

LOG

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Boatmen Man Dixie Avenger



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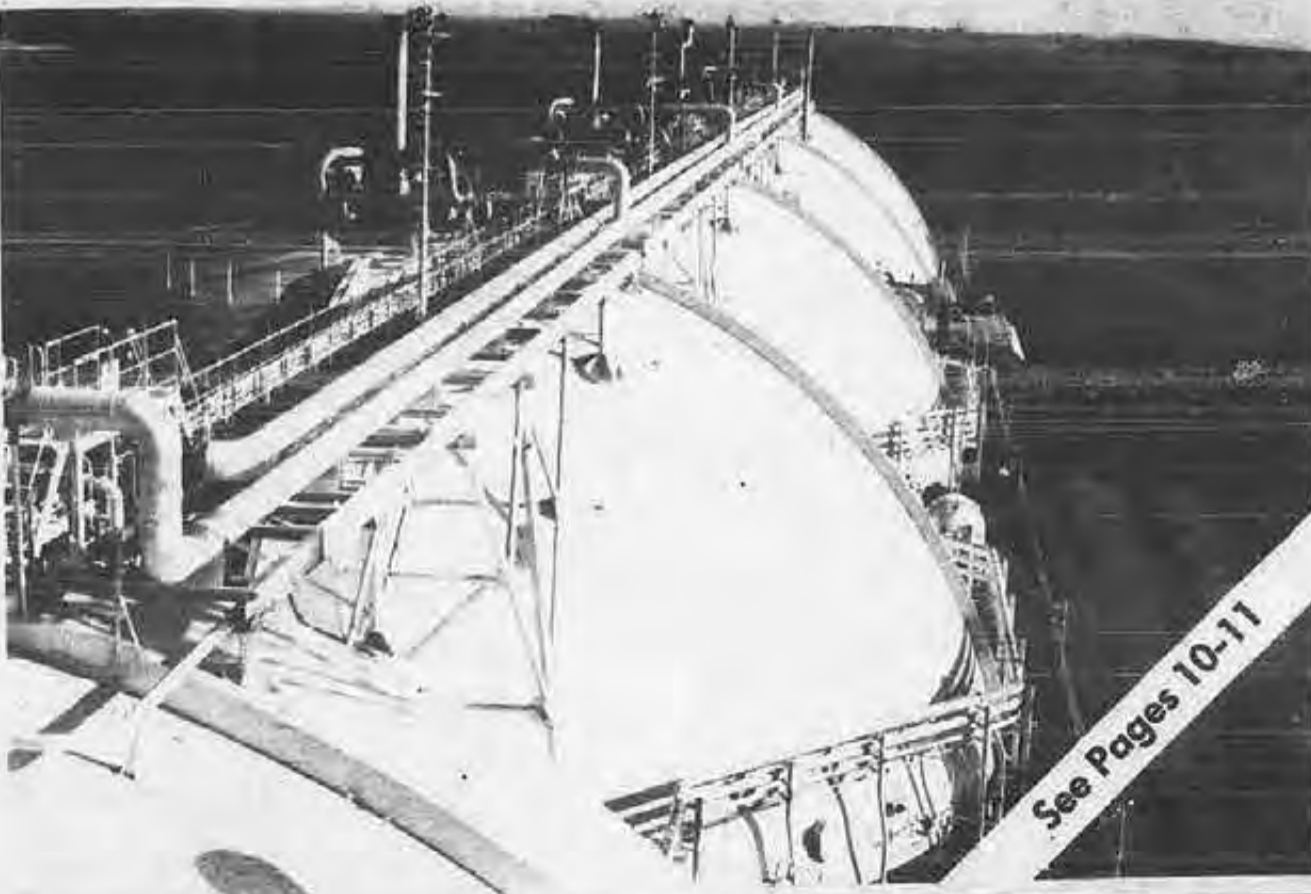
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4 Towing Company Contracts Ratified by Boatmen

SIU Boatmen recently ratified new contracts with four towing companies in the Gulf. Now in effect, the contracts have secured significant wage increases and widespread fringe benefits for the membership.

The companies are Red Circle Transport and Orgulf Transport, both based in New Orleans; Slade, Inc. of Orange, Tex., and Mobile Towing of Mobile, Ala.

Although the contracts are separate agreements for each company, they have a number of benefits in common. Most importantly, they established a

standard agreement for all Boatmen in the same kind of towing operation. They also created an industry-wide inland vacation plan.

The standard agreement means, first of all, that the contract is written in standard language for similar SIU-contracted companies. For example, the Orgulf contract contains a Main Agreement that can be used by all SIU operators engaged in moving bulk commodities on the Mississippi River system.

Individual differences between companies are provided for in other parts



of the contract, called the appendices. Moreover, the SIU bulk commodity river contracts will all expire at the same time.

The Red Circle contract established a standard agreement for all SIU off-shore towing operators. The Slade contracts, one each for licensed and unlicensed personnel, did the same for Unit Tow operations. The Mobile Towing contract established a standard shipdocking agreement.

Standard language and a common expiration date for the contracts give SIU Boatmen greater protection for their contractual rights and increased collective bargaining strength.

The industry-wide vacation plan is another major gain for Boatmen in the new contracts. Under the Plan, the four companies now contribute to a vacation trust fund. And the Boatmen can receive their vacation pay after every 90 days of employment. Moreover, the members at Mobile Towing Co. receive this benefit together with the company benefit they were eligible for before the Plan went into effect.

Major improvements in the Seafarers Welfare Plan were also negotiated in the new contracts. These include coverage for the full cost of hospital extras and increased benefits for intensive, care, maternity, surgery, doctor calls and death. A new benefit was also added

which allows up to \$5,000 for accidental loss of hands, feet, or eyes.

The new contracts also provide many beneficial work rule changes for Boatmen in each company.

The contracts were ratified by a wide margin by the members employed in each company.

New Boat Dixie Avenger

The new tug *Dixie Avenger* recently joined the SIU-contracted fleet of Dixie Carriers, bringing with it the latest in seagoing tug technology.

The 4,000 hp. *Avenger* is equipped for both hawser and articulated, or joined, tug and barge towing. She handles an 18,000 ton, 440-ft. x 80-ft. hopper barge which is notched at the stern. Hydraulic ramps hold the tug's bow in the notch and allow the tug and barge to operate almost as a single unit.

An elevated pilot house, fixed at 46 feet above water level, gives the pilot a clear view of the barge ahead. The hydraulic system en-

ables the tug to release the barge quickly and switch to hawser towing when necessary. Her dual drum towing winch has 2,000 feet of cable.

Dixie Carriers is based in Houston, Tex. but also has offices in New Orleans, La. The *Avenger*, in service since October, has been pushing coal from there to Crystal River, Fla. She carries a crew of eight SIU Boatmen.

The *Avenger* was built at the Burton Shipyard in Port Arthur, Tex. She measures 139-feet long, 34 feet wide and 17 feet deep. Her other features include the latest in navigational equipment and pollution and sewage control.

Tow Licenses Expire in '78

Towboat operators who received their licenses in 1973 should be aware that the licenses must be renewed in 1978.

Since this affects a large number of operators, the Coast Guard asks that all involved avoid the problems of a last minute rush. Licenses can be renewed within 90 days of expiration.

The license may be renewed at any Coast Guard Marine Inspection/Safety Office which conducts licensing transactions. Applicants for renewal should present a letter or other evidence of service under their license within the last three years.

They should also be prepared to complete an "open book" exercise on Rules of the Road, which apply to their licensed area, and an "open book" exercise on the Pollution Prevention Regulations.



Paul Hall

The PRESIDENT'S Report

You Can Go As Far As You Want

Pursuing a full-time career as a merchant seaman has never been an easy road to follow. The sea has a great many advantages over shoreside work, of course. But as in most jobs, for all the advantages there are also a number of disadvantages.

For instance, working on ships or tugs frees a person from the routine of a 9 to 5 job. But then again, spending weeks or months at a time at sea and away from home can create strains on personal and family relationships.

Young people go to sea for a variety of reasons. However, some later find out that they can't cope with the pressures of the job and being away from home and friends. These people usually stick with it for a short time and then drop out after finding a permanent shoreside job.

However, for those young SIU members who try it and find they like the seagoing life, the opportunity for career advancement has never been greater than it is today.

These opportunities are by no means limited to any one area of the shipping industry. In fact, there are significant advancement opportunities for all SIU members in every area represented by the SIU, whether it be deep sea, Lakes or inland water.

These opportunities, of course, are not handed out to you on a silver platter. You have to put in the required seetime. Then you have to take the initiative to upgrade your skills at the Lundeberg School in Piney Point.

This issue of the *Log* carries a special supplement, which outlines in detail all the upgrading programs available to SIU members this year.

If you look at this supplement closely, though, you will see that a young man just coming into the industry can upgrade to the top of his chosen department in a few years.

For instance, take a young man who graduates from the deep sea entry program at the Lundeberg School. Say he decides to ship in the engine department.

After only three months seetime as wiper, he can return to the School for his FOWT endorsement. Then after only six months seetime as FOWT, he can return to the School for his QMED rating.

In another area, take a young man who graduates the inland entry program at the School and ships deckhand. After 18 months seetime on deck, he can return to the School for his Able-seaman endorsement or for a 2nd Class Towboat Operator's license. With as little as three years seetime on deck, a young boatman can achieve a First Class Towboat Operator's license or the equivalent.

These are just a couple of examples of the real career opportunities available to our members. What I'm getting at is this. A young man who enters the SIU at the age of 18 or 19 can, by the time he is 22 or 23 or younger, have reached one of the top ratings in his area of shipping.

In other words, with some hard work and initiative, by his very early twenties, an SIU member can be making the kind of money and can have achieved the kind of job security that it takes people in other industries years and years to realize.

Considering the kind of unemployment that exists throughout our nation, job security should be a prime concern for all American workers whether they are 25 or 55.

My advice to our young members is this. Get your seetime in quickly and upgrade your skills as soon as possible after meeting the necessary requirements. No one is going to force you to upgrade. But if you intend to make the sea your lifetime career, it's better to get the necessary training while you are young. And the younger the better.

That way, you'll be pretty much able to call your own shots at an age when most people are wondering if they're even going to have a job next month or next year.

There is no question that a wide-range of career opportunities exist and are available to SIU members. An SIU member can go as far in this industry as he wants. I encourage our members to take advantage of these opportunities. You'll only be hurting yourself if you don't.

Meet at SIU Headquarters

Human Resources Group Finishing Proposed Study

In September 1976, SIU President Paul Hall addressed a Ship Operation and Automation Symposium and offered the attendees a challenge. This challenge was to give consideration to the men who operate the vessels when future ships are designed and modern systems are planned.

The maritime unions have recognized the problems created by technological advancements and automation within the maritime industry. The problems this new technology has caused the seamen have been great. The problems have been in the psychological, sociological and physiological aspects of going to sea.

The Harry Lundeberg School has been actively working with representatives of other maritime unions to write a proposal for a Human Resources Study to be funded by the Maritime Administration. The study would try to identify the problems and possible answers to these problems now being faced by our membership.

The Advisory Group of union/related maritime school representatives met at SIU Headquarters on Jan. 17, 1978 to put the finishing touches on the proposed study. This group will continue to work together throughout the study to keep the researchers on a path that will most benefit the seafarer.

In the first phase of the study, the group will look at all existing research data and studies which have been done in the U.S., as well as foreign countries. From a review of this literature, the problems which have already been studied will be made available so that any benefits may be shared with everyone. It is well known that the Scandinavians and other countries have been concerned about the seamen's welfare and have conducted many studies to examine the lifestyle and work routines at sea and ashore. It is possible that by examining these studies we may learn

from their mistakes, as well as their successes.

After looking at the research which has already been done, the Advisory Group will then plan methods for examining our problems in the areas of safety, workloads, job satisfaction and living conditions.

In order to gain information, it is planned that an at-sea study will include interviews, collection of data, and the identification of potential hazards and problems. The people who will collect the information are familiar with our industry and in most cases, have experience going to sea.

Our Union has been actively involved in research projects and has participated with other studies. The Union did a study in 1971 and 1972 with the Psychology Department of the University

of Maryland. From the results of this study we were better able to plan our recruiting program for the entry-ratings, develop upgrading courses to improve our membership, and help establish the Alcohol Rehabilitation Program. These benefits were all made available because we were able to look at our problems openly and then seek meaningful solutions.

The Advisory Group of union/related maritime school representatives have worked together on other projects utilizing government funds. The National Maritime Union, Marine Engineers Beneficial Association, Staff Officer's Association, American Radio Officer's Association, Masters, Mates and Pilots and the SIU have worked together to improve firefighting training through the development of a stand-

ard manual, firefighting films, and improved MARAD firefighting facilities. Another project was the development of abstracts of maritime education and training publications. This project made materials available for training which before were used only by one school. Such sharing and cooperation benefits everyone, and the Union feels sure this effort will be even more successful.

The study is planned to examine ways of improving the quality of life at sea. Paul Hall has given his wholehearted support to the study fully recognizing that the social impact of new technology on seamen has been tremendous. Man has been very active in adjusting to automation. Hopefully, the results of this study will offer some suggestions of ways that automation can also adjust to the man.



Representatives from maritime unions gathered at SIU Headquarters for a meeting this month on a Human Resources study. In photo at left are, from the left: Wilder Smith, Marine Firemen, Oilers and Watertenders; William Armstrong, Sailors Union of the Pacific; Herb Strickhart, American Radio Officers Association; Anthony Scotto, International Longshoremen's Association; Captain William Rich, Masters, Mates and Pilots, and Bert Lanpher, Staff Officers Association. In photo at right, from the left are: Max Condlote, Staff Officers Association; Hazel Brown, president of the Harry Lundeberg School; Chuck Mollard, SIU inland coordinator; Ron Spencer, District 2 Marine Engineers Beneficial Association, and Gene Spector and Frank Bolland of the National Maritime Union.

Sea-Land Launches New West Coast-Mideast Run; Cuts Others

Sea-Land launched a new, weekly container run late last month from the West Coast to the Mideast with the sailing of the 33-knot *S-L 7 Sea-Land*

2nd Towboat Scholarship Starts May 29

SIU Boatmen are reminded that the second class of the Towboat Operator Scholarship program will begin May 29, 1978. The class is limited to 24.

Applications have been mailed to all Boatmen who have the required sea-time on deck for a Coast Guard towboat operator's license.

If you have not filed this application, do so as soon as possible to help assure you a seat in the May class. The first

Commerce from the port of Seattle. Early this month, however, the company said it would halt containership service between the East and West

class, to begin Feb. 20, 1978, will be selected from among those who have already applied. The scholarship amount: to \$125 per week while the Boatman participates in the 12-week course.

For more information, or if you feel you should have received an application but didn't, contact your local Union representative or the Lundeberg School in Pincey Point, Md.

Coasts. On Jan. 28, Sea-Land cut the East Coast-Florida-Texas run.

Not affected by the cuts are the four containerships running from the Gulf to Puerto Rico and the Alaska-West Coast run.

Competition from railroads and a resulting insufficient rate of earnings on the routes are reportedly the main reason for Sea-Land's decision to suspend the runs.

A company spokesman explained that Sea-Land had been cutting back on these runs for some time and that they formed "a minimal part of our operation". He added that the firm felt it

could concentrate the assets of these operations more efficiently on international shipping.

Six containerships from the cut inter-coastal runs are now on the Europe to Mideast shuttle service. They replaced a number of T-3 containerships on that run when they were withdrawn for overhaul. In June, they will be back in service on the Mid-East shuttle.

The new West Coast-Mideast run via the Far East will take about 35 days and connect with the ports of Damman, Saudi Arabia, Dubai, United Arab Emirates and Bandar Abbas, Iran.

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The tug *Kentucky* (Great Lakes Towing) guides the Canadian ore carrier *Sir James Dunn* down the Detroit River to Dearborn, Mich.



Capt. Wally Waldrop on the tug *Kentucky* negotiates the *Dunn* through one of the six bridges on the Detroit River. Capt. Waldrop guides the ship slowly because, he says, "you have to watch that you don't catch the superstructure up above."

A Day in the Life of Two SIU Tugs

Last July, the SIU-contracted tug *Maryland* (Great Lakes Towing) sped to a first-place finish in the International Tugboat Race on the Detroit River. The tug's captain, Wally Waldrop, brought the 96-foot boat to victory.

Last November, Capt. Waldrop was again steering a tug down the Detroit River. But this time he and the SIU crew of three were manning the tug *Kentucky* as she towed the Canadian ore-carrier *Sir James Dunn* to Dearborn, Mich.

The *Kentucky*, along with the tug *Missouri*, moved down what Capt. Waldrop called "the most travelled seaway in the world." This is easy to believe. The banks of the Detroit River are lined with factories and processing plants for a wide variety of minerals and chemicals.

The *Kentucky* moved past mountains of coal, red hematite ore and iron pellets. Piles of brownish limestone, a common sight in limestone-rich Michigan, and tons of industrial salt which is used to clear snow and ice from roads,

formed part of the landscape.

The boat continued on its slow journey, waiting for the River's six bridges to raise and keeping the large ship in tow. The crews of the *Kentucky* and the *Missouri* know the Detroit River well. They kept the *Dunn* from hitting shallow spots in the river and squeezed the ship through narrow turns.

The two tugs guided the ship past an Artesian well near the U.S. Gypsum Co. plant. The natural sulfur springs keep bubbling up in spite of efforts to contain them.

Passing an oil refinery, Deckhand Larry Bernard pointed out several yellow buoys. These buoys, Bernard explained, are pollution markers which send out signals if the pollution level of the river gets too high.

The two tugs with the *Dunn* in tow neared Dearborn almost an hour after leaving Detroit. When the ship was safely docked in Dearborn, Capt. Waldrop and the *Dunn's* skipper exchanged the traditional salute and the tug *Kentucky* headed back to Detroit.



Deckhand Larry Bernard is proud of his 25 years on tugs. He's also proud of his daughter Mary, a 1975 SIU scholarship winner who's studying to be a pharmacist.



The ore carrier *Dunn* was towed by the tugs *Kentucky* and *Missouri*. Here, the *Missouri's* crew are (l to r): Capt. Luther Hamet and deckhands John Dufour and John Marx.



Larry Bernard, deckhand on the *Kentucky*, catches the *Sir James Dunn's* lines for the down-river trip . . .



. . . and he and deckhand Max Tobin secure the *Dunn's* lines aboard the *Kentucky*.

Unemployment Rate Drops to 6.4% in December From 6.9%

WASHINGTON, D.C.—The country's jobless rate dropped to 6.4 percent (lowest since October 1974) last month from November's 6.9 percent. This latest figure is 1.4 percentage points down from the December 1976 figure and 2.5 percent down from May 1975. The unexpected drop in the jobless rate, topped the Administration's 1979 target of a 6.6 percent unemployment rate.

The government said that December's surprising 6.4 percent jobless rate was caused largely by the lack of new workers looking for jobs, such as graduating students in June, and the above average increase in the number of persons finding jobs for the Christmas rush.

The number of people who got jobs last month was 410,000. November's job increase registered a spectacular 955,000 gain. The year's 4.1-million

new workers who found jobs was the highest yearly record in 30 years.

However, blacks and other minorities failed to make any gains in the job market.

Those with jobs in the U.S. in December added up to 92.6 million workers. Those without jobs last month declined by 480,000 to 6.3 million jobless.

Unfortunately, 1977's average monthly jobless rate comes out at about 7 percent. In 1976, the rate was 7.7 percent. It was 8.5 percent in 1975.

To get down to a 6 percent jobless rate, the economy would have to generate 4 million more jobs this year.

Unemployment seems to rise at the beginning of a year and drop at the end.

Last month the jobless rate for adult men fell from 4.9 percent to 4.7 percent.

For women, the rate dropped to 6.7 percent from 7.1 percent.

The teenage rate dipped to 15.4 percent from 17.1 percent. The unemployment rate for blacks fell from 13.8 percent to 12.5 percent. The rate for whites went from 6 to 5.6 percent.

Many of the new jobs created last year were in the nation's transportation industry.

Most of those out of work last month had nothing to do for 14.1 weeks, up from November's 13.8 weeks and down 1.5 weeks on the year's average.

Sea-Land to Overhaul 4 Containerships

SIU-contracted Sea-Land Service has announced that it will completely overhaul four of its older containerships from steam to diesel engines. The company will also completely redecorate the crew's quarters.

The four vessels are the *Elizabethport*, *San Juan*, *San Francisco* and *Los Angeles*. When completed, each crew member will have a private room

and bath with air-conditioning.

The vessels will go into a yard in Japan one by one beginning in February. All work on the ships should be completed by the middle of this year.

The ships, to be renamed after their overhaul, will participate in either a Far East shuttle run or the Persian Gulf to Northern Europe run.

Ship's Minutes From John Penn Praises New Messman

In the ship's minutes of Nov. 27 from Bosun Edward Morris, Jr. aboard the *SS John Penn* (Waterman) it was noted by the Secretary P.L. Hunt that replacements had been received aboard the ship.

The secretary took the time and

effort to report that an excellent messman, Brother John Zarioli from the Lundeberg School in Piney Point, had been one of the replacements. He commented that this ship or any ship could use more men like him.

He further commented that a lot of good men have come aboard from the School.

A vote of thanks was extended to the officials who participate in seeing that replacements come aboard as soon as they are needed.

Every month in the *Log* the courses that are available to those who qualify to upgrade themselves are listed. Take advantage of the opportunity to upgrade yourself

and to better your chances for higher pay and steadier jobs.

The new and more modern ships are becoming more prevalent and more trained men are needed. The more qualified you are the more positions you can apply for.

The *Log* would like at this time to wish Brother John Zarioli continued success and smooth sailing.

SIU's Williams Honored At New Orleans Dinner

Lindsey J. Williams, SIU Gulf area vice president, was honored with a testimonial dinner by the Greater New Orleans A. Philip Randolph Institute on Jan. 13.

Williams was cited by the Institute for his many contributions over the years to labor, education and political efforts. He is president of the Greater New Orleans AFL-CIO Central Labor Council body and Committee on Political Action. The Council represents over 100 unions in the New Orleans area.

He is also president of the MTD Maritime Port Council of Greater New Orleans and Vicinity.

Williams' active career also includes an appointment in 1960 to the New Orleans Public Belt Railroad Commission. He was the first labor official appointed to that post. In 1968, he received the annual Community Service Award of the Greater New Orleans AFL-CIO for outstanding citizenship.

The dinner, held at the Fairmont Hotel in New Orleans, was attended by many political and community leaders from the area who cited Williams' achievements in their opening remarks at the event. These included Congresswoman Lindy Boggs (D-La.), Ernest "Dutch" Morial, mayor-elect of New Orleans, and Louis Charbonnet, III

and Johnny Jackson, Jr., both representatives to the Louisiana Legislature. Recently elected Congressman Robert L. Livingston (R-La) was also among the 500 plus at the dinner.



Two Log Awards Are Accepted



Accepting two awards for the *Log* from then president of the International Labor Press Association Al Herling (far left) is Marietta Homayonpour, editor, and James Gannon, managing editor. The *Log* received first place award for best editorial and second place in general excellency in its category. The awards were given at the end of the ILPA's convention in Los Angeles, Calif. in December. The awards covered publications printed during 1976. A second place award for general excellence was also given to the *SIU Inland Boatman*, the monthly publication of the Inland Boatmen's Union which has since merged with the SIU A&G District. When the Unions merged, the *SIU Inland Boatman* was merged with the *Log*.

Armed Forces Radio to Ships Is Endangered

A squabble over funding is endangering the continuation of shortwave broadcasts over the American Forces Radio and Television Network. These broadcasts go out to American servicemen on land and sea throughout the world. They are picked up by U.S. merchant ships as well.

The broadcasts carry daily news and sports bulletins as well as live sporting events, such as, the World Series and the Super Bowl.

The possibility of discontinuing the service was brought to the attention of Union Headquarters by Ray Todd, ship's chairman of the *Sugar Islander*.

In a letter to SIU Executive Vice President Frank Drozak, Todd asked the Union's intervention in the matter. He said that the broadcasts are "the only link that we have with home."

In turn, Vice President Drozak wrote Kirk Logie, chief of the Armed Services Network, explaining "these broadcasts have been a source of enjoyment for American merchant seamen as well as members of the Armed Forces since before World War II."

Drozak added that the SIU "strongly urges the Defense Department to reconsider any proposal to terminate a service so important to the thousands of Americans at sea and in remote parts of the world."

According to Logie, the broadcasts will continue while the controversy over funding goes on. He told the *Log* that he used Drozak's letter during hearings before the House Merchant Marine Committee to demonstrate to Congress the widespread interest in the broadcasts.

Logie added that he is confident that funds will be appropriated by Congress so that the broadcasts can continue indefinitely.

Benefits Start For 3 Inland Cos.

SIU Boatmen employed by Northern Towing, American Barge Lines and Inland Tugs, River Division, please note that vacation benefits are in effect as of Dec. 31, 1977. This date is according to the contracts negotiated with these companies last year. The benefits are according to the industry-wide Inland Vacation Plan which was included in the negotiations.



New Orleans

The captain and crew of the towboat *Dixie Progress* carried off a difficult rescue recently in the Gulf of Mexico. Part of the SIU-contracted fleet of Dixie Carriers of Harvey, La., the *Progress* was towing a 400 ft. X 80 ft. barge in rough waters on Oct. 23 when her captain, Walter Williams, answered a May-day call from the tug *Bo-Truc 24*.

A fire had swept the tug's engine room and her crew had been forced to abandon the vessel. With the barge in tow, the *Progress* picked up the crew and returned them safely to an offshore rig.

Capt. Williams and his crew received strong praise for "a job done above and beyond the call of duty" from the owner of the *Bo-Truc 24*, Cheramie Brothers, Inc. The firm's vice-president addressed the following commendation to Dixie.

"Captain Williams would be an asset to any company as a boat skipper. His initiative, his knowledge of the sea and his ability to maneuver his vessel and tow for a successful rescue displayed strong leadership ability as well as his capability to handle men and vessel in an emergency."

St. Louis

More and more coal barges are standing empty and the towboats that normally push them in great numbers in this area are laying up as the United Mine Workers strike goes on. The number of SIU-contracted boats laid up reached 15 this month. The strike against the Bituminous Coal Operators Association began on Dec. 5.

Although the coal miners strike had reduced barge traffic on the Mississippi River system, severe ice blockage at Locks and Dam 26 in Alton, Ill. has caused even greater delays than usual at this outmoded navigation facility. Fifty-two boats were bottlenecked waiting for the heavy ice floes to be flushed under the dam gates. One of the locks broke down in the process and caused even greater delays.

The situation was made worse by a bigger than usual ice build-up along the river banks. Boats could get no closer than 20 feet from shore and boatmen were stranded during their long wait. Ice delays are typical during winter at Locks and Dam 26, but heavy freeze blockage does not usually occur this early in the season.

Jacksonville

Two new tugs for Caribe Tugboat in this port have brought 16 new jobs for SIU Boatmen. The *Ensign* and the *Pilot*, both 9,000 hp. deep sea tugs, were crewed here last month. They will run from Jacksonville to San Juan, P.R.

Houston—Port Arthur

Jackson Marine of Brownsville, Tex. signed its first contract with the SIU last month. The company has nine tugs which tend offshore derrick barges and rigs. Four will be manned by SIU Boatmen out of Port Arthur, three out of Houston and two out of New Orleans.

Mobile

While replacement of Locks and Dam 26 still awaits government approval, another important waterways improvement project may be finished ahead of schedule. Work on the Tennessee-Tombigbee Waterway, which will join these two rivers and greatly benefit the port of Mobile, could be completed in 1984 rather than the expected date of 1986. The American Waterways Operators Weekly Letter reports that "unprecedented progress was made on the project during 1977."

Alabama Governor George Wallace predicted that \$200 million could be saved in construction costs and transportation benefits if the Tennessee-Tombigbee is finished in 1984. However, the earlier completion schedule depends on full federal funding during the next several years.



The crew of the *Dixie Progress* was recently commended for an outstanding rescue job. Shown here in the towboat's galley, they are (l to r): Tankerman Harold Whightsell, Chief Engineer David Smith, Tankerman Mark Smith, Tankerman Don Hyde, 2nd Mate Morgan Hansen, Asst. Engineer Kenny Lewis and Capt. Walter Williams.

Young Boatman Goes From Deckhand to Mate in 4 Years

Wayne Huebschman has three good reasons why the Harry Lundeberg School is a good place to become an SIU Boatman:

- His Entry Certificate,
- His AB ticket, and
- His 2nd Class Towboat Operator's License.

Brother Huebschman got all three at the Lundeberg School and together they gave him the best reasons of all to praise the School. It paved the way for a

higher paying job and a secure job future as a licensed Boatman.

Going to the School gave Huebschman his first job and then made it possible for him to advance rapidly. Only 22 years old, he is now a mate with Steuart Transport of Piney Point, Md.

"I think the School is one of the best things that ever happened to me," Huebschman said. "It got me on the road to a career. It helped me climb the ladder. I started on the bottom and I want to keep going up."



Step by step, the training Huebschman received at the School prepared him to be a professional in his field. He started out in the Entry Program for inland boatmen in 1973. Right after graduation, he got a job as a deckhand with Steuart.

In 1975, he returned to the School

for his AB ticket. A year later, he took the towboat operator's course and then passed his 2nd class operator's exam. The next day he went to work as a mate with Steuart.

"I'm making much more money as a mate. I have a wife and a little girl and it's good to have this security."

"There's no sense in not upgrading if you have the seetime," Huebschman added. "There are a lot of jobs in the wheelhouse. Anyone with a license has a ticket to advancement."



Wayne Huebschman, a mate with Steuart Transportation of Piney Point, Md., receives not only higher pay but higher vacation benefits as a licensed boatman. He is shown (right) receiving a vacation check, provided by the industry-wide Inland Vacation Plan, from Baltimore SIU rep Ben Wilson last month.

Editor,
LOG

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Headquarters Notes

by SIU Executive Vice President
Frank Drozak

This issue of the *Log* carries a special, four page supplement on upgrading that deserves careful reading by every SIU member.

Upgrading is by no means a new topic in these pages. Since its formation, the Union has encouraged brothers to advance in their careers and the *Log* has always voiced that encouragement.

But with the opening of the Harry Lundeberg School in 1967, we were able to do more than just that.

The School gave us something substantial to offer the membership along with encouragement. It provided a unique, yet realistic opportunity for seamen to gain professional training.

Taking time off from the job to go to School too often puts a financial burden on the worker that keeps him or her from getting essential career skills. But the free instruction and room and board at the Lundeberg School lifted that burden.

More than that, the specially designed vocational courses gave members the chance to gain new skills that they could apply toward immediate advancement and higher pay. Additional reading and math instruction has also been available for several years to members who need extra help getting through the upgrading classes.

The upgrading supplement is a complete picture of what the School has to offer in 1978. A decade in operation, the School now gives every SIU member a real opportunity to move up in his or her career. It began with one class leading to the lifeboatman's endorsement for Seafarers. Now it provides a full range of courses for all ratings in all areas, including deep sea, Great Lakes, and inland.

Whether you want an AB ticket, an inland license, or special training for a job on one of the new LNG carriers, the Lundeberg School is the place to go. It has grown to be the largest and most complete training facility in the country for seamen and boatmen, yet one that keeps the needs of the individual always in mind. It has kept pace with the maritime industry so that you can protect your job security and take advantage of new developments for advancement.

The Lundeberg School is a place that SIU members should be proud of, but it's also a place that all brothers should use. Read the schedule of courses in this issue and put it to work for yourself now. You have a full year ahead of you. Make it the year that you move ahead in your career.

Big Bill Crew Run Weather Gauntlet

The crew of the deep sea tug *Big Bill* ran a gauntlet of high winds and heavy seas earlier this month that endangered the lives of 12 men.

John Tocicki, captain of the SIU-contracted *Big Bill* (Interstate Oil), said the tug was enroute to Texas when a gale hit off the coast of Wilmington, N.C. Nine men were on the *Big Bill*, and three were on her tow, the *Auntie Mame*, a huge asphalt barge.

Tocicki said that because of the severe weather conditions the tug could not keep the *Auntie Mame* in tow. A mayday was sent to the Coast Guard, which dispatched a helicopter to airlift the three stranded Boatmen off the barge.

When the weather cleared somewhat, the three crewmen were returned unharmed to the *Big Bill*. The crew started the painstaking job of getting the unyielding *Auntie Mame* back in tow.

Tocicki said "the crew worked like hell for four days to retrieve this barge

under difficult conditions. They deserve a commendation for their efforts."

The *Big Bill's* captain added, "we were in a tough situation, and if it wasn't for the professional work of this crew we might have lost someone."

31 Years Later



At the end of World War II, 31 years ago last March, SIU Brother Larry Lynch was brought home as a soldier to Seattle from Calcutta, India on a troopship named the *General H. F. Hodges*. Today Brother Lynch is on the same ship. It was renamed the *SS James* (Ogden Marine) and Seafarer Lynch is serving as messman. (Photo and information were supplied by Third Engineer L. G. Gonzalez, a former SIU member.)

Personals

Lewis Hertzog

Deda would like you to call her as soon as possible at (412) 488-8107.

Rufino G. Garay

Your sister, Mercedes, asks that you call her as soon as possible at 212-992-0904.



Seafarer Dennis Convey (r.), who went through the ARC program a year ago, is now taking the QMED course at HLS. He's shown here with Instructor John Mason.



Brotherhood in Action

...for SIU members with Alcohol problem

Seafarer Dennis Convey of Seattle, Wash. is currently enrolled in the QMED course at the Harry Lundeberg School. He described his first reaction to the School as one of resentment. "I saw all those guys over there getting the knowledge to take my job and I was resentful."

Brother Convey had never before upgraded at HLS because, "I don't have time to come to the School. The only thing I had time for was drinking."

One year ago, Seafarer Convey came to the Seafarers Alcoholic Rehabilitation Center. Seattle Port Agent Harvey Mesford recommended the recovery program to him.

Through the ARC, Seafarer Convey found sobriety and a new approach to life. "At the Center, I learned how to cope with my problems without alcohol. I learned for example how to be patient with my brothers on a ship instead of yelling and then going for a drink."

Since he began his recovery, Brother Convey has shipped out many times. He said that he has kept in touch with his

friends in the SIU and he commented that, "In Seattle there are recovering alcoholics who are there to help Seafarers when they return from the Center. They helped me to get back into the community."

Seafarer Convey added, "Our Union is doing its best to help our members. I say to my fellow brothers and alcoholics, 'Don't be embarrassed to ask for help with your problem. There is always someone there to give you a helping hand.'"

Brother Convey said that he hoped his story would help some of his friends "who know the truth about me. Some of them will be surprised to read this about me."

Every Seafarer and Boatman who feels he has a problem with alcohol can find the same help that Brother Convey did at the ARC in Valley Lee, Md. It's never too late to start a new way of life through sobriety.

For help with a drinking problem, call the ARC anytime at 301-994-0010 and ask for "The Center," or contact your SIU representative.

Alcoholic Rehabilitation Center

I am interested in attending a six-week program at the Alcoholic Rehabilitation Center. I understand that this will be kept **strictly confidential**, and that no records or information about me will be kept anywhere except at The Center.

Name Book No.

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

Telephone No.

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

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



The Lakes Picture

Algonac

The new union hall in Algonac, Mich. is now open. Port Agents Jack Bluit (formerly in Detroit), Jack Allen (from Duluth) and John McClinton (of Alpena) are all working out of the new hall. All local halls in the Great Lakes area, with the exception of Detroit, remain open.

The Algonac hall is located at 520 St. Clair River Drive, Algonac, Mich. 48001. The telephone number is 313-794-4988. Greyhound has a bus route between Detroit and Algonac which leaves Detroit at 10 a.m. and 3:25 p.m. It leaves Algonac for the return trip at 1 p.m. and 6:30 p.m. daily. All Seafarers are invited to stop in and visit the Algonac hall.

A new contract has been ratified with the Bob Lo Steamship Co. which operates two passenger vessels, the *S.S. Columbia*, and the *S.S. Ste. Claire*. The ships, which employ 51 unlicensed crewmen, take passengers from Detroit to an amusement park on Bob Lo Island between Memorial and Labor Days. The contract was ratified by mail with 40 of the 51 affected SIU members voting. The vote was 35 in favor of ratification and five against.

The new contracts give the men a \$1.10 per hour raise over the three years of the contract. The raise is retroactive to Aug. 1, 1977. Also agreed upon were cost of living adjustments. Welfare, pension and vacation benefit adjustments for the men will be decided later in negotiations with the major group of Great Lakes-area ship owners, the Great Lakes Association of Marine operators.

Vessels still running on the Lakes are now in winter operations. Since conditions are more hazardous during the extended season, SIU crews are paid more. The crewmembers receive a bonus of 10 percent of their wages.

Cleveland

The Cleveland-Cuyahoga Port Authority and Republic Steel Corp. have plans for joint development of a new \$20 million ore transfer terminal on Lake Erie. The facility has a 1980 projected completion date. It will be able to accommodate 60 to 100,000 dwt vessels.

The *Consumers Power* (Boland & Cornelius) is laying up in Cleveland and the American Steamship Co. *Richard J. Reiss* put into Lorain for the winter.

The Wayne County Circuit Court recently awarded \$800,000 to a former SIU member. Richard Reetz sued Kinsman Marine Transit Co. for an accident he had while sailing as a deckhand aboard the *Merle M. McCurdy* in 1974. The accident, in which Reetz broke both his legs, occurred on his first trip. Reetz charged Kinsman with negligence.

Duluth

Iron ore has started moving again in Minnesota since the United Steelworker's ore miners at the Hibbing Taconite Co. voted to end their strike. The miners at the Minnesota company belong to one of the four union locals that voted to ratify the contract proposal and return to work. The rest of the miners are still out. Ore carriers will keep running as long as the weather permits.

The *Harry L. Allen* (Kinsman) has laid up in Duluth instead of in Buffalo as originally planned, to avoid hazardous weather conditions.

The 24-man SIU crew of American Steamship Co.'s *M/V H. Lee White* enjoyed a Thanksgiving Feast that literally went from soup to nuts. On the menu were roast turkey, lobster tails, cornish game hens and baked ham served with broccoli and potatoes. Dessert included cake, two kinds of pie and ice cream. It doesn't sound like anyone went hungry on that trip.

St. Lawrence Seaway

The St. Lawrence Seaway marked 1977 a record year on two counts. The St. Lawrence Seaway Development Corp. estimated 62.5 million tons of cargo passed through the system, more cargo than recorded for any other year. Another record was set by the Dec. 26 closing of the system, the latest closing date ever. The Seaway was scheduled to close on Dec. 15. But 54 ocean-going vessels and 14 lakers were still on the water on that date. Though all ships finally made it through, officials feared for a time that several vessels would have to winter on the Seaway. Ships have not been ice-bound all winter on the Seaway since 1964.

The ships first encountered difficulty when extremely low temperatures created steaming on the water and interfered with visibility. The replacement of buoys with winter markers and the narrowing of the N.Y.-Ontario ice-boom channel from 2,000 to 800 feet also caused traffic to slow. By Dec. 20, however, temperatures had warmed somewhat and the vessels remaining in the system were able to begin moving again.

Clean Waters

Three important reports making recommendations on improving water quality on the Great Lakes were issued at the end of 1977. The reports came from the Great Lakes Water Quality Board, the Great Lakes Research Advisory Board and the Upper Lakes Reference Group. They are all sub-units of the U.S.-Canadian International Joint Commission. The studies want increased research on chemicals and potential carcinogens that are dumped into the Lakes. Another important plan is to establish the dangers of substances as quickly as possible so that these substances don't have time to accumulate in the Lakes. Though it only takes three years for mother nature to cleanse the water in Lake Erie, the "flushing" time necessary for the other Lakes is considerably longer. It takes eight years for Lake Ontario, 23 years for Lake Huron, 100 years for Lake Michigan and 190 years for Lake Superior.

Another report on pollution levels in the Great Lakes came from the Environmental Protection Agency. The EPA found that, though water quality in the Lakes' open waters was "generally good," serious pollution problems exist in or near major cities and industrial areas. Fish that have been poisoned with various cancer-causing agents, such as PCB's, mercury and DDT, were found in all the Lakes. Hopefully, ways will be found to clean up the Great Lakes.

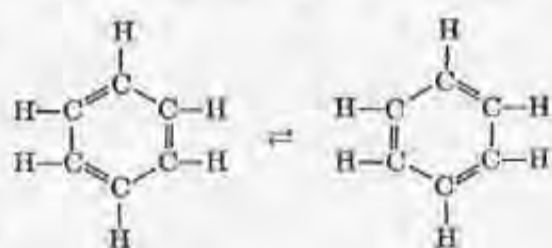
Benzene Is a Killer: Be Careful Working Near It

A few years ago, the captain, first and second mates aboard the former U.S.-flag tanker *W. T. Steele* died in one of the vessel's cargo tanks. Their killer was a heavy concentration of deadly benzene vapors. The fumes had accumulated in the lower recesses of the tank during cargo transfer. This is characteristic of benzene.

The tragic loss of these men once again pointed to the danger of working around benzene. However, until recently it was generally felt that benzene vapors were only dangerous if inhaled in heavy concentrations. But research within the last year has shown that inhaling benzene fumes—even in low concentrations—over a period of time can cause leukemia, cancer of the white blood cells.

Benzene itself is a light yellow or colorless liquid. It is commonly used as a solvent and as a motor fuel. It is also a very common commodity carried in tankers and barges. This, of course, poses special dangers to maritime workers.

Benzene vapors have a strong yet pleasant odor. However, these fumes can only be detected by humans when it is in a heavy vapor concentration. In other words, people working around benzene may be breathing it into their lungs without knowing it.



Although breathing benzene in low concentrations poses no immediate dangers to the health, the long term effects do hold the threat of cancer.

In heavy vapor concentrations, benzene acts like a narcotic on the central nervous system. Symptoms to heavy exposure include feeling high, which will be followed by severe emotional depression. Breathing heavy benzene fumes will eventually result in death from asphyxiation.

Researchers have found, though, that low concentrations of benzene fumes attack the blood system. At the very least, inhaling benzene chronically will cause anemia. At worst, it can cause the ultimate blood disease, leukemia.

Available records, however, show that the incidents of leukemia caused by benzene vapors are very low. Only 8 workers in 100,000 that suffer day-to-day contact with benzene have contracted leukemia. But the fact remains that benzene is an extremely dangerous substance. And SIU members who work

around it should take extreme care in its handling.

The Occupational Safety and Health Administration (OSHA) is working on new regulations concerning benzene exposure for shoreside workers.

However, OSHA does not have jurisdiction over seagoing people. That remains the domain of the U.S. Coast Guard.

As OSHA, though, the Coast Guard is working on new regulations for the handling of benzene cargoes. And according to the Coast Guard publication, *Proceedings of the Marine Safety Council*, new Coast Guard regulations will pretty much mirror those enacted by OSHA. However, the new regulations will not be out for some time while more research is conducted.

In the meantime, the Coast Guard recommends the following precautions for maritime workers that must handle benzene:

- Warning signs should be posted to include the words "Benzene—Cancer Hazard."

- People engaged in transfer operations should wear fresh air or self-contained breathing apparatus unless monitoring shows that exposure levels will not be exceeded, or unless closed gauging and vapor return lines are used.

- Workers should wear protective

clothing where skin or eye contact with benzene is likely.

- Workers should wear pressure-demand, self-contained breathing apparatus when entering any tank carrying or previously containing benzene.

Here's a last note of advice. If you are working around benzene or any other noxious liquids—Be Careful!

Notice to Members On Job Call Procedure

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

- membership certificate
- registration card
- clinic card
- seaman's papers



The SIU in Washington

Seafarers International Union of North America, AFL-CIO

JANUARY 1978

Legislative, Administrative and Regulatory Happenings

Jones Act Bills For Virgin Islands Now In Congress

One of the priority items on the SIU's legislative agenda as Congress reconvenes this month is the loophole in the Jones Act which has allowed foreign flag vessels to transport refined petroleum products from the Virgin Islands to the U.S. This same loophole has also permitted the transport of Alaska oil to the Virgin Islands on foreign bottoms.

Four separate bills aimed at closing this loophole were introduced in the last session of Congress. But no action was taken on any of them. The SIU will make a concerted effort early in this session to have Congress schedule hearings on the bills so that we can get a vote in both the House and Senate before recess.

Until recently, Amerada Hess, which owns one of the largest refineries in the world, has been shipping Alaska crude on a Liberian tanker to its Virgin Island refinery. The refined crude oil is being reshipped, again on foreign tankers, to East Coast storage areas.



Atlantic Coast Harbor Boatmen

Examine SIU Washington Activities

Harbor Boatmen from Baltimore, Norfolk and Philadelphia, attending the second Atlantic Coast Inland Education Conference at Piney Point, Md. this month, came to Washington for a day-long briefing on the legislative and political activities of the SIU.

Representatives of the SIU, the AFL-CIO Maritime Trades Department and Transportation Institute explained the various programs each are involved in on behalf of Inland Boatmen and the industry.

During lunch at the National Democratic Club, the group met and talked with Congressional leaders from the Baltimore, Norfolk and Philadelphia areas, including Congressman Michael "Ozzie" Meyers (D-Pa.), and staff members from the offices of Senator Paul Sarbanes (R-Md.), Rep. Paul Trible (R-Va.), Rep. Clarence Long (D-Md.), and Rep. Mario Biaggi (D-NY). After lunch, the group toured the U.S. Capitol where this picture was taken.

SIU Urges Support For House Bill on Locks & Dam #26

The SIU, in a letter to all members of the U.S. Senate, this month urged the Senate to support a measure which was passed in the House last year to rebuild Locks & Dam #26 on the Mississippi River at Alton, Ill.

The House bill authorized \$432 million to the replacement project, and approved a four cents per gallon fuel tax on waterways operators to help defray construction costs. The fuel tax will rise to six cents a gallon in 1981. The House passed the bill by a vote of 331-70.

The SIU has historically opposed any form of user charges or tax on the inland waterways system. However, since both Houses of Congress have indicated that they now favor some form of waterways charge, the SIU is urging adoption of the House bill. It is a more realistic and equitable approach than one proposed earlier last year in the Senate.



SIU Seniority Upgraders Meet Washington Legislative Staff

Nine SIU "A" Seniority Upgraders came to Washington this month to meet with the Union's legislative and political staff, and to visit the AFL-CIO Maritime Trades Department and Transportation Institute. Later, the group had lunch at the National Democratic Club where they met with staff and legislative aides of Congressmen Joseph Addabbo (D-NY), Fred Rooney (D-Pa.) and Robert Giaimo (D-Conn.).

Participating in the Washington educational visit were Richard Gale, Ned Pedersen, Richard Schwender, Louis Zizzo, Theodore Lukawski, Vernon Castle, Don Shadrack, Jeffrey Murray and Lawrence Gale. With them on the tour were Pat Pillsworth, Piney Point port agent, and SIU Trainee Officials Jim McGee and Jim Rosser.

On the Agenda in Congress...

REBATING & CARGO POOLING—On Dec. 15, Sen. Russell Long (D-La.) introduced legislation which would give American shipping operators the freedom to negotiate agreements which would limit tonnage on particular trade routes. This would eliminate the unfair advantage of foreign operators who are under no restrictions with regard to rebating or other common trade practices.

OCEAN MINING—In the House, hearings are planned to take testimony on the Deep Seabed Hard Minerals Act. Hearings are scheduled Jan. 23. In the Senate, hearings on a similar bill are expected later this month or in early February.

MARITIME EDUCATION—We are expecting hearings later this month or in February in the House on "Maritime Education Policy."

SPAD is the SIU's political fund and our political arm in Washington, D.C. The SIU asks for and accepts voluntary contributions only. The Union uses the money donated to SPAD to support the election campaigns of legislators who have shown a pro-maritime or pro-labor record.

SPAD enables the SIU to work effectively on the vital maritime issues in the Congress. These are issues that have a direct impact on the jobs and job security of all SIU members, deep-sea, inland, and Lakes.

The SIU urges its members to continue their fine record of support for SPAD. A member can contribute to the SPAD fund as he or she sees fit, or make no contribution at all without fear of reprisal.

A copy of the SPAD report is filed with the Federal Election Commission. It is available for purchase from the FEC in Washington, D.C.

SUPPORT SPAD

SIU Takes LNG Aries, 2nd U.S.-Flag Gas

SIU members are now aboard the LNG Aries, the second American-built, American-crewed LNG tanker in the U.S. merchant fleet. The vessel is

on her maiden voyage to Indonesia. She is operated by Summit Marine Operations, a subsidiary of Energy Transportation.

The 936-foot Aries is the sister ship of the LNG Aquarius also crewed by Seafarers. She made her first run last summer. Several other LNG tankers,

with the same specifications as the Aries and the Aquarius, are now being built at the General Dynamics Shipyard in Quincy, Mass., where the first two ships were built.

Like the Aquarius, the Aries will carry liquified natural gas between Indonesia and Osaka, Japan. The ship is equipped with five domed cargo tanks made of eight-inch thick aluminum. The storage units, which are 120 feet in diameter and weigh 800 tons, are covered with thick steel to protect the liquified gas.

Safety is important on any vessel, but especially so on one carrying a cargo



A view of the LNG Aries cargo tanks. The five tanks are designed to hold 125,000 cubic meters of liquified natural gas at a temperature of 265 degrees below zero F. Weighing 800 tons each, the tanks were constructed separately from the rest of the vessel and shipped by barge to the shipyard.



Finishing a meal in the tanker's shiny new messroom are (l-r) Ron Johnson, ordinary seaman, and Tom Cangro, AB.



QMED Ramon Camacho stands at the automated console which is one of the features of the Aries and her planned sisterships.



Chief Steward Guy De Baere serves up a roast as (l-r) Steward Utility J. Delaney, Cook & Baker Robert Adam and John J. Goodnough, purchasing manager of Energy Transportation, the company that operates the Aries, look on.



A view from the stern of the LNG Aries in Boston Harbor.

Carrier, on Maiden Voyage to Indonesia

as potentially dangerous as liquified natural gas. The *Aries* has a double bottom hull and a collision avoidance system. Automatic sprinklers throughout the ship and eight dry chemical fire-fighting stations on deck are among other safety features.

The *Aries* can carry 125,000 cubic feet of LNG which is kept at 265 degrees below zero Fahrenheit. The vessel also contains a gassification plant which removes oxygen from the storage tanks after the cargo is unloaded.

However, the most effective safety feature of the *LNG Aries* and all LNG tankers planned for the future is the knowledge and ability of the crews. The

Aries' crew spent two months learning how the modern, automated vessel works and how the cargo must be handled.

All seafarers, both licensed and unlicensed, are required to undergo special training before taking a job on an LNG ship. Courses at the SIU's Harry

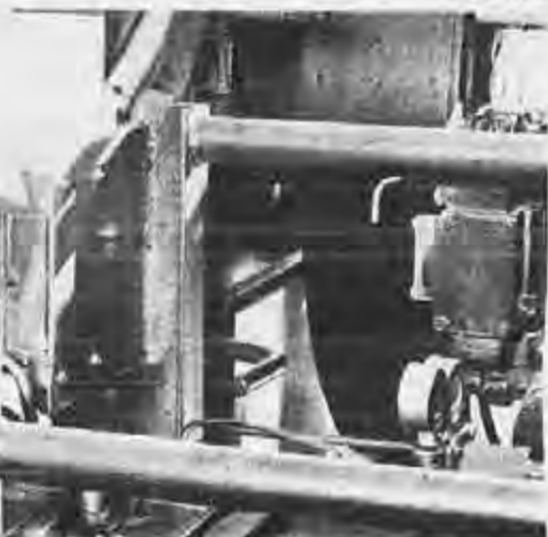
Lundeberg School in Piney Point, Md. are offered to all qualified SIU members who wish to be prepared to man these new vessels.



The huge, 936-foot *Aries* is prepared for her maiden voyage.



Bosun Roy Theiss operates the *Aries*' winch controls.



The *Aries*' name plaque points out that the ship was built at the General Dynamics Corp. Shipyard in Quincy, Mass. where her sistership *Aquarius* was also built.

Delta to Take Over 13 Prudential Ships for South America Run

Delta Steamship Lines purchased the first of 13 vessels from Prudential Lines early this month. Contracts to buy the remaining ships were signed in December and are expected to be finalized by June.

The total purchase will more than double Delta's SIU-contracted fleet to 24 ships and will greatly increase the number of jobs for Seafarers.

The 13 ships and their trade routes represent Prudential's entire South American operation. Seven of the ves-

sels run to South America from the U.S. East Coast and the other six from the U.S. West Coast.

The vessels running from the East Coast include:

- Six C-4 freighters: the *Santa Lucia*, *Santa Clara*, *Santa Barbara*, *Santa Elena*, *Santa Cruz* and *Santa Isabel*.

- One LASH vessel, the *Turkiye*, which Delta purchased this month. She will be leased back to Prudential for operation until the sale of the six other East Coast ships is finalized. This is

expected to take place in April, but no later than June 15. After that time, Delta will operate all seven ships.

The vessels that will run from the West Coast are:

- Two C-4 freighters: The *Prudential Seajet* and the *Prudential Oceanjet*.

- Four combination cargo passenger "M" ships: the *Santa Mariana*, *Santa Maria*, *Santa Mercedes* and *Santa Magdalena*. These ships carry about 90 passengers each. They will be the only ocean-going passenger service operated by an SIU-contracted company.

The contract to purchase all six of these West Coast ships is expected to be finalized by June 16. After that time, Delta will lease them out for operation.

All 13 vessels receive Federal operating subsidies, which the Maritime Subsidy Board recently approved for renewal. However, Sea-Land Services has asked the Board for some clarification on these renewed subsidies in view of the sale and they have not yet gone into effect.

A MESSAGE FROM YOUR UNION



THERE'S NO PLACE FOR DRUGS IN A PROFESSIONAL SEAMAN'S LIFE !

Year in Review 1977



MTD Calls for Cargo Policy for U.S. Fleet

Feb. 17, 18—The mid-winter meeting of the AFL-CIO's Maritime Trades Department focused on the need to develop a national cargo policy that would ensure shipment of a substantial portion of

U.S. cargoes on American-flag ships. The MTD Executive Board meeting was chaired by MTD President Paul Hall. The MTD said that development of a national cargo policy was "the foremost priority for the maritime industry." The MTD is made up of 43 AFL-CIO international unions, representing nearly eight million American workers.

1st Boatman Confab Proposes Contract Standardization

March 11-19—Twenty one SIU Boatmen from seven towing companies attended the first in a series of contract and educational conferences at the Harry Lundeberg School.

The conferences were intended to bring the Boatmen and union represent-

atives together to encourage a dialogue on contractual and other matters.

The March conference resulted in contract recommendations from the Boatmen which set the pattern in later contract negotiations. Major contract recommendations included standardized language in all inland contracts and the development of an industry-wide vacation plan for SIU Boatmen.

A

First,

SIU

Boatman

Wins Scholarship



May 1977—The 1977 SIU four-year college scholarships were awarded to six people this year instead of the usual awards to one Seafarer and four dependents of SIU members.

Another first was the presentation of one of the \$10,000 four year grants to an SIU Boatman. Stephen Peter Magenta, 20, a relief captain aboard a tank barge for Interstate and Ocean Transport Co. planned to use his scholarship to study a maritime-related curriculum at the University of Rhode Island.

The other \$10,000 award recipients were Seafarer Ashton Woodhouse and the dependents of: Boatman Leslie Warren Collier III, Boatman Woodrow Foshee, Seafarer Arthur Harrington and Seafarer Osvaldo Rios.

Seafarers Pension Plan Adds New Benefit

April 1977—The trustees of the Seafarers Pension Plan added a new dimension to the plan for those who qualify for Early Normal Pension Benefits. The extra benefit is called the Early Normal Pension Supplement.

This supplement is available only to Deep Sea and Lakes SIU members who

accumulate an additional two years seafaring after reaching the age of 55 and having at least 7,300 days (20 years seafaring) of service.

The benefit amounts to one full year of pension benefits to be paid in a lump sum in the January following the member's retirement.



LOG

Log Story Triggers CG Quiz on Safety

May 1977—An article in the March 1977 issue of the LOG about dangerous boarding ladders on Great Lakes ships spurred an inquiry into Coast Guard safety practices by Rep. Philip E. Ruppee (R-Mich.).

Ruppee, a member of the House Com-

mittee on Merchant Marine and Fisheries, included the ladder safety issue in his questioning of alleged laxity on the part of the Coast Guard in safety matters. The Congressman pursued these safety issues during oversight hearings before the Coast Guard and Navigation Subcommittee.



Drozak Blasts USCG Failures on Safety



July 1977—SIU Executive Vice President Frank Drozak attacked the Coast Guard for overlooking or allowing hazardous safety conditions to exist aboard many U.S.-flag vessels. Drozak testified before a Congressional Subcommittee holding hearings on marine safety.

Calling the hearings by the House Coast Guard Subcommittee "long overdue," Drozak provided documented examples of deaths and accidents that the Coast Guard could have prevented. The testimony, Drozak said, proved that "the Coast Guard cannot be trusted to enforce Congressionally-mandated national policy."

Age of Aquarius Dawns for U.S. Merchant Marine

June 1977—The first liquified natural gas carrier ever built in the U.S. was completed and crewed by SIU members. The 936-foot *Aquarius* was the first of a number of LNG ships to be built at Gen-

eral Dynamics Shipyard in Quincy, Mass. After a test run to England, the *Aquarius* began her maiden voyage between Indonesia and Osaka, Japan. The *Aquarius'* crew had to undergo extensive

training to acquaint them with the special equipment and safety features of the new vessel and her dangerous cargo. The HLS at Piney Point regularly holds LNG classes.



Alaska Oil Pipeline Opens



July 29, 1977—The long-awaited Alaska oil pipeline opened in Valdez. The opening of the pipeline meant work

for approximately 25 SIU crewed tankers, which will bring the oil to the continental U.S.

House Committee Passes Waterways Tax



August 1977—The House Ways and Means Committee attached the rebuilding of Locks & Dam 26 to a tax on tug and towboat fuel. Earlier in the same month, the Senate voted to couple the vital repairs on Locks & Dam 26 with imposition of user charges on inland waterways. The SIU is opposed to both the waterway tax and the fuel levy as being harmful to the industry. Final action on the bill will come in 1978.

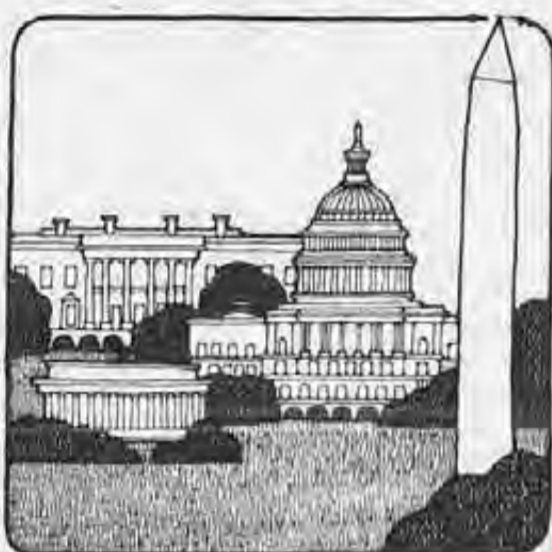
Carter OKs Canada—Not Alaska—Gas Pipeline

September 1977—In a setback for American workers, President Carter gave the nod to a trans-Canadian pipeline route to carry natural gas from Alaska to the U.S. The SIU had strongly supported an all-American route that would

have transported the gas via an Alaska pipeline to Valdez and from there by LNG tanker to the lower 48 states.

The all-American route, which was proposed by the El Paso Alaska Gas Co.,

would have provided thousands of jobs for U.S. workers. The Canadian pipeline is scheduled for completion in 1981. The project will be built by three companies—two Canadian and one American.



1st Annual Living Sober Reunion Hears of Recoveries

September 1977—The Seafarers Alcoholic Rehabilitation Center, located in Valley Lee, Md., held its First Annual Living Sober Reunion. Seafarers who had gone through the ARC program met, along with their friends and families, to share their experiences of recovery.

Bill Hibbert, ARC director, said the goal of the center was two-fold, with treatment and recovery both important ends. "Just staying dry is not enough," Hibbert said. "It's the starting point for building a good life that's alcohol-free."



House Defeats Oil Cargo Preference Bill

October 1977—The oil cargo preference bill, which would have required 9.5 percent of U.S. imports be carried on American ships by 1982, was defeated in the House of Representatives by a vote of 257-165.

Despite the bill's defeat, SIU President Paul Hall said, "the fight for a fair

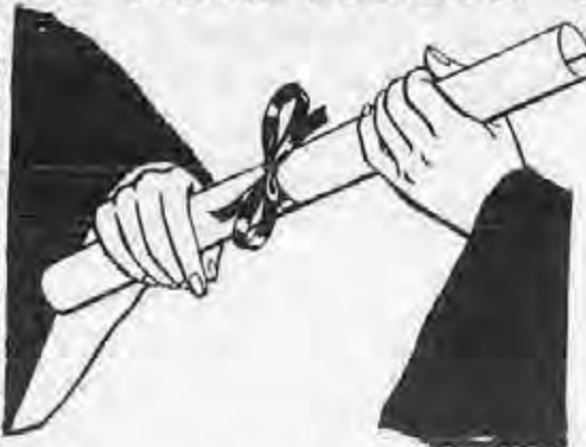
oil cargo preference bill is far from over. We intend to keep fighting until we ultimately achieve this goal."

The cargo preference legislation had the support of many labor and civic groups, including the SIU and the entire AFL-CIO. But the multinational oil companies spent large amounts of money to ensure the bill's defeat.

Cargo preference was endorsed by President Carter in July 1977, but the bill's opponents accused the President of paying off the maritime industry for the support he received in his election campaign.

Charges of political payoffs were hurled at many of the cargo preference bill's supporters. Such charges contributed to the bill's defeat.

12-Week Towboat Operator Scholarship



October 1977—The Transportation Institute, a Washington, D.C.-based maritime research organization, announced a new scholarship program for Boatmen. The Institute offered Boatmen, who qualify for the program, \$125 a week for a free, 12-week Towboat Operator course at the Lundberg School.

Each class is limited to 24 Boatmen. The courses are being offered to fill a recognized industry need for more well-trained towboat operators.

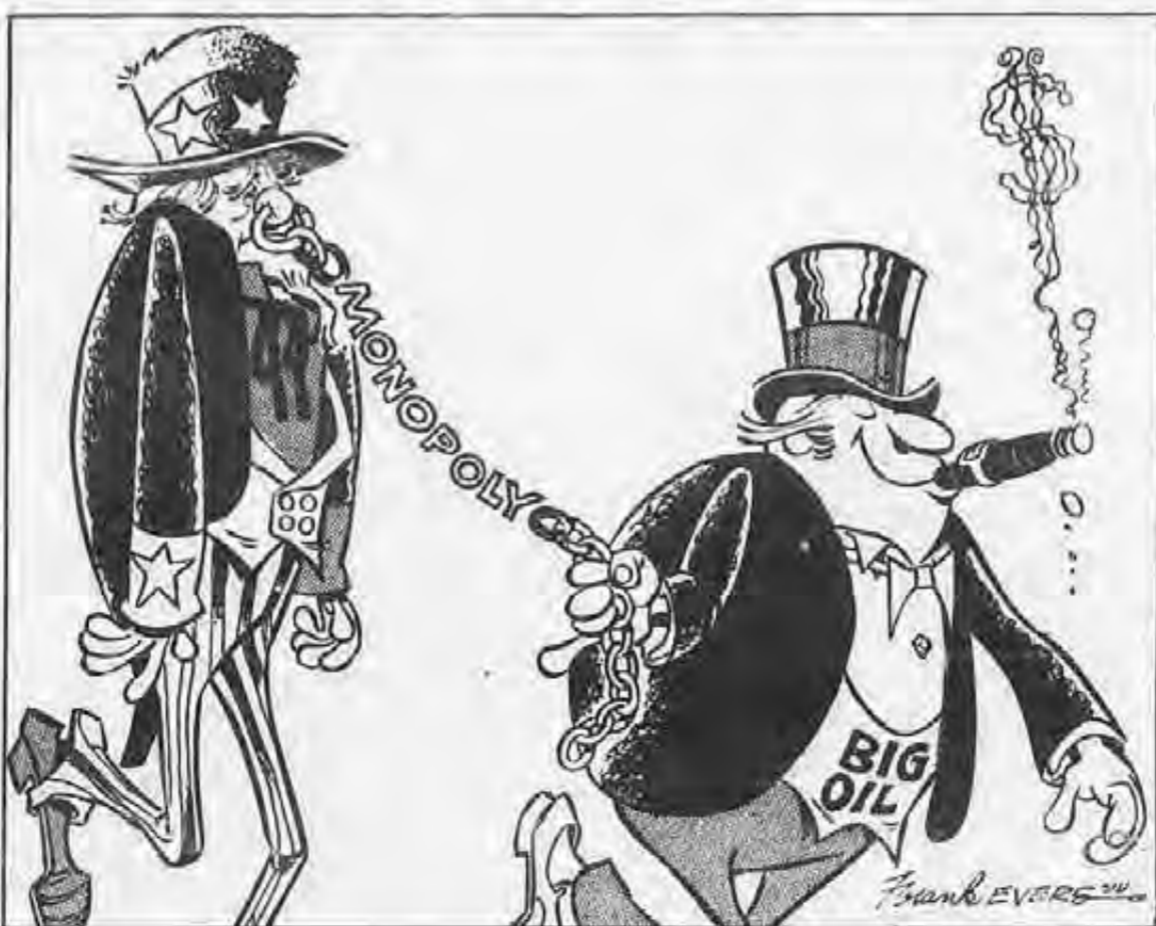


9 HLS Courses OKayed for College Credit

November 1977—The American Council on Education, a group of educators who decide whether college credits should be given for courses, recommended college accreditation for nine upgrading courses at the Harry Lundberg School. If a Seafarer who has gone through any of the accredited courses enrolls in a college or technical school, he may transfer the credits he earned at HLS to his new school.

The courses that have been accredited are: FOWT—six credits; Lifeboat/Able Seaman—nine credits; Quartermaster—six credits; Towboat Operator/Western Rivers—five credits; Marine Electrical Maintenance—eight credits; QMED—18 credits; Towboat Operator/Inland—eight credits; Maintenance of Shipboard Refrigeration—10 credits; Diesel Engineer—eight credits.

MTD Urges: Break Big Oil's Transportation Monopoly



December 5-6, 1977—At the convention of the AFL-CIO Maritime Trades Department, MTD President Paul Hall called on Congress to break big oil's monopoly on tanker and pipeline transportation of oil and gas products.

Along the same lines, the MTD wants Congress to force the oil companies to get rid of their interests in U.S. coal and uranium fields. These two fuels are considered alternative energy sources to oil and the MTD doesn't want to see the energy field monopolized by the oil cartel.

The convention's message was that the oil companies have too much power as it is and should not be allowed to force competition out of the energy arena. Also, the multinationals' hold on transportation of fuel keeps American-flag ships idle. The oil giants use unsafe, but less expensive "flag-of-convenience" ships.

The MTD also demanded protection of U.S. industries against increasing foreign imports and vowed to continue the fight to close the Virgin Islands loophole in the Jones Act.

New Algonac Hall on St. Clair River To Be



The clean, sun-filled SIU Hall in Algonac, Mich., is a nice place to conduct Union business or to sit and visit over a cup of coffee, as these Seafarers discovered.

Algonac, Mich., site of the SIU's newest Union hall, is not a crowded city, known for its shopping center or restaurants. Algonac is a peaceful place. Its population barely hits 3,000. But the quiet and the beauty of the countryside are part of its charm.

Algonac is a well-located spot for shipping, too. Sitting on the shores of the St. Clair River west of Ontario, Algonac is bounded by Lake Huron to the north and Lake St. Clair, which feeds into Lake Erie to the south. Ninety percent of SIU-contracted Great Lakes ships pass the site of the new hall.

All Great Lakes-area shipping will now take place through the Algonac Hall which is located at 520 St. Clair River Drive. The phone number is 313-794-4988. The Detroit Hall is officially closed. But the offices in



Fireman Mohammed S. Nassir helps himself to a cup of coffee from the urn on the new hall's coffee bar.



Dispatcher Tom Bluitt checks with a shipping company to confirm a ship's arrival time for (l. to r.) Nels Johnson, deck watch; Mohammed S. Nassir, fireman; Yehia Ali Saeed, deck watch, and Eljahmi Messaid, night cook.



Algonac Port Agent Jack Bluitt gets it all together after the move from the old Detroit Hall.



SIU Rep. Byron Kelley, another transplanted Detroit, sits in front of the collection of deer trophies he shot during Michigan's annual hunting seasons.

Center of Great Lakes Shipping

Cleveland, Frankfort, Buffalo, Duluth, Chicago and Alpena will remain open for the time being.

Many of the Great Lakes port agents have new office space in Algonac. These include Jack Bluit and Byron Kelley (formerly of Detroit), Jack Allen (Duluth), John McClinton (Alpena) and Joe Sigler of Chicago.

In addition to the airy, glass-enclosed Algonac Hall itself, the new Great Lakes headquarters houses two launches in a boathouse built right under the hall. Since ships don't dock at Algonac, the boats are used to service vessels as they pass up and down the well-traveled waterway.

All Seafarers have a year-round invitation to visit the new facility at Algonac — whether they pass through on business or come up to see the sights.



The new hall in Algonac, Mich. officially opened on Jan. 3. This hall is built right on the St. Clair River, which can be glimpsed through the wood pilings that front the building. The large room on the hall's second level holds a kitchen and conference area and is built atop the hall's boathouse.



Yehia Ali Saeed, left, deck watch on Kinsman's *George D. Goble*, and Eljahmi Messaid, night cook on the *Adam E. Cornelius* (American Steamship Co.) sit in the new hall as the river flows behind them.



The two new servicing launches are kept in the hall's boathouse which is right below the large conference room on the second level.



Ordinary Seaman Nels Johnson waits to ship out on the SIU-contracted *Sharon*. Johnson, who lives in Mainstee, Mich., ships as a deck watch.



SIU Executive Vice President Frank Drozak inaugurates the Algonac Hall with a brief conference. With Drozak are, clockwise from him: Jack Bluit, Algonac port agent; Area reps. Jack Allen, John McClinton, Abe Rotenberg, Dave Rebert, Joe Sigler, Byron Kelley and Dave LeBaron and Dispatcher Tom Bluit.

James Smith, the third-generation president of Crescent's family-run operation, poses in the pilot house of the tug that bears his name.



Know Your Company



These three tugs show the changes that take place in Crescent's rebuilding program. The recently acquired *Hornell*, right, is a before picture of an old railroad tug. The *Kevin Smith*, center, has been repowered and remodeled but still has the old, high pilot house. The *James E. Smith*, left, with its lowered pilot house, is a completely re-built and up-to-date shipdocking tug.

Crescent Towing's Success Is No Accident

This story is the second in a regular feature on SIU-contracted towing companies. A different company will be featured each month.

Crescent Towing and Salvage got into the tug business by accident. But it's no accident that this SIU-contracted company has come to be the biggest and fastest growing shipdocking operation in New Orleans.

It all started during World War II. William S. Smith, the founder of the company, was running a stevedoring firm that his father, Terence Smith had started in New Orleans in 1885. In 1942 T. Smith & Son was operating a number of derrick barges to load and unload heavy cargo in the port. But the War had created a shortage of available commercial tugs necessary to move the barges. So William Smith chartered a few to move the barges himself.

The steamship lines that were T. Smith & Son's customers were also having trouble finding tugs to move their ships. They turned to William Smith to do the job and he formed the towing company that has been doing it ever since.

Crescent Towing, named for the crescent shaped bend that the Mississippi River takes around New Orleans and the company's docks on Patterson St., was organized by the SIU in 1948. That was a few years after William Smith bought his first two tugs from the Navy after the War. T. Smith & Son has remained a separate stevedoring operation, under contract to the International Longshoremen's Association.

Crescent has come a long way since those first two tugs. And it is still a family-run business. William's son, James, became president of the firm four years ago. Like the two generations of Smiths before him, he has a knack for improving existing ways of doing things.

Crescent's fleet will soon be up to 16 tugs. Most of that growth has taken place under James Smith's innovative rebuilding program. T. Smith & Son

Four Crescent tugs were needed to move the SIU-contracted *John Tyler* (Waterman). The laid-up ship was moved to another dock on the Mississippi for repairs.



introduced unique derrick barges during Terence and William's time and under James' direction, Crescent has developed a highly efficient way of expanding its fleet.

Two-thirds of the fleet are old railroad tugs, purchased and rebuilt over the past five years. The original boats had high pilot houses which the pilots needed to see over the railroad car floats they handled. These are a bulky disadvantage for shipdocking purposes and have been cut down.

The old tugs were also used as day boats and had locker rooms rather than crew quarters. Crescent was once only a harbor operation, but now needs boats equipped for longer trips. Its fleet now sails farther up and down the Mississippi to service the ships that load at the many grain elevators and oil terminals that have been built above and below New Orleans.

Part of the rebuilding program, therefore, has been to pull out the locker rooms and put in modern sleeping quarters. Along with new galleys and increased horsepower, these features have made the old tugs as up-to-date and attractive as any newly built vessels.

Crescent recently sold one of its rebuilt tugs and got four more old railroad tugs in the trade-in. Work has already begun on the *Harrisburg*, and two of the others, the *Marion* and the *Hornell*, will begin their Cinderella transformation soon afterward. The entire process takes about four months. All of the above water work is done at Crescent's docks.

There are even bigger plans in store for the fourth tug, the *San Luis*, presently 1,500 hp. Now just on the drawing board, she has the potential to be "the biggest and the most powerful boat on the Mississippi," Smith said. When completed, all four of the rebuilt tugs will bear the Smith name that the rest of the fleet carries.

But upgrading equipment isn't the only reason why Crescent is moving ahead in the shipdocking business. Smith also strongly believes in advanced training for boatmen, the kind that he said he was "most impressed" with at the Harry Lundeberg School in Piney Point, Md.

"There is a critical shortage of trained engineers in the industry," Smith said, "and the School has been manna from heaven for me." After the *Craig Smith* was rebuilt and repowered, Smith donated her original engine to the School for use by inland training classes. But his support didn't stop there. He also encouraged two Boatmen from the company to attend the HLS Engineer's course in January, in spite of the fact that this is the time he could least afford to do without them on the job.

"This is high river time," he explained. "The current on the Mississippi increases and ships that could be moved with one tug now need two or three boats. High river to shipdocking companies here is like Christmas to Macy's."

With this kind of thinking behind it, Crescent Towing will continue to have the manpower and equipment it needs to be a number one company.



Before the *Tyler* was moved, SIU deckhands Gerald Domain (l.) and Keith Rubio on the tug *Shannon Smith* helped to get the barge tied to the ship's stern out of the way.



In his closing comments Brother Van Thrash, engineer with Curtis Bay in Norfolk, tells the delegates that the Conference has "straightened this old boy out" on a number of issues.



The delegation from Philadelphia is shown here with Congressman Michael "Ozzie" Myers (D-Pa.), fifth from left. All the Boatmen met the Congressman during their visit to Washington, D.C. They also met representatives from the offices of Congressmen and Senators in the Norfolk, Baltimore and New York areas. At the end of the Conference, the Philadelphia delegation took up a collection for SPAD.



Boatman John Wozunk who sails relief mate with all four shipdocking companies in Philadelphia, makes a comment on one of his contract suggestions. Earlier in the Conference, Brother Wozunk noted, "I and a lot of others here came to HLS to upgrade. I would not have been able to upgrade on my own. It's meant \$30,000 over the last four years. Also, I don't have to freeze my butt off on deck."

2d Atlantic Inland Education Confab Held

"As long as we're intelligent enough to sit down and talk, we'll go far." This statement was made by SIU Headquarters Representative and Lundeberg School Vice President Mike Sacco at the most recent Educational Conference.

That's exactly what the delegates did

do at the Second Atlantic Coast Inland Educational Conference. The Conference was held at the Harry Lundeberg School in Piney Point, Md. from Jan. 9 to Jan. 14. Like the first Atlantic Coast Conference held late last year, the delegates sat down, talked, and asked plenty of questions. They talked not only with

Union officials and staff, but also with each other.

By the end of the Conference many delegates felt like Brother Joseph Zorbach from Baltimore. In his closing comments he said, "A lot of guys know a lot more now."

The Conference was attended by 27

delegates, nine each from shipdocking companies in Baltimore, Norfolk, and Philadelphia. The companies represented included McAllister, Baker Whiteley, and Curtis Bay. Delegates who attended the Conference included relief men who serve with these three

Continued on Page 18



Brother Anthony Gentile, who works as a captain for Curtis Bay in Baltimore, asks a question during the pension discussion concerning the vesting rights of young people who enter the industry.



SIU Boatman Ray "Jake" Gimbert, who is a tankerman with McAllister in Norfolk, asks a question during the discussion on the USPHS hospitals. He wanted to know whether the Lundeberg School is recognized as a maritime training facility by the USPHS. He was told it was.



SIU Representative Jim Rosser praises the delegates during his closing comments. Brother Rosser had served as reading clerk during the contract suggestion period.



HLS Vice President Mike Sacco, who is also an SIU Headquarters Representative, chaired the Conference. In the segment on union history, he noted, "ours is a violent history. People who struggled alone didn't survive."



Robert Dunn, an engineer with McAllister Brothers in Norfolk, was elected chairman of his delegation for the contract suggestions. Here he gives his closing comments in which he said it was good to meet the brothers from Philadelphia and Baltimore.



Victor Lozinak, an oiler with McAllister in Philadelphia, says in his closing comments "everybody answered my questions. There was no beating around the bush."



Elected chairman of the Philadelphia delegation was Vince Kelly, a captain with Curtis Bay. In his closing comments he praised the fact that "we know the men of Baltimore and Norfolk a little better now." Earlier in the Conference, Brother Kelly noted that he encourages "young people to upgrade for better job opportunities."



Joe Zorbach, an engineer with Baker Whiteley in Baltimore, was elected chairman of his delegation. In his closing comments he pointed out that he had learned a great deal at the Conference.



Dorothea Conostas came down from the SIU's legal department at Headquarters to answer any questions on the pension law of 1974. Here she explains to the delegates what the Employee Retirement Income Security Act is all about.



Part of the Conference agenda included a tour of the Lundeberg School farm which is in Valley Lee, Md., near Piney Point. Here the director of the farm, Joe St. Clair, holds one of the newborn pigs. In the center of the photo is Brother George Davis, a relief cook for the shipdocking companies in Philadelphia. On the right is Robert Pomerlane, SIU representative in Baltimore.



Joseph Zook, maintenance man for Curtis Bay in Baltimore, asks a question on benefits during the discussion of the SIU Welfare Plan.

27 Shipdocking Delegates From Ports of

Continued from Page 17

companies as well as Taylor and Anderson.

The First Atlantic Coast Inland Educational Conference, held from Nov. 28 to Dec. 3, was also for shipdocking Boatmen in Baltimore, Norfolk, and Philadelphia. A third such Conference will be held the week of Jan. 30th.

Four other educational conferences for Atlantic Coast Boatmen are scheduled through the end of May. These will include SIU Boatmen involved in towing along the Atlantic Coast. At the

beginning of last year, five conferences were held for Gulf and Rivers Boatmen. These conferences are but one positive result from the merger of the Inland Boatmen's Union and the SIU A&G district in late 1976.

During the week of Apr. 3rd there will also be a contract conference for delegates from the SIU shipdocking companies in Baltimore, Norfolk, and Philadelphia. The contracts at these companies all expire on Oct. 31, 1978.

At this Second Atlantic Coast Conference, the delegates were given a run-

down of many things that affect them as boatmen and SIU members.

They first received a tour of the School. (Like the postman, neither rain, nor sleet, nor snow, would deter them.) Academic and vocational courses were later explained.

Important parts of the SIU Constitution were detailed. Especially emphasized was the way in which the Constitution was amended in 1976 to protect the interests of the Boatmen.

A detailed explanation of the benefits available under the SIU Welfare

Plan and Pension Plan was given to the delegates.

The need for political involvement was an important segment of the Conference. A number of SIU officials spoke on the subject and films were shown concerning politics and legislation. There was also a full day's visit to Washington, D.C. which included a tour of the House of Representatives and the Senate.

The next day, discussion was held concerning the inland vacation concept and the standard contract concept.



SIU Port Agent in Norfolk Gordon Spencer makes a point about eligibility during discussion on pension benefits.



George Costango, SIU port agent in Baltimore, tells the delegates about the SIU Constitution noting that it "is a living document."



At the first Atlantic Coast Conference, the delegates recommended that someone from industry address the next Conference. At this second Conference Richard Saul of Transportation Institute talks about the economics of the inland industry. TI is a Washington, D.C.-based research and educational organization for the maritime industry.



Explaining the SIU Welfare Plan is Tom Cranford, head of the Claims Department in Brooklyn, N.Y. He went over all the benefits available under the Plan and also explained how to fill out a benefit application.



SIU Philadelphia Port Agent John Fay holds up the educational series pamphlet on the structure of the SIUNA. Brother Fay explained how the Atlantic and Gulf District gets strength from belonging to the International.



Brother Ray Jankowiak, who works as a captain for Baker Whiteley in Baltimore, gets up to discuss one of his suggestions concerning vacations.



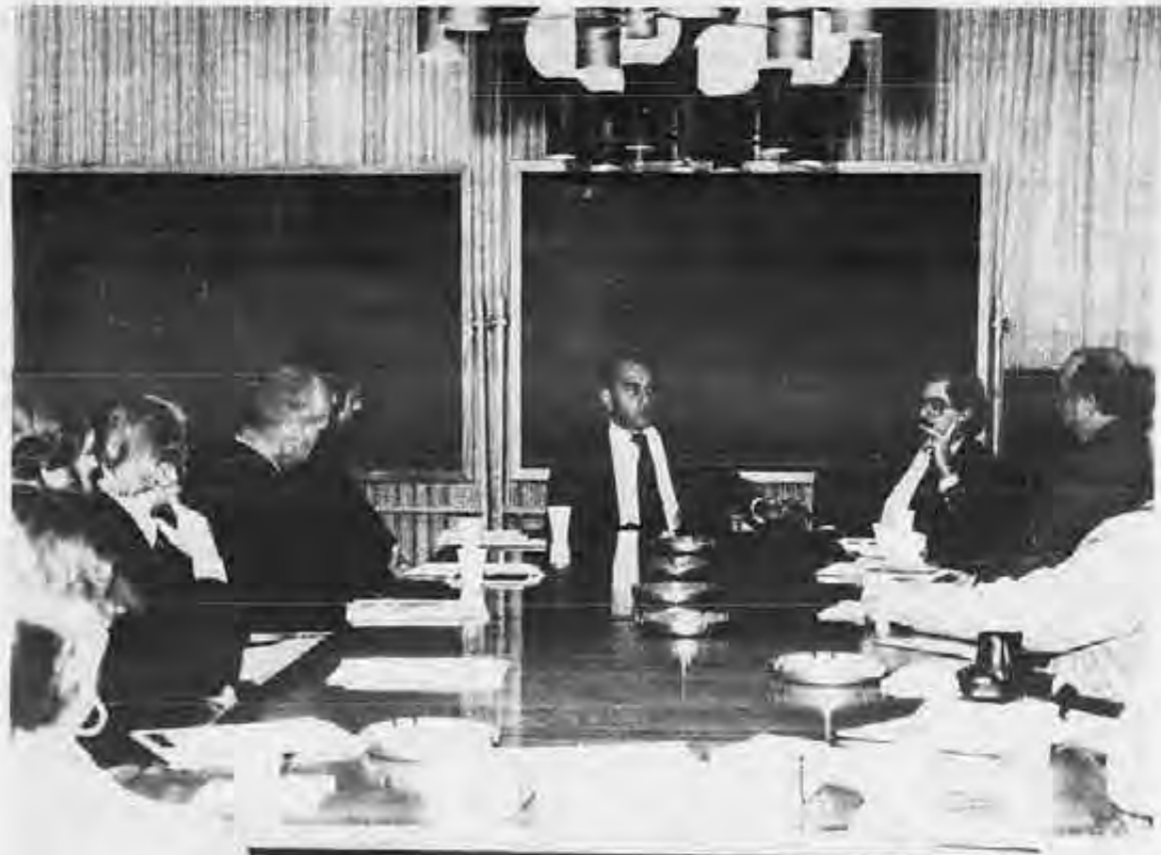
SIU Piney Point Port Agent Pat Pillsworth explained the HLS entry trainee program to the delegates.



The new administrator of the AFL-CIO Maritime Trades Department, Jean Ingrao, explains how MTD works. The delegates visited the Department during their visit to Washington, D.C.



During the tour of the Lundeberg School, Library Director Gladys Siegel (r.) gives a rundown of the library's facilities to the Boatmen. From left are: Beverly O'Neal and Tom Patterson, both mates with Curtis Bay in Norfolk; Bob Pomerlane, SIU representative in Baltimore; Leon Mach, Jr., a deckhand with Curtis Bay in Baltimore, and Francis Thomas, a captain with Curtis Bay in Norfolk.



Herb Brand (head of table), president of Transportation Institute, gives a description of his organization to the delegates during their Washington, D.C. visit. Brand explained that through TI, the maritime industry has "established a presence in Washington. People know we'll fight."

Baltimore, Norfolk, Philadelphia Attend

Noted was the fact that under the standard contract concept each company still has its own agreement.

In all the discussions the SIU officials emphasized that the membership had the final say on what goes into the new contracts.

The Conference ended with each

delegate having a chance to make as many suggestions as he wanted concerning the upcoming contracts. The delegations from each port first broke into groups and elected a chairman. Then each delegation met separately and each man had a chance to write up his suggestions. These were then read to

the entire group, both delegates and officials. Everyone was given a chance to discuss the suggestions.

The final order of business was wrap-up comments by all the officials, staff and delegates.

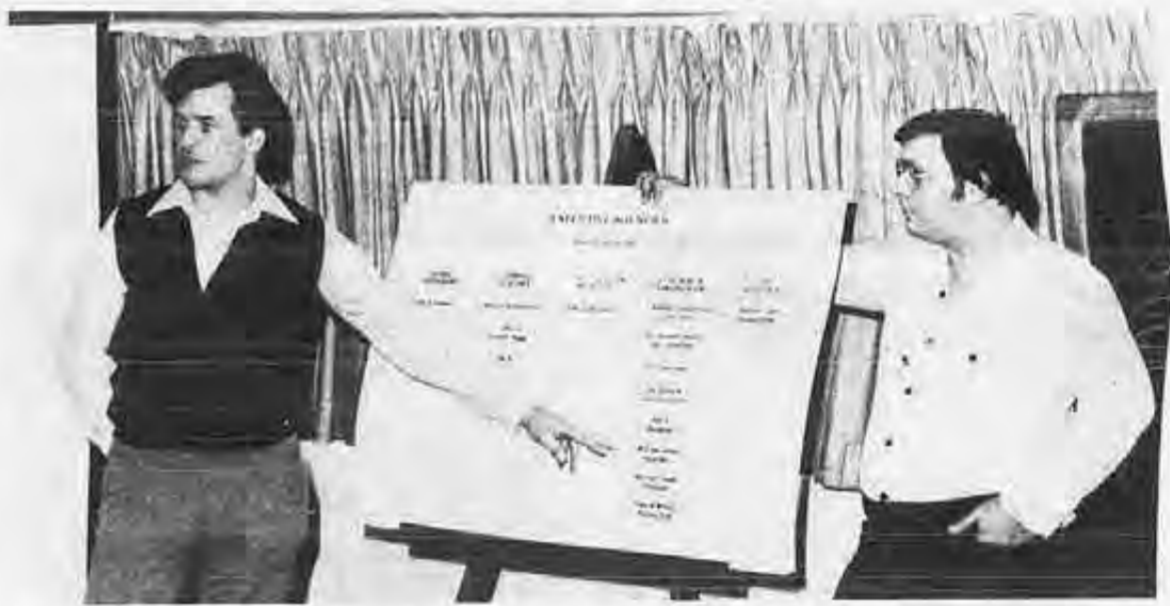
At the end, the general feeling was one of camaraderie. SIU officials and

delegates alike said they were speaking from "the heart" when they made their final remarks. They stressed that the Conference had been an "enlightening experience."

As the men left and shook hands, union brotherhood and solidarity were very evident.



Bill Hibbert, head of the Seafarers Alcoholic Rehabilitation Center which is located near the HLS, explains to the Boatmen how the Center works. The delegates toured the Center and were shown a film on alcoholism.



In his discussion on politics and the law, SIU Inland Coordinator Chuck Mollard (l.) showed a chart of the many governmental agencies that can affect the livelihoods of Boatmen. In noting how important political involvement is, he pointed to the past when "what we gained on the picketline we lost in Congress." On the left is SIU Representative from New York, Jack Caffey, who discussed the importance of SPAD.



Charles Nalen from the HLS Vocational Education Department, explains the upgrading programs available for Boatmen at the School.



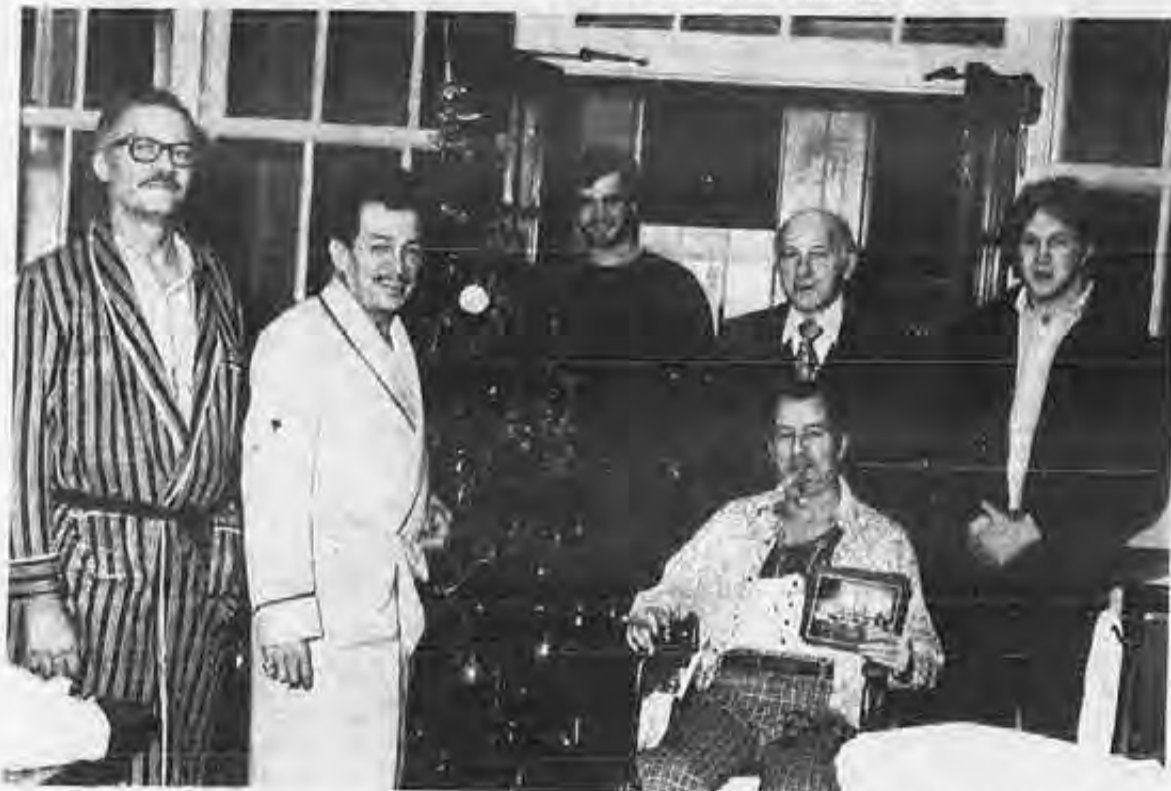
President of the Lundeberg School Hazel Brown welcomed the delegates to the School. Here she holds up a supplement from the Log which explains that some of the School's courses can receive college credit.



Explaining that the Log is one of the best tools for communication is Marietta Homayonpour, editor of the publication. The Log is located at SIU Headquarters.

Hospitalized Members Not Forgotten at Christmas

The SIU wants its members to know that the union is behind them in stormy as well as in fair weather. Every year during the Christmas holidays, SIU representatives pay visits to Seafarers who have to spend Christmas in the hospital. Whether they are laid-up due to sickness or accident, the hospitalized union members all receive cash gifts, cigars or cigarettes and the best wishes of the whole union for a Merry Christmas and a happy, healthy New Year. The photos on this page were taken two days before Christmas at the USPHS hospital on Staten Island, N.Y.



Around the Christmas Tree, SIU rep. John Dwyer and some recent SIU "A" Seniority upgraders wish recovering Seafarers a happy holiday at the USPHS hospital in Staten Island. Standing from left are: Juan Burgos, recertified bosun, and Angel Maldonado, who ships in the steward department. Seated is Francisco Charnaco, recertified bosun, who displays a Christmas card from the SIU. Standing, rear left to right: Paul Klippel, upgrader; John Dwyer, SIU-rep., and J. Gavelek, upgrader.



John Dwyer (right) consults with Staten Island USPHS Director Dr. Florence Kavaler and Assoc. Director Albert Stapler during the Christmas season visit.

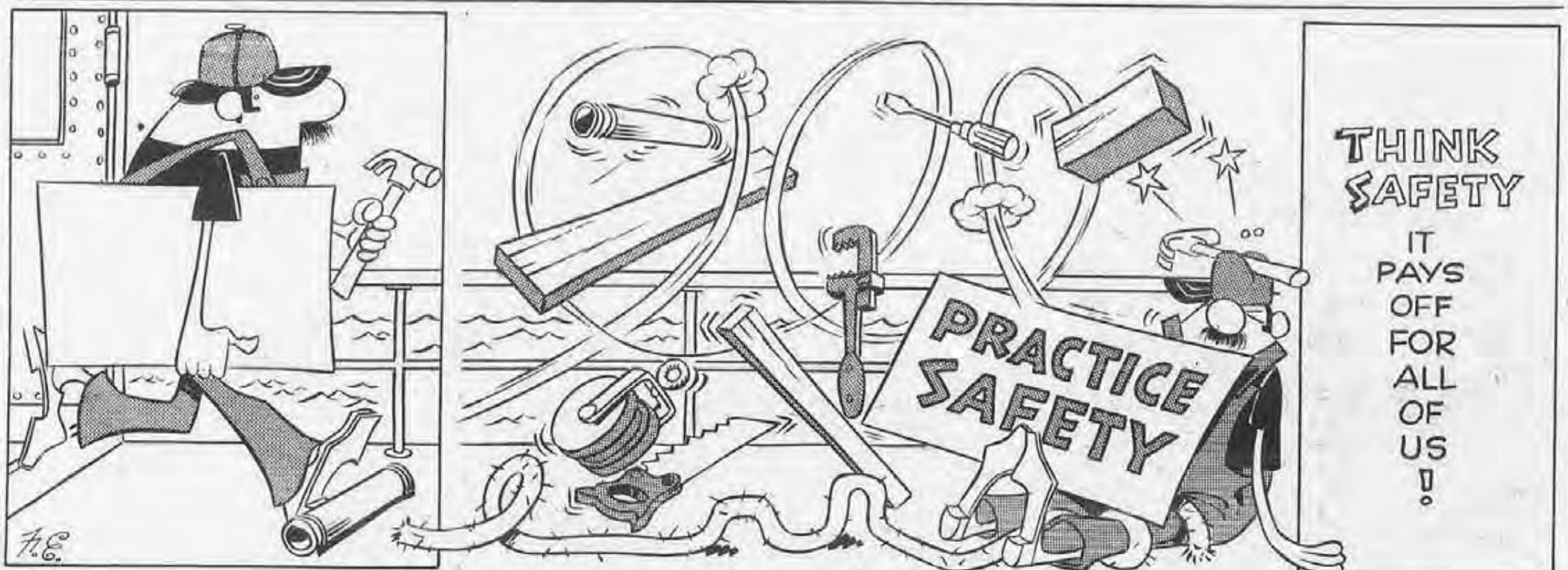


John Dwyer, SIU representative, wishes AB Adrian Donnely (left) a Merry Christmas and a Happy New Year.



John Dwyer, SIU rep, wishes Seafarer Henry Bursey a speedy recovery.

A MESSAGE FROM YOUR UNION



Ex-Scholarship Winner Preaches the Word of God

"Go Ye Into All the World . . . They That Go Down to the Sea in Ships." (Psalms 107: 23-30).

This quotation decorates the stationery used by ex-Seafarer Rev. Bernard Maret. Rev. Maret won an SIU college scholarship in 1966 and now is a Baptist Minister. He does his preaching to merchant seamen because, he says, "I have a burden on my heart for seamen. I know them personally, how they think and how they live."

Rev. Maret first went to sea in 1957,

sailing on a non-union ship which he helped to organize. The unionization effort earned him his 'A' book. Maret sailed with the SIU on and off until 1966, when he won the SIU four-year college scholarship.

The scholarship money was used to study secondary education and art, first at Brevard Community College in Florida and later at John Brown University in Arkansas.

Following his graduation, Maret moved to Chicago and worked as a

commercial artist for various religious organizations. "I enjoyed it," he said. "But I guess I didn't have the push it takes in commercial art."

In 1971, Maret began a two-year course at Tennessee Temple Seminary where he received a degree in Religious Education and an Evangelical Teacher Training Diploma. But his pull toward the ministry had begun ten years earlier when Maret was standing watch on a ship. He witnessed the collision of two ships in which five crewmen and five passengers were killed. "I saw my friends come face-to-face with death. I saw a need for religious counseling."

So Maret set out to fill that need. He began going aboard ships to minister to the men, usually in the ship's mess. More recently he's been traveling around and preaching from what he calls the "Lighthouse Seamen's Chapel." It's a tractor-trailer rig which Maret said "looks more like a chapel," than a ship's mess does.

The moving van-sized chapel is paneled and carpeted and has a pulpit shaped like the bow of a ship. The truck's outside is painted with a mural and the words "Lighthouse Seamen's Chapel," which Rev. Maret designed and painted.

Though the church is what Rev. Maret calls "my main work," art has always been a part of his life. He did oil paintings of seascapes and religious topics while at sea and won the Seafarers Safety Poster Contest in 1960.

When he applied for the SIU scholarship, Maret was, at first, unsure of his chances. But then he thought, "I had as good a chance as the next fellow." When he received the letter notifying him that he was a scholarship winner, Maret said, "I was overjoyed. It was really an answer to my desire to go to school."



Rev. Bernard Maret

Rev. Maret's plans for the future include moving with his wife Norma to New Orleans and ministering to the men in Gulf ports.

He receives a good response from the men who attend his services perhaps because he is an ex-Seafarer himself and he understands seafarers. But there are differences between Maret and the men he ministers to. A seafarer once asked Maret if he remembered the language seafarers use. "No," Maret replied. "I'm trying to forget the language."

Sea-Land Market



Recertified Bosun Walter Nash, (l.) ship's chairman of containership *Sea-Land Market* leads the Ship's Committee of (l. to r.) Deck Delegate J. Bonefont, Chief Steward Luis Varga and Engine Delegate E. Wiwag at a payoff on Dec. 14 in Port Elizabeth, N.J.



ST Overseas Aleutian

Chief Pumpman Bob Timms of the *ST Overseas Aleutian* (Maritime Overseas) sent us the ship's Thanksgiving Day menu from his home port, Houston.

" . . . I think it's one of the best or the very best I've ever seen on a ship. Everything was just great. The cooks outdid themselves . . . every brother should know what a great bunch we have in the steward department."

North Korea

MARAD has warned all U.S.-flag ship operators that North Korea has extended her seacoast boundaries to 200 miles. The new restricted economic and military areas were imposed by the North Koreans on Aug. 1. The zone will extend into the Sea of Japan and be north of the Demilitarized Zone. A military zone was set out at 50 nautical miles. Since 1975 "sporadic and hostile" acts have occurred off the North Korean coast.

Washington, D.C.

Deadline for the 43rd National Maritime Essay Contest, sponsored by the U.S. Propeller Club, will be on Mar. 1.

The purpose of the contest is to acquaint American high school and college entrants with the necessity of a strong merchant marine and maritime industry. Essay theme for high schoolers is "The American Merchant Marine—Its Vital Role in the World of Commerce." Collegians, for the second year, can select maritime themes provided by the club.

High school winners (20 last year) will get free ocean cruises on U.S.-flag ships.

College students can win cash prizes up to \$500.

The winners will be announced on National Maritime Day, May 22.

Write to The Propeller Club of the U.S., 1730 M St., Washington, D.C. N.W. 20036 or to one of the 91 local clubs for more information.

To help cut down the number of shipping accidents, the U.S. Department of Transportation began a new, computerized, around-the-clock Marine Safety Information System (MSIS). It gives 55 Coast Guard port captains up-to-date records on both foreign and American tankers and freighters entering U.S. waters.

President Carter established the system after last winter's rash of foreign-tanker accidents here. He ordered the Coast Guard to board and examine all foreign tankers coming into U.S. ports. He also ordered an information system be set up to keep track of safety-pollution histories of all vessels.

San Juan

Sea-Land now has a direct containership run from the Gulf to San Juan. The weekly run of four containerships calls at the ports of Houston and New Orleans.

TT Stuyvesant

It was reported late this month that the 225,000-dwt *TT Stuyvesant* (Westchester Marife) had broken down with electrical turbine problems in the Gulf of Alaska. According to the reports, tugs were standing by to aid the supertanker if the need arose. She was said to be proceeding at a very reduced speed.

Sugar Islander

Anywhere from Jan. 2 to Jan. 17, the *Sugar Islander* will carry more than 25,500 tons of bulk wheat, corn, soyas or sorghums to Haifa, Israel from an undetermined U.S. port.

Other SIU ships running to Israel this month are the *ST Potomac* and the *ST Tex*.

Dept. of Energy Must Price LNG Properly

Everyone seems to agree that LNG (liquefied natural gas) is one of the most promising fuels of the future. Yet, for some reasons, the Department of Energy (DOE) has come up with a way that could discourage its use.

A number of plans to import LNG from Indonesia and Algeria now await Government approval. DOE

hearings were conducted early this month and a decision on the import projects is expected soon. DOE has already given the go-ahead to a few of these projects. But at the same time, the agency is considering putting a price on imported LNG that could destroy the U.S. market for this much-needed fuel.

And that's not all it could destroy.

Over a billion dollars of new U.S. industrial development hinges on the success of these plans to import LNG. This includes new LNG terminals in the U.S. and new American-flag LNG carriers. It also means millions of man-years of employment for ship and plant construction and operation.

As SIU Executive Vice President Frank Drozak stressed in a recent letter to the DOE, the proposed pricing system for LNG "would end the promising U.S. LNG ship program and with it, a major source of new U.S. ship construction." It would also sacrifice the jobs of "more than 1,000 American seamen over the next 20 years, which equals five percent of the current manpower of the U.S. Merchant Marine," he said.

The pricing system being considered is known as incremental pricing. Imported LNG costs more than domestic gas and under this incremental pricing system industrial users would have to pay the higher price rather than residential customers.

This may sound like a good deal for the consumer. But it's only one side of the coin.

Consumers are not just people who have to pay fuel bills. Consumers are also workers who depend on their jobs to pay all the bills.

Incremental pricing of LNG would make the fuel too costly for regular industrial use and it would make investment in LNG construction projects too risky. The end results would be the destruction of potential and perhaps existing jobs for thousands of workers in industries that depend on a steady supply of natural gas. The gas shortages of last winter that closed factories and laid-off workers in many parts of the country clearly demonstrated that LNG can serve a widespread economic need.

Moreover, incremental pricing discriminates against the industries and workers that could benefit from LNG. No other fuel is priced this way in the U.S. The prices of domestic and imported oil and gas, nuclear fuel, and

coal are now averaged, or rolled-in, by public utilities in the composite price they charge customers.

Denying rolled-in pricing for LNG alone is not a benefit for the consumer. It's simply an unfair advantage for competitive fuel interests.

Instead of placing a burden on the development of the LNG market in the U.S., DOE should promote this clean-burning fuel for its environmental and economic merits. Almost a decade of LNG shipping has shown that the fuel can be safely transported. It can be shipped without the high risk of pollution that accompanies imported oil carried in foreign-flag tankers.

Critics of increased LNG imports say that it will make the U.S. more dependent on foreign energy supplies. Granted, it won't reduce fuel imports, but it won't increase them either. LNG will replace the need for some of our foreign oil—and without as much danger of embargo. This is because ninety-five percent of our imported oil is carried on foreign-flag tankers. But, as Herbert Brand, president of the Transportation Institute pointed out in the DOE hearings, fifty percent of the LNG imports will reach the U.S. on American-flag vessels.

This means that the countries that supply our LNG will be less likely to withhold the fuel for political reasons than they would oil. Since they won't find many Liberian or Panamanian registered vessels equipped to take this special cargo to other markets, an LNG embargo of the U.S. would mean large financial losses for these countries.

Energy self-reliance is an important goal for this country, but its achievement is still far in the future. If we must import foreign fuels—and we must now—let us import the fuel that gives this country the most economic and environmental benefits.

For this reason, the SIU urges the DOE to approve all pending plans to import LNG and to keep the traditional rolled-in pricing system for this fuel.



Letters to the Editor Death Sparks Crew Reaction

Brother Frank Sarmento died aboard this vessel, the *SS Borinquen*, on arrival in San Juan. There is no reason for men to die on these ships especially the ones running coastwise. If a man is sick, the Coast Guard should be notified and a helicopter be sent out and either bring a doctor or take the man off the ship.

The Captain and Chief Mate are not doctors and their diagnosis can prove fatal as in the case on board this vessel. The Chief Mate, Mr. Donald Coccozza, did all he could and more to try to save Brother Sarmento, but as we say, he is not a doctor.

So in the future, any man who is sick, and when nobody is absolutely sure what is wrong with him, then the man should be removed from the ship as soon as possible. Brother Sarmento may have been saved if a helicopter was sent out the day before our arrival in San Juan. We imagine this has all been brought up before, but we think the Union should put more pressure on the companies and the captains to fulfill this procedure.

Fraternally,
Ship's Committee and Crew
SS Borinquen

Best From New Zealand

Having received the *Log* for many, many years I wish to express my appreciation and to say how much I enjoy reading it.

As a very young man, I was last in New York in 1918 just after World War I. I can remember quite well that in those far off days that the conditions for U.S. seamen on the East Coast were fairly grim. On the West Coast, conditions for seamen were much better, similar to some extent to the conditions on Australian and New Zealand ships.

Of course, the advent of the SIU has brought U.S. seamen revolutionary improvements, far ahead of other countries.

I watch with interest the SIU's fight to gain acceptance of an oil cargo preference bill. I would say that a 50 percent share of the oil for U.S. ships would not be unreasonable.

At 76 years of age, this old sailor and captain is fit and well. I have got both anchors down with plenty of cable in good holding ground. So come hell or high water I am securely moored.

I wish all associated with the SIU, whether at sea or ashore all the very best of good things in 1978.

Fraternally,
Maurice M. McArthur
Otago, New Zealand



January, 1978

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Lundeberg School

The Harry Lundeberg School in Piney Point, Md. has announced its complete upgrading program schedule for 1978.

It is a very comprehensive program. It covers a complete range of courses for all ratings in all areas—including programs for deep sea, Great Lakes and inland members.

This supplement gives a complete rundown of all courses that will be offered at the School this year. It includes descriptions of the courses, as well as all eligibility requirements. Also included is a schedule of all starting dates for these programs.

The SIU encourages its members to take advantage of the many upgrading opportunities available at the Lundeberg School. For SIU members, upgrading means higher pay and job security for the future.

Take a step forward in 1978. Come to your School—the Lundeberg School—and participate in one or more of these upgrading programs. You'll never regret it!



Upgrading Programs



Deep Sea,



Great Lakes,



Inland

For 1978

COURSE OFFERINGS—OCEAN AND GREAT LAKES

Deck Department

ABLE SEAMAN 12 Months Any Waters ABLE SEAMAN Unlimited Any Waters

The course of instruction leading to endorsement as Able Seaman 12 Months Any Waters, or Able Seaman Unlimited Any Waters consists of classroom work and practical training in deck seamanship, rules of the road, marlinspike seamanship, helmsmanship, cargo handling, safety, fire fighting, emergency procedures, and first aid.

Eligibility

All candidates must be 19 years of age or older.

All candidates must pass a physical examination given by a medical officer of the U.S.P.H.S. or a certified reputable physician.

All men wishing to qualify for Able Seaman endorsements must either have a lifeboatman endorsement or first complete the lifeboat course offered at the school.

All candidates for endorsement as Able Seaman 12 Months Any Waters must show discharges totaling a minimum of twelve months seetime as ordinary seaman.

All candidates for Able Seaman Unlimited Any Waters must show discharges totaling 36 months as ordinary seaman or acting able seaman.

Any graduate from the Harry Lundberg School entry rating program at Piney Point can qualify for the 12 Months Able Seaman endorsement after eight months seetime as ordinary seaman.

Length of Course is four weeks.

QUARTERMASTER

The course of instruction leading to certification as quartermaster includes use of the magnetic and gyro compass, rules of the road, knots and splices, fire fighting, emergency procedures, international codes and signals, bridge publications and instruments, aids to navigation, a review of deck seamanship, instruction in radar, loran, fathometers, and RDF, and weather, tides and currents.

Eligibility

All candidates for certification as quartermaster must hold a U.S. Coast Guard endorsement as Able Seaman Unlimited Any Waters.

Length of Course is four weeks.

Steward Department

CHIEF STEWARD

The course of instruction leading to certification as chief steward includes primarily classroom instruction supplemented by ample on-the-job training. Topics covered are menu planning, work supervision, organization, typing, inventory control and requisitioning procedures. Sanitation, nutrition and safety are also highlighted. The student will be actively involved in all phases of the school's food service supervision.

Eligibility

All candidates must have seetime and/or training in compliance with one of the following:

- three years seetime in a rating above 3rd cook or assistant cook, or
- four months seetime as 3rd cook or assistant cook or higher, four months seetime as cook and baker or higher, four months seetime as chief cook and hold HLS certificates of completion for each program, or
- nine months seetime as 3rd cook or assistant cook or higher, four months seetime as cook and baker or higher, four months seetime as chief cook and hold HLS certificates of completion for the cook and baker and chief cook programs, or
- nine months seetime as 3rd cook or assistant cook or higher, nine months seetime as cook and baker or higher and four months seetime as chief cook and hold an HLS certificate of completion for the chief cook program.

Length of Course is six weeks.

ASSISTANT COOK

The course of instruction leading to certification as assistant cook includes both classroom and on-the-job training. Topics covered are the preparation, cooking and serving of vegetables (fresh, canned and frozen), cooked salads, sandwiches, breakfast foods and night lunches. Emphasis is placed on the basic of food preparation including sanitation, dietary values, work organization and the use of recipes.

Eligibility

All candidates must have nine months seetime in the steward department, or three months seetime in the steward department and be a graduate of the HLS entry rating program.

Length of Course is six weeks.

CHIEF COOK

The course of instruction leading to certification as a chief cook includes both classroom and on-the-job training. Topics covered are the preparation of meats, poultry, seafood, soups, sauces, and gravies. The student will also concentrate on identifying meat cuts by the use of charts, work organization, sanitation and the use of recipes.

Eligibility

All candidates must have seetime and/or training in compliance with one of the following:

- six months seetime as cook and baker or higher, or
- two years seetime in the steward department, with four months as 3rd cook or assistant cook or higher and four months as cook and baker, or
- four months seetime as 3rd cook or assistant cook, four months seetime as cook and baker and hold HLS certificate of completion for each program, or
- nine months seetime as 3rd cook or assistant cook and four months seetime as cook and baker and hold a certificate of completion for the HLS cook baker training program.

Length of Course is six weeks.

COOK AND BAKER

The course of instruction leading to certification as cook and baker includes both classroom instruction and on-the-job training in the bake shop and galley. Topics covered are the baking of breads, rolls, pies, cakes, cookies and breakfast pastries. The student will also concentrate on dessert and breakfast preparations, sanitation and work organization. Careful attention to recipe requirements is also highlighted.

Eligibility

All candidates must have seetime and/or training in compliance with one of the following:

- nine months seetime as 3rd cook or assistant cook or higher, or
- 18 months in the steward department with four months as a 3rd cook or assistant cook or higher, or
- four months seetime as 3rd cook or assistant cook or higher and hold a certificate of completion from the HLS assistant cook training program.

Length of Course is six weeks.

Engine Department

FIREMAN, OILER, WATERTENDER (FOWT)

Topics covered in this course include parts of a boiler, firefighting and emergency procedures. Practical training on one of the ships at the School includes putting boilers on the line, changing burners, operating auxiliary equipment and starting and securing main engines.

Eligibility

All candidates must pass a physical examination given by a medical officer of the U.S.P.H.S. or a certified reputable physician.

All candidates for endorsement as fireman, watertender and oiler must have discharges showing six months seetime as wiper. Any graduate from the Harry Lundberg School entry rating program at Piney Point can qualify after three months seetime as wiper.

Length of Course is four weeks.

QMED Any Rating

The curriculum for certification and endorsement as QMED Any Rating consists of courses leading to the following ratings: pumpman, refrigeration engineer, electrician, machinist, deck engineer, junior engineer and deck engine mechanic.

Eligibility

All candidates must hold an endorsement as FOWT and have a minimum of six months seetime in a rating.

Length of Course is twelve weeks.

MARINE ELECTRICAL MAINTENANCE

The course of instruction leading to certification in marine electrical maintenance covers electrical power systems, electrical measuring instruments, classroom and practical training.

Eligibility

All applicants must hold a QMED Any Rating endorsement, or endorsement as Electrician.

Length of Course is six weeks.

PUMPROOM MAINTENANCE AND OPERATION

The course of instruction leading to certification in pumproom maintenance and operation consists of cargo properties and emergency procedures, tanker development and construction, operation and maintenance of valves, loading procedures, cargo pump operation, cargo measurement, and discharging procedures.

Eligibility

All applicants must hold a QMED Any Rating endorsement, or endorsement as Pumpman.

Length of Course is six weeks.

ALL Departments Deep-Sea

LNG

The course of instruction leading to certification for LNG ships consists of basic chemistry, tank and ship construction, gasification, reliquefaction procedures, inert gas and nitrogen systems, instrumentation, safety and fire fighting, loading, unloading and transporting LNG. Upon completion of the course, an HLS certificate of graduation will be issued.

Eligibility

Engine room personnel must hold an endorsement as FOWT or QMED any rating. Deck and steward department people must hold a rating in that department.

Length of Course for deck and engine department personnel is four weeks; three weeks for steward department personnel.

LNG SAFETY COURSE

The course of study is a basic safety

AUTOMATION

The course of instruction leading to certification for automated vessels consists of both classroom and practical training which includes the operation and control of automated boiler equipment, systems analysis and the operation of remote controls for all components in the steam and water cycles.

Eligibility

Applicant must hold a Coast Guard endorsement as QMED Any Rating.

Length of Course is four weeks.

MAINTENANCE OF SHIPBOARD REFRIGERATION SYSTEMS

The course of instruction leading to certification in operation and maintenance of refrigeration systems consists of basic parts replacement and overhaul, electrical circuitry, electrical wiring and trouble shooting, refrigeration maintenance procedures and refrigeration trouble shooting. Upon completion of the course, an HLS certificate of graduation will be issued.

Eligibility

Engine room personnel must hold a QMED Any Rating endorsement or endorsements as Electrician and Refrigeration Engineer.

Length of Course is six weeks.

WELDER

The course of instruction in basic welding consists of classroom and on-the-job training. This includes practical training in electric arc welding and cutting and oxy-acetylene brazing, welding and cutting. Upon completion of the course, an HLS certificate of graduation will be issued.

Eligibility

Engine department personnel must hold endorsement as FOWT. Deck and Steward Department personnel must hold a rating in that department.

Length of Course is four weeks.

DIESEL ENGINES

The course of instruction familiarizes students with diesel engine operations and includes both classroom and practical training in the types, design, construction and characteristics of various diesel engines, diesel nomenclature and principles of operation.

Eligibility

The course is open to all interested students.

Length of Course is four weeks.

program to indoctrinate the seafarers who will be working on board LNG vessels in the nature of cargo, its hazards, and procedures to be followed in an emergency.

Eligibility

All seafarers are eligible for this course.

Length of Course is two weeks.

LIFEBOATMAN

Eligibility

All candidates in any department who have a minimum of 90 days seetime are eligible for the course. This lifeboat course is approved by the U.S. Coast Guard and supersedes the normal requirements of a minimum of one year seetime in the Deck Department or two years in the Steward or Engine Department to qualify for an endorsement as lifeboatman.

Length of Course is two weeks.

COURSE OFFERINGS—TUGS AND TOWBOATS

ABLE SEAMAN

Tugs and Towboats Any Waters

The course of instruction leading to the endorsement as Able Seaman Tugs and Towboats Any Waters consists of classroom work and on-the-job training. The topics covered include deck seamanship, rules of the road, wheel commands, magnetic and gyro compass, barge handling, knots and splices, rigging, fire fighting, safety, and first aid. (Instruction for AB Bays and Sounds and AB Seagoing Barges is also offered.)

Eligibility

All candidates must be 19 years of age or older.

All candidates must pass a physical examination given by a medical officer of the U.S.P.H.S. or a certified reputable physician.

All candidates wishing to qualify for Able Seaman endorsements must hold the Coast Guard endorsement as lifeboatman or complete the lifeboat course offered at the school.

All candidates for the endorsement as Able Seaman Tugs and Towboats Any Waters must present a letter of service showing 18 months seetime on deck in vessels operating on oceans or coastwise routes, or on the Great Lakes, or on bays and sounds connected directly with the seas.

Length of Course is four weeks.

CHIEF ENGINEER ASSISTANT ENGINEER Uninspected Motor Vessel

The course of instruction for an original engineer's license includes both classroom and practical training in the types, design, construction and characteristics of various diesel engines, diesel nomenclature and principles of operation and much more.

Eligibility

All candidates must be citizens of the United States.

All candidates must pass a physical examination given by a medical officer of the U.S.P.H.S. or a certified reputable physician.

All candidates for chief engineer must

show evidence of four years service in the engine room of which one year must have been as a licensed assistant engineer. Two-thirds of the required service must have been on motor vessels.

All candidates for assistant engineer must show evidence of three years service in the engine room. Two-thirds of the required service must have been on motor vessels.

There are no requirements for anyone who is interested in taking the diesel engine course but is not interested in receiving the Coast Guard license.

Length of Course is eight weeks for those students who take the Coast Guard licensing exam. For those not taking the exam, the length of the course is four weeks.

TANKERMAN

The course of instruction leading to endorsement as tankerman consists of all aspects of loading, transferring and unloading of various cargoes carried by tank barges.

Eligibility

All candidates must pass a physical examination given by a medical officer of the U.S.P.H.S. or a certified reputable physician.

All candidates for certification as tankerman must have a letter from the company for which they have worked certifying their ability to handle the various types of fuels for which they wish the certificate.

Length of Course is two weeks.

TOWBOAT INLAND COOK

The course of instruction leads to certification as inland cook. Candidates receive classroom and on-the-job instruction in food preparation on board towboats and tugs. Emphasis is on the basic methods of preparing all meals for a crew of six to twelve men.

Eligibility

All candidates must have served at least six months on board an inland vessel.

Length of Course is six to twelve weeks.

Navigation Department

ORIGINAL TOWBOAT OPERATOR LICENSE

The course of instruction leading to licensing as towboat operator or 2nd class towboat operator uninspected towing vessels on inland waters, western rivers, Great Lakes, oceans, or oceans not more than 200 miles offshore will consist of both classroom and practical work.

An applicant seeking licensing for more than 200 miles offshore must also hold a first aid certificate and his course will include celestial navigation with problems on latitude by Polaris, latitude by meridian, altitude, longitude by observation of the sun.

Eligibility

All candidates for 2nd class operator must be at least 19 years of age.

All candidates must be citizens of the United States.

All candidates must pass a physical examination given by a medical officer of the U.S.P.H.S. or a certified reputable physician.

All candidates for towboat operator must show evidence of three years service on vessels 26 feet in length or over. This service must have included training or duties in the wheelhouse.

All candidates for 2nd class operator must have evidence of 18 months service on deck on a towing vessel. This service must have included training or duties in the wheelhouse.

All candidates must have at least three months service in each particular geographical area for which application for licensing is made.

Length of Course for inland waters, western rivers, Great Lakes, or oceans not more than 200 miles offshore is six weeks.

The license course for oceans is eight weeks.

MASTER/MATE Uninspected Vessels Not Over 300 Gross Tons Upon Oceans

The course leading to licensing as master or mate consists of instruction in the following areas: celestial navigation, rules of the road, chart navigation, handling of tugboats, seamanship, aids to navigation, and safety. In addition, applicants must hold first aid and CPR certificates.

Eligibility

All candidates for master must be 21 years old.

All candidates for mate must be 19 years old.

All candidates must be citizens of the United States.

All candidates must pass a physical examination given by a medical officer of the U.S.P.H.S. or a certified reputable physician.

All candidates for master must show evidence of four years service at sea on deck. One year of this service must have been as a licensed mate.

All candidates for mate must show evidence of three years service at sea on deck.

Length of Course is ten weeks.

FIRST CLASS PILOT

The course leading to licensing as a first class pilot consists of instruction in the following areas: inland rules of the road, pilot rules applicable to the route, local knowledge of winds, weather, tides, currents, etc., chart navigation, aids to navigation, ship handling and more. In addition, applicants must hold first aid and CPR certificates.

Eligibility

All candidates must be 21 years of age. All candidates must be citizens of the United States.

All candidates for pilot must show evidence of three years service in the deck department on steam or motor vessels. 18 months of this time shall have been as able seaman or equivalent. Of this 18 months one year shall have been in the capacity of quartermaster, wheelman, AB, or an equivalent position which included standing regular watches on the wheel in the pilot house as part of the routine duties. This service shall have been on vessels operating on the waters of the class for which pilotage is sought, and 25 percent of this service shall have been obtained during the three years preceding the application for licensing.

All candidates must have made the minimum number of normal trips over the route for which the applicants seek licensing as pilot. This minimum number is determined by the OCMI of that jurisdiction.

All candidates must have made one normal trip over the route within six months immediately preceding the date of application.

All candidates must pass a physical examination given by a medical officer of the U.S.P.H.S. or a certified reputable physician.

Length of Course is six weeks.

For a better job today,



*and job security
tomorrow.*



HLS UPGRADING CLASS SCHEDULE 1978

Below is complete list of all upgrading courses, and their starting dates, that are available for SIU members in 1978. These include courses for deep sea, Great Lakes, and inland waters.

SIU members should be aware that certain

courses may be added or dropped from the schedule as the need arises. However, the Log will try to keep you abreast of these changes.

For further information regarding the courses offered at the Lundeberg School, members

should contact their local SIU representative, or write to the Lundeberg School Vocational Education Department, Piney Point, Md. 20674.

or call the School at (301) 994-0010

LNG	February 6 March 6 April 3 May 1 May 29 June 26 July 24 August 21 September 18 October 16 November 13 December 11		Towboat Operator Scholarship Program	February 20 May 29
QMED	January 2 May 29 October 2		Towboat Operator Western Rivers, Inland & Oceans	August 14
FOWT	January 5 February 16 March 30 May 11 July 10 August 31 October 16 November 23		Male & Master	September 25
Pumproom, Maintenance & Operation	October 9		Pilot	May 15
Marine Electrical Maintenance	April 10		Chief Steward (maximum 1 student per class)	February 6 March 6 April 3 May 1 May 29 June 26 July 24 August 21 September 18 October 16 November 13 December 11
Maintenance of Shipboard Refrigeration Systems	June 2		Chief Cook and Cook & Baker (maximum 2 students for Chief Cook and 2 students for Cook & Baker for each class scheduled)	February 6 February 20 March 6 March 20 April 3 April 17 May 1 May 13 May 29 June 12 June 26 July 10 July 24 August 7 August 21 September 4 September 18 October 2 October 16 October 30 November 13 November 27 December 11 December 22
Automation	March 6		Assistant Cook	Special Programs to be Set Up Upon Request
Diesel Engineer	January 16 July 31		Lifeboat and Tankerman	January 19 February 2 February 16 March 2 March 16 March 30 April 13 April 27 May 11 May 25 June 8 June 22 July 6 July 20 August 3 August 17 August 31 September 14 September 28 October 12 October 26 November 9 November 24 December 7 December 21
Welding	February 6 February 20 March 6 March 20 April 3 April 17 May 1 May 13 May 29 June 12 June 26 July 10 July 24 August 7 August 21 September 4 September 18 October 2 October 16 October 30 November 13 November 27 December 11 December 22			
Able Seaman	January 19 March 20 May 1 June 12 July 10 August 17 September 18 November 13			
Quartermaster	April 3 October 16			

Info for Filing Your 1977 Tax Return

April 15, 1978, is the deadline for filing Federal income tax returns. As is customary at this time of year, the SIU Accounting Department has prepared the following detailed tax guide to assist SIU members in filing their returns on income earned in 1977.

Please note these important reminders and changes made this year.

Who Must File

The income level at which an income tax return must be filed has been increased. If your income is less than \$6,200, be sure to see below under "who must file."

Standard Deduction (Zero Bracket Amount)

The former standard deduction has been replaced by a flat amount the law calls "zero bracket amount." This amount depends on your filing status. It is no longer a separate deduction as such; instead the equivalent amount is built into the new simplified tax tables and tax rate schedules. Since this amount is built into the tax tables and tax rate schedule, taxpayers who itemize deductions will need to make an adjustment. However, itemizers will not experience any change in their tax liability and the tax computation will be simplified for many itemizers.

Tax Tables

Because of changes in the law, new simplified tax tables make it easier for you to find your tax if your income is under certain levels. Now, even if you itemize deductions, you may be able to use the tax tables to find your tax easily. In addition, you no longer need to deduct \$750 for each exemption or figure your general tax credit, because these amounts are also built into the tax tables for you.

The General Tax Credit has been revised to take into consideration the exemptions for age and blindness. Married taxpayers filing separate returns will now be limited to a credit based on \$35 per exemption. If you find your tax in the tax tables, you will not need to compute this credit since it is already figured for you.

New Jobs Credit

A new credit is allowed for business employers who hire additional employees. Please see Form 5884.

Disability Income Exclusion (Sick Pay)

The new rules for the disability income exclusion that originally were to go into effect in 1976 were postponed for one year and are now effective for 1977. Under these rules you may be able to exclude up to \$100 a week of your pension income, but only if you are under 65 and totally and permanently disabled.

Alimony Paid

Payments for alimony are now adjustments to income. You no longer have to itemize deductions to claim a deduction for alimony you paid.

Moving Expense Rules Have Been Liberalized

The mileage test has been decreased from 50 miles to 35 miles, while the dollar limits on deductible amounts have been increased. See Instructions for Form 3903.

Deductions for Attending Foreign Conventions

Certain new restrictions apply to expenses that can be deducted for attending foreign conventions.

Who Must File

Whether or not you must file a return depends primarily on the amount of your income and your filing status.

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



who are married to citizens or residents of the U.S. at the end of 1977 and who elect to file a joint return.

File a return if you are: And your income is at least:

Single (legally separated, divorced, or married living apart from your spouse for the entire year with dependent child) and:

—You are under 65 \$2,950
—You are 65 or older 3,700

A person who can be claimed as a dependent on your parent's return, and have taxable dividends, interest, or other unearned income of \$750 or more 750

A qualifying widow(er) with dependent child and:

—You are under 65 3,950
—You are 65 or older 4,700

Married filing jointly, living with your spouse at the end of 1977 (or at date of death of spouse), and:

—Both of you are under 65 4,700
—One of you is 65 or older 5,450
—Both of you are 65 or older 6,200

Married filing separately or married but not living with your spouse at the end of 1977 750

A person entitled to exclude income from sources within U.S. possessions 750

Self-employed and your net earnings from self-employment were at least \$400.

Even if you are not required to file a return, you should file to get a refund if (1) income tax was withheld, or (2) you are eligible for the earned income credit. If you are filing only to get a refund, please see Form 1040A Instructions to determine whether you can file Form 1040A.

When to File

You should file as soon as you can after January 1, but not later than April 17, 1978. Late filing may subject you to penalties and interest.

Amended Return

Use Form 1040X to correct any error in a previously filed income tax return.

Where to File

Please use the addressed envelope that came with your return, or use the address for your State. Mail your return to the Internal Revenue Service Center for the place where you live.

How to Pay

Attach check or money order for full amount when you file. Make it out to "Internal Revenue Service" and be sure to write your social security number on it. If line 66 is under \$1, you do not have to pay. If your payment due IRS is large, see your payroll office about filing a new Form W-4 to increase the amount of tax to be withheld from your wages.

Rounding Off to Whole Dollars

You may round off cents to the nearest whole dollar on your return and schedules, provided you do so for all entries on your return unless instructions for a particular form or line specify otherwise. 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.

U.S. Citizens Living Abroad

Generally, foreign source income must be reported. See Publication 54, Tax Guide for U.S. Citizens Abroad.

Death of Taxpayer

If a person died in 1977, or in 1978 before filing a return for 1977, the surviving spouse or personal representative of the estate must file a return for the person who died.

Presidential Election Campaign Fund

You may have \$1 go to this fund by checking the Yes box. On a joint return, the election is available for both spouses. Both of you may elect to have \$1 go to this fund. Both may elect not to have \$1 go to this fund. One may elect to have \$1 go to this fund and the other may choose not to.

Checking Yes will not increase your tax or reduce your refund.

You may not claim this amount as a credit for contributions for candidates for public office on line 38.

Your Filing Status—Which Box to Check Decide How You Should File From the Explanations Below

Were You Married or Single?—If you

were married on December 31, consider yourself married for the whole year. If you were single, divorced, or legally separated on December 31, consider yourself single for the whole year. If you meet the tests for *Were You Married and Living Apart From Your Spouse?* you may consider yourself single for the whole year.

If your spouse died during 1977, consider yourself married to your spouse for the whole year, unless you remarried before the end of your taxable year.

Married Persons.—Should you file joint or separate returns?

Joint Return.—In most cases, married couples will pay less tax if they file jointly.

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

Things to Remember on a Joint Return.—You must report all income, exemptions, deductions, and credits for you and your spouse. Both of you must sign the return.

Separate Returns.—You can file separately if both you and your spouse had income or if only one of you had income. Both 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.

Were You Married and Living Apart From Your Spouse?—Certain married persons can file as Single or as Unmarried Head of Household and take advantage of lower tax rates. In addition to other benefits, this means that you may be eligible to claim the earned income credit. It also means that if your spouse itemizes deductions, you do not have to. Both you and your spouse can file this way if both meet the tests.

You can file as a single person, and check box 1 for Single, if you meet all of the following tests:

- (1) You file a separate return.
- (2) You paid more than half the cost to keep up your home for 1977.
- (3) Your spouse did not live with you at any time during 1977.
- (4) For over six months of 1977, your home was the main home of your child or stepchild whom you can claim as a dependent.

If you meet tests (1) through (4) above you may be eligible to check box 4 for Unmarried Head of Household.

Were You an Unmarried Head of Household?—There are special tax rates for a person who can meet the tests for the Unmarried Head of Household filing status. These rates are more beneficial than the rates for Single and Married Filing Separately.

You may use this filing status **ONLY IF** on December 31, 1977, you were unmarried (including certain married persons living apart) or legally separated and met one of the following tests:

- (1) You paid more than half the cost of keeping up a home which was the main home of your father or mother whom you can claim as a dependent (you did not have to live with that parent).
- (2) You paid more than half the cost of keeping up your home which, except for temporary absences for vacation, school, etc., was lived in all year by one of the following:
 - (a) Your unmarried child, grandchild, foster child or stepchild. This person did not have to be your dependent.
 - (b) Any other person listed under Lines 6c and 6d—*Children and Other Dependents*, whom you can claim as a dependent provided he or she is not your dependent under a multiple support agreement (this is where two or more taxpayers

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supported the relative and no one gave more than half the support).

Note: If you are claiming the filing status of Unmarried Head of Household please enter the person's name who qualifies you for this status in the space provided after box 4. If more than one person qualifies you for this status, you need enter only one person's name.

If you were married to a nonresident alien, you may qualify for the Unmarried Head of Household filing status under certain circumstances. Consult an IRS office for further information.

Were You a Qualifying Widow or Widower With a Dependent Child?—If so, you may still be able to use joint return tax rates for 1977 and use Tax Table B or Tax Rate Schedule Y.

If your spouse died during 1976 or 1975 and you did not remarry before the end of 1977, you can file a return for 1977 showing only your own income, exemptions, deductions, and credits, and figure your tax at joint return rates if you meet all of the following tests:

(1) You could have filed a joint return with your spouse for the year your spouse died. Whether you actually filed jointly does not matter.

(2) You had living with you (except for temporary absences for vacation and school) a child or stepchild you can claim as a dependent.

(3) You paid over half the cost of keeping up the home for this child for the entire year.

Check box 5, *Qualifying widow(er) with dependent child*, and give year of your spouse's death in the parentheses. Do not claim an exemption for your spouse. You can claim the exemption only for the year your spouse died.



Exemptions

Each taxpayer is entitled to a personal exemption of \$750 for himself, \$750 for his wife, an additional \$750 if he is over 65 and another \$750 if he is blind. The exemptions for age and blindness apply also to a taxpayer's wife, and can also be claimed by both of them.

In cases where a man's wife lives in a foreign country, he can still claim the \$750 exemption for her.

In addition a taxpayer can claim \$750 for each child, parent, grandparent, brother, brother-in-law, sister, sister-in-law, and each uncle, aunt, nephew or niece dependent on him, if he provides more than one-half of their support during the calendar year. The dependent must have less than \$750 income and live in the U.S., Canada, Mexico, Panama or the Canal Zone.

A child under 19, or a student over 19 can earn over \$750 and still count as a dependent if the taxpayer provides more than one-half of his support.

The law also enables a seaman who is contributing more than ten percent of the support of a dependent to claim an exemption for that individual, provided the other contributors file a declaration that they will not claim the dependent that year.

Credit for Exemptions— General Tax Credit

For 1977 and 1978, a general tax credit is incorporated into the tax tables equal to

the greater of \$35 for each personal exemption claimed (personal exemption credit) or 2% of the first \$9,000 of taxable income reduced by the zero bracket amount (taxable income credit). The tax tables will automatically decide which credit is better for the taxpayer.

Those taxpayers who use the tax rate schedules must compute the general tax credit for themselves taking the greater of the personal exemption credit or the taxable income credit. Married persons filing separately are limited to the personal exemption credit.

In addition, a \$750 deduction (taken against income) is allowed for each exemption.

Earned Income Credit

The Tax Reduction and Simplification Act of 1977 has extended the earned income credit through 1978. It is allowed for earned income, but only for persons whose income is less than \$8,000.

The credit is 10% of the first \$4,000 of earned income, but is reduced by 10% of adjusted gross income (or of earned income if greater) in excess of \$4,000. Thus, credit is greatest at \$4,000 of earned income, and is eliminated if adjusted gross income or earned income exceeds \$8,000.

If the credit exceeds the tax liability, the taxpayer is paid the difference as a refund.

The credit is available to a parent who maintains a household for a child who is either under 19, or a full-time student, or disabled and a dependent of the taxpayer.

Married taxpayers living together must file jointly to get the credit. It is not allowed a taxpayer claiming the exclusion for income earned abroad or the exclusion for income from a U.S. possession. Community property laws are disregarded and only the actual earner of the income qualifies for credit.

"Earned income" is compensation for services as an employee and net earnings from self-employment, and includes tips.

Credit for Contributions to Candidates for Public Office, etc.—You may claim a tax credit here or an itemized deduction on Schedule A, line 31, but you cannot claim both, for contributions to candidates for public office and political committees and to newsletter funds of candidates and elected public officials. *Publication 585, Voluntary Tax Methods to Help Finance Political Campaigns*, explains whether a deduction or credit is better for you.

If you elect to claim a credit, add up the money you gave to help pay campaign expenses of candidates for public office, political committees and to newsletter funds of candidates and elected public officials. If you are filing a separate return, enter HALF the amount you gave, but not more than \$25. If you are married, filing a joint return, enter HALF the amount you gave, but not more than \$50. Do not enter more than the amount on Form 1040, line 37 reduced by the amount of credits on lines 39, 41, and 42. Make a side calculation before you enter the credit here.

Do not claim this credit for the amount, if any, you checked off to go to the Presidential Election Campaign Fund.

Credit for the Elderly.—You may be able to claim this credit and reduce your tax by as much as \$375 (if single), or \$562.50 (if married filing jointly), if you are:

- (1) Age 65 or older, or
- (2) Under age 65 and retired under a public retirement system.

For more information, please see instructions for Schedules R and RP.

Credit for Child and Dependent Care Expenses.—Certain payments made for child and dependent care may be claimed as a credit against your tax.

If you maintain a household that included a child under age 15 or a dependent or spouse incapable of self-care, you may be allowed a 20 percent credit for employment related expenses. These expenses must have been paid during the taxable year in order to enable you to work either full or part time.

For detailed information, please see *Form 2441*.

Investment Credit.—For conditions un-

der which you can take an investment credit, for investment in certain trade or business property, you should get *Form 3468*.

Foreign Tax Credit.—If you paid income tax to a foreign country or U.S. possession, you should get *Form 1116* to see if you can claim this credit.

Credit for Federal Tax on Special Fuels, etc.—Enter any credit you can claim for special fuels and nonhighway gasoline and lubricating oil.

Please attach *Form 4136*. For more information, you should get *Publication 225, Farmer's Tax Guide*, or *Publication 378, Federal Fuel Tax Credit or Refund for Non-highway and Transit Users*.

Excess FICA and RRTA Tax Withheld—More than One Employer.—If you had more than one employer in 1977 and together they paid you more than \$16,500 in wages, too much social security (FICA) tax and railroad retirement (RRTA) tax may have been taken out of your wages.

If too much was withheld, you may be able to take credit for it against your income tax. Please use the following steps to figure your credit. If you are filing a joint return, you have to figure this separately for you and your spouse. If you are a railroad employee and you claim the credit, attach a statement from your employer showing the amount of employee RRTA compensation and amount of RRTA tax withheld.

Step 1. (a) Add all FICA and RRTA tax withheld by employers from your wages for 1977.* Enter the total here . . . \$

(b) Add all uncollected FICA or RRTA tax on tips, if any. Enter the total here \$

Step 2. Add (a) and (b) \$

Step 3. Subtract \$ 965.25

Step 4. Enter this amount on Form 1040, line 59 . . . \$

*Note: Do not include more than \$965.25 for any one employer. If any one employer withheld more than \$965.25, you should ask the employer to refund the excess to you. You cannot take credit for it on your return.

Credit for Wages Paid or Incurred in Work Incentive (WIN) Program.—Business employers may claim a credit of 20 percent of the salaries and wages paid or incurred to employees hired under a Work Incentive (WIN) Program. The credit is allowed for salaries and wages paid or incurred in the first 12 months of employment.

Employers may also claim a credit of 20 percent of salaries and wages paid for business or nonbusiness employment of certain Federal welfare recipients. For non-business employers, this credit is limited to \$1,000 for each employee. Please see *Form 4874*.

New Jobs Credit.—Business employers who hire additional employees during the year may qualify for this credit. Generally, this credit is based upon the aggregate unemployment insurance wages under the Federal Unemployment Tax Act (FUTA). Please get *Form 5884 New Jobs Credit and Publication 902, Tax Information on Jobs Tax Credit*, for additional details.

Energy Credits.—This line and line 61a have been reserved for credits for energy expenses. At the time these instructions were printed, Congress was considering legislation that would allow credits for these expenses. Under this pending legislation, you may be entitled to claim the energy credits against your income tax. If you have any questions about whether you qualify for the credits at that time, please contact an IRS office.

If the legislation does not pass, do not make an entry on this line or line 61a.

Dividend Income

If a seaman has dividend income from stocks he can exclude the first \$100 from his gross income.

If a joint return is filed and both husband and wife have dividend income, each

one may exclude \$100 of dividends from their gross income.

Death Benefit Exclusion

If you receive pension payments as a beneficiary of a deceased employee, and the employee had received no retirement pension payment, you may be entitled to a death benefit exclusion of up to \$5,000.

Gambling Gains

All net gains from gambling must be reported as income. However, if more was lost than gained during the year, the losses are not deductible, but simply cancel out the gains.

Welfare, Pension and Vacation Benefits

In general, benefits received from the SIU Welfare Plan do not have to be reported as income.

Payments received from the SIU Pension Plan are includable as income on the tax return of those pensioners who retire with a normal pension. There is a special retirement income tax credit to be calculated on Schedule R and RP which is to be attached to the return.

Vacation pay received from the Seafarers Vacation Plan is taxable income in the same manner as wages.

Income Averaging

A Seafarer who has an unusually large amount of taxable income for 1977 may be able to reduce the total amount of his tax by using the income averaging method. This method permits a part of the unusually large amount of taxable income to be taxed in lower brackets, resulting in a reduction of the over-all amount of tax due.

Form 4726, Maximum Tax on Personal Service Income.—The tax on personal service taxable income is limited to a maximum rate of 50 percent. You should get *Form 4726* for more information if your taxable income, or personal service taxable income was over:

- \$40,200 and you are single or an unmarried head of household, or
- \$55,200 and you are married filing jointly or are a qualifying widow(er) with dependent child.

If you figure your tax using any of the above methods, you must also use Schedule TC, Part I.

Form 2555, Exemption of Income Earned Abroad.—If you decided to exclude earned income from sources outside the United States, you must figure your tax on Form 2555.

Adjustments to Income

Moving Expense.—Employees, including new employees, and self-employed persons, including partners, can deduct certain moving expenses. The move had to be in connection with your job or business. The expenses you can deduct include the cost of moving your family, furniture and other household goods, and personal belongings. You can also deduct meals and lodging while traveling to your new home.

Up to a certain amount, you can also deduct for: (1) Travel, meals, and lodging for househunting trips you made after getting the job and before you moved. (2) Meals and lodging while in temporary quarters in the general area of your new place of work, for up to 30 days after you got the job. (3) Expenses for selling, buying, or leasing your new or old home.

The mileage test has been decreased from 50 miles to 35 miles, and the dollar limits for the amount you can deduct have been increased.

If you find you can deduct moving expenses, you should attach Form 3903. Also, include on Form 1040, line 8, all amounts you were paid or repaid for moving expenses. Then show your allowable expenses on line 22. (If you were employed, amounts paid or repaid should be included on Form 4782 and in total wages, tips and other compensation on the Form W-2 your employer gave you.)

Employee Business Expenses.—You can deduct the following expenses that were not paid by your employer.

(1) **Travel and Transportation.**—You can deduct bus, taxi, plane, train fares and the cost of using your car in your work.

If you use your own car for business reasons, you can deduct what it cost you

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for business use. Instead of figuring your actual expenses such as gas, oil, repairs, license tags, insurance, and depreciation, you may prefer to take a fixed mileage rate.

Effective January 1, 1977, this is figured at 17 cents a mile for the first 15,000 miles and 10 cents for each mile over 15,000. Add to this amount your parking fees and tolls.

For automobiles that have been or are considered fully depreciated, the standard mileage rate is 10 cents a mile for all business mileage.

You can change methods of figuring your cost from year to year. But you cannot change to the fixed mileage rate if you claimed depreciation and did not use the straight line method, or if you claimed additional first-year depreciation.

(2) **Meals and Lodging.**—You can deduct these if you were temporarily away on business from the general area of your main place of work. You cannot deduct the cost of meals on daily trips where you did not need to sleep or rest.

(3) **Outside Salesperson.**—In addition to the above, an outside salesperson can generally deduct other expenses necessary in sales work. Examples are selling expenses, stationery, and postage. An outside salesperson is one who does all selling away from the employer's place of business. If your main duties are service and delivery, such as a milk driver-salesperson, you are not considered an outside salesperson.

If you claim a deduction for business expenses, you should attach Form 2106.

If you paid part of an expense and your employer paid part, you can deduct the amount you paid. If your employer paid you more than you spent, you must report the difference as income.

Deductions for Attending Foreign Conventions.—Generally, you can deduct expenses paid or incurred in attending no more than two foreign conventions during the taxable year. In addition, there are special limitations on the transportation, meals, and lodging expenses that can be deducted for attending the foreign conventions.

Payments to an Individual Retirement Arrangement.—Enter the allowable deduction as shown on Form 5329, Part III. Married persons, both of whom have an individual retirement arrangement, and who file a joint return, should attach a Form 5329 for each spouse and enter the combined deductions on line 24.

A non-working spouse must file a Form 5329 for the year in which an individual retirement account or annuity is established for him or her and for each following year that the individual retirement account or annuity remains in existence.

If you have an individual retirement account or annuity, you must attach Form 5329 whether or not there was a contribution or withdrawal in the year.

Forfeited Interest Penalty for Premature Withdrawal.—You can deduct a forfeited interest penalty for premature withdrawal from a time savings account on this line. Enter the amount of forfeiture shown on your Form 1099-INT on this line. **Note:** Be sure to include the gross amount of 1977 interest income on line 9.

Alimony Paid.—You can deduct periodic payments of alimony or separate maintenance made under a court decree. You can also deduct payments made under a written separation agreement entered into after August 16, 1954, or a decree for support entered into after March 1, 1954. The person who receives these payments must report them as income. Do not deduct lump sum cash or property settlements, voluntary payments not made under a court order or a written separation agreement, or amounts specified as child support. For more information, you should get Publication 504, Tax Information for Divorced or Separated Individuals.

Disability Income Exclusion (Sick Pay).—Before 1977, an employee was able to take a sick pay exclusion when the employee was absent from work because of

sickness or injury. For 1977, the disability income exclusion applies only if you are under age 65 at the end of the taxable year, had not reached mandatory retirement age at the beginning of your taxable year, and were permanently and totally disabled when you retired (or were permanently and totally disabled on January 1, 1976, or January 1, 1977, if you retired before the later date on disability or under circumstances which entitled you to retire on disability). If you qualify, you may be able to exclude up to \$100 a week of your pension or annuity, or you may elect not to exclude your disability income and treat it as a pension or annuity. Once made, this election cannot be changed.

You must reduce the disability income exclusion by the excess of your adjusted gross income before the exclusion (line 29) over \$15,000. On a return where only one taxpayer is entitled to the maximum disability income exclusion, the exclusion would be phased out entirely if the amount on Form 1040, line 29, is \$20,200 or more. On a joint return where both spouses are entitled to the maximum disability income exclusion, the exclusion would be phased out entirely if the amount on Form 1040, line 29, is \$25,400 or more.

Enter the amount of your disability income exclusion on Form 1040, line 30 and attach Form 2440. You must also attach a physician's certification to your return.

For the physician's certification form and information on how to figure your exclusion or to make the election not to claim your exclusion, please get Form 2440 and Publication 522, Tax Information on Disability Payments.

TAX COMPUTATION

Should You Itemize Your Deductions?

You must decide whether you should itemize your deductions for charitable contributions, medical expenses, interest, taxes, etc. It will generally be helpful to follow these guidelines to help you determine whether you should itemize.

If you are:

- Married filing jointly or a Qualifying widow(er) with dependent child, you should itemize if your itemized deductions are more than \$3,200.
- Married filing separately, you should itemize if your itemized deductions are more than \$1,600.
- Single or an Unmarried head of household, you should itemize if your itemized deductions are more than \$2,200.

CAUTION: Certain taxpayers are required to itemize deductions even though their itemized deductions are less than the amount shown above for their filing status. See **Who MUST Itemize Deductions**, below.

If it is to your benefit to itemize your deductions you should fill in Schedule A (Form 1040) and enter your excess itemized deductions from Schedule A, line 41 on Form 1040, line 33. Subtract line 33 from line 32 and enter the balance on line 34. This is your Tax Table Income.

If you do not itemize your deductions, enter zero on Form 1040, line 33, and enter the amount from line 32 on line 34. This is your Tax Table Income.

Who MUST Itemize Deductions

You must itemize your deductions on Schedule A (Form 1040) if:

(a) You are married filing a separate return and your spouse itemizes deductions (unless your spouse falls into category (b) below, and substitutes earned income for itemized deductions in making the computation on Schedule TC, Part II),

(b) You can be claimed as a dependent on your parent's return and you have \$750 or more of unearned income and less than \$2,200 of earned income if you are single (less than \$1,600 of earned income if you are married filing a separate return),

Earned income means wages, salaries, professional fees, etc., for personal services rendered. It does not include compensation for your services that was a distribution of earnings and profits other than a reasonable allowance for your work for a corporation. If you were engaged in a business in which both personal services

and capital were material income-producing factors, consider as earned income for personal services rendered, an amount not in excess of 30% of your share of net profits of the business.

(c) You elect to exclude income from sources in United States Possessions (please see Form 4563 for details), or

(d) You are a dual-status alien.

If any of the above applies and your itemized deductions on Schedule A, line 39, are less than the amount on Schedule A, line 40, you must complete Part II of Schedule TC, Tax Computation Schedule. Enter the amount from Schedule TC, Part II, line 5, on Form 1040, line 34. Do not make an entry on Form 1040, line 33 and disregard the instruction on line 34. Line 34 is your Tax Table Income. If (b) applies, check the box under line 33 on Form 1040.

Line 35—Tax.—Find your tax on the amount on line 34 in the Tax Tables (or if applicable, figure your tax on Schedule TC, Part I) and enter the tax on line 35. Find your tax in the Tax Tables if:

- The amount on line 34 is \$20,000 or less and you checked Form 1040, Box 1, 3, or 4 (\$40,000 or less and you checked Form 1040, Box 2 or 5),

AND

- You claim fewer than:
 - 4 exemptions and checked Form 1040, Box 1 or 3;
 - 9 exemptions and checked Form 1040, Box 4; or
 - 10 exemptions and checked Form 1040, Box 2 or 5,

AND

- You do not figure your tax using any method described in **Other Ways to Figure Your Tax** on page 12.

If you cannot use the Tax Tables to find your tax, use Part I of Schedule TC (Form 1040), Tax Computation Schedule.

How to Find Your Tax if You Use the Tax Tables:

To find your tax, you will need to use the appropriate Tax Table. If you checked Form 1040:

- Box 1, use Tax Table A (Single),
- Box 2 or 5, use Tax Table B (Married Filing Jointly and Qualifying Widow(er)s),
- Box 3, use Tax Table C (Married Filing Separately), or
- Box 4, use Tax Table D (Head of Household).

After you have found the correct Tax Table, read down the left income column until you find your income as shown on line 34 of your return. Then read across to the column headed by the total number of exemptions claimed on line 7 of your return. The amount shown at the point where the two lines meet is your tax. Enter this amount on Form 1040, line 35.

The new zero bracket amount, which replaces the standard deduction used in prior years, has already been allowed in figuring the tax shown in the Tax Tables. In addition, you no longer need to deduct \$750 for each exemption or figure the general tax credit because these amounts are also built into the Tax Tables for you.

How to Figure Your Tax

If You Cannot Use the Tax Tables:

You must use Schedule TC, Part I to figure your tax if you cannot use the Tax Tables.

The new zero bracket amount, which replaces the standard deduction used in prior years, has already been allowed in determining the tax rates in the Tax Rate Schedules. However, you will still need to deduct \$750 for each exemption and figure your general tax credit.

If you figure your tax on Schedule TC, enter the amount from Schedule TC, Part I, line 11, on Form 1040, line 35.

Other Ways to Figure Your Tax

Schedule G, Income Averaging.—It may be to your advantage to use the averaging method if your income has increased substantially this year. If you use this method, fill in Schedule G. For more information, please get Publication 506, Computing Your Tax Under the Income Averaging Method.

Schedule D, Alternative Tax.—It may

be to your advantage to use the alternative tax if the net long-term capital gain exceeds the net short-term capital loss, or if there is a net long-term capital gain only. If you use this method, fill in Schedule D.

Form 4726, Maximum Tax on Personal Service Income.—The tax on personal service taxable income is limited to a maximum rate of 50 percent. You should get Form 4726 for more information if your taxable income, or personal service taxable income was over:

- \$40,200 and you are single or an unmarried head of household, or
- \$55,200 and you are married filing jointly or are a qualifying widow(er) with dependent child.

If you figure your tax using any of the above methods, you must also use Schedule TC, Part I.

Itemized Deductions

If your itemized deductions are more than 60 percent of Form 1040, line 31, the excess may be considered an item of tax preference and you may be subject to the minimum tax. Please see Form 4625, Computation of Minimum Tax, for details.



Medical and Dental Expenses

If you itemize your deductions, you can deduct one-half (up to \$150) of the amount you paid for medical care insurance even if you have no other medical expenses.

If you made payments for medicines, doctors, hospitals, etc., you should follow the step-by-step instructions in lines 1 through 10 on Schedule A. Follow these lines carefully because they show you how much you can deduct. Show the amount you paid for medicine and drugs. Subtract 1 percent of Form 1040, line 31 (adjusted gross income), from that amount. Add the amounts on line 4 through 6c. Subtract from the total, 3 percent of Form 1040, line 31 (adjusted gross income).

The remainder, plus your medical care insurance on line 1, is your medical expense deduction. The 1 percent and 3 percent limitations apply in all cases, regardless of your age or the age of your spouse or other dependents.

The medical expenses can be for yourself, your spouse, or any dependent who received over half of his or her support from you, even if the dependent had income of \$750 or more.

You should include all amounts you paid during 1977, but do not include amounts repaid to you, or paid to anyone else, by hospital, health or accident insurance. Be sure to include on line 5 the rest of the amount you paid for medical care insurance (the amount you could not list on line 1).

Kinds of Expenses You Can Deduct.

Payments for medicines, drugs, vaccines, and vitamins your doctor told you to take, but not vitamins you take on your own just to keep healthy.

Payments to hospitals, physicians (medical doctors and osteopaths), dentists, nurses, chiropractors, podiatrists, physiotherapists, psychiatrists, psychologists and psychoanalysts (medical care only); and eye doctors or others who examine or test eyes. (If you pay someone to do both nursing and housework, you can deduct only the nursing cost.)

Payments for false teeth, eyeglasses, medical and surgical aids, arches, braces, crutches, sacroiliac, belts, wheelchairs, hearing aids (and batteries for hearing aids), orthopedic shoes, and cost and care of guide dogs, etc.

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Payments for ambulance service and other travel costs necessary to get medical care. (Instead of figuring amounts you spent for gas, oil, etc., for your car, you may take 7 cents a mile.)

Payments for examinations, X-ray services, insulin treatment, whirlpool baths the doctor ordered, meals and lodging if part of cost for care in a hospital or similar place, hospital or medical insurance, including monthly payments for extra medical insurance under Medicare.

Kinds of Expenses You Cannot Deduct.—

Payments for funerals and cemetery lots, cosmetics, operations or drugs that are against the law, travel your doctor tells you to take for rest or change, life insurance policies, the .009 hospital insurance benefit tax included as part of the social security tax and withheld from wages or paid on self-employment income.

Taxes

You Can Deduct.—

State and local income taxes.
Real estate taxes.

State and local taxes on gas used in your car, boat, etc. For the amount to deduct for gas used in your car, please see the **State Gasoline Tax Table** on page 15.
General sales taxes. For the amount to deduct, see the **Optional State Sales Tax Tables**.

Personal property taxes. If part of the amount you paid for your car tags was based on the car's value, you can deduct that part as a personal property tax.

Do Not Deduct.—

Federal social security tax, Federal excise taxes on your personal goods or for transportation, telephone, or gasoline.
Fees for hunting and dog licenses, car inspection, or drivers' licenses.
Taxes you paid for another person, water taxes, or taxes on liquor, beer, wine, cigarettes, and tobacco.
Selective sales or excise taxes (such as those on admissions, room rental, etc.) even if they are separately stated.
Taxes charged for sidewalks, front-foot benefits, or other improvements which make your property more valuable.

Interest Expense

You should show on Schedule A only interest on nonbusiness items. Show interest paid on business items on the same schedule you use to report your business income.

Generally, a cash basis taxpayer, who in 1977 prepaid interest allocable to any period after 1977, can only deduct the amount allocable to 1977. Please see **Publication 545, Income Tax Deduction for Interest Expense**.

You Can Deduct Interest On.—

Mortgage on your home.

Your personal note to a bank, credit union, or person, for money you borrowed.

Life insurance loan if the interest is paid in cash.

Taxes you paid late. Show only the interest. If the taxes are the kind you can deduct, enter them under the heading, **Taxes**.

Bank credit card plan. You can deduct the finance charge as interest if no part is for service charges, loan fees, credit investigation fees, etc.

Revolving charge accounts. You may deduct the finance charge added to your revolving charge accounts by retail stores if the charges are based on your unpaid balance and figured monthly.

Personal property (cars, televisions, etc.), that you buy on the installment plan.

Do Not Deduct Interest On.—

Life insurance loan if the interest is added to the loan and you report on the cash basis.

Money you borrowed to buy or carry tax-exempt securities or single-premium life insurance.

Contributions

You Can Deduct Gifts To.—

Organizations operated for religious, charitable, educational, scientific, or liter-

ary purposes, or to prevent cruelty to animals and children. These include:

Churches (including assessments paid), Salvation Army, Red Cross, CARE, Goodwill Industries, United Way, Boy Scouts, Girl Scouts, Boys Club of America, and similar organizations.

Fraternal organizations (if the gifts will be used for the above purposes) and certain cultural and veterans' organizations.

Governmental agencies that will use the gifts exclusively for public purposes, including civil defense.

Nonprofit schools, hospitals, and organizations whose main purpose is to find a cure for (or to help people who have) arthritis, asthma, birth defects, cancer, cerebral palsy, cystic fibrosis, heart disease, diabetes, hemophilia, mental illness and retardation, multiple sclerosis, muscular dystrophy, tuberculosis, etc.

You Can Also Deduct.—

Amounts you paid for your gasoline and other expenses necessary to carry out your duties as a civil defense volunteer. (Do not deduct any amounts that were repaid to you.)

Out-of-pocket expenses such as gas, oil, etc., to do volunteer work for charitable organizations. (Do not deduct any amounts that were repaid to you.) In-

stead of figuring what you spent for gas and oil, you can take 7 cents a mile. In some cases, amounts you spent to take care of a student in your home under a written agreement with a charitable or educational institution.

Do Not Deduct Gifts To.—

Relatives, friends, or other persons.

Social clubs, labor unions, or chambers of commerce.

Foreign organizations, organizations operated for personal profit or organizations whose purpose is to get people to vote for new laws or changes in old laws.

Casualty or Theft Losses

If you had property that was stolen or damaged by fire, storm, car accident, shipwreck, etc., you may be able to deduct your loss or part of it. In general, Schedule A can be used to report a casualty or theft loss of property other than business property.

The amount of a personal casualty or theft loss you should enter on line 25 is generally the smaller of:

- (1) The decrease in the fair market value of the property because of the casualty; or
- (2) The cost of the property to you.

You must first reduce each loss by insurance and other reimbursements paid you. Then you can claim only that part of

each net loss that is more than \$100. If you and your spouse owned the property jointly but file separate returns, you both must subtract \$100 from your part of the loss.

If you had more than one casualty or theft loss skip lines 25 through 28 of Schedule A. Prepare a schedule using the information on lines 25 through 29 for each loss. Add the net losses and enter the amount on Schedule A, line 29. Write in the margin to the right of line 29, "Multiple losses. See attachment."

You may find **Form 4684, Casualties and Thefts**, helpful in determining the amount of your loss. If you fill out Form 4684, omit lines 25 through 28 of Schedule A and enter the loss from Form 4684 on Schedule A, line 29.

Miscellaneous Deductions

Alimony Paid.—You can now deduct periodic payments of alimony or separate maintenance made under a court decree, even if you do not itemize deductions. For more information, please see Instructions for Form 1040, line 27, on page 11.

Union Dues

Dues and initiation fees paid to labor organizations and most union assessments can be deducted.

Business Use of Home, Including Office Use.—

Generally, except for interest, taxes, and casualty losses, no deduction will be allowed for a dwelling unit that you used for personal purposes during the taxable years. However, if you used a part of your dwelling exclusively on a regular basis in connection with your employer's trade or business and for your employer's convenience, you may deduct the expenses allocable to that portion. If the use was merely appropriate and helpful, no deduction is allowable.

Expenses for Education.—The rules for reporting educational expenses are the same as those for **Employees Business Expenses**.

You Can Generally Deduct Expenses for.—

Education that helps you keep up or improve skills you must have in your present job, trade or business.
Education that your employer said you must have, or the law or regulations say you must have, to keep your present salary or job.

Do Not Deduct Education Expenses for.—

Education that you need to meet the minimum educational requirements for your job, trade, or business.
Education that is part of a course of study that will lead to your getting a new trade or business.

Contributions to Candidates for Public Office, etc., Itemized Deduction.—

You may claim an itemized deduction on Schedule A, or a tax credit on Form 1040, line 38, but you cannot claim both, for contributions to candidates for public office and political committees and newsletter funds of candidates and elected public officials.

If you elect to claim an itemized deduction on Schedule A, the amount of the deduction entered may not be more than \$100 (\$200 if you are married and file a joint return). You should write "political contribution" on line 31 next to the amount of the contribution.

You Can Also Deduct Several Other Kinds of Miscellaneous Expenses Such As:

- Gambling losses, but only up to the amount you won and reported on Form 1040, line 20.
- Cost of safety equipment, small tools, and supplies used in your job.
- Dues to professional organizations and chambers of commerce.
- Certain costs of business entertainment, subject to limitations and reporting and substantiation requirements.
- Fees you paid to employment agencies to get a job.
- Necessary expenses connected with pro-

Continued on Page 31



Long Trip Tax Problems

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

For example, a seaman who signed on for a five month trip in September, 1976, paying off in January, 1977, would have all the five months' earnings appear on his 1977 W-2 even though his actual 1976 earnings might be less than those in 1976.

There are ways to minimize the impacts of this situation. For example, while on the ship in 1976, the Seafarer undoubtedly took draws and may have sent allotments home. These can be reported as 1976 income.

Unfortunately, this raises another complication. The seaman who reports these earnings in 1976 will not have a W-2 (withholding statement) covering them. He will have to list all allotments, draws and slops on the tax return and explain why he doesn't have a W-2 for them. Furthermore, since no tax will have been withheld on these earnings in 1976, he will have to pay the full tax on them with his return, at 14 percent or upwards, depending on his tax bracket.

The earnings will show up on his 1977 W-2. The seaman then, on his 1977 return would have to explain that he had reported some of his earnings in 1976 and paid taxes on them. He would get a tax refund accordingly.

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

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

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

Declaration of Estimated Tax

In general, a declaration is not required to be filed if you expect that your 1978 Form 1040 will show (1) a tax refund, OR (2) a tax balance due to IRS of less than \$100.

Citizens of the United States or residents of the United States, Puerto Rico, Virgin Islands, Guam and American Samoa must make a declaration of estimated tax if their total estimated tax is \$100 or more and they:

- (1) Can reasonably expect to receive more than \$500 from sources other than wages subject to withholding; or,
- (2) Can reasonably expect gross income to exceed—
 - (a) \$20,000 for a single individual, a head of a household, or a widow or widower entitled to the special tax rates;
 - (b) \$20,000 for a married individual, entitled to file a joint declaration with spouse, but only if the spouse has not received wages for the taxable year;
 - (c) \$20,000 for a married individual living apart from spouse as described on page 7;
 - (d) \$10,000 for a married individual entitled to file a joint declaration with spouse, but only if both spouses received wages for the taxable year;
 - (e) \$5,000 for a married individual not entitled to file a joint declaration with spouse.

See Form 1040-ES for details.

Continued from Page 30

ducing or collecting income or for managing or protecting property held for producing income.

Note: If you work for wages or a salary, you should include, on Schedule A, any employee business expenses you did not claim on Form 1040, line 23.

Do Not Deduct the Cost Of going to and from work or entertaining friends.

What Income To Report

Examples of Income You Must Report.—

Wages including employer supplemental unemployment benefits, salaries, bonuses, commissions, fees, and tips.
Dividends.
Earned income from sources outside U.S. (See Form 2555.)
Earnings (interest) from savings and loan

associations, mutual savings banks, credit unions, etc.

Interest on tax refunds.

Interest on bank deposits, bonds, notes.

Interest on U.S. Savings Bonds.

Interest on arbitrage bonds issued after Oct. 9, 1969, by State and local governments.

Profits from businesses and professions.

Your share of profits from partnerships and small business corporations.

Pensions, annuities, endowments, including lump-sum distributions.

Supplemental annuities under the Railroad Retirement Act (but not regular Railroad Retirement Act benefits).

Profits from the sale or exchange of real estate, securities, or other property.

Sales of personal residence. (Please see Instructions for Schedule D.)

Rents and royalties.

Your share of estate or trust income, including accumulation distribution from trusts.

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

Prizes and awards (contests, raffles, etc.).

Refunds of State and local taxes (principal amounts) if they were deducted in a prior year and resulted in tax benefits.

Fees received for jury duty and precinct election board duty.

Fees received as an Executor, Administrator, or Director.

Embezzled or other illegal income.

Examples of Income You Do Not Report.

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

Dividends on veterans' insurance.

Life insurance sums received at a person's death.

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

Interest on certain State and municipal bonds.

Federal social security benefits.

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

Insurance repayments that were more than the cost of your normal living expenses if you lost the use of your home because of fire or other casualty. Repayments of the amount you spent for normal living expenses must be reported as income.

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



Many Seafarers will need only short Form 1040A or Form 1040 in filing their 1977 returns. Schedules and forms that may be required in addition to Form 1040 include the following, which you may obtain from an Internal Revenue Service office, and at many banks and post offices:

Schedule A & B for itemized deductions and dividend and interest income*;

Schedule C for income from a personally owned business;

Schedule D for income from the sale or exchange of capital assets;

Schedule E for income from pensions, annuities, rents, royalties, partnerships, estates, trusts, etc.;

Schedule F for income from farming;

Schedule G for income averaging;

Schedule R & RP credit for the elderly;

Schedule SE for reporting net earnings from self-employment; and

Schedule TX—tax computation schedule.

Some specialized forms available only at Internal Revenue Service offices are:

Form 1040-ES for making estimated tax payments.

Form 1310, Statement of Claimant to Refund Due Deceased Taxpayer;

Form 2106, Employee Business Expenses;

Form 2120, Multiple Support Declaration;

Form 2210, Underpayment of Estimated Tax by Individuals;

Form 2440, Sick-Pay Exclusion;

Form 2441, Credit for Child Care Expenses;

Form 3468, Computation of Investment Credit;

Form 3903, Moving Expense Adjustment;

Form 4136, Computation of Credit for Federal Tax on Gasoline, Special Fuels, and Lubricating Oil;

Form 4137, Computation of Social Security Tax on Unreported Tip Income;

Form 4562 for optional use by individuals, etc., claiming depreciation;

Form 4634 for reporting gains and losses resulting from casualties and thefts;

Form 4797, Supplemental Schedule of Gains and Losses;

Form 4798 for computing a capital loss carryover;

Form 4831 for reporting rental income;

Form 4832, Asset Depreciation Range (for determining a reasonable allowance for depreciation of designated classes of assets);

Form 4835 for reporting farm rental income and expenses;

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

Form 4972, Special 10-year Averaging Method; and

Form 5329, Return for Individual Retirement Savings Arrangement.

*Schedule B must be completed and attached to your return if your income from either dividends or interest exceeds \$400.00.

Your 1977 Tax Form—Form 1040

NOTE: If you move after filing your return and you are expecting a refund, you should notify both the post office serving your old address and the service center where you filed your return, of your address change. This will help in forwarding your check to your new address as promptly as possible. Be sure to include your social security number in any correspondence with the IRS.

Form 1040

IRS will figure your tax if your income on line 31 is \$20,000 or less (\$40,000 or less if you are married filing a joint return or a qualifying widow(er)). All of your income must be from wages, salaries, tips, dividends, interest, pensions and annuities. You cannot itemize deductions or use Schedule G, Income Averaging, or Form 2555, Exemption of Income Earned Abroad.

All you do is:

1. Fill in your return through line 31. Be sure to complete all the information in the name and address area and check the appropriate Yes or No box(es) for the Presidential Election Campaign Fund question.

2. Fill in lines 38 through 45 and 48 through 53 if they apply. Also fill in 55 and 56, and 59 through 61a, as necessary. Be sure to attach any applicable forms and schedules.

3. On a joint return, show your and your spouse's income separately in the space between lines 7 and 8 so IRS can figure your tax in the way that will give you the smallest tax.

4. Sign and date your return. Both you and your spouse must sign a joint return, even if only one had income.

5. File on or before April 17, 1978.

The IRS will then figure your tax and send you a refund check if you paid too much or bill you if you did not pay enough.

NOTE: If you are eligible to claim the earned income credit the IRS will figure the credit for you if you write EIC on line 57. Also write the first name of your child who qualifies you for the credit in the space provided on line 57. If you have a credit for the elderly, the IRS will figure that also. Just attach Schedules R & RP after you have checked the applicable box for filing status and age and filled in line 2(a) of Schedule R, or lines 1, 2, and 5 of Schedule RP, whichever schedule is applicable. Then write CFE on line 39 of Form 1040.

You May Use Form 1040A If:

• You had only wages, salaries, tips, or other employee compensation and not more than \$400 in interest or \$400 in dividends.

NOTE: You may file Form 1040A even if your interest or dividend income was more than \$400 if you are filing only to get an earned income credit refund.

• Your total income is \$20,000 or less (\$40,000 or less if married filing jointly).

You Must Use Form 1040 Instead of Form 1040A If:

• You itemize deductions.

• You received more than \$400 in interest or \$400 in dividends. (Disregard if you are not required to file but are filing only to get a refund of your earned income credit.)

• You had income other than wages, salaries, tips, other employee compensation, interest or dividends.

• You had pension or annuity income.

• Your income on Form 1040A, line 10 is more than \$20,000 (\$40,000 if married filing a joint return).

• You claim more than:

3 exemptions and are single or married filing separately,

8 exemptions and are unmarried head of household, or

9 exemptions and you are married filing a joint return.

• You are a qualifying widow(er) with a dependent child. This filing status applies if your spouse died in 1975 or 1976 and on December 31, 1977, you met all these tests:

had not remarried,
had living with you a child or stepchild you could claim as your dependent,

paid over half the cost of keeping up the home for this child for the entire year,

could have filed a joint return with your spouse for the year your spouse died.

• You can be claimed as a dependent on your parent's return and had unearned income of \$750 or more and earned income of less than:

\$2,200 if you are single, or

\$1,600 if you are married filing a separate return.

• Your spouse files a separate return and itemizes deductions.

NOTE: You may file Form 1040A if you have a dependent child and can meet the tests on page 6 under WERE YOU MARRIED AND LIVING APART FROM YOUR SPOUSE?

• You received \$20 or more in tips in any one month, which you did not fully report to your employer.

• Your Form W-2 shows uncollected employee FICA tax (social security tax) on tips.

• You claim adjustments to income for: Business expenses as an outside salesperson or for travel for your job, The disability income exclusion (sick pay),

Moving expenses because you changed jobs or were transferred,

Payments to an Individual Retirement Account or for an Individual Retirement Annuity or Bond,

A penalty on a premature withdrawal from a time savings account,

Alimony paid.

• You claim:

a credit for the elderly,

a credit for child and dependent care expenses,

an investment credit,

a foreign tax credit,

a work incentive (WIN) credit,

a new jobs credit,

a credit from a regulated investment company,

a credit for Federal tax on special fuels—nonhighway gasoline and lubricating oil,

a credit for energy saving expenses (if pending legislation is passed).

• You choose the benefits of income averaging.

• You filed Form 1040-ES, Declaration of Estimated Tax for Individuals, for 1977.

• You wish to apply any part of a refund of your 1977 taxes to estimated tax for 1978.

• You received capital gain dividends, a lump-sum distribution from a qualified plan, or nontaxable distributions (return of capital).

• You are a railroad employee representative and claim credit for excess hospital insurance benefits taxes paid.

• You must file Form 2210, Underpayment of Estimated Income Tax by Individuals, because you were required to make payments of estimated tax, and line 15 is \$100 or more and over 20 percent of line 13.

• You file Form 2555, Exemption of Income Earned Abroad.

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

• You are required to complete Part III, of Schedule B (Form 1040) because: (1) you had during 1977 an interest in or signature or other authority over a bank, securities, or other financial account in a foreign country (except in a U.S. military banking facility operated by a U.S. financial institution), or (2) you were either a grantor of, or transferor to, a foreign trust during any taxable year, which foreign trust was in being during 1977.

• You were an unmarried dual-status alien (if you were both a resident alien (or U.S. citizen) and nonresident alien during 1977) or a dual-status alien married to a citizen or resident of the U.S. at the end of 1977 and do not elect to file a joint return.

• You were a nonresident alien (use Form 1040NR).

• You were married to a nonresident alien at the end of 1977 and you both do not elect to be taxed on your world-wide income (unless you can meet the tests as listed under WERE YOU MARRIED AND LIVING APART FROM YOUR SPOUSE?

If You Want IRS to Figure Your Tax (Including the Earned Income Credit if You Qualify)

Skip lines 11b through 15 and sign and date your return. (Attach Form(s) W-2 to Form 1040A).

If you are filing a joint return and both you and your spouse have income, you should show the income of each separately at the bottom left margin, so IRS can figure your tax the way that gives you the smaller tax.

You should file on or before April 17, 1978. IRS will then figure your tax and send you a refund check if you have overpaid or bill you if you did not pay enough.

If you qualify for the Earned Income Credit, be sure to write the first name of your child who qualifies you for the credit on line 10.

Seamen Can Get Hurt in Illegal Rate Wars

This is the 18th in a series of articles which the Log is publishing to explain how certain organizations, programs and laws affect the jobs and job security of SIU members.

Rate wars! They exist in just about every competitive industry worldwide. The maritime industry is no exception.

Very basically, a rate war works like this. Provide a product or a service cheaper than your competition and your business will expand while the next guy's decreases.

A little rate war—if it's on the up-and-up—is good for competition. It works to keep prices down, and that's good for the general consumer. But too often, the rate wars get into predatory price fixing and other malpractices, which are designed to destroy competition. When this happens, the consumer may benefit for a while. But in the long run consumers get hurt by higher rates after the competition is done away with.

Right now, the maritime industry is involved in a rate war of sorts with a new twist. It's going on among liner shipping companies involved in America's foreign trades.

The problem is that the consumer is not benefiting by it. And, overall, American liner companies and American seamen are taking it on the chin. Since it involves the jobs of U.S. seamen, the SIU is concerned with the situation.

This rate war, if it can properly be termed that way, revolves around the illegal practice of rebating.

Presently, the law, as stated in the Shipping Act of 1916, maintains that a shipping company cannot charge rates lower than their published rates on file with the Federal Maritime Commission.

Rebates to Shippers

However, to attract business in a highly competitive field, liner companies—both American and foreign—have been rebating monies to shippers and freight forwarders.

In other words, the liner outfits are charging their published rates, and then giving some of the money back to their customers under the table. The whole thing is very illegal. And recent disclosures prove that it has been going on for a long time.

The Federal Maritime Commission has the job of investigating and prosecuting rebate violators. However, for one reason or another, there was no full scale investigation of the rebating situation until last year.

So far, one American-flag company has been prosecuted for illegal rebating between 1972 and 1976. The company settled with the FMC for \$4 million.

The FMC is now carrying on 27 rebate investigations of shipping lines involved in the U.S. foreign trades. The investigations involve nine U.S.-flag lines and 18 foreign.

The FMC, though, is running into one big problem. They can subpoena records of American lines. But the foreign lines can simply refuse to cooperate with FMC investigations.

So, the net result of the FMC's investigations could be prosecution of American lines only, with the foreign lines getting away scott free. Of course, this puts the U.S. lines at a decided competitive disadvantage.

Rebating may not be legal, but the prosecution of only American violators is certainly not fair.

Rep. John Murphy (D-N.Y.), chairman of the House Merchant Marine and Fisheries Committee, thinks this way, also. And he has introduced legislation in the House that he feels will treat all concerned fairly.

Essentially, Murphy's bill includes three major provisions:

- Failure to cooperate in FMC investigations will subject a foreign carrier to severe penalties in-



cluding denial of entry of the carrier into U.S. ports.

- An amnesty provision that encourages those who have been involved in rebating to come forward with guaranteed exemption from criminal prosecution.

- A requirement that the FMC, within 18 months of enactment of the bill, report back to Congress on the results of rebating disclosures encouraged by the amnesty provision.

Some hearings on the bill have already been conducted. However, the maritime community is receiving Rep. Murphy's bill rather lukewarmly.

The foreign lines don't like the threat of "denial of entry" to U.S. ports for non-cooperation. They say that denial of such entry could cause retaliation against U.S. ships in foreign ports.

Amnesty Clause

American companies, who have not participated in illegal rebating, don't like the amnesty

clause. They feel that amnesty to the violators is discriminating against those who have suffered by remaining inside the law.

Both the foreign and American lines feel that the bill is not getting to the root of the cause of rebating. That cause is overcapacity. Or more simply, there are more ships available than necessary to carry the liner cargoes. Many feel that a system of cargo pooling or bilateral trade agreements on all liner cargoes is the answer.

To put it mildly, the illegal rebate situation is very complicated and won't be cleared up easily. And Rep. Murphy's bill will encounter a lot of problems and probably undergo a facelift of sorts before it is enacted.

The SIU's main concern here is that U.S. seamen do not get caught in the middle of legal and political obstacles. It's just one of the many problems we face this year.



NEW PENSIONERS



Recertified Bosun James M. Foster, 54, joined the SIU in 1944 in the port of Mobile sailing for 35 years. Brother Foster graduated from the Bosuns Recertification Program in the September 1974 class. He is a veteran of the U.S. Navy in World War II. A native of Mobile, he is a resident there.



Stephen J. Frankewicz, 57, joined the SIU in 1938 in the port of New York sailing as an AB and in the engine room for 28 years. Brother Frankewicz sailed 47 years. He is a wounded veteran of the U.S. Army in World War II. Seafarer Frankewicz was born in Mobile and is a resident of Joppa, Md.



Steven Lenert, 65, joined the SIU in 1948 in the port of New York sailing as an AB. Brother Lenert sailed 37 years. He was born in Poland and is a naturalized U.S. citizen. Seafarer Lenert is a resident of San-turce, P.R.



John Malinowski, 69, joined the SIU in 1947 in the port of Baltimore sailing as a fireman-watertender. Brother Malinowski sailed 50 years. He was born in Baltimore and is a resident of Greensboro, Md.



Robert C. Mayo, 68, joined the SIU in the port of Seattle in 1961 sailing as a cook. Brother Mayo sailed 34 years. He cooked 17 years for the U.S. Military Sea Transport Service at Pier 90, Seattle, Port of Embarkation until it closed. Born in the Philippines, he is a resident of Seattle.



Philip Navitsky, 65, joined the SIU in 1947 in the port of Philadelphia sailing in the deck department for 32 years. Brother Navitsky is a veteran of the U.S. Army's Signal Corps in World War II. Seafarer Navitsky was formerly a coal miner. A native of Shenandoah, Pa., he is a resident there.



Peter S. Vlahos, 62, joined the SIU in 1944 in the port of New York sailing as a cook. Brother Vlahos sailed 34 years. He is a veteran of the U.S. Army's Coast Artillery in World War II. Seafarer Vlahos was born in New York City and is a resident there.



Benjamin "Benny" Weinberg, 69, joined the SIU in the port of Seattle in 1955 sailing as a bosun. Brother Weinberg sailed 49 years, on the Bull Line and during World War II, the Korean and Vietnam Wars. He was a member of the SUP from 1934 to 1948 and the Marine Firemen's Union in 1948. Seafarer Weinberg received a Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *SS Iberville*. Born in New York City, he is a resident of San Francisco.



Paul A. Switch, 63, joined the SIU in the port of New York in 1951 sailing as a fireman-watertender. Brother Switch sailed 34 years and during the Vietnam War. He walked the picketlines in the 1965 District Council 37 strike, the 1963 beef and the 1955 strike of the *SS Whitehall*. Seafarer Switch received a Union 1960 Personal Safety Award for sailing aboard an accident-free ship, the *SS Steel Architect*. Born in Martin, Pa., he is a resident of New York City.



Sou Shek, 65, joined the SIU in the port of New York in 1955 sailing as a cook for 27 years. Brother Shek is a veteran of the U.S. Air Force in World War II. His ship, bringing him to the U.S. in 1940, was torpedoed in the West Indies. Seafarer Shek was born in Pingshan, Kuangtung Province, China and is a naturalized U.S. citizen. He is a resident of Brooklyn, N.Y.



Thomas H. Stevens, 58, joined the SIU in the port of Mobile in 1956 sailing as an AB. Brother Stevens sailed 32 years and was on the picketline in the 1948 beef. He was born in North Carolina and is a resident of Prichard, Ala.



Daniel L. Brannon, 65, joined the SIU in the port of Mobile in 1955 sailing as a fireman-watertender. Brother Brannon sailed 30 years. He was born in Mobile and is a resident there.



Wilson H. Deal, 65, joined the SIU in the port of Tampa in 1955 sailing as a chief steward. Brother Deal sailed 48 years. He attended a Piney Point Educational Conference. Born in Camden, N.J., he is a resident of Tampa.



John R. Shaw Sr., 65, joined the Union in the port of Philadelphia in 1961 sailing as a cook for the Curtis Bay Towing Co. from 1955 to 1977 and for the Warner Co. from 1954 to 1955. Brother Shaw was born in Philadelphia and is a resident of Del-tona, Fla.



Perry A. Spilde, 65, joined the Union in the port of Toledo in 1957 sailing as an AB. Brother Spilde was born in Montana and is a resident of Hudson, La.



Recertified Bosun John L. Worley, 46, joined the SIU in 1949 in the port of New York. Brother Worley graduated from the Recertified Bosuns Program June 1975 class. He sailed 29 years. Seafarer Worley upgraded at the LNG Course in HLSS in 1976. He was on the Sea-Land Shoregang in Oakland, Calif. from 1968 to 1975. A native of Florida, he is a resident of Daly City, Calif.

Port Agent Bonser Speaks Up



Port Agent Leo Bonser of Jacksonville (standing) gave the port's Labor Council some of his ideas recently. SIU representatives in many ports participate in the local labor groups and activities in order to strengthen the Union's effectiveness.



MEMBERSHIP MEETINGS' SCHEDULE

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Feb. 6	2:30 p.m.	7:00 p.m.
Philadelphia	Feb. 7	2:30 p.m.	7:00 p.m.
Baltimore	Feb. 8	2:30 p.m.	7:00 p.m.
Norfolk	Feb. 9	9:30 a.m.	7:00 p.m.
Jacksonville	Feb. 9	2:00 p.m.	—
Detroit	Feb. 10	2:30 p.m.	—
Houston	Feb. 13	2:30 p.m.	7:00 p.m.
New Orleans	Feb. 14	2:30 p.m.	7:00 p.m.
Mobile	Feb. 15	2:30 p.m.	—
San Francisco	Feb. 16	2:30 p.m.	—
Wilmington	Feb. 20	2:30 p.m.	—
Seattle	Feb. 24	2:30 p.m.	—
Piney Point	Feb. 11	10:30 a.m.	—
San Juan	Feb. 9	2:30 p.m.	—
Columbus	Feb. 18	—	1:00 p.m.
Chicago	Feb. 14	—	—
Port Arthur	Feb. 14	2:30 p.m.	—
Buffalo	Feb. 15	—	—
St. Louis	Feb. 17	2:30 p.m.	—
Cleveland	Feb. 16	—	—

CARTER BRAXTON (Waterman Steamship), November 20—Chairman, Recertified Bosun C. E. Thompson; Secretary J. Carter. No disputed OT. Chairman explained to the crew about keeping the ship clean in the SIU tradition. A ship manned by an SIU crew is treated as a home away from home. The chairman also talked about the Union today and its benefits to the membership. A vote of thanks to the steward department for a job well done. Next port Bremerhaven.

OVERSEAS ALASKA (Maritime Overseas), November 27—Chairman, Recertified Bosun M. Olson; Secretary T. Bolton; Engine Delegate John Smith. Some disputed OT in deck and engine departments. Chairman reports that there is trouble in getting launch service in Panama Canal Zone and a letter has been mailed to New York about this. A vote of thanks for a very good Thanksgiving meal to all in the steward department. Next port Marcus Hook.

TEX (Alton Shipping), November 6—Chairman, Recertified Bosun John Adams; Secretary A. Rudnick; Educational Director N. Caesar. \$6.51 in ship's fund. No disputed OT. Chairman held a general discussion on the fact that members are leaving the ship without the required 24 hour notice and waiting for their replacements. This causes the ship to leave short handed and the Union loses the daily contribution to the Welfare and Pension Plans that they would have ordinarily received. A full statement is to be sent to New York headquarters to Executive Vice President Frank Drozak.

NEWARK (Sea-Land Service), November 20—Chairman, Recertified Bosun A. Eckert; Secretary Ken Hayes; Educational Director R. Coleman; Engine Delegate W. West; Steward Delegate Donald M. King. \$5 in ship's fund. No disputed OT. Secretary reported that the new Log is due aboard and advised the crew to read it so they will know what is going on in the Union. Also to pay attention to the bills that are going before Congress and to write to your Congressman when you have something to say. A vote of thanks to the steward department for a job well done.

SEA-LAND TRADE (Sea-Land Service), November 27—Chairman, Recertified Bosun E. Christiansen; Secretary Raymond P. Taylor; Educational Director R. Jong; Deck Delegate James Parnell; Engine Delegate Michael L. Melferd; Steward Delegate Eldon M. Cullerton. \$80 in ship's fund. No disputed OT. Chairman discussed the importance of donating to SPAD. Everything running smoothly. A vote of thanks to the steward department for a very good Thanksgiving dinner. Crew gave a vote of thanks to the crew messman for good service. Observed one minute of silence in memory of our departed brothers.

GREAT LAND (Interocean Mgt.), November 27—Chairman, Recertified Bosun Robert O'Rourke; Secretary George H. Bryant Jr.; Educational Director M. Stover. No disputed OT. Chairman reported that safety is a big headache due to the nature of the operation and weather conditions on the run. One man was injured (stepped through a manhole) while cleaning holds. Safety is an ongoing responsibility of all crewmembers, at all times. A vote of thanks for another excellent holiday meal and spread prepared and served by the steward department. Next port Tacoma.

OVERSEAS ARCTIC (Maritime Overseas), November 13—Chairman James Omare; Secretary Jack Mar; Educational Director George Vistakis. No disputed OT. \$8 in ship's fund. Educational Director advised all crewmembers to read the Log and to pass it on to others when finished. The steward department expressed a vote of thanks to the deck department for keeping the messroom and pantry spotless and clean. A vote of thanks was given to the steward department for a job well done.

COLUMBIA (Ogden Marine), November 13—Chairman, Recertified Bosun Ray Lavoine; Secretary A. W. Hutcherson; Educational Director Alan Nelson; Deck Delegate Joseph Michael; Engine Delegate Steven Brown; Steward Delegate Miguel A. Viera. \$8.87 in ship's fund. Some disputed OT in deck department. Captain promised to do something about the condition of the water aboard ship. Observed one minute of silence in memory of our departed brothers. Next port Alexander.

SEA-LAND EXCHANGE (Sea-Land Service), November 8—Chairman, Recertified Bosun V. Poulsen; Secretary E. Miller; Educational Director G. Renale. \$22.10 in ship's fund. \$155 in movie fund. No disputed OT. Chairman advised all members to read the Log for good reading and discussed the importance of donating to SPAD. Observed one minute of silence in memory of our departed brothers.

MAUMEE (Hudson Waterways), November 6—Chairman, Recertified Bosun D. McCorvey; Secretary J. E. Long; Educational Director Esposito; Steward Delegate Herbert T. Archer. No disputed OT. Chairman discussed upgrading, fire fighting, lifeboat training, shipboard conduct etc. A vote of thanks to the steward department for a job well done. Next port St. Croix.

PITTSBURGH (Sea-Land Service), November 27—Chairman, Recertified Bosun Orla Ipsen; Secretary S. Kolasa; Educational Director Laszlo Patrick; Deck Delegate Frank Shaw; Steward Delegate David B. Smith. No disputed OT. Chairman held a discussion on the importance of donating to SPAD. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Dammann.

SEA-LAND PORTLAND (Sea-Land Service), November 13—Chairman, S. J. Alpedo; Secretary E. Heniken; Educational Director Jerry Broadus; Engine Delegate M. Adams. No disputed OT. Chairman discussed the defeat of the Cargo Preference bill and the importance of continued donations to SPAD. Request that all crewmembers strip their bunks and clean up their rooms when the ship goes into the yards. Next port Seattle.

JOHN PENN (Waterman Steamship), November 6—Chairman, Recertified Bosun Edward Morris Jr.; Secretary P. L. Hunt; Educational Director R. Zeller; Deck Delegate Robert D. Shields; Engine Delegate James F. Gieger; Steward Delegate Charles S. Smith. \$11.35 in ship's fund. No disputed OT. Chairman reviewed all the pamphlets that were sent from the Union hall on Piney Point. Observed one minute of silence in memory of our departed brothers. Next port Bremerhaven.

COLUMBIA (Cove Shipping), November 6—Chairman, Recertified Bosun Gus Magoulas; Secretary O. Oakley; Educational Director Eusebio Figueroa; Deck Delegate M. Bryant; Engine Delegate F. Hanks; Steward Delegate P. McDaries. Some disputed OT in engine department. Everything is running smoothly and the next ports are in England and Scotland. Observed one minute of silence in memory of our departed brothers.

SAB Rules on 'C' Classified Men

In November the Seafarers Appeals Board ruled that effective Jan. 3, 1978, "C classification seamen may only register and sail as entry ratings in only one department."

The Board took the action to insure that the Union will be able to maintain sufficient manpower for each shipboard department. The ruling will also enable these seamen to get sufficient seatime in one department for the purpose of upgrading to a higher rating in that department.



Digest of SIU Ships' Meetings

PHILADELPHIA (Sea-Land Service), November 4—Chairman, Recertified Bosun James R. Davis; Secretary Paul Lopez; Educational Director Kasimiers Abaron. No disputed OT. All communications received were posted on the bulletin board for all to read. Chairman discussed the importance of donating to SPAD. Observed one minute of silence in memory of our departed brothers. Next port Seattle.

SEA-LAND FINANCE (Sea-Land Service), November 26—Chairman, Recertified Bosun J. Pulliam; Secretary F. Fletcher; Deck Delegate J. Long. No disputed OT. Educational Director advised all crewmembers to read the Log and to go to Piney Point for upgrading. Steve Troy was aboard ship in Oakland to check out the power pac beef. Everyone was asked to keep the ship clean and safe. Next port Hong Kong.

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

OVERSEAS ULLA
ALEX STEPHENS
POTOMAC
GOLDEN ENDEAVOR
OVERSEAS TRAVELER
THOMAS NELSON
DEL SOL
BEAVER STATE
JEFF DAVIS
SAN PEDRO
STUYVESTANT
SUGAR ISLANDER
BANNER
MERRIMAC
ROSE CITY
OGDEN WABASH
INGER
VIRGO
ZAPATA COURIER
SEA-LAND EXCHANGE

JAMES
MOUNT WASHINGTON
OGDEN CHALLENGER
GEORGE WALTON
OVERSEAS ALASKA
DELTA ARGENTINA
JOHN TYLER
MOBILE
ERNA ELIZABETH
ZAPATA PATRIOT
YELLOWSTONE
THOMAS JEFFERSON
OVERSEAS ALICE
OVERSEAS ALEUTIAN
WORTH
OVERSEAS JOYCE
TAMARA GULDEN
ZAPATA ROVER
DEL ORO
OVERSEAS VIVIAN

Do You Have One of These?



The Seafarers Appeals Board ruled in November that effective Jan. 3, 1978 "a requirement for shipping is that all seamen must possess a valid up-to-date passport."

The action comes out of the fact that many foreign nations are cracking down on immigration regulations requiring that all people coming into their countries must have passports.

The SAB, then, took this action to insure that when there are flyout jobs, those who throw in for the jobs will be fully prepared to take them.

This ruling will enable the Union to continue to meet our manpower commitments to our contracted companies.

Welders Four



A recent class for basic welding included four SIU people. They are from the left: Mike Lydick, Jean Morris, Pat McNamara and Terry Pakula.

A Most Congenial Group



We have assembled here a most congenial group, right group? Right! And we're assembled here for our love for a great beer, right group? Wrong! They are assembled as they graduate a recent class for able-seaman at the Lundeberg School. They are front row from the left: Robert Fryett, Buddy Holden, Charles Lynch, George Cruz, Joe Maxwell, Richard Davies, Chuck Cravotta, Doug Wolcott and Bill Lovis. Back row from the left are: Ed King, Brian Nole, Pete Zukier, Larry Ambrous, Hilary Thein, Bobby Brown, Chris Brown, Ed Williams, Ed Levey, Van Luyn, Jeff Savage and Paul Klippel.

2 More Cook and Bakers



Two more SIU members have upgraded to the rating of Cook and Baker through the Lundeberg School's steward department program. They are James McCormick, left, and Jaime Quinones.

Cooking With Gas



These steward department guys will have more gas than they know what to do with when they take their first LNG ship. The group recently participated in the LNG upgrading program at the Lundeberg School. They are front row from the left: Jessie Winfield, Bill Reid, Don Collins and George Taylor. Back row from the left are: Robert Campbell, Larry Ewing, Harry Huston and Anstey Minors.

Looking for Licenses



These 10 SIU Boatmen are studying for the Towboat Operator's licenses at the Lundeberg School. They are front row from the left: Jim Larkin, Jeff Bushnell, Mike Sistare, George Parks, Robert Eichmann and Jim Livingston. Back row from the left are: Mike Sanders, Kenneth Rickley, Jim Courtney and Mike Pruitt.

15 in FOWT Class



The SIU has 15 more FOWT's in its ranks. They are front row from the left: Enrique Gonzalez, Francisco Molina, Jimmy Sabga, Dave Thompson, Joe Michael and Charles Edwards. Back row from the left are: Terry Clayton, Lloyd Weaver, Chris Barbato, Edgar Young, Larry Gordon, Mark Freeman, Ban Adams, Mike Scinto and Manual Domingos.

Final Departures



Joseph Brill, 64, died on Oct. 7. Brother Brill joined the SIU in the port of New York in 1953 sailing in the steward department. He also rode the Bull Line. Seafarer Brill was born in New York and was a resident of Atlantic City, N.J. Surviving are his mother, Mrs. Rose Cooper and a brother, Harry, both of Atlantic City.



James R. Coyle, 52, died in the San Francisco USPHS Hospital on Dec. 7. Brother Coyle joined the SIU in the port of Seattle in 1965 sailing as an electrician. He sailed 34 years and during the Vietnam War. Seafarer Coyle was on the San Francisco Sea-Land Shoregang from 1973 to 1974. He was a veteran of the U.S. Navy in World War II. Born in Salt Lake City, Utah, he was a resident of San Francisco. Surviving are his widow Ponciana; his father, Frank of Idaho; his mother, Mrs. Vera Hallett of North Bend, Ore., and a sister, Mrs. Mary V. Ritter of Lake Oswego, Ore.



Joseph L. Diosco, 53, died on Nov. 22. Brother Diosco joined the SIU in the port of New Orleans in 1953 sailing as an electrician. He was a crane mechanic on the Sea-Land Shoregang in Elizabeth, N.J. in 1977. Seafarer Diosco got his HLS GED diploma in 1976. He upgraded to QMED at Piney Point in 1975 and attended a Union Educational Conference there in 1971. He was a veteran of the U.S. Navy in World War II and was a radio repairman. A native of Houma, La., he was a resident of Wilmington, Calif. Surviving are two sons, Donald and Randolph; two daughters, Carol and Mrs. Dale L. Mosley, and his mother, Mrs. Rose Gonzales of New Orleans.



Pensioner Adrien Fecteau, 71, passed away on Dec. 9. Brother Fecteau joined the SIU in the port of New York in 1953 sailing as a chief steward. He sailed for 42 years. Seafarer Fecteau also sailed during the Vietnam War in 1972. He was a member of the SUP from 1935 to 1951 and the Marine Cooks and Stewards Union in San Francisco. In 1973, he attended a Piney Point Educational Conference. Upon his retirement that year, he donated his first pension check to SPAD. It was returned to him with thanks. Born in Thetford Mines, Canada, he was a resident of Tampa. Surviving is a son, Ronald of Miami Lakes, Fla.



Mack Fortner, 59, died accidentally of carbon-monoxide poisoning in Houston on Nov. 27. Brother Fortner joined the SIU in the port of Jacksonville in 1961 sailing as an AB. He sailed for 38 years. Seafarer Fortner was a veteran of the U.S. Navy in World War II. A native of Cool Springs, N.C., he was a resident of Mt. Holly, N.C. Surviving are a brother, Donald of Ennis, Tex. and a sister, Mrs. Bonnie Howie of Mt. Holly.



Roger B. Simons, 23, died in Paramus, N.J. on Nov. 25. Brother Simons joined the SIU this year following his graduation from the HLS where he was an "outstanding student." He sailed as an OS on the *ST Overseas Alice* (Maritime Overseas) to Alaska and Panama. Seafarer Simons was a veteran of the U.S. Army from 1972 to 1974 in Vietnam. He also studied engineering at the N.J. Institute of Technology and also studied at the City University of New York and the Bergen (N.J.) Community College. Born in Hackensack, N.J., he was a resident of Paramus. Interment was in the George Washington Memorial Park Cemetery, Paramus. Surviving are his parents, Mr. and Mrs. Robert A. and Florence Simons of Paramus.



Pensioner Dewey Gillikin, 60, died on Dec. 6. Brother Gillikin joined the SIU in 1943 in the port of Norfolk sailing as a bosun. He sailed 28 years. Seafarer Gillikin was a former member of the SUP, MCS and MFOW. He was on the picketline in the 1961 N.Y. Harbor beef and the 1963 Rotobroil strike. Born in Beaufort, N.C., he was a resident there. Surviving are his widow, Marion; a son, Dewey, and his mother, Lottie of Beaufort.



Pensioner John J. N. McKenna, 56, died of a heart attack in the New Orleans USPHS Hospital on Oct. 16. Brother McKenna joined the SIU in 1944 in the port of New York sailing as a QMED. He upgraded to that rating at the HLS in 1974. Seafarer McKenna sailed 31 years. Born in Canada, he was a naturalized U.S. citizen and a resident of New Orleans. Cremation took place in the Metairie (La.) Crematory. Surviving are his widow, Henrietta, and a sister, Mrs. Pat Mills of Toronto, Canada.



Charlie F. Nysla, 55, died in England on Nov. 28. Brother Nysla joined the SIU in the port of Wilmington in 1967 sailing as an AB. He was a veteran of the U.S. Navy in World War II. Seafarer Nysla was born in Fortuna, Calif. and was a resident of San Pedro, Calif. Surviving is his mother, Mrs. Elizabeth Talmadge of California.



Jake Nash, 59, died of natural causes at home in Sulphur, La. on Dec. 7. Brother Nash joined the SIU in the port of New York in 1953 sailing as a fireman-watertender. He sailed 41 years. Seafarer Nash was a veteran of the U.S. Army in World War II. He was born in Barham, La. Surviving are his widow, Mary; a brother, Clarence, and a sister, Mrs. Emma Botton, both of Colmesnell, Tex.



Cleveland Scott, 65, died in Mt. Zion Hospital, San Francisco on Nov. 30. Brother Scott joined the SIU in the port of New York in 1960 sailing as a cook. He sailed 26 years. Seafarer Scott attended the 1970 HLS Crews Conference and was a graduate of the Andrew Furuseth Training School. He was a veteran of the U.S. Navy in World War II. A native of Cleveland, he was a resident of San Francisco. Cremation took place in the Bayview Mortuary, Bayshore, Calif. Surviving are two sons, Cleveland, Jr. of San Francisco and Rubin, and two daughters, Gina and Glynis of San Francisco.



Pensioner David F. M. Sykes, 65, succumbed to lung cancer at home in Seattle on Nov. 8. Brother Sykes joined the SIU in 1942 in the port of Mobile sailing as a bosun and deck delegate. He sailed 40 years. Seafarer Sykes was also a rigger. He was a native of Chicora, Miss. Cremation took place in the Evergreen-Washelli Crematory, Seattle. His ashes were buried at sea off the *SS Philadelphia* (Sea-Land) on Nov. 19. Surviving are his widow, Evelyn; two sons, David and Michael; a daughter, Joyce and a sister, Mrs. Ione S. Champlain of Mobile.



Pensioner Joseph F. Malyszko, 51, died on Nov. 26. Brother Malyszko joined the SIU in 1943 in the port of Seattle sailing as a bosun. He sailed for 29 years. Seafarer Malyszko was a veteran of the U.S. Air Forces in post-World War II. A native of Chicago, Ill., he was a resident of Seattle. Surviving are his widow, Mary Ann; a daughter, Mrs. Lynn M. Mapie, and a sister, Mrs. Marie Dundee, both of Chicago.



Marshall S. MacFadden, 24, died on Dec. 3. Brother MacFadden joined the SIU in the port of Piney Point when he graduated from the HLS in 1973. He sailed eight years as a wiper and fireman-watertender starting with the South Atlantic Caribe Lines in 1969. Seafarer MacFadden was born in Oxfordshire, England and was a naturalized U.S. citizen. He was a resident of Jacksonville. Surviving are his parents, Mr. and Mrs. V. S. MacFadden of Jacksonville.



Pensioner Dennis D. Capo, 65, died on Nov. 30. Brother Capo joined the Union in the port of Norfolk in 1966 sailing as a launch operator for the Virginia Pilot Assn. from 1959 to 1974. He was also a member of the ILA for 15 years. Boatman Capo was born in Fitzgerald, Ga. and was a resident of St. Petersburg, Fla. Surviving are his widow, Lois and a daughter, Mr. Zada D. Reardon of Chesapeake, Va.



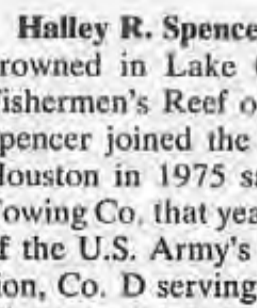
Pensioner Charles W. Crocker, 71, succumbed to a heart attack in the Orange (Tex.) Memorial Hospital on Nov. 4. Brother Crocker joined the Union in Port Arthur in 1964 sailing as a captain for the Slade Towing Co. from 1953 to 1969. He also sailed with the company from 1936 to 1943 and for the Shell Oil Co. from 1943 to 1948. Boatman Crocker was born in Cameron, La. and was a resident of Orange. Interment was in the Evergreen Cemetery, Orange. Surviving are his widow, Dorothy; a son, William and a sister, Mrs. Rosie Benoit of Orange.



Pensioner Henry C. Diehl, 74, died of natural causes in the Staten Island (N.Y.) USPHS Hospital on Sept. 19. Brother Diehl joined the Union in the port of New York in 1960 sailing as an AB for the N.Y. Central Railroad on *Tug 24* for 38 years. He was a veteran of the U.S. Navy in World War II. Boatman Diehl was born in Union City, N.J. and was a resident of North Bergen, N.J. Burial was in the Fairview (N.J.) Mausoleum. Surviving are his widow, Antoinette and a daughter, Carol Ann.



Walter A. Lawrence Jr., 65, succumbed to emphysema in South East Memorial Hospital, Houston on Dec. 2. Brother Lawrence joined the Union in the port of Houston in 1961 sailing as an engineer for the G & H Towing Co. from 1961 to 1977 and the Foss Towboat Co. from 1956 to 1960. He was also a member of the IBU of the Pacific from 1957 to 1961. Boatman Lawrence was born in Boston, Mass. and was a resident of Houston. Surviving is a brother, Henry of San Francisco.



Halley R. Spencer Jr., 25, was found drowned in Lake Conroe (Texas) off Fishermen's Reef on Sept. 13. Brother Spencer joined the SIU in the port of Houston in 1975 sailing with Western Towing Co. that year. He was a veteran of the U.S. Army's 17th Infantry Division, Co. D serving as a Sp/4 in South Vietnam and Indochina during 1971-72. Seafarer Spencer was also a commercial deep sea diver. Born in Abilene, Tex., he was a resident of Houston. Burial was in the Houston National Military Cemetery. Surviving are his widow, Pamela; a son, Halley and his parents, Mr. and Mrs. Halley R. and Hattie Spencer Sr.



Pensioner Charles B. Brady, 70, died on Nov. 9. Brother Brady joined the Union in the port of Cleveland in 1966 sailing as a cook on the *M/V Day Peckinpaugh* from 1970 to 1975 and for the Erie Sand Co. from 1966 to 1970. He was a veteran of both the U.S. Army and Navy in World War II. Born in Stoneboro, Pa., he was a resident of Ormond Beach, Fla. Surviving are a niece, Linda Petrillo of Erie, Pa. and a nephew, Robert C. Rhoads of Fairview, Pa.



Willie L. Godwin, 53, died on Dec. 5. Brother Godwin joined the Union in the port of New Orleans in 1962 stailing as a tankerman on the Tug *Dixie Rebel* (Dixie Carriers) from 1960 to 1977. He started with the company in 1958. Boatman Godwin also sailed for Coyle Lines and the Inland River Oil Transport Co., Harvey, La. both in 1962. He was also an auto mechanic and veteran of the U.S. Army in World War II. Born in Bratt, Fla., he was a resident of Atmore, Ala. Surviving are his widow, Gladys; his son, Willie; a daughter, Dorothy and his mother, Effie.



Calvin D. Sykes, 47, died of a heart attack while hunting in Columbia, N.C. on Nov. 11. Brother Sykes joined the Union in the port of Norfolk in 1961 sailing as a pilot for McAllister Brothers from 1969 to 1977 and for them as a mate from 1951 to 1955. He upgraded at Piney Point in 1974. A native of Columbia, he was a resident there. Boatman Sykes was a veteran of the post-World War II U.S. Army. Burial was in Riverside Memorial Park Cemetery, Chesapeake, Va. Surviving are his widow, Norma, a daughter, Deborah; his parents, Mr. and Mrs. John and Ethel Sykes; a brother, Wesley of Norfolk; and a stepson, Stephen M. Robbins.



Byron C. Broadus, 43, died on Nov. 16. Brother Broadus joined the SIU in the port of Mobile in 1954 sailing as a wiper until 1969. He was born in Alabama and was a resident of Springhill, Ala. Surviving are his widow, Betty Lou; three sons, Winston, Ralph and Casey; three daughters, Anona Lias, Tonie and Vannie Gaye and his mother, Berdie of Crichton, Ala.

Pensioner Elwood M. Orcutt, 66, died of anemia in the Retama Manor, Kingsville, Tex. on Oct. 1. Brother Orcutt joined the Union in the port of Houston in 1957 sailing as a cook for G & H Towing Co. from 1955 to 1973. Previously he was a cook for the Hang-out Cafe, Corpus Christi, Tex. from 1953 to 1955. Inland Boatman Orcutt was a veteran of the U.S. Army in World War II. He was born in West Virginia and was a resident of Kingsville. Burial was in Resthaven Cemetery, Kingsville. Surviving are his widow, Delphine; two sons, Donald Lee and Wilbur Albert; five daughters, Sheree Lynn, Shirley Ann, Pamela, Ruth and Tina Alette, and a brother, Ross.



Ernest R. Myers Sr., 57, died on Nov. 23. Brother Myers joined the Union in the port of Norfolk in 1959 sailing as a captain and engineer for the Chesapeake and Ohio Railroad *Confboat No. 5*. He was a veteran of the U.S. Navy in World War II. Boatman Myers was born in Matthews, Va. and was a resident of Williamsburg, Va. Surviving are his widow, Margaret; a son, Ernest and a daughter, Mrs. Elizabeth Murray.

Ronald Coyle died on Nov. 6. Brother Coyle sailed for the Interstate Oil Transportation Co. last year from the port of Philadelphia. He was a resident of Philadelphia. Surviving is his widow, Donna.

Pensioner William Stevenson, 82, passed away on Nov. 27. Brother Stevenson joined the Union in 1939 in the port of Cleveland sailing as an AB. He was born in Ireland and was a resident of Smyrna Beach, Fla. Surviving are his widow, Myrtle and a granddaughter, Janice Ballantyne of Tampa, Fla.



SEAFARERS WELFARE PLAN SUMMARY ANNUAL REPORT STATEMENT OF ASSETS AND LIABILITIES DECEMBER 31, 1976

	BEGINNING OF YEAR	END OF YEAR
ASSETS		
Cash	\$ 1,857,112	\$ 1,509,380
Receivables	3,643,828	5,536,221
General Investments	412,888	402,500
Buildings and Other Depreciable Property—Net	2,640,196	2,548,968
Other Assets	23,138	33,577
TOTAL ASSETS CURRENT VALUE	\$8,577,162	\$10,030,646
Total Assets Book Value	\$8,577,162	\$10,030,646
LIABILITIES		
Payables (Includes Plan Claims)	\$6,933,373	\$ 6,371,816
Other Liabilities	96,239	119,535
TOTAL LIABILITIES	7,029,612	6,491,351
NET ASSETS	\$1,547,550	\$ 3,539,295

STATEMENT OF INCOME, EXPENSES AND CHANGES IN NET ASSETS FOR PLAN YEAR ENDED DECEMBER 31, 1976

INCOME	
Cash Contributions	\$ 8,775,556
Earnings From Investments	57,713
Other Income	251,877
TOTAL INCOME	9,085,146
EXPENSES	
Benefit Payments Directly to Participants or Their Beneficiaries	3,443,801
Payments to Other Organizations or Individuals	
Providing Welfare Benefits	1,830,902
Fees, Commissions and Insurance Premiums	
for Fiduciary Insurance Other Than Bonding	45,532
Salaries and Other Administrative Expenses	1,773,166
TOTAL EXPENSES	7,093,401
NET INCREASE IN NET ASSETS	1,991,745
Net Assets at Beginning of Year	1,547,550
Net Assets at End of Year	\$ 3,539,295

Establishment and Purpose of Fund
The Seafarers Welfare Plan, which provides for the establishment of the Seafarers Welfare Fund, was established under the provisions of an Agreement and Declaration of Trust made as of July 1, 1950, between the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District and the signatory employers. The Welfare Plan was to continue to June 30, 1955, and could be extended from that time. Various amendments have extended the Plan and, at present, it is to continue until October 1, 1986.

On September 20, 1961, the Trustees adopted the Fourteenth Amendment which established the Seafarers Pension Plan and which states, among other things, that both Plans shall be administered by the same Trustees and that all contributions shall be payable to the Seafarers Welfare Plan. This amendment also states that the Trustees may allocate to the Pension Plan such portion of the contributions as they deem necessary to pay pensioners, as provided under the Seafarers Pension Fund Trust Agreement and Rules and Regulations, and to maintain adequate reserves.

The purpose of the Plan is to provide certain health and welfare benefits to eligible employees and pensioners and their dependents. Funds to provide these benefits are contributed by the signatory employers under the terms of collective bargaining agreements between the Union and the employers.

Change in Fiscal Year End
At their meeting of May 6, 1976, the Trustees agreed to change the reporting year of the Fund from a fiscal year ending March 31, to a calendar year ending December 31. This report, therefore, covers the short period from April 1, 1976 to December 31, 1976.

Significant Accounting Policies
The statements have been prepared on the accrual basis of accounting and accordingly reflect all material assets and liabilities at December 31, 1976.

Depreciation is computed on a straight-line method over an estimated life of ten years. Depreciation charged to benefits and administrative expenses amounted to \$86,727 for the nine month period ended December 31, 1976.

NOTICE TO ALL PARTICIPANTS OF THE SEAFARERS WELFARE PLAN

Plan participants may obtain copies of the more detailed annual report for a reasonable charge, or may inspect it at the Plan Office without charge. The latest full annual report includes a list of the assets held for investment and all other relevant financial information. To obtain a copy of the annual report, write to the Administrator asking for what you want. The Administrator will state the charge for specific documents so that you can find out the cost before ordering. The full report can be examined at the Plan Office during normal business hours.

If you seek additional information write to:
**Administrator
Seafarers Welfare Plan
275 20th Street
Brooklyn, New York 11215**

The Huron Cement Fleet's *J.A.W. Iglehart*, built in 1936, was converted to a cement carrier in 1965. The *Iglehart* is the largest of the six ships in the cement fleet, carrying 12,500 tons.



Cement,

Cement

and More

GREAT LAKES

Wheelsman Donnie Everette, who's been sailing with the cement fleet for the last five years, stands on the *Iglehart's* deck while the vessel loads.



Cement for Huron Fleet

The SIU-contracted Huron Cement Fleet, based in Alpena, Mich., consists of six ships. They are the *J. A. W. Iglehart*, *E. M. Ford*, *J. B. Ford*, *L. G. Harriman*, *S. T. Crapo* and the *Paul H. Townsend*.

The largest vessel in the fleet is the *Iglehart* with a 501 foot length, a 68 foot beam and a draft of 37 feet. She can carry up to 12,500 tons of cement.

Built as a salt water tanker in 1936, the *Iglehart* was converted to a cement carrier in 1965. The ship's boilers were automated in 1975.

The vessels visit Great Lakes ports as distant as the 48-hour trip to Oswego, N.Y. and as near as Saginaw, Mich., 13 hours away. Most of the vessels make only one stop per trip. But the *Iglehart*, carries enough cargo to make stops in Duluth, Minn., and Superior, Wis. on one run.

In Alpena, 16-inch hoses connected to onshore silos are used to load the ships. The *Iglehart* is equipped to handle eleven hoses at a time.

The cement is made in the Alpena plant under the "Portland method." Using this process, rough limestone is cooked into pellets. The pellets are put into a grinding mill and combined with gypsum, stone, ore and other additives. The final step is the finish grind process which produces bulk cement.

The crews of the cement carriers include three wheelsmen, three watchmen, three deckhands and a bosun in the deck department. In the engine room there are three oilers and two wipers. There used to be three firemen in the engine room. But their jobs were eliminated when the boiler room was automated. The galley has a second cook and three porters. There are several SIU stewards currently working in a relief capacity. The other stewards belong to the Licensed Tugman's Union. However, as vacancies in the steward department occur, they are filled with SIU members.



Second Cook Cecil Morey dishes up a bowl of soup. Morey has been sailing with the Huron Cement fleet since 1966.



A view of the loading pumps on the *J.A.W. Iglehart*. The 16" wide hoses, four of which are in use here, are hooked-up to on-shore silos in different ports to unload the cement.



Wheelsmen Frank Wilds sounding the ballast during the *Iglehart's* stop-over in Alpena.



Rex Kauer, oiler (l) explains the operation of the *Iglehart's* automated console to SIU rep, John McClinton. The *Iglehart*, a steam turbine, oil burner, had her boilers automated in 1975.

SIU Atlantic, Gulf, Lakes
& Inland Waters
United Industrial Workers
of North America

PRESIDENT
Paul Hall
SECRETARY-TREASURER
Joe DiGiorgio
EXECUTIVE VICE PRESIDENT
Frank Drozak
VICE PRESIDENTS
Earl Shepard Lindsey Williams
Cal Tanner Paul Drozak

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
BOSTON, Mass. 215 Essex St. 02111
(617) 482-4716
BUFFALO, N.Y. 290 Franklin St. 14202
(716) TL 3-9259
CHICAGO, ILL. 9383 S. Ewing Ave. 60617
(312) SA 1-0733

CLEVELAND, Ohio
1290 Old River Rd. 44113
(216) MA 1-5450
DULUTH, Minn. 2014 W. 3 St. 58806
(218) RA 2-4110
FRANKFORT, Mich. P.O. Box D
415 Main St. 49635
(616) 352-4441
HOUSTON, Tex. 1221 Pierce St. 77002
(713) 659-5152
JACKSONVILLE, Fla.
3315 Liberty St. 32206
(904) 353-0987

JERSEY CITY, N.J.
99 Montgomery St. 07302
(201) HE 5-9424
MOBILE, Ala. 1 S. Lawrence St. 36602
(205) HE 2-1754
NEW ORLEANS, La.
630 Jackson Ave. 70130
(504) 529-7546
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 20674
(301) 994-0010
PORT ARTHUR, Tex. 534 9 Ave. 77640
(713) 983-1679

SAN FRANCISCO, Calif.
1311 Mission St. 94103
(415) 626-6793
SANTURCE, P. R. 1313 Fernandez, Juncos,
Stop 20 00909
(809) 724-2848

SEATTLE, Wash. 2505 1 Ave. 98121
(206) MA 3-4334
ST. LOUIS, Mo. 4581 Gravois Ave. 63116
(314) 752-6500

TAMPA, Fla. 2610 W. Kennedy Blvd. 33609
(813) 870-1601
TOLEDO, Ohio 935 Summit St. 43604
(419) 248-3691

WILMINGTON, Calif.
510 N. Broad St. 90744
(213) 549-4000
YOKOHAMA, Japan P.O. Box 429
Yokohama Port P.O. 5-6 Nihon Ohdori
Naka-Ku 231-91
201-7935

Shipping increased considerably last month at all deep-sea ports as a total of 2,212 Seafarers found jobs aboard SIU-contracted deep-sea vessels. That's an increase of more than 500 jobs shipped over the previous month. Some of the increase can be attributed to vessels re-crewing that had been laid-up during the ILA strike. However, shipping has been good to excellent recently at most deep-sea ports and is expected to stay that way during the coming year.



Dispatchers Report for Deep Sea

DEC. 1-31, 1977

*TOTAL REGISTERED All Groups
Class A Class B Class C
TOTAL SHIPPED All Groups
Class A Class B Class C
**REGISTERED ON BEACH All Groups
Class A Class B Class C

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Boston	6	4	1	5	3	0	7	5	1
New York	64	11	4	136	45	2	170	19	5
Philadelphia	12	3	0	16	7	0	19	4	1
Baltimore	23	1	0	34	8	1	58	5	2
Norfolk	13	4	0	11	5	0	33	10	5
Tampa	15	1	6	13	5	5	19	0	3
Mobile	34	5	0	19	7	0	62	8	0
New Orleans	67	11	1	96	26	4	157	25	5
Jacksonville	39	6	5	46	20	2	77	10	4
San Francisco	49	9	0	42	13	8	96	7	0
Wilmington	11	2	0	20	6	2	39	4	2
Seattle	53	8	3	43	16	6	104	5	6
Puerto Rico	6	4	0	12	10	0	22	2	0
Houston	77	14	9	100	24	19	164	17	12
Piney Point	1	8	0	1	20	0	0	1	0
Yokohama	2	0	0	2	0	0	2	0	0
Totals	472	91	29	596	215	49	1,029	122	46

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Boston	2	3	0	2	2	2	4	6	3
New York	64	30	5	112	46	5	157	50	6
Philadelphia	8	2	0	9	5	0	23	7	0
Baltimore	9	5	0	19	10	1	39	12	1
Norfolk	8	5	1	9	5	1	29	10	1
Tampa	8	2	1	8	4	3	15	5	0
Mobile	32	6	2	13	8	1	48	8	1
New Orleans	59	15	1	71	26	0	141	25	3
Jacksonville	36	9	0	37	22	0	64	14	4
San Francisco	30	12	1	29	15	1	81	13	1
Wilmington	13	0	0	13	2	1	24	13	0
Seattle	24	10	0	24	11	1	47	14	1
Puerto Rico	7	2	0	4	5	0	18	4	1
Houston	61	12	4	83	18	16	116	22	5
Piney Point	3	12	0	3	20	0	0	0	0
Yokohama	1	2	0	0	2	1	1	1	0
Totals	365	127	15	436	201	33	807	204	27

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Boston	1	0	0	1	2	2	2	0	1
New York	28	9	0	88	31	1	74	17	0
Philadelphia	4	0	0	5	4	2	14	2	0
Baltimore	4	4	0	21	6	0	23	8	0
Norfolk	17	2	0	5	6	1	26	3	0
Tampa	7	0	0	8	1	1	13	1	0
Mobile	13	3	0	15	4	1	30	4	0
New Orleans	32	6	0	38	25	3	99	11	0
Jacksonville	18	2	0	28	23	5	40	2	3
San Francisco	28	5	0	31	11	1	57	7	0
Wilmington	6	4	0	8	3	2	9	4	3
Seattle	19	1	0	18	3	7	36	7	0
Puerto Rico	4	0	0	12	11	4	12	3	0
Houston	22	3	0	45	18	26	66	9	0
Piney Point	3	2	0	3	50	0	0	0	0
Yokohama	1	0	0	1	1	0	1	0	0
Totals	207	41	0	327	199	56	502	78	7

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Boston	0	8	7	0	13	13	0	13	13
New York	24	83	40	58	138	206	58	138	206
Philadelphia	8	14	2	1	33	2	1	33	2
Baltimore	15	12	5	35	38	26	35	38	26
Norfolk	7	8	6	14	20	11	14	20	11
Tampa	8	7	5	9	7	2	9	7	2
Mobile	16	17	2	28	28	3	28	28	3
New Orleans	24	51	15	63	85	32	63	85	32
Jacksonville	17	32	5	19	37	14	19	37	14
San Francisco	14	18	10	57	37	22	57	37	22
Wilmington	4	12	8	9	19	13	9	19	13
Seattle	24	12	23	33	22	30	33	22	30
Puerto Rico	8	10	4	24	19	4	24	19	4
Houston	32	30	50	52	53	52	52	53	52
Piney Point	0	67	0	0	3	0	0	3	0
Yokohama	0	0	0	1	3	0	1	3	0
Totals	201	381	182	410	555	430	410	555	430

Totals All Departments 1,245 640 226 1,359 615 138 2,748 959 510
 ***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.

1,443 Incorrect Addresses

Your Name Shouldn't Be on This List

If the Seafarers Welfare Plan sent a general mailing to every member covered by the Plan, a total of 1,443 members would not receive a thing. The reason is that these 1,443 people have incorrect addresses on file with the Plan. The names and social security numbers of these members are printed below.

Most of the incorrect addresses can be attributed to members who have moved without reporting their new addresses. But whatever the reason, it is important for you to have your correct address on file with the Welfare Plan. If your name appears on this list, please write the Seafarers Welfare Plan as soon as possible notifying them of your correct address. The Plan is located at 275 - 20th St., Brooklyn, N.Y. 11215.

Abbott, V.	465-68-8493	Behneman, P.	213-66-1200	Butts, W.	266-58-4080	Costlow, R.	466-92-3423	Eljanny, M.	377-60-6458
Abegg, W.	494-58-6004	Behrens, J.	366-62-1359	Butumski, A.	177-12-5076	Couch, R.	285-40-2910	Ellard, J.	466-01-4215
Abel, H.	440-07-0803	Belcher, A.	459-60-2385	Buxton, G.	456-48-0128	Couch, J.	467-22-2608	Elliott, S.	449-98-7123
Abrahamson, T.	470-09-2109	Belcher, J.	228-38-8004	Buxton, R.	438-30-0884	Court, V.	467-84-7979	Elliott, B.	466-92-2666
Abshire, E.	456-16-9434	Belk, J.	463-56-9065	Byrd, J.	237-38-9846	Cowan, Jr., G.	227-78-6293	Elliott, H.	231-18-6845
Abshire, J.	138-36-0406	Bell, G.	455-24-6410	Caceres, C.	582-62-6400	Cox, T.	136-18-3032	Ellis, L.	460-54-0833
Accord, Jr., H.	135-48-9328	Bell, E.	439-08-8083	Cagle, C.	464-68-9809	Cox, R.	495-52-8963	Enfinger, E.	455-19-5464
Acord, J.	157-58-2405	Benedict, J.	438-34-5505	Cahal, D.	456-12-9409	Cox, J.	452-21-7988	Erickson, J.	352-44-0483
Acup, B.	488-34-5196	Benoit, L.	438-44-0312	Cain, R.	449-16-2669	Crabtree, J.	557-58-8027	Ernst, T.	494-28-7906
Adams, A.	230-94-5573	Benoit, J.	456-34-6908	Callicolte, J.	462-36-4628	Crabtree, T.	244-52-5786	Esparza, T.	459-74-5309
Adams, E.	462-66-7210	Benoit, L.	463-24-7081	Calverley, R.	465-84-1397	Crawford, W.	438-02-2778	Etzel, H.	450-16-2180
Adkins, C.	433-72-1927	Benoit, C.	460-16-7574	Camacho, A.	580-58-9643	Crael, R.	438-58-7675	Evans, A.	112-20-7131
Aitlike, P.	107-18-2612	Berg, M.	467-25-6025	Camp, K.	569-22-7806	Creppon, J.	452-30-8299	Evans, L.	462-80-1586
Albano, P.	144-38-3607	Bertrand, E.	461-52-7971	Campbell, R.	456-34-4998	Criswell, D.	412-21-1877	Ewing, J.	490-56-8420
Alcox, J.	422-01-1745	Berwick, H.	459-40-6833	Campbell, J.	464-46-8095	Cropek, A.	447-40-2984	Ezell, D.	416-84-5335
Aldridge, R.	514-20-1935	Beswick, E.	133-34-8542	Campbell, A.	456-12-0653	Cruz, A.	055-22-0147	Ezra, E.	459-96-7511
Algarin, G.	580-94-4396	Bethel, E.	173-28-0145	Campbell, J.	456-34-4998	Cruz, A.	581-34-4129	Fabre, E.	728-09-0908
Ali, H.	050-46-3919	Bettner, F.	424-76-1974	Campbell, Jr., J.	467-06-4097	Cryer, A.	439-48-8656	Fabre, E.	439-05-0089
Allen, K.	437-84-2811	Beyette, S.	381-60-6820	Campesi, R.	438-64-8788	Gulkin, W.	359-24-4884	Farris, D.	466-82-9079
Allen, J.	510-42-9336	Biagini, M.	154-48-8095	Candelario, R.	584-50-6670	Curtis, W.	314-40-9659	Faul, B.	437-08-9724
Allen, W.	468-70-8668	Bickford, H.	006-20-8423	Cantrell, R.	587-07-2312	Cushion, J.	456-12-2755	Faulkner, R.	450-84-9212
Alvarez, R.	212-34-0930	Biggers, R.	040-44-4435	Capparo, M.	115-50-4856	Cusic, B.	579-70-8112	Fears, D.	463-60-4942
Anderson, A.	723-14-7545	Bishop, P.	006-20-6590	Capps, B.	422-54-9852	Cusimano, C.	438-92-1918	Fedder, D.	502-62-3984
Anderson, A.	080-26-6054	Blackburn, P.	420-62-8188	Caraballo, R.	584-70-8252	Guller, C.	229-18-2509	Federator, T.	214-60-3237
Anderson, J.	493-50-3519	Bland, C.	454-84-9097	Carbell, H.	236-38-2781	Cutrer, I.	436-18-4709	Ferguson, J.	264-04-6832
Anderson, F.	155-28-2453	Blazina, C.	115-44-3922	Cardona, T.	084-40-2752	Czech, P.	468-32-8980	Fernandez, F.	581-08-0048
Anderson, N.	403-48-0631	Blesener, D.	472-18-8530	Carlock, W.	490-58-5147	Dahl, H.	535-88-6779	Ferrell, F.	283-38-8979
Anderson, M.	439-92-4500	Blumlein, R.	725-14-9646	Carmona, A.	584-56-4884	Dahl, B.	470-09-2345	Ferrell, C.	464-14-4726
Andicocchia, J.	518-56-7157	Bodge, J.	037-24-9926	Carrol, M.	505-36-4135	Dalgie, D.	449-18-2530	Ferrell, F.	458-78-7049
Andrews, D.	458-70-7003	Bodin, C.	456-66-6655	Carter, J.	463-96-1603	Dalhous, C.	450-04-2574	Ferrera, J.	719-10-2414
Andrews, J.	232-30-0635	Bolyn, J.	479-50-7172	Carter, R.	449-70-4906	Dalhous, G.	098-28-8825	Fineley, J.	061-22-8440
Aponte, J.	582-17-3970	Bonnette, S.	133-18-8545	Casey, T.	556-98-0727	Damon, C.	465-72-6848	Fisher, R.	467-02-1464
Appel, G.	549-36-1530	Bonyllain, D.	439-26-9658	Galters, K.	511-14-9969	Damon, R.	017-46-1464	Fisher, W.	527-52-2889
Arceneaux, P.	439-03-4091	Booth, J.	427-06-6255	Causey, M.	231-86-8472	Daniels, W.	467-92-0140	Fiveash, R.	483-04-2404
Armer, G.	456-62-1135	Boslic, R.	492-56-5166	Chafin, D.	316-18-5897	Daniels, C.	576-18-9089	Flader, D.	224-88-6054
Arnaud, J.	438-54-7671	Bowler, F.	229-76-8817	Chambers, F.	488-66-9525	Darnell, L.	458-46-6522	Flamming, R.	195-50-8056
Arnold, W.	458-28-6720	Bowler, S.	459-08-8828	Chambless, F.	461-21-1538	Darrough, E.	499-60-8924	Fletcher, J.	423-24-5104
Arnold, R.	063-32-8574	Bowler, Jr., F.	229-76-0817	Champagne, C.	466-98-4713	Daun, F.	496-40-0066	Flint, J.	312-10-1566
Arroyo, R.	581-05-1563	Boykin, J.	555-96-7061	Champagne, P.	464-17-9784	Davenport, J.	288-10-4986	Flores, G.	463-66-6603
Arthur, M.	464-76-2510	Bracey, W.	202-20-8254	Champagne, H.	454-42-4984	Davidson, R.	498-62-1240	Flores, J.	581-68-7891
Asbridge, R.	403-78-4526	Bradberry, C.	452-24-9299	Chaney, J.	464-64-5531	Davis, W.	460-05-6089	Flynn, F.	529-68-1145
Ashcraft, R.	464-18-1393	Bradshaw, M.	261-13-8259	Chaney, G.	493-67-8941	Davis, J.	559-38-7328	Ford, J.	439-30-9904
Ashford, H.	438-74-1341	Branch, J.	466-88-4993	Chanson, F.	436-36-2933	Davis, D.	505-32-6288	Ford, E.	454-16-0397
Ashworth, W.	411-48-5713	Branch, N.	451-80-9984	Chapman, C.	466-78-6490	Davis, Jr., B.	587-74-5249	Forst, T.	500-54-6603
Atwell, A.	266-38-6243	Branch, C.	450-56-7078	Charles, L.	578-86-6200	Day, L.	451-46-7595	Foshee, W.	450-38-2811
Aubry, J.	447-44-8903	Branch, D.	419-88-7892	Charriez, J.	583-38-8284	Day, L.	461-96-4293	Foster, W.	224-70-1767
Aucoin, J.	438-06-5864	Brannon, D.	224-76-2692	Chase, M.	508-70-1729	Dean, T.	494-66-3891	Fox, E.	439-02-8526
Aucoin, T.	437-70-8595	Brashars, F.	486-38-2793	Chavis, H.	256-20-5266	Dean, E.	431-46-4097	Franceschi, J.	558-62-3968
Audibert, F.	436-94-0421	Bresseaux, G.	458-21-8789	Chevalier, N.	583-80-9562	Decorte, P.	438-86-5493	Francis, L.	463-24-6797
Aulbach, D.	492-64-8247	Breard, G.	438-28-4300	Chevere, J.	534-46-3642	Dees, H.	421-20-4556	Franklin, Jr., J.	263-24-7500
Auslin, L.	246-36-5068	Breaux, Jr., W.	436-84-4531	Chisholm, A.	467-06-2197	Dehon, L.	438-16-9952	Frasure, J.	494-58-5012
Austin, E.	243-20-3288	Brecht, G.	419-96-7584	Christy, B.	488-60-2326	Dehon, R.	438-14-5507	Frato, J.	386-56-8461
Austin, L.	554-36-6058	Brekke, L.	570-20-9215	Christy, R.	548-76-5428	Delmont, R.	360-18-0647	Frayle, Jr., M.	436-50-9898
Austin, R.	368-66-1662	Brengle, J.	262-84-2364	Cintron, M.	212-28-5345	Dempsey, M.	456-98-9565	Frazier, J.	463-36-3050
Auslin, Jr., M.	579-44-7607	Brennecke, C.	439-98-3257	Clark, J.	034-46-6448	Denmark, G.	264-31-9996	Frazier, J.	437-22-5599
Ayala, J.	584-42-7498	Brink, E.	060-22-4523	Clark, F.	458-30-9196	Dent, R.	489-46-1023	Friend, C.	494-38-8731
Babin, B.	437-82-8842	Brimm, D.	144-56-2831	Clark, J.	418-66-1671	Dernbach, J.	250-30-0629	Fromme, H.	725-07-1018
Babin, J.	452-36-3153	Brisson, R.	468-34-4280	Clasen, C.	435-86-4092	Desmond, P.	547-76-0882	Frugia, R.	466-36-5847
Backstatter, S.	122-46-9786	Broadus, E.	449-66-1171	Clay, D.	500-52-9481	Diaz, R.	581-42-3775	Fryer, R.	010-32-3702
Backus, R.	578-22-4795	Brock, J.	703-18-9247	Claypool, D.	360-40-5202	Dickerson, D.	425-98-6656	Fuentes, H.	562-36-7165
Bacon, J.	467-22-5007	Broe, D.	531-54-2616	Clayton, O.	499-36-0043	Dickinson, D.	423-30-9177	Fuller, L.	450-24-8618
Baez, G.	581-34-7132	Brogden, G.	264-25-6586	Clayton, R.	490-70-9391	Dillon, J.	434-80-5095	Fuller, Jr., L.	452-74-2720
Baez, V.	584-42-3053	Brooks, C.	217-14-2427	Clingan, A.	464-18-0052	Dillon, J.	231-24-0625	Furman, J.	155-46-7244
Bailey, W.	299-50-1721	Brooks, W.	717-10-6426	Coats, B.	466-48-8223	Dixon, R.	704-01-5739	Gallagher, J.	198-30-2863
Bailey, T.	456-27-1168	Brooks, II, C.	550-62-1125	Coats, J.	449-44-6403	Dodson, C.	309-70-6388	Gallagher, Jr., E.	273-42-8915
Bailey, M.	465-17-2532	Broussard, R.	459-64-1959	Coffey, J.	486-64-3621	Doherty, A.	462-26-3580	Gallowitz, C.	082-44-5611
Bakarich, P.	712-14-5923	Brown, J.	405-38-6988	Coffey, I.	452-26-0042	Dolan, T.	536-28-8093	Gambie, G.	526-25-7971
Balanay, A.	726-16-8940	Brown, P.	488-40-1264	Colburn, G.	438-82-1690	Domangue, M.	438-94-4843	Garcia, R.	463-66-7973
Balbin, T.	586-60-4125	Brown, J.	466-76-9685	Cole, R.	232-72-8316	Domec, D.	402-68-3106	Garcia, N.	061-28-6896
Baldwin, B.	462-48-7894	Brown, V.	451-62-1207	Coleman, K.	456-34-1439	Donaldson, P.	497-52-4553	Garcia, E.	584-62-9989
Bane, J.	517-63-3598	Brown, C.	462-04-0477	Collins, H.	425-50-0317	Donaldson, G.	490-56-8731	Garcia, M.	583-86-6965
Barger, R.	552-28-7555	Brown, W.	459-74-2924	Colon, A.	581-76-6156	Dong, S.	560-46-2347	Garner, W.	498-34-4826
Barnes, K.	486-70-8794	Brown, R.	423-62-2283	Colon, R.	582-05-8446	Donnelly, R.	439-80-1738	Garner, B.	495-66-3488
Barnhill, G.	261-11-2763	Brown, B.	432-46-5351	Colson, J.	728-01-0554	Donnelly, Jr., J.	461-54-0736	Garner, T.	438-10-6292
Barras, R.	466-48-1715	Brown, A.	452-13-7808	Colwell, G.	493-58-1147	Dorsett, W.	452-42-4583	Garnett, R.	456-74-1468
Barrett, J.	489-66-5609	Browning, S.	454-02-6822	Comalander, J.	467-58-4321	Dorsey, R.	450-68-8733	Garrett, D.	267-06-5608
Barth, W.	186-09-9632	Broxson, L.	466-36-7941	Cone, J.	587-46-0988	Dorsey, D.	439-72-6008	Garriott, N.	449-04-2274
Bartholamew, R.	451-46-9194	Bruce, T.	439-72-7446	Connors, R.	461-60-8535	Douthitt, D.	403-42-0307	Gaston, W.	463-09-4535
Bartholmey, C.	463-17-1068	Bruner, C.	467-56-4783	Connors, R.	461-60-8612	Dow, Jr., J.	458-56-3205	Gates, J.	577-64-9817
Bartholmey, G.	484-28-5094	Bryant, J.	439-80-1077	Conrad, P.	458-80-8269	Dronet, A.	587-50-8821	Gegenheimer, J.	439-80-4073
Bartholmey, S.	458-06-8413	Bryant, A.	452-72-0686	Conrad, S.	495-52-2840	Dubach, G.	486-64-1964	Gegenheimer, T.	434-74-6272
Bartsch, Jr., A.	494-32-6758	Bryant, A.	454-02-6718	Conrad, G.	481-24-1464	Dubroc, W.	437-52-6843	Gennusa, F.	454-10-3444
Basinger, L.	438-22-1367	Bubakr, H.	375-38-3992	Conroy, M.	498-68-3552	Duerr, H.	521-42-4749	Gentry, H.	263-70-1379
Batayias, P.	722-09-0520	Buccioni, V.	000-00-0002	Cook, H.	409-68-4673	Duet, M.	439-88-5470	Gibbons, B.	487-70-0460
Bateman, V.	487-60-1902	Buchanan, J.	263-31-3712	Cooley, J.	423-42-0812	Duggan, C.	700-18-9277	Gibbs, G.	158-80-8459
Bateman, Jr., R.	228-78-2461	Burch, W.	247-54-1165	Coop, R.	311-64-0562	Duhon, R.	436-08-7749	Gibbs, L.	452-54-3551
Baucum, J.	558-82-5642	Burgdorf, R.	496-62-6448	Cooper, T.	421-66-6087	Dunegan, T.	430-50-4923	Gibson, F.	438-16-0172
Bauer, W.	438-34-2858	Burnham, L.	263-60-1397	Cooper, G.	452-28-4129	Dunn, R.	096-30-8372	Gibson, T.	585-50-7994
Baxter, R.	457-42-2707	Burnsed, H.	259-40-9874	Cooper, L.	486-50-7954	Duran, F.	408-56-9313	Gilchrist, Jr., J.	465-76-7356
Baxter, E.	452-60-8196	Burrells, R.	422-70-8032	Copeland, J.	526-38-4311	Durfee, A.	475-36-1598	Gilchrist 2, C.	463-68-7249
Bazor, N.	422-54-6608	Burroughs, R.	517-66-6839	Corbett, C.	495-48-5332	Dyaon, S.	509-52-6339	Giles, R.	477-12-3738
Beamon, Jr., J.	538-54-2024	Bush, M.	459-88-4597	Cordell, R.	260-74-3145	Eason, T.	439-96-2622	Gilliland, Jr., E.	491-05-9635
Beatty, J.	287-56-6345	Bush, J.	138-01-7346	Corley, E.	454-28-7216	Eathorne, R.	374		

Glass III, R.	454-84-7288	Hearn, Jr., N.	179-24-2123	Jackson, B.	488-66-2754	Lingenfelter, P.	510-30-8312	McRea, V.	587-14-6953
Glastetter, D.	486-52-4758	Hebert, E.	437-44-7269	Jackson, J.	465-72-6385	Linsley, S.	567-86-8512	McGwain, J.	422-58-0209
Glisson, W.	452-05-1355	Hebert, J.	439-16-2845	Jaco, S.	335-40-5281	Livengood, J.	152-54-8974	McVillie, M.	438-86-6613
Glowacki, J.	379-62-5804	Hebert, A.	438-36-6910	Jacobs, R.	456-12-4988	Lloyd, D.	288-14-8881	Mehl, D.	455-08-2442
Godeke, K.	452-30-1179	Hebert, D.	438-80-4558	Jagenow, D.	363-58-6726	Lodriguss, C.	438-09-8498	Mejias, C.	580-80-9686
Godwin, G.	449-94-2850	Hebert, J.	461-24-9555	Jagenow, A.	386-70-7455	Lofton, R.	427-82-9281	Mekosh, J.	191-28-2236
Goldberg, J.	577-78-0120	Hebert, C.	454-02-8198	Janes, M.	530-32-6368	Lopez, N.	586-60-7465	Menz, K.	493-62-4855
Gomez, L.	584-68-9924	Hebert, L.	466-56-2344	Jansen, D.	486-54-9435	Lotz, W.	582-22-2434	Merchant, C.	420-92-3399
Gonzales, P.	464-74-4156	Heddins, V.	462-96-5493	Jarman, J.	419-36-7643	Loupe, L.	435-38-1864	Meskill, M.	060-46-2879
Gonzalez, J.	583-80-3068	Holgren, A.	455-14-1946	Jenkins, D.	449-92-6095	Lousson, L.	206-16-8920	Metzroth, C.	521-80-8465
Goodhue, W.	020-12-0769	Helmstetter, R.	439-11-2050	Jenkins, T.	465-84-1020	Louviere, S.	459-08-9227	Meuser, W.	512-52-9968
Gooding, H.	721-01-7508	Helmstetter, R.	439-11-2025	Jennings, T.	401-88-1798	Louviere, S.	449-44-5517	Meyer, L.	481-24-0901
Goodson, K.	499-60-1698	Hembree, Jr., J.	445-78-0548	Jewell, F.	466-80-8922	Lovingloss, J.	568-76-5214	Meyers, R.	432-52-7069
Gordon, A.	518-16-3261	Henderson, D.	526-72-5798	Johnson, A.	509-32-7301	Lowe, M.	453-68-6667	Miles, O.	467-30-2181
Gould, M.	438-76-2752	Hendrix, A.	549-24-8833	Johnson, N.	534-50-1482	Luckett, G.	511-12-1127	Millberger, R.	419-82-9680
Gove, R.	496-50-8035	Hendrixson, R.	510-07-9990	Johnson, J.	423-82-8997	Ludani, R.	462-30-3639	Miller, J.	417-76-7423
Granger, D.	458-28-4224	Henry, R.	465-84-2119	Johnson, L.	351-34-9404	Lupton, R.	561-64-0561	Miller, W.	257-10-3302
Granstrom, A.	534-01-9251	Henry, Jr., S.	467-06-0292	Johnson, H.	367-28-0316	Lynn, A.	284-14-1333	Miller, J.	501-52-6153
Grantouskey, S.	282-18-9770	Henson, M.	485-02-2520	Johnson, C.	57-36-4131	Lyon, R.	493-34-3281	Miller, C.	212-56-5000
Gray, C.	456-84-6108	Henson, S.	492-54-5601	Joiner, R.	420-88-6410	Maddox, E.	557-60-3323	Miller, C.	721-09-0035
Gray, J.	493-28-4546	Herban, C.	703-01-0490	Jolly, Jr., B.	494-66-4450	Magyar, S.	578-54-8755	Miller, J.	587-50-8574
Gray, Jr., R.	577-09-4012	Herina, J.	564-62-6827	Jones, J.	491-30-6625	Mahon, H.	450-90-2088	Mire, C.	439-22-7145
Greco, P.	471-20-3439	Herndon, J.	534-48-1863	Jones, P.	498-26-5850	Mainer, B.	460-92-8612	Missing, M.	000-03-0134
Greco, J.	474-58-4898	Herring, C.	491-44-8341	Jones, B.	459-68-8778	Mainor, B.	460-92-8617	Mitchell, W.	504-24-0161
Greelf, L.	086-22-7751	Herzog, G.	215-78-2300	Jones, D.	435-86-5899	Malave, J.	580-20-6521	Mollick, H.	471-16-3436
Green, S.	490-60-4573	Hessey, J.	216-28-9935	Jorgensen, P.	153-42-9748	Malave, F.	580-20-6524	Monroe, E.	406-34-2700
Green, W.	493-58-2445	Heumann, J.	496-64-3350	Jorgensen, P.	460-18-7060	Maldonado, W.	580-20-1619	Monson, B.	462-70-4131
Greiff, R.	527-96-7679	Hickman, R.	437-88-2747	Lamarra, D.	193-38-0122	Maneely, M.	452-04-2928	Moody, S.	449-70-5911
Gremillion, J.	438-06-4563	Hicks, J.	420-78-0026	Lamb, B.	495-54-0747	Mangiaracina, B.	561-30-5573	Moore, J.	149-23-2433
Grice, R.	375-30-0816	Hicks, B.	557-36-4053	Lambert, J.	489-64-4717	Mangini, R.	584-20-4700	Moore, S.	452-04-1487
Griffin, J.	454-02-7667	Hicks, E.	563-09-1693	Landa, C.	559-34-8081	Mannion, K.	083-38-5632	Moore, R.	463-70-1427
Griggs, J.	464-56-2538	Higgins, M.	143-46-2604	Landry, B.	461-52-7615	Mannisto, G.	375-42-6396	Moore, M.	529-24-1368
Griggs, B.	464-22-7484	Higgins, K.	433-06-1797	Landry, J.	438-46-6545	Marchisio, J.	460-02-9073	Moore, V.	544-56-5485
Grimes, W.	449-44-5329	Hill, B.	550-04-1779	Lang, T.	267-25-2724	Marcus, D.	466-42-8549	Moore, E.	457-20-3145
Groom, B.	264-26-4224	Hill, D.	535-54-9746	Larsen, E.	407-50-0068	Mardones, E.	000-00-0001	Moore, Jr., E.	449-04-7451
Grossman, P.	499-56-6991	Hines, S.	453-62-2043	Larson, W.	574-10-3454	Marino, J.	454-10-4462	Moran, J.	527-46-9819
Grow, L.	438-96-7285	Hingle, M.	438-02-4862	Laskey, S.	007-54-2888	Marion, F.	545-20-2593	Moret, P.	582-70-0414
Grumbles, M.	463-48-4896	Hinton, G.	451-78-9133	Latimer, J.	453-26-9347	Marshall, G.	467-96-0784	Morgan, B.	409-40-5615
Guerra, V.	262-28-1670	Hoang, V.	586-44-3237	Latour, G.	477-56-1480	Marshall, E.	488-20-9242	Morgan, D.	434-18-1701
Guidry, R.	453-04-4878	Hobbs, L.	460-03-9735	Latour, L.	476-09-5472	Marshall, C.	451-66-5738	Morgan, D.	453-36-6483
Guldry, P.	437-38-2688	Hodges, C.	459-46-7496	Latour, P.	476-70-5937	Marshburn, III, R.	231-86-4103	Morgan, R.	155-18-4611
Guldry, R.	455-29-7425	Hogan, J.	386-68-3988	Laus, A.	470-01-6876	Martin, M.	349-20-6243	Morgan, M.	264-68-0452
Gutierrez, D.	452-66-0504	Holden, D.	439-72-5578	Lawrence, L.	706-12-2377	Martin, A.	433-02-5338	Morgan, D.	463-36-3023
Guzman, F.	580-66-8832	Holmes, R.	499-64-7303	Lawson, Jr., A.	231-44-6087	Martin, L.	254-40-1849	Morgan, C.	466-48-1198
Haas, S.	587-90-3514	Holst, J.	467-56-6438	Leager, M.	168-46-5321	Martin, L.	254-40-2849	Morris, N.	467-92-5374
Hackney, S.	198-46-7988	Hook, W.	227-18-4516	Leatham, Jr., E.	435-38-9439	Martin, L.	490-38-9395	Morris, E.	466-38-2973
Hadorn, D.	401-86-6992	Hopson, R.	452-21-7773	Leblanc, S.	438-28-1094	Martin, E.	466-17-2626	Morris, C.	461-70-1533
Hageman, J.	150-52-9527	Horn, R.	438-07-9793	Leblanc, T.	459-52-3454	Martin, C.	435-15-0959	Morris, C.	288-94-6831
Haizlip, J.	453-44-5318	Howard, B.	265-44-8971	Leclerc, A.	242-62-0515	Martinez, V.	582-26-3665	Morris, J.	234-30-9701
Hall, J.	416-80-9942	Howard, J.	723-18-5584	Ledet, M.	438-11-9875	Massa, L.	455-58-9444	Morris, R.	453-62-0758
Hall, R.	263-48-0359	Howe, W.	495-24-0128	Ledet, L.	438-02-5478	Mathis, H.	260-44-2750	Morrisette, R.	230-12-0605
Hamilton, Sr., E.	438-40-0910	Howell, D.	264-08-3212	Ledet, R.	439-88-6296	May, C.	464-04-7942	Morton, S.	436-66-4558
Hammond, C.	439-07-8058	Howes, G.	007-54-4187	Ledet, C.	439-88-6287	McCaskill, J.	526-88-5578	Mosher, J.	553-64-1021
Hampson, W.	123-22-0198	Hubbard, M.	497-68-5403	Ledet, R.	459-08-9190	McClelland, J.	265-34-9940	Mosley, R.	509-56-3971
Hanks, J.	438-26-0785	Hudson, R.	194-18-0406	Lee, L.	425-17-8646	McCormick, H.	264-32-4922	Mowbray, G.	239-86-0693
Hannah, C.	263-20-0443	Huff, Jr., J.	576-68-7237	Lee, R.	453-50-9502	McCoy, R.	230-88-8341	Muirhead, W.	587-44-0440
Hansen, P.	116-48-5115	Hughes, T.	439-92-4641	Lee, J.	099-26-0213	McDaniel, S.	559-20-4774	Mull, W.	386-01-0366
Hansen, F.	719-09-3620	Hughes, W.	719-18-1667	Lee, F.	240-66-9845	McDonald, D.	454-42-9230	Mullen, R.	458-96-9442
Harden, Jr., J.	486-66-1045	Hulsart, Jr., T.	456-94-5342	Lee, R.	246-38-2609	McDonald, L.	458-62-4399	Mulvihill, J.	048-58-5796
Hardin, J.	466-88-3271	Hunt, R.	487-46-0641	Leech, Jr., J.	458-96-9200	McDonald, T.	487-62-9794	Murphy, B.	383-68-6068
Hardy, L.	490-14-1823	Hurd, R.	451-36-0074	Leeper, E.	303-26-5713	McDonough, G.	537-62-7476	Murphy, R.	458-82-4128
Harkey, D.	461-74-7277	Hurst, G.	227-56-2597	Leicher, D.	439-17-6299	McDougall, F.	284-12-9119	Murphy, S.	458-82-4163
Harper, A.	416-96-3868	Hutchins, T.	449-52-0645	Leivin, A.	005-03-8585	McEwen, G.	100-50-1478	Murphy, W.	460-96-3570
Harris, M.	456-34-5355	Hyatt, V.	337-14-1685	Leoncy, J.	580-05-0696	McGee, T.	457-29-6078	Murphy, A.	456-58-6057
Harris, M.	465-20-7624	Hyslop, J.	714-18-1300	Lesh, A.	722-12-0940	McGee, J.	463-54-4129	Murray, R.	436-98-5103
Harris, T.	416-84-5162	Iglesias, E.	583-42-8945	Lesh, W.	449-03-9073	McGee, E.	465-40-9778	Musaid, A.	565-58-5549
Harris, W.	293-48-6777	Iglesias, J.	582-76-5681	Lesdusky, A.	293-11-4819	McGlothin, D.	464-78-0961	Myers, M.	495-28-3917
Harris, R.	577-22-1534	Illaraza, R.	584-56-5045	Lewis, K.	459-23-5812	McGraw, F.	155-12-2701	Mynes, A.	498-44-2094
Hart, S.	216-68-8024	Iosue, T.	463-98-2444	Lewis, J.	498-60-0755	McGraw, J.	155-12-3701	Nall, K.	400-76-9726
Hartley, M.	454-88-6940	Irish, E.	543-68-7291	Lewis, J.	229-84-9227	McGraw, T.	120-10-6189	Nance, R.	224-60-1079
Harvey, P.	413-50-1757	Istre, J.	438-30-2036	Lewis, III, R.	138-34-9942	McIntyre, J.	438-64-8622	Navarro, F.	576-38-2085
Haston, E.	496-20-5429	Ives, G.	451-18-7597	Lewis, G.	054-13-3186	McKain, O.	717-09-4971	Neal, G.	493-22-1774
Hathaway, A.	492-54-4670	Ivey, G.	528-94-8522	Liljquist, J.	366-54-3257	McLagan, G.	272-20-5180	Negard, H.	470-01-7410
Hawthorne, E.	263-70-0612	Ivey, Jr., N.	587-68-4837	Lindley, R.	465-38-4244	McLain, H.	451-30-4450	Negron, M.	588-26-4136
Hawthorne, H.	565-12-4220	Jackson, P.	235-02-8403	Lindley, Jr., R.	454-90-8455	McLendon, E.	267-42-6084	Nelson, L.	461-76-7934
Haynes, D.	404-56-9143	Jackson, M.	439-30-5581	Lindsay, J.	439-68-2074	McLewis, F.	453-01-0627		
Heald, C.	110-14-5869								

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Golden Monarch Committee



Recertified Bosun Tom Brooks, seated center, files beef with SIU patrolman Ted Babkowski, seated right, at payoff of the *Golden Monarch* in the port of New York. Others in the ship's committee are: Ismael Rivera, seated left, steward delegate. Standing from the left are: Dean Wooster, engine delegate; G. Koutouras, deck delegate and Fred Landrom, who sails ordinary.

SL Galloway Committee



The ship's committee on the *Sea-Land Galloway* get together during recent payoff in Port Elizabeth, N.J. They are from the left: A. Seda, secretary-reporter; Recertified Bosun George Burke, ship's chairman; J. Gleaton, steward delegate; J. Linton, engine delegate, and R. Nickalasky, educational director.

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Nelson, S.	458-04-8586	Pelsue, T.	030-42-5353	Raines, R.	567-70-3030	Rodgers, D.	465-08-0450	Sears, L.	262-56-9878
Netzel, M.	452-46-6055	Perales, R.	461-14-0495	Rains, W.	717-08-4567	Rodgers, Sr., C.	453-24-7586	Seay, R.	244-76-0711
Newman, C.	463-24-8186	Perez, T.	580-30-9619	Ramirez, L.	438-06-7278	Rogers, G.	571-36-0060	Segrest, H.	453-86-2427
Newton, F.	457-48-6989	Perry, J.	445-18-9226	Ramirez, L.	584-42-0615	Rogers, A.	217-40-0874	Seier, J.	487-46-4976
Niday, III, J.	451-88-3734	Perry, R.	261-21-2592	Ramos, L.	580-72-1275	Roman, G.	113-28-8052	Self, A.	455-15-8931
Nieves, E.	581-68-8691	Peterson, L.	513-28-8413	Ramos, J.	582-52-3166	Roman, S.	189-34-9144	Sendejas, Jr., A.	457-82-8949
Nigro, J.	461-08-5034	Pettman, C.	244-82-4732	Ramos, H.	581-66-5657	Roman, L.	580-42-1030	Serveh, B.	523-56-1990
Nipper, Jr., D.	231-30-1437	Pfeil, R.	493-46-9152	Ramos, R.	581-07-0271	Romeo, Jr., J.	227-88-2520	Seward, W.	456-12-0989
Nixon, L.	452-74-4191	Phan, D.	586-32-9042	Rampton, G.	528-54-8779	Romero, E.	438-38-6484	Sharon, N.	438-16-3725
Nixon, W.	452-74-4199	Phan, V.	586-44-8445	Rampy, A.	465-06-8399	Rose, R.	053-30-9986	Sharp, G.	478-32-6649
Noble, L.	236-48-0794	Phelps, D.	432-58-5309	Rampy, T.	459-52-2475	Rosado, A.	587-50-4018	Sharp, G.	478-22-6649
Norris, A.	420-10-8623	Phillips, R.	221-40-8212	Ramsey, H.	449-18-4796	Rosenthal, A.	460-10-1201	Shauger, P.	721-09-9774
Norris, H.	465-76-6940	Piantieri, N.	712-16-4580	Ramsey, J.	438-09-7506	Ross, J.	455-38-5280	Shearer, D.	498-62-1443
Northrop, M.	423-14-3453	Pickarins, J.	430-34-5643	Rankins, A.	422-03-0316	Ross, J.	494-26-0526	Shedron, G.	489-52-7243
Nowlin, T.	457-74-9385	Pierce, D.	229-82-5950	Ranna, J.	438-70-0236	Rosser, J.	438-13-7535	Shelton, R.	575-68-7717
Nugent, M.	029-42-6111	Pirney, W.	474-18-4510	Rasom, Jr., W.	459-66-2796	Rossi, II, R.	424-80-1423	Shoppard, C.	565-32-7735
Nunory, B.	267-27-0301	Pitre, R.	439-72-8614	Rappold, T.	438-62-1823	Rossier, R.	433-82-4710	Sheppard, J.	465-36-6998
Nupp, Jr., G.	483-30-5439	Pitt, W.	222-62-4833	Ratley, S.	401-20-0737	Rowbatham, H.	438-08-7695	Shields, H.	439-08-9895
Oakley, O.	120-50-7538	Plusinski, G.	366-62-7255	Rauner, R.	092-40-8261	Rozelle, P.	021-40-7493	Shipley, D.	510-26-0995
O'Brien, P.	572-07-9826	Plash, III, S.	467-19-8195	Rebollo, J.	582-76-7338	Rubenstein, P.	492-52-6406	Shircael, C.	369-03-9457
Ockman, C.	438-64-9162	Plash, Jr., S.	452-36-2381	Redditt, R.	238-46-9455	Rudel, G.	502-18-3806	Sholar, E.	237-36-1238
O'Daniel, T.	513-60-3826	Pohiman, S.	498-64-0675	Redford, G.	488-60-8441	Rushing, W.	463-32-1876	Shurley, T.	453-11-0402
Odum, Q.	416-40-6881	Pointer, D.	500-38-8986	Reed, G.	531-14-9588	Russell, W.	438-48-9018	Shurley, Jr., J.	460-19-6351
Odum, J.	419-84-7066	Polk, L.	452-36-5847	Reed, J.	550-26-5476	Russell, C.	464-76-8886	Simar, J.	458-10-8665
O'Farrell, J.	457-96-8896	Pollard, M.	728-05-0332	Reed, E.	453-86-0806	Russell, R.	561-24-9793	Simmons, J.	229-64-0832
Ogston, C.	438-24-2566	Poont, P.	178-40-6375	Reed, Jr., M.	451-94-8922	Russell, R.	561-24-9798	Simmons, K.	461-84-4774
Ogeron, Jr., C.	458-90-1294	Pope, J.	457-84-9676	Reed, Sr., M.	451-30-8326	Russell, R.	403-34-2211	Simmons, R.	452-72-7744
Ogle, J.	551-34-4082	Porcelli, L.	712-16-4584	Respass, R.	228-80-7165	Russell, Jr., W.	464-76-2413	Simms, E.	706-10-5775
Olderich, C.	025-42-7590	Poskonka, S.	718-10-2197	Retherford, C.	438-22-3852	Ryan, J.	465-28-9410	Simone, A.	720-05-8026
Olsen, H.	457-58-7497	Peskonks, S.	712-10-2197	Reyes, D.	486-43-6768	Ryan, III, P.	454-78-8999	Simons, R.	135-48-5628
Olson, F.	474-03-6888	Potter, L.	312-50-5150	Reynolds, W.	467-60-6980	Ryan, Jr., P.	461-18-0787	Simonton, P.	459-03-4202
O'Neal, J.	495-72-9855	Pottgen, R.	496-48-3721	Rhoades, O.	006-20-5044	Sadler, C.	717-09-6239	Sirron, J.	431-72-2201
O'Neal, A.	217-26-0079	Potts, J.	451-58-8149	Rhoads, R.	446-46-4766	Saeed, S.	546-13-4597	Skagen, W.	533-58-2983
Orcutt, W.	464-92-2569	Potts, W.	450-56-1821	Rhynes, J.	513-58-0172	Salaman, J.	584-12-4228	Skellon, R.	454-94-0713
Orfield, G.	577-24-5924	Poulsen, O.	562-09-9149	Richard, E.	424-56-2361	Salametes, J.	041-52-5397	Slagle, J.	407-46-4283
Orr, L.	438-38-9068	Pounds, W.	424-56-2361	Richardson, G.	419-20-3085	Salch, R.	076-48-8035	Sloan, F.	495-34-2636
Ortiz, P.	582-18-7587	Powell, K.	561-50-6149	Richardson, P.	456-96-6313	Salthrez, W.	104-20-3973	Slone, L.	459-50-6883
Ortiz, W.	581-80-6620	Powers, R.	373-58-0992	Richardson, G.	466-05-5038	Sammon, Jr., J.	465-19-8881	Smith, T.	369-22-7522
Osborne, G.	570-52-5246	Prehm, R.	494-34-1851	Richardson, M.	459-08-8926	Sanchez, A.	581-66-3780	Smith, J.	370-46-9621
Oshea, J.	089-46-7276	Prehm, W.	229-86-4452	Ricker, R.	578-01-7051	Sanchez, M.	585-26-4869	Smith, B.	493-62-7232
Olis, W.	460-10-9119	Pressley, E.	401-20-7346	Ricketts, L.	315-52-8786	Sanderson, B.	587-84-6795	Smith, M.	460-42-7510
Owens, C.	435-22-8335	Prewitt, H.	463-44-0290	Rider, J.	466-52-3190	Sanders, M.	466-82-7711	Smith, R.	455-42-3587
Owens, B.	248-12-4437	Price, E.	439-38-9939	Ridgeway, W.	568-26-6335	Sanders, T.	487-44-9990	Smith, L.	467-56-6091
Paige, G.	428-66-0844	Pritchett, K.	421-76-6112	Rivera, S.	583-90-5643	Santiago, F.	582-16-5133	Smith, L.	467-94-0178
Paloumdis, G.	082-46-6488	Prosser, III, A.	494-66-2850	Rivera, V.	583-38-9431	Santos, F.	583-26-4241	Smith, C.	522-70-3182
Parker, G.	435-92-8660	Pruille, D.	496-64-3287	Rivera, E.	580-50-9178	Santos, Jr., C.	027-36-7257	Smith, P.	518-48-7232
Parker, J.	457-70-9816	Prusia, D.	483-70-9467	Rivera, R.	584-42-7929	Sarvis, J.	454-02-9505	Smith, H.	490-32-1586
Pascasio, A.	574-22-6894	Puckett, D.	438-54-1509	Roach, R.	274-05-5674	Sarvis, Jr., L.	452-94-5787	Smith, J.	217-76-5969
Pasur, R.	453-18-3089	Purcell, W.	497-38-8512	Robb, D.	454-78-9404	Saucier, L.	436-94-2427	Smith, F.	438-62-3467
Pain, J.	439-50-2633	Purser, J.	231-66-6489	Robbins, D.	007-18-1189	Schmitt, A.	438-60-8816	Smith, D.	450-90-4087
Palton, I.	488-40-2020	Putegnat, H.	467-14-7207	Roberts, C.	461-18-4025	Schnelder, K.	438-98-0637	Smith, R.	424-90-6686
Patty, E.	438-44-9999	Quebedaux, R.	465-84-1230	Roberts, J.	487-62-0222	Scholl, W.	499-30-3117	Smith, Jr., J.	423-52-6186
Paul, R.	527-36-8115	Quion, B.	586-60-3364	Robertson, B.	491-36-2287	Schweiss, D.	496-66-1050	Smith, Jr., W.	465-62-6886
Pawlak, J.	313-14-9216	Rafferty, T.	474-14-0254	Robinson, T.	536-42-3958	Scoggins, J.	430-23-8626	Snell, J.	452-68-2504
Payne, J.	509-38-8993	Rafferty, R.	186-35-0636	Robinson, R.	347-52-5919	Scott, R.	434-68-9935	Snodgrass, J.	492-60-5454
		Ragan, C.	308-52-4509	Robinson, J.	413-78-2934	Seago, A.	260-20-2119	Snow, R.	723-18-7241
		Raines, R.	498-66-0117	Rochester, M.	467-26-8145	Searles, W.	107-38-7557	Sobba, M.	496-64-6018

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:

Frank Drozak, Chairman, Seafarers Appeals Board
275 - 20th Street, Brooklyn, N.Y. 11215

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

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

KNOW YOUR RIGHTS



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

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

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

KNOW YOUR RIGHTS

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

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

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

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

Solomon, S.	424-66-9734	Tatum, H.	580-10-9837
Sonnier, Jr., N.	457-52-9512	Taylor, J.	224-36-3491
Sorensen, R.	564-56-5551	Taylor, A.	223-20-6922
Sorensen, D.	476-38-9286	Taylor, J.	453-16-4292
Sorensen, J.	373-58-0791	Taylor, A.	434-96-5346
Soudelier, H.	438-34-6995	Taylor, L.	006-22-3180
Soutullo, Jr., W.	417-74-6539	Teasenitz, M.	717-12-7439
Spain, R.	419-46-1138	Tech, E.	474-26-4143
Spalding, N.	303-48-9525	Teller, C.	450-66-6754
Spencer, D.	438-98-1255	Theriot, N.	466-56-0521
Spencer, S.	438-62-5229	Thomas, S.	466-43-1630
Spiller, K.	463-82-3684	Thomas, P.	462-44-1126
Spivey, E.	452-32-9514	Thomas, M.	456-44-0543
Spooner, E.	721-18-0635	Thomas, P.	450-50-9505
Squire, H.	438-26-4953	Thomas, R.	262-46-1785
Stancil, J.	526-55-0189	Thomas, G.	531-84-2444
Standard, G.	452-02-9107	Thomas, C.	703-01-0528
Stang, Jr., F.	435-13-7044	Thomas, F.	215-14-6521
Stanger, R.	483-62-6990	Thomas, Jr., P.	450-15-6861
Stanley, A.	496-28-6236	Thomason, D.	487-52-1069
Staples, F.	170-36-7015	Thompson, D.	263-28-3254
Stateler, R.	500-18-2098	Thompson, H.	444-32-4158
Steadham, G.	439-80-1287	Thornhill, T.	449-82-8070
Steber, W.	468-98-3483	Thorsteinsson, J.	099-30-5746
Steckel, D.	208-38-7936	Threlkoi, R.	506-26-7508
Stepan, P.	472-32-0211	Tibbetts, L.	450-28-1528
Stephens, J.	469-92-8159	Tiedeman, F.	706-18-6854
Steurer, J.	263-55-5469	Tierney, D.	438-76-1331
Stevens, R.	151-50-3137	Tierney, J.	435-88-2886
Stevens, T.	526-35-6797	Tigett, Jr., V.	466-32-4736
Stewart, L.	438-80-0475	Tilton, M.	456-16-1898
Stewart, A.	239-52-8625	Tisdale, J.	453-30-2693
Stewart, J.	466-96-6538	Titus, J.	458-14-6920
Stinson, R.	431-78-8497	Tofano, R.	123-54-9362
Stirton, I.	271-28-8609	Torres, G.	563-13-8748
Stonestreet, C.	419-64-6529	Torres, E.	438-02-7031
Storch, D.	452-84-9829	Touchette, E.	439-46-1779
Story, R.	400-82-8722	Toups, J.	459-56-7040
Strauss, III, E.	267-92-4765	Trahan, A.	455-21-0602
Strawn, J.	432-80-7119	Trahan, T.	463-66-8153
Strickland, T.	452-72-0701	Trahan, R.	454-70-2889
Strickland, F.	567-07-0725	Travelbee, III, C.	438-70-5951
Strickland, G.	455-82-2602	Triche, R.	435-02-0359
Strode, B.	565-24-8988	Trimble, H.	463-66-8422
Stroh, M.	374-66-6641	Trinidad, G.	580-26-2920
Stubblefield, B.	498-16-0061	Trosclair, D.	438-80-3892
Suedmeyer, G.	508-18-8173	Trosclair, J.	438-34-1271
Suit, K.	454-64-9550	Troup, R.	457-52-9867
Sullivan, J.	505-34-4054	Tuberville, J.	421-76-7658
Sumrall, J.	450-90-3897	Tuberville, W.	421-72-5480
Sutton, Jr., L.	466-70-7340	Tucker, T.	112-40-9363
Swann, T.	453-18-3086	Turkoulch, F.	583-32-4161
Sylvester, R.	093-26-6856	Tyler, III, R.	263-04-5699
Talbot, J.	166-16-3783	Tyra, M.	452-56-2324
Talcott, G.	291-12-2604	Underhill, J.	157-36-6327
Tanner, G.	547-80-6741	Urriola, J.	529-78-2552
Terifa, L.	533-24-0894	Vachow, K.	386-46-4152
Tatum, J.	453-26-3620	Valentine, P.	433-30-7684
Tatum, H.	580-01-9832	Vanderport, A.	475-07-8690



Seventy-one cents of every dollar spent in shipping on American-flag vessels remains in this country, making a very substantial contribution to the national balance of payments and to the nation's economy.

Use U.S.-flag ships. It's good for the American maritime industry, the American shipper, and America.

Varner, J.	344-80-7626	Welch, J.	423-30-0362	Wilson, Sr., C.	428-12-6323
Varney, S.	485-34-7921	Weller, D.	460-84-5622	Wimberly, J.	418-66-2185
Vaughn, F.	412-38-6200	Wells, S.	466-76-9118	Windham, R.	434-48-8473
Vaughn, K.	417-48-9652	West, W.	466-18-2154	Winfield, L.	277-72-5737
Vazquez, J.	583-22-0147	West, N.	587-78-5833	Wingate, J.	382-34-9069
Vazquez, J.	584-03-9332	Wheeler, B.	489-40-0636	Winklemann, G.	496-64-5086
Velanti, J.	500-56-9578	Wheeler, W.	498-36-1409	Witkowski, A.	099-46-6497
Ventimiglia, W.	493-54-7486	Wheeler, W.	493-64-9858	Wix, R.	465-38-5425
Vergara, R.	582-40-3095	White, D.	224-70-1093	Wolverton, F.	413-84-0370
Vernon, Jr., J.	435-28-3043	White, G.	158-09-1505	Womack, D.	398-52-2885
Vickers, R.	456-78-1053	White, J.	104-42-2927	Woodburn, J.	495-62-8471
Vilaneuva, I.	581-88-9031	Whitman, H.	451-52-7494	Wooden, R.	406-40-8851
Villaneuva, R.	580-78-1100	Whittington, J.	228-30-1566	Woods, G.	460-46-9049
Vinson, W.	400-66-7278	Whittington, J.	228-30-2566	Woods, D.	439-11-6904
Vito, R.	438-40-5025	Wierschem, D.	490-52-4109	Woods, Jr., G.	463-29-5887
Wagner, C.	457-22-9837	Wiggins, R.	424-70-2847	Woody, J.	465-66-3159
Wagner, Jr., C.	452-94-3410	Wigley, A.	449-36-3398	Woody, K.	452-96-5173
Wagner, Jr., R.	153-56-6400	Wigley, J.	462-80-6162	Worrell, J.	513-05-9285
Wakefield, R.	457-20-8073	Wigley, Jr., A.	456-19-8411	Wozunk, J.	159-22-7431
Walczak, B.	472-32-9166	Wilburn, F.	494-50-3634	Wray, J.	333-44-1637
Wales, W.	462-68-3202	Wilcher, A.	457-74-9418	Wright, R.	452-26-0333
Walker, D.	467-20-2245	Wilgus, J.	274-20-4824	Wright, F.	716-01-8928
Walker, M.	419-88-4513	Wilkins, G.	520-60-6358	Wunsch, A.	460-78-7514
Walker, Jr., A.	424-76-4210	Wilkinson, J.	486-18-3891	Wyatt, W.	229-50-2716
Wall, K.	466-76-8652	Wilkinson, A.	162-46-0829	Wyllie, J.	456-94-5143
Walston, W.	242-28-7129	Wilkosh, T.	477-30-8034	Yafai, Y.	125-40-1921
Walters, H.	456-24-8337	Wiley, J.	542-42-7539	Yandle, F.	230-14-9046
Walters, L.	450-94-8422	Williams, R.	220-20-3410	Yates, A.	467-58-0374
Wallman, C.	438-30-6006	Williams, T.	492-32-9994	Yates, C.	465-24-0515
Walton, J.	203-18-6763	Williams, R.	490-62-4312	Yehra, T.	081-46-5195
Ward, J.	456-94-9344	Williams, A.	496-40-1280	Yeom, G.	452-26-1224
Ward, W.	566-36-7640	Williams, J.	462-48-5466	York, S.	489-66-3092
Ward, J.	453-66-9970	Williams, K.	464-56-9759	York, Sr., J.	499-62-2706
Ward, J.	428-00-8744	Williams, S.	465-09-9360	York, Sr., J.	498-36-8221
Warren, M.	454-98-0371	Williams, M.	466-08-0219	Young, L.	465-07-6063
Waters, E.	722-14-9398	Williams, C.	438-48-4166	Young, C.	464-04-1915
Weaver, G.	462-68-3317	Williamson, R.	395-32-2809	Young, F.	423-50-4616
Weaver, A.	422-82-9843	Wiltoughby, A.	476-50-4882	Zadropa, J.	466-92-4435
Webber, J.	461-52-5549	Wilson, J.	420-58-4095	Zahler, R.	534-14-0525
Weakley, J.	491-60-4956	Wilson, J.	486-36-7117	Zeller, R.	544-46-7834
Welch, E.	463-36-4235	Wilson, K.	494-28-3758	Zenos, J.	452-84-7658
Welch, E.	463-44-0658	Wilson, Jr., J.	439-60-2901	Zorn, W.	458-60-3476

DEEP SEA

Notice to Members On Shipping Procedure

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

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

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

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

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

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

Dispatchers Report for Great Lakes

DEC. 1-31, 1977

	*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									
Alpena	5	1	0	7	15	0	4	0	0
Buffalo	1	0	0	0	1	0	3	1	1
Cleveland	3	1	0	4	8	2	2	0	0
Detroit	8	1	0	14	15	6	7	1	0
Duluth	2	0	0	2	2	0	6	2	1
Frankfort	2	0	1	3	4	4	2	0	0
Chicago	1	0	0	2	1	0	18	3	0
Totals	22	3	1	32	46	12	42	7	2
ENGINE DEPARTMENT									
Alpena	4	0	1	8	17	0	2	0	1
Buffalo	0	0	0	0	0	0	1	0	1
Cleveland	1	1	0	2	3	1	2	2	0
Detroit	6	2	1	8	2	2	13	2	0
Duluth	0	0	0	1	0	0	0	0	1
Frankfort	3	0	0	3	1	1	1	0	0
Chicago	0	0	1	1	0	1	9	1	1
Totals	14	3	3	23	23	5	28	5	4
STEWARD DEPARTMENT									
Alpena	0	0	0	2	2	0	0	1	0
Buffalo	0	0	0	1	0	0	1	0	0
Cleveland	0	0	0	0	2	0	0	0	0
Detroit	3	1	0	4	1	0	4	1	0
Duluth	0	0	0	0	1	0	0	0	1
Frankfort	1	1	0	3	2	0	2	0	0
Chicago	0	0	1	1	0	1	2	0	0
Totals	4	2	1	11	8	1	9	2	1
ENTRY DEPARTMENT									
Alpena	2	11	1				3	11	10
Buffalo	2	0	0				3	3	12
Cleveland	0	2	2				5	8	0
Detroit	9	12	7				21	17	14
Duluth	0	2	1				3	5	6
Frankfort	1	4	4				0	3	1
Chicago	1	1	0				9	4	6
Totals	15	32	15				44	51	49
Totals All Departments	55	40	20	66	77	18	123	65	56

**"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.

Legal Aid

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

The following is a list of recommended attorneys throughout the United States:

NEW YORK, N.Y.—Schulman, Abarbanel & Schlesinger
350 Fifth Avenue
New York, N.Y. 10001
Tele. #(212) 279-9200

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

HOUSTON, TEX.—Combs, Archer & Peterson
Americana Building
811 Dallas Street
Houston, Texas 77002
Tele. #(713) 659-4455

TAMPA, FLA.—Hamilton, Douglas and Bennett, P.A.
2620 W. Kennedy Blvd.
Tampa, Fla. 33609
Tel. #(813) 879-9482

SAN FRANCISCO, CALIF.—John Paul Jennings, Henning and Walsh
100 Bush St., Suite 1403
San Francisco, Calif. 94104
Tel. #(415) 981-4400

ST. LOUIS, MO.—Gruenberg & Saunders
721 Olive Street
St. Louis, Missouri 63101
Tele. #(314) 231-7440

NEW ORLEANS, LA.—Dodd, Barker, Boudreaux, Lamy & Gardner
1400 Richards Building
837 Gravier Street
New Orleans, Louisiana 70112
Tele. #(504) 586-9395

LOS ANGELES, CALIF.—Bodde, Fogel, Julber, Reinhardt & Rothschild
5900 Wilshire Boulevard
Los Angeles, Calif. 90036
Tele. #(213) 937-6250

MOBILE, ALA.—Simon & Wood
1010 Van Antwerp Building
Mobile, Alabama 36602
Tele. #(205) 433-4904

DETROIT, MICH.—Victor G. Hanson
19268 Grand River Avenue
Detroit, Michigan 48822
Tele. #(313) 532-1220

FALL RIVER, MASS.—Patrick H. Harrington
56 N. Main Street, Bennett Bldg.
Fall River, Mass. 02720
Tele. #(617) 676-8206

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

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

NMC Ads Promote U.S. Merchant Fleet

Below is one of the many ads that the National Maritime Council is running in the national news media. To encourage support for a strong U.S. merchant marine, the NMC is running these ads in some of the major news publications, such as, *Time* and *Newsweek*. The Council wants to encourage American business to ship on U.S.-flag ships. So the ads are also running in business oriented publications like the *Wall St. Journal*.

The National Maritime Council is composed of government, company and union representatives who are interested in promoting a viable U.S. merchant marine.

If you want a stronger America, there isn't any choice.

If you ship goods overseas, you may not know or care which flag the ship flies. If you're concerned with this country's well-being, we urge you to care.

While other nations have been aggressively supporting ships flying their own flags, the American merchant marine has diminished in importance in the past several decades. Our post-World War II fleet of over 4800 U.S. flag merchant ships have shrunk to 577. We're 10th in fleet size in the world trade community (Russia's fleet is 400% larger) and 8th in merchant ship construction.

We are at a crucial point regarding the health of our merchant

marine. The industry has been making great advances in technological innovations, manpower training, efficiency of operation and overall reliability of service. Yet, despite this continual upgrading, today less than 6% of U.S. foreign trade is carried on ships flying the U.S. flag. Compare that to other major nations who have 50% of their foreign trade carried on their own merchant ships.

Like other countries, we owe a fair share of our shipping to our ships. Shippers in other countries give preference to the merchant ships of their nation; we believe American shippers should do the same.

Obviously this would be unreasonable if the rates were higher or the service inferior. But if it costs no more and the service is unsurpassed, why shouldn't your cargo go on ships flying your nation's flag?

If you are not involved with shipping, you can still tell your Congressmen how you feel about a strong American merchant marine. If you'd like to know more, send for our booklet on U.S. Flag Shipping. Write National Maritime Council, Box 7345, Washington, D.C. 20044.

National Maritime Council

Management, labor and government working together for a strong, stable U.S. flag shipping industry.



DON'T GIVE UP THE SHIPS

In Emergency Notify USPHS by Telegram

Any Seafarer or Boatman who is taken to a hospital other than a USPHS facility for emergency treatment, must notify the nearest USPHS hospital of his situation within 48 hours, and it is suggested that the notification be made by telegram.

In the past, many of our mem-

bers have made it a practice to notify USPHS by phone. Unfortunately, when it comes time to pay the bill, there have been cases when USPHS has refused to pick up the tab claiming they have no record of the telephone call. However, by using telegrams you will have permanent proof that you ac-

tually notified USPHS within the prescribed period and at the same time you will eliminate any confusion dealing with phone calls.

If you have no recourse, though, but to use the phone, you should make it a point to get the name, title and department of the person who handled your call.



Paul D. Klippel



Seafarer Paul D. Klippel, 23, has been shipping with the SIU since he graduated from the Harry Lundeberg Entry Program a year ago. He sails in the deck department. He returned to Piney Point in 1977 for his AB and tankerman endorsements. He also received his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. Brother Klippel was born and raised in Queens, N.Y. Presently, he resides in Valley Stream, N.Y. and ships out of the port of New York.

Mark Stewart



Seafarer Mark Stewart, 24, began sailing with the SIU as a wiper after completing the trainee program at the Harry Lundeberg School in 1973. In 1975 he returned to the School to upgrade to FOWT. He also received his lifeboat, firefighting and cardio-pulmonary tickets at Piney Point. A native of Houston, Brother Stewart currently resides in Austin, Tex. He ships out of the port of Houston.

James Gavelek



Seafarer James Gavelek, 23, graduated from the Harry Lundeberg School in 1975 and sailed in the deck department. He has since achieved his FOWT and AB endorsements. He has also received his firefighting, lifeboat and cardio-pulmonary tickets. Before joining the Union, he sailed with the IBU of the Pacific. Brother Gavelek is a native of Ohio. He has shipped on the Great Lakes, inland and deep-sea.

Ted McCormick



Seafarer Ted McCormick, 25, began sailing with the SIU as a third cook after graduating from the Harry Lundeberg Trainee Program in 1975. He later returned to Piney Point in 1977 to receive his cook and baker endorsement. He has also received his firefighting and lifeboat tickets. Brother McCormick was born and raised in Cleveland and currently resides in Kirkland, Ohio. He ships out of the port of New York.

John S. Penrose



Seafarer John S. Penrose, 26, began sailing as a wiper in 1975, after attending the Harry Lundeberg School. During the trainee program, he was bosun of his class. He returned to Piney Point to earn his FOWT endorsement, as well as his lifeboat, firefighting and cardio-pulmonary resuscitation tickets. An Air Force veteran, Brother Penrose was born in Catskill, N.Y. and raised in Plant City, Fla. He ships out of the port of Tampa.

Thomas A. Koubek



Seafarer Thomas A. Koubek, 20, started sailing with the Union as a wiper after completing the Harry Lundeberg Trainee Program in 1976. He now sails FOWT, since upgrading at Piney Point in 1976. He has also earned his lifeboat, firefighting and cardio-pulmonary resuscitation cards. A native of Houston, Brother Koubek now resides in Kemah, Tex. and ships out of Houston.

Kelly Davis



Seafarer Kelly Davis, 23, is a 1974 graduate of the Harry Lundeberg Trainee Program. He returned to Piney Point in 1977 to receive his FOWT endorsement. He has also earned his lifeboat, firefighting and cardio-pulmonary resuscitation tickets. Brother Davis is a native of California and resides in Houston. He ships out of the port of Houston.

Chrys Brown



Seafarer Chrys Brown, 28, graduated from the Harry Lundeberg School in 1973. He later returned to the School to earn his AB and tankerman endorsements. He also received his firefighting and lifeboat tickets. A veteran of the Coast Guard, Brother Brown was born in Pennsylvania and raised in St. Petersburg, Fla. where he presently resides. He ships from the ports of Tampa and New Orleans.



Douglas Wolcott



Seafarer Douglas Wolcott, 22, graduated from the Harry Lundeberg Trainee Program in 1974. He started sailing with the SIU as a wiper but later switched to the deck department. He later returned to Piney Point to upgrade to AB. He also earned his tankerman, lifeboat and firefighting endorsements. Brother Wolcott is a native and resident of San Francisco. He ships out of the port of San Francisco.

Keith D. O'Bryan



Seafarer Keith D. O'Bryan, 23, joined the SIU after attending the Harry Lundeberg School in 1973. He was bosun of his trainee class. He has since returned to Piney Point to upgrade to AB and to earn his lifeboat, firefighting and cardio-pulmonary resuscitation cards. Brother O'Bryan was born in Richland, Wash. and raised in Pittsburgh, Pa. Presently, he resides in St. Petersburg, Fla. and ships out of the port of Tampa.

James White



Seafarer James White, 22, joined the SIU in 1974 after graduating from the Harry Lundeberg Trainee Program. He began sailing as a wiper and has since upgraded to FOWT. To his credit, he has his firefighting, lifeboat and cardio-pulmonary resuscitation cards. Brother White is a native and resident of San Diego. He ships out of the port of San Francisco.

ST Monticello Victory



Last month at the Nepco Dock in Greenpoint, Brooklyn, N.Y., the Ship's Committee and one of the engine room men of the ST Monticello Victory (Victory Carriers) paid off. They are (standing) Steward Delegate Walter Cutter, Deck Delegate Nick Caputo and Recertified Bosun Gregory Troche, ship's chairman. Seated (l. to r.) are Chief Steward Frank Paylor, secretary-reporter and 3rd Engineer Glenn Langston.

Shipping Report for Inland Waters

FOR THE MONTH OF DECEMBER 1977

	TOTAL JOBS SHIPPED						TOTAL MEN REGISTERED ON BEACH	
	Permanent Jobs			Relief Jobs			Class A	Class B
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B
BALTIMORE	0	0	0	2	13	0	4	4
BOSTON	0	0	0	0	0	0	0	0
HOUSTON	2	5	8	0	0	0	4	9
JACKSONVILLE	5	0	2	0	0	0	7	1
NEW YORK	0	0	0	0	0	0	0	0
MOBILE	0	0	0	109	4	0	9	5
NORFOLK	0	0	0	10	0	0	64	0
NEW ORLEANS	4	2	13	0	0	0	10	3
PADUCAH	10	4	29	0	1	16	0	0
PHILADELPHIA	0	0	0	77	37	0	113	81
PINEY POINT	0	0	0	0	0	0	0	0
PORT ARTHUR	11	9	27	0	0	0	5	8
PUERTO RICO	0	1	3	0	0	0	0	1
RIVER ROUGE	0	0	0	0	0	0	36	14
ST. LOUIS	5	19	14	0	0	0	10	14
TAMPA	0	0	0	0	0	0	0	0
TOTAL ALL PORTS	37	40	96	198	55	16	262	140

776 Donated \$100 or More To SPAD During 1977

The following SIU members and other concerned individuals, 776 in all, have demonstrated an active interest in participating in political and legislative activities which are vital to both our job security and our social and economic welfare, by voluntarily donating \$100 or more to the Seafarers Political Activities Donation (SPAD) fund during 1977. (The law prohibits the use of any union money, such as dues, initiation fees, etc., for political activities. The most effective way the trade unionist can take part in politics is through voluntary political contributions. SPAD is the Union's separate segregated political fund. It solicits and accepts only voluntary contributions. It engages in political activities and makes contributions to candidates. A member may voluntarily contribute as he sees fit or make no contribution without fear of reprisal.) Thirty-three who have realized how important it is to let the SIU's voice be heard in the Halls of Congress have contributed \$200, 11 have contributed \$300, 2 have given \$400, and two \$600. The LOG runs the SPAD Honor Rolls because the Union feels that in the upcoming months our political role must be maintained if the livelihoods of maritime workers are to be protected. (A copy of our report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.)

NOTE: Each month's SPAD Honor Roll contains the names of those individuals who have given \$100 or more as of the last Friday of the previous month.

Abadi, H.
Abobaker, F.
Acord, F.
Adams, J.
Adams, P.
Adams, R.
Adams, W.
Adamson, R. R.
Adlum, M.
Air, R. N.
Alderson, S.
Algina, J.
Ali, A.
Allen, J.
Alhaj, Y.
Almuffichi, A.
Alpeco, J.
Alradi, M.
Alvarez, P.
Alvala, J.
Anders, T.
Andersen, R.
Anderson, A.
Anderson, A.
Anderson, R.
Antici, M.
Aquiar, J.
Aquino, G.
Arle, J.
Aspseter, H.
Aumiller, R.
Avery, R.
Babola, E.
Babkowski, T.
Badgett, J.
Bakarich, P.
Barboza, G.
Barroga, A.

Barry, J.
Bartlett, J.
Bartlett, J.
Bartlinski, J.
Bauer, C.
Baum, A.
Beadles, W.
Beeching, M.
Bellinger, W.
Bennett, J.
Benoit, C.
Bensman, D.
Bentz, H.
Bergeria, J.
Berglund, B.
Berlin, R.
Bigelow, S.
Bishop, S.
Blair, B.
Blanco, M.
Bland, P.
Bland, W.
Bluitt, J.
Bobalek, W.
Boland, J.
Bonser, L.
Booker, M.
Borucki, J.
Botana, J.
Boudreaux, C.
Bourgeois, M.
Bousson, D.
Boyd, L.
Boyle, D.
Boyne, D.
Bradley, E.
Brongh, E.
Brown, G.

\$600 Honor Roll

Lilledahl, H. Pomerlane, R.

\$400 Honor Roll

Jacobs, R. Manuel, R.

\$300 Honor Roll

Andersen, R. Quinter, J.
Brooks, T. McFarland, D. Richburg, J.
Curtis, T. Pulliam, J. Romolo, V.
Frounfelter, D. Hall, P. Weaver, A.

\$200 Honor Roll

Abas, I.	Combs, W.	Haggagi, A.	Rush, R.
Aendrick, D.	Curry, M.	Kerngood, M.	Sanchez, R.
Aronica, A.	Drozak, F.	Kozicki, R.	Scibel, E.
Bailey, J.	Dryden, J.	Kudults, K.	Shields, J.
Bernstein, A.	Ellis, P.	Moore, A.	Sholar, E.
Brand, H.	Faust, J.	Musaid, A.	Stephens, C.
Cafefato, W.	Filippitti, L.	Pow, J.	Stewart, E.
Castro, C.	Gard, C.	Reck, L.	Stubblefield, P.
		Rosenthal, M.	

Brown, I. Burke, W. Camarillo, F. Cataldo, J.
Brown, S. Burnette, P. Campbell, A. Cavanaugh, J.
Brown, G. Bursey, H. Campbell, A. Celgina, J.
Browning, R. Butts, B. Campbell, A. Chavez, V.
Bryan, E. Byrd, J. Campbell, A. Cheshire, J.
Bryant, B. Byrne, W. Campbell, J. Cinquemano, A.
Bryant, T. Caccam, F. Campbell, W. Cirignano, L.
Bucci, P. Caffey, J. Carbone, V. Cisiecki, J.
Buczynski, J. Caga, L. Carmello, J. Clark, L.
Buffa, A. Cahill, J. Carr, J. Clark, R.
Bullock, R. Callahan, J. Caruthers, R. Cleaver, V.
Burke, T. Camaian, A. Castellanos, R. Clenton, R.

Coamer, M.
Cofone, W.
Coker, D.
Colanti, R.
Colby, E.
Colier, L., III
Conklin, K.
Conklin, K.
Conning, E.
Conway, F.
Cookmans, R.
Cortez, E.
Cortez, J. L.
Costa, F.
Costango, G.
Costello, M.
Cousins, W.
Cowan, T.
Coyle, P.
Craft, K.
Cresci, M.
Cross, M.
Cruz, A.
Cruz, F.
Cullerton, E.
Cunningham, W.
Da Silva, M.
Dalman, G.
Dammeyer, C.
Danzey, T.
Daradise, R.
Darden, J.
Dauocol, F.
Davies, C.
Davidson, W.
Davies, R.
Davis, F.
Davis, J.
Davis, L.
Davis, S.
Davison, J.
Debarrios, M.
Dechamp, A.
Deckamy, A.
Delaney, D.
Delgado, J.
Dell, R.
Delrio, J.
Demetrios, J.
Denmark, H.
Dernbach, J.
Deymain, S.
Diaz, R.
Dickey, K.
Diercks, J.
DiGiorgio, J.
Dillings, L.
DiPreta, J.
Dixon, J.
Doak, W.
Dockwiller, L.
Dolgen, D.

Domenico, J.
Domingo, G.
Donovan, J.
Donovan, P.
Downon, P.
Drebin, L.
Drewes, P.
Drozak, P.
Drury, C.
Ducote, A.
Ducote, C.
Dudley, K.
Duffe, T.
Dukel, P.
DuPaola, R.
Durden, D.
Dwyer, J.
Dyer, A.
Eastwood, B.
Edmon, F.
Edmonds, F.
Egan, J.
Elliott, B.
Ellis, F.
Elot, G.
Eschukor, W.
Escobar, C.
Evans, M.
Fagan, W.
Fain, G.
Falcon, A.
Fanning, R.
Farnen, F.
Farrell, C.
Fay, J.
Ferguen, M.
Fergus, S.
Fester, M.
Fgrsbee, R.
Figueroa, P.
Firshing, W.
Fischer, H.
Fiune, V.
Fletcher, B.
Fletcher, F.
Florous, C.
Foley, P.
Forgeron, L.
Forstono, L.
Fosberg, W.
Foster, H.
Fox, P.
Frances, H.
Franco, P.
Francum, C.
Frank, S., Jr.
Franklin, R.
Frederickson, E.
Fuller, G.
Furr, J.
Furukawa, H.
Gallagher, C.
Gallagher, L.

Gallegos, P.
Galliam, R.
Gann, T.
Ganthier, C.
Garcia, R.
Gardner, E.
Gaston, T.
Gavin, J.
Gentile, C.
Gifford, D.
Gilmore, D.
Gimbert, R.
Glidewell, T.
Goff, W.
Goldberg, J.
Golder, J.
Gonzalez, J.
Gonzalez, V.
Gooding, H.
Goodspeed, J.
Gorbea, R.
Gosse, F.
Graham, E.
Graham, R.
Green, A.
Greene, H.
Grepo, P.
Grima, V.
Gross, G.
Guarino, L.
Guillen, A.
Hackenberg, D.
Hagerty, C.
Hale, E.
Hall, J.
Hall, K.
Hall, L.
Hall, M.
Hall, W.
Hampton, D.
Hannibal, R.
Harildstad, V.
Hart, R.
Harris, E.
Harris, W.
Harris, W.
Haskins, A.
Hatton, M.
Hauf, M.
Haynes, B.
Heimal, W.
Hendricks, C.
Heniken, E.
Heroux, A.
Hersey, G.
Hess, R.
Hidalgo, M.
Hill, G.
Hines, L.
Hines, T.
Holmes, W.
Homas, D.

SEAFARERS POLITICAL ACTIVITY DONATION
(SPAD)
675 FOURTH AVENUE BROOKLYN, N.Y. 11232

Date _____ S.S. No. _____

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City _____ State _____ Zip Code _____

I acknowledge and understand that SPAD is a separate segregated fund established and administered by my Union to engage in political activities and to make contributions and expenditures for candidates seeking political office and solicits and accepts only voluntary contributions, and I have the right to refuse to make any contribution without fear of reprisal. I may contribute such amount as I may voluntarily determine and I herewith contribute the sum of \$ _____. This contribution constitutes my voluntary act and I am to receive a copy of this receipt showing the amount of my contribution. A copy of SPAD's report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.

Signature of Solicitor _____ **1977** _____ Part _____

Solicitor's No. _____

SPAD Honor Roll

Homayonpour, M.
 Hooker, G.
 Horn, F.
 Howse, A.
 Hunter, W.
 Hurley, M.
 Hussain, A.
 Hutchins, E.
 Iovino, L.
 Iverson, J.
 Iwaski, M.
 Jackson, J.
 Jansson, S.
 Japper, J.
 Jaslin, L.
 Jimeny, C.
 Johnson, C.
 Johnson, D.
 Johnson, R.
 Johnson, R.
 Johnsted, R., Jr.
 Jones, C.
 Jones, R.
 Jones, T.
 Jones, W.
 Jorge, J.
 Joseph, E.
 Juhasz, S.
 Kahllo, R.
 Karlak, W.
 Kastina, T.
 Kauffman, R.
 Keller, D.
 Kelley, E.
 Kelly, J.
 Kendricks, D.
 Kenny, L.
 Keough, J.
 Kerr, R.
 Ketchbad, D.
 Kidd, J.
 Kimbrough, W.
 King, J.
 Kingsley, J.
 Kirk, J.
 Kirsch, J.
 Kitchens, B.
 Kizzire, C.
 Klavand, S.
 Klein, A.
 Knutsen, E.
 Kollowitch, W.
 Kool, J.
 Koubek, T.
 Kouvardas, J.
 Kramer, M.
 Krvoich, S.
 Kwiatek, G.
 Kydd, D.
 Lag, M.
 Lambert, H.
 Lang, R.
 Lankford, J.
 Larkin, J.
 Lasater, T.
 Lawrence, L.
 Lawrence, R.
 Lawrence, W.
 Lebda, F.
 Lee, H.
 Lee, K.
 Legg, J.
 Lelonek, L.
 Lennon, J.
 Lent, D.
 Leo, E.
 Lesnansky, A.
 Lewis, L.
 Libby, H.
 Liles, T.
 Lindsay, G.
 Lindsey, H.
 Lively, H.
 Logue, J.
 Lolass, P.

Lomas, A.
 Lombardo, J.
 Long, F.
 Lopez, G.
 Loveland, C.
 Lundberg, J.
 Lynch, C.
 Lyness, J.
 MacFadden, M.
 MacInnes, K.
 Magruder, W.
 Maldonado, M.
 Maleskey, G.
 Mana, A.
 Manafe, D.
 Manen, J.
 Manry, L.
 Mansoob, A.
 Marchaj, R.
 Martellino, R.
 Martin, T.
 Martinez, L.
 Martinussen, C.
 Mattioli, G.
 Maxnell, B.
 Mayo, R.
 McAvay, J.
 McCarthy, L.
 McCartney, G.
 McCartney, K.
 McCaskey, E.
 McClinton, J.
 McCorvey, D.
 McCullough, L.
 McElroy, E.
 McGeorghegan, F.
 McGunnigah, E.
 McLearnay, B.
 McKay, D.
 McMahan, T.
 McMillion, W.
 McNabb, J.
 McNally, M.
 McNeely, J.
 McPhillips, M.
 Meaden, G.
 Mears, F.
 Mehert, R.
 Meglio, A.
 Meoder, H.
 Mendez, A.
 Mesford, H.
 Mielsem, K.
 Miller, D.
 Miller, J.
 Mills, L.
 Mohsin, A.
 Mollard, C.
 Mongelli, F.
 Monteton, H.
 Moody, O., Jr.
 Mooney, E.
 Mooney, S.
 Moore, L.
 Morgan, J.
 Morris, W.
 Morrison, J.
 Mortensen, O.
 Mosley, W.
 Muniz, W.
 Munsie, J.
 Murray, G.
 Murray, J.
 Murray, M.
 Murray, R.
 Mylrrt, H.
 Myers, H.
 Mynes, A.
 Myrex, L.
 Nagib, S.
 Naji, A.
 Napoli, F.
 Nash, W.
 Nauarre, T.
 Neffe, J.

Nielsen, R.
 Novak, A.
 Nuckols, B.
 O'Brien, E.
 O'Donnell, J.
 Olds, T.
 Olson, F.
 Omar, Y.
 Orourke, R.
 Orsini, D.
 Pacheco, E.
 Paderes, P.
 Paladino, F.
 Papuchis, S.
 Paradise, L.
 Parnell, J.
 Pasaluk, F.
 Paschal, R.
 Patterson, D.
 Patton, S.
 Paulovich, J.
 Paulsen, V.
 Payle, M.
 Pecquex, F.
 Penrose, K.
 Penry, R.
 Peralta, R. L.
 Perez, J.
 Perez, L.
 Periora, J.
 Peth, C.
 Phillips, D.
 Piczonetti, M.
 Piper, K.
 Pollard, G.
 Pool, D.
 Porde, F.
 Porter, B.
 Powe, P.
 Powers, A.
 Praza, I.
 Prentice, R.
 Pretare, G.
 Prevas, P.
 Price, R.
 Primero, F.
 Prirette, W.
 Prott, T.
 Psanis, C.
 Pulver, E.
 Purgvee, A.
 Quinonez, R.
 Quinones, J.
 Quintella, J.
 Quirk, J.
 Raineri, F.
 Ramos, J.
 Rankin, J.
 Rattray, W.
 Reading, T.
 Reck, L.
 Reed, A.
 Register, G.
 Reinoso, J.
 Reiter, J.
 Reyes, M.
 Rhoades, G.
 Richoux, J.
 Riddle, D.
 Ries, C.
 Rigney, R.
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 Rios, R.
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Robertson, T.
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 Rosen, G.
 Roshid, M.
 Ross, J.
 Roubek, J.
 Roy, B.
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 Rudnicki, A.
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 Saeed, S.
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 Salanon, G.
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 Schov, T.
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 Seabron, S.
 Seagord, E.
 Selzer, R.
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 Shelley, S.
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 Shortell, J.
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 Silva, J.
 Silva, M.
 Silverstein, H.
 Simpson, S.
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 Smith, L.
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 Sumroll, N.
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 Tanner, C.
 Tatum, H.
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 Telegadas, G.
 Terpe, K.
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 Thomas, J.
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 Thompson, F.
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 Tobio, J.
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 Underwood, G.
 Vanluyn, W.
 Vasquez, J.
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 Velazsuel, W.
 Velez, R.
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 Viles, J.
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 Vollz, D.
 Vook, L.
 Vorchak, J.

Vukmir, G.
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 Walker, T.
 Wallace, E.
 Washington, E.
 Webb, J.
 Weber, J.
 Weeden, R.
 West, D.
 West, H., Jr.
 Westbrook, A. L.
 Westerholm, G.
 White, J.
 White, K.
 White, R.
 Whitmer, A.
 Whitsitt, M.
 Widman, J.
 Wilburn, R.
 Wilisch, E.
 Williams, L.
 Williams, R.
 Williams, S.

Wilms, T.
 Wilson, C.
 Wilson, D.
 Wilson, R.
 Wilson, J.
 Winder, R.
 Wingfield, P.
 Wolf, P.
 Wood, C.
 Woodhouse, A.
 Woodward, D.
 Woody, J.
 Wooten, H.
 Worley, M.
 Worobey, R.
 Worster, R.
 Yarmola, J.
 Yelland, B.
 Young, R.
 Zalusky, S.
 Zalusky, T.
 Zeagler, S.
 Ziegadhangen, J.

San Pedro Committee

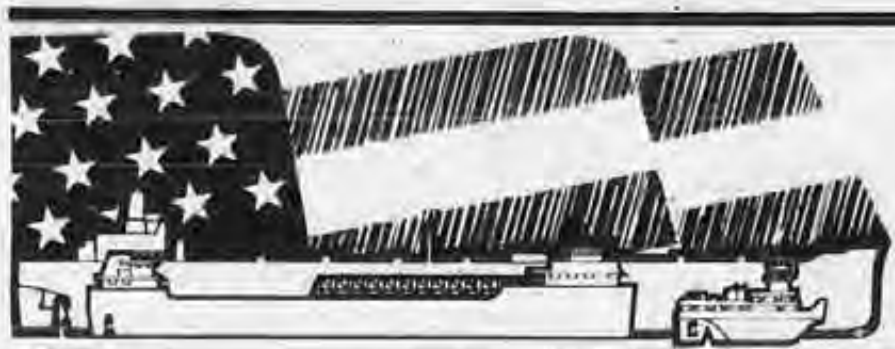


The ship's committee and several crew members of the containership *San Pedro* gather for photo at a recent payoff in Port Elizabeth, N.J. Standing from the left are: Nikolaos Zervos, deck delegate; Bin Ahmad, able-seaman; Athanasios Vassilikos, engine delegate and Christopher Bobbe, educational director. Seated from the left are: Harry Gearhart, oiler; K. Keramidas, steward delegate; Endang Abidin, wiper, and Pedro Sanchez, able seaman.

Transindiana Committee



At a recent payoff in Weehawken, N.J., the ship's committee of the *Transindiana* get together for pix. They are, from the left: J. Cubano, steward delegate; Bernard Saberon, deck delegate; J. Delgado, recertified bosun and ship's chairman; Roberto Escobar, chief cook, and W. J. Fitch, steward delegate.



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Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

During 1977, the Seafarers Welfare Plan, which covers SIU members, pensioners and dependents, paid out almost \$4.6 million in benefits. The Welfare Plan makes payments for sickness and accident, special medical services and equipment and also covers the SIU scholarship program. Since the Plan's inception in 1950, close to \$65 million in welfare payments has been made.

The Welfare Plan is maintained entirely through employer contributions and is based on man-days worked. The plan is administered by a Board of Trustees which includes union and employer representatives.

The Seafarer's Vacation Plan, which began in February 1952,

has paid \$134,229,176 in its 25 year existence. This year alone, \$10 million in vacation checks went to Seafarers.

A Pension Plan for Seafarers, long a dream of the SIU, became a reality in 1961. In only 16 years, though, almost \$67 million has been received by retiring SIU members, with the \$8.4 million paid during 1977 accounting for part of that total.

It's important that every member of the SIU knows what the Union's benefit programs are all about. To find out about welfare, pension, and vacation programs, go to any SIU Hall or write: Seafarers Welfare Plan Office or Vacation Plan Office, 275 20th St., Brooklyn, N.Y. 11215.

SEAFARERS WELFARE PLAN	NUMBER			AMOUNT		
	MONTH	YEAR TO DATE	INCEPTION TO DATE	MONTH	YEAR TO DATE	INCEPTION TO DATE
	11/24/77-12/21/77	12/23/76-12/21/77		11/24/77-12/21/77	12/23/76-12/21/77	
ELIGIBLES						
Death	8	138	5,929	\$ 21,000.00	\$ 454,043.06	\$ 12,798,744.11
In Hospital Daily @ \$1.00	751	4,280	685,189	751.00	4,282.00	685,191.00
In Hospital Daily @ \$3.00	119	3,458	663,617	357.00	10,374.00	1,990,851.00
Hospital & Hospital Extras	16	182	4,817	4,211.45	28,634.40	555,923.81
Surgical	—	25	1,200	—	3,913.00	109,318.77
Sickness & Accident @ \$8.00	5,011	64,011	4,340,732	40,088.00	512,094.00	12,439,337.77
Special Equipment	1	17	265	126.0	6,595.50	58,760.29
Optical	91	1,302	36,916	2,811.75	40,004.81	792,156.69
Supplemental Medicare Premiums	12	359	14,966	1,057.20	18,070.30	138,668.80
DEPENDENTS OF ELIGIBLES						
Hospital & Hospital Extras	359	4,911	97,466	116,982.49	1,604,470.13	16,732,649.93
Doctors' Visits in Hospital	81	979	155,743	3,806.22	48,176.74	780,798.19
Surgical	90	1,364	29,885	15,408.20	235,245.70	3,365,102.37
Maternity	25	229	12,089	10,645.00	88,339.00	2,282,501.09
Blood Transfusions	—	31	4,977	—	2,998.03	120,129.37
Optical	67	1,089	29,987	1,963.00	32,042.22	633,973.45
Special Equipment	—	1	313	—	56.00	25,928.26
PENSIONERS & DEPENDENTS						
Death	11	166	1,458	36,000.00	679,600.00	4,095,225.45
Hospital & Hospital Extras	161	2,156	18,978	25,951.89	395,168.03	3,169,297.35
Doctors' Visits & Other Medical Exp.	86	1,250	111,172	4,605.62	58,924.33	700,558.48
Surgical	6	152	2,299	925.00	28,726.70	294,576.83
Optical	47	662	6,345	1,549.90	22,283.95	146,046.33
Blood Transfusions	—	5	205	—	226.75	6,677.40
Special Equipment	3	51	627	411.47	7,266.71	87,754.98
Meal Books	—	—	64,731	—	—	647,310.00
Dental	—	6	460	—	2,004.00	86,734.60
Supplemental Medicare Premiums	4,432	26,099	201,878	34,716.60	210,657.70	1,255,129.20
Scholarship Program	14	138	1,141	4,720.94	54,461.08	662,100.99
TOTALS						
Total Seafarers Welfare Plan	11,391	113,061	6,493,385	328,088.73	4,548,658.14	64,661,446.51
Total Seafarers Pension Plan	5,645	33,078	298,798	1,435,921.20	8,440,456.51	66,519,814.85
Total Seafarers Vacation Plan	796	11,051	422,403	635,653.79	10,105,258.61	134,229,176.26
Total Seafarers Welfare, Pension & Vacation	17,832	157,190	7,214,586	\$2,399,663.72	\$23,094,373.26	\$265,410,437.62