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New Product Tanker Ogden Hudson on Maiden Run

page 2



**SHLSS Kicks Off Big Year of
Upgrading for Seamen, Boatmen**
pages 19-24

Tax Info for 1982
page 10



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MAR 11 1982

STATE HISTORICAL SOCIETY
OF WISCONSIN

New Texas Filly Buckin' in Houston Harbor

page 5



Reagan To Support Regulatory Reform
page 8

Gov't Agencies Unload U.S. Cargo Laws
page 39

**Delta Caribe Crew Off to Israel
With a Note of Thanks**
page 3

**Senate Sets Hearing to
Bring Back Constitution**
page 5

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Christened at Avondale Shipyards in New Orleans the vessel crewed there on Dec. 18 and departed for the West Coast three days later. The *Hudson* will be making regular Los Angeles-San Francisco runs for the immediate future.

While she'll be transporting oil and gas between West Coast ports, the *Hudson* is capable of handling several different products, including liquid chemicals, petroleum products or crude oil, without modification to its cargo tanks.

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Hudson carries the latest communications and navigation aids, including a computer radar collision avoidance system, a Loran-C and satellite navigation.

With the addition of the brand new *Hudson*, Ogden's U.S.-flag fleet now numbers 17 vessels. And all of them are crewed by SIU members.

SIU Researcher Seeks April 1975 Transcolorado Crew

Michael Gillen, director of the Seafarers Historical Research Department, would like anyone who was aboard the *Transcolorado* (*Hudson Waterways*) in April, 1975 to contact him regarding the evacuation of refugees from South Vietnam. Gillen is planning a series of articles about the role of the Merchant Marine in the Vietnam War and seeks recollections from Seafarers who were there. Write to him at the SIU, 675 4th Ave., Brooklyn, N.Y. 11232, or call him (collect) at 212-499-6600, ext. 291.

17 More Seafarers Earn FOWT Endorsements



The newest graduates of the six-week course for Fireman, Oiler and Watertender posed last month for their class photo after successfully completing the Coast Guard examination. Kneeling from left are Shawn Mitchell from the Port of Alpena; Ateland Padilla, New York; Thomas Beaver, Jacksonville; Charles Shirah, New Orleans; Steven Armstrong, Norfolk, and Jacque Norris, Jacksonville. In the second row from left are John Herrlein, Baltimore; Albert Ratliff, Algonac; Daran Ragucci, Wilmington; Ralph King, New York; Gregory Langley, New York, and John Smith, Philadelphia. In the back row from left are Kenneth Trout, Seattle; Robert Deane, Houston; Michael Albaugh, Philadelphia; Cecil Williams, Philadelphia; Keith Hall from the Port of New York, and SHLSS Instructor Eric Malzkuhn. The next FOWT class begins at SHLSS May 10.

President's Report/

by Frank Drozak

MANY Americans take their freedom for granted.

Modern America has not had to face servitude or oppression like so many peoples of the world are enduring right now.

Our rights as free citizens of America are guaranteed. We vote in free elections. We criticize our elected legislators openly with no fear of reprisal. We worship in the church of our choice. And we have the right to join a union and freely participate in trade union activities.

These basic human rights are the key elements of freedom. To repress any one of these individual rights necessarily means the ultimate destruction of freedom.

There could be no better example of this than what is happening right now in Poland.

Despite a total news blackout, the events in Poland are well documented. The Polish military government has attempted to smash the Solidarity trade union by arresting hundreds of Solidarity leaders, including Lech Walesa, and thousands of Solidarity union members.

The military has also dealt swiftly and violently with strikes and demonstrations ignited by the military crackdown.

The government's reaction in Poland should not really shock anyone. Communist and totalitarian governments have historically suppressed—either through violence or incarceration—those who would lead their fellow workers into organizing a free trade union movement.



Very simply, free trade unionism is the biggest single threat imaginable to a Communist regime.

Unionism provides workers with the means to better wages, safer working conditions, a real voice in what goes on on the job, and most importantly, the dignity of individual freedom from the threats and intimidation of the boss.

Trade unionism also enables workers to develop real political muscle to eventually force a government to change or abolish laws suppressing human rights and basic personal freedoms.

The Polish government may believe they have crushed the union movement in that nation. They are wrong. Trade unionism has gained an important foothold in Poland. And even though the struggle for them has just begun, the workers of Poland have tasted a degree of freedom and want more.

I believe that the repressive actions of the Polish government will only temporarily halt the forward movement of Solidarity.

Trade unionism in America faced similar crises in its first century of struggle but overcame them all through courage, hard work and unity.

Poland's workers realize that they must carry the brunt of the load themselves. However, it has been made abundantly clear to them that the American labor movement will help by all means humanly possible in their struggle for freedom.

At the same time, I think it very important that we as American trade unionists must individually and collectively renew our resolve to both protect the monumental gains we have achieved for ourselves as working people, and to continue the struggle to erase the inequities which still remain in our own nation.

Last November the American labor movement celebrated its Centennial at the AFL-CIO Convention in New York under the banner of, "A Century of Achievement, A Challenge for the Future."

There is no question that we face many challenges. It is up to each one of us as individuals and as union members to play our part in accepting these challenges—whether they confront our own union, our brother unions of the American labor movement, or the free trade union movements of the world. I believe we are up to the task.

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Delta Caribe Crew to SIU & Washington Team:

"A Vote of Thanks for a Job Well Done"

THE crew of the SIU-contracted Delta Caribe (Delta Line) realizes how important the Union's legislative activities in Washington, D.C. are.

In a recent letter to New Orleans Port Agent Gerry Brown, the crew expressed "its appreciation to the SIU officers and staff, along with Congressman Bob Livingston, in keeping the U.S.-flag vessel SS Delta Caribe running with A.I.D. cargo to Israel. Without our team turning to in Washington immediately, we would have been dealt out of the game."

The crew was referring to the recent flap between America and Israel over this country's cargo preference requirements.

Under a special agreement, Israel has been given U.S. economic aid through a "cash transfer program" rather than traditional commodity shipments. This is done with the provision that Israel use the money to purchase needed commodities in the U.S.

Since the commodities they buy are essentially aid cargoes, Israel informally agreed to abide by U.S. cargo preference laws. Under these laws at least 50 percent of government generated cargo is supposed to be carried by U.S.-flag ships.

The special agreement with Israel has been in effect for three years, but this year Israel's Economic Minister did not want to abide by the cargo preference requirement. He claimed that it would cost his government \$30 million more to ship on American-flag vessels than on ships from Israel.

The SIU's Washington staff and other U.S. maritime unions fought to insure that the preference law was upheld. They had the support of the U.S. Maritime Administration but the opposition of the United States Agency for International Development (AID) and the State Department.

American maritime labor won the battle and the cargo preference provision remains intact between the U.S. and Israel.

Because of that, Seafarers aboard the Delta Caribe will continue to deliver U.S. government cargo to Israel as will SIU members on other ships.

The preservation of jobs is a constant fight for the SIU in Washington. What happened with Israel has happened in different ways many, many times. That's why the SIU has a staff in the Nation's

Capital. We must be ready to meet the many challenges that face this membership's job security. That means getting Congressmen elected who support a strong, viable U.S.

merchant marine. And that is why voluntary contributions to the Seafarers Political Activities Donation (SPAD) fund are so important.

Just ask the Seafarers aboard the Delta Caribe. They ended their letter with, "Again, thanks to all. And keep those SPAD check-offs going in!"

Delta Line

DELTA STEAMSHIP LINES, INC. • 1700 INTERNATIONAL TRADE MART • NEW ORLEANS, LA. 70150
P.O. Box 30250 Cable: DELTALINE Telex: 58-297 • DELTA SS B Telephone (504) 522-3492

Date: January, 6-1982
Port of Galveston, Texas

To: Jerry Brown/S.I.U.-Officials-&Staff
From: Crew on board the, S/S Delta Caribe
Subject: Vote of Thanks for Job Well Done

Mr. Jerry Brown

The Crew of the Delta Caribe, wishes to express its appreciation, to the S.I.U. Officials and Staff, along with Congressman Bob Livingston, in keeping the U.S. Flag Vessel; S/S Delta Caribe running with A.I.D. Cargo to Israel. With out our Team Turning To in Washington Immediately, we would have been dealt out of the Game. Again Thanks to all. And keep those S.P.A.D. Check offs going in.

Fraternally Yours
Crew/ S/S Delta Caribe

Ship's Chairman Robert A. ...

Secretary, Reporter ...

Joseph ... F-807

W. B. Bigly R. 488

V. Bunnell - B324

Joseph ... C-1533

Joseph ... R1160

Carroll ... B-1889

Paul ... S1067

Paul ... K533

Michael ... A-233

Orlando ... G-776

Leonardo ... 19320

Domingo ... C-1243

Greg ... B-1880

Cheddy ... 46500

James ... R1181

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Change of address cards on Form 3579 should be sent to Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Ave., Brooklyn, N.Y. 11232. Published monthly. Second Class postage paid at Brooklyn, N.Y. Vol. 44, No. 1, January 1982. (ISSN #0160-2047)

Teamster Lodge 2201 of B'nai B'rith Honors Drozak

New York, N.Y.—SIU President Frank Drozak was honored on Dec. 19 by Teamsters Lodge 2201 of the B'nai B'rith for his support of Israel and the American labor movement.

At a dinner dance held in New York City, Drozak was praised as a man who "is strong and fair. He is a tough, hard taskmaster and he is compassionate. He is a self-made man whose priority is the education and well-being of his members."

Those words were spoken by Bernard Adelstein, president emeritus of the Lodge, which was celebrating its 23rd anniversary.

"Because of people like Frank," Adelstein said, "the Teamsters are strong and because of people like Frank, Teamsters Lodge 2201 of B'nai B'rith stands as a strong and totally committed friend of Israel."

Barry Feinstein, president of the Lodge, presented Drozak with a plaque that honored his "years of dedicated service to the cause of Israel and the American labor movement."

In his acceptance speech, the SIU President said, "I truly consider this award a great honor because of the indispensable work of B'nai B'rith on behalf of so many countless thousands of people. And of course because of my good friends at Teamsters Lodge 2201."

He praised the Lodge's work with the sick and the elderly and their fight against bigotry. "And the



Teamsters Lodge 2201 of B'nai B'rith honored SIU President Frank Drozak on Dec. 19, 1981. Joining the celebration are from the left: Frank Lonardo, president Local 1814 ILA; Bernard Adelstein, retired president of the Lodge; SIU President Drozak; Barry Feinstein, Lodge president; Autoworkers Frank Brown, and SIU Headquarters Representative Jack Caffey.

Lodge has worked tirelessly to uplift the lives and opportunities available to the young people of America, regardless of nationality, religion, or race."

Talking about the troubles in Poland, Drozak reminded the audience about "the struggles American workers fought and endured while the American labor movement took

hold and gained strength in this nation."

He said that American workers had come a long way since the early struggles but that "we must also remember that we are still a nation of millions of poor and lonely people. As far as we have come as a people and as a nation, that's how far we still have to travel to right

the inequities which still exist in our country today."

The SIU President pointed to the U.S. government cutbacks in many social programs and said "it is organizations such as B'nai B'rith which must fill in those gaps of social inequities which our government cannot or will not strive to correct itself."

U.S. Unionists Pledge Solidarity With Polish Workers

Polish Seamen Jumping Ship

WITH actions ranging from economic sanctions to public protests, the Reagan Administration, the U.S. trade union movement and the American public have demonstrated their outrage at the imposition of martial law by the authorities in Poland.

On Dec. 12, the military government of Poland suspended the civil rights of the Polish people, disbanded Solidarity trade union and arrested and jailed thousands of its members including Solidarity leader Lech Walesa. Reports arriving from Poland, though sketchy, indicated that workers who resisted the military's orders by striking at their workplaces met with violence from Polish troops.

AFL-CIO President Lane Kirkland, who traveled to Europe to confer with trade union leaders there about the crisis in Poland said "the AFL-CIO pledges its full support to our Polish brothers and sisters." He called upon "the governments and peoples of the free world

to raise their voices in protest against the on-going destruction of human rights in Poland."

U.S. Unionists Rally

In major cities throughout the United States and around the world, Kirkland's words were heeded as thousands of working people staged marches and rallies in support of their brothers and sisters in Poland.

Demonstrations co-sponsored by the AFL-CIO, Polish-American, civic, religious, civil rights and other groups were held in New York City, Chicago (home of more Poles than any other city outside of Warsaw), San Francisco, Washington, D.C. and Houston and in Tokyo, Paris and other foreign cities.

Hundreds of Polish seamen, all Solidarity members, jumped ship and defected in port cities in South Africa, Japan, Norway, Italy and Canada, where they had come to load grain, rice and other food supplies for Poland. Many of the sailors indicated they wished to settle in Western nations.

In addition to the seamen, several

of Poland's foreign ambassadors sought political asylum in the United States and elsewhere. Romulad Spasowski, Poland's ambassador to the U.S., arrived at the painful decision to defect from his homeland because "factories have been stormed where workers defended themselves. Solidarity members have been arrested. All communications lines have been cut off to isolate the country and to confuse the world."

Sanctions on USSR

President Reagan ordered a series of economic sanctions against both Poland and the Soviet Union which, he said "bears a heavy and direct responsibility for the repression in Poland."

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Economic sanctions aimed at Poland included suspension of all U.S. government-sponsored shipments of agricultural products unless assurances are received that the "food goes to the Polish people not their oppressors." Food shipments through private U.S. agencies would be allowed to continue, Reagan said.

The President, who threatened that U.S. measures against both Poland and the Soviet Union would worsen "if the outrages in Poland do not cease," also halted Polish fishing rights in U.S. waters. Last year, the Polish fishing fleet caught about 230,000 tons in U.S. waters which is approximately one-third of Poland's annual total catch.

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Senate Sets Hearing on Redocumenting Constitution

Washington, D.C.—The prospect of another American-flag passenger liner plying the Hawaii coastwise trade moved closer to reality last month as the U.S. Senate scheduled hearings on a measure to redocument the cruise vessel *Constitution* under the U.S. flag.

Sen. Bob Packwood (R-OR), chairman of the Senate Commerce Committee has slated hearings for Feb. 9, 1982, shortly after Congress returns from their winter recess.

The SIU will be on-hand to testify in favor of redocumenting the *Constitution*, a move that would open up about 350 new shipboard jobs. Also invited to appear before Sen. Packwood's subcommittee are representatives from the Transportation

Institute, a Washington, D.C.-based research and information group, and MEBA-District 2.

Passed by House

The measure under consideration by the Senate is the same bill recently passed unanimously by the House of Representatives. Tagged H.R. 3782, the bill was introduced last June by Rep. Walter Jones (D-N.C.), chairman of the House Merchant Marine & Fisheries Committee.

H.R. 3782 seeks to "revitalize" the domestic passenger ship industry "by clarifying and waiving certain restrictions in the Merchant Marine Act... to permit the entry of the steamship vessel *Constitution* into the trade."

In addition to waiving certain provisions of current law to allow the *Constitution* to enter the U.S. coastwise trade, H.R. 3782 would redocument the *Constitution* "as a vessel of the United States, entitled to engage in the coastwise trade, so long as..."

- she complies with all other requirements for vessels participating in the coastwise trade;
 - any future rebuilding or repair work, accomplished after enactment of this Act, must be done within the U.S.;
 - the vessel must be owned by a United States citizen; and
 - the vessel is limited to carrying passengers.
- H.R. 3782 is widely expected to pass in the Senate as it did in the

House. For one thing, the bill gives Congress an opportunity to revive the passenger sector of the U.S. flag merchant marine, and its backup industries, without spending any taxpayers' money.

Also, H.R. 3782 is identical to the legislation passed in 1979 which enabled the SIU-manned *Oceanic Independence* to return to the domestic passenger trade. The *Independence* has proved a very successful bellwether for a U.S. flag passenger fleet renaissance, providing both shipboard and on-shore employment for American workers at no cost to the federal government.

The *Constitution* is likely to repeat the success of the *Independence*, as soon as the Senate gives her the green light.

New Boat Filly, Pretty Little Addition to Texas Fleet

A pretty, little "Filly" is now part of the SIU-contracted fleet of boats in Houston.

The 60-foot long towboat is owned by Western Towing, A Texas-based company. The *Filly* is 22 feet wide and has a draft of seven-and-a-half feet and a horsepower of 800. She contains an hydraulic wheelhouse and carries a crew of four.

The SIU Boatmen aboard her are currently fleetting barges in the Houston harbor.



The new SIU-manned boat *Filly* heading to a job in Houston harbor.



Captain of the new *Filly* is SIU Boatman George Imel.



SIU Boatman Robert Gorza, pilot of the *Filly*.

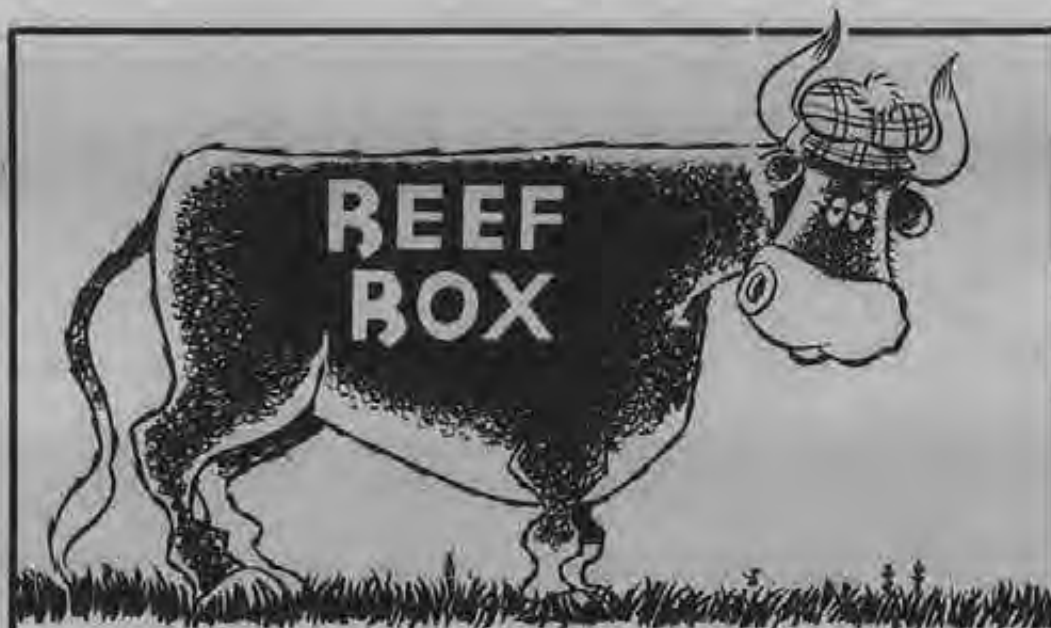
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Learn Propulsion, Diesel Engines, Auxiliary Boilers, Water Systems, Auxiliary Diesel Engines, Engineering Safety, Electricity and miscellaneous systems.

Sit for your exam at any licensing Coast Guard office. For details, contact SHLSS or your SIU Field Representative.



by Angus "Red" Campbell

Vice President in Charge of Contracts and Contract Enforcement
Chairman, Seafarers Appeals Board

PRODUCTIVITY

One of the major issues that arises during any contract negotiations is productivity. What is productivity?

Productivity is increased not by harder work, but by better work. Better work means raising the output of each worker for each hour worked.

Two things are essential to productivity: a skilled, experienced and educated labor force **and** modernized, well maintained equipment reflecting the latest technology.

Good equipment properly maintained by skilled, educated workers provides productivity.

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These changes resulted in the creation of the QMED rating. QMEDs, when properly trained and with adequate experience, provide the vessel with productivity.

For the additional productivity, the rating receives compensation over and above that provided to the oiler, the fireman-watertender, engine utility, oiler maintenance utility, etc.

For purposes of comparison a QMED and an Oiler on a voyage of thirty days duration, working the same number of hours, would earn the following on a tanker.

Rating	Base Pay	Premium Rate	Excess of 8 hrs. (Monday to Friday)	Penalty Rate
QMED	\$1,863.77	\$16.18	\$8.83	\$5.99
Oiler	1,220.34	10.66	6.76	4.60

Assuming the voyage consisted of 64 hours at the premium rate, 30 hours at excess of eight hours Monday through Friday and 30 hours of port time; the respective ratings would gross the following;

QMED

Base Pay	\$1,863.77
64 hrs.—four week-ends at the Premium Rate	1,035.52
30 hrs.—excess of eight hours, Monday through Friday	264.90
30 hrs.—port time (Penalty Rate)	179.70
	\$3,343.89

OILER

Base Pay	\$1,220.34
64 hrs.—four week-ends at the Premium Rate	682.24
30 hrs.—excess of eight hours, Monday through Friday	202.80
30 hrs.—port time (Penalty Rate)	138.00
	\$2,243.38

QMED earnings over the Oiler

\$1,100.51

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SIU Preparing for Joust on Port Development Bill

WASHINGTON, D.C.—As the *Log* goes to press, Congress is about to end its holiday recess and vital legislation concerning U.S. port development will once again be discussed.

Numerous bills have been introduced in the House and Senate to develop America's ports for the expected explosion in coal exports. There is one bill in which the SIU is particularly interested.

Numbered H.R. 4627, the bill includes a provision guaranteeing that U.S.-flag ships will haul 40 percent of all American dry bulk imports and exports, commercial or otherwise, within ten years time.

This would generally be done through bilateral cargo sharing agreements between America and her trading partners.

U.S. ships built with subsidy or operated with subsidy would be excluded from the program.

The bill was passed last year in the first session of the 97th Congress by the House Merchant Marine and Fisheries Committee. It is now in the House Public Works and Trans-

portation Committee where the Water Resources Subcommittee is expected to take action on it, or to draft their own version of a port development bill.

The SIU's legislative team here worked vigorously to get H.R. 4627 passed with the cargo guarantee provision intact. They will continue to fight to make sure it gets through the Public Works Committee as well as the full House and the Senate until it is signed and sealed by President Reagan.

In the Senate, a port development bill sponsored by Senators Daniel Moynihan (D-N.Y.) and James Abdnor (R.-S.D.) has been passed by the Environment and Public Works Committee. Numbered S. 1692, the bill, like H.R. 4627, contains so-called "fast tracking" provisions to speed up the necessary improvement in U.S. ports.

However, S. 1692 does not yet contain the 40 percent cargo guarantee for American-flag ships.

Each bill also differs on the way that money would be collected to pay for the port improvements.

Would you like to get your High School Diploma?

We would like to help you.

Here's all you have to do:

Come to the Seafarers Harry Lundeberg School of Seamanship

If earning your diploma is something you have been putting off, delay no more.

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Are you an SIU member yes no

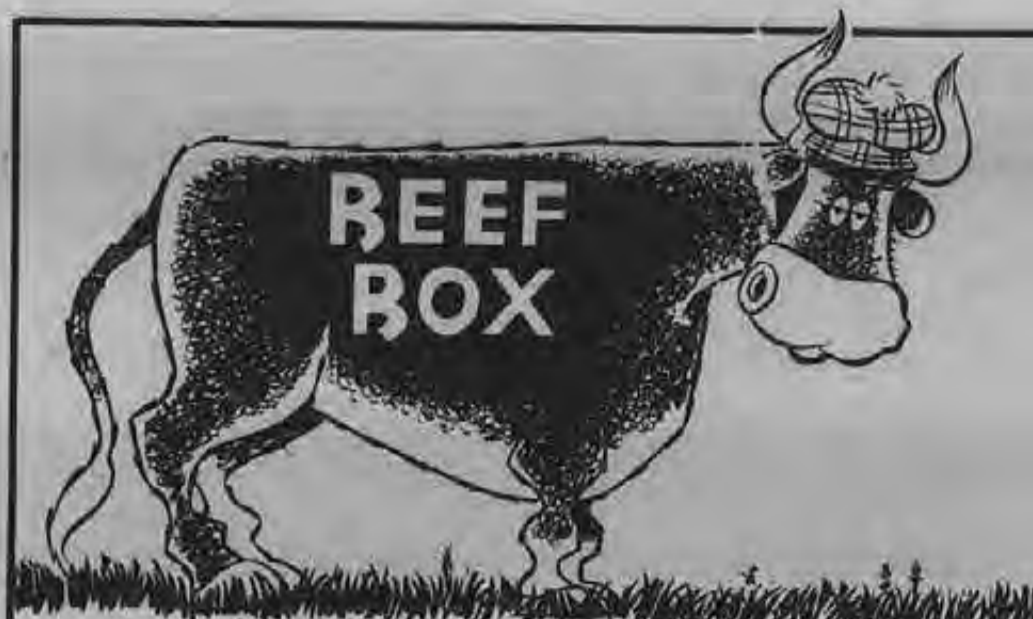
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Seafarers Harry Lundeberg School of Seamanship
Piney Point, Maryland 20674



by Angus "Red" Campbell

Vice President in Charge of Contracts and Contract Enforcement
Chairman, Seafarers Appeals Board

PRODUCTIVITY

One of the major issues that arises during any contract negotiations is productivity. What is productivity?

Productivity is increased not by harder work, but by better work. Better work means raising the output of each worker for each hour worked.

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Pledges AFL-CIO Support for Maritime

Kirkland Has Labor's Ship of State on Course

The U.S. merchant marine will need all the friends it can get in the next few years to halt the erosion of American flag shipping and put our industry back on a steady course.

One man we can count on is AFL-CIO President Lane Kirkland, a former merchant seaman himself, and a person with a rare understanding of the problems of our industry.

Below is the text of Brother Kirkland's address to the recent convention of the AFL-CIO Maritime Trades Department, which is headed by MTD-SIU President Frank Drozak.

This speech not only underscores President Kirkland's knowledge of the industry, but it shows vividly the level of support the AFL-CIO will render to revitalize the merchant marine in the coming years.

It also outlines the AFL-CIO's overall goals and priorities for 1982. President Kirkland's remarks read as follows:

"PRESIDENT Frank Drozak, Secretary-Treasurer Jean Ingraio, officers and delegates, brothers and sisters:

I am delighted to bring to this (Maritime Trades Department) convention the warm fraternal greetings and best wishes of the AFL-CIO in this centennial year.

Nearly two years ago, two of the great captains of the American labor movement—George Meany and Paul Hall—were taken from our ranks.

As we gather in convention once again, we keenly feel the loss of these great men. But we take pride in the fact that the institutions they did so much to shape remain strong, rooted in the needs and goals of the working men and women from whose ranks we continue to draw leadership in every generation.

Because of the quality of the leaders you have chosen, the Maritime Trades has played a role in the labor movement and in national life far greater than your numbers or the strength of your industry would account for.

I am confident that your tradition of militance, of human concern, and of instant response to the needs of others will continue to inspire the labor movement for a long time to come.

IN your long fight to rebuild your industry, and to restore the shipping and shipbuilding capacity that our country needs, you will continue to have all the help the AFL-CIO can give.

No matter how high the defense

budget goes, America's safety cannot be assured until we have the sealift capacity and the maritime skills to transport our military forces and sustain our allies anywhere in the world.

That cannot happen until we reclaim a fair share of America's trade for American ships, built in American yards, manned by American seamen and dependably controlled under the American flag.

It seems preposterous that the trade union movement should have to call for legislation to prevent the Secretary of the Navy from farming out the construction of United States Navy vessels to foreign shipyards, but that is what we had to do.

We will not give up. There is too much at stake, not merely in terms of jobs and wages, but in terms of national security and national survival.

We will come back again and again, no matter how long it takes, to persuade our national policymakers that to subordinate the national interest to the principles of cost-accounting is madness.

Seafaring men the world over know that all of us are at the mercy of the elements, and that to keep afloat requires mutual concern, mutual support, mutual responsibility for the lives of our shipmates and the success of the voyage.

FROM time to time the question arises: Why doesn't the labor movement confine itself to promoting the interests of its own dues-paying members? Why does it concern itself with the poor, the unemployed, the dispossessed—who pay no union dues?

The question goes to the heart of what the labor movement is about. Nowhere is the answer better understood than in the Maritime Trades.

Last June, the SS *President McKinley* was sailing across the China Sea on a dark night, dodging a summer typhoon. It came upon a small boat in distress, and in the midst of stormy seas rescued 10 refugees. They were fleeing what they felt were intolerable conditions in China. When the ship's master, Captain John Janus was asked why he felt compelled to rescue these forlorn refugees under risky conditions, he said:

"Shall we ships' masters just leave refugees and/or seamen and/or others to drift hopelessly at sea until their ultimate death because they have no passports or seaman's papers?"



AFL-CIO President Lane Kirkland remembers his roots as a merchant seaman as he shows off his captain's hat beneath a plaque presented to him by the SIU.

Should we in the labor movement turn our backs on the poor and the powerless, letting them drift hopelessly, because they have no union card?

That is not the tradition of the Maritime Trades, which has always extended a helping hand to those in need. As for the AFL-CIO, we stand with Captain Janus.

This year, as we cross the threshold into our second century, the labor movement stands as the strongest, most unified force defending the rights of the American people.

There has never been a time when our gains were fully safe or secure. We have fought against entrenched and determined opposition for a hundred years, many times against greater odds than we face today, and we are certainly not about to abandon the struggle now.

On September 19—Solidarity Day—American workers gave their response to President Reagan's claim that he, and not the labor

movement, speaks for American workers. Hundreds of thousands of trade unionists and their allies marched in the largest protest demonstration ever held in the nation's capital.

No one demonstration, however massive and spirited, can reverse the course of this Administration. But Solidarity 1981 was only the beginning. In the months ahead, the trade union movement and the other voluntary groups that joined with us will be working for a successful Solidarity Day 1982—which falls on November 2, Election Day.

On that day, in every state and Congressional district, we intend to do everything in our power to elect a Congress that will change the course of the ship of state—that will not turn its back on those adrift on our stormy economic seas.

We have less than a year. I have every confidence that the affiliates of this department will do their part. Thank you, and good luck to you all.

Reagan Supports U.S. Liner Regulatory Reform

Washington, D.C.—The maritime industry started the new year on the right foot.

Speaking on behalf of the Reagan Administration, Drew Lewis, secretary of the Department of Transportation, came out in favor of the **Shipping Act of 1981**, a regulatory reform bill sponsored by Sen. Slade Gorton (R-Wash.).

According to Lewis, the current regulatory system has put the "US flag carriers at a competitive disadvantage to liner operators from other countries. The package of

reforms will limit federal controls on ocean shipping activities."

"Exclusive government control," Lewis added, "is, in part, responsible for the economic difficulties that US ocean shipping lines have experienced. We want to tear down those barriers to renewed economic good health."

The legislation would make it easier for shipping lines and ocean carrier conferences to determine capacity, set rates, apportion revenues and profits, and make joint offers to shippers.

It would extend antitrust immunity for shipping activities of ocean carriers, while continuing to prohibit certain practices of conferences designed to drive independent carriers out of business.

It would replace "current, vague standards" for approval of ocean liner conference agreements, which have caused years of delay and considerable legal expense, with more early routine approval.

The Administration's position differs with the Gorton bill on only one point. The Administration

would discontinue the filing of tariffs with the Federal Maritime Commission and government enforcement of the rates. Such a step is likely to be opposed by the Federal Maritime Commission, most of the maritime industry, and key figures in the Senate and the House.

Lewis's announcement marked the Reagan Administration's first major policy statement in regards to the maritime industry.

A similar bill was introduced in the House by Rep. Mario Biaggi (D-NY).

The SIU's new hiring hall in Gloucester, Mass. is the recipient of Gloucester Civic and Garden Council's Challenge Cup, awarded each year for major landscaping by a business firm.

The award was one of over 100 presented recently to individuals and firms in the Gloucester area for their contributions to making the community more beautiful.

The new hiring hall at 11 Rogers Street in Gloucester was dedicated last Fall (see *Log*, October, 1981.) It now serves both SIU fishermen and deep-sea members in the Boston area.

All members of the Union are invited to visit Gloucester for a look at the new award-winning hiring hall and one of the more picturesque towns in the country.

New Gloucester Hall Wins 'Beauty Contest'



The award-winning SIU Gloucester hiring hall.

5 Complete SHLSS Engineer Course



Five Seafarers completed the Course for Third Assistant Engineer and received graduation certificates Dec. 11, 1981. One of them, Ewell Rooks from Alpena, Mich., (pictured at right) has also taken and passed the Coast Guard examination, and has received his license. The others are scheduled to take their licensing examinations. From left the SHLSS graduates are Bruce Williams, Jacksonville; David Kopp, San Francisco; Eugene Koss, Chicago; Russell Jewett, Frankfort, Mich., and Ewell Rooks from the Port of Alpena.

Electrify Your Knowledge

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

Course starts March 1 through April 1.

See your SIU Field Representative for details.

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The SIU in Washington

Seafarers International Union of North America (AFL-CIO)

January 1982

Legislative, Administrative and Regulatory Happenings

Port Development

80 maritime bills were introduced in Congress last year. Of those 80 bills, 35 related directly to the modernization of the nation's ports and harbors. Port development has suddenly become a very hot topic.

The reason for this rekindled interest is simple. The American coal exporting industry, which has the potential to make this country an energy superpower on the scale of Saudi Arabia, has not been able to take full advantage of worldwide demand for US coal. Foreign buyers are going elsewhere because modern super-bulkers cannot make their way up shallow American channels.

Bipartisan support is growing for passage of some kind of Port Development bill. The only question is whether Congress will take a comprehensive approach, or if it will continue to make the kind of piecemeal efforts that have hindered full-scale development of the coal exporting industry.

Regulatory Reform

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AT&T, IBM and Labor Unity

The Justice Department dropped a bombshell when it announced its intention to stop litigating anti-trust suits against two corporate giants, IBM and AT&T. The two cases, which are not related, but which were announced on the same day, are of major historic importance.

At the very least, the decision by the Justice Department to stop litigation will change the face of the American tele-communications industry. But even more than that, the AT&T and IBM cases point out what SIU President Frank Drozak, in his acceptance speech last August at the SIU Convention, called the growing "bigness" of Big Business.

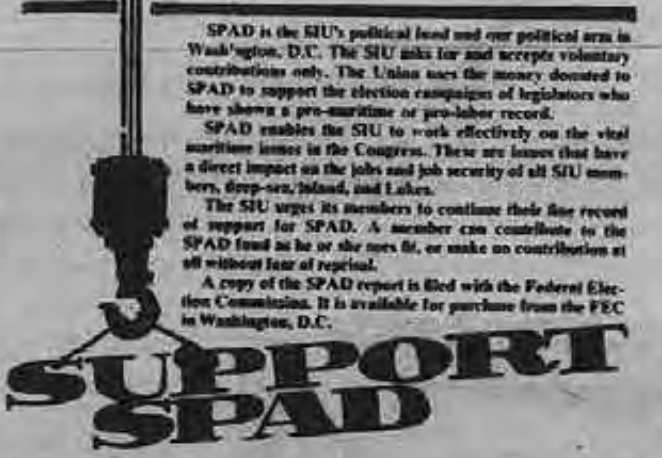
The American labor movement finds itself faced with larger and more powerful adversaries. The growing trend towards corporate conglomeration must be matched with a greater degree of labor unity, or else the rights and benefits that workers have toiled so hard to secure will be jeopardized.

Recession Is Here

Washington had its pick of bad news last month. Headlines were filled with unpleasant facts of life, ranging from the imposition of martial law in Poland to severe winter weather in most of North America and Europe. Foremost among the bad news, however, was the unemployment rate, which jumped dramatically to 8.9%, and which threatened to go even higher.

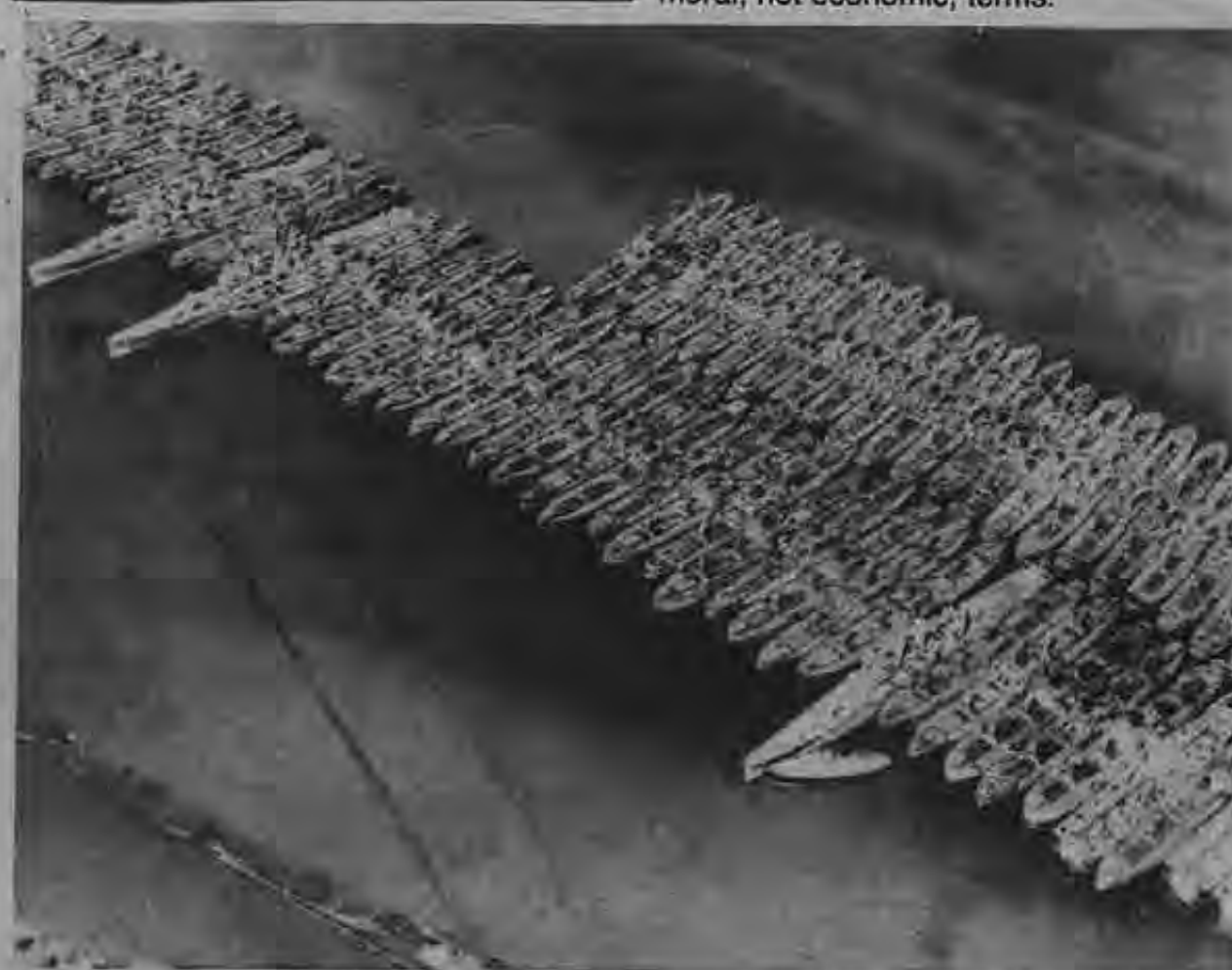
Whole cities and industries have been hit hard. Workers in the auto and construction industries faced massive layoffs, and the end is nowhere in sight. Nightly news stories concentrate on a growing American phenomenon: workers who have given up looking for jobs, because there are none to be found.

While shipping is slow in some ports, seamen can still get jobs, unlike many of their counterparts on the beach. Now is the time for Seafarers to take notice of certain historic trends. When shipping is slow, "A" Seniority ratings are more likely to get jobs than "B" or "C" men; QMED's have more options that Wipers. Perhaps this is the time to consider upgrading.



SPAD is the SIU's political fund and our political arm in Washington, D.C. The SIU asks for and accepts voluntary contributions only. The Union uses the money donated to SPAD to support the election campaigns of legislators who have shown a pro-maritime or pro-labor record. SPAD enables the SIU to work effectively on the vital maritime issues in the Congress. There are issues that have a direct impact on the jobs and job security of all SIU members, deep-sea, inland, and labor.

The SIU urges its members to continue their fine record of support for SPAD. A member can contribute to the SPAD fund in his or her own way, or make no contribution at all without fear of reprisal. A copy of the SPAD report is filed with the Federal Election Commission. It is available for purchase from the FEC in Washington, D.C.



Merchant seamen, who suffered the highest casualty rate of all the services with the exception of the Marine Corps in World War II, sailed these mothballed Liberty ships (long since scrapped) and hundreds more like them to all battle zones in WWII. Let's hope the government doesn't scrap the idea of extending Veterans Benefits to merchant seamen who risked their lives in WWII.

New Year Is Here, So Is Tax Time!!!!

The IRS has the dogs out after the good citizens of America as tax time is upon us once again. Deadline for filing is April 15, 1982 as usual.

If you cannot file within the given time period, you must get an extension, or the Feds will penalize you.

File early if you can. That way if you're entitled to a return (dread the thought of paying), you'll get it promptly.

As is customary this time of year, the Log runs some general info on taxes. So here it is brothers and sisters. Read it and weep!

Changes for 1981

New Rate Reduction Credit

Your 1981 tax has been reduced by a new one-year credit. The rate reduction credit has been built into the Tax Table for you. Filers who use the Tax Rate Schedules should see the instructions for the Tax Computation Worksheet.

Tax Table Changes

Generally, all filers with taxable incomes of less than \$50,000 must use the recently expanded Tax Table.

Also, the built-in deduction for exemptions has been removed from the 1981 Tax Table. Instead, the deduction for exemptions is now shown on line 33 of the 1981 Form 1040 and is then subtracted to arrive at taxable income. You then compute

your tax from the Tax Table using this taxable income figure. This change enables us to provide you with one tax table instead of four. Keep this change in mind if you want to compare this year's tax table with last year's tax tables.

Form 1040A Interest and Dividend Ceiling Removed

If you filed Form 1040 last year only because your interest or dividend income was over \$400, you may be able to use Form 1040A this year. Form 1040A is easier than Form 1040 to fill out.

New Exclusion for Interest and Dividend Income

Generally, you can now exclude up to \$200 (\$400 if married and filing a joint return) of qualifying interest and dividend income.

New Exclusion for Qualified Interest from All-Savers Certificates

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

Pension Reporting Simplified

Filers who had to use Schedule E (Form 1040) to report pension and annuity income in the past can now report these amounts directly on Form 1040. A new line (16a and b) has been added to eliminate the need to fill out Schedule E by those taxpayers who used only Part I in prior years.

Gain on Sale of Principal Residence

You can exclude up to \$125,000 of gain from the sale of your principal residence after July 20, 1981, if you were 55 or over and met certain other tests. See Form 2119 for more information.

Alternative Tax Computation

If you had a net long-term capital gain, you may pay less tax by using the alternative tax computation on Schedule D. Please read the instructions for Schedule D to see if you qualify.

Important Reminders

Estimated Tax Payments by Retirees

If you are retired now or plan to retire in 1982, you may have to make estimated tax payments on Form 1040-ES. Or, you may choose to have income tax withheld from your pension or annuity by giving the payer Form W-4P. If you do not pay enough estimated tax or have enough tax withheld, you may be charged a penalty. For more details, see Publication 505, Tax Withholding and Estimated Tax.

Do You Want More or Less Income Tax Withheld in 1982?

If the refund you receive is large, you may want to decrease your withholding for 1982. If you are a working married couple, or had two or more jobs, or had income not subject to withholding, you may need to have more tax withheld to avoid owing IRS a large amount.

IRS Will Figure Credit for the Elderly

If you want us to figure your credit for the elderly, see IRS Will Figure Your Credits, on pages 3 and 4 of the instructions.

Could You Pay Less by Income Averaging?

If there has been a large increase in your income this year, you may be able to pay less tax by using the income averaging method to figure your tax. Please get Schedule G (Form 1040) to see if you qualify.

Divorced Persons—Property Settlement

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

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 1981, 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 1981) 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 1981 (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 1981

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 advances earned income credit (EIC) payments from your employer(s) during 1981

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 1981 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, 1982. 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

The image shows a 1980 U.S. Individual Income Tax Return (Form 1040) for SEAMAN. The form is filled out with various details, including the taxpayer's name, address, and filing status. A cartoon character of a man with a large, toothy mouth is superimposed over the form, appearing to be eating or holding it. The character has a wide, jagged grin and is looking towards the viewer. The form itself is a standard 1040 from 1980, with various sections for income, deductions, and credits. The cartoon character is drawn in a simple, black-and-white style, with a large head and a small body. The overall scene is humorous, suggesting the complexity and 'chewing up' of tax forms.

New Year Is Here, So Is Tax Time!!!!

The IRS has the dogs out after the good citizens of America as tax time is upon us once again. Deadline for filing is April 15, 1982 as usual.

If you cannot file within the given time period, you must get an extension, or the feds will penalize you.

File early if you can. That way if you're entitled to a return (dread the thought of paying), you'll get it promptly.

As is customary this time of year, the Log runs some general info on taxes. So here it is brothers and sisters. Read it and weep!

Changes for 1981

New Rate Reduction Credit

Your 1981 tax has been reduced by a new one-year credit. The rate reduction credit has been built into the Tax Table for you. Filers who use the Tax Rate Schedules should see the instructions for the Tax Computation Worksheet.

Tax Table Changes

Generally, all filers with taxable incomes of less than \$50,000 must use the recently expanded Tax Table.

Also, the built-in deduction for exemptions has been removed from the 1981 Tax Table. Instead, the deduction for exemptions is now shown on line 33 of the 1981 Form 1040 and is then subtracted to arrive at taxable income. You then compute

your tax from the Tax Table using this taxable income figure. This change enables us to provide you with one tax table instead of four. Keep this change in mind if you want to compare this year's tax table with last year's tax tables.

Form 1040A Interest and Dividend Ceiling Removed

If you filed Form 1040 last year only because your interest or dividend income was over \$400, you may be able to use Form 1040A this year. Form 1040A is easier than Form 1040 to fill out.

New Exclusion for Interest and Dividend Income

Generally, you can now exclude up to \$200 (\$400 if married and filing a joint return) of qualifying interest and dividend income.

New Exclusion for Qualified Interest from All-Savers Certificates

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

Pension Reporting Simplified

Filers who had to use Schedule E (Form 1040) to report pension and annuity income in the past can now report these amounts directly on Form 1040. A new line (16a and b) has been added to eliminate the need to fill out Schedule E by those taxpayers who used only Part I in prior years.

Gain on Sale of Principal Residence

You can exclude up to \$125,000 of gain from the sale of your principal residence after July 20, 1981, if you were 55 or over and met certain other tests. See Form 2119 for more information.

Alternative Tax Computation

If you had a net long-term capital gain, you may pay less tax by using the alternative tax computation on Schedule D. Please read the instructions for Schedule D to see if you qualify.

Important Reminders

Estimated Tax Payments by Retirees

If you are retired now or plan to retire in 1982, you may have to make estimated tax payments on Form 1040-ES. Or, you may choose to have income tax withheld from your pension or annuity by giving the payer Form W-4R. If you do not pay enough estimated tax or have enough tax withheld, you may be charged a penalty. For more details, see Publication 505, Tax Withholding and Estimated Tax.

Do You Want More or Less Income Tax Withheld in 1982?

If the refund you receive is large, you may want to decrease your withholding for 1982. If you are a working married couple, or had two or more jobs, or had income not subject to withholding, you may need to have more tax withheld to avoid owing IRS a large amount.

IRS Will Figure Credit for the Elderly

If you want us to figure your credit for the elderly, see IRS Will Figure Your Credits, on pages 3 and 4 of the instructions.

Could You Pay Less By Income Averaging?

If there has been a large increase in your income this year, you may be able to pay less tax by using the income averaging method to figure your tax. Please get Schedule G (Form 1040) to see if you qualify.

Divorced Persons—Property Settlement

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

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 1981, even if you owe no tax, if:

• 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 1981) 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 1981 (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 1981:

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 advances earned income credit (EIC) payments from your employer(s) during 1981

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 1981 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, 1982. 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, interest, or dividends.
- AND
- Your taxable income is less than \$50,000.

You MUST Use Form 1040 If:

- You itemize deductions.
- Your spouse files a separate return and itemizes deductions. Exception: You can still use Form 1040A if you have a dependent child and can meet the tests 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.
- You are a qualifying widow(er) with a dependent child.
- You were a nonresident alien during any part of 1981 and do not file a joint return (or Form 1040NR).
- You were married to a nonresident alien at the end of 1981 who had U.S. source income and you do not file a joint return. Exception: You can still use Form 1040A if you meet the tests on page 6 under Married Persons Who Live Apart (and Abandoned Spouses).
- You take any of the Adjustments to Income shown on Form 1040, lines 22 through 29.
- You file any of these forms: Form 1040-ES, Declaration of Estimated Tax for Individuals, for 1981 (or if you want to apply any part of your 1981 overpayment to estimated tax for 1982); 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 file 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 1981?—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 1981 and you did not remarry in 1981, you can file a joint return. You can also file a joint return if your spouse died in 1982 before filing a return.

A joint return should show your spouse's 1981 income before death and your income for all of 1981. Write "deceased" and show the date of death in the name and address space of Form 1040. Also write "Filing as surviving spouse" in the area where you sign the return. If someone else is the personal representative, he or she must also sign.

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

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.

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

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

Unresolved Tax Problems

IRS has a Problem Resolution Program for taxpayers who have been unable to resolve their problems with IRS. If you have a tax problem you have been unable to resolve through normal channels, call the toll-free telephone number for your area and ask for the Problem Resolution Office. This office will take responsibility for your problem and insure that it receives proper attention. Although the Problem Resolution Office cannot change the tax law or technical decisions, it can frequently clear up misunderstandings that resulted from previous contacts.

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), on page 6, you may consider yourself single for the whole year.

If your spouse died during 1981, consider yourself married to that spouse for the whole year, unless you remarried before the end of 1981.

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 1981, or in 1982 before filing a return for 1981, 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, 1981, 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.)
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 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	Stepbrother
Stepbrother	Stepfather
Stepfather	Stepmother
Stepmother	Uncle
Uncle	Aunt
Aunt	Nephew
Nephew	Niece
Niece	

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

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

If so, you may be able to use joint return tax rates for 1981.

If your spouse died during 1980 or 1979 and you did not remarry before the end of 1981, file a return for 1981 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:

- You could have filed a joint return with your spouse for the year your spouse died. (It does not matter whether you actually filed a joint return.)
- Your dependent child, stepchild, or foster child lived with you (except for temporary absences for vacation or school).
- You paid over half the cost of keeping up the home for this child for the whole year.

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 1981 and you did not remarry, consider yourself married for the whole year. If your spouse died before 1979 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.

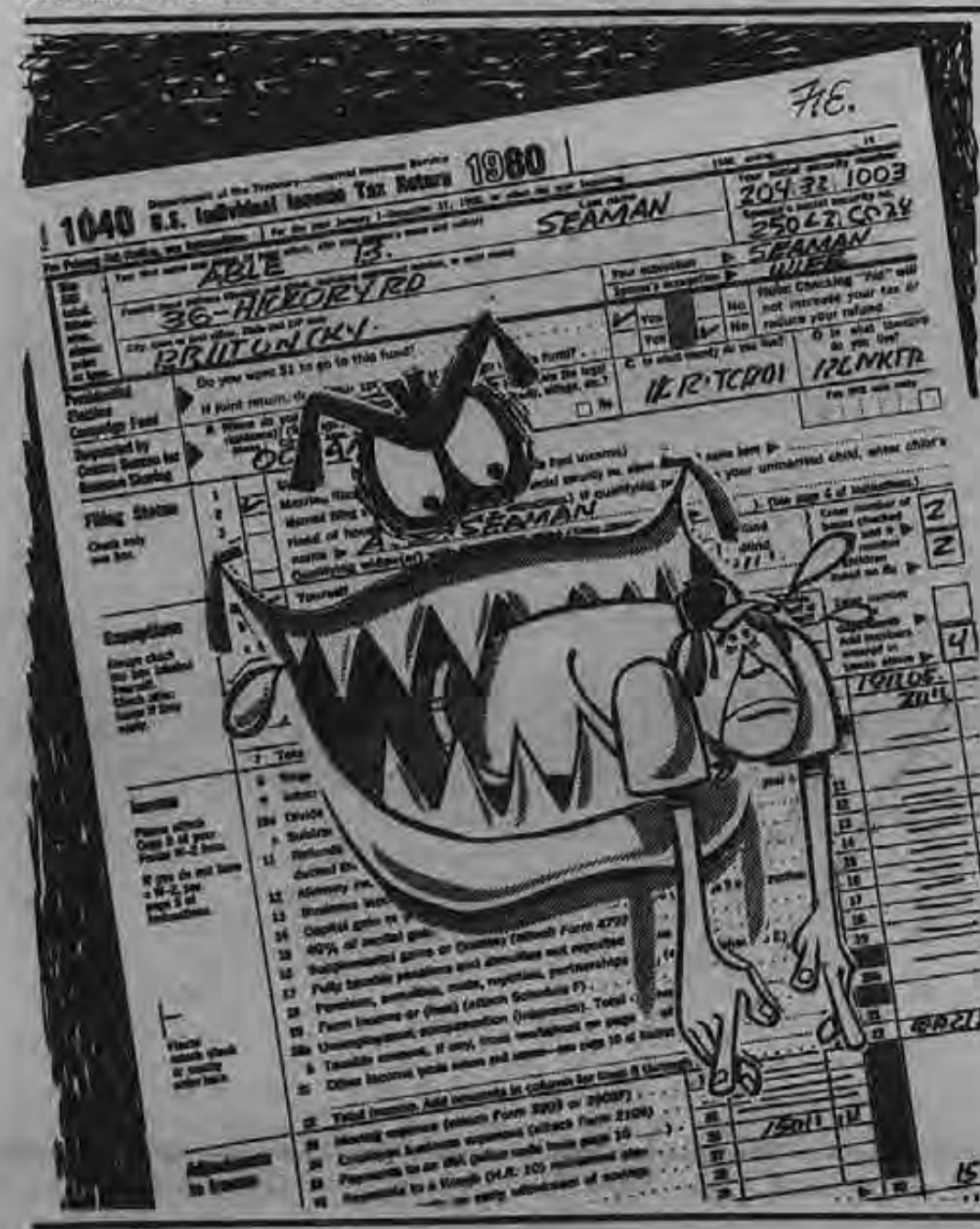
Age and blindness are determined as of December 31. However, if your 65th birthday was on January 1, 1982, you can take the extra exemption for age for 1981.

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

Continued on next page



Continued from preceding page

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 1981, 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 1981 and you did not remarry before the end of 1981, 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 including your dependent children who did not live with you. Fill in the total number in the box to the right of the arrow.

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

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

These tests are explained below.

a. Income

The dependent received less than \$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.)

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

b. Support

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

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

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

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

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

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

c. Married Dependent

The dependent did not file a joint return with his or her spouse. However, if neither the dependent'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	Stepsister	Son-in-law
Stepchild	Stepmother	Daughter-in-law
Mother	Steplather	or, if related by
Father	Mother-in-	blood:
Grandparent	law	Uncle
Brother	Father-in-law	Aunt
Sister	Brother-in-	Nephew
Grandchild	law	Niece
Stepbrother	Sister-in-law	

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 1981; or
 - took a full-time, on-farm training course during any 5 months of 1981. (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 1981, 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 1981, 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 remained 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 1981 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 1981 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 your home due to fire or other casualty to the extent the amounts were more than the cost of your normal expenses while living in your home. (You must report reimbursements for normal living expenses as income.)
- Amounts an employer contributed on your behalf and benefits provided to you as an employee or the spouse or dependent of an employee, under a qualified group legal services plan.

Examples of Income You Must Report

- The following kinds of income should be reported on **Form 1040**, or related forms and schedules. You may need some of the forms and schedules listed below:
- Wages, including salaries, bonuses, commissions, fees, and tips.

- Dividends (Schedule B)
- Interest (Schedule B) on:
 - tax refunds;
 - bank deposits, bonds, notes;
 - All-Savers Certificates;
 - U.S. Savings Bonds;
 - 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) (see page 10).
- 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 spend for these expenses.

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

Funds of State and local taxes if you deducted the taxes in an earlier year and got a tax benefit.

Life insurance 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, and endowments.

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.



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Continued from preceding page

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 5b for the exemptions you can take for your spouse.

If at the end of 1981, 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 1981 and you did not remarry before the end of 1981, 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 including your dependent children who did not live with you. Fill in the total number in the box to the right of the arrow.

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

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

These tests are explained below.

a. Income

The dependent received less than \$1,000 gross income. (This test does not have to be met for your child who was under 19 at the end of the year, or a full-time student at least 5 months of the year.)

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

b. Support

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

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

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

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

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

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

c. Married Dependent

The dependent did not file a joint return with his or her spouse. However, if neither the dependent'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	Stepchild	Son-in-law
Stepchild	Stepmother	Daughter-in-law
Mother	Stepfather	or, if related by blood:
Father	Mother-in-law	Uncle
Grandparent	law	Aunt
Brother	Father-in-law	Nephew
Sister	Brother-in-law	Niece
Grandchild	law	
Stepbrother	Sister-in-law	

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 1981, or
 • took a full-time, on-farm training course during any 5 months of 1981. (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 1981, 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 1981, 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 remained and has custody may count the support provided by the new spouse.

Dependent Supported by Two or More Taxpayers. Sometimes two or more taxpayers

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

In addition, the taxpayer who claims the dependent must:

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

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 1981 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 1981 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 your home due to fire or other casualty to the extent the amounts were more than the cost of your normal expenses while living in your home. (You must report reimbursements for normal living expenses as income.)

Amounts an employer contributed on your behalf and benefits provided to you as an employee or the spouse or dependent of an employee, under a qualified group legal services plan.

Examples of Income You Must Report

The following kinds of income should be reported on **Form 1040**, or related forms and schedules. You may need some of the forms and schedules listed below.
 Wages, including salaries, bonuses, commissions, fees, and tips.

Dividends (Schedule B), interest (Schedule B) on:

- tax refunds;
- bank deposits, bonds, notes;
- All-Savers Certificates;
- U.S. Savings Bonds;
- 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) (see page 10).

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 spend for these expenses.

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

Funds of State and local taxes if you deducted the taxes in an earlier year and got a tax benefit.

Life insurance 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, and endowments, 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.



Shipping and receiving clerk Nathaniel Sharp records entry in his logbook before dispatching completed lanyard assemblies to an engine manufacturer.



Will Whitley (left) and Richard Schaffner stand at the flanks of a piece of their handwork...no, it's not a pile of hefty bags, but is in fact the tarpaulin which will be used to cover the field at Baltimore's Memorial Stadium.



Shop Foreman Arnold Montgomery displays some of the patterns and materials available to purchasers of Stevenson's awnings. The selection is virtually endless.

Modern Shop Maintains 19th Cent. Craftsmanship

F.M. Stevenson is an SIU-affiliated United Industrial Workers shop with a long history. Founded in 1878 in Baltimore by Edwin D. Stevenson (the grandfather of today's management team) the company has come a great distance to grow from the small sailmaking shop it was in the 19th Century into the sprawling canvas products manufacturer which now occupies 25,000 square feet of floor space at 2000 Aisquith St. And although sails no longer figure in Stevenson's output, the skills obtained in the sailmaking years are still very evident in today's products.

Dedication to quality and an acute knowledge of materials and workmanship are hallmarks of Stevenson's 25 employees and management. Indeed they operate with painstaking detail, plying their craft in a field which has become largely automated and in which the last vestiges of art are rapidly dying.

One dedicated artist is UIW

member Norma Whitley, who has been shop steward at Stevenson for the past three years. Norma was working diligently crafting a "monkey vest" at the time the Log visited the Baltimore plant. At first, it seemed a joke. But after seeing a finished product and hearing Ms. Whitley's explanation that the vests are actually worn by monkeys at the Johns Hopkins University's Animal Behaviour Lab, all was well.

The "monkey vests," or suits are all handcut individually, only the final sewing is done by machine. These suits are just one example of Stevenson's using its many years of experience to tailor a product to the particular needs of a customer. Stevenson's President Martin Huebschman says they will "customize any industrial fabric product to a customer's specifications." Martin personally supervises research work and special products.

Incidentally, Martin was a per-

sonal friend of the late SIU V.P. Earl "Bull" Shephard who organized the company almost 25 years ago.

Martin's brother George Heubschman is Chairman of the Board at F.M. Stevenson and has more than 50 years of service in the canvas products trade. A master craftsman certified by the Canvas Products Association International, George now divides his time between sales and administration.

Both George and Martin Heubschman have recently been instrumental in urging Norma Whitley to become more active in the sales aspect of the business. Personable Norma would certainly be an asset to the sales force but, retains a strong desire to remain active in the production end where she can keep her hand in her trade.

Stevenson creates a wide variety of canvas and other fabric products for industrial use, among them are: load binders and truck covers, welding screens, pallet covers,

slings, field covers and tarpaulins, as well as awnings and other protective coverings for both commercial and private use.

Stevenson recently finished a 170' by 170' tarpaulin for Baltimore's Memorial Stadium where the Colt's play football (or some facsimile of the game). Also, they have made thermal insulation for the AWAC spy planes and sound insulation for the testing of jet engines.

The U.S. Navy has also contracted Stevenson for gun covers on their battleships, and commercial shippers have utilized the company for items such as hatch covers and tie down straps. In addition, Stevenson is a major distributor of flags, flagpoles and banners.

With their credentials and history of service, reliability and craftsmanship the F.M. Stevenson Co., Inc. of Baltimore can certainly be expected to do a banner business for grateful clients for many years to come.

"IT'S A PLOT"

ADVANCE YOUR SKILLS AS A QUARTERMASTER!

If you can do rapid plotting, operate radar and handle navigation, you can move up in the deck department. You can work aboard the most advanced ships in the American Merchant Marine. You can be a *Quartermaster*.

Sign up today to take the Quartermaster Course at SHLSS.

Course starts March 1.

To apply, see your SIU Field Representative, or contact SHLSS.





Pat Kuni applies some zig-zag stitches to a monkey vest. This procedure prevents the material from fraying around the edges.



U.I.W. representative Morris Brooks (right) stands with some of the F.M. Stevenson Co.'s braintrust. They are (l. to r.) Vernon H. Huebschman, Fran Welk, George J. Huebschman, Jr. and Martin J. Huebschman.



Doris Grimm is a study in concentration as she applies the finishing touch to the tie down strap.

The American Coal Beef—A Tale of Ancient

by John Bunker

FROM the time of their formation in the mid-1930s there has been a steady, lively and often bitter rivalry between the National Maritime Union and the Seafarers International Union, with ships and jobs the usual cause of contention.

While the rivalry often led to battles in words, in the courts, on the docks and on the decks, it has also been marked by periods of harmony and cooperation. Usually, however, the love feasts didn't last very long.

Of all the SIU-NMU beefs over the years probably the most unusual occurred in the 1950s over an outfit called the American Coal Shipping Company (AMCO), a unique move into the maritime field in June of 1956 by John L. Lewis and his United Mine Workers Union in partnership with several big Eastern railroads and a number of coal producers.

The UMW organized this business-labor corporation in order to profit from a boom in American coal exports to Europe. About 50 million tons of bituminous coal from Eastern mines were shipped to Europe in 1955 and the American Coal group predicted that this export boom would reach 100 million tons a year by the 1960s.

According to the SIU, however, the new company was also a means whereby Lewis hoped to get a strong foothold in maritime because if the group's predictions about the coal boom came true it would have required 10,000 Liberty ship loads a year to supply the European demand for coal. This would mean a huge fleet of ships and thousands of jobs.

Although the new company was opposed by the American Tramp Ship-owners Association and several steamship lines, the organizers claimed that it was needed "in the public interest" and asked the Maritime Administration for 30 Liberty ships from the reserve fleet.

Eventually, said AMCO, it would need more than 50 bone yard ships, plus several big bulkers that it would build on its own account.

In order to acquire ships from the government's reserve fleet, the new company had to show that it was in the shipping business, so it bought a Liberty ship called the *China Trader* and renamed it the *Coal Miner*. Presto! AMCO was a steamship operator.

Bull Line Is Bought

But more impressively, it also bought out the 68-year-old Bull Line, one of the SIU's oldest companies. Bull operated 15 ships at the time, including some in the coal trade. By having Bull Line, AMCO acquired the experienced organization that would be needed to operate a large fleet of ships, and would not have to build up its own staff and expertise from scratch.

Hardly had MARAD assigned six laid-up Liberties to AMCO and sent them to shipyards for reconditioning than the SIU, the engineers (MEBA),

and the mates (MM&P) lowered the boom.

While MEBA (Marine Engineers Beneficial Association) and the MM&P (Masters, Mates and Pilots) were negotiating with the new outfit for a contract, AMCO signed an agreement for officers with the Brotherhood of Marine Officers (BMO), which was affiliated with a UMW catch-all union called District 50.

For unlicensed men, the company signed a contract with the NMU, although it didn't have a single ship at the time of the signing.

Picketing Commences

The SIU, MEBA and MM&P immediately picketed AMCO's ships, most of which were still in shipyards.

A History of the SIU Part XIII

The SIU filed a complaint with the National Labor Relations Board charging unfair labor practices because none of the 300 SIU men who had applied for jobs on the ships had been hired.

AMCO was now afloat with a dead engine. MARAD refused to break out more ships for them until the beef was settled.

A Federal judge entered the dispute with a ruling that all hiring must be done through all the unions and that *crewmen had to be hired on a seniority basis*. The men with the most discharges and most sea time, plus a few days recent time at sea, would have first chance for a job, although the

latter requirement was pretty much disregarded.

This unusual stipulation turned union hiring halls at Savannah, Norfolk, Philadelphia and New York into old timers conventions. Both the SIU and the NMU beat the bushes for old salts with wads of discharges.

SIU official Ted Babkowski remembers what it was like in New York.

"Paul Hall told me to look out for the old-timers and get them onto the ship," he said. "Those characters didn't need any nursemaids. They were as salty as sea biscuits and tough as old marlin. I offered to help one old SUP guy up the ladder with his gear. He acted like I'd called him a fink. 'Hey, junior,' he said. 'I could carry you and

the sea bag, too' "

So many ancient mariners had probably never convened outside of Sailor's Snug Harbor. They came from all parts of the country, with sea bags, battered old suitcases, tattoos and sea tales going back half a century or more.

When the S.S. *Martha Berry* crewed up, the SIU's Carl Sanburg of Seattle signed on as deck utility. He showed 43 years of sea time. John Williams did better than that. His discharges went back to 1908.

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SEAFARERS LOG

June 21
1957

OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL-CIO

GOOD UNION MEN NEVER GROW OLD...



SUP James O'Leary, 72, began sailing in '22.



SUP Winthrop Leland, 69, job for 64's Job Club.



44-year-old E. B. Bush, met. 64's, has sailing job.



Winthrop Parke, 61, 64-year-old, in water.

THE AMERICAN COAL beef has brought oldtimers from the Sailors Union, Marine Firemen, Marine Cooks & Stewards and the SIU-AGG together again to fight the battles of the 20's and 30's once more in 1957.

Seamen with a half-century of sea behind them, like these SIUNA veterans on the *Walter Mines Page*, are battling a new sub-standard operator, in the best tradition of the Brotherhood of the Sea. Hats off to all of them! (Photos by Seafarer Abe Goldsmith, steward on the *Page*.)



This piece appeared in the June issue of the Seafarers Log in June of 1957.

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This seafarer picketed the Coal Miner, one of American Coal's ships tied up in Norfolk.

Mariners, and a Unique Chapter in SIU History



Seafarers employed the use of a picket boat to block tugs from moving American Coal's SS Casimir Pulaski to a loading pier in Baltimore.

the *S.S. Cleveland Abbe*, narrowly beating out SIU old-timer Joseph Zakostelny, who could only show 29 years of sea time.

Oldest of the ancient mariners was Francis A. Taboada, 79. He said it was great to get back on a ship and "feel useful again."

Meany Intervenes

Meanwhile, AFL-CIO President George Meany came up with a possible solution to the problem and called all the unions involved to his Washington office.

He proposed, for the sake of inter-union harmony, that the SIU give up its right to jobs with AMCO, in exchange for which the NMU would acknowledge the claims of MEBA and the MM&P. The SIU reluctantly agreed to this proposal at Meany's urging, but the NMU refused to do business. When the NMU's Joe Curran tried to make it appear that the SIU had refused to cooperate, Meany sent him a strong rebuke, censuring him for misrepresenting the facts in the *NMU Pilot*.

The job fight went on, with the SIU claiming an edge in the crewing.



Pickets from the SIU, MM&P and MEBA obstructed American Coal at a Brooklyn Shipyard while the company was attempting to put the reactivated Liberty ship *Thomas Paine* back to sea.

While the battle of the old-timers continued on AMCO the coal market in Europe took a nosedive and the demand for ships drastically declined. MARAD decided that the coal trade was over-tonnaged and stopped its break-out of ships for AMCO. When freight rates continued to drop AMCO's shipping "empire" went into the deep six, with the ships being laid up one by one. The NMU and SIU old-timers went back to Snug Harbor, their chicken farms and their favorite haunts on the dock-sides of a hundred ports from Portland to Pascagoula.

In 1961 American Coal Shipping

sold the Bull Line to a group head by the Greek tycoon Manuel Kulukundis and the United Mine Workers faded out of the shipping business.

The battle for American Coal will remain a unique chapter in the history of the SIU—the battle that brought the old-timers out of retirement back to the sea.

George Gourdin, an SUP sailor who came east to help organize AMCO and rode one of their ships to Europe, memorialized this chapter of SIU-NMU history in a poem called *The Ancient Mariners*. It was printed in the *SIU Log* and these are a few of the verses.

The American Coal Shipping Company
With John L. Lewis laying the keel,
Has Joe Curran acting as bosun
With an NMU man at the wheel.

Curran and NMU could've had these jobs
If he'd agreed in a good union way,
To sail with the mates from the MM&P
And engineers from the MEBA.

The SIU was full of fight,
About this time you can bet,
They didn't like the shady deal
That the rank-and-file mates would get.

Well, the court finally reached a decision
That it thought was mighty swell,
It ruled that the oldest discharges
Would solve the problem well.

The sailors came from far and wide,
To compete for their organization;
Some of the discharges were tattered and torn,
But they passed every examination.

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This piece appeared in the June issue of the Seafarers Log in June of 1957.

At Sea/Ashore

U.S. Ships Get China Tax Break

Mainland China has decided to waive a 3.03 percent gross receipts tax on outbound cargo for American ships retroactive to Jan. 1, 1981.

In return, Chinese vessels will be exempt from U.S. taxes. The deal was worked out by Treasury Secretary Donald Regan on a recent trip to China.

As far as U.S. shipping is concerned, the companies who will benefit from the new pact are Lykes Bros. Steamship, Sea-Land, American President Lines and United States Lines.

At the present time, the U.S. and Mainland China maintain a bilateral shipping agreement providing that U.S. and Chinese vessels are guaranteed at least one third each of all cargoes moving between the two nations. The rest can be carried by cross traders. This agreement was worked out during the Carter Administration.

Crew Says Farewell to Retiring Shipmate

The crew of the *Jacksonville* held a small retirement party for Cook and Baker Hugo Fuentes on Oct. 19, 1981 just two days before he put in his papers for retirement when the vessel docked in Port Elizabeth, N.J.

Brother Fuentes has been sailing since 1945. He shipped with the Marine Cooks and Stewards Union from 1945 to 1952, and with the SIU since then. Smooth sailin' Hugo.

Rose City, Worth to Be Redelivered in Spring

Some good news for West Coast shipping! The tankers *Rose City* and *Worth* are expected to be redelivered to their operators sometime in April or May.

The vessels have been undergoing reconstruction at the National Steel and Shipbuilding Yard in San Diego to conform with provisions of the Tanker Safety Act of 1978. The work includes the installation of crude oil washing systems and other retrofits required by the 1978 law.

A third SIU-contracted tanker, the *Beaver State*, was put back into service a couple of months ago after similar work had been completed on her.

8 Heroic British Lifeboatmen Die

An entire eight-man lifeboat crew was wiped out in a vicious storm off the Cornwall Coast in southwest England as they attempted to rescue the crew of a coastal vessel which had lost power and was drifting helplessly toward the rocks.

All eight men were members of the famed Royal National Lifeboat Institute, which has competed in the July 4th Lifeboat races in the port of New York against SIU kids from the Lundeberg School, as well as teams from the NMU, Coast Guard etc., for the past three years.

Since the Royal National Lifeboat Institute was founded in 1884, their lifeboatmen have saved 106,000 lives off the coasts of England and Ireland. Last year alone, they saved 1,215 people from watery graves.

The Institute has nearly 3,000 members, all volunteers, who operate 258 boats from nearly 250 stations throughout England and Ireland.

Seagoing Photog

On a recent trip of the *Stonewall Jackson*, Seafarer/photog Benjamin Porter used some of his off-time to snap some shots around the ship of his seagoing buddies. The crew promptly put the arm on Ben to submit them to the *Log* for publication. Some of those pix appear on this page.

If you have photos you would like to see published, send them to Editor, *Log*, 675 4th Ave., Brooklyn, N.Y. 11232.



Brother Hugo Fuentes (seated right) got a nice farewell from his shipmates on the *SS Jacksonville* (Sea-Land) recently. Others in photo are Recertified Bosun Joe Puglisi (seated left), and (standing left to right) Pantryman Alejandro Serrano, OS Carlos Merida and Deck Maint. Bert Svenblad.



On the *Stonewall Jackson's* crane is AB Gene Walker.



OS Carrel Sanders of New Orleans on the *Stonewall Jackson*.



Doing some maintenance work on the crane track are (l. to r.) Dan Gore and Ira Dubson on the *Stonewall Jackson*.



Stonewall Jackson AB Nelson Dorado.



Operating the *Stonewall Jackson* crane is AB Horace Gaskin.

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U.S. Ships Get China Tax Break

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In return, Chinese vessels will be exempt from U.S. taxes. The deal was worked out by Treasury Secretary Donald Regan on a recent trip to China.

As far as U.S. shipping is concerned, the companies who will benefit from the new pact are Lykes Bros. Steamship, Sea-Land, American President Lines and United States Lines.

At the present time, the U.S. and Mainland China maintain a bilateral shipping agreement providing that U.S. and Chinese vessels are guaranteed at least one third each of all cargoes moving between the two nations. The rest can be carried by cross traders. This agreement was worked out during the Carter Administration.

Crew Says Farewell to Retiring Shipmate

The crew of the *Jacksonville* held a small retirement party for Cook and Baker Hugo Fuentes on Oct. 19, 1981 just two days before he put in his papers for retirement when the vessel docked in Port Elizabeth, N.J.

Brother Fuentes has been sailing since 1945. He shipped with the Marine Cooks and Stewards Union from 1945 to 1952, and with the SIU since then. Smooth sailin' Hugo.

Rose City, Worth to Be Redelivered in Spring

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The vessels have been undergoing reconstruction at the National Steel and Shipbuilding Yard in San Diego to conform with provisions of the Tanker Safety Act of 1978. The work includes the installation of crude oil washing systems and other retrofits required by the 1978 law.

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The ironic thing about the situation was that the seamen would

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Thanks to the efforts of Senator Slade Gorton (R-Washington),

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The Department of Health and Human Services has been directed

to set aside a special enrollment period, April 1, 1982 through December 31, 1982, during which seamen can sign up for Medicare without being penalized.

Specifically, the amendment applies to merchant seamen who were entitled to benefits under Section 322 (a) of the Public Health Services Act at any time during the period beginning March 10, 1981 and ending September 30, 1981.

Medicare enrollees pay a fixed premium of \$11.00 for Medicare insurance which is deducted directly from their Social Security checks. Without the passage of this amendment, merchant seamen would be penalized an additional ten percent of the premium for every twelve months of non-enrollment from age 65 to the present.

For example, a 68 year old merchant seaman who had not enrolled would pay a premium of \$14.30 instead of \$11.00—a penalty of \$3.30 for late enrollment.

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Dispatchers Report for Great Lakes

Dec. 1-31, 1981

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								
Algonac	31	5	1	44	19	0	35	10	3
	ENGINE DEPARTMENT								
Algonac	24	4	1	24	18	1	31	10	1
	STEWARD DEPARTMENT								
Algonac	2	1	1	9	17	0	4	3	1
	ENTRY DEPARTMENT								
Algonac	19	39	4	0	0	0	35	44	20
Totals All Departments	76	49	7	77	54	1	105	67	25

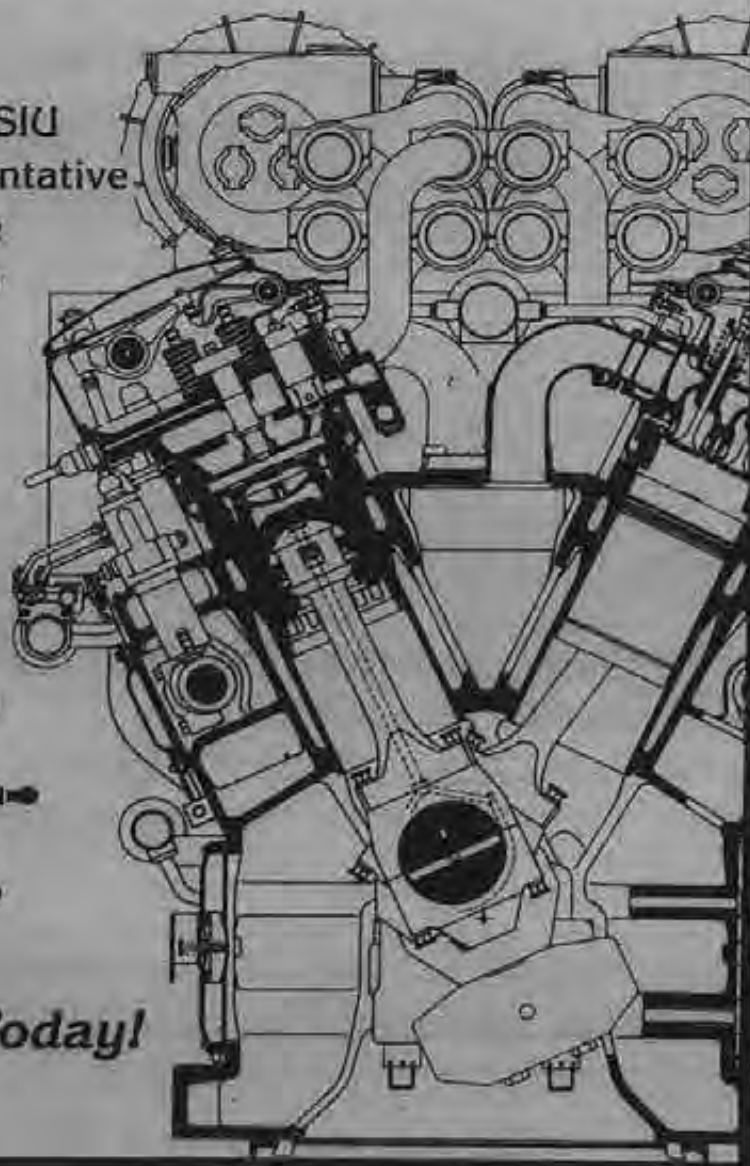
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Brother Hanks, who has been working as AB for G&H Towing since 1959 is planning on retirement later this year. But he'll have a good business to supplement his pension—much to the dismay of Texas rattlers.



Texas "Snakeman" John Hanks sporting one of his creations.

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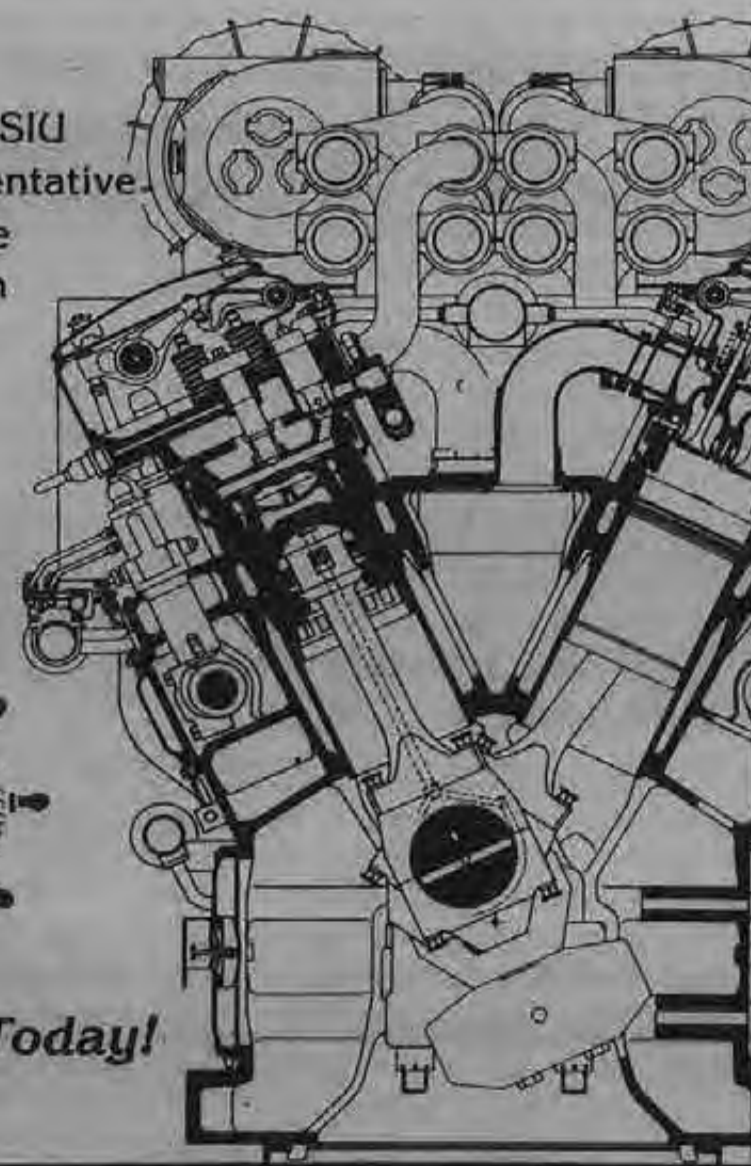
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Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

Marine Electrical Maint. Upgrades Skills, Job Security

The Marine Electrical Maintenance course—like all of the many upgrading courses at SHLSS—helps Seafarers and Boatmen upgrade their skills and guarantee their job security.

And like other vocational upgrading courses at SHLSS, the

Marine Electrical Maintenance course consists of both classroom and practical shop training to insure a thorough knowledge of both the theory and the practical "how to" of marine electrical systems.

Included in the course is

instruction in the theory of electricity; practical knowledge of electrical power circuits, electric motors and controllers; use of electrical test equipment and reading electrical schematics.

Shop training includes maintenance and trouble-shooting of working DC and AC motors and controllers, shipboard lighting circuits and fixtures, galley

equipment and other marine electrical distribution systems.

Applicants for this course must hold a QMED Any Rating endorsement, an Electrician's endorsement, or have equivalent inland experience. The next Marine Electrical Maintenance course will begin April 12, and will continue for eight weeks.



SHLSS instructor Jack Parcel works closely with his students in the classroom and in the shop. Here, he explains electrical testing equipment with, from left, Larry Hines of Seattle; Don Busby, New Orleans, and Raymond Blethen, San Francisco.



Classroom instruction in the theory of electricity helps to give students a basic understanding of marine electrical systems. Seafarer Raymond Blethen, of San Francisco, takes his studies seriously.



Seafarer Charles Lore, who sails out of New York, works on a circuit box as part of the practical training he is getting in the Marine Electrical Maintenance course at SHLSS.



Seafarer David Dukeheart runs a test on electric motor in the machine shop at SHLSS. Hands-on training is the key to success of upgrading programs at Piney Point.



Seafarer Larry Hines, learns trouble-shooting and testing procedures on all types of marine electrical equipment during the eight-week Marine Electrical Maintenance course.

As the 1982 shipping season on the Great Lakes approaches the Lundeberg School of Seamanship is conducting a course for **Conveyorman**.

Both classroom and practical shop training consists of the introduction to the development of various types of self-unloaders; the types and construction of conveyor belts; adjustment, repair and maintenance of conveyor belts; related electrical AC and DC systems, with some practical electrical trouble-shooting experience.

The course also covers hydraulic systems, pipe threading and fitting, gate construction, and practical training in oxy-acetylene cutting and electric arc welding.



Conveyorman Course Offered at SHLSS for Lakers



Great Lakes Seafarer Cliff Hutchins, from Algonac, works with a hydraulic training unit with SHLSS Instructor Bill Foley.



Great Lakes Seafarers Bill Kuriheim and Cullen, of Algonac, practice pipe cutting in the SHLSS Machine Shop as part of hands-on training.



Great Lakes Seafarer Ron Vandercook works with SHLSS Instructor Bill Foley on a hydraulic pump. Hands-on experience is an important part of all training courses at SHLSS.



Ron Vandercook and Cliff Hutchins work together splicing a sheet of metal on a conveyor belt section. Belt adjustments and belt splicing procedures are an important part of the Conveyorman course.

Photos Wanted



If you've got some good color slides of SIU ships or boats, or action slides of SIU members at work—the **Television Production Facility** at SHLSS would like to hear from you.

We are building a photo file of color slides which we will use in various TV productions. If you have slides which you think are good enough for TV reproduction, send them along to us and we will keep them on file for future use. Be sure the slides are identified with a brief caption, such as *S.S. Benjamin Harrison, Jan. 5 1982, QMED Sam Seafarer inspecting feeder pump.* Photo by Tommy Tar.

Send slides and captions to:

Seafarers Video Productions
Seafarers Harry Lundeberg
School of Seamanship
Piney Point, Maryland 20674



Bernadette Noe and Louis Mileto, both of New York, prepare pie shells in the SHLSS bake shop. All Steward Department upgraders get plenty of on-the-job experience.



Seafarer Andrew Hagen from the Port of New York adds butter to the freshly-baked rolls during the early morning hours at the SHLSS bake shop. All breads, rolls and pastries used daily at SHLSS are prepared by Cook and Baker upgraders under the supervision of experienced instructors.

Cook & Baker Program Accents Learning By Doing



Fresh rolls...hot from the oven! Seafarer Thomas Thompson of Seattle takes a fresh batch of rolls from the oven as Thomas B... from Port Arthur assists. Both are participating in the Cook and Baker course at SHLSS.



Seafarer Louis Mileto, left, from New York... and Baker training at Piney Point.



Seafarer Robert Stratton, of New York, fills pie shells with fresh fruit. No wonder SIU ships are the best feeders around.

As with all Steward Department upgrading programs, students learn from experience of on-the-job training in the SHLSS Cook and Baker course. And they learn under the expert guidance of experienced sea-going cooks and bakers.

The course of instruction leading to certification as Cook and Baker includes classroom instruction as well as on-the-job training in the school's bake shop and galley.

Students gain experience in the preparation and baking of breads, rolls, pies, cakes, cookies and breakfast pastries. In addition, students also learn dessert and breakfast preparations, sanitation and work organization. Careful attention to recipe requirements and nutrition are also highlighted.

As with other Steward Department courses, this class is "open-ended" which means that students enroll and begin training throughout the year, and receive their certificates of completion when SHLSS instructors determine that they have successfully completed the course.





Seafarer Don Murphy, of Baltimore, explains to fellow students the working of a four-cycle, one-cylinder, single-acting diesel engine. Working models and actual operating engines are used in the Diesel Engine courses at SHLSS to provide an understanding of the theory of diesel engines, and the experience of hands-on training.



Seafarer Richard Efford, who ships out of the Port of Baltimore, makes valve adjustments on a GM 6-71 diesel engine as part of the shop training phase of the Diesel Engine course at SHLSS.

Diesel Engine Courses Offer Training, Experience To Seafarers, Boatmen



Seafarer Stuart Todd, of Norfolk, adjusts the timing of a fuel injector on a GM 6-71 diesel engine. Working with modern diesel engines provides invaluable experience for students at SHLSS.

Two courses in **Diesel Engine Technology** are offered at SHLSS.

One is a four-week course **designed to give QMEDs** training and experience in operation of diesel propulsion systems, and to offer a pre-engineer license training program.

The other, an eight-week scholarship program **funded by the Transportation Institute**, is designed to prepare experienced engineroom Seafarers and Boatmen for licensing

examinations as Chief Engineer or Assistant Engineer Uninspected Vessels.

Both courses offer both classroom and practical on-the-job training in all phases of diesel engine operation, maintenance and repair. The practical "hands-on" training includes operation and maintenance of the school's tow-boats as well as extensive troubleshooting and repair work in the SHLSS machine shop.

For more information on these courses, and the scholarships, contact your SIU Field Representative, Port Agent, or write to:

**Diesel Engine Training
SHLSS
Piney Point, Md. 20674**



SHLSS Instructor David Grieg, left, works closely with his students in all phases of their diesel engine training. Here he watches as David Goulard, of Algonac, removes the cylinder valve cover from a GM 8-268 diesel engine. Seafarers James Luke, from Wilmington, and Stephen Duffy, Houston, stand by to assist.



Stephen Duffy, of Houston, removes the crankcase inspection cover from a four-cylinder Crapelle diesel engine.



Seafarer Don Murphy, of Baltimore, explains to fellow students the working of a four-cycle, one-cylinder, single-acting diesel engine. Working models and actual operating engines are used in the Diesel Engine courses at SHLSS to provide an understanding of the theory of diesel engines, and the experience of hands-on training.



Seafarer Richard Efford, who ships out of the Port of Baltimore, makes valve adjustments on a GM 6-71 diesel engine as part of the shop training phase of the Diesel Engine course at SHLSS.

Diesel Engine Courses Offer Training, Experience To Seafarers, Boatmen



Seafarer Stuart Todd, of Norfolk, adjusts the timing of a fuel injector on a GM 6-71 diesel engine. Working with modern diesel engines provides invaluable experience for students at SHLSS.



SHLSS instructor David Grieg, left, works closely with his students in all phases of their diesel engine training. Here he watches as David Goulard, of Algonac, removes the cylinder valve cover from a GM 8-268 diesel engine. Seafarers James Luke, from Wilmington, and Stephen Duffy, Houston, stand by to assist.

Two courses in **Diesel Engine Technology** are offered at SHLSS. One is a four-week course designed to give QMEDs training and experience in operation of diesel propulsion systems, and to offer a pre-engineer license training program.

The other, an eight-week scholarship program funded by the **Transportation Institute**, is designed to prepare experienced engineroom Seafarers and Boatmen for licensing

examinations as Chief Engineer or Assistant Engineer Uninspected Vessels.

Both courses offer both classroom and practical on-the-job training in all phases of diesel engine operation, maintenance and repair. The practical "hands-on" training includes operation and maintenance of the school's towboats as well as extensive troubleshooting and repair work in the SHLSS machine shop.

For more information on these courses, and the scholarships, contact your SIU Field Representative, Port Agent, or write to:

**Diesel Engine Training
SHLSS
Piney Point, Md. 20674**



Stephen Duffy, of Houston, removes the crankcase inspection cover from a four-cylinder Crapelle diesel engine.



Upgrading Course Schedule January Through June 1982



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

Course schedules for the first six months of 1982 are announced by the Seafarers Harry Lundeberg School of Seaman-ship. Once again, the course offerings are designed to upgrade the skills of SIU Seafarers and Boatmen, and to promote America's maritime industry by providing it with the best trained and most highly skilled workers in the maritime world.

For convenience of the membership, the course schedule is separated into four categories: **engine department courses**; **deck department courses (inland waters)**; **deck department courses (deep sea)**; and **steward department courses**.

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

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

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

Engine Department Courses

Course	Check-in Date	Completion Date	Length of Course
Marine Electrical Maintenance	January 4 April 12	February 25 June 4	8 weeks 8 weeks
Marine Electronics	March 1	April 8	6 weeks
Automation	January 4 March 15 May 24 June 21	January 28 April 8 June 17 July 15	4 weeks 4 weeks 4 weeks 4 weeks
Pumproom Maintenance & Operations	February 1 April 12	March 11 May 20	6 weeks 6 weeks
Refrigeration Systems, Maintenance and Operations	January 4 March 29 June 21	February 11 May 6 July 29	6 weeks 6 weeks 6 weeks
Basic Welding	February 1 March 1 March 29 April 26 May 24 June 21	February 25 March 25 April 22 May 20 June 17 July 15	4 weeks 4 weeks 4 weeks 4 weeks 4 weeks 4 weeks
Diesel—Regular	January 4 March 1 March 29 April 26 May 24 June 21	January 28 March 25 April 22 May 20 June 17 July 15	4 weeks 4 weeks 4 weeks 4 weeks 4 weeks 4 weeks
Diesel Scholarship	January 4 June 21	February 25 August 12	8 weeks 8 weeks
Third Assistant Engineer	March 15 May 24	May 20 July 29	10 weeks 10 weeks
Fireman/Watertender, Oiler	May 10	June 17	6 weeks
QMED—Any Rating	January 18 May 10	April 8 July 29	12 weeks 12 weeks
Conveyorman	January 4	January 28	4 weeks

Inland Deck Department Courses

Course	Check-in Date	Completion Date	Length of Course
Towboat Operator Scholarship	January 4 March 29 June 21	February 19 May 14 August 6	7 weeks 7 weeks 7 weeks
Celestial Navigation	February 22 May 17	April 1 June 24	6 weeks 6 weeks
First Class Pilot	January 18 May 24	March 5 July 9	7 weeks 7 weeks
Inspected Towing Vessel	March 29	May 21	8 weeks
Tankerman	February 15 March 15 June 7	February 25 March 25 June 17	2 weeks 2 weeks 2 weeks

Deep Sea Deck Department Courses

Course	Check-in Date	Completion Date	Length of Course
Lifeboatman	January 4 March 29 May 10	January 14 April 8 May 20	2 weeks 2 weeks 2 weeks
Able Seaman	April 12 May 24	May 20 July 1	6 weeks 6 weeks
Quartermaster	March 1	April 8	6 weeks
Third Mate	January 4 March 15 May 24	March 12 May 21 July 30	10 weeks 10 weeks 10 weeks
Third Mate/Celestial Navigation	February 22 May 17	April 1 June 24	6 weeks 6 weeks

Steward Department Courses

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

Apply Now for an SHLSS Upgrading Course

(Please Print) **Seafarers Harry Lundeborg School of Seamanship** (Please Print)

Upgrading Application

Name: _____ Date of Birth: _____
(Last) (First) (Middle) No./Day/Year

Address: _____
(Street)

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

Deep Sea Member Inland Waters Member Lakes Member

Book Number _____ Seniority _____

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

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

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

Entry Program: From _____ to _____
(dates attended)

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

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

Dates Available for Training _____

I Am Interested in the Following Course(s) _____

<p style="text-align: center;">DECK</p> <input type="checkbox"/> Tankerman <input type="checkbox"/> AB Limited <input type="checkbox"/> AB Special <input type="checkbox"/> Quartermaster <input type="checkbox"/> Towboat Operator <small>Western Rivers</small> <input type="checkbox"/> Towboat Operator Inland <input type="checkbox"/> Towboat Operator Not <small>More Than 200 Miles</small> <input type="checkbox"/> Towboat Operator (Over 200 Miles) <input type="checkbox"/> Celestial Navigation <input type="checkbox"/> Master Inspected Towing Vessel <input type="checkbox"/> Mate Inspected Towing Vessel <input type="checkbox"/> 1st Class Pilot <input type="checkbox"/> Third Mate Celestial Navigation <input type="checkbox"/> AB Unlimited	<p style="text-align: center;">ENGINE</p> <input type="checkbox"/> FOWT <input type="checkbox"/> QMED - Any Rating <input type="checkbox"/> Marine Electronics <input type="checkbox"/> Marine Electrical Maintenance <input type="checkbox"/> Pumproom Maintenance and <small>Operation</small> <input type="checkbox"/> Automation <input type="checkbox"/> Maintenance of Shipboard <small>Refrigeration Systems</small> <input type="checkbox"/> Diesel Engines <input type="checkbox"/> Assistant Engineer (Uninspected <small>Motor Vessel)</small> <input type="checkbox"/> Chief Engineer (Uninspected <small>Motor Vessel)</small> <input type="checkbox"/> Third Asst. Engineer <small>(Motor Inspected)</small>	<p style="text-align: center;">STEWARD</p> <input type="checkbox"/> Assistant Cook <input type="checkbox"/> Cook & Baker <input type="checkbox"/> Chief Cook <input type="checkbox"/> Steward <input type="checkbox"/> Towboat Inland <small>Cook</small> <p style="text-align: center;">ALL DEPARTMENTS</p> <input type="checkbox"/> LNG <input type="checkbox"/> LNG Safety <input type="checkbox"/> Welding <input type="checkbox"/> Lifeboatman <input type="checkbox"/> Fire Fighting <input type="checkbox"/> Adult Basic <small>Education</small>
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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



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Apply Now for an SHLSS Upgrading Course

Seafarers Harry Lundeberg School of Seamanship
Upgrading Application

(Please Print) (Please Print)

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

Address _____ (Street) _____

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

Deep Sea Member Inland Waters Member Lakes Member

Book Number _____ Seniority _____

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

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

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

Entry Program: From _____ to _____ (dates attended)

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

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

Dates Available for Training _____

I Am Interested in the Following Course(s)

<p>DECK</p> <input type="checkbox"/> Tankerman <input type="checkbox"/> AB Limited <input type="checkbox"/> AB Special <input type="checkbox"/> Quartermaster <input type="checkbox"/> Towboat Operator <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"/> Celestial Navigation <input type="checkbox"/> Master Inspected Towing Vessel <input type="checkbox"/> Mate Inspected Towing Vessel <input type="checkbox"/> 1st Class Pilot <input type="checkbox"/> Third Mate Celestial Navigation <input type="checkbox"/> AB Unlimited	<p>ENGINE</p> <input type="checkbox"/> FOWT <input type="checkbox"/> QMED - Any Rating <input type="checkbox"/> Marine Electronics <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) <input type="checkbox"/> Third Asst. Engineer (Motor Inspected)	<p>STEWARD</p> <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 <p>ALL DEPARTMENTS</p> <input type="checkbox"/> LNG <input type="checkbox"/> LNG Safety <input type="checkbox"/> Welding <input type="checkbox"/> Lifeguard <input type="checkbox"/> Fire Fighting <input type="checkbox"/> Adult Basic Education
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No transportation will be paid unless you present original receipts upon arriving at the School.

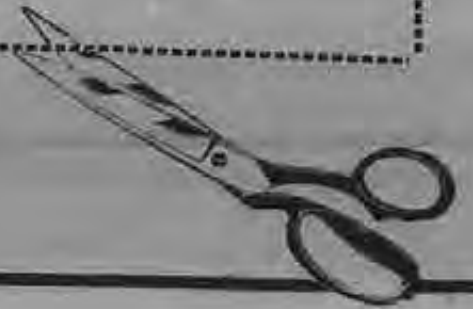
RECORD OF EMPLOYMENT TIME — (Show only amount needed to upgrade in rating noted above or attach letter of service, whichever is applicable.)

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

Please Print

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



Pix from the ships at sea...

Before he left the LNG Leo last September, QMED Paul Russell, 26, found himself with a golden opportunity to put his camera to use during a stopover in Japan. While his ship was at the Kawasaki Heavy Industries Shipyard in Sakai for a routine overhaul, Russell traipsed around the island of Shikoku, visiting many points of interest along the way. These photographs are a sampling of Russell originals taken in the 'Land of the Rising Sun.'

How about you? If you want to see your pix in print, send them into Editor, Log, Seafarers International Union, 675-4th Ave., Brooklyn, N.Y. 11232. No guarantees, of course! But we'll try to print as much of your photos as possible. Quality of photo will be a consideration.



Nagoya Castle.



Seafarer Paul Russell and friend at the Kotahira Shrine Tea House.



A great place to eat lunch...if you like octopus!



Boy Scouts at Nagoya Castle.



Mama San pauses for a snapshot.



Saki barrels.



This Man Has It All

Job Opportunities • Great Pay • Security.

Get in on today's opportunities in the SIU-contracted fleet. Take the **Refrigeration Systems Maintenance and Operations Course** at the Seafarers Harry Lundeberg School of Seamanship on March 29. You can earn it too. Contact SHLSS or see your SIU Field Representative for details.

Summary Annual Report for MCS-AFL-PMA Supplementary Pension Trust Fund

This is a summary of the annual report for MCS-AFL-PMA (Pacific Maritime Association) Supplementary Pension Trust Fund, 51-6097856, for the year ended June 30, 1980. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement
The value of plan assets, after subtracting liabilities of the plan, was \$5,646,575 as of June 30, 1980, compared to \$5,519,999 as of July 1, 1979. During the plan year, the plan experienced an increase in its net assets of \$126,576. This increase included unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the

plan's assets at the end of the year and the value of the plan assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$1,513,445, including employer contributions of \$1,001,663 and earnings from investments of \$511,782.

Plan expenses were \$1,233,002. These expenses included \$1,136,382 in benefits paid to participants and beneficiaries; \$63,185 in administrative expenses and \$33,435 for fees: insurance premiums and other such expenses.

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

1. An accountant's report.
 2. Assets held for investment.
- To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. A. Jensen, 675 Fourth Avenue, Brooklyn, New York 11232. The charge to cover copying costs will be \$1.00 for the full annual report, or \$.10 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes

will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the right to examine the annual report at the main office of the plan, 675 Fourth Avenue, Brooklyn, New York 11232, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure Room, N4677, Pension and Welfare Benefits Programs, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20216.

SEA-LAND GALLOWAY (Sea-Land Service), November 15—Chairman, Recertified Bosun George Burke; Secretary O. B. Smith; Educational Director Paul L. Painter; Steward Delegate Peter Siems. Secretary reported that all members who are interested in what is going on in the Union should read the Log. Every month it contains articles that are vital to all SIU members. In the October issue of particular interest was the article "The SIU Acts to Insure Quality Medical Care." A vote of thanks to the steward department for a job well done.

ARECIBO (Puerto Rico Marine), November 8—Chairman, Recertified Bosun W. Velazquez; Secretary H. Galicki; Educational Director D. Manafe; Deck Delegate E. Siintak; Engine Delegate C. Tenteromano; Steward Delegate J. Fong. No disputed OT. The chairman reported that the ship is paying off this trip. \$320 in movie fund and \$10 in ship's fund. Under new business a discussion on the new medical plan was talked about from the new Log. A vote of thanks to the chief steward, cooks and messmen for a job well done. Next port Elizabeth.

SEA-LAND DEVELOPER (Sea-Land Service), November 1—Chairman, Recertified Bosun James J. Boland; Secretary M. McDermott; Educational Director W. D. Mapel; Deck Delegate D. E. Eraic; Engine Delegate R. A. Heath; Steward Delegate K. R. Adams. Some disputed OT in deck department. Chairman discussed the new public health procedures with the crew and advised men who are interested in "A" Seniority to apply as soon as possible. A suggestion was made that the locker doors in the focles should have the proper restraints; i.e., latches in order to avoid accidents. Gear lockers were recommended for storage of deck department gear upon entering house. Next port Long Beach.

DEL CAMPO (Delta Steamship), November 3—Chairman, Recertified Bosun W. Fell; Secretary B. McNally; Educational Director D. Papageriou; Steward Delegate W. M. Jones. No disputed OT. A discussion was held on medical care. It was brought to the attention of the members to take care in going fore and aft when they are working cargo and to be sure to report anything that looks unsafe. The chairman noted that most of the men who go to Piney Point are men who want to get ahead while getting an education.

COVE COMMUNICATOR (Cove Shipping), November 29—Chairman A. Rushing; Secretary Frank Radvilla; Steward Delegate Kenneth Biddle. No disputed OT. Chairman reported that he is very pleased with the way the trip is going so far. Urged all those who qualify to upgrade themselves in Piney Point. A vote of thanks to the steward department for a job well done.

OVERSEAS ALEUTIAN (Maritime Overseas), November 15—Chairman C. C. Smith; Secretary C. Loper Jr.; Educational Director F. D. Priscock; Deck Delegate R. McLeod; Steward Delegate M. Howell. Some disputed OT in engine department. \$63.55 in ship's fund. The chairman discussed the importance of donating to SPAD and the advantages of upgrading at Piney Point to be eligible for better jobs at more pay. A vote of thanks to the steward department for a job well done. Next port Jacksonville.



SEA-LAND EXPRESS (Sea-Land Service), November 15—Chairman, Recertified Bosun Andrew Lasnansky; Secretary Ken Hayes; Educational Director J. D. Watson. No disputed OT. Chairman gave a brisk talk on safety, explained the trip to the new men and spoke on the importance of donating to SPAD. Secretary reported that some copies of the new contract were on board and that everyone should study same as it is a good contract. All we have to do now is get involved and make it better each time around. The steward recommended that stewards going for recertification be allowed to take lifeboat training for the last two weeks at Piney Point as this would be useful. Next port Rotterdam.

OGDEN WABASH (Ogden Marine), November 22—Chairman, Recertified Bosun Basillo Maldonado; Secretary C. Veazie; Deck Delegate C. Todora; Engine Delegate K. Gramidas; Steward Delegate A. Tousignant. No disputed OT. \$60 in ship's fund. Chairman discussed the new classes that will open for upgrading in Piney Point in the New Year. All Union publications received aboard ship were posted. A vote of thanks to the steward department for a job well done. Next port Houston.

TRANSCOLORADO (Hudson Waterways), November 8—Chairman, Recertified Bosun Andrew Boney; Secretary D. G. Chafin; Educational Director Robert Bacon; Deck Delegate K. Amat; Engine Delegate John Nettles; Steward Delegate William Trice. \$49 in ship's fund. No disputed OT. Chairman advised that there is no information as to what time payoff will be in the next port, Beaumont, Texas, which is the final port of discharge. The chairman said he had a very enjoyable time at the cook-out and party on the tarrant last night and hoped that it was enjoyed by all. The only communication received was the Log which should be passed along to a brother member when finished reading it. Brother Osborne Williams suggested anyone sitting or putting feet on the table should have to donate \$5 to the ship's fund. Observed one minute of silence in memory of our departed brothers and sisters.

WALTER RICE (Reynolds Metals), November 8—Chairman Ernest K. Bryan; Secretary C. E. Bell; Educational Director John S. Brengle; Deck Delegate Edward A. King; Engine Delegate Robert G. Duncan; Steward Delegate Robert M. Kennedy. No disputed OT. Chairman discussed the importance of donating to SPAD and advised all members to hold on to their medical cards so that medical records can be forwarded when necessary. He stressed the need to wear goggles at all times. A vote of thanks to the steward department for a job well done. Report to Log: "Smooth trip with no problems. Vessel enroute to Panama."

SEA-LAND NEWARK (Sea-Land Service), November 22—Chairman, Recertified Bosun Arnold Eckert; Secretary E. Gaudill; Educational Director Jerry Broadus. No disputed OT. The chairman reported that the minutes of the previous meetings were typed and turned in to the patrolman and continued his report with a discussion on the importance of upgrading at Piney Point. A safety meeting was conducted by the Chief Mate who reported on safety measures to be followed at all times and he further discussed the repairs that were completed. Observed one minute of silence in memory of our departed brothers. Next port Seattle.

SEA-LAND CONSUMER (Sea-Land Service), November 8—Chairman Carlos Spina Jr.; Secretary M. Huston. No disputed OT. The bosun encouraged all those who qualify to upgrade at Piney Point every chance you get for your own benefit. The crew gave a vote of thanks to the galley gang for the good groceries; Chief Steward Tex Dunkin from Houston, Ted Triguero from Tampa and Fran Russell from Piney Point. Report to Log: "This is a ship of consumers. Triguero keeps the fine pastry coming day and night and the chili pot shows bottom everytime Tex brews up a batch. Fran Russell is new but catching on. The waist lines are booming aboard ship and the only complaint we have is that our clothes are getting smaller."

LNG LEO (Energy Transport), November 15—Chairman Sam Brooks; Deck Delegate Frank Shaw; Steward Delegate Robert Adams. \$52 in ship's fund. Some disputed OT in deck and engine departments. Chairman advised that all outstanding complaints are being handled. He also referred to President Frank Drozak's report and various articles that appeared in the Log. The three memos received from Red Campbell were discussed and posted. During this meeting the importance of donating to SPAD was outlined and the necessity of conducting ourselves properly at all times both aboard ship and ashore. Observed one minute of silence in memory of our departed brothers and sisters.

COVE NAVIGATOR (Cove Shipping), November 8—Chairman Clyde J. Smithe Jr.; Secretary H. W. Roberts; Educational Director W. T. Christopher; Deck Delegate Clair Stamp; Engine Delegate L. Bumpers; Steward Delegate Walter Mosely. Some disputed OT in steward department. Chairman reported that the ship is being cleaned up, the passageways are being painted and repairs are being made. The Captain purchased some books to set up a library for the crew. He is now in the process of trying to find a book rack in one of the spare rooms which rack will be put in the crew messroom. A vote of thanks to the steward department for a job well done. Next port Crete.

KOPAA (Pacific-Gulf Marine), November 8—Chairman George E. Innis; Secretary V. Dixon; Deck Delegate John Neff; Steward Delegate Greg Hamilton. Some disputed OT in deck department. Chairman advised that a letter was received from the Vice President in charge of contracts in regards to the number of hours and duties for the OS. Wiper and Steward Department and all was resolved at payoff. Chairman requested the patrolman to make sure that port hole screens etc. are put on by the company if there is going to be some question about running the air conditioning.

DIPLOMAT (CCT), November 6—Chairman, Recertified Bosun Durell McCorvey; Secretary Wm. P. Coff; Educational Director P. Rogers; Steward Delegate Kathy DeVane. Some disputed OT in engine department. Chairman reported that the payoff will be on arrival Saturday and that the ice machine is being replaced. Meanwhile, a water sample has been sent ashore to be checked. The crew passed on to the Captain and his wife their appreciation and thanks in the interest of the crews' welfare and living aboard this vessel. A vote of thanks for the Bar-B-Que's and how well they turned out.

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

Ambassador
Ponce
Mobile
San Pedro
Mayaguez
Sea-Land Finance
Seattle
Delta Mar
Sea-Land Economy
Point Sevan
Galveston
Santa Cruz
Point Julie
Santa Isabel
Del Norte
Courier
Ultrasa
Patriot
Pride of Texas
Santa Elena
Ogden Willamette
Overseas Valdez
Stonewall Jackson
Ultramar
Stuyvesant
Sea-Land Pioneer
Ogden Leader
Ogden Charger
Jacksonville
LNG Gemini
Del Rio
Del Mundo
Coastal California
Charleston
Berington
Bay Ridge
Great Land
Tamara Golden
Caguz
Westward Venture
Santa Lucia
Rose City
Overseas New York
Santa Mercedes
Jeff Davis
Sea-Land Liberator
Cove Tide
Ogden Merrimac
Overseas Harriette
Puerto Rico

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SEA-LAND EXPRESS (Sea-Land Service), November 15—Chairman, Recertified Bosun Andrew Lasnansky; Secretary Ken Hayes; Educational Director J. D. Watson. No disputed OT. Chairman gave a brisk talk on safety, explained the trip to the new men and spoke on the importance of donating to SPAD. Secretary reported that some copies of the new contract were on board and that everyone should study same as it is a good contract. All we have to do now is get involved and make it better each time around. The steward recommended that stewards going for recertification be allowed to take lifeboat training for the last two weeks at Piney Point as this would be useful. Next port Rotterdam.

OGDEN WABASH (Ogden Marine), November 22—Chairman, Recertified Bosun Basilio Maldonado; Secretary C. Veazie; Deck Delegate C. Todora; Engine Delegate K. Gramidas; Steward Delegate A. Tousignant. No disputed OT. \$60 in ship's fund. Chairman discussed the new classes that will open for upgrading in Piney Point in the New Year. All Union publications received aboard ship were posted. A vote of thanks to the steward department for a job well done. Next port Houston.

TRANSCOLORADO (Hudson Waterways), November 8—Chairman, Recertified Bosun Andrew Boney; Secretary D. G. Chafin; Educational Director Robert Bacon; Deck Delegate K. Amat; Engine Delegate John Nettles; Steward Delegate William Trice. \$49 in ship's fund. No disputed OT. Chairman advised that there is no information as to what time payoff will be in the next port, Beaumont, Texas, which is the final port of discharge. The chairman said he had a very enjoyable time at the cook-out and party on the fantail last night and hoped that it was enjoyed by all. The only communication received was the Log which should be passed along to a brother member when finished reading it. Brother Osborne Williams suggested anyone sitting or putting feet on the table should have to donate \$5 to the ship's fund. Observed one minute of silence in memory of our departed brothers and sisters.

WALTER RICE (Reynolds Metals), November 8—Chairman Ernest K. Bryan; Secretary C. E. Bell; Educational Director John S. Brengle; Deck Delegate Edward A. King; Engine Delegate Robert G. Duncan; Steward Delegate Robert M. Kennedy. No disputed OT. Chairman discussed the importance of donating to SPAD and advised all members to hold on to their medical cards so that medical records can be forwarded when necessary. He stressed the need to wear goggles at all times. A vote of thanks to the steward department for a job well done. Report to Log: "Smooth trip with no problems. Vessel enroute to Panama."

SEA-LAND NEWARK (Sea-Land Service), November 22—Chairman, Recertified Bosun Arnold Ecker; Secretary E. Gaudill; Educational Director Jerry Broadus. No disputed OT. The chairman reported that the minutes of the previous meetings were typed and turned in to the patrolman and continued his report with a discussion on the importance of upgrading at Piney Point. A safety meeting was conducted by the Chief Mate who reported on safety measures to be followed at all times and he further discussed the repairs that were completed. Observed one minute of silence in memory of our departed brothers. Next port Seattle.

SEA-LAND CONSUMER (Sea-Land Service), November 8—Chairman Carlos Spina Jr.; Secretary M. Huston. No disputed OT. The bosun encouraged all those who qualify to upgrade at Piney Point every chance you get for your own benefit. The crew gave a vote of thanks to the galley gang for the good groceries; Chief Steward Tex Dunkin from Houston, Ted Triguero from Tampa and Fran Russell from Piney Point. Report to Log: "This is a ship of consumers. Triguero keeps the fine pastry coming day and night and the chili pot shows bottom everytime Tex brews up a batch. Fran Russell is now but catching on. The waist lines are booming aboard ship and the only complaint we have is that our clothes are getting smaller."

LNG LEO (Energy Transport), November 15—Chairman Sam Brooks; Deck Delegate Frank Shaw; Steward Delegate Robert Adams. \$52 in ship's fund. Some disputed OT in deck and engine departments. Chairman advised that all outstanding complaints are being handled. He also referred to President Frank Drozak's report and various articles that appeared in the Log. The three memos received from Red Campbell were discussed and posted. During this meeting the importance of donating to SPAD was outlined and the necessity of conducting ourselves properly at all times both aboard ship and ashore. Observed one minute of silence in memory of our departed brothers and sisters.

COVE NAVIGATOR (Cove Shipping), November 8—Chairman Clyde J. Smith Jr.; Secretary H. W. Roberts; Educational Director W. T. Christopher; Deck Delegate Clair Stamp; Engine Delegate L. Bumpers; Steward Delegate Walter Mosely. Some disputed OT in steward department. Chairman reported that the ship is being cleaned up, the passageways are being painted and repairs are being made. The Captain purchased some books to set up a library for the crew. He is now in the process of trying to find a book rack in one of the spare rooms which rack will be put in the crew messroom. A vote of thanks to the steward department for a job well done. Next port Crete.

KOPAA (Pacific-Gulf Marine), November 8—Chairman George E. Innis; Secretary V. Dixon; Deck Delegate John Neff; Steward Delegate Greg Hamilton. Some disputed OT in deck department. Chairman advised that a letter was received from the Vice President in charge of contracts in regards to the number of hours and duties for the OS, Wiper and Steward Department and all was resolved at payoff. Chairman requested the patrolman to make sure that port hole screens etc. are put on by the company if there is going to be some question about running the air conditioning.

DIPLOMAT (CCT), November 6—Chairman, Recertified Bosun Durrell McCorvey; Secretary Wm. P. Coff; Educational Director P. Rogers; Steward Delegate Kathy DeVane. Some disputed OT in engine department. Chairman reported that the payoff will be on arrival Saturday and that the ice machine is being replaced. Meanwhile, a water sample has been sent ashore to be checked. The crew passed on to the Captain and his wife their appreciation and thanks in the interest of the crews' welfare and living aboard this vessel. A vote of thanks for the Bar-B-Que's and how well they turned out.

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

Ambassador
Ponce
Mobile
San Pedro
Mayaguez
Sea-Land Financo
Seattle
Delta Mar
Sea-Land Economy
Point Susan
Galveston
Santa Cruz
Point Julie
Santa Isabel
Del Norte
Courier
Ultrasoa
Patriot
Pride of Texas
Santa Elena
Ogden Willamette
Overseas Valdez
Stonewall Jackson
Ultramar
Stuyvesant
Sea-Land Pioneer
Ogden Leader
Ogden Charger
Jacksonville
LNG Gominil
Del Rio
Del Mundo
Coastal California
Charleston
Borinquen
Bay Ridge
Great Land
Tamara Galiden
Caguas
Westward Venture
Santa Lucia
Hosa City
Overseas New York
Santa Mercedes
Jeff Davis
Sea-Land Liberator
Cove Tide
Ogden Merrimac
Overseas Harriette
Puerto Rico

New 2nd Mate Following in Dad's Footsteps

LENNY ANDREASEN wasted no time in taking advantage of the upgrading opportunities available to him.

After sailing with the former Inland Boatmen's Union, an SIU affiliate, he began shipping deep sea out of the port of Seattle in 1978. When the Union began a third mate class last year at the Seafarers Harry Lundeberg School of Seamanship, Brother Andreassen made sure to get into the second class which was held last summer. He had previously taken the Celestial Navigation

course at the School. Andreassen didn't stop there. In the Fall he attended the Brooklyn, N.Y. upgrading school of District 2, Marine Engineers Beneficial Association-Associated Maritime Officers.

Now the 44-year-old native of Santa Rosa, Calif. is a 2nd mate and he feels that the "smartest move I made was to join the SIU."

Brother Andreassen said that the "opportunities for education through the SIU can make all the difference in your life."

He recommends the Lundeberg School highly, citing "the good conditions for studying." Andreassen was especially impressed by the "beautiful library."

Brother Andreassen, who makes his home in Seattle, has spent most of his working life on the water. He was a Navy corpsman for three years, an AB with the SIUNA-affiliated Sailors Union of the Pacific for five years, a commercial fisherman for four years, and an able bodied seaman on a ferryboat for three years.

As a fisherman, Andreassen worked out of Alaska, Washington, and Oregon on five-man commercial

drag boats that brought in shrimp and offshore bottom fish.

His ferryboat career was on the rough seas in the Gulf of Alaska, sailing as an AB on the five day round trips between Seward and Kodiak. He also worked on tugs docking tankers in Valdez harbor, the terminus for the Alaska oil pipeline.

Of course it's understandable that Andreassen made his career on the sea. He was following in the footsteps of his father and grandfather, both of whom were seamen. And like his grandfather who was a captain and his father who was a first engineer, Andreassen is working his way up.



New 2nd mate Lenny Andreassen checks out some reading material in the Seafarers Historical Research Department Library at Headquarters.

Personals

Jimmy Wilson

Please call home. Tel. (301) 226-5778.

Gregory L. White

Please contact, Ms. Morgan at Tel. (313) 288-6444.

Jose Perez

Please pick up your pictures of the SS Santa Cruz at the Union hall in headquarters.

Robert L. Tompkins

Please contact, your lawyer, Bernard Sacks. Urgent! Tel. (215) 925-8200.

William (Willy) Rawluk

Please contact, Mrs. Lee Georgison, 52 Nicholson Cres., Winnipeg, Manitoba, R2 P 0P9.

Alfred R. Haskins

Please contact, Peg De Nemt, 225 E. 36th Street, New York 10016. Tel. (212) 684-4693.

Henry Albert Duhaway

Please contact, Peggy Nichols. Urgent! Tel. (302) 366-8044.

James Darda

Please contact Ross Sutton at 1414 N. Frederick St., Arlington, Va. (703) 524-5461.

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 bus. 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



Isaac Lorenzo Alvarez, 65, joined the SIU in 1955 in the port of New Orleans sailing as a cook. Brother Alvarez started sailing in 1947. He sailed 32 years. Seafarer Alvarez was born in Pt. Verda, Vigo, Spain and is a resident of Santurce, P.R.



Thomas Joseph Brennan, 56, joined the SIU in 1951 in the port of Philadelphia sailing as a bosun. Brother Brennan hit the bricks in the 1961 Greater N. Y. Harbor beef. He is a veteran of the U.S. Navy in World War II. Seafarer Brennan was born in Lewiston, Me. and is a resident of West Yarmouth, Mass.



Harrison Colquitt Burnsed, 51, joined the SIU in the port of New York in 1963 sailing in the Steward department. Brother Burnsed sailed 28 years. He was also a delegate at a Piney Point Crew Conference. Seafarer Burnsed was born in Pembroke, Ga. and is a resident of Jacksonville.



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George Edward Connell Sr., 67, joined the SIU in the port of Mobile in 1965 sailing as a QMED and chief electrician. Brother Connell attended the Piney Point Educational Conference No. 2. He also was an assistant engineer on sea trials for a shipyard. A native of Mobile, he is a resident there.



Joseph S. Furman, 62, joined the Union in the port of Buffalo, N.Y. in 1961 sailing as a deckhand for the Great Lakes Dredge and Dock Co. from 1951 to 1961 and for the Great Lakes Towing Co. from 1969 to 1981. He is a veteran of the U.S. Army Infantry in World War II. Laker Furman was born in Amsterdam, N.Y. and is a resident of Buffalo.



William James Perridge, 57, joined the SIU in the port of New York in 1968 sailing as an AB. Brother Perridge is a former member of the SUP from 1942 to 1948. He was a member of the International Brotherhood of Teamsters, Local 917. Seafarer Perridge is a stevedore veteran of the U.S. Army's 382nd Port Battalion in World War II. Born in Brooklyn, N. Y., he is a resident there.

William Grover Robinson, 59, joined the Union in the port of Norfolk in 1960 sailing as a deckhand and tankerman for GATCO in 1958 and for Cape Fear Towing from 1968 to 1977. Brother Robinson is a former member of the United Mine Workers Union, 33 B District 50 from 1958 to 1960. He is a veteran of the U.S. Army in World War II. Boatman Robinson was born in Supply, N.C. and is a resident there.



Wilfred Paul Roux, 64, joined the SIU in 1941 in the port of New Orleans sailing as a FOWT. Brother Roux sailed 41 years. He was born in New Orleans and is a resident of San Francisco.



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Kassim Bin Samat, 64, joined the SIU in 1944 in the port of New York sailing as a bosun. Brother Samat sailed 42 years. He hit the bricks in the 1965 District Council 37 beef. Seafarer Kassim was born in Malaysia and is a resident of Staten Is., New York.



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Ferdinand Jean Truxillo, 65, joined the Union in the port of New Orleans in 1972 sailing as a captain for Dixie Carriers from 1968 to 1981. Brother Truxillo attended Piney Point in 1976. He was born in Hapelonville, La. and is a resident of Marrero, La.



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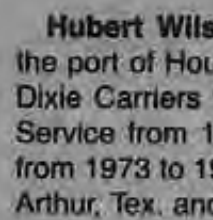
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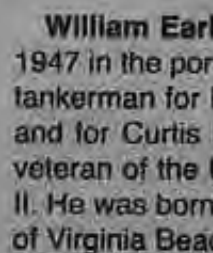
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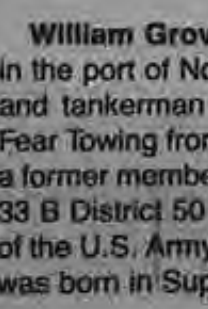
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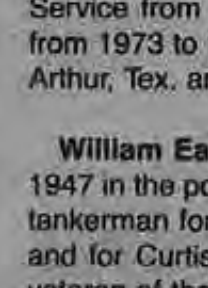
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The Lakes Picture

GREAT LAKES

The biggest story as of the second week in January was the same on the Great Lakes as just about everywhere else throughout the U.S.—cold, cold and more cold. Buffalo, Frankfort and many other Lakes port cities were buried under feet of snow. While some Great Lakes residents were lucky enough to miss the huge snowfalls, nobody escaped the frigid temperatures. Duluth reported the mercury dropped to 26 below zero at one point!

Other than the extraordinary cold, most SIU-contracted Great Lakes companies finished laying up the bulk of their fleets by the New Year.

Laid up in Sturgeon Bay, Wisc., are four of American Steamship's vessels, including the two newest, the *American Mariner* and the *American Republic*. The *Presque Isle* (Litton Great Lakes) is berthed in Erie, Pa., where the tug and barge units were separated for the first time in three years for maintenance work. The *Belle River* and the *Indiana Harbor* (both American Steamship) are at Duluth and Cement Transit's *Medusa Challenger* is in Milwaukee, Wisc.

Huron Cement is wintering one cement carrier in Milwaukee and two in Green Bay; American Steamship has berthed one in Muskegon, Mich., and two in Chicago.

CHICAGO

The SIU-contracted inland company Hannah Towing plans to run three tugs out of Chicago this winter, laying up another four.

The tug *Challenger* (Lampa Tug Inc.) was towing barge #6301 when the barge went aground off Algoma, Wisc., late last month. The barge was freed after about a day and a half and towed to Bay Shipyard in Sturgeon Bay. The barge apparently sustained over \$1 million in damages; she'll be towed to Louisiana for repairs.

FRANKFORT

The *Viking* (Ann Arbor Rail Road) is continuing on a regular 20-and-8 schedule; the *Arthur K. Atkinson* is running on a 5-and-2.

As of Jan. 8, the C&O Railroad carferries officially abandoned the Ludington-Manitowoc run, leaving the SIU carferries as the only ones running into Manitowoc right now.

Still no final word from the Michigan Department of Transportation on whether the Ann Arbor carferries will stay in Frankfort or be moved to Ludington, Mich. The proposal has fired tremendous controversy. Opponents of the move, including the SIU, cite statistics indicating it will cost the state of Michigan an extra \$1.9 million per year to operate the carferries out of Ludington, in addition to any moving costs.

While the DOT has been trying to make up its mind about the carferries' future home, Michigan State Representative Robert Welborn has taken an action that may spur them along.

Welborn, a member of a joint transportation subcommittee, is seeking a major audit into the DOT's handling of state appropriations. He charges that the DOT has wasted and mismanaged monies for many state transportation projects.

ALGONAC

The SIU is preparing for the start of contract negotiations on behalf of Union members employed on the Ann Arbor carferries.

The Bob Lo Co., which owns Bob Lo amusement park and the SIU-manned passenger ferries *Ste. Claire* and *Columbia* has been able to continue operating in spite of having declared bankruptcy last year. The company reports that things are looking up a bit now. After a big ad campaign, attendance picked up at the Detroit River amusement park and the company is hopeful its financial troubles may soon be over.

The *Sam Laud* (American Steamship) ran aground in mid-November, enroute from Duluth to Zilwaukee, Mich. The *Laud's* cargo was reportedly lightered by another SIU-manned American Steamship vessel, the *Adam E. Cornelius*, and the *Laud*, with the help of tugs, was pulled free after one day.

AFSCME Names Gerald McEntee New President

Gerald W. McEntee was elected president of the million-member State, County and Municipal Employees succeeding Jerry Wurf, who died of a heart attack December 10 at the age of 62.

In a close vote, the AFSCME Executive Board elected McEntee over Secretary-Treasurer William Lucy, Victor Gotbaum of New York's District 37 withdrew his candidacy the day before the December 17 vote. The American Arbitration Association conducted the election.

Lucy, who served as acting president after Wurf's death, introduced McEntee at a press conference here. Lucy said the election contest was "spirited."

Asked whether he would lead the union in a new direction, McEntee said AFSCME would continue on the course charted by Wurf.

"During my tenure," McEntee said, "AFSCME will do what it does best—we will defend this union's members and organize those who are not members."

McEntee began his career as an AFSCME organizer in Philadelphia in 1958. He planned the campaign to unionize Pennsylvania's more than 75,000 state employees. He served as executive director of Council 13 since its founding convention in 1973.

McEntee's father, William, was the chief organizer and leader of AFSCME Council 33, which represents Philadelphia city employees.

A graduate of LaSalle College, with a degree in economics, McEntee also studied at the graduate schools of Temple and Harvard Universities. He has four daughters.

Personals

Michael Goins
Please call home!

Joseph William Ortiz
Your Attorney, James Boone, wishes you to contact him at 1-800-535-6808 (U.S. Watts Line) or 1-800-432-0878 (Louisiana Watts Line), as soon as possible.

BASIC WELDING

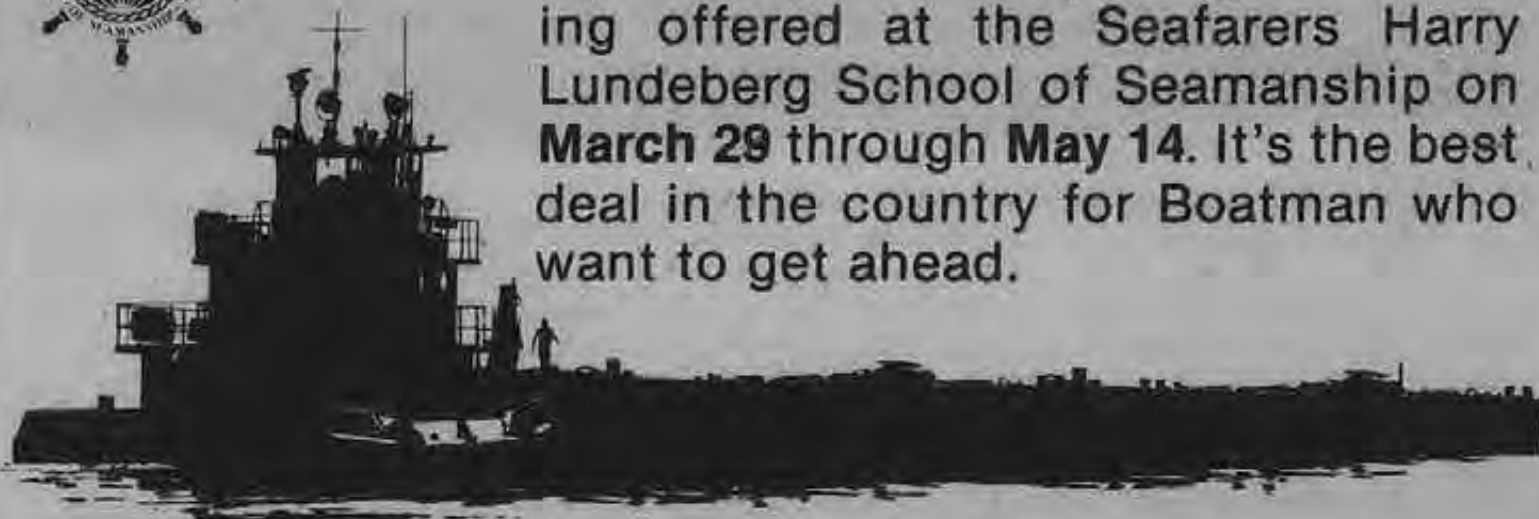
Take the Basic Welding Course at SHLSS.

Courses start
March 1 and
March 29.

See your SIU
Field Representative
for course
information.



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DON'T DELAY

See your SIU Field Representative of contact SHLSS for details.

Dispatchers Report for Inland Waters

DECEMBER 1-31, 1981

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	3	2	0	0	0	0	5	3	1
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	2	0	1	1	0	4	3	2	3
Mobile	0	0	1	0	0	0	1	0	1
New Orleans	2	0	4	2	0	2	6	2	9
Jacksonville	2	3	1	0	1	4	0	2	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	1	1	0	0	1	8	4	4
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	4	3	9	1	0	0	6	6	14
Port Arthur	19	4	5	12	4	1	26	7	12
Algona	0	0	0	0	0	0	0	0	0
St. Louis	5	1	4	1	0	1	12	1	11
Piney Point	0	0	0	0	0	0	0	2	0
Paducah	0	0	0	0	0	0	0	2	1
Totals	38	14	26	17	5	13	67	31	56
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	1	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	2	0	0	2	0	0	0	1	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	2	0	2	1	1	0	3	0	2
Port Arthur	0	0	0	0	0	0	6	0	0
Algona	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	1
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	4	0	2	3	1	0	10	1	4
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	1	0	0	0	0	0	1	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	0	4	0	0	2	1	0	5
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	0	3	1	0	1	2	0	3
Jacksonville	1	0	0	0	0	1	1	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	1	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	1
Port Arthur	2	0	0	1	0	0	7	0	1
Algona	0	0	0	0	0	0	0	0	0
St. Louis	0	0	2	0	0	2	0	0	5
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	2
Totals	6	0	9	2	0	6	13	0	17
Totals All Departments	48	14	37	22	6	19	90	32	77

*"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

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NEW YORK, NEW YORK

Schulman & Abarbanel
350 Fifth Avenue
New York, New York 10118
Tele. # (212) 279-9200

BALTIMORE, MD.

Kaplan, Heyman, Greenberg,
Engelman & Belgrad
Sun Life Building
Charles & Redwood Streets
Baltimore, Md. 21201
Tele. # (301) 539-8967

BOSTON, MASS.

Stephen J. Abarbanel
Latt Associates
95 Commercial Wharf
Boston, Mass. 02110
Tele. # (617) 523-1000

CHICAGO, ILL.

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

DETROIT, MICH.

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

GLOUCESTER, MASS.

Oriando & White
Two Main Street
Gloucester, Mass. 09130
Tele. # (617) 283-8100

HOUSTON, TEXAS

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

LOS ANGELES, CALIF.

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

MOBILE, ALA.

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

NEW ORLEANS, LA.

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

ST. LOUIS, MO.

Gruenberg & Sounders
721 Olive Street
St. Louis, Missouri 63101
Tele. # (314) 231-7440

SAN FRANCISCO, CALIF.

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

Philip Wellin
Wellin & Van Dam
No. 1 Ecker Bld.
San Francisco, Calif. 94105
Tele. # (415) 777-4500

SEATTLE, WASH.

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

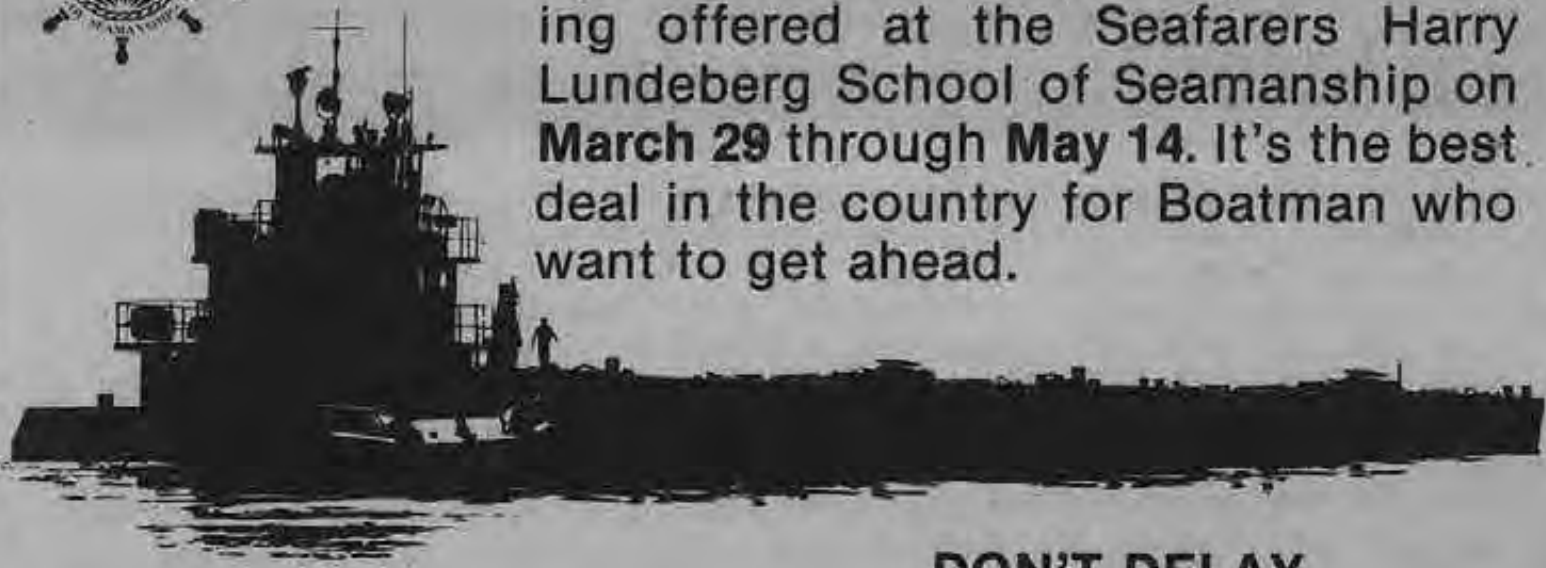
TAMPA, FLA.

Hamilton & Douglas, P.A.
2620 W. Kennedy Blvd.
Tampa, Fla. 33609
Tele. # (813) 879-9842

WILMINGTON, CALIF.

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

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	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	3	2	0	0	0	0	5	3	1
Norfolk	2	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	4	0	3
Mobile	0	0	1	0	0	0	1	0	1
New Orleans	2	0	0	2	0	0	6	2	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	1	1	0	0	0	8	4	4
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	4	3	9	1	0	0	6	6	14
Port Arthur	19	4	0	12	4	0	26	7	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	4	0	0	0	12	0	11
Piney Point	0	0	0	0	0	0	0	2	0
Paducah	0	0	0	0	0	0	0	2	1
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Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	1	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	2	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	2	0	2	1	1	0	3	0	2
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	4	0	2	3	1	0	10	1	4
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	1	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	0	4	0	0	0	1	0	5
Mobile	1	0	0	0	0	0	0	0	0
New Orleans	1	0	0	1	0	0	2	1	0
Jacksonville	1	0	0	0	0	0	1	0	0
San Francisco	1	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
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BALTIMORE, MD.
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Sun Life Building
Charles & Redwood Streets
Baltimore, Md. 21201
Tele. # (301) 539-6967

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Stephen J. Abarbanel
Lati Associates
95 Commercial Wharf
Boston, Mass. 02110
Tele. # (617) 523-1000

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

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

GLOUCESTER, MASS.
Oriando & White
Two Main Street
Gloucester, Mass. 09130
Tele. # (617) 263-8100

HOUSTON, TEXAS
Archer, Peterson and Waldner
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Suite 510
Houston, Texas 77002
Tele. # (713) 659-4455 &

LOS ANGELES, CALIF.
Fogel, Julber, Rothschild & Feldman
5900 Wilshire Boulevard, Suite 2800
Los Angeles, Calif. 90036
Tele. # (213) 937-8250

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

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1400 Richards Building
837 Gravier Street
New Orleans, La. 70112
Tele. # (504) 586-9395

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St. Louis, Missouri 63101
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Woltin & Van Dam
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Wilmington, Calif. 90744
Tele. # (213) 834-2546

INLAND LINES

Dixie Launches New Boat

SIU-contracted Dixie Carriers of New Orleans, La. has launched a brand new boat. She's the 3,200 hp *Dixie Patriot*, weighing 255 net tons and carrying two engines. The boat, which is 110 feet long, 34 feet wide, and has a draft of eight-and-a-half feet, is scheduled to replace the *Dixie Vanguard* on a Tennessee River run.

Built by Janoush Marine, Inc. of Rosedale, Miss., the *Dixie Patriot* is the first of a trio of new boats for Dixie Carriers. Another one is expected in February.



Here's utility tankerman Leo McGeoghegan in the *National Enterprise* engine room.

Supreme Court Denies Appeal

The U.S. Supreme Court has refused to hear a lawsuit that could have obstructed progress on the construction of the new *Lock and Dam 26* at Alton, Ill. on the Mississippi River. On Nov. 30 the Court denied an appeal by a coalition of railroad and environmental groups. It thus let stand a lower court ruling that the U.S. Army Corps of Engineers can build a 1,200-foot lock at the site. The appeal had been filed by the Atchison, Topeka & Santa Fe Railway against Army Secretary John O. Marsh.

Ask for Title XI Funds

Two Houston based SIU-contracted companies have applied to the U.S. government for Title XI guarantee funds to build new equipment.

The companies are *Bay Houston* which has one tug now but would like to build five more.

The other company is *Bulkfleet Transportation* which wants to build two 28,400-dwt petroleum barges and two 150-foot tugs. Each of the diesel-powered tugs will be rated at 4,350 brake-horsepower and are expected to operate in the United States coastwise trade. Delivery of Bulkfleet's tugs and barges are expected by June of 1983.

Contract Settled in New Orleans

By a vote of 95 to 7, SIU members at *Delta Queen Steamboat Company* accepted a new three-year contract effective Jan. 1. There were two void votes. The vote count was made in New Orleans by a Union Tallying Committee.

Among the contract highlights are: full medical coverage; significant pay increase for both gratuity and non gratuity personnel; one additional holiday—Paul Hall's birthday; deletion of the lay-up notice in the contract; the allocation of time for union meetings aboard vessels; several clarifications, and, for gratuity personnel, the addition of 14 rooms to the *Mississippi Queen* steamboat.

On the Monongahela

SIU Boatmen on the *National Enterprise* (National Marine) recently took, what was for them, an unusual trip. They traveled for the first time as a group along the Monongahela River to bring three ammonia barges from New Orleans to the Pittsburgh area.

Union Patrolman Mike Dagon went aboard the boat near Pittsburgh to service the crew which consisted of: Louis Loupe, captain; Charles Howard, pilot; Leo McGeoghegan, utility tankerman; Leigh McNamara, deckhand; Lon Ousley, deckhand; Doug Schubert, reefer technician; Jim Dale, tankerman, and Ross Primmer, cook. On this page are some photos taken during that visit.

Negotiations in Progress

In the port of *Norfolk*, negotiations are underway in two SIU-contracted companies, IBC and Express Marine. Both companies operate towboats and barges out of the port.



Smiling cook Ross Primmer keeps the *National Enterprise* crew well fed.



The SIU-manned *National Enterprise* with her tow of ammonia barges on a rare trip on the Monongahela near Pittsburgh. Most of the crew had never been on this river.



On the "bow" of the pushboat *National Enterprise* are SIU Boatmen, L. to r. Jim Dale, tankerman; Charles Howard, pilot.; Leo McGeoghegan, utility tankerman, and Leigh McNamara, deckhand.



Pensioner Isami Takeno, 56, died of cancer in the San Francisco USPHS Hospital on July 12. Brother Takeno joined the Union in the port of San Francisco in 1962 sailing as a steward utility for the Pacific Far East Line. He sailed with the MC&S Union on the West Coast from 1945 to 1978. Born in Hawaii, he was a resident of San Francisco. And he was a naturalized U.S. citizen. Cremation took place in the Bahia Valley Crematory, Novato, Calif. Surviving are his widow, Linda; three sisters, Mrs. Grace Fukuda, Mrs. Betty Nishida and Mrs. Dorothy Kawachi and a niece, Florence Nishida, all of Honolulu.

Pensioner Ernest Woodfork, 67, died of lung failure in the San Francisco General Hospital on Aug. 1. Brother Woodfork joined the Union on the West Coast in 1957 sailing for the Prudential-Grace Lines for 30 years. He was a resident of San Francisco. Interment was in Memory Garden Park Cemetery, Baytown, Tex. Surviving are a son, Lord; a daughter, Roslyn; a sister, Mrs. Wesley (Ethel) Williams of Baytown and a nephew, Daryl.

Pensioner Leroy Culbertson, 55, died of hepatitis in the San Francisco USPHS Hospital on Dec. 31, 1980. Brother Culbertson joined the Union in 1952 in the port of San Francisco sailing as a waiter and officers BR for the Matson Line. He first sailed on the West Coast in 1944. Seafarer Culbertson sailed 35 years. A native of Missouri, he was a resident of San Francisco. Interment was in Woodlawn Cemetery, Colma, Calif. Surviving are his widow, Linda; a son, Nicholas; a brother, Denver of Kansas City, Mo. and a sister, Mrs. Linda Mae Baxter of Clinton, Mo.

Pensioner Frank S. Costa, 76, passed away from heart failure in St. Mary's Medical Center, Long Beach, Calif. on Jan. 20. Brother Costa first sailed on the West Coast in 1937. He sailed as a saloon messman. Seafarer Costa sailed 30 years. And he was a veteran of the U.S. Navy after World War I. Born in Hawaii, he was a resident of Long Beach. Interment was in Riverside (Calif.) National Cemetery. Surviving are a son, Gilbert of Bayview, Calif.; a daughter, Mrs. Mildred B. McCumber, also of Bayview; and a sister, Mrs. Patricia M. Gibbs of Hallendale, Fla.

Pensioner Fat Wong, 75, passed away from natural causes in the Beekman Hospital, New York City on Mar. 31. Brother Wong first sailed on the West Coast in 1935. He rode the APL as a cook. Born in China, he was a resident of New York City. Interment was in Cypress Hills Cemetery, Brooklyn, N.Y. Surviving are his widow, Chuen; a son, Tat Ting and a brother, Chew of Honolulu, Hawaii.



Harry Ruben Cooper, Jr., 40, died of cancer in the Samuel Merritt Hospital, Oakland, Calif. on July 19. Brother Cooper joined the merged Marine Cooks & Stewards (MC&S) Union in the port of San Francisco in 1965. He sailed as a cook, steward and chief pantryman for the Matson Line and Delta Line. Cooper was a veteran of the U.S. Marine Corps during the Vietnam War. Born in Austin, Tex., he was a resident of Oakland. Burial was in the Cypress Lawn Cemetery, Colma, Calif. Surviving are his widow, Joyce Juanita; a son, Curtis; two daughters, Lucretia and Haronda; his parents, Mr. and Mrs. Harry and Artimise Cooper Sr. of San Francisco; a brother, Dedrige and two sisters, Vivian of San Francisco and Rena.



Pensioner Earnest Earl Johnson, 60, died of cancer in St. Mary's Medical Center, Gary, Ind. on Aug. 4. Brother Johnson joined the Union in 1955, first sailing on the West Coast in 1948. He sailed as a chief steward for the Pacific Far East Line and APL. Johnson was a veteran of the U.S. Armed Forces. A native of Arkansas, he was a resident of Gary. Interment was in Oak Hill Cemetery, Gary. Surviving are three sisters, Mrs. Malyvne Glasby, Willia and Irma and a niece, Robin, all of Gary.



Edward Glenn Rufino, 29, died on May 30. Brother Rufino joined the Union in San Francisco in 1979 sailing for the Manson Line. He first sailed on the West Coast in 1969. Rufino was born in Honolulu, Hawaii and was a resident there. Burial was in Greenhaven Park Cemetery, Kaneohe, Hawaii. Surviving are his mother, Dorothy of Wai-anae, Hawaii; two brothers, Frank of Hayward, Calif. and Herman of Honolulu and a sister, Mrs. Joan Merzhon of Honolulu.



David Correa Silva, 67, died of a hemorrhage in the San Francisco USPHS Hospital on June 7. Brother Silva joined the Union in the port of Honolulu, Hawaii first sailing on the West Coast in 1937. He sailed 24 years and for the Matson Line. Silva was a former member of the Waiters and Dairy Lunchmen's Union, Local 304. A native of Maui, Hawaii, he was a naturalized U.S. citizen and a resident of Honolulu. Cremation took place in the Olivet Crematory, Colma, Calif. Surviving are a brother, Manuel of Wailuku, Maui, Hawaii and a sister, Mrs. Rose Ahreu of Simi Valley, Calif.

Pensioner Truman Spears, 58, died of heart disease at home in Seattle on July 23. Brother Spears first sailed on the West Coast in 1966. He was a native of Arkansas. Burial was in Lakeview Cemetery, Seattle. Surviving are his widow, Barbara of Redmond, Wash. and two daughters, Tammie and Cheryl.



Chester James Seymour, 58, died of lung failure in the New Orleans U.S. Veterans Administration Hospital on Aug. 3. Brother Seymour joined the SIU in 1942 in the port of New Orleans sailing as an AB. He sailed 39 years. Seafarer Seymour was a veteran of the U.S. Army in World War II. A native of Ocean Springs, Miss., he was a resident of Metairie, La. Interment was in Garden of Memories Cemetery, Metairie. Surviving are two sons, Daniel and David; two daughters, Shirley and Catherine; a brother, Lester and a sister, Mrs. Isabelle Desmolle.



Pensioner Joseph Cressler Wallace III, 64, succumbed to lung failure in the Outer Banks Medical Center, Nags Head, N.C. on July 13. Brother Wallace joined the SIU in 1941 in the port of New York sailing as an AB for 25 years. He was a veteran of the U.S. Army in World War II. Seafarer Wallace was born in South Norfolk, Va. and was a resident of Kill Devil Hills, N.C. Burial was in Riverside Cemetery, Norfolk. Surviving are two sisters, Mrs. Mae Lula Meads of Bayside, Va. and Mrs. Rose White.



Thomas Stone Carlton, 57, died on Oct. 10. Brother Carlton joined the Union in the port of Norfolk in 1962 sailing as a 3rd mate and captain for Lynch Brothers from 1944 to 1964. Hanover Towing from 1970 to 1971 and for Allied Towing from 1971 to 1981. He was a veteran of the U.S. Army in World War II. Boatman Carlton was born in Wilmington, N.C. and was a resident there. Surviving are his widow, Alma Jane and a sister, Mrs. Foster Dew of Wilmington.



Pensioner William Ernest Fox, 71, passed away from heart failure in the East Jefferson Hospital, Metairie, La. on Sept. 19. Brother Fox joined the Union in the port of New Orleans in 1951 sailing as a junior engineer on the tug Jason (Crescent Towing) from 1951 to 1974. He was a veteran of the U.S. Army in World War II. Boatman Fox was born in Algiers, La. and was a resident of Metairie. Burial was in St. Bernard Cemetery, New Orleans. Surviving are his widow, Althea and a sister, Mrs. Floris Lanne of New Orleans.

Pensioner George Andrew Coulombe, 50, succumbed to cancer in the Queens Medical Center, Honolulu, Hawaii on July 2. Brother Coulombe joined the Union in the port of San Francisco in 1958 sailing as a baggage porter. He first sailed on the West Coast in 1956. Seafarer Coulombe was born in Brunswick, Me. and was a resident of Waimanalo, Hawaii. Cremation took place in the Oahu (Honolulu) Crematory. Surviving are two sons, Daniel and Richard and four daughters, Annette and Suzanne of Campsie, New South Wales, Australia and Cheryl and Kathleen of Lewiston, Me.



Pensioner Edward Hobart Heacock, 60, died of a heart attack on Sept. 11. Brother Heacock joined the SIU in the port of Seattle in 1957 sailing as a bosun and 2nd mate. He graduated from the HLS and Deck Officers School, Brooklyn, N.Y. in 1969. Seafarer Heacock was a former member of the Association of Maritime Officers, MEBA, Local 2; Teamsters Union and Blacksmiths Union. Born in Cleveland, he was a resident of Camano Is., Wash. Cremation took place in the Cypress Lawn Cemetery Crematorium, Everett, Wash. Surviving are his mother, Mrs. Mary A. Rodgers of Bellevue, Ohio and a brother, John of Camano Is.



Pensioner John Thomas Murphy, 82, passed away on Oct. 19. Brother Murphy joined the SIU in the port of New York in 1952 sailing as an AB and 1st mate. He hit the bricks in the 1962 Robin Line beef and the 1965 District Council 37 strike. Seafarer Murphy was a veteran of the U.S. Army in World War I. A native of Bruley, Newfoundland, Canada, he was a resident of Syosett, L.I., N.Y. Surviving is a daughter, Mrs. Mary Monaco of Syosett.



Timothy Joseph Gurley, 24, died after being overcome by fumes on a tank barge being towed by the M/V National Freedom (National Marine) on the Upper Mississippi River on Oct. 17. Brother Gurley joined the Union following his graduation from Piney Point in 1977. He sailed as a deckhand and tankerman for National Marine Service from 1977 to 1981. Boatman Gurley was born in Cincinnati, Ohio and was a resident of Vevey, Ind. He was also a deacon at his church. Surviving are his widow, Barbara Jean; two children and his parents, the Rev. and Mrs. George and Kathryn Gurley of Patriot, Ind.



Lewis Milbert Holcomb Jr., 36, died on Apr. 21. Brother Holcomb joined the Union in the port of Tampa in 1981. He sailed as an assistant engineer for Dixie Carriers from 1960 to 1979. Boatman Holcomb was a veteran of the U.S. Army during the Vietnam War. A native of Tampa, he was a resident of Brandon, Fla. Interment was in the Garden of Memories Cemetery, Tampa. Surviving is his mother, Mrs. Margaret Hall of Brandon.

Pensioner Gim Jun Lee, 78, passed away from heart failure in the Merritt Hospital, Oakland, Calif. on Aug. 4. Brother Lee first sailed on the West Coast in 1953 sailing as a waiter for APL for 15 years. He was born in China and was a resident of Oakland. Seafarer Lee was a naturalized U.S. citizen. Interment was in the Ning Yung Cemetery, Colma, Calif. Surviving are his widow, Ngan Kam Tom and a daughter, Mrs. Pui Ching Wong, both of San Francisco.

Pensioner Archie Roy Affleck Jr., 85, passed away from lung failure in the Hemet (Calif.) Valley Hospital on May 26. Brother Affleck joined the merged MC&S in the port of San Francisco sailing as a waiter for the Matson Line and the Lurline Steamship Co. for 30 years. He first sailed on the west Coast in 1935. Seafarer Affleck was a resident of Chino, Calif. Burial was in Eastlawn Cemetery, Sacramento, Calif. Surviving are his widow, Judith of Hemet; a daughter, Mrs. Barbara Frye of Los Angeles, Calif. and a sister, Mrs. Mary Merrick of Chino.

Pensioner Frank Calvo, 73, succumbed to a heart attack in Seattle on May 12. Brother Calvo joined the Union in the port of San Francisco sailing as a 2nd cook and baker. He first sailed on the West Coast in 1938 and sailed during World War II. Born in Fene, La Coruna, Spain, he was a resident of Seattle. Cremation took place in the Washington Crematory, Seattle. Surviving are his widow, Josephine; a son, Frank Joseph Jr., and a brother, Evaristo.

Pensioner George Flores Cortez, 88, passed away from heart failure at home in Cord, Ark. on Aug. 1. Brother Cortez joined the Marine Cooks & Stewards in the port of San Francisco sailing as a chief cook for the American President Line (APL). He first sailed on the West Coast in 1945. Seafarer Cortez also sailed in World War II. And he was a native of the Philippine Is. Burial was in the New Picker Cemetery, St. Louis, Mo. Surviving are a son, Robert of Cord and a granddaughter, Diane, also of Cord.

Pensioner Solomon Durgin Jr., 57, died of a hemorrhage at home in Fairfield, Calif. on Sept. 9. Brother Durgin first sailed on the West Coast in 1951. He sailed as an assistant cook for the Pacific Far East Line (PEL). Seafarer Durgin was born in Oklahoma. Interment was in Rolling Hills Cemetery, Richmond, Calif. Surviving are his widow, Gwendolyn of Berkeley, Calif.; a son, James; a daughter, Sandra; his parents, Mr. and Mrs. Solomon Durgin Sr. of Berkeley and a sister, Berdia of Richmond.

Pensioner Bill Ng Huie, 79, died on May 8. Brother Huie first sailed on the West Coast in 1945 sailing as a waiter for APL. He was a naturalized U.S. citizen. Seafarer Huie was a resident of San Francisco. Burial was in Woodlawn Cemetery, Colma, Calif. Surviving are a son, Ng Tui of Kowloon, Hong Kong; a brother, Yen also of Hong Kong and a grandson, Ronald also of San Pablo, Calif.

Pensioner Leonard Ross Jr., 60, died of heart-lung failure in the UCLA Harbor Medical Center, Los Angeles, Calif. on Aug. 11. Brother Ross joined the Union in the port of San Francisco in 1959 sailing as a chief cook. He sailed 27 years. Seafarer Ross was born in Steubenville, Ohio and was a resident of Los Angeles, Calif. Burial was in Inglewood (Calif.) Cemetery. Surviving is his widow, Connie.



Steven Raymond Wood, 22, died from injuries sustained in a fall in Philadelphia on Aug. 13. Brother Wood joined the SIU after his graduation from Piney Point in 1979. He sailed for G&H Towing. Seafarer Wood was a medical specialist veteran of the U.S. Army. Born in Philadelphia, he was a resident of Pennsylvania. Burial was in Holy Cross Cemetery, Pennsburg. Surviving are his parents, Mr. and Mrs. Frank (ex-SIU mate) and Delores Wood of Pennsburg.

Pensioner Anthony Russ, 58, died of a liver ailment in the San Francisco USPHS Hospital on June 18. Brother Russ first sailed on the West Coast in 1944. He sailed as a baggage porter. Seafarer Russ was born in Louisiana and was a resident of San Francisco. Cremation took place in the Woodlawn Cemetery, Colma, Calif. Surviving are his widow, Betty; and two daughters, Katherine and Joan of San Francisco.

William S. Hofman, 81, died in the University of South Oregon Hospital of injuries sustained in a fall in Portland, Ore. on July 22. Brother Hofman first sailed on the West Coast in 1926 sailing as a waiter for the Alaska Line. He was born in Germany, was a naturalized U.S. citizen and was a resident of Portland. Cremation took place in the Rose City Cemetery Crematorium, Portland. Surviving is a sister, Mrs. Ediat Woelfel of Ditzingen, West Germany.

Pensioner Mayers Tomaso Mayo, 66, died of heart failure in the San Francisco USPHS Hospital on Apr. 12. Brother Mayo first sailed on the West Coast in 1944 sailing as a cabin waiter for the States Line. He was born in the Philippines and was a resident of San Francisco. Interment was in the Urdaneta Municipal Cemetery, Pangasinan, P.I. Surviving are a nephew, Romolo Palina Sus of Urdaneta and a niece, Violetta of San Francisco.

Pensioner Leonard Ross Jr., 60, died of heart-lung failure in the UCLA Harbor Medical Center, Los Angeles, Calif. on Aug. 11. Brother Ross joined the Union in the port of San Francisco in 1959 sailing as a chief cook. He sailed 27 years. Seafarer Ross was born in Steubenville, Ohio and was a resident of Los Angeles, Calif. Burial was in Inglewood (Calif.) Cemetery. Surviving is his widow, Connie.



Robert Bruce Abercrombie, 60, died in the Tampa University Community Hospital on July 6. Brother Abercrombie joined the Union in the port of Tampa in 1978 sailing as a chief steward. He sailed 44 years, 25 years deep sea. Boatman Abercrombie also sailed for IOT's Mariner Towing from 1978 to 1981. Abercrombie retired from the NMU in 1966. During World War II, he served with the U.S. Maritime Service. Born in Brooklyn, N.Y., he was a resident of Tampa. Cremation took place in the Tri-Co Crematorium, Tampa. Surviving is a daughter, Mrs. Cheryl L. Dulley of Tampa.

Pensioner Theodore Orville Moe, 70, passed away on Oct. 15, 1981. Brother Moe sailed as chief steward with the former Marine Cooks & Stewards Union for 34 years. He mainly shipped with American President Lines. A native of New York City, he moved with his family to Barbados at the age of seven returning 10 years later. He moved to San Francisco in 1963, remaining there until his death. He is survived by his widow, Ruby; son, Orville; brother, Frank; sister, Mrs. Jean Brown and grandson, Wesley Moe.

Pensioner James Lemoyne Logwood, 59, died of heart-lung failure in Mt. Zion Hospital, San Francisco on July 27. He first sailed on the West Coast in 1946. Brother Logwood sailed as a steward utility for 25 years. He was born in Missouri and was a resident of San Francisco. Interment was in Woodlawn Cemetery, Colma-El Camino Real, Calif. Surviving are two sons, Harold and Alonzo, both of Oakland, Calif.; two daughters, Mrs. Winona Parker of Oakland and Mrs. Pearl Prater of San Francisco and a brother, George of Berkeley, Calif.

Pensioner Everett Jack Sturgeon, 57, died of heart failure in the Mercy San Juan Hospital, Carmichael, Calif. on July 26. Brother Sturgeon first sailed on the West Coast in 1959. He sailed 15 years and rode the Prudential Line. Seafarer Sturgeon was born in Grand Rapids, Mich. and was a resident of Orangeville, Calif. Cremation took place in the Chino (Calif.) Crematorium. Surviving are his widow, Roxie; a daughter, Mrs. Mildred Childs of Garden Grove, Calif. and a sister, Mrs. Robert Whitcomb of Grand Rapids.



Irvin Willie Ranew Jr., 56, died of lung failure in the Nassau Bay (Tex.) USPHS Hospital in July. Brother Ranew joined the SIU in 1949 in the port of Tampa sailing as a 3rd cook. He sailed for Sea-Land and IOT. Seafarer Ranew also sailed during the Korean War. Born in Langley, S.C., he was a resident of Knoxville, Tenn. Burial was in Greenwood Cemetery, Knoxville. Surviving are a son, Cecil of Knoxville and his mother, Mrs. Mabel Rush, also of Knoxville.

Pensioner Fong Tan, 66, died of cancer in the San Francisco USPHS Hospital on Dec. 5, 1980. Brother Tan first sailed on the West Coast in 1952 sailing as a chief cook for the Pacific Far East Line. He was born in China and was a naturalized U.S. citizen. Burial was in Greenlawn Park Cemetery, Colma, Calif. Surviving are his widow, Chung Fa Ng; a son, Yuk Kong and three daughters, Mary Yuk Yui Kong, Jock Foon and Jock Wic.

Pensioner George W. Manatan, 72, passed away on June 22. He joined the Union in 1946 in the port of San Francisco sailing as a steward utility. Brother Manatan first sailed on the West Coast in 1942. He was born in the Philippines and was a resident of Reno, Nev. Surviving are his widow, Felicitas; two sons, Gregorio and Rolando of Cebu City, Cebu, P.I. and a daughter, Maria Luisa.

Pensioner James Carroll Schramm, 70, died of a hemorrhage in Mexico Hospital, San Jose, Costa Rica on Apr. 2. Brother Schramm first sailed on the West Coast in 1940. He sailed as a waiter and bell captain. Seafarer Schramm was born in Nebraska and was a resident of San Francisco. Burial was in the Puntarenas Cemetery, Costa Rica. Surviving are his widow, Norma; a son, Rodney; two daughters, Norma and Damaris and a sister, Mrs. Helen McKenna of San Francisco.

A MESSAGE FROM YOUR UNION

NARCOTICS WILL EAT YOU UP AND YOU'LL LOSE YOUR PAPERS FOR LIFE!



The fall and winter months are the time students begin applying to colleges and universities. It's also the time for Seafarers and the dependents of SIU members to set the wheels in motion on applications for the SIU's annual college scholarship program.

Financial awards totalling \$60,000 per year are granted through the Seafarers Welfare Plan's Charlie Logan Scholarship Program, established in 1952. Marking its 30th year with the 1982 awards the Scholarship Program will, once again, offer a total of five, four-year grants of \$10,000 and two, two-year, \$5,000 awards.

Both of the two-year, \$5,000 scholarships are reserved exclusively for active Union members. Of the four-year, \$10,000 scholarships, four are awarded to the dependents of SIU members while one goes to an active seaman or boatman. In addition, in a year with exceptionally qualified Seafarer applicants, the Board of Trustees may grant a second \$10,000 award to an active member.

To be eligible for a scholarship, an active member must have at least two years (730 days) employment time with SIU-contracted companies. The member must also have one day of employment in the six month period immediately preceding the date of application, as well as 125 days of employment in the previous calendar year.

Qualifications for dependents of Union members applying for the scholarships are as follows: the applicant must be unmarried and under 19 years of age. Unmarried children, however, eligible for benefits under Plan #1 Major Medical can apply for a dependent's scholarship up to the age of 25.

Additional requirements are that the applicant be a dependent of a member who has three years (1,095

days) employment time with SIU-contracted companies as well as one day employment in the six month period immediately preceding the date of application and 125 days' employment in the preceding calendar year.

Dependents of pensioners or deceased SIU members who had satisfied seetime requirements prior to retirement or death are eligible to apply for the scholarship.

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

The SAT or ACT exam must be taken no later than February, 1982 to ensure that the results reach the Scholarship Selection Committee in time to be evaluated. For upcoming SAT test dates and applications, contact the College Entrance Examination Board at either: Box 592, Princeton, N.J. 08540 or Box 1025, Berkeley, Ca. 94701, whichever is closest to your mailing address.

For upcoming ACT test dates and applications contact: ACT Registration Unit, P.O. Box 414, Iowa City, Iowa 52240.

SIU Scholarship Program applications are available to active members or their dependents at any SIU Hall or through the SIU Welfare Plan, 275 20th Street, Brooklyn, N.Y. 11215.

All applications are evaluated by an impartial, six-person Selection Committee made up of highly qualified academics.

Scholarship winners will be announced in May, 1982. The deadline for submission of applications is April 15, 1982.



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Cove Leader Committee



The tanker Cove Leader was in the port of New York recently so the Log hustled out there to meet her and take a few pix, including this shot of the ship's committee. They are, standing l. to r.: Joseph Moody, chief steward and Alexander Daniluk, deck delegate. Seated l. to r. are: Walter Faye, engine delegate; Henry Thomas, steward delegate and Bosun James Sanders, ship's chairman.

What's Wrong?



If you can find out and fix it, you've got great job security and good pay.

So take the Marine Electrical Maintenance Course at SHLSS.

It starts April 12 through June 4.

Fill out the application in this issue of the Log or contact the Seafarers Harry Lundeberg School of Seamanship to enroll.

Help Your Brother Down the Road to Sobriety

Seeing a blind man walk down a street makes the rest of us thankful for our sight. Perfect strangers, as well as friends, don't hesitate to offer a guiding arm to the blind because we all think it must be a terrible thing to be unable to see where you're going.

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

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

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

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

Alcoholic Rehabilitation Center

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

Name Book No.

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

Telephone No.

Mail to: **THE CENTER**
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(213) 549-4000

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Yokohama Port P.O. 5-8 Nihon Ohdori
Naka-Ku 231-91
201-7935

Dispatchers Report for Deep Sea

DECEMBER 1-31, 1981

Port	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	10	7	1	1	8	0	13	9	4
New York	111	56	5	109	56	0	180	124	9
Philadelphia	16	6	1	7	5	0	17	13	2
Baltimore	12	5	0	9	5	0	26	14	1
Norfolk	15	20	1	4	14	0	28	26	6
Tampa	14	7	2	10	5	1	21	13	4
Mobile	16	4	0	10	11	0	33	6	0
New Orleans	115	41	6	92	33	0	159	65	15
Jacksonville	40	13	0	29	19	0	65	22	1
San Francisco	44	23	7	38	12	0	99	44	20
Wilmington	26	10	5	17	11	0	47	28	18
Seattle	40	18	1	32	10	0	72	44	6
Puerto Rico	23	3	1	14	27	1	23	3	0
Houston	61	14	5	49	33	0	114	34	10
Piney Point	0	0	0	1	6	0	2	0	0
Yokohama	0	3	0	0	0	1	0	3	0
Totals	543	230	34	422	255	3	898	448	98
ENGINE DEPARTMENT									
Boston	4	2	1	2	5	0	3	2	1
New York	112	51	0	91	30	0	171	97	5
Philadelphia	5	5	0	4	2	0	15	7	0
Baltimore	18	2	0	5	1	0	42	10	2
Norfolk	13	5	0	2	2	0	24	18	0
Tampa	8	7	0	4	6	0	18	17	1
Mobile	13	10	0	17	0	0	25	16	1
New Orleans	71	22	1	67	16	0	127	53	3
Jacksonville	22	11	0	24	15	0	33	15	0
San Francisco	34	16	7	31	11	0	68	47	13
Wilmington	12	10	6	13	7	0	24	24	10
Seattle	28	7	2	19	5	0	61	24	9
Puerto Rico	10	6	1	14	15	1	10	3	0
Houston	43	14	2	32	5	0	85	33	3
Piney Point	0	0	0	0	3	0	0	0	0
Yokohama	1	0	1	0	0	1	1	2	0
Totals	394	168	21	325	123	2	707	368	48
STEWARD DEPARTMENT									
Boston	1	2	0	0	6	0	2	4	1
New York	59	29	0	53	50	0	73	71	0
Philadelphia	3	2	0	3	6	0	3	4	0
Baltimore	13	1	0	4	3	0	20	8	0
Norfolk	14	6	1	5	1	0	28	15	1
Tampa	7	1	0	4	4	0	10	7	0
Mobile	8	1	0	4	7	0	25	3	0
New Orleans	38	11	0	53	22	0	75	21	2
Jacksonville	8	3	0	22	10	0	14	9	0
San Francisco	29	29	8	25	46	4	43	44	26
Wilmington	8	8	1	12	12	0	20	15	6
Seattle	14	7	0	14	13	0	32	12	5
Puerto Rico	3	3	0	3	12	0	10	5	0
Houston	28	6	2	14	25	0	49	8	2
Piney Point	0	1	0	0	20	0	0	1	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	233	110	12	216	237	4	404	227	43
ENTRY DEPARTMENT									
Boston	1	7	1				2	11	6
New York	36	122	26				44	294	67
Philadelphia	8	10	1				8	32	1
Baltimore	10	18	0				17	50	11
Norfolk	3	22	2				11	57	5
Tampa	2	11	1				5	28	4
Mobile	3	19	1				8	29	2
New Orleans	32	70	26				55	154	26
Jacksonville	14	26	7				22	47	7
San Francisco	20	78	52				38	169	157
Wilmington	1	26	14				3	48	52
Seattle	9	30	14				14	63	43
Puerto Rico	12	21	5				12	24	10
Houston	15	35	7				28	96	20
Piney Point	0	28	0				0	6	0
Yokohama	0	0	1				0	1	2
Totals	168	523	133				267	1,108	413
Totals All Departments	1,336	1,031	200	963	615	9	2,277	2,152	800

***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 up by 452 jobs over the month of November. A total of 1,587 jobs were shipped in December to SIU contracted deep sea vessels as compared to 1,135 in November. Of the 1,587 jobs shipped in December, only 963 or about 60 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people.



Dispatchers Report for Deep Sea

DECEMBER 1-31, 1981

Port	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	10	7	1	1	8	0	13	9	4
New York	111	56	15	109	56	0	180	124	49
Philadelphia	16	6	1	17	6	0	17	13	3
Baltimore	12	9	0	9	5	0	26	14	2
Norfolk	15	20	1	4	14	0	28	26	6
Tampa	14	7	2	10	5	1	21	13	3
Mobile	16	4	1	10	11	0	33	6	4
New Orleans	115	41	6	92	33	0	159	65	15
Jacksonville	40	13	0	29	19	0	65	22	1
San Francisco	44	23	4	39	12	0	99	44	20
Wilmington	26	10	7	17	11	0	47	28	18
Seattle	40	18	1	32	10	0	72	44	6
Puerto Rico	23	3	1	14	27	1	23	3	0
Houston	61	14	2	49	33	0	114	34	10
Piney Point	0	0	0	0	0	0	0	0	0
Yokohama	0	3	0	1	0	1	2	3	0
Totals	543	230	34	422	255	3	898	448	96
ENGINE DEPARTMENT									
Boston	4	2	1	2	5	0	3	2	1
New York	112	51	0	91	30	0	171	97	35
Philadelphia	5	5	0	4	2	0	15	7	2
Baltimore	18	2	0	5	2	0	42	10	2
Norfolk	13	5	0	4	1	0	24	18	0
Tampa	8	5	0	4	2	0	18	17	1
Mobile	13	10	0	17	6	0	25	16	3
New Orleans	71	22	1	67	16	0	127	53	11
Jacksonville	22	11	0	24	15	0	54	25	9
San Francisco	34	16	7	31	11	0	68	47	13
Wilmington	12	10	6	13	7	0	24	24	10
Seattle	28	7	2	19	5	0	61	24	9
Puerto Rico	10	6	1	14	15	1	10	3	0
Houston	43	14	2	32	5	0	85	33	3
Piney Point	0	0	0	0	0	0	0	0	0
Yokohama	0	0	0	0	0	1	1	2	0
Totals	394	168	21	325	123	2	707	368	48
STEWARD DEPARTMENT									
Boston	1	2	0	0	0	0	2	4	1
New York	59	29	0	53	50	0	73	71	0
Philadelphia	3	2	0	3	6	0	3	4	0
Baltimore	13	1	0	4	3	0	20	8	0
Norfolk	7	1	0	4	4	0	28	16	1
Tampa	7	1	0	4	4	0	10	7	0
Mobile	8	1	0	5	7	0	25	3	2
New Orleans	38	11	0	33	22	0	75	21	2
Jacksonville	8	3	0	22	10	0	14	9	0
San Francisco	29	29	8	25	46	4	43	44	26
Wilmington	8	8	1	12	12	0	20	15	6
Seattle	14	7	0	14	13	0	32	12	5
Puerto Rico	3	3	0	3	12	0	10	5	0
Houston	28	6	2	14	25	0	49	8	2
Piney Point	0	1	0	0	0	0	0	0	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	233	110	12	216	237	4	404	227	43
ENTRY DEPARTMENT									
Boston	1	7	1	0	6	0	2	11	6
New York	36	122	26	44	294	67	84	294	67
Philadelphia	8	10	1	8	32	1	17	50	11
Baltimore	10	18	0	17	50	11	17	50	11
Norfolk	3	22	2	11	57	5	11	57	5
Tampa	2	11	1	5	28	4	5	28	4
Mobile	3	19	1	5	29	2	5	29	2
New Orleans	32	70	26	55	154	26	55	154	26
Jacksonville	14	26	2	22	47	7	22	47	7
San Francisco	20	78	32	38	169	157	38	169	157
Wilmington	1	26	14	3	48	52	3	48	52
Seattle	9	30	14	14	63	43	14	63	43
Puerto Rico	12	21	7	12	24	10	12	24	10
Houston	15	35	7	15	26	20	15	26	20
Piney Point	0	0	0	0	0	0	0	0	0
Yokohama	0	0	1	0	0	1	0	0	1
Totals	166	523	133	267	1,109	413	267	1,109	413
Totals All Departments 1,336 1,031 200 963 815 9 2,277 2,152 800									

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Directory of Ports

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

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 415 Main St. 48635
 (616) 352-4441

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 (617) 283-1167

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 (808) 537-5714

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 (205) 478-0916

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 (504) 529-7546

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 (804) 622-1882

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 (502) 443-2483

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 (215) DE 8-3818

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 (301) 994-9010

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 (713) 983-1679

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 (415) 543-5855

SANTURCE, P.R. . . 1913 Fernandez, Juncos.
 Stop 20 00909
 (809) 725-6960

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 (206) MA 3-4334

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 (314) 752-6500

TAMPA, Fla. . . 306 Plant Ave. 33606
 (813) 251-6096

TOLEDO, Ohio . . . 935 Summit St. 43604
 (419) 248-3691

WILMINGTON, Calif. . . 406 Avalon Blvd. 90744
 (213) 549-4000

YOKOHAMA, Japan . . . P.O. Box 429
 Yokohama Port P.O.
 5-6 Nihon Ohdori
 Naka-Ku 231-91
 201-7935

'A' Seniority Upgraders

Joseph Patrick McGee

Seafarer Joseph Patrick McGee, 27, was graduated from the Piney Point Trainee Program in 1979. He upgraded to FOWT there. And he has the firefighting, lifeboat and CPR papers. Brother McGee attended college for one year. McGee was born and lives in Philadelphia, Pa. and ships out of the port of Philadelphia riding LNG ships.

Thomas Howard Schultz

Seafarer Thomas Howard Schultz, 26, is a 1975 graduate of the SHLSS Entry Trainee Program in Piney Point. He upgraded to AB there in 1978. Brother Schultz earned the lifeboat, firefighting and CPR tickets. A native of Newport, R.I., he lives in Breezy Pt., Queens, N.Y. and ships out of the port of New York.

Santiago Kinanahan

Seafarer Santiago Kinanahan, 28, first sailed with the SIU in 1971 out of the port of Seattle. He upgraded to AB at Piney Point in 1977. Brother Kinanahan attended college for three years. And he earned the CPR, lifeboat and firefighting tickets. A native of Sacramento, Calif., he lives there and ships out of the port of San Francisco.

Fred Nicolai Findahl

Seafarer Fred Nicolai Findahl, 51, first sailed with the SIU in 1978 sailing as an AB out of the port of Seattle. Brother Findahl is a veteran of the Norwegian Navy. He earned the firefighting, lifeboat and CPR tickets. Born in Ski, Norway, he lives in Wenatchee, Wash., and ships out of the port of Seattle.

John Steven Iverson

Seafarer John Steven Iverson, 29, graduated from Piney Point in 1977. He upgraded to cook and baker there in 1978. Brother Iverson got his GED, attended college for 2 1/2 years and has the firefighting, lifeboat and CPR documents. Iverson was born in Albuquerque, N.M., lives in Chester, Conn. and ships out of the port of New York.

Leonard Phillip Viles

Seafarer Leonard "Lennie" Phillip Viles, 29, graduated from the Seafarers Harry Lundeberg School of Seamanship Entry Trainee Program, Piney Point, Md. in 1974. Brother Viles upgraded to FOWT there in 1978. He has the firefighting, lifeboat and CPR endorsements. Born in Somerville, N.J., he lives in Simi Valley, Calif. and ships out of the port of Wilmington.

David Roe McCollough

Seafarer David Roe McCollough, 27, graduated from the SHLSS in 1974. Brother McCollough upgraded to AB there in 1977. He also earned his GED there. Previously, McGee sailed as a tug deckhand for the NBC Line and for Allied Towing. And he has the firefighting, CPR and lifeboat endorsements. Born in Elizabeth City, N.C., he lives there and ships out of the port of Norfolk.

William Gordon Benwitz

Seafarer William Gordon Benwitz, 21, graduated from Piney Point in 1979. Brother Benwitz upgraded to 3rd cook there the same year. He also is a scuba diver and is interested in underwater photography, exploring wrecks on the ocean floor. Benwitz has the lifeboat, firefighting and CPR endorsements. Born in Portsmouth, Va., he lives in Norfolk and ships out of that port.

Dan Joe Cherry

Seafarer Dan Joe Cherry Jr., 67, joined the SIU in 1943 in the port of Tampa sailing as a chief electrician in 1961. From 1967 to 1974, he sailed as a 2nd engineer after graduating from the MEBA District 2 School of Engineering, Brooklyn, N.Y. Brother Cherry is a veteran of the U.S. Army before World War II. He holds the firefighting, lifeboat and CPR papers. Born in Winter Haven, Fla., he lives in Baltimore and ships out of that port city.

John Dwight Pennick

Seafarer John Dwight Pennick, 29, graduated from Piney Point in 1975. Brother Pennick upgraded to QMED there in 1979. And he has ridden the CS Long Lines and LNG Gemini (Energy Transportation). He also attended college for three years. He holds the CPR, firefighting and lifeboat documents. Pennick was born in Detroit, Mich., lives in Phoenix, Ariz. and ships out of the port of New York.

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Feb. 8	2:30 p.m.	7:00 p.m.
Philadelphia	Feb. 9	2:30 p.m.	7:00 p.m.
Baltimore	Feb. 10	2:30 p.m.	7:00 p.m.
Norfolk	Feb. 11	9:30 a.m.	7:00 p.m.
Jacksonville	Feb. 11	2:00 p.m.	—
Algonac	Feb. 12	2:30 p.m.	—
Detroit	Feb. 12	2:30 p.m.	—
Alpena	Feb. 15	2:30 p.m.	—
Houston	Feb. 15	2:30 p.m.	7:00 p.m.
New Orleans	Feb. 16	2:30 p.m.	7:00 p.m.
Mobile	Feb. 17	2:30 p.m.	—
San Francisco	Feb. 18	2:30 p.m.	—
Wilmington	Feb. 22	2:30 p.m.	—
Seattle	Feb. 26	2:30 p.m.	—
Piney Point	Feb. 13	10:30 a.m.	—
San Juan	Feb. 14	2:30 p.m.	—
Columbus	Feb. 20	—	1:00 p.m.
Chicago	Feb. 16	—	—
Port Arthur	Feb. 16	2:30 p.m.	—
St. Louis	Feb. 19	2:30 p.m.	—
Honolulu	Feb. 11	2:30 p.m.	—
Duluth	Feb. 17	2:30 p.m.	—
Jeffersonville	Feb. 18	2:30 p.m.	—
Frankfort	Feb. 19	2:30 p.m.	—
Tampa	Feb. 25	2:30 p.m.	—
Glooucester	Feb. 23	2:30 p.m.	—
Jersey City	Feb. 24	2:30 p.m.	—

AUTOMATION

Brothers:
 Today's Modern Ships need qualified Seafarers with the highest regard in safety and professionalism. World technology is moving Automation into our lives aboard our U.S. Flag vessels to ensure the swiftest, safest shipment of goods. Experience is needed to meet these "new challenges". And experience is gained through the Automation class that is offered by the Seafarers Harry Lundeberg School of Seamanship.

To enroll, contact SHLSS or your SIU Representative for details.

Course starts **March 15 through April 8.**

AUTOMATION



Directory of Ports

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 Ed Turner, *Exec. vice president*
 Joe DiGiorgio, *secretary-treasurer*
 Leon Hall, *vice president*
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 George McCartney, *vice president*

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PINEY POINT, Md. St. Mary's County 20674
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PORT ARTHUR, Tex. 534 9 Ave. 77640
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SAN FRANCISCO, Calif.
350 Fremont St. 94105
(415) 543-5855

SANTURCE, RR. 1313 Fernandez, Juncos,
Stop 20 00909
(809) 725-6960

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(206) MA 3-4334

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TOLEDO, Ohio 935 Summit St. 43604
(419) 248-3691

WILMINGTON, Calif. 408 Avalon Blvd. 90744
(213) 549-4000

YOKOHAMA, Japan P.O. Box 429
Yokohama Port P.O. 5-6 Nihon Ohdori
Naka-Ku 231-91
201-7935

Dispatchers Report for Deep Sea

DECEMBER 1-31, 1981

Port	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	10	7	1	1	8	0	13	9	4
New York	111	56	5	109	56	0	180	124	9
Philadelphia	16	6	1	7	5	0	17	13	2
Baltimore	12	5	0	9	5	0	26	14	1
Norfolk	15	20	1	4	14	0	28	26	6
Tampa	14	7	2	10	5	1	21	13	4
Mobile	16	4	0	10	11	0	33	6	0
New Orleans	115	41	5	92	33	0	159	65	15
Jacksonville	40	13	0	29	19	0	65	22	1
San Francisco	44	23	7	38	12	0	99	44	20
Wilmington	26	10	5	17	11	0	47	28	18
Seattle	40	18	1	32	10	0	72	44	6
Puerto Rico	23	3	1	14	27	1	23	3	0
Houston	61	14	5	49	33	0	114	34	10
Piney Point	0	0	0	0	6	0	0	0	0
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San Francisco	29	29	8	25	46	4	43	44	26
Wilmington	8	8	1	12	12	0	20	15	6
Seattle	14	7	0	14	13	0	32	12	5
Puerto Rico	3	3	0	3	12	0	10	5	0
Houston	28	6	2	14	25	0	49	8	2
Piney Point	0	1	0	0	20	0	0	1	0
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Jacksonville	14	26	2				22	47	7
San Francisco	20	78	52				38	169	157
Wilmington	1	26	14				3	48	52
Seattle	9	30	14				14	63	43
Puerto Rico	12	21	5				12	24	10
Houston	15	35	7				28	96	20
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***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 up by 452 jobs over the month of November. A total of 1,587 jobs were shipped in December to SIU contracted deep sea vessels as compared to 1,135 in November. Of the 1,587 jobs shipped in December, only 963 or about 60 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people.



Dispatchers Report for Deep Sea

DECEMBER 1-31, 1981

Port	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
Boston	10	7	1	109	56	0	13	9	4
New York	111	56	5	180	124	0	180	124	0
Philadelphia	16	6	0	2	5	0	17	13	2
Baltimore	12	5	0	7	5	0	26	14	1
Norfolk	15	20	1	4	14	0	29	26	6
Tampa	14	7	2	10	5	1	21	13	4
Mobile	16	4	0	10	11	0	33	6	0
New Orleans	115	41	5	92	33	0	199	66	15
Jacksonville	40	13	0	29	19	0	65	22	1
San Francisco	44	23	0	17	11	0	99	44	20
Wilmington	26	10	5	32	10	0	47	28	18
Seattle	40	18	1	32	10	0	72	44	6
Puerto Rico	23	3	1	14	27	1	23	3	0
Houston	61	14	0	49	33	0	114	34	10
Piney Point	0	0	0	0	0	0	0	0	0
Yokohama	0	3	0	1	0	1	2	3	0
Totals	643	230	34	422	255	3	899	448	96

TOTALS ALL DEPARTMENTS REGISTERED 1,336 1,031 200 963 615 9 2,277 2,152 800

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Directory of Ports

Frank Drozak, President
Ed Turner, Exec. vice president
Joe DiGiorgio, secretary-treasurer
Leon Hall, vice president
Angus "Red" Campbell, vice president
Mike Sacco, vice president
Joe Sacco, vice president
George McCartney, vice president

- HEADQUARTERS** 675 4 Ave., Bklyn. 11232 (212) HY 9-6600
- ALGONAC, Mich.** 520 St. Clair River Dr. 48001 (313) 794-4988
- ALPENA, Mich.** 800 N. 2 Ave. 49707 (517) EL 4-3616
- BALTIMORE, Md.** 1216 E. Baltimore St. 21202 (301) EA 7-4900
- CHICAGO, ILL.** 9402 S. Ewing Ave. 60617 (312) SA 1-0733
- CLEVELAND, Ohio** 1290 Old River Rd. 44113 (216) MA 1-5450
- COLUMBUS, Ohio** 2800 South High St. 43207 (614) 870-6161
- DULUTH, Minn.** 705 Medical Arts Building 55802 (218) RA 2-4110
- FRANKFORT, Mich.** P.O. Box D 415 Main St. 49635 (616) 352-4441
- GLOUCESTER, Mass.** 11 Rogers St. 01903 (617) 283-1167
- HONOLULU, Hawaii** 707 Alakea St. 96813 (808) 537-5714
- HOUSTON, Tex.** 1221 Pierce St. 77002 (713) 659-5152
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- JERSEY CITY, N.J.** 99 Montgomery St. 07302 (201) HE 5-9424
- MOBILE, Ala.** 1640 Dauphin Island Pkwy. 36605 (205) 478-0916
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- NORFOLK, Va.** 115 3 St. 23510 (804) 622-1892
- PADUCAH, Ky.** 225 S. 7 St. 42001 (502) 443-2493
- PHILADELPHIA, Pa.** 2604 S. 4 St. 19148 (215) DE 6-3818
- PINEY POINT, Md.** St. Mary's County 20874 (301) 994-0010
- PORT ARTHUR, Tex.** 534 E Ave. 77640 (713) 983-1679
- SAN FRANCISCO, Calif.** 350 Fremont St. 94105 (415) 543-5855
- SANTURCE, P.R.** 1313 Farnsworth, Juncos, P.R. 00909 (809) 725-8960
- SEATTLE, Wash.** 2505 1 Ave. 98121 (206) MA 3-4334
- ST LOUIS, Mo.** 4591 Gravoyle Ave. 63116 (314) 752-0500
- TAMPA, Fla.** 306 Plant Ave. 33606 (813) 251-8096
- TOLEDO, Ohio** 935 Summit St. 43604 (419) 248-3691
- WILMINGTON, Calif.** 408 Avalon Blvd. 90744 (213) 549-4000
- YOKOHAMA, Japan** P.O. Box 429 Yokohama Port P.O. 5-6 Nihon Onoden Naka-Ku 231-91 201-7935

Joseph Patrick McGee



Seafarer Joseph Patrick McGee, 27, was graduated from the Piney Point Trainee Program in 1979. He upgraded to FOWT there. And he has the firefighting, lifeboat and CPR papers. Brother McGee attended college for one year. McGee was born and lives in Phillipsburg, Pa. and ships out of the port of Philadelphia riding LNG ships.

Thomas Howard Schultz



Seafarer Thomas Howard Schultz, 26, is a 1979 graduate of the SHLSS Entry Trainee Program in Piney Point. He upgraded to AB there in 1978. Brother Schultz earned the lifeboat, firefighting and CPR tickets. A native of Newport, R.I., he lives in Breezy Pt., Queens, N.Y. and ships out of the port of New York.

Santiago Kinanahan



Seafarer Santiago Kinanahan, 28, first sailed with the SIU in 1971 out of the port of Seattle. He upgraded to AB at Piney Point in 1977. Brother Kinanahan attended college for three years. And he earned the CPR, lifeboat and firefighting tickets. A native of Sacramento, Calif., he lives there and ships out of the port of San Francisco.

William Patrick Bell



Seafarer William Patrick Bell, 29, graduated from Piney Point in 1978. He upgraded to AB there in 1980. Brother Bell attended college for two years. He earned the CPR, firefighting and lifeboat documents. A native of Brooklyn, N.Y., he lives there and ships out of the port of New York.

'A' Seniority Upgraders

Fred Nicolai Findahl



Seafarer Fred Nicolai Findahl, 51, first sailed with the SIU in 1978 sailing as an AB out of the port of Seattle. Brother Findahl is a veteran of the Norwegian Navy. He earned the firefighting, lifeboat and CPR tickets. Born in Ski, Norway, he lives in Wapato, Wash., and ships out of the port of Seattle.

John Steven Iverson



Seafarer John Steven Iverson, 29, graduated from Piney Point in 1977. He upgraded to cook and baker there in 1978. Brother Iverson got his GED, attended college for 2 1/2 years and has the firefighting, lifeboat and CPR documents. Iverson was born in Albuquerque, N.M., lives in Chester, Conn. and ships out of the port of New York.

William Gordon Benwitz



Seafarer William Gordon Benwitz, 21, graduated from Piney Point in 1979. Brother Benwitz upgraded to 3rd cook there the same year. He also is a scuba diver and is interested in underwater photography, exploring wrecks on the ocean floor. Benwitz has the lifeboat, firefighting and CPR endorsements. Born in Portsmouth, Va., he lives in Norfolk and ships out of that port.

Dan Joe Cherry



Seafarer Dan Joe Cherry Jr., 67, joined the SIU in 1943 in the port of Tampa sailing as a chief electrician in 1961. From 1967 to 1974, he sailed as a 2nd engineer after graduating from the MEBA District 2 School of Engineering, Brooklyn, N.Y. Brother Cherry is a veteran of the U.S. Army before World War II. He holds the firefighting, lifeboat and CPR papers. Born in Winter Haven, Fla., he lives in Baltimore and ships out of that port city.

Leonard Phillip Viles



Seafarer Leonard "Lennie" Phillip Viles, 29, graduated from the Seafarers Harry Lundeberg School of Seamanship Entry Trainee Program, Piney Point, Md. in 1974. Brother Viles upgraded to FOWT there in 1978. He has the firefighting, lifeboat and CPR endorsements. Born in Somerville, N.J., he lives in Simi Valley, Calif., and ships out of the port of Wilmington.

David Roe McCollough



Seafarer David Roe McCollough, 27, graduated from the SHLSS in 1974. Brother McCollough upgraded to AB there in 1977. He also earned his GED there. Previously, McGee sailed as a tug deckhand for the NBC Line and for Allied Towing. And he has the firefighting, CPR and lifeboat endorsements. Born in Elizabeth City, N.C., he lives there and ships out of the port of Norfolk.

John Dwight Pennick



Seafarer John Dwight Pennick, 29, graduated from Piney Point in 1975. Brother Pennick upgraded to GMED there in 1979. And he has ridden the CS Long Lines and LNG Gemini (Energy Transportation). He also attended college for three years. He holds the CPR, firefighting and lifeboat documents. Pennick was born in Detroit, Mich., lives in Phoenix, Ariz. and ships out of the port of New York.

Monthly Membership Meetings

Port	Date	Deep Sea		UIW
		Lakes, Inland Waters		
New York	Feb. 8	2:30 p.m.		7:00 p.m.
Philadelphia	Feb. 9	2:30 p.m.		7:00 p.m.
Baltimore	Feb. 10	2:30 p.m.		7:00 p.m.
Norfolk	Feb. 11	9:30 a.m.		7:00 p.m.
Jacksonville	Feb. 11	2:00 p.m.		
Algonac	Feb. 12	2:30 p.m.		
Detroit	Feb. 12	2:30 p.m.		
Alpena	Feb. 15	2:30 p.m.		
Houston	Feb. 15	2:30 p.m.		7:00 p.m.
New Orleans	Feb. 16	2:30 p.m.		7:00 p.m.
Mobile	Feb. 17	2:30 p.m.		
San Francisco	Feb. 18	2:30 p.m.		
Wilmington	Feb. 22	2:30 p.m.		
Seattle	Feb. 26	2:30 p.m.		
Piney Point	Feb. 13	10:30 a.m.		
San Juan	Feb. 11	2:30 p.m.		
Columbus	Feb. 20			1:00 p.m.
Chicago	Feb. 16			
Port Arthur	Feb. 16	2:30 p.m.		
St. Louis	Feb. 19	2:30 p.m.		
Honolulu	Feb. 11	2:30 p.m.		
Duluth	Feb. 17	2:30 p.m.		
Jeffersonville	Feb. 18	2:30 p.m.		
Frankfort	Feb. 19	2:30 p.m.		
Tampa	Feb. 25	2:30 p.m.		
Glooucester	Feb. 23	2:30 p.m.		
Jersey City	Feb. 24	2:30 p.m.		

AUTOMATION

Brothers: Today's Modern Ships need qualified Seafarers with the highest regard in safety and professionalism. World technology is moving Automation into our lives aboard our U.S. Flag vessels to ensure the swiftest, safest shipment of goods. Experience is needed to meet these "new challenges". And experience is gained through the Automation class that is offered by the Seafarers Harry Lundeberg School of Seamanship. To enroll, contact SHLSS or your SIU Representative for details.

Course starts March 15 through April 8.

LETTERS TO THE EDITOR



Must Write Congressmen, Senators

My husband sails with the SIU and I've written several times to the Washington State Congressmen about the concerns of American seamen.

My most recent letter was in regard to the proposed export of Alaskan oil to Japan. I was quite happy to read in a recent issue of the **Log** that the oil will not be exported, for now at least.

We need to be independent of foreign oil imports. Our Alaskan oil will help us in this area. Our U.S. tanker fleet will be destroyed, however, if we allow the oil to be sent out of the country.

Please write your Congressman. This export must not take place at any time.

Sincerely,
Mrs. Joseph Schaeff
Seattle, Wash.

Should 'a Seen the Ones That Got Away



My annual fishing trip last Fall was a good one. The fish were biting inside and outside the Golden Gate Bridge. This year I brought home 15 salmon, the smallest six pounds and the largest 28 pounds.

I also caught three Pacific halibut with the largest tipping the scales at 25 pounds. I'm already looking forward to this year's trip.

I wish to say hello to all my old shipmates. I hope everyone had a Merry Christmas, and I hope the New Year will be good to all my friends.

Fraternally,
Reino Pelaso, P-8
Vallejo, Calif.

Keep Those Cards and Letters Coming

Members who served during World War II and feel they should be awarded Veteran's status need to write their Senators and Representatives and ask for help to obtain the benefits that we deserve.

Section 401 of Public Law 95-202 provides for an administrative determination respecting whether the service of any non-military group of individuals was equivalent to, or tantamount to, active military service.

Some other non-military groups have been awarded veterans status.

The Secretary of the Air Force acts for all services in studying non-military groups and deciding their eligibility for veteran benefits.

Fraternally,
M. M. Glenn
B.47004 retired
P.O. Box 177
Newton, Alabama 36352

No B.S.! Scholarship Winner an Engineer

When I read the letter announcing the winners of the 1977 Charlie Logan Scholarship, it was like a dream come true. I had not applied for many scholarships my senior year in high school, but something told me not to worry. Reading that I had been chosen as a recipient of \$10,000 lifted a tremendous burden off of my shoulders, as well as my parents. They were bound and determined to see me through college, even if it meant selling their land. I think I am more grateful for what the scholarship did for my parents, than what it did for myself.

Receiving this scholarship was like opening a door on a whole new life. Had I not won the scholarship, I would have had to commute to a non-accredited college. Thanks to the Seafarer's International Union and the Charlie Logan Scholarship Program, I received a B.S. in Chemical Engineering from the best engineering school in the state, Louisiana Tech University. With a degree from Tech squarely in my sights, I accepted a job with Allied Chemical Company three months prior to graduation. Allied gave me the type of work I desired, in the exact location I desired. I am currently a Jr. Project Engineer in Geismar, Louisiana, just south of Baton Rouge.

The education acquired by going off to college goes far beyond the classroom. By winning this scholarship, I was given an opportunity to get away from home and start looking at life through my own eyes for a change. Although I still relied on my parents for advice and an extra dollar here and there, I considered myself somewhat independent. Along with independence comes responsibility. SIU gave me an opportunity to truly understand and appreciate the meaning of these two words.

Probably the most valuable lesson I learned in college was the importance of friends. This scholarship allowed me to make friends in a way that would not have been possible as a commuter. Being on campus, I was able to join campus organizations, meet some really great people, and have some really good times. Thanks to the scholarship I was allowed to enjoy the phenomena of roommates. I could always count on my roommates to share in the celebration of victories, console in times of defeat, offer words of encouragement, and point out my faults. My roommates taught me more about myself than I could have ever learned by looking in a mirror. I have heard it said many times that the friends we make in college are the friends we will keep in contact with for the rest of our lives. I certainly hope so. I would have never been able to experience such relationships without the help of the SIU.

At this time I would like to express my deepest gratitude to the Board of Trustees and the administrator's of the Seafarer's International Union. I feel extremely fortunate and extremely grateful. Thanks to the Charlie Logan Scholarship Program, I was able to acquire the best education possible in the state of Louisiana, my parents saw the last of their kids through college without having to sell the house, and I experienced the most memorable four years of my life.

With sincerest thanks,
Charles W. Foshee
1977 Charlie Logan
Scholarship Recipient

Thanksgiving No Turkey on Libra

The crew of the **LNG LIBRA** highly commends their steward department for a superior Thanksgiving day service. The quality and selection of food was nothing short of fantastic. It was well above average. The steward department went out of their way to prepare the meal. They are; Chief Steward Joe Speller, Chief Cook Angello Dehenza and Steward Assistants Kurt Carlson, Kevin Judge and John King.

Clarence Swigo
Ship's Chairman
LNG Libra

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

LETTERS

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Glarence Swigo
Ships Chairman
LNG Libra

Gov't Agencies Continually Dump on U.S. Cargo Laws

THE battle to fortify the American-flag merchant marine is a crucial one. At stake is the economic and military security of this nation, as well as the bread-and-butter of thousands of American seamen.

The SIU has been on the front lines in the struggle to keep the merchant marine strong year after year. Our goals have remained fixed and immovable: restoration of a domestic merchant fleet capable of serving this nation in peace and in time of military emergency.

Those same goals are in our sights today. But today we're travelling different paths to attain them.

The cost-consciousness of the present Administration dictates that the platform we advocate to restore the U.S.-flag fleet be cost-efficient, too. So calls for the negotiation of bilateral shipping agreements with our trading partners, among other things, have replaced calls for increased federal subsidies to our industry.

We are justly proud of our maritime platform because it makes no monetary demands on our government. The maritime industry does not need new subsidies, loans, grants or bail-outs to survive. We do, however, need unified government policies which recognize the importance of an American-flag merchant marine to the nation.

Upon his election, President Reagan said that "a major goal of the United States must be to ensure that American-flag ships carry an equitable portion of our trade."

"We cannot expect others—either allies or adversaries—to respect our interests," Reagan continued, "if we show no respect or concern for them ourselves."

Such respect and concern must begin with the Administration itself. Cabinet departments and other government agencies must abide by the nation's laws—specifically our cargo laws—if we are to expect anyone else to abide by them.

But the very agencies that should be setting a law-abiding example are, instead, seeking opportunities to skirt our critically important cargo laws.

One recent example occurred last August, when the Commodity Credit Corporation of the Dept. of Agriculture contracted to sell 100,000 metric tons of government surplus butter to New Zealand. Though the sale was clearly covered by U.S. cargo laws, (specifically PL. 664) the agreement between the DOA and New Zealand did not stipulate that 50 percent of the butter move on U.S. flag ships.

Avoiding these laws has become



a familiar procedure for the Agriculture Department. In fact Rep. Walter Jones, chairman of the House Merchant Marine & Fisheries Committee said recently that the Agriculture Dept. "may have a pattern of seeking to avoid these [cargo preference] laws."

It is not only the Agriculture Department, however, that is at fault. Other Cabinet departments—such as Transportation and Defense—have tried to get around 50 percent cargo preference requirements, too. And congressional committees are always introducing various measures to repeal existing cargo preference statutes.

Last summer, the Senate Agriculture Committee tried twice to sabotage Titles I and II of PL 480 which require "at least 50 percent of all government-generated cargoes be moved on U.S. flag vessels." And during the first session of the 97th Congress there were a minimum of three requests from special interest groups for exemptions from the U.S.-flag shipping requirements of the Jones Act.

We agree with President Reagan that "we cannot expect others to

respect our interests if we show no respect or concern for them ourselves." But if those words mean anything, they mean existing laws

intended to protect and support the merchant marine must be followed by everyone—from the Cabinet, right on down.

LOG

January 1982	Official Publication of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO	Vol. 44 No. 1
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Deposit in the SIU Blood Bank—It's Your Life

SPAD 50¢



**50¢ A DAY, A SMALL PRICE
TO PAY FOR JOB SECURITY**

Frank Evers
5/14