Looking back at the last Congress, Jones, who has been a member of the Merchant Marine and Fisheries Committee for 15 years, said that 30 days of subcommittee hearings had been held on the Omnibus Maritime bill. He said that the hearings showed that the policies set forth in the 1936 Merchant Marine Act "are not working. The various agencies in the Federal bureaucracy which are supposed to implement maritime policy are fragmented and operate at cross-purposes."

## Denison: Will Fight Budget Ax

**T**HE AFL-CIO is gearing up its legislative department to repel expected attacks in the new 97th Congress on basic social programs and pro-worker legislation which the AFL-CIO fought so hard to achieve as far

back as the days of FDR.

Ray Denison, head of the AFL-CIO Legislative Department, said that labor would fight to preserve important social programs like unemployment insurance, social security, food stamps, medicare, Trades Adjustment Assistance, and more, from falling victim to devastating budget cuts.



Ray Denison, head of legislation for AFL-CIO

## Barkan: Labor Still Strong on Capitol Hill

**A**L BARKAN, long time head of the AFL-CIO's Committee on Political Education (COPE), told the MTD Board that the AFL-CIO will continue to fight as always for the rights of workers.

He said that the conservative victory at the polls last November was by no means a mandate to start dismantling the programs that labor fought to build. Barkan pointed out that Regan, for instance, won only 51 percent of the popular vote as compared to 62 percent for Nixon in 1972 and 63 percent for Johnson in 1964.



Al Barkan, AFL-CIO COPE

Though the loss of the White House and the Senate has been billed in the media as a defeat for labor, Barkan stressed that labor supported candidates did well.

Barkan noted that COPE-endorsed candidates for the Presidency and for Congress were 59.5 percent successful. This compares to a success rate of 59.8 percent in 1972, 56.4 percent in 1968, and 70 percent in 1976. The last was an unusual year, partly because of the Watergate scandal of the early 1970's.

The COPE director predicted that 1982 would be a turnaround year with labor making a big comeback politically.

"We will stand fast in our political beliefs," Barkan said, "and continue labor's 'never say die' tradition."

## Rep. Zeferetti Seeks Gov't Action on Maritime

**R**EP. Leo Zeferetti (D-N.Y.), a member of the key House Rules Committee, has pledged his support to revamp government policy concerning the

### Jean Ingrao Hospitalized, Misses Board Meeting

MTD Executive Secretary-Treasurer Jean Ingrao missed her first board meeting in 29 years. She was in the hospital for an operation. The Executive Board members all signed a get-well card and offered their prayers for a swift recovery. The latest report on Mrs. Ingrao's health is that she's doing fine and itching to get back to work.

American maritime industry.

He told the Executive Board of the Maritime Trades Department that "we must arrest the decline of U.S. maritime," noting that less than 5 percent of all U.S. foreign commerce is carried in American bottoms, and that there are less than two dozen functioning shipyards in the U.S.

A former member of the House Merchant Marine and Fisheries Committee, Zeferetti said he would vocally support programs that would 1.) increase the merchant fleet's role as a military auxiliary to the Navy. 2.) reserve a fair share of exported U.S. coal for American flag ships. 3.) loosening of government regulations which drive up the cost of

building ships in American yards. 4.) change in the tax structure to make it more attractive to build



Rep. Leo Zeferetti (D-N.Y.)

ships in the U.S. instead of overseas.

Zeferetti added that he would work to "convince the Reagan Administration of the importance of a strong merchant marine to America's defense capability." He also said that he would support the MTD in fighting cuts in the already too low maritime subsidy programs for construction and operating differentials.

Rep. Zeferetti said that it would take "a lot of headaches and hard work" to accomplish the goal of a revitalized merchant fleet. But, he promised his "unflagging support" in his position on the Rules Committee toward achieving that goal.



# Kirkland Pledges AFL-CIO Clout to Help M.M.

**L**INKING the strength and stability of the U.S. economy with the nation's maritime capability, AFL-CIO President Lane Kirkland issued a strong call on the opening day of the Maritime Trades Dept.'s Executive Board meeting for a revitalized U.S. merchant marine "built in American yards, manned by American crews and dependably controlled under the American flag."

In his Feb. 12 keynote address before the largest AFL-CIO department Kirkland told the MTD Executive Board that "your goal of creating a strong merchant marine is not yours alone. It is a goal of the entire movement past, present and future," he said, adding bluntly "there is no way our country can guarantee its own survival, let alone reach its highest potential, without it."

Kirkland noted that in the face of the current "vast expansion of the world market for coal, there was never a better time for America to revitalize her shipping and shipbuilding industries."

## Coal Is An Answer

The expanding market for U.S. coal means, Kirkland continued, that "there was never a better opportunity for the U.S. to negotiate bilateral agreements with our trading partners who want our coal, so that American ships can be guaranteed a fair share of coal and other cargoes."

Such a program would not only benefit the U.S. merchant marine but "would stimulate the entire economy," said Kirkland. "It would mean enhanced profits, as well as paychecks in many

industries. Above all, it would bring America's defense establishment a margin of safety that certainly does not exist as long as foreign countries control America's lifeline."

Pointing out that the MTD's job in the months ahead would focus on convincing the new Administration and Congress of the crucial role of the U.S. merchant marine in the nation's economic and defense capability, Kirkland promised that the effort would have the active support of the AFL-CIO "all the way."

Coupled with labor's fight to preserve and upgrade the U.S. merchant fleet Kirkland told the MTD Executive Board, is the fight to maintain key labor-backed social programs which have been targeted for the ax in the new federal budget.

## Will Fight Budget Cuts

"Those who oppose labor's programs have always found the federal budget an ideal target," he said. "Their assaults... always fall on workers and on the poor,

## Labor's Crucial Job, "...organize, organize, organize"

**A** LOT of things about the American labor movement have changed in the last hundred years. But the basic aims of the AFL-CIO today are as clear-cut as they were a century ago when Samuel Gompers, the first AF of L president, issued the battle cry—"organize, organize, organize."

In his address to the Maritime Trade Dept.'s Executive Board, meeting Feb. 13, Alan Kistler, head of the AFL-CIO Dept. of Organizing and Field Services



AFL-CIO President Lane Kirkland the young, the old, the weak and the helpless..."

Though acknowledging that the coming fight on the budget would not be an easy one Kirkland promised that the AFL-CIO would wage a good fight

repeated Gompers's words and talked about how increased organizing was a key to the survival of the U.S. labor movement today as at any time in American labor history.

Over the past 20 years, Kistler said, organizing drives have brought more than two million new workers into U.S. labor unions. But in spite of those impressive statistics, organized labor is having trouble maintaining the same percentage of unionized workers.

nonetheless. "We have never struck our colors on a single issue," he said, "and we will not do so now."

## 100 Year Anniversary

He reminded his audience that the American labor movement is marking its Centennial Anniversary this year and said that the longevity of the labor movement proves that "movement is built for the long haul. We are not dismayed or disheartened by temporary setbacks."

"Our primary duty," Kirkland told the MTD Executive Board, "is to build this movement of ours in every way we can, in every corner of the country, to make sure it has the power and resources to do its job in the workplace and in national affairs."

"If we do that as it should be done," the AFL-CIO president concluded, "I have not the slightest doubt of our ability to learn the lessons and meet the challenges that come our way over the next 100 years."

The slipping percentage figures of organized workers in this country are caused by several problems, Kistler said. First, the labor market has been shifting away from older traditionally unionized industries to newer trades and services which are non-unionized.

Another shift, Kistler pointed out, is the geographical move of industry out of strong union areas like the northeastern United States, into the largely non-union south and southwest. In addition, Kistler said, the number of workers in the labor force has increased dramatically over the last two decades.

"We've got to get out there and organize," Kistler said. "We must get together and work together to help each other organize."



Alan Kistler, Dir. of Organizing and Field Services, AFL-CIO

## Metal Trades Burnsky Vows Support for U.S. Maritime

**P**AUL Burnsky, president of the Metal Trades Department, AFL-CIO, has pledged his department's all out support in the "noble cause" of revitalizing the American flag merchant marine.

Speaking before the MTD Executive Board meeting, he said the Metal Trades unions, which largely represent shipyard workers, share common problems and common goals with American seafarers.

He blasted multinational oil companies, which own and operate extensive "flag-of-convenience" fleets to carry America's oil imports, as enemies of the U.S. fleet and U.S. shipyards. He said, "we simply cannot depend on foreign-crewed Liberian and



Paul Burnsky, president, Metal Trades Department, AFL-CIO.

Panamanian ships to stand strong for America in a national emergency."

Burnsky said that the fact that foreign flag ships carry more than 95 percent of all America's foreign commerce is a "national

embarrassment." He said that the problems of the U.S. merchant fleet mirrored those of the shipbuilding industry which is facing "a loss of 30,000 jobs in the next three years."

Burnsky praised the AFL-CIO Maritime Trades Department for its constant fight to uplift America's maritime industry. He also said that his department had called on Congress to enact two programs to help the American fleet and American shipyards, as follows:

- Establish and guarantee funds for a long term merchant marine construction program.
- Accelerate and broaden the present Navy construction program, with emphasis on mobile, adaptable conventional forces.





Anthony Scotto, president of the Greater New York and Vicinity MTD Port Council



Roman Gralewicz, president, SIU of Canada and Eastern Area Exec. Bd. member of the MTD.



William Konyha, president of the Carpenters and member of MTD Exec. Bd.



MTD President Frank Drozak



meets with Jesse Calhoon, president of National MEBA and an MTD member



Andrew Gibson, president of Delta Steamship, gave management's point of view on the maritime situation to MTD Board meeting. He also called for unity of all segments of maritime



Leon Schacter, MTD Exec. Bd. member and vice-president emeritus of the United Food and Commercial Workers.



## Highlights Maritime Trades Department Exec. Bd. Meeting Feb. 12-13, 1981



Bob Cooney, vice president of the Iron Workers and MTD Exec. Bd. member.



MTD Vice President Steve Leslie addresses the Board meeting. He is also vice president of the Operating Engineers.



Page Groton of the Boilermakers union, and an MTD Exec. Bd. member, this resolution as part of the big turnout for the Board meeting listens.



Rudy Oswald, head of the AFL-CIO Research Department, gives the MTD Board meeting a rundown on economic issues as labor sees them.



Peter Rybka, vice president of the Grain Millers and an MTD Exec. Bd. member.



Lawrence Holley, president of the Aluminum Workers, greets the MTD Bd. meeting. Holley recently came aboard as an MTD Exec. Bd. member.



John Yarmola, vice president of the SIUNA and an MTD Exec. Bd. member



Morris Weisberger (left), Western Area Exec. Bd. member and former president of the Sailors Union of the Pacific, and Bill Lucy, vice president of AFSCME and an MTD Exec. Bd. member.



Bernard Puchalski, president of the Chicago MTD Port Council



MTD Exec. Bd. members Lester Null (left), president of the Pottery Workers, and John McNamara, president of the Firemen and Oilers.



Dominick Carnavale, of the Plumbers Union, is an MTD Exec. Bd. member



# MTD Executive Board Vows Action on

*The Executive Board of the AFL-CIO Maritime Trades Department, during its meetings on Feb. 12-13, 1981, passed numerous resolutions dealing with the health and safety of the American maritime industry and American workers in general.*

*Following is a brief but complete rundown of those actions:*

## Bilateral Shipping Agreements

The AFL-CIO Maritime Trades Department (MTD) urges the new Reagan Administration to negotiate bilateral shipping agreements with the U.S.'s foreign commerce trading partners so as to boost trade, shipping and maritime employment.

Today, the United States has bilateral shipping agreements with other nations. These agreements between two trading countries give each nation a percentage of the cargoes carried. The pacts also give part of the cargoes to ships of third countries.

## Maritime Administration

Since the Reagan Administration got a bid to transfer the Maritime Administration (MARAD) from the U.S. Commerce Department to the U.S. Department of Transportation, the MTD resolves again to oppose any such move.

The same proposal was turned down by the U.S. Congress in the 1960s during President Johnson's reign.

Moving MARAD to the Transportation Department would give the maritime industry less attention

in a department interested mainly in the trucking and railroad industries.

## Naval Support Vessels

This resolution recommends that the President and the Congress should transfer from the U.S. Navy to private industry the operation of auxiliary and support ships (oilers and tugs) sailed by the U.S. Military Sealift Command (MSC) and the Navy.

Even the Government's General Accounting Office (GAO) says it would be cheaper. And it would let the Navy use its budget to build warships.

With overseas oil and scarcer raw materials harder to move in a national emergency or wartime, the U.S. merchant marine serving then as an effective naval supply and support auxiliary, must gain vital peacetime experience now in this critical role on a larger scale.

## UNCTAD Code for Liner Conferences

The MTD calls for the U.S. to accept the United Nations Conference on Trade and Development (UNCTAD) Code for Liner Conferences or foreign flagships will capture more American and worldwide commerce.

The code, which may start this year, is a global plan of cargo sharing to promote liner operations of the developing Third World.

At least 24 countries representing a minimum 25 percent of the world's liner trades must okay the code. Today, 48 nations representing 18.7 percent of the world's liner trades have okayed it.

## Coal Exports

The MTD asks Congress to fund the modernization and capacity expansion of inland waters transportation projects, and for the Administration to negotiate bilateral shipping agreements for the increased export of our coal. Greater use of our coal for domestic power was also urged.

Improvements are needed on the Mississippi River locks and dams network, nationwide coal terminals and harbor dredging projects.

More bulk ships must be built since U.S. flag bulkers carry only 2 percent of these cargoes out of the 40 percent of this country's international trade.

The bilateral coal shipping agreements would give more jobs to Seafarers, shipbuilders and those in the maritime shoreside trades.

## Coal Export Terminal

The MTD supports the efforts of the U.S. Corps of Engineers, Port Authority of New York and New Jersey, Conrail and others to develop a modern and major coal

export terminal in the port of New York and New Jersey as fast as possible.

The Port Authority of N.Y. and N.J. is now looking at possible sites on Upper N.Y. Bay to build a coal export terminal linked to Conrail.

The port is nearer to Europe—a major user of steam coal—than other U.S. coal exporting ports.

Such a coal export terminal would generate more jobs for maritime.

## America's Competitiveness

The MTD urges both the President and Congress to review the U.S. trade policy. The present foreign policymakers must look at domestic economic roadblocks to trade and the revitalizing of our economy. Tax laws and regulations should also be revised.

## Accelerated Depreciation

The MTD resolves that U.S. tax laws be changed to allow for accelerated depreciation of vessels like other maritime nations do.

The U.S. flag shipping industry works at a disadvantage because it does business under a restrictive tax policy which hinders new investment and discourages reinvestment.

The U.S. allows depreciation after 14.5 years. Japan and Western Europe typically after six years. In Great Britain, vessels can be depreciated in a single year.

## Export Promotion

The MTD asks the U.S. Govern-

# AFL-CIO, MTD Honor the Memory of Paul Hall

**P**RIOR to his death on June 22, 1980, Paul Hall had served faithfully for 23 years as president of the Maritime Trades Department and for nearly that long as a vice president and executive council member of the AFL-CIO. In fact, at his death, Paul Hall was Senior Vice President of the AFL-CIO.

His accomplishments were widely known and respected throughout the trade union movement. And during the MTD Executive Board meeting Feb. 12-13, Paul Hall's memory was honored by both AFL-CIO President Lane Kirkland and the entire Executive Board of the Maritime Trades Department.

First, AFL-CIO President Lane Kirkland read and then presented to Mrs. Rose Hall a beautifully written, leather bound statement adopted and signed by all of Paul Hall's peers on the AFL-CIO Executive Board.

Then, Mrs. Hall was presented with a statement, framed and



Mrs. Rose Hall is presented with the AFL-CIO Executive Council's statement on the late Paul Hall by AFL-CIO President Lane Kirkland (second left), MTD President Frank Drozak (right) and Steve Leslie, MTD Vice President (left).

printed on parchment, of love and appreciation of Paul Hall by the entire AFL-CIO Maritime Trades Department Executive Board.

The Board then offered a special tribute to both the memory of Paul Hall and in appreciation to Mrs. Rose Hall. The Board unanimously installed Mrs. Hall as an Honorary mem-

ber of the MTD Executive Board.

Below is the text of that resolution, as read by Dominick Carnevale of the Plumbers Union:

## Honorary Board Membership for Rose Hall

For 23 years until his untimely death, Paul Hall poured every ounce of his unsurpassed abilities

as a leader and organizer into building the Maritime Trades Department into a thriving, dynamic organization representing the interests of 8 million American workers.

Throughout all of those years, Rose Hall unwaveringly supported her husband in all his endeavors with pride and dignity. At the same time, Rose Hall extended to the members of the MTD Executive Board, past and present, every kindness and courtesy willingly and graciously.

At this time, the Executive Board of the Maritime Trades Department wishes to collectively say "thank you" Rose Hall for your support and friendship all these years. And that we wish this close relationship to continue for many, many years to come.

**THEREFORE, BE IT RESOLVED** that the Executive Board of the Maritime Trades Department demonstrate its love and respect for Rose Hall by appointing her as an honorary member of the MTD Executive Board.



# Crucial Maritime, Worker Issues

ment to work with labor and management to review and enforce more effectively its international agreements. It recommends the Government-industry-labor advisory groups be given a greater role in policy making.

With protectionism in international trade on the upswing, direct export promotion grows in importance. Foreign governments aid their productive industries with dumping, indirect subsidies, favorable laws and treatment and non-tariff barriers. The Japanese use government agencies to promote exports. The Germans use joint labor-management policy-making bodies.

Meanwhile, the U.S. loses domestic jobs and industries to the multinational companies overseas.

While the U.S. Trade Act of 1979 levied tariffs on many goods and fought dumping and subsidies, it is hard to enforce. However, the ACT gave us a U.S. Trade Representative Office which works with the Departments of Commerce and Labor and the MTD in the export field.

## Pension Offset on Unemployment Compensation

The MTD backs the passage of Federal legislation which would amend the Internal Revenue Code of 1954 to eliminate the requirement that States reduce the amount of unemployment compensation.

Starting Apr. 1, 1980, the U.S. Unemployment Compensation Reform Act of 1976 required all States to reduce a person's unemployment compensation by the amount of any governmental or private pension or retirement pay received by an individual.

The National Commission on Unemployment Compensation recommended repeal of this proviso.

## Taxation of Social Security Benefits

The MTD will support legislation in the 97th Congress, through statute, prohibiting the taxation of Social Security benefits.

Congress pass a resolution in 1980 expressing that Social Security benefits should remain tax exempt.

## Minimum Wage Legislation

The MTD will intensively lobby in Congress for increased minimum wages and will strongly oppose any efforts to impose a subminimum.

For more than 10 years, conservatives in and out of Congress have tried to foster a youth subminimum wage upon the nation. They have wanted the Federal minimum wage to be cut by 25 percent for youngsters 18 to 20 during the first six months on a new job.

The drive, said to create jobs for teenagers, really undercuts the inadequate minimum wage and gives corporations a cheap labor pool.

The subminimum wage doesn't

create new jobs but results in adult workers (mostly women) getting fired so teenagers can be hired in their place at lower pay. Then after six months, when the required full minimum wage takes effect, the hired teenagers are fired in turn so a new batch of youngsters are taken on at the subminimum wage.

An increased minimum wage is needed now, not a reduction. Today the \$3.35 ceiling is worth less in real wages than the minimum wage of the early 1960s was.

An increase would mean more spending to hype the economy and create new jobs decreasing unemployment.

## Food Stamp Program

The MTD will vigorously oppose any and all efforts to sharply cut the program which brings a decent diet to the poor and needy. And will strongly support efforts in Congress to maintain the present Food Stamp Program.

Only a dozen years ago, malnutrition and hunger in the U.S. hit millions. The Food Stamp Program has helped to alleviate this, say Field Foundation doctors.

This fiscal year, higher food prices and rising joblessness will cost the program more than \$11-billion. Some 21-million poor, elderly, disabled and jobless get 44 cents each a meal. Over half of these households have yearly gross incomes of less than \$3,600; 85 percent under \$6,000.

Conservatives created a myth about food stamp fraud, abuse and waste. Now the Administration and the Senate have the program slated for the budget axe.

## Productivity

The MTD resolves to prevent misguided productivity proposals from becoming weapons to be used against labor. The organized movement has led the drive to push economic policies of full employment and economic growth resulting in productivity increases.

Recessions always lower productivity; prosperity increased it. And this country has been operating far below its overall industrial capacity for over 10 years. Plus uncontrollable skyrocketing imported oil costs and interest rates are other factors leading to mounting inflation.

Management defines productivity as working harder for the same wages. Labor says it is better work or raising each worker's hourly output. You get this from a skilled, experienced, and educated labor force and modernized, well-maintained equipment reflecting the latest technology. Since 1950, poor management failed to take a long-term view on economic investment in modern machines and technology.

We must continue to upgrade the

skills of our memberships. Management must make major capital improvements. And with long-term redevelopment must be protection of workers' needs for jobs and economic security.

## Service Industries

The MTD recommends that the U.S. Government support and promote service industries in international trade based on:

- A definition of our service industries and their problems must be given.
  - The Government must set up the mechanisms through which bilateral, case-by-case, negotiations can take place.
  - Service industry markets and jobs must be protected in domestic law and in international agreements.
  - Trade Adjustments Assistance should be given workers affected by imports.
  - Multilateral discussions should be pursued once all the facts are available and bilateral negotiations have been concluded.
- Almost 70 percent of U.S. employment is in services. They face new competition here and abroad in international trade.

Service industries can also export jobs. Runaway ships, films and shops in data processing are the culprits. Foreign ships and airlines take away jobs too.

In building and construction contracts worldwide, the U.S. has dropped from No. 1 to No. 5!

## Environment

The MTD resolves that we must be careful to see that a clear balance is struck in protecting the natural environment. We must avoid extremists. Where regulations go too far, they should be changed. But when the basic human need for a decent living and working environment is challenged, we must continue to come down on the side of that basic human need.

## The Perdue Boycott

It is resolved that the MTD strongly supports the struggle of the Frank Perdue workers to organize into a union. The MTD supports the boycott of Perdue products to win the strike and obtain a union contract. The MTD urges all affiliates to give the maximum aid and assistance to that boycott.

Perdue Inc., producer of highly advertised and priced poultry, mistreats and abuses its workers. It's blocking the workers at the Accomac, Va. plant from forming a union and bargain collectively. Allegedly it intimidated, harassed, threatened and dismissed workers who support the efforts of Local 117 of the United Food and Commercial Workers International Union to organize them. Perdue has ordered its employees to work under con-

ditions which are arbitrary, mean-spirited, onerous, cruel, dangerous and unworthy of 20th Century America.

The workers are now picketing the plant under an unfair to labor strike. The union is now boycotting all Perdue products.

## Great Lakes Shipboard Safety

More than five years have passed since the Great Lakes bulk carrier *Edmund Fitzgerald* went down with all hands during a raging but typical November storm on the eastern end of Lake Superior.

Opinions differ on the reasons for the accident. However, there is a consensus on the need to update regulations governing Great Lakes vessel design and construction.

The Maritime Trades Department urges that the Coast Guard's inquiry in regards to freeboard be adopted by Congress. It also urges that the Coast Guard work closely with the Great Lakes shipping industry to protect the safety of the men and women working onboard American flag vessels.

## USPHS

Under a series of resolutions dating back to 1798, the United States government is legally and morally responsible for providing quality health care to seamen who sail onboard vessels documented under its laws.

Unfortunately, the continued existence of this country's strong system of Public Health Service is being threatened by budget cuts and continuing uncertainties surrounding the economy.

The Maritime Trades Department calls upon the new Administration and the new Congress to restore the USPHS budget to its previous level. It would like to remind Congress that these hospitals have proven to be quite a bargain, for not only do they provide health care service to seamen, but they provide it to other federal health beneficiaries, at costs far below what the federal government pays for comparable services.

## Gambling

There are a number of steps that the federal government could take that would go a long way in reviving the once-proud American flag cruise ship industry, at little or no cost to the American taxpayer.

Laws prohibiting gambling onboard American vessels do very little good and a great deal of harm. They encourage operators to document their passenger vessels under the laws of some other country. Jobs are lost, and so are tax revenues. Meanwhile, gambling has not been diminished in any way whatsoever.

*Continued on following page*



# MTD Board Acts on Crucial Issues

*Continued from previous page*

In the same vein, U.S. tax laws inhibit growth of an American flag passenger cruise industry.

To give one example: a business can deduct business expenses if it holds a convention on land. It cannot deduct those same expenses if it holds its convention onboard a passenger vessel.

The Maritime Trades Department urges the federal government to put prejudice aside, and to carefully examine all methods of reviving its once-proud passenger cruise industry.

## Fishing Industry in New York

Jobs and taxes are being lost to New York and the federal government because nothing is being done to nurture a regional fishing industry.

There is ample space in the New York harbor for development of a seafood complex that would include operating and administrative activity for the handling, storage, processing, marketing and distribution of fish and fish related products.

The MTD therefore call upon the federal government and the state of New York to support the necessary state/federal legislation that would make establishment of a New York fishing industry possible.

## Health Care

Given the grim statistics—thousands of working men and women die from work-related accidents and illnesses each year, and more than 2.5 million more are injured—the Maritime Trades Department opposes all efforts to weaken or diffuse OSHA. The Department also urges that efforts to train union members on important matters of occupational health and safety be expanded. All work hazards should be identified, so as to prevent accidents from occurring, and illnesses from developing.

## St. Lawrence Seaway

The U.S. St. Lawrence Seaway Development Corporation and the Seaway Authority of Canada have signed documents implementing a new Joint Seaway Tariff of Tolls. The Maritime Trades Department opposes additional Seaway toll increases, inasmuch as the Seaway debt will be gradually eliminated by this latest agreement. Moreover, any future plans to increase tolls, or to impose user charges on Seaway vessels, should be discouraged.

## U.S. Auto Industry

The American auto industry is in the middle of a battle for its very survival. The difficulties being faced by this critical industry will have repercussions for other U.S. industries, including the maritime industry

on the Great Lakes, for it depends on the auto industry for much of its cargo. The Maritime Trades Department recommends that management, labor and government work in unison. The federal government should examine all of its available options—including the imposition of import quotas and the adoption of liberal trade adjustment assistance, the kind that was passed by the last Congress—and act quickly, for the auto industry's problems pose a very real threat to the national security of this nation.

## Dredging the Mississippi

The Maritime Trades Department urges Congress to pass legislation that will require all work done on harbors, rivers and estuaries be done by American flag vessels, dredges and barges. In regards to the Mississippi River, it is an essential part of this nation's economy. Dredging it will allow larger vessels to travel to New Orleans, Baton Rouge, and other important facilities and communities. The dredging will pay for itself, for it will substantially lower the cost of transporting coal, grain, oil and other such products vital to our nation's well-being.

## Fuel Allocation

In times of fuel scarcity, the United States government emphasizes use of water-borne transportation, especially on the Great Lakes, where vessel operators deliver iron ore to feed the steel industry, coal to fuel power plants and grain to feed our people and the people of the world. If it is at all possible, the Maritime Trades Department urges the Department of Energy to deliver 100% of the operators fuel needs, for the Great Lakes region is the heart of our agricultural and industrial power, and water-transportation is by far the most fuel efficient mode of transportation we have.

## Dredging

The Port of New York and New Jersey will undergo an economic crisis if the federal government does not do something to encourage the dredging of the region's channels and berths.

There is widespread concern that the port will have to be closed for lack of dredging. If that were to happen, more than 60,000 jobs would be lost, as would billions of dollars in taxes, sales revenue and personal income.

The Maritime Trades Department supports proposals put forth before the U.S. House Merchant Marine and Fisheries Committee by the "Save Our Port Committee", a coalition of business, labor, environmental and community organizations from New York and New

Jersey. The Save Our Port Committee wants to modify the numerous procedures and laws affecting the dredging industry; centralize the authority for issuing permits, for the present procedure is costly and time-consuming; suspend the controversial bioaccumulation testing requirements pending refinement of the testing process; establish reasonable criteria for issuing dredging permits; eliminate a major source of pollution by removing PCB "hot-spots" in the Hudson River.

## SS Poet

The tragedy surrounding the disappearance of the SS *Poet* says a great deal about the way that the federal government carries out its statutory obligation to protect the safety of the men and women who sail onboard vessels documented under the laws of the United States.

Before the SS *Poet* left port October 24, there had been numerous signs that she was unseaworthy.

It has been widely reported in the press that the shipping company was negligent in waiting ten days to report cessation of radio contact. What is also true, and what should be remedied, is that the Criminal Code governing such negligent behavior is ambiguously stated.

Despite the obvious need to move quickly so as to save whatever persons remained alive from the 34 man crew, the Coast Guard waited five days to begin its search.

After having belatedly begun its search, the Coast Guard wanted to give up quickly when no trace was found of either the ship or the 34 crew members. The agency had to be pressured into following up its initial search with a more extensive one.

These tragic, and perhaps unnecessary, developments have caused the AFL-CIO Maritime Trades Department to question the laws relating to the protection of American seamen, as well as to the implementation of those laws. The Department calls upon the U.S. Congress to investigate this tragic loss, to develop adequate statutory guidelines for the monitoring of American flag vessels, and to review the manner in which the U.S. Coast Guard carries out its statutory obligations.

## Great Lakes Trade

Nowhere is the decline of the American flag Merchant Marine more apparent than on the Great Lakes.

By all rights, the Great Lakes maritime industry should be thriving. One-fifth of this nation's population and one-quarter of its industry and total wealth are located in the Great Lakes region.

The Great Lakes region is also the center of a large portion of this

country's foreign trade, especially with Canada.

However, American flag operators are unable to compete effectively with their Canadian counterparts, in large part because the Canadian government does what the American government refuses to do: it provides its Merchant Marine with extensive subsidies that enable the owners to modernize their equipment.

The MTD urges the federal government to take action to guarantee the U.S. an equal share of the U.S.-Canadian cargo. It also urges the appropriate government agencies to make every incentive available to American flag operators to encourage them to enter the Great Lakes overseas trade and the U.S.-Canada Great Lakes and Seaway bulk cargo trade.

## Great Lakes-Seaway Marketing

The Maritime Trades Department goes on record as supporting MarAd's proposals for developing a U.S.-Great Lakes-St. Lawrence Seaway Marketing Corporation to promote the Great Lakes-Seaway system and to boost American-flag participation in all Great Lakes-Seaway trades.

## Child Care Program

A major change has occurred in the make-up of this nation's work-force. Women now comprise a substantial block of full time workers. More than six million pre-school children have mothers in the work force.

Because of this fact, and the fact that the growth of quality child care centers has not kept pace with the need for them, the unions that comprise the MTD call upon Congress to establish a quality child care program that takes into account the health, social and educational needs of American children, the most precious resource this nation has.







## Dispatchers Report for Deep Sea

DEC. 1-31, 1980

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Boston	10	7	3	8	3	1	9	7	3
New York	118	58	6	92	88	5	153	64	16
Philadelphia	8	8	3	4	7	4	21	12	3
Baltimore	25	12	4	26	27	4	39	10	3
Norfolk	27	7	5	17	19	3	35	11	8
Tampa	18	7	2	6	16	0	28	11	5
Mobile	25	5	1	23	14	1	39	5	1
New Orleans	103	32	10	74	38	2	160	38	13
Jacksonville	39	7	2	25	10	2	72	12	5
San Francisco	52	20	11	48	32	8	85	28	10
Wilmington	34	14	8	21	17	5	54	23	15
Seattle	38	18	10	76	53	8	61	20	13
Puerto Rico	26	2	1	19	17	2	24	4	1
Houston	82	22	14	77	44	7	115	34	17
Piney Point	4	1	1	4	10	1	0	0	0
Yokohama	1	0	0	0	3	0	1	1	0
Totals	610	220	81	520	398	53	896	280	113
<b>ENGINE DEPARTMENT</b>									
Boston	4	2	0	2	1	0	4	5	2
New York	107	40	5	82	67	1	169	69	12
Philadelphia	8	3	0	4	2	0	13	4	0
Baltimore	21	7	1	20	8	0	34	13	5
Norfolk	15	11	1	12	11	0	22	11	2
Tampa	7	4	2	3	8	0	8	9	3
Mobile	37	11	1	20	10	1	37	10	0
New Orleans	90	25	2	49	31	3	116	32	4
Jacksonville	22	5	1	22	6	1	36	11	2
San Francisco	40	19	5	40	20	5	62	26	7
Wilmington	17	8	10	15	7	1	22	9	12
Seattle	38	11	6	33	26	6	45	12	6
Puerto Rico	11	6	1	14	4	0	13	6	1
Houston	59	18	3	42	29	3	93	26	8
Piney Point	1	0	0	1	9	0	0	0	0
Yokohama	1	0	0	0	0	0	2	1	0
Totals	478	170	38	359	239	21	676	244	64
<b>STEWARD DEPARTMENT</b>									
Boston	2	1	0	0	2	1	2	1	0
New York	49	31	2	53	64	0	66	44	12
Philadelphia	3	4	0	3	5	0	3	4	0
Baltimore	15	8	1	15	12	3	24	9	1
Norfolk	11	5	2	10	12	0	15	5	2
Tampa	8	2	1	3	12	2	12	3	2
Mobile	14	2	0	11	10	0	24	5	0
New Orleans	47	5	2	31	20	1	59	7	3
Jacksonville	14	4	0	15	10	0	26	4	1
San Francisco	17	22	10	50	36	20	43	33	28
Wilmington	13	7	4	7	7	2	22	8	8
Seattle	19	2	7	24	17	11	28	4	15
Puerto Rico	12	5	1	11	9	2	11	4	0
Houston	28	3	1	24	10	3	56	9	2
Piney Point	0	8	0	0	65	1	0	0	0
Yokohama	1	0	0	1	1	0	0	0	0
Totals	253	109	31	258	292	46	391	140	74
<b>ENTRY DEPARTMENT</b>									
Boston	2	6	4				5	9	11
New York	35	129	55				39	252	126
Philadelphia	7	18	1				7	30	7
Baltimore	15	38	5				16	70	18
Norfolk	5	33	6				7	44	16
Tampa	1	16	2				6	23	8
Mobile	8	15	5				14	25	8
New Orleans	30	74	11				47	104	31
Jacksonville	9	27	4				18	49	12
San Francisco	30	69	59				31	128	113
Wilmington	2	18	29				4	48	82
Seattle	9	47	18				12	49	46
Puerto Rico	22	31	6				19	29	11
Houston	19	48	22				30	70	45
Piney Point	0	74	1				0	0	0
Yokohama	0	1	0				0	0	0
Totals	194	644	228				255	930	534
Totals All Departments	1,535	1,143	378	1,137	929	120	2,218	1,594	785

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

Shipping in the month of December was good in most A&G deepsea ports. A total of 2,186 jobs were shipped last month to SIU-contracted deep sea vessels. That's an increase of 561 jobs shipped over the previous month. Of these 2,186 jobs only 1,137 or slightly more than half, were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. Shipping is expected to remain good for the foreseeable future.

## Directory

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& Inland Waters  
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of North America

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Joe Sacco, vice president

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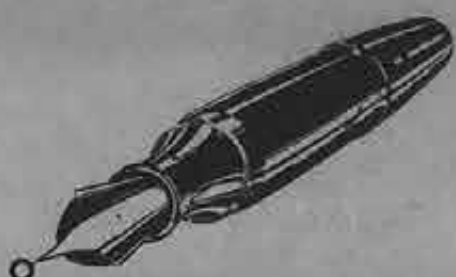
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# LETTERS TO THE EDITOR



## One Seaman's View of Drugs

The reason I am writing this letter is to share with the membership a statement that a friend of mine made about drugs. I have been sailing in the SIU for four years. And I have seen several people who have messed themselves up from drugs, booze, etc.

My friend's statement on drugs goes something like this: "Drugs destroy the user's spiritual and physical ability to function as a truly complete human being. Should the use of marijuana be legalized or decriminalized, we will all be hurt. Because though the law may look at marijuana as a misdemeanor type drug, it is more than a misdemeanor in its effects."

Some people may not consider the above statement profound. But I feel that every little bit helps if it will help convince the constant users of drugs of the dangers they are bringing upon themselves.

A Seaman  
Jacksonville, Fla.

## 76 Scholarship Winner an Engineer

I am writing to you, as a scholarship recipient, to thank you again for your valuable assistance during my college years.

The scholarship proved to be a mighty asset throughout my four years as a Chemical Engineering student at Cooper Union. The award, combined with my savings, proved to be ample enough to attend college and pursue my technical training without any financial worries. Thus I was able to complete my courses and participate in quite a few extracurricular activities without having to hold a part time job during the school year.

Presently I am working as a Design Engineer for Chevron, U.S.A. Inc. The work is both challenging and satisfying, and the whole field is expanding due to the high demand for technical personnel to help solve the nation's problems.

Now I have my whole career, and a good part of my life, ahead of me to look forward to, but before I look ahead I wanted to once again thank you for making it possible via the SIU Charlie Logan College Scholarship program. It helped me get to where I stand today, and hopefully to where I'll stand tomorrow.

Many thanks again,  
Nicholas Livanos  
1976 Scholarship Winner

## Hard Work, Full Speed Ahead

I would like to express my sincere appreciation for the hard work that it takes to make the SIU as strong as it is today and to keep it that way in the future.

We realize out here the constant fight the Union wages in Washington, D.C. to keep our industry strong. And we realize that the Union's lobbying efforts, testimony before committees, letters to Congressmen and Senators, combined with the leadership of Frank Drozak and our Washington team, is paying off for us all.

The Washington fight is a crucial fight. It is necessary for the future of the SIU and the future of the American merchant marine, which is so badly needed for our country.

Fraternaly,  
Bill Mullins, AB  
LNG Leo

## SIU Rehab Program a Lifesaver

I just wanted to take this time to say Happy New Year, and may it be prosperous for you all, and at the same time say a word about how great the Seafarers International Union and the Seafarers Alcoholic Rehabilitation Center has been for me.

The SIU is one of the best organizations I have had an opportunity to become a part of. They have come thru when I and my wife needed them. Thanks to the SIU from both of us. Now about the Seafarers Alcoholic Rehabilitation Center (S.A.R.C.).

For me the S.A.R.C. was a life saver. You see, I'm an alcoholic. I've been to other treatment programs before coming to the S.A.R.C. They were good programs, but I was like a fish out of water. Here, I was involved with Brother seamen. It makes a difference. They have the finest staff and counselors, and everybody cares, trainees, SIU personnel—I could go on forever.

I'll be leaving here shortly—going back into life, as a new man. They taught me so much here, but most important how to live without a drink and I thank everyone for this. I look forward to life now. My wife and I are and will be forever grateful for everything.

To my Brothers and Sisters of the Sea—if any of you think or suspect you have a problem with alcohol, stop for one second and think. It could save your life. The SIU and S.A.R.C. are here for us and are ready to help.

Thanks again SIU and S.A.R.C. Today is the first day of my life.

May God Bless All of You,  
Mr. & Mrs. Frank Vest  
Bradenton, Florida

## Diesel Grad a Hit With Sea-Land Brass

Just a note to advise you that I met one of the Graduates of the Lundeberg School Diesel Course on board the Sea-Land Explorer. He was sailing QMED.

The crew was pulling a piston while I was on board. This QMED was acutely aware of the situation and he took the initiative throughout the work. Actually, all the crew that was involved conducted themselves very well.

Thought you would be interested in knowing that the efforts of the SIU and Piney Point are paying off for everyone concerned.

Sincerely,  
SEA-LAND SERVICE, INC.  
J.J. Nichols  
Manager, Fleet Engineering  
Services

## Retiree Never Misses an Edition

I receive the *Log* every month. I want to express my thanks to the SIU for the fine editing of this most informative Union publication. Though I am retired, I am still very interested in our Union and what happens in the maritime industry.

I also wish to express my thanks and gratitude to the Seafarers Welfare Plan for their help, and to all our brothers on the SIU Executive Board for keeping this Union the best in the maritime industry.

Fraternaly,  
Arthur J. Heroux, Retired

## There in Times of Need

On behalf of my late husband Beirly Bodden and myself, I would like to thank everyone at the SIU for the kindness and consideration in paying the doctor and hospital bills so promptly, as well as the prompt and kind handling of his death benefits. May everything go well with the SIU so it will be able to help others as it has helped me.

Sincerely,  
Mrs. Edna Bodden  
Tampa, Florida



# U.S. Flag Must Get Share of Coal Exports

**L**AST summer, former President Carter emerged from a meeting with the European Common Market countries and Japan bearing assurances from those energy-hungry nations that they would double or triple their purchase of U.S. coal by the end of the century.

Ever since that summit meeting concluded, Congress, various state governments and private industry have been climbing all over each other to set the U.S. coal export program in motion.

In a world scrambling for alternative energy sources, coal is about to hit the big time. And the United States, blessed with an abundance of the fuel, is counting on nothing less than a bonanza in coal sales.

However, naming the United States the "chief producer and exporter of coal for the international market" is one thing. Making it happen is something else again.

To bridge the gap between seeing the U.S. as the world's foremost coal exporting country on paper and in reality, the Federal Government gave assurances that they were prepared to help industry cope with the increased mining of coal and development of adequate handling, storage and transportation facilities.

In addition, there were promises of aid to speed the significant expansion of ports on the Gulf, East and West Coasts to accommodate deep draft coal carriers; expansions which must take place before a coal export program of any size can get off the ground.

The port of Baltimore, the nation's second largest coal exporting port, is buzzing with privately-funded improvement projects. Recently a group of six corporate investors announced that they were jointly funding a \$150 million coal handling facil-

ity for the port.

While private investors are busy expanding the storage and transfer capabilities of U.S. coal ports, Congress is taking a look at the public side of it—snipping away some of the red tape so that badly-needed dredging of key coal ports can begin as soon as possible.

Sen. John Warner (R-Va.) and Sen. Bennett Johnston (D-La.) co-sponsored legislation to streamline the now-lengthy process of granting harbor dredging permits. Similar

legislation has also been introduced in the House.

Legislation to speed the process of deepening U.S. ports to the 55-foot depth required by deep draft coal carriers is obviously needed. Passage of such a measure would allow Baltimore, for one, to clear the backlog of 50 to 60 ships which now sit outside her harbor for long periods of time waiting for coal.

But passage of these bills won't change the fact that of all those ships waiting to make a foreign coal run, *not a single one of them flies the American flag.*

None of the measures related to the U.S. coal export program which have been introduced to date make a single mention of a role for U.S.-flag vessels.

Though a sizeable bulk fleet will be necessary to move the coal—as many as one thousand 100,000 dwt dry bulk vessels by some estimates—the government hasn't taken a single step to make sure at least some of those ships are built in U.S. shipyards. Nor have there been any assurances that at least a portion

of the American coal moved abroad will be delivered in American-flag ships.

In these times of scarce energy supplies, it is good to know that the United States has the resources to provide other nations with badly-needed fuel.

But these are also times of high unemployment; of a dwindling American shipbuilding base; of a neglected U.S. merchant marine which could be given a badly-needed boost by being included in a U.S. coal export program.

The U.S. isn't considering giving away American coal to Western Europe and Japan. Why then should we consider giving away tens of thousands of American shipyard, seagoing and related support jobs?

Yet without adequate guarantees—guarantees which should be attached to any pending legislation related to the U.S. coal export program—that is exactly what our government is proposing to do.

We believe that a wholesale giveaway of American jobs is a handout this nation can neither afford nor justify.



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At recrewng in the middle of last month of the tug Freedom in the port of Jacksonville are (left) Cook William Justi of Tampa and Tankerman Lowell Jones of Jacksonville.

## Legal Aid

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

### NEW YORK, N.Y.

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Mobile, Alabama 36602  
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### DETROIT, MICH.

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Detroit, Michigan 48822  
Tele. #(313) 532-1220

### GLOUCESTER, MASS.

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Two Main Street  
Gloucester, Massachusetts 01930  
Tele. #(617) 283-8100

### SEATTLE, WASH.

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Reid & Anderson  
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Seattle, Washington 98119  
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## Dispatchers Report for Inland Waters

DEC. 1-31, 1980

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	2	1	0	0	0	0	7	7	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	4	2	2	1	0	1	10	3	3
Mobile	0	0	0	0	0	0	0	1	0
New Orleans	1	1	3	0	1	0	2	3	6
Jacksonville	3	2	1	3	1	1	0	1	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	3	5	4	2	2	1	4	8	5
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	2	0	0	1	0	1	3
Houston	8	1	2	3	2	0	16	5	6
Port Arthur	20	12	2	32	7	1	30	7	9
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	3	2	6	1	1	0	5	2	10
Piney Point	0	5	2	0	5	2	0	0	0
Paducah	4	1	10	0	0	2	8	3	43
Totals	48	32	34	42	19	9	82	41	85
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	0	0	0	0	0	2	0	1
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	1	0	1
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	2	0	0	1	1	0	1	0	1
Jacksonville	2	0	1	1	0	1	1	1	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	2	0	0	4	0	0	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	1	0	0	0	0	0	1	1	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	1	0	0	0	0	0	1	0	0
Totals	7	1	3	2	1	5	8	2	5
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	1	1	1
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	2	0	0	1	0	0	1	0	1
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	0	0	0	0	0	1	0	0
Jacksonville	0	0	0	0	0	0	1	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	1	0	0	0	1	0	2
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	1	0	0	0	1	0	2
Port Arthur	1	0	0	2	0	0	1	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	3
Piney Point	0	1	0	0	1	0	0	0	0
Paducah	0	0	4	0	1	0	0	0	7
Totals	4	1	6	3	2	0	7	1	16
Totals All Departments	59	34	43	47	22	14	97	44	106

\*"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.



## Irate Readers to Log:

# Button Gwinnett a Liberty Ship, Too!

When we ran our story on Waterman's new LASH ship *Button Gwinnett* (see the Log, Nov., 1980) we had no idea it would evoke the response from our readers that it did. It seems we neglected to mention an earlier SIU crewed ship by that same name, a Liberty Ship, with a wartime record of service in the Atlantic and Mediterranean sea lanes.

Two former crewmembers of the Liberty *Button Gwinnett*, Willard Pratt and Willard Rowlee, wrote to remind us about that earlier ship named for an obscure signer of the Declaration of Independence. They both asked the same question: "How about a follow-up article on the Liberty Ship *Button Gwinnett*? We felt it was the least we could do to make up for our oversight. So here it is fellas, and with a picture of the old gal to boot!

The Liberty Ship *Button Gwinnett* was launched at the South-eastern Shipbuilding Corp., Savannah, Georgia in May, 1943 as part of the unprecedented American shipbuilding program during World War II. While on the ways she was designated Hull #11 and, like most of the other 88 Libertys built at that yard, was named for a famous Georgian. Others were named for such notables as Thomas Wolfe, Isaac Hopkins, Juliette Low and Casimir Pulaski (a Revolutionary War hero killed during the Battle of Savannah).

As a Liberty, the *Button Gwinnett* measured 441'6" overall with a breadth of 57' and a depth of 34' (draught of 26'10"). She displaced 14,245 tons and had a hauling capacity of 10,500 dwt. Her 2,500 hp. triple expansion steam reciprocating engine gave her a designed service speed of 11 knots (that is, when her bottom was clean!).

Owing to extensive welding and prefabricated assembly modules, the *Button Gwinnett* was constructed in about 30 days' time and at a cost of about \$2 million. (Some Libertys were launched in less than two weeks, while one—the *Robert E. Peary*—was launched after just four days and 15 hours!) It was said that the Libertys were "built by the mile and chopped off by the yard."

### Eyewitness Accounts

It would be difficult to detail the wartime experiences of the *Button Gwinnett*, since most of the deck and engine log books of the Libertys operating at that time have been destroyed. As a result we must rely heavily on the memories of those who sailed her and other Libertys.

Willard Rowlee (Bk. #43252, retired) sailed on the *Button Gwinnett* as Steward Utility in early 1945. In a recent letter to us he recalled some of his experiences in the ship.



The Liberty Ship Button Gwinnett.



The New Button Gwinnett, a LASH ship, operated by Waterman.

"We had a very eventful trip to Marseilles, France from New York and Newport News, Va.," he wrote. "It was in January and we went in convoy. It was a slow (eight knots) and rough crossing.

"As we lined up in three columns to enter the Straits of Gibraltar at high noon it got kind of noisy. The nearest two ships port side, a Liberty Ship and a tanker, were hit. I have never known if it was mines or torpedoes but the escort ships were dropping depth charges so close they seemed to raise their fantails right out of the water, not to mention how

it rattled the *Button Gwinnett*. We also had a couple of air raids while in France but they didn't come very close."

Though the Libertys have been credited with making the difference between victory and defeat, those who sailed them will admit they tended to bounce around some in rough seas. Willard Rowlee remembers one weather-related incident that occurred in the *Button Gwinnett*:

"I do remember that it had a coal galley stove and I would get one half

hour overtime each day for starting the fire and getting ready for breakfast. I also remember a lot of pitching and rolling one night, and when I went to the galley the next morning the deck was awash with dirty sea water and the pots and pans were floating all over the place. I think breakfast was a little late that day."

During World War II, the *Button Gwinnett* was operated by the South Atlantic Steamship Line. When the war ended, South Atlantic continued operating the ship until 1948 when she was placed in the reserve fleet in Wilmington, N.C. She was not withdrawn again from the reserve until she went for scrapping in Panama City in December, 1968.

It was during the ship's last year of operation that Seafarer Willard Pratt sailed in the Liberty *Button Gwinnett* as oiler. Though the passage of time and "countless" other voyages and ships have made it difficult for Pratt to recall much about the one voyage he made in the *Button Gwinnett*, the ship left an impression with him nonetheless. It was, after all, Pratt who wrote to us saying we had "failed entirely to mention a certain beautiful old Liberty."

Beautiful? Well, in spite of President Franklin Roosevelt's labeling the Libertys "Ugly Ducklings", there are many seamen, such as Willard Pratt, who would beg to disagree.

One last note: when the Wilmington Reserve Fleet was phased out in 1968 all the remaining 22 ships (all Libertys, including the *Button Gwinnett*) were sold together in a lot for \$600,000. That's just under \$28,000 per ship.

Now all but a few of the original 2,700 and some odd Liberty Ships are gone (the most notable exception being the fully restored museum ship *Jeremiah O'Brien* now operated by the National Park Service in San Francisco.)

But, as we found out recently from a couple of our readers, the memories are going strong!



DEC. 1-31, 1980

## Dispatchers Report for Great Lakes

	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Algonac (Hdqs.)	36	9	3	58	62	4	29	13	7
ENGINE DEPARTMENT									
Algonac (Hdqs.)	21	9	3	42	29	0	20	9	5
STEWARD DEPARTMENT									
Algonac (Hdqs.)	6	3	0	17	16	1	4	8	0
ENTRY DEPARTMENT									
Algonac (Hdqs.)	28	47	5	0	0	0	22	58	24
Totals All Departments	91	68	11	117	107	5	75	88	36
*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.									





**Recertified Bosun James Joseph Gorman, 52**, drowned while fishing off a boat in St. George's Inlet, Jacksonville on Sept. 13. Brother Gorman joined the SIU in 1947 in the port of New York sailing 35 years. He graduated from the Union's Recertified Bosuns Program in 1977. Seafarer Gorman also sailed in World War II and he sailed for Crowley Maritime in 1978 on the tug *Gauntlet*. A native of New York City, he was a resident of Jacksonville. Interment was in Riverside Memorial Park Cemetery, Jacksonville. Surviving are his parents, Mr. and Mrs. Frank and Mary Gorman and a brother, Frank of Miami and Harbor City, Calif.



**Ronald Eugene Hayes, 31**, died in University Hospital, Jacksonville on July 15. Brother Hayes joined the SIU in the port of Baltimore in 1967 sailing as a FOWT. He was born in Baltimore and was a resident of St. Augustine, Fla. and Jacksonville. Burial was in San Lorenzo Cemetery, St. Augustine. Surviving are his mother, Evelyn of St. Augustine; his father, Paul and his sister, Linda.



**Clyde Wilson Marriner Jr., 27**, died of multiple internal injuries in Maryview Hospital, Portsmouth, Va. when his motorcycle was hit by a car in Chesapeake, Va. on Aug. 23. Brother Marriner joined the SIU in 1978 sailing as a wiper after his graduation from Piney Point. He was born in Portsmouth and was a resident of Norfolk and Portsmouth. Burial was in the Olive Branch Cemetery, Portsmouth. Surviving are his mother, Mrs. Dorothy M. Taree of Newark, N.J.; his father, Seafarer Clyde W. Marriner Sr. of Portsmouth; an uncle, James Marriner and a grandmother.



**Pensioner Joseph John Keating, 70**, died of cancer in Callicoon, N.Y. on Aug. 31. Brother Keating joined the SIU in 1941 in the port of New York sailing as a chief electrician and 3rd assistant engineer. He walked the picketline in the 1961 N.Y. Harbor beef. Seafarer Keating also owned a printing business. Born in New York State, he was a resident of Whiting, N.J. Burial was in Hardyston (N.Y.) Cemetery, Sullivan County. Surviving are his widow, Mary and his uncle, John Keating of the Bronx, N.Y.



**Roy Joseph Kelly, 58**, died of heart-lung failure in the Baltimore USPHS Hospital on May 6. Brother Kelly joined the SIU in 1944 in the port of New Orleans sailing as a bosun. He was a former member of the SUP and the IBU. Seafarer Kelly was a veteran of the U.S. Navy in World War II. He was born in Memphis, Tenn. and was a resident of Baltimore. Interment was in the National Cemetery, Memphis. Surviving are his mother, Pearl of Memphis; a daughter, Mrs. Betty Ackerman of Coldwater, Miss. and three sisters, Mrs. James H. Young Jr. of Memphis, Mrs. Mary Olgive, also of Memphis and Mrs. Cecelia Wolfe of Vienna, Va.



**Pensioner Alexander Kingsepp, 78**, passed away from natural causes on Nov. 1. Brother Kingsepp joined the SIU in 1943 in the port of New York sailing as an oiler. He sailed 34 years. Seafarer Kingsepp was on the picketlines in the 1961 N.Y. Harbor strike and the 1962 Robin Line beef. A native of Estonia, USSR, he was a resident of Lakewood, N.J. Surviving is his widow, Anna.



**Pensioner Jose Gabine Galarza, 86**, passed away from a pulmonary ailment in the Chalmette (La.) General Hospital on Feb. 9. Brother Galarza joined the SIU in 1938 in the port of New Orleans sailing as an AB. He sailed 39 years. Seafarer Galarza was a veteran of the post-World War I U.S. Army. Born in Ascension, Paraguay, he was a resident of St. Bernard, La. Burial was in St. Bernard Memorial Gardens Cemetery. Surviving are two sons, Joseph Jr. of New Orleans and Ronald; a daughter, Mrs. Alice G. VonHolden of St. Bernard and a brother, Ramon.



**James Patrick McNeely, 51**, died of pneumonia in the Tampa Memorial Hospital on Mar. 9. Brother McNeely joined the SIU in 1945 in the port of New York sailing as a tankerman and pilot. He sailed as a recertified bosun and mate on the hydro tug *Zanzibar* (Construction Aggregates) from 1961 to 1979. Seafarer McNeely also sailed on the *Dredge Ezra* in 1979 and the *Dredge Long Island*. And he sailed from 1971 to 1979 as a mate for Great Lakes Tug and Dredge and was on the Sea-Land Shore-gang, Elizabeth, N.J. from 1972 to 1974. In 1961, he was on the picketline in the N.Y. Harbor beef. Born in Brooklyn, N.Y., he was a resident of Port Richey, Fla. Cremation took place in the Washington Memorial Park Crematory, Coram, N.Y. Surviving are his widow, Catherine; two sons, James Jr. and Steven and five daughters, Linda, Eileen, Lorraine, Cathy and Barbara.



**Henry Dean McRorie, 51**, died of a heart attack in St. Luke's Hospital, Jacksonville on Oct. 14. Brother McRorie joined the SIU in 1946 in the port of Norfolk sailing as a QMED. He also sailed during the Vietnam War. Seafarer McRorie was a veteran of the U.S. Air Forces in the Korean War. A native of Anderson, N.C., he was a resident of Norfolk and Monroe, N.C. Burial was in Lakeland Memorial Park Cemetery, Monroe. Surviving is his mother, Mrs. Minnie T. Bivene of Monroe.



**Pensioner James Crist Mitchell, 59**, died at home in New Orleans on July 19. Brother Mitchell joined the SIU in 1944 in the port of Norfolk sailing as a bosun and 3rd mate. He was an organizer in the Isthmian Line drive. Seafarer Mitchell was also a poet and mechanical draftsman. And he was a veteran of the U.S. Regular Army in World War II. Born in Gettysburg, Pa., he was a resident there. Cremation took place in the St. John Crematory, New Orleans. Surviving are his mother, Anna; his father, C. D. Mitchell of Gettysburg; two brothers, George of Adams, Pa. and Richard of York Springs, Pa. and a sister, Mrs. Lorna Yingling of Gettysburg.



**Jeffrey David Hess, 24**, died of multiple injuries in St. Mary's Hospital, Leonardtown, Md. on Nov. 6 when his motorcycle hit a fixed object in St. Mary's, Md. He was attending an AB upgrading class at the Point at the time. Brother Hess joined the SIU in 1978 following his graduation from the HLS. He sailed as an OS aboard the *LNG Capricorn* (Energy Transportation) in 1980 and the *LNG Aquarius* (Energy Transportation) in 1978. Seafarer Hess was born in Lansing, Mich. and was a resident there. Interment was in Deepdale Cemetery, Lansing. Surviving are his mother, Mrs. Ruth J. Dale of Lansing and his father, Reuben of Pennsylvania.



**Pensioner William Autry, Jr., 49**, died of a heart attack in New Orleans on Oct. 28. Brother Autry joined the SIU in 1956 sailing last as a chief steward. He graduated from the Andrew Furuseth Training School, Mobile in 1958. Seafarer Autry applied for nomination to the general election of Union officers in 1971. He was a veteran of the U.S. Army during the Korean War. Born in Mobile, he was a resident of New Orleans. Interment was in Penn Hill Cemetery, Mobile. Surviving are his widow, Mary; a son, William Jr. of University, Ala.; his mother, Jeannette, and his father, William Sr. of Mobile.



**Oliver Russell Celestine, 61**, died while serving on the SS *Anchorage* (Sea-Land) on Apr. 14. Brother Celestine joined the SIU in 1944 in the port of New Orleans sailing as a chief steward. Celestine sailed for 32 years. He also rode the Robin Line. Seafarer Celestine hit the bricks in the 1961 N.Y. Harbor beef. A native of Houma, La., he was a resident of New York City. Burial was in McDonoghville Cemetery, Gretna, La. Surviving are his widow, Lenese, and his mother, Ruth of New Orleans.



**Pensioner Roy Ellis Curtis, 70**, passed away from arteriosclerosis in St. Mary's Hospital, Port Arthur, Tex. Brother Curtis joined the SIU in the port of Houston in 1959 sailing as a 3rd cook. He was born in Georgetown, Tex. and was a resident of Port Arthur. Seafarer Curtis also sailed as a wiper. Interment was in Greenlawn Memorial Park Cemetery, Port Arthur. Surviving are his widow, Alma; a daughter, Mrs. Mary Garland of Port Arthur and his mother, Mrs. Addie Tyler, also of Port Arthur.



**Joseph Remko, 59**, died of heart-lung failure in the Baltimore USPHS Hospital on Oct. 25. Brother Remko joined the SIU in the port of Baltimore in 1955 sailing as a FOWT. He was a veteran of the U.S. Navy in World War II. Seafarer Remko was born in Pennsylvania and was a resident of Baltimore. Interment was in Glen Haven Memorial Park Cemetery, Glen Burnie, Md. Surviving are his widow, Betty; a son, Joseph Jr. and his parents, Mr. and Mrs. Wesley and Eva Remko.



**Pensioner Eugene Chinaros Olivares Salvador, 76**, succumbed to asthma at home in Kenner, La. on Sept. 28. Brother Salvador joined the SIU in the port of New York in 1953 sailing as a chief steward. He was born in the Philippine Islands. Cremation took place in the St. Vincent de Paul Cemetery No. 2 Crematory. Surviving is his widow, Myrtle.



**William Seltzer, 62**, died in the Staten Is. (N.Y.) USPHS Hospital on Sept. 6. Brother Seltzer joined the SIU in 1942 in the port of Mobile sailing as a chief steward. He was born in Alabama and was a resident of the Bronx, N.Y. Burial was in Fair Lawn (N.J.) Cemetery. Surviving are his father, John of the Bronx; two brothers, Clovis of Mobile and Johnnie Jr. also of the Bronx and a sister, Mrs. Catherine Conway of Mobile.





**Pensioner Walter Frank Russell Sr.**, 64, died of heart failure at home in Houston on Aug. 27. Brother Russell joined the Union in the port of Houston in

1956 sailing as a deckhand for G&H Towing from 1956 to 1977. He was a former member of the Teamsters Union Local 940, Galveston from 1946 to 1956. And he was a veteran of the U.S. Navy in World War II. Boatman Russell was born in Danville, Ill. Cremation took place in the Brookside Crematory, Houston. Surviving are his widow, Pauline; a son, Walter Jr. of Houston; four daughters, Helen, Deborah, Ada and Paulette and a brother, Wilbur.



**Lyman Ong**, 56, died of heart failure in the University of California Hospital, San Francisco on Aug. 2. Brother Ong first sailed on the

West Coast in 1952. He joined the SIU-merged Marine Cooks and Stewards Union in 1950 sailing as an officers' waiter for the American President Line and the States Steamship Co. Ong was a veteran of the U.S. Army in World War II. Born in San Francisco, he was a resident there. Burial was in Olivet Memorial Park Cemetery, Colma, Calif. Surviving are his mother, Quan Shee Ong of San Francisco; a brother, Algernon of San Diego, Calif. and a sister, Evangeline Dang, also of San Francisco.



**Pensioner John Frank Murphy**, 62, died of cancer in Christ Hospital, Oaklawn, Ill. on Sept. 18. Brother Murphy joined the Union in the port of Chicago in 1961

sailing as an oiler and deckhand for the Great Lakes Dredge and Dock Co. in 1948 and for the Great Lakes Towing Co. from 1937 to 1979. He was born in Chicago and was a resident of Coloma, Mich. Interment was in Holy Sepulchre Cemetery, Worth, Ill. Surviving are his widow, Margaret of Chicago and four daughters, Mrs. Margaret Hanrahan, Mrs. Joan Sutton, Mary and Shirley.



**Pensioner John Marvin Keech**, 63, succumbed to a stroke in the Pungo District Hospital, Belhaven, N.C. on Apr. 1. Brother Keech joined the Union

in the port of Norfolk in 1961 sailing as a chief engineer for McAllister Brothers from 1955 to 1979. He was also fisherman for the Belhaven Fish and Oyster Co. from 1949 to 1955. Boatman Keech was also a member of the SIU Fishermen's and Seafood Workers Union-Atlantic Coast Division and the UMW's Marine Workers Local. A native of Belhaven, he was a resident there. Interment was in the Odd Fellows Cemetery, Belhaven. Surviving are his widow, Geneva; a daughter, Dorothy; a grandson, John Dodd Hague and a brother, Jesse of Belhaven.



**Pensioner Robert Stanley McKenney**, 67, died of heart-lung failure in the Peninsula General Hospital, Salisbury, Md. on July 19. Brother Mc-

Kenney joined the Union in the port of Baltimore in 1957 sailing as a chief engineer for Baker Whiteley Towing from 1967 to 1972. He was a former member of the ILA Local 1510. Boatman McKenney was born in Northeast, Md., and was a resident of Baltimore. Burial was in Parkwood Cemetery, Baltimore. Surviving are his widow, Vera and a son, Ronald.



**Ira Lee Perine**, 65, was dead on arrival of a heart attack at the Jackson (Ala.) Hospital on June 22. Brother Perine joined the Union

in the port of Mobile in 1957 sailing as a deckhand and cook for Radcliffe Materials from 1955 to 1980. He was a former member of a AFL-CIO construction union. Boatman Perine was born in Choctaw Bluff, Ala. and was a resident of Jackson. Interment was in New Canaan Cemetery, Jackson. Surviving are his widow, Ever Mae and a son, Joseph of Choctaw Bluff.



**Pensioner Richard Herman Deditus**, 94, passed away from influenza in the Edmonds Villa Care Center, Snohomish County, Seattle, Wash. on

Feb. 9. Brother Deditus joined the Union in the port of Seattle sailing as a chief cook and baker. His artifacts were donated to the San Francisco Maritime Museum archives. He started sailing on the West Coast in 1934. In 1936-7, he sailed on the last ship to sail 'round the world before World War II the *SS President Harrison* (APL). Just before the war he sailed to Hawaii and to Alaska on the *SS Baranoff*. He was on the picketline in the Maritime Federal Pacific Coast beef. And he held the Pacific War Zone Medal of WW II. Born in Briesen, Germany, he became a naturalized U.S. citizen in 1939 and he was a resident of Seattle. Burial was in the Rose Garden of Greenland Cemetery, Mt. Lake 10, Wash. Surviving are his widow, Mary; a son, Raymond of Spokane, Wash.; a daughter, Mrs. June Nelson of Lynwood, Wash.; a sister, Mrs. Anna Kretschmer of Germany; five grandchildren and eight great-grandchildren.

**Pensioner Cello "Cecil" "Champ" Morani**, 72, passed away from heart failure at home in Petaluma, Calif. on May 24. Brother Morani joined the Union (MC&S) during World War II in the port of San Francisco sailing as a room steward for 35 years. He first sailed on the West Coast in 1941. Morani was quite a baseball hitter. He was born in Illinois. Cremation took place in Cypress Hill Memorial Park Cemetery, Petaluma. Surviving are three brothers, Louis of San Francisco and Albert and Frank of Fairfax, Calif.



**Jack Arthur Stevenson**, 22, died when his motorcycle hit a fixed object in Harris, Tex. on Sept. 10. Brother Stevenson joined the SIU in

1978 after he graduated from the HLS where he was a tour guide for bosuns and Boy Scouts. He sailed as a tankerman and pumpman. Seafarer Stevenson was born in Altoona, Pa. and was a resident of Winter Park, Fla. Burial was in Glen Haven Memorial Park Cemetery, Winter Park. Surviving are his parents, Mr. and Mrs. Samuel and Alice Stevenson of Winter Park and a brother.



**Pensioner Albert Eugene Stout**, 80, passed away from pneumonia on Sept. 16. Brother Stout joined the SIU in the port of New Orleans in

1955 sailing as a pumpman. He sailed 18 years. Seafarer Stout was a veteran of the U.S. Navy in World War II. Born in Nashville, Tenn., he was a resident of Algiers, La. Surviving is a daughter, Mrs. Juanita S. Keller of Marrero, La.



**Francis John Wagner**, 26, died of multiple injuries sustained in an auto accident in Philadelphia on Sept. 20. Brother Wagner joined the SIU in 1975 fol-

lowing his graduation from Piney Point sailing as an AB. He was born in Philadelphia and was a resident there. Surviving is his mother, Mrs. Helen di Battista of Philadelphia; his father, Robert; sister, Roseann, also of Philadelphia; a brother and four other sisters.



**Saleh Mohamed Harhara**, 44, died of a brain tumor in the Harper Hospital, Detroit on Oct. 1. Brother Harhara joined the Union in the

port of Detroit in 1971 sailing as a FOWT. He was born in Aden and was a resident of Detroit. Burial was in the Mt. Hope Memorial Gardens Cemetery, Crimean Turks Section, Livonia, Mich. Surviving are his widow, Miriam; two brothers, Mohsin of Dearborn, Mich. and Ahmed Saef of Chicago, Ill.



**Raul Manfredo Aguilar**, 58, died of cancer in the Booth Memorial Medical Center, Flushing, Queens, N.Y. on Oct. 17. Brother Aguilar joined the SIU in

the port of New York in 1957 sailing as a chief electrician. He was born in Honduras and was a resident of Forest Hills, Queens, N.Y. Burial was in St. Raymond's Cemetery, the Bronx, N.Y. Surviving are his widow, Cleofe; two sons, Raul Jr. and Francisco and a daughter, Mrs. Mary Ann Santiago.



**Leroy Edward Schmidt**, 57, died of pneumonia in the Harborview Medical Center, Seattle on Aug. 12. Brother Schmidt joined the Union

in the port of Seattle in 1954 sailing as an AB for Sealand from 1962 to 1980. He sailed 40 years. Laker Schmidt was born in Menominee, Mich. and was a resident of Seattle. Cremation took place in the Washington Memorial Park Crematory, Seattle. Surviving are his mother, Marie of Menominee; a brother, Arnold of Racine, Wisc. and a sister, Mrs. Evelyn Beach of Spokane, Wash.



**Pensioner Verner Rudolf Ylitalo**, 63, died in the Memorial Medical Center, Ashland, Wisc. on Sept. 9. Brother Ylitalo joined the Union in the port

of Sault Ste. Marie, Mich. in 1961 sailing as an AB and tankerman. Also he worked for the Great Lakes Dredge and Dock Co. He was a member of the SIU from 1947 to 1956. Laker Ylitalo was a veteran of the U.S. Coast Guard in World War II. A native of Marengo, Wisc., he was a resident of Ironwood, Mich. Burial was in Riverside Cemetery, Ironwood. Surviving are his widow, Rauha and a daughter, Susan.



**Pensioner Calvin Curtis Harris**, 62, died of a heart attack in the Bay Minetta (Ala.) Infirmary on Aug. 31. Brother Harris joined the Union in the port of Mo-

obile in 1956 sailing as a cook for Radcliffe Materials from 1951 to 1979. He was also a Dozier operator. Boatman Harris was born in Uriah, Ala. and was a resident of Bay Minette. Burial was in Mineola Cemetery, Uriah. Surviving are his widow, Margie and a son, Glenn.



**Pensioner Joseph Antonio Jardine**, 63, died at home in Philadelphia on Sept. 5. Brother Jardine joined the Union in the port of Philadelphia in 1951

sailing as a deckhand and oiler for Taylor and Anderson from 1959 to 1974 and the Warner Co. from 1949 to 1958. He was a former member of the NMU. Boatman Jardine was born in Providence, R.I. Interment was in Holy Cross Cemetery, Yeadon, Pa. Surviving are his widow, Regina; three sons, Dominick of Philadelphia, Thomas and Joseph Jr. and two daughters, Deborah and Francesca of Gary, Ind.





**James Wadsworth**



Seafarer James Wadsworth, 25, graduated from the Harry Lundberg School of Seamanship Entry Trainee Program, Piney Point, Md. in 1973. Brother Wadsworth upgraded to 3rd cook there in 1975. He holds the lifeboat, firefighting and cardio-pulmonary resuscitation (CPR) tickets. Wadsworth lives in Jacksonville and ships out of that port.

**Orlando Flores**



Seafarer Orlando Flores, 24, graduated from the Lundberg School Entry Trainee Program in 1976. He upgraded there to fireman-watertender (FOWT) in 1978. Brother Flores earned the firefighting, lifeboat and CPR endorsements. Flores lives and ships out of the port of San Juan, Puerto Rico.

**Todd R. Peden**



Seafarer Todd R. Peden, 26, is a 1977 graduate of the HLSS Trainee Program. Brother Peden now sails as an AB. He has the firefighting, lifeboat and CPR tickets. Peden resides in Pittsburgh, Pa. and ships out of the port of Wilmington, Calif.

**Charles Foley**



Seafarer Charles Foley, 26, graduated from the HLSS in 1976. He sails as an AB. Brother Foley earned the lifeboat, firefighting and CPR endorsements. A resident of Baltimore, he ships out of that port.

**Andrew Noreikat**



Seafarer Andrew Noreikat, 25, graduated from the HLS in 1976. He sails as an AB. Brother Noreikat earned the lifeboat, firefighting and CPR endorsements. He ships out of the port of Wilmington.

**Joe Mispacel**



Seafarer Joe Mispacel, 25, is a 1977 graduate of Piney Point. Brother Mispacel upgraded to FOWT there the same year. He has the firefighting, lifeboat and CPR tickets. Born in St. Louis, he lives in Waukesha, Wisc. and ships out of all ports.

**Kevin W. Thatcher**



Seafarer Kevin W. Thatcher, 24, graduated from the HLS in 1978. He upgraded to cook and baker there in 1979 and to chief cook in 1980. Brother Thatcher acquired the LNG, firefighting, lifeboat and CPR endorsements. Thatcher has rode the *LNG Gemini* (Energy Transport), *LNG El Paso Southern* and *LNG El Paso Arzew*. A resident of Staten Is., N.Y., he ships out of the port of New York.

**Anthony Migliara**



Seafarer Anthony Migliara, 25, is a 1978 graduate of Piney Point. Brother Migliara upgraded to AB there in 1979. He is a holder of the CPR, lifeboat and firefighting tickets. Migliara lives in Ridge, L.I., N.Y. and ships out of the port of New York.

**Christopher Chubb**



Seafarer Christopher Chubb, 22, is a 1978 graduate of the HLS Entry Trainee Program. Brother Chubb upgraded to 3rd cook there in 1980. He has the lifeboat, firefighting and CPR tickets. Born in New York, he resides in St. Louis and ships out of the port of New York.

**Michael R. La Gasse**



Seafarer Michael R. La Gasse, graduated from Piney Point in 1978. Brother La Gasse upgraded to AB there. He holds the firefighting, lifeboat and CPR tickets. And he earned his General Education Diploma (GED) at Piney Point. A native of New York, La Gasse lives in Brooklyn, N.Y. and ships out of the port of New York.

**Robert Shaw**



Seafarer Robert Shaw, 25, was graduated by the HLS in 1976. Brother Shaw upgraded to AB there in 1979. He holds the tankerman, lifeboat, firefighting and CPR tickets. Born in New Jersey, he ships out of the port of New York.

**Jack Wayne Andrews**



Seafarer Jack Wayne Andrews, 21, in 1978 graduated from the Lundberg School. He upgraded to FOWT there in 1979. Brother Andrews upgraded to QMED at the HLS last month. Andrews has the lifeboat, firefighting and CPR endorsements. Born in Baltimore, he lives there and ships out of the port of New York.

**Salvatore A. Ventura**



Seafarer Salvatore A. Ventura, 20, graduated from Piney Point in 1978. He sails as an AB. Brother Ventura earned the firefighting, lifeboat and CPR endorsements. He was born in St. Louis, Mo. and ships out of the port of New York.

## Notice On Shipping Procedures (Deep Sea)

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

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

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

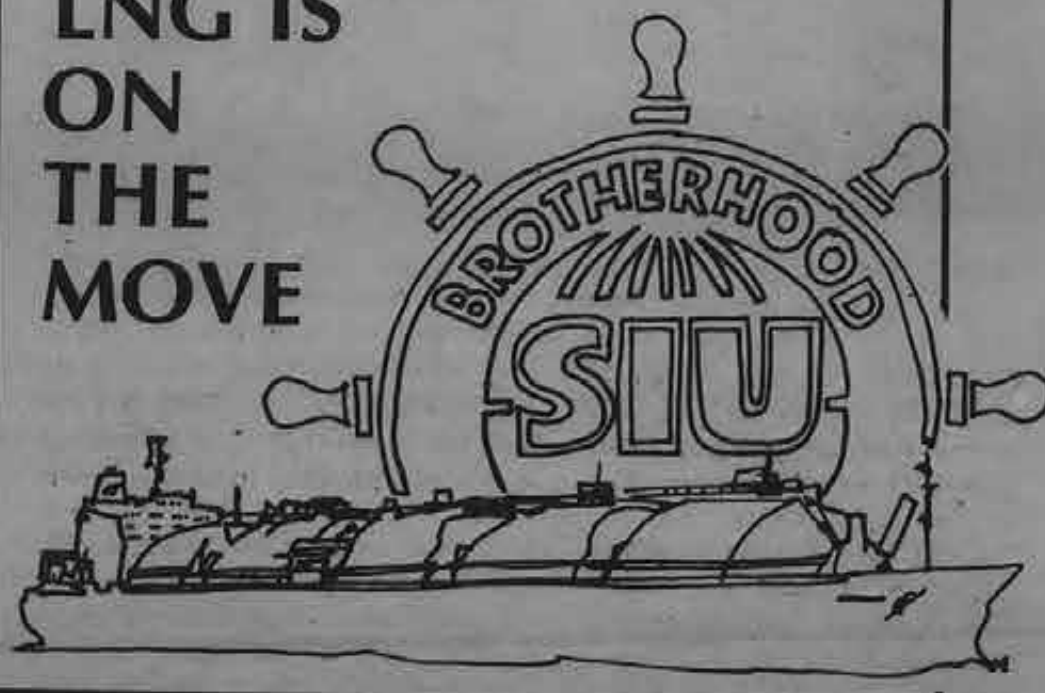
"Within each class of seniority rating in every Department, priority for entry rating jobs shall be given to all seamen who possess Lifeboatman endorsement by the United States Coast Guard. The Seafarers Appeals Board may waive the preceding sentence when, in the sole judgment of the Board, undue hardship will result or extenuating circumstances warrant such waiver."

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

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

Get qualified for the good pay and working conditions aboard these high technology ships. Contact the SHLSS Admissions Office to enroll in the next LNG course.

**LNG IS  
ON  
THE  
MOVE**





**VIRGO** (Apex Marine), December 21—Chairman, Recertified Bosun Perry Burnette; Secretary E. Kelly; Educational Director James H. Badson; Engine Delegate O. Zandrono; Steward Delegate James Reeves. No disputed OT. Chairman extended his appreciation for a fine crew and advised all to read the *Log* so you will be aware of what is going on in the Union. A vote of thanks to the steward department. Observed one minute of silence in memory of our departed brothers.

**SEA-LAND DEFENDER** (Sea-Land Service), December 14—Chairman, Recertified Bosun T. Price; Secretary A. Reasko. No disputed OT. All mail that was received from headquarters is posted on the bulletin board. Chairman discussed the benefits of going to Piney Point to upgrade and all those who qualify should attend. The chief steward has the applications for upgrading and for LNG school. The importance of donating to SPAD was also noted. The chief steward extended a vote of thanks to all hands for keeping the crew lounge clean. Observed one minute of silence in memory of our departed brothers.

**SEA-LAND EXPRESS** (Sea-Land Service), December 26—Chairman, A. Lasnansky; Secretary S. Brown; Educational Director E. Foreman; Deck Delegate D. Davis; Engine Delegate Allen George; Steward Delegate Herbert Allen. No disputed OT. Secretary noted that a wire was received about the cost of living increase on wages and overtime. Also received was a holiday greeting from our President Frank Drozak. All members were also encouraged to take advantage of the upgrading courses at Piney Point. A vote of thanks to the steward department for a job well done. Report to *Log*: "Hats off to Piney Point and to Josette Van Fleet, GSU crew mess for doing an excellent job. She is appreciated and respected by all crewmembers. She is an October 1980 Piney Point graduate. This is a first for me working with a woman in the steward department. S. Brown, Steward." Next port Pt. Everglades.

**SANTA CLARA** (Delta Lines), December 21—Chairman R. O. Bradford; Secretary W. J. Fitch; Educational Director F. Diaz. \$14 in ship's fund. No disputed OT. Chairman advised all members to read the *Log* to know what is going on in the Union. There was a confirmation on the cost of living increase. Secretary handed out repair lists which should be made out and turned in. A vote of thanks to the steward department for the splendid Holiday dinners. Observed one minute of silence in memory of our departed brothers.

**LNG TAURUS** (Energy Transport), December 22—Chairman Howard Webber; Secretary E. L. Haber; Deck Delegate John Davis; Engine Delegate Jose Vargas; Steward Delegate Patrick Geary. \$355 in ship's fund. No disputed OT. Chairman suggests that all members read the *Log* to keep up with what is going on in the Union. Also the importance of donating to SPAD was discussed. Observed one minute of extra silence in memory of our departed Captain. A vote of thanks to the steward department for a job well done and also for the very enjoyable pool parties. Next port Nagasaki.



**BALTIMORE** (Sea-Land Service), December 21—Chairman Tan Joon; Secretary George W. Gibbons; Educational Director W. J. Dunnigan; Steward Delegate Stonewall Jackson. Some disputed OT in deck department. \$15.25 in ship's fund. Chairman reported on the sad news that was received about the death of our Brother Ralph Quinonez and our fellow brothers that were lost on the *SS Poet*. A cable was received and posted about the raise in pay and overtime. Discussed the importance of donating to SPAD. A vote of thanks to the deck department for helping to keep the pantry and messroom clean. The crew and the officers had a very happy Christmas with plenty of food.

**WILLIAM HOOPER** (Waterman Steamship), December 14—Chairman, Recertified Bosun T. J. Hilburn; Secretary Don Collins; Educational Director P. Thomas; Deck Delegate W. Becher; Engine Delegate M. Beasley; Steward Delegate C. Smith. No disputed OT, in deck or steward departments. Secretary thanked the new OS for bringing the *Log* from the Harry Lundberg School in Piney Point. Several articles of interest were noted in *Log* for the crew to read and also brought to their attention was the picture of the dragon eating seamen's papers up with the seaman who becomes involved in drugs. A vote of thanks to the steward and his department for a job well done. A general discussion was held on the loss of the *SS Poet*. The crew sends their deepest regrets to the families and loved ones of the crew of the *Poet*. Next port New York.

**AGUADILLA** (Puerto Rico Marine), December 3—Chairman, Recertified Bosun Victor Carbone; Secretary Frank Vega; Steward Delegate J. Romero. No disputed OT. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers and sisters. An extra minute in memory of the brothers we lost on the *SS Poet*. Our condolences to their families and friends. Next port San Juan.

**SEA-LAND LEADER** (Sea-Land Service), December 7—Chairman William Burgess; Secretary O. B. Smith; Engine Delegate Frank Keller; Steward Delegate Steve Murawski. \$121 in ship's fund. Some disputed OT in deck and engine departments. The chairman was taken off ill in Algeciras, Spain. The acting chairman urged all those who need upgrading to avail themselves of the opportunity offered at Piney Point. They should register for the classes as early as possible. Also stressed was the importance of SPAD and to participate in other Union activities. Observed one minute of silence in memory of our departed brothers and sisters.

**HOUSTON** (Sea-Land Service), December 28—Chairman, Recertified Bosun Basilio Maldonado; Secretary H. Ortiz. No disputed OT. Chairman advised all members who qualify to upgrade as soon as they can. Secretary reported on behalf of the SIU all of our wishes to all of our brothers at sea and ashore for continued cooperation with our President Frank Drozak and the Union staff. Working together, we can achieve our objectives for the New Year. A vote of thanks to the steward department for the good service on the Holidays, the special Christmas and Thanksgiving dinners.

**LNG LEO** (Energy Transport), December 1—Chairman, Recertified Bosun David LaFrance; Secretary Henry Jones, Jr.; Educational Director Kenneth Linah; Engine Delegate Clifford Hall; Deck Delegate O. C. Wiley. \$130 in ship's fund. No disputed OT. Chairman requested all to maintain safety watch and to report all hazards at once. Brother William Mullins brought up motion of shipping LNG jobs from Japan and a letter was forwarded to headquarters. A vote of thanks to the steward department for a nice Thanksgiving dinner, also for our pool parties which are enjoyed by all. Observed one minute of silence in memory of our departed brothers and sisters. An extra minute of silence was observed for the crew of the *SS Poet* and our past President Paul Hall. Next port Bon-tang.

**POINT SUSAN** (Point Shipping), December 8—Chairman C. J. Dockrey; Secretary L. Gadson; Educational Director A. Thaxton. Some disputed OT in engine department. \$6 in ship's fund. Chairman discussed the benefits that will come from voting for the increase in Union dues which is being requested because of the cost of operations that has gone up and the cost to keep our Union halls open. A vote of thanks to the steward department for a job well done. Next port Tampa.

**OVERSEAS VALDEZ** (Maritime Overseas), December 30—Chairman Henry Jones; Secretary P. L. Hunt; Educational Director Harry Granger; Engine Delegate Charles Gallagher. \$50 in ship's fund. \$560 in movie fund. No disputed OT. Chairman praised the whole crew as a fine group of sailors and wanted to especially thank the deck department for the good job they did and for remaining on their good behavior during the entire trip. Thanked the crew for keeping the messhall clean and cooperating with the steward department. Also received news of pay raise, cost of living, along with Holiday greetings from Frank Drozak. A vote of thanks from the second pumpman and the crew for a fine Christmas and Thanksgiving dinner. Next port Port Arthur.

**SEA-LAND PIONEER** (Sea-Land Service), December 7—Chairman Lawrence Ruel; Secretary O. Paschal; Educational Director Jeffrey Christensen; Deck Delegate James Thompson. No disputed OT. \$14 in ship's fund. Chairman extended a thank you to the Secretary Treasurer's office for forwarding SIU official ballots to members who requested same. They were received in Dubai on November 29, 1980. Movie films were exchanged in Dubai for new ones. The crew finds the movies both entertaining and relaxing. The chairman again emphasized the importance of safety aboard ship and would appreciate it if the members would report to him any conditions that they deem unsafe. A vote of thanks to the steward department for excellent meals. Next port Naples.

**PANAMA** (Sea-Land Service), December 7—Chairman, Recertified Bosun M. Kerngood; Secretary J. F. Miller. No disputed OT. Chairman discussed the importance of safety aboard ship and noted that accidents do occur due to carelessness. Also suggested that those who qualify should go to Piney Point to upgrade. A vote of thanks to the steward department for a job well done. Next port Piraeus.

Official ship's minutes were also received from the following vessels:

Overseas Harriette  
Williamsburg  
Sea-Land Freedom  
Santa Lucia  
Sea-Land Independence  
Ogden Columbia  
Potomac  
Montpelier Victory  
Charleston  
Sea-Land Resource  
Philadelphia  
Santa Adela  
Overseas Juneau  
Mayaguez  
Transcolorado  
Del Campo  
Overseas Washington  
Aleutian Developer  
Merrimac  
Sea-Land Voyager  
Del Viento  
Santa Cruz  
Santa Elena  
Boston  
Overseas Ulla  
Sea-Land Economy  
Sea-Land Market  
Sea-Land Pacer  
Delta Sud  
Overseas Aleutian  
Overseas Chicago  
Overseas Alice  
Ogden Yukon  
Sea-Land Endurance  
Sea-Land Innovator  
Sea-Land Liberator  
LNG Gemini  
Walter Rice  
Capricorn  
Button Gwinnett  
Overseas Anchorage  
Overseas Vivian  
Cove Communicator  
Tamara Guilden  
LNG Capricorn  
Maryland  
Mount Vernon Victory  
Point Julie  
UST Pacific  
Ogden Traveler  
Sea-Land Exchange  
Transcolumbia



# Social Security

## Social Security Available To Disabled Before Retirement Age

If you should become severely disabled, you can start drawing monthly Social Security benefits (after a 5-month waiting period) just as if you had reached retirement age. Your dependents can also draw benefits.

The time element in applying for disability benefits is very important—a delay of over 12 months in making application may result in your losing benefits.

To be eligible you need medical proof from your doctor, hospital, or clinic where you have had treatment, and it should show you are unable to do any sort of substantial work for pay because of physical or mental

disability, and this disability has lasted, or can be expected to last, not less than 12 months. And you must be "fully insured" and also have had 5 years (20 quarters) of coverage in the last 10 years prior to your disability.

A worker who becomes disabled between 24 and 31 can qualify for disability benefits if he worked in one half of the quarters between the time he is 21 and the time he is disabled. A person disabled before age 24 is eligible if he worked 6 quarters of the last 12. (There are special rules for disabled blind people.)

If you return to work in spite of your impairment, your benefits will continue during a trial work period of up to 9 months (not necessarily consecutive) to test your ability to work. If you are able to do substantial work after 9 months, your benefits will continue for an adjustment period of 3 additional months.

There is a waiting period of 5 months after your disability begins before you can collect disability benefits. Once you have gone back to work, if you subsequently become disabled within 5 years, you can again receive benefits without

serving another 5-month waiting period, provided your second disability is expected to last 12 months or more.

Payments you may be receiving as military disability pay are not offset

against Social Security benefits. Combined Worker's Compensation and Social Security benefits cannot go above 80% of your total average earnings before you became disabled.

## Santa Clara Committee



SIU Rep Teddy Babkowski (seated center) checks the Union book of (seated left) Chief Steward Walter Fitch, secretary-reporter of the SS Santa Clara (Delta Line) at a payoff on Dec. 29 at Port Newark, N.J. The rest of the Ship's Committee are (standing l. to r.) AB Bill Isabel, deck delegate, Engine delegate Robert Arana and Recertified Bosun Richard Bradford, ship's chairman. At the table (right) is SIU Pensioner George Alexander.



## USPHS Has 24-Hour Toll Free Number

Seamen and boatmen can use a toll free number 24 hours a day to locate the nearest Public Health Service hospital outpatient clinic, contract physician, or emergency health services. The service is provided from the Nassau Bay, Tex. PHS hospital.

Anywhere outside of Texas, the number is 800-231-SHIP. From inside Texas, the number is 800-392-SHIP. Also, the Telephone Company requires that when you call long distance you first dial the number 1.

## 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  
275 - 20th Street, Brooklyn, N.Y. 11215

Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

**CONTRACTS.** Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard your ship or boat. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU

## KNOW YOUR RIGHTS



patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

**EDITORIAL POLICY — THE LOG.** The Log has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960, meetings in all constitutional ports. The responsibility for Log policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

**PAYMENT OF MONIES.** No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be reported to Union headquarters.

## KNOW YOUR RIGHTS

**CONSTITUTIONAL RIGHTS AND OBLIGATIONS.** Copies of the SIU constitution are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

**EQUAL RIGHTS.** All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, color, sex and national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify Union headquarters.

**SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.** SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American Merchant Marine with improved employment opportunities for seamen and boatmen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the Union or of employment. If a contribution is made by reason of the above improper conduct, notify the Seafarers Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. Support SPAD to protect and further your economic, political and social interests, and American trade union concepts.

If at any time a member feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Frank Drozak at Headquarters by certified mail, return receipt requested. The address is 675 - 4th Avenue, Brooklyn, N.Y. 11232.



## Pensioner's Corner



**Olman Morales**, 66, joined the SIU in 1947 in the port of Baltimore sailing as a QMED since 1971. Brother Morales walked the picket-line in the 1961 N.Y. Harbor strike. He attended the 1970 Piney Point Crews Conference. Seafarer Morales was born in Escazu, Costa Rica and is a naturalized citizen. Morales resides in San Francisco.



**Antonio Santiago Palmes Jr.**, 45, joined the SIU in the port of Baltimore in 1956 sailing as a FOWT. Brother Palmes was born in the Canary Is., Spain and is a resident of Baltimore.



**Harold Robert Welsh**, 61, joined the SIU in 1943 in the port of New Orleans sailing as a FOWT. Brother Welsh is a pre-World War II veteran of the U.S. Navy. He was born in New Orleans and is a resident there.



**Spencer Wilson**, 54, joined the SIU in 1949 in the port of New Orleans sailing as a chief electrician. Brother Wilson is a veteran of the U.S. Navy in World War II. He was born in Osyka, Miss. and is a resident of Kentwood, La.



**William John Barnes**, 63, joined the Union in the port of Philadelphia in 1961 sailing as an oiler for Curtis Bay Towing from 1946 to 1980. Brother Barnes was a former member of the IBL-AFL. He was born in Philadelphia and is a resident of West Collingswood, N.J.



**Edward Adolph Schaeffer**, 72, joined the Union in the port of Baltimore in 1956 sailing as a bargeman for Baker Whiteley Co. from 1968 to 1980. Brother Schaeffer was a former member of the ILA. He was born in Baltimore and is a resident of Baltimore.



**John Edgar Howell**, 63, joined the SIU in the port of Mobile in 1957 sailing as a FOWT. Brother Howell received a 1960 Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Wild Ranger*. He is a veteran of the U.S. Army in World War II. Seafarer Howell is also a cloth cutter. A native of Dalton, Ga., he is a resident of Rome, Ga.



**Jennings Jackson Long**, 64, joined the SIU in 1947 in the port of Norfolk sailing as an AB. Brother Long got a 1960 Union Personal Safety Award for sailing aboard an accident-free vessel, the *SS Steel Voyager*. He is a veteran of the U.S. Army in World War II. Seafarer Long was born in Graham, N.C. and is a resident there.



**Thomas C. 'T.C.' Malone**, 63, joined the SIU in the port of Mobile in 1962 sailing as a 2nd cook and baker. Brother Malone was born in Boaz, Ala. and is a resident of Houston.



**Frederick C. Hansen Jr.**, 67, joined the Union in the port of Philadelphia in 1961 sailing as a captain for McAllister Brothers from 1975 to 1980. Brother Hansen was a former member of the Masters, Mates & Pilots Union and the NMU. He was born in Philadelphia and is a resident of Wilmington, N.C.



**Angel Passapera**, 62, joined the SIU in 1944 in the port of San Juan sailing as an AB. Brother Passapera was born in Yabucoa, P.R. and is a resident there.



**Reginald James Blyth**, 65, joined the SIU in the port of New York in 1958. Brother Blyth sailed 37 years. He sailed as a chief electrician. And was a former member of the SUP. Seafarer Blyth hit the bricks in the 1961 Greater N.Y. Harbor beef. Born in South Africa, he is a resident of San Francisco.



**Brooke Benjamin Butler**, 61, joined the SIU in 1943 in the port of Norfolk sailing as a FOWT. Brother Butler was born in Columbia, S.C. and is a resident of Grand Prairie, Tex.



**Sandy Crawford Jr.**, 65, joined the SIU in the port of Philadelphia in 1963 sailing as a chief cook. Brother Crawford was also a railroad fireman. He was born in Alabama and is a resident of Philadelphia.



**Israel Echevarria**, 61, joined the SIU in 1942 in the port of New York sailing as a bosun. Brother Echevarria walked the picketline in the 1965 District Council 37 beef. He was born in Puerto Rico and is a resident of Brooklyn, N.Y.



**Albert Anderson Hatt**, 62, joined the SIU in 1944 in the port of New York sailing as a QMED. Brother Hatt was on the picketlines in both the 1961 N.Y. Harbor beef and the 1962 Robin Line strike. He was born in Tobago, B.W.I. and is a resident of San Francisco.



**John Heacox**, 59, joined the SIU in 1946 in the port of New York sailing as an AB and ship's delegate. Brother Heacox also sailed during the Vietnam War. He was a former member of the SUP. Seafarer Heacox was born in Ohio and is a resident of Camano Is., Wash.



**Roberto Goseco Tiamson**, 62, joined the SIU in the port of New York in 1955 sailing as a QMED which he got at the HLS in 1976. Brother Tiamson sailed 32 years. He was born in Guagua, Pampanga, P.I. and is a resident of San Francisco.



**Ovido Rivera 'Red' Rodriguez**, 65, joined the SIU in 1938 sailing as a recertified bosun. Brother Rodriguez graduated from the Recertified Bosuns Program in 1974. He hit the bricks in the 1961 N.Y. Harbor beef, the 1963 Caribe Motors strike in Puerto Rico and the 1965 District Council 37 beef. Seafarer Rodriguez is a veteran of the National Guard before World War II. Born in Puerto Pico, he is a resident of New York City.



**Walter Henry Rogers**, 65, joined the SIU in the port of Seattle in 1967 sailing as an AB. Brother Rogers sailed 38 years. He was born in San Francisco and is a resident of Bothell, Wash.



**Chester Miller**, 56, joined the SIU in the port of Baltimore in 1960 sailing as a FOWT. Brother Miller sailed 32 years. He was also a machinist. Seafarer Miller was born in Bayonne, N.J. and is a resident of New York City.



**Hubert Harrington O'Brien**, 62, joined the SIU in the port of New York in 1952 sailing as a 2nd cook and baker. Brother O'Brien was born in Panama, Central America and is a resident of New Orleans.



**Clarence Edward Owens**, 55, joined the SIU in 1946 in the port of New Orleans sailing as a recertified bosun. Brother Owens sailed 35 years. He graduated from the Recertified Bosuns Program in 1975. And he is a radio technician. Seafarer Owens is a veteran of the U.S. Navy in World War II. A native of Newburn, Tenn., he is a resident of Trinidad, Colo.



**Mason Robert Scott**, 61, joined the SIU in 1948 in the port of Mobile sailing as a bosun. Brother Scott was born in the Cayman Islands, B.W.I. and is a resident of Jacksonville.



**Harvey Guy Buie**, 65, joined the Union in the port of Norfolk in 1961 sailing as a captain for G & H Towing from 1950 to 1980. Brother Buie was a former member of the NMU. He is a veteran of the U.S. Army in World War II. Boatman Buie was born in Wilmington, N.C. and is a resident there.



**Adam Edward Slowik**, 65, joined the SIU in 1944 in the port of New York sailing as a FOWT. Brother Slowik was also a farmer. He was born in Chicago, Ill. and is a resident of St. Anne, Ill.



**John Risbeck**, 59, joined the SIU in 1943 in the port of New York sailing as a bosun and QMED. Brother Risbeck was born in Czechoslovakia and is a resident of Mountain Lake Terrace, Wash.



**Adam Anthony Wenclewicz**, 58, joined the Union in the port of Philadelphia in 1961 sailing as a deckhand for Curtis Bay Towing for 34 years. Brother Wenclewicz is a veteran of the U.S. Army in World War II. He was born in Conshohocken, Pa. and is a resident of Bensalem, Pa.



**Samuel J. Roman Jr.**, 62, joined the Union in the port of Philadelphia in 1961 sailing as a captain and mate for the Curtis Bay Towing Co. from 1956 to 1980. Brother Roman was a former member of the International Brotherhood of Longshoremen. He was born in Philadelphia and is a resident there.



# 40 Years at Sea Under His Belt; Time to Retire

Paul Arthoffer's been sailing for 40 years, since he was 19. He recently tabulated his time and came to the conclusion, "enough is enough, I'm taking my pension."

Paul says he never thought much about the importance of a secure pension until a few years ago. But now, as he prepares to drop anchor with a \$500 monthly pension and a \$6,000 Pension Supplement Bonus, Brother Arthoffer knows and appreciates the importance of a strong pension plan like the SIU's.

To be sure, Paul Arthoffer deserves every penny he gets on pension because he has earned it by putting in plenty of seetime. For his 40 years of making his living as a seaman, he has accumulated more than 22 years of seetime.

His accumulated seetime entitles him to two \$25 pension increments under the Early Normal Pension Plan as well as a \$6,000 Pension Supplement Bonus.

At the present time, the Early

Normal Pension is \$450 a month. With his two pension increments (amounting to \$50 total), Brother Arthoffer's regular pension will be \$500 per month. (A seafarer earns an increment for every 365 days of accumulated seetime after having achieved the requirements for the Early Normal Pension—20 years seetime at age 55.)

His Pension Supplement of \$6,000 is equal to one full year of pension payments (12 x \$500). A seafarer qualifies for the Pension Supplement by continuing to sail for a total of 730 days after achieving the requirements for Early Normal pension.

Paul is very happy with the pension he'll be getting. Even with inflation the way it is, he feels he can make it just fine. He plans to take a part time job to supplement his pension. Like he says, "I'm not just gonna sit around and do nothing. I have to have something to do to keep me busy. A job a few days a week will help me fill in the time."



Paul Arthoffer

Arthoffer is a native of Dallas, Tex. and plans to retire to Louisiana. He's seen many changes in the seagoing business since boarding his first ship, the *Estrada Palma*, in 1940. He feels that the biggest difference in the job of a seaman today as compared to 40 years ago is that "you do less back work and more head work. Technology and automation have created the need for training and upgrading on the part of the seaman."

He also feels that sometime down the line seamen will be allowed to bring wives and families aboard the ships. He feels that this will be a necessity as

the continually changing nature of shipping places greater and greater demands on a seaman's time, depriving him of adequate time at home.

Paul also feels very strongly about the things the Union has achieved for seamen. He says, "the Union made us first class citizens in this country. A seaman today is a proud member of the great American middle class, instead of at the bottom of the economic and social ladder as he was when I started shipping."

He feels that this upward movement has turned the seamen from a drifter into a family man and an important part of the community he lives in.

Brother Arthoffer also credits the late Paul Hall as one of the key men in the history of maritime labor. He says fondly, "Paul Hall was a titan among contemporary leaders."

One thing Brother Arthoffer forgot to mention is the importance of the contributions of the oldtimers, like himself, in building the SIU into a first class organization. Our best to Paul Arthoffer in his retirement years. Smooth sailing!

## Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	March 2	2:30 p.m.	7:00 p.m.
Philadelphia	March 3	2:30 p.m.	7:00 p.m.
Baltimore	March 4	2:30 p.m.	7:00 p.m.
Norfolk	March 5	2:30 p.m.	7:00 p.m.
Jacksonville	March 5	9:30 a.m.	7:00 p.m.
Algonac	March 6	2:00 p.m.	7:00 p.m.
Houston	March 9	2:30 p.m.	7:00 p.m.
New Orleans	March 10	2:30 p.m.	7:00 p.m.
Mobile	March 11	2:30 p.m.	7:00 p.m.
San Francisco	March 12	2:30 p.m.	7:00 p.m.
Wilmington	March 16	2:30 p.m.	7:00 p.m.
Seattle	March 20	2:30 p.m.	7:00 p.m.
Piney Point	March 14	2:30 p.m.	7:00 p.m.
San Juan	March 5	10:30 a.m.	7:00 p.m.
Columbus	March 21	2:30 p.m.	7:00 p.m.
Chicago	March 10	2:30 p.m.	1:00 p.m.
Port Arthur	March 10	2:30 p.m.	1:00 p.m.
St. Louis	March 13	2:30 p.m.	1:00 p.m.
Cleveland	March 12	2:30 p.m.	1:00 p.m.
Honolulu	March 12	2:30 p.m.	1:00 p.m.

## Ogden Wabash Committee



Chief Steward Curtis Veazie (2nd left) secretary-reporter of the SS Ogden Wabash (Ogden Marine) is at a payoff last month at the Exxon Bayway (N.J.) Dock. The remainder of the Ship's Committee are (l. to r.) AB Jim Spencer, deck delegate; BR Tony Rabago, steward delegate and Recertified Bosun Horace B. Rains, ship's chairman.

## A MESSAGE FROM YOUR UNION



**NARCOTICS?**  
THEY DESTROY YOU AND END YOUR CAREER AT SEA



# Tax Time Is Upon Us!

## Some General Information in Filing Your Tax Return

Here we are again, the favorite time of year for all American citizens—tax time. Deadline for filing this year is April 15, 1981. If you are not going to be able to file within the given time period you must get an extension, or the Feds will greet you with penalties.

File early if you can. That way if you're entitled to a return (God forbid you have to pay), you'll get it promptly.

As is customary this time of year, the Log runs some general info on taxes. So, here it is:

### Highlights for 1980: Important reminders for this year.

#### Advance Earned Income Credit (EIC) Payments

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

#### Renewable Energy Source Credit Has Been Increased

Both the percentage and the maximum credit allowable for installing solar, wind, or geothermal energy equipment in connection with your principal residence have been increased. Certain structural parts, such as solar roof panels installed as a roof, also qualify. See Form 5695 for more details.

#### Political Contributions

You can claim a credit for one-half of what you gave, but not more than \$50 (\$100 if you are married filing a joint return). However, you may no longer claim an itemized deduction for these contributions.

#### Standard Mileage Rates Increased

The standard mileage rate for business use of a car or truck has been increased to 20 cents per mile for the first 15,000 miles. For each mile over 15,000, the rate is 11 cents. The standard mileage rate for charitable, medical, or moving purposes has been increased to 9 cents per mile.

#### Estimated Tax Payments by Retirees

If you are retired now or plan to retire in

1981, you may have to make estimated tax payments. Or, you may choose to have income tax withheld from your pension or annuity. For more details, see Publication 505, Tax Withholding and Estimated Tax.

#### Do You Want More or Less Income Tax Withheld in 1981?

If the refund you receive or the amount you owe IRS is large, you may want to change your withholding for 1981.

#### Unresolved 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, call the toll-free telephone number for your area and ask for the Problem Resolution Office.

#### Who Must File

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

You must file a return for 1980, even if you owe no tax:

And your income was at least:

If you were single (this also means legally separated, divorced, or married with a dependent child and living apart

from your spouse for all of 1980) and:  
Under 65 ..... \$3,300  
65 or over ..... 4,300

If you were married filing a joint return and were living with your spouse at the end of 1980 (or on the date your spouse died), and:

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

If you were married filing a separate return or married but were not living with your spouse at the end of 1980 ..... \$1,000

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

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

Under 65 ..... 4,400  
65 or over ..... 5,400

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

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

If you received any advance earned income credit (EIC) payments from your employer(s) during 1980

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

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

These rules apply to all U.S. citizens and resident aliens, including those under 21 years of age. They also apply to those nonresident aliens and resident aliens who are married to citizens or residents of the United States at the end of 1980 and who file a joint return.

#### Who Should File

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

#### When to File

You should file as soon as you can after January 1, but not later than April 15, 1981. If you file late, you may have to pay penalties and interest. If you know that you cannot meet the April 15 deadline, you should ask for an extension on Form 4868, Application for Automatic Extension of Time to File U.S. Individual Income Tax Return.

#### Where to File

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

#### Which Form to File

You MAY Be Able to Use Form 1040A if:

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

- Your total income is \$20,000 or less (\$40,000 or less if you are married and filing a joint return).

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

You MUST Use Form 1040 if:

- You itemize deductions.
- You claim more exemptions than are shown in the tax table for your filing status.
- Your spouse files a separate return and itemizes deductions. Exception: You can still use Form 1040A if you

*continued on following page*



### continued from previous page

have a dependent child and can meet the tests on page 6 under Married Persons who Live Apart (and Abandoned Spouses).

- You can be claimed as a dependent on your parents' return AND had interest, dividends, or other unearned income of \$1,000 or more, AND had earned income of less than \$2,300 if single (less than \$1,700 if married filing a separate return).

- You are a qualifying widow(er) with a dependent child.

- You were a nonresident alien during any part of 1980 and do not file a joint return (or Form 1040NR).

- You were married to a nonresident alien at the end of 1980 who had U.S. source income and you do not file a joint return. Exception: You can still use Form 1040A if you meet the tests on page 6 under Married Persons Who Live Apart (and Abandoned Spouses).
- You take any of the Adjustments to Income shown on Form 1040, lines 23 through 29.

- You file any of these forms:

**Form 1040-ES**, Declaration of Estimated Tax for Individuals, for 1980 (or if you want to apply any part of your 1980 overpayment to estimated tax for 1981).

**Schedule G**, Income Averaging.

**Form 2210**, Underpayment of Estimated Tax by Individuals.

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

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

- You owe any of the taxes on Form 1040, line 36 or lines 48 through 52.

- You claim any of the credits on Form 1040, lines 39 through 46.

- You claim any of the payments on Form 1040, lines 58, 60, 61, or 62.

- You are required to fill in Part III of Schedule B for Foreign Accounts and Foreign Trusts.

### Rounding Off to Whole Dollars

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

### Amended Return

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

### Presidential Election Campaign Fund

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

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

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

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

### Other Information

#### Death of Taxpayer

Did the taxpayer die before filing a return for 1980? If so, the taxpayer's spouse or personal representative must file and sign a return for the person who

died if the deceased was required to file a return. A personal representative can be an executor, administrator, or anyone who is in charge of the taxpayer's property.

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

If your spouse died in 1980 and you did not remarry in 1980, you can file a joint return. You can also file a joint return if your spouse died in 1981 before filing a return.

A joint return should show your spouse's 1980 income before death and your income for all of 1980. Write "deceased" and show the date of death in the name and address space of Form 1040. Also write "Filing as surviving spouse" in the area where you sign the return. If someone else is the personal representative, he or she must also sign.

If a refund is due, the person claiming it must file with the return a **Form 1310, Statement of Person Claiming Refund Due a Deceased Taxpayer**. If the person claiming the refund is a surviving spouse filing a joint return with the decedent, Form 1310 is not needed.

### U.S. Citizens Living Abroad

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

### Filing Status

#### Boxes 1 through 5

#### Were You Single or Married?

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

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

If your spouse died during 1980, consider yourself married to that spouse for the whole year, unless you remarried before the end of 1980.

### Married Persons

#### Joint or Separate Returns?

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

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

If your spouse died in 1980, or in 1981 before filing a return for 1980, write in the signature area "Filing as surviving spouse." Also write "deceased" after the name of the decedent and show the date of death in the name and address space.

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

due on your own return.

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

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

### Were You a Head of Household?

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

You may use this filing status **ONLY IF** on December 31, 1980, you were unmarried (including certain married persons who live apart) or legally separated and meet test a. or b. below:

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

OR

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

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

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

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

3. Any other person listed below whom you can claim as a dependent. However, this person does not qualify you if he or she is your dependent under a Multiple Support Declaration. Please see the rules on page 7 for Dependent Supported by Two or More Taxpayers.

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

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

If so, you may be able to use joint return tax rates for 1980 and use Tax Table B or Tax Rate Schedule Y.

If your spouse died during 1979 or 1978 and you did not remarry before the end of 1980, file a return for 1980 showing only your own income, exemptions, deductions, and credits. However, you can figure your tax at joint return rates if you meet all 3 of the following tests:

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

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

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

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

If your spouse died in 1980 and you did not remarry, consider yourself married for the whole year. If your spouse died before 1978 and you did not remarry, you may check Box 4 if you met the tests under **Were You a Head of Household?** Otherwise you must file as Single.

### Exemptions

#### 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, 1981, you can take the extra exemption for age for 1980.

#### Line 6b Boxes

##### For Your Spouse

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

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

If at the end of 1980, you were divorced or legally separated, you cannot take an exemption for your former spouse. If you were separated by a divorce that is not final (interlocutory decree), you may take an exemption for your spouse if you file a joint return.

If your spouse died during 1980 and you did not remarry before the end of 1980, check the boxes for the exemptions you could have taken for your spouse on the date of death.

#### Lines 6c and 6d

##### Children and Other Dependents

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

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

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

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

continued on following page



## continued from previous page

### e. relationship.

These tests are explained below.

#### a. Income

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

#### b. Support

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

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

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

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

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

#### c. Married Dependent

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

#### d. Citizenship or Residence

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

#### e. Relationship

The dependent met test 1, or 2, below.

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

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

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

The word **child** includes:

- Your son, daughter, stepson, or stepdaughter.
- A child who lived in your home as a member of your family if placed with

you by an authorized placement agency for legal adoption.

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

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

- was enrolled as a full-time student at a school during any 5 months of 1980, or
- took a full-time, on-farm training course during any 5 months of 1980. (The course had to be given by a school or a State, county, or local government agency.)

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

a. That parent gave at least \$600 toward the child's support in 1980, 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 1980, and the parent who had custody cannot prove that he or she gave more than the other parent.

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

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

In addition, the taxpayer who claims the dependent must:

- a. have paid more than 10% of the dependent's support; and
- b. attach to his or her tax return a signed **Form 2120, Multiple Support Declaration**, from every other person who paid more than 10% of the support. This form states that the person who signs it will not claim an exemption in 1980 for the person he or she helped to support.

**Birth or Death of Dependent.** You can take an exemption for a dependent who was born or who died during 1980 if he or she met the tests for a dependent while alive. This means that a baby who lived only a few minutes can be claimed as a dependent.

#### Income

##### Examples of Income You Do Not Report

- Federal social security benefits.
- Welfare benefits.
- Disability retirement payments and other benefits paid by the Veterans Administration.
- Workmen's compensation benefits, insurance damages, etc. for injury or sickness.
- Child support.
- Gifts, or money or other property you inherited or that was willed to you.
- Dividends on veterans' life insurance.
- Life insurance proceeds received because of a person's death.

Interest on certain State and municipal bonds.

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

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

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

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

Dividends (Schedule B).

Interest (Schedule B) on:

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

Unemployment compensation (insurance)

Amounts received from accident and health plans in place of wages, 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.

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

Profits from businesses and professions (Schedule C).

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

Profits from farming (Schedule F).

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

Gains from the sale or exchange (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).

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

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

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

Directors fees.

Fees received for jury duty and precinct election board duty.

Fees received as an executor or administrator of an estate.

Embezzled or other illegal income.

## 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, 1979, paying off in January, 1980, would have all the five months' earnings appear on his 1980 W-2 even though his actual 1980 earnings might be less than those in 1979.

There are ways to minimize the impacts of this situation. For example, while on the ship in 1979, the Seafarer undoubtedly took draws and may have sent allotments home. These can be reported as 1979 income.

Unfortunately, this raises another complication. The seaman who reports these earnings in 1979 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 1979, he will have to

pay the full tax on them with his return, at 14 percent or upwards, depending on his tax bracket.

The earnings will show up on his 1980 W-2. The seaman then, on his 1980 return would have to explain that he had reported some of his earnings in 1979 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.



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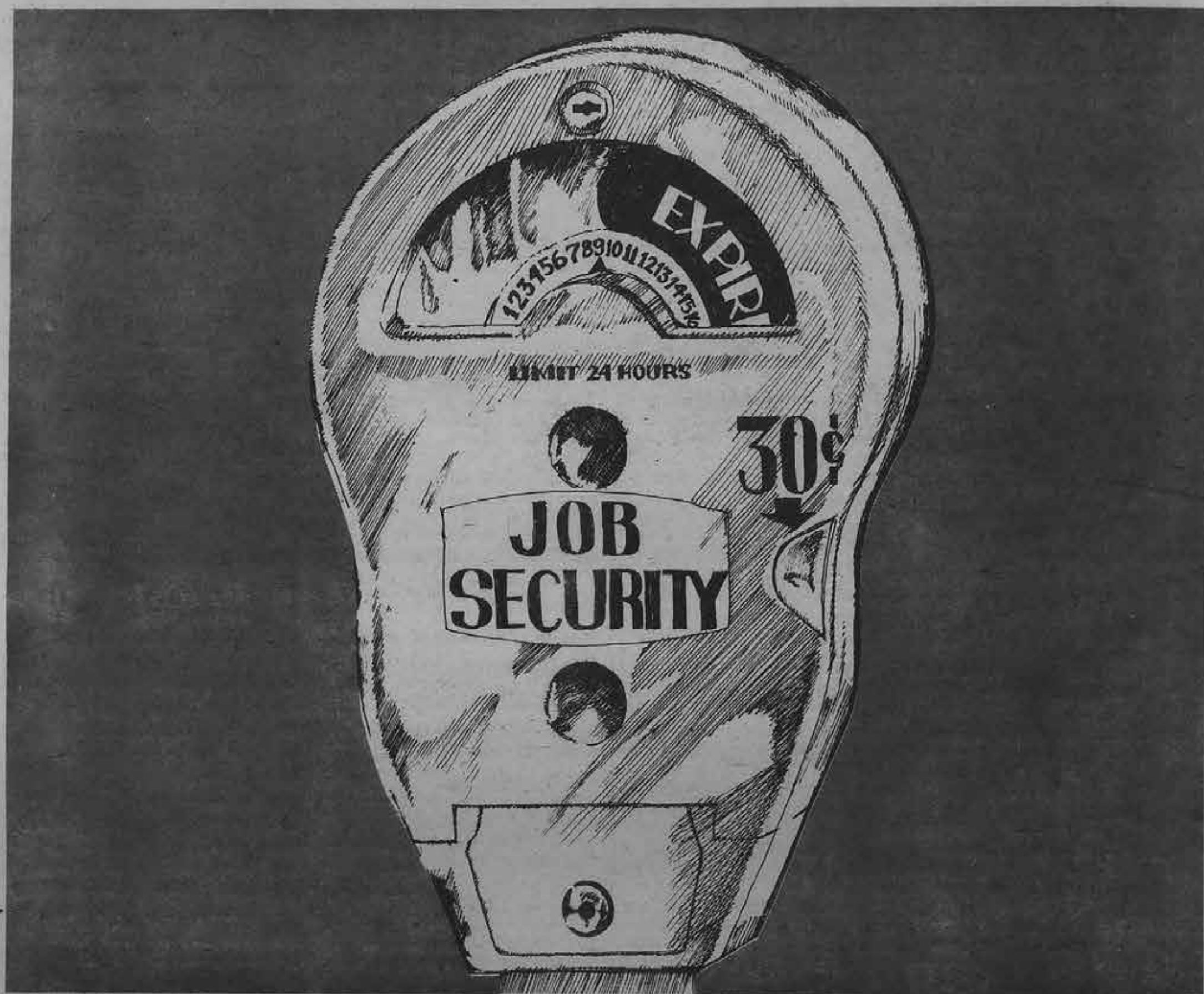
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