

Official publication of the SEAFARERS INTERNATIONAL UNION - Atlantic, Gulf, Lakes and Inland Waters District - AFL-CIO

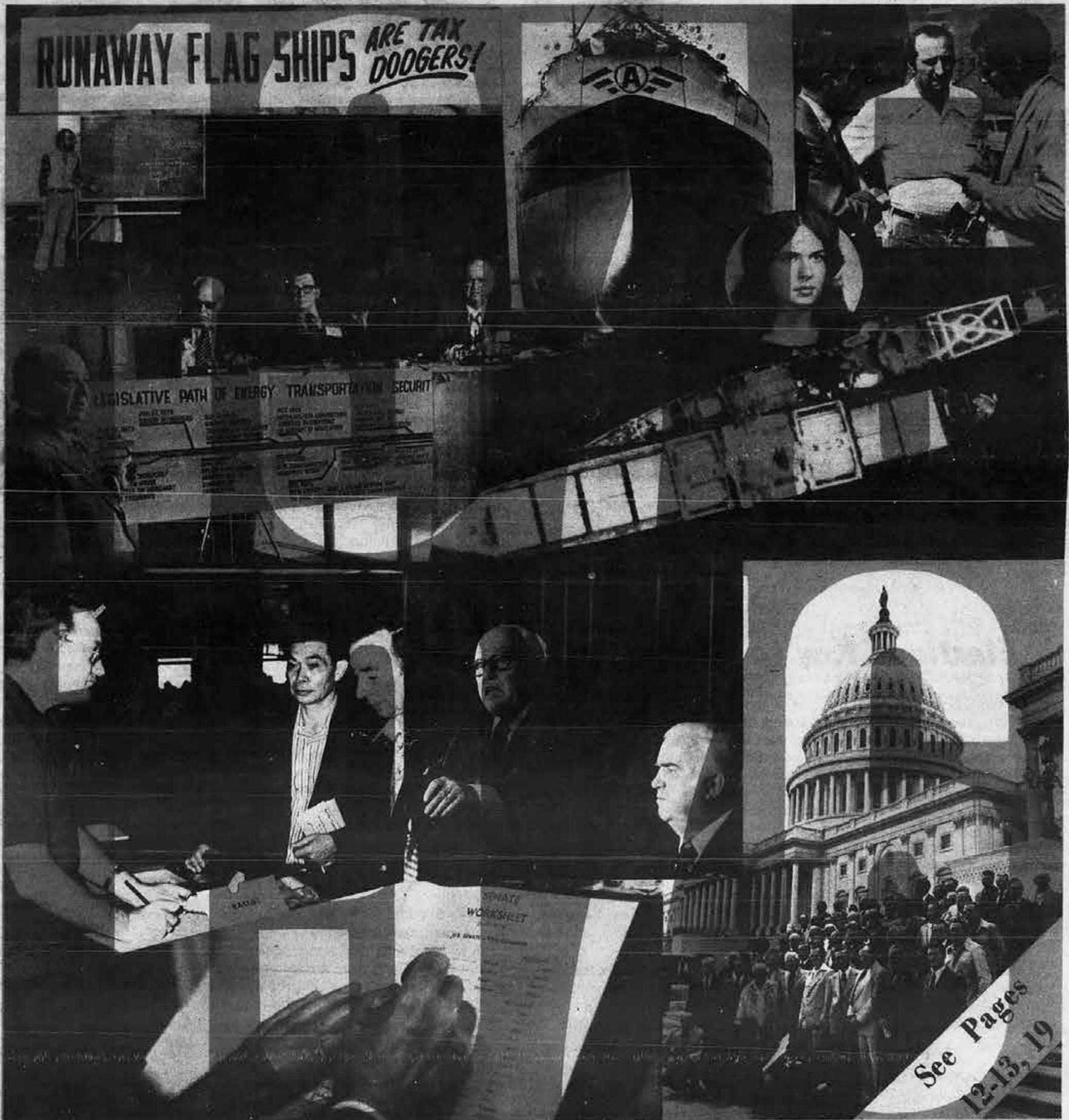


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SEAFARERS LOG

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January, 1976



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U.S. Unemployment Rate Remains at 8.3%

The economy showed slight signs of a recovery last month as the number of Americans holding jobs rose strongly from November, but the nation's unemployment rate remained unchanged at 8.3 percent.

The increase in the number of jobholders, coupled with an increase in the length of the average workweek, has led economists to believe that a recovery from the recession is continuing, but was still not strong enough to reduce unemployment and accommodate the growing number of those seeking work.

The figures for the month of December, released by the U.S. Labor Department's Bureau of Labor Statistics, showed that overall employment rose by 230,000 for the month to 85.5 million. The total number of jobs on the payrolls of business, Government and nonprofit establishments, known as the "payroll employment" statistic, and considered a key figure by economic analysts, grew by 240,000 to a total of 77.8 million.

Still at 8.3 Percent

Although these statistics encouraged many experts, the national unemployment is still at 8.3 percent, which leaves 7,768,000 people looking for work. Statistics for the year showed that the unemployment rate was never below 8.2 percent and the number of jobless Americans never fell below 7.5 million.

The unemployment rate for 1975 averaged 8.5 percent, the highest rate since 1941 when the country was still

feeling the lingering effects of the Depression and the jobless rate was 9.9 percent.

Analysts felt that possibly the strongest single element in the December job statistics was the increase in the average work week in manufacturing from 39.9 to 40.3 hours. A single month increase of four-tenths of an hour in the national average of hours worked in manufacturing is considered very large and would be consistent with a substantial increase in manufacturing production.

Longer Hours

Employers tend to assign longer hours to their workers at the start of a recovery period rather than hire additional workers. Thus, unemployment can remain high although production will increase.

A breakdown of individual group statistics showed that the unemployment rate for adult men declined from 6.9 to 6.5 percent, while the rate for adult women increased from 7.8 to 8 percent. The jobless rate also declined in two other categories, heads of households and married men.

In some areas there was no significant change at all. The number of persons who hold part time employment but wish to work full time remained the same at 3.3 million. And, the racial

composition of the unemployed also remained unchanged. The jobless rate for whites was 7.5 percent, and the rate for blacks was 13.7 percent.

Trustees Change SIU Scholarship Requirements

The SIU's Board of Trustees voted recently to change seatime and age requirements for an SIU member for the Annual College Scholarship Program.

Formerly, a Seafarer had to be 35 years of age or under and have three years seatime to be eligible for either the four-year \$10,000 scholarship or the two-year \$5,000 scholarships. With the Trustees' changes, though, there is now no age requirement and a Seafarer need only two years seatime to qualify.

The scholarship requirements for dependents (less than 19 years old and unmarried) of members (with three years seatime), however, remain the same.

Elections for Alcohol Seminar

Special elections to select two rank-and-file members from each constitutional port to attend the SIU seminar on alcoholism will be held at 10 a.m. on Tuesday, Jan. 27.

Seafarers attending the seminar, which will be held in Piney Point, Md. from Jan. 30 to Feb. 1, will hold discussions on alcoholism, listen to speakers and finally make recommendations for expanding and improving the present SIU rehabilitation program.

Members seeking nomination should have some experience or understanding of alcoholism, either through church or social work, educational studies or Alcoholics Anonymous.

the PRESIDENT'S REPORT:



Paul Hall

Elections Key to SIU Future

As the U.S. enters 1976, the year of the nation's bicentennial birthday, Seafarers, the SIU and the entire U.S. maritime industry are faced with a critical challenge—and our ability to meet this challenge will determine the course our industry will take for at least the next decade.

Our challenge involves the implementation of wide-ranging, long-term maritime programs that will eventually restore the American merchant marine to its former top position among the world's merchant fleets.

Among the more important programs we must see implemented to insure the future job security of Seafarers and a state of global competitiveness for the U.S. merchant marine are:

- Passage of a fair oil cargo preference bill which will guarantee that at least 30 percent of all oil imported to this country be carried on American-flag ships.

- Protection of the Jones Act, which requires that all waterborne cargo shipped between U.S. ports be carried on American-built, American-manned ships. As the Alaska oil pipeline nears completion, we can expect increased attempts by multi-national oil companies to have provisions of the Jones Act waived.

- Passage of a bill to halt the dangerous incursion of third-flag carriers into America's international trades. The U.S. Government has already allowed the Russians and other third-flag carriers to swallow up more than half of America's vast West Coast-Far East trade. And third-flag operators are

also actively working to capture big percentages of the U.S. Gulf and East Coast-European trades.

Realistically, the only effective way of meeting the pressing challenge of implementing these programs is through the nation's political process. And the political process in 1976 means the upcoming national elections.

The '76 elections are of such great importance to us because next November the political configuration of the entire House of Representatives, one third of the Senate and a Presidential Administration will be decided. And these legislators are the men and women who will decide which programs, maritime or otherwise, will become law and which will not.

The goal of the SIU, then, in these elections is to help put in office Congressmen, Senators and a President who will cooperate with and work with the SIU in pushing through the programs needed to guarantee the growth and revitalization of the U.S. merchant fleet.

In the past, the SIU's political programs have been extremely successful. It was this Union that spearheaded through Congress and into law the Merchant Marine Act of 1970—which in a very real sense marked the birth of the modern day U.S. merchant marine. Since the Act's passage five years ago scores of new, technically advanced and competitive American-flag ships have been built and are in operation. And Seafarers are manning a high percentage of these new vessels.

The SIU's past political successes as well as any we will achieve this year or in the future, depend solely on one critical factor—the active support of the SIU membership through SPAD. And because of the scope of this year's elections and the need for the SIU to participate in them, our members' voluntary contributions to SPAD are more important now than ever before.

Through the SPAD fund, the SIU can work in 1976 to help elect those Congressmen and Senators who have shown their desire and willingness to work for a viable U.S. merchant marine. And at the same time the SIU will be working to block the elections of those legislators who have consistently opposed measures beneficial to the maritime industry.

In addition to the Congressional elections, and just as important, the SIU, through SPAD, will be working to elect a President who will work for a strong maritime industry.

In 1976 then, the SIU cannot settle for a partial political victory. To insure the continued long-term success and viability of our industry, we must be successful in electing the right people in all levels of the Federal Government.

The SIU's politics are non-partisan and not tied to any one political philosophy. The SIU will work to elect a Democrat, a Republican, a Liberal or a Conservative as long as that legislator will work to rebuild our industry.

Again, though, it is the individual Seafarer who must carry the weight of the SIU's political programs. Seafarers have always come through before, whether it was walking a picket line or donating to SPAD. I am confident that our members will do so again. And I am confident that the SIU will have a high degree of political success in 1976.

\$16 a Ton Grain Rate in 1976

U.S.—USSR Sign 6-Year Shipping Pact

The United States and the Soviet Union, signing a new six-year shipping agreement which went into effect on Jan. 1, 1976, have agreed to the continuation of the \$16 per ton freight rate for American ships hauling grain to Russia until the end of 1976.

Shortly before an old accord expired last month, talks between the two nations were suspended when Soviet negotiators insisted that the grain freight rate be lowered from the \$16 per ton level agreed to by both countries last September to the world charter market rate of about \$10 per ton.

Terming the Russian demand "totally unacceptable," U.S. Assistant Secretary of Commerce Robert J. Blackwell had broken off the negotiations and flown home. Two weeks later he was suddenly recalled to Moscow where the Russians gave up their demand and agreed to a new shipping pact that included, according to the American Embassy in Moscow, "the rate arrangement on Sept. 17, 1975, regarding the shipment of grain to the U.S.S.R."

This grain rate provision will now be

in effect until the end of 1976 when a new rate will be negotiated.

It had first been negotiated when President Ford, under pressure from the AFL-CIO's Ad Hoc Committee on Maritime Industry Problems, sent Blackwell to Moscow to obtain a freight rate which would allow American shippers to profitably carry the one-third of the grain cargo reserved for U.S.-flag ships under an existing maritime agreement.

The Soviets' refusal to include this grain rate in the new six-year agreement surprised many because, due to a poor domestic harvest, the Russians have contracted to buy 13-million tons of American grain. Only five million tons of that grain have been shipped so far and lower, unprofitable grain rates which would have prevented U.S.-flag ships from carrying their share of the cargo could have provoked renewed labor action against the sale similar to

the Ad Hoc Committee's action and the longshoremen's refusal to load Russian bound grain last September.

The signing of the new shipping accord before the old agreement expired was considered essential to the Russians not only because it assured continuing grain deliveries, but because the Soviet liner fleet needs access to American ports to continue its profitable third-flag cargo trade.

Shortly after the new shipping agreement was announced, SIU President Paul Hall sent a cablegram to all the Union's contracted ships in order to notify Seafarers of the six-year pact.

The cablegram read: "As a result of the firm position and determined efforts of Robert Blackwell, Assistant Secretary of Commerce for Maritime Affairs, a new six-year shipping agreement that protects U.S. interests has been signed by the Soviet Union and our government. This agreement guarantees the

\$16 per ton freight rate for grain purchased by the USSR from America and reaffirms that one-third of this grain cargo will be carried by U.S.-flag ships, one-third by the USSR and one-third by other flags. It was solid participation by our members in the SIU's Washington activities that enabled the Union's leadership, along with the support of the entire AFL-CIO, to win the original grain shipping agreement."

The balance of the new agreement, which opens 40 ports in each country to ships from the other nation, remains basically unchanged from the old, three-year accord it replaces, except that it imposes higher rates for demurrage, the penalty paid to shipowners for delays in port handling.

These higher penalty rates should cause the Russian Government to give grain-laden U.S.-flag ships priority over other ships waiting to unload cargo in their congested Black Sea ports.

Hall Is Installed On President's Trade Panel

WASHINGTON — SIU President Paul Hall was installed this month as a member of the President's Advisory Committee for Trade Negotiations. Hall, together with six other prominent labor leaders and 38 representatives from the business and public sectors, was sworn in at ceremonies at the White House on Jan. 8 following a meeting with President Ford.

Other members of the labor section of the Trade Committee — all presidents of their organizations—are I. W. Abel, Steelworkers; Murray Finley, Amalgamated Clothing Workers; Charles Pillard, Electrical Workers; Leonard Woodcock, Auto Workers, and Frank Fitzsimmons, Teamsters.

Also on the committee is Nat Goldfinger, director of the AFL-CIO Research Department.

Hall and other members of the Trade Committee were installed by Ambassador Frederick Dent, the President's Special Representative for Trade Negotiations. Dent is the former Secretary of Commerce. Following the installation, Ambassador Dent briefed the committee on the present status of trade negotiations, and outlined the role of the advisory committee in establishing policy guidelines for further trade talks.

Direct Advice

The Trade Committee was established, according to the White House,

to provide direct advice to the President on trade matters. The committee will be meeting at appropriate times to hear reports on the trade talks and to provide advice to the government trade staff. A major work of the committee will be to issue a special report on trade negotiations.

The committee is the highest level trade advisory committee created under the Trade Act of 1974. Other committees in the advisory framework which have already been established under the 1974 Trade Act are the Labor Advisory Committee—of which Hall is a member, the Agriculture Advisory Committee, and the Industry Advisory Committee.

SIU Mourns Death Of Augusta Carlip

Mrs. Augusta Carlip, the wife of SIU Washington Representative Philip Carlip, passed away New Year's Day after a short illness.

The Seafarers International Union regrets the passing of Mrs. Carlip, the mother of two, and extends its sincerest condolences to Mr. Carlip who has served the SIU for more than 25 years.

Charles H. Logan, SIU Friend and Consultant, Passes Away at 75 in New Orleans

Charles H. Logan, a long-time friend of the SIU; a consultant on its Plans' Board of Trustees; NLRB director; educator; philanthropist and athlete, died of a heart attack on Dec. 13 in a New Orleans hospital—less than half an hour after he was to dedicate a new school center he helped to build. He was 75

and a resident of New Orleans for 50 years.

Only three weeks before his death, Brother Logan visited SIU Headquarters in New York where he had a "long and valued service in building up the SIU Scholarship and Welfare Programs."

Unable to attend the dedication ceremonies of the new center—a gift of the Seamen's Town House of New Orleans—of which the genial labor expert was board president, he sent word to Sister M. Lillian, S.S.N.D., of St. Michael's Special School for Exceptional Children, that the "show should go on" enclosing a tape of his dedication speech. Sister Lillian said the "show" was

"over at 4:30 p.m. and God took Mr. Logan at 4:49 p.m. There are no words to tell you of our grief and of our great loss. Charlie Logan was not only a benefactor and true friend, he was an inspiration and an institution. His life was one of charity, love, justice to all and honesty to the nth degree. To know

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The late Charles Logan, center, is shown as he accepted the Greater New Orleans AFL-CIO's 13th Annual Outstanding Citizen's Award in December of 1974 from SIU Vice-President Lindsey Williams. SIU New Orleans Port Agent Buck Stephens, left, was also on hand for the ceremony. A long-time friend of the SIU and the labor movement, Charlie Logan will be greatly missed by all his friends in the SIU.

Membership Meeting Held in Jacksonville

ON Dec. 11, Jacksonville Seafarers turned to for their monthly membership meeting.

Held in the SIU's new hiring hall in Jacksonville, Fla. this meeting gave Seafarers on the beach the opportunity to hear reports on the latest Union Activities, voice their opinions and help conduct the month's Union business.

Attending these membership meetings is an important and essential part of each Seafarers responsibilities as a Union member, for Seafarers on the beach must carry on the Union's business for the vast majority of members who are at sea.

Each month there may be important decisions which call for immediate action and which must be voted on, or reports on both political and union affairs which should be brought to the attention of Union members.

These matters can only be properly handled by the membership and therefore it is the duty of all SIU brothers on the beach to see that this business is carried on responsibly and for the benefit of all their fellow members at sea.



Opened in Nov. of 1974, the new Jacksonville SIU hall is the first to be completed in the Union's current program to renovate and upgrade its hiring halls. This modern hall, designed to provide a comfortable facility for members on the beach in Jacksonville, includes a pool, a game room, a cafeteria, dormitories and gardens.



From left to right, Thomas Dodson and Recertified Bosun Jack Nelson secure ballots from Jacksonville SIU representatives Jimmy Davis and Tony Aronica as they prepare to vote in the recent Union elections.



From left to right, steward department members Willie Grant, Jack Rankin and Isaac L. Alvarez register in Jacksonville before the December membership meeting.



SIU members on the beach in Jacksonville help carry on Union business for their brothers at sea at their December membership meeting.



Playing a friendly game of cards in the new hiring hall's game room are, from left to right, Seafarers Milton Brown, E. C. Colby and C. Woodard.

Navy-Merchant Marine Relations Torpedoed

The U.S. Merchant Marine is by law the naval auxiliary. In other words, it is an auxiliary Navy consisting of U.S. ships manned by U.S. citizen seamen.

In time of peace, the Merchant Marine earns revenue and furthers U.S. political and trade interests overseas. In time of war or national emergency, the Merchant Marine is an arm of national defense, an auxiliary of the regular combat forces. It is the biggest national defense bargain the American people have. The question is, does the United States Government know how to use the Merchant Marine to further our interests in peace and war?

In 1776 the first ships to put to sea under the flag of our fledgling republic were converted merchantmen manned by merchant seamen. In those early days the U.S. Merchant Marine and combat Navy grew, fought and prospered together as an integrated team in the best tradition of the great maritime powers of the past and present.

But as time passed and America prospered the combat Navy and Merchant Marine began to drift apart. Some suggest it was because the British Navy usually looked out for their former American colonies when the danger was great, while Americans occupied themselves with pushing their frontiers westward.

Caught by Surprise

The Pearl Harbor disaster caught the U.S. Navy and Merchant Marine by surprise. The sea services in pre-Pearl Harbor days hadn't been operating together as they should. Consequently, U.S. seapower had no staying power. It was battered into virtual helplessness that sunny Dec. 7th morning in 1941. The Navy lost many of its combat ships and the Merchant Marine had not been designed and trained for quick conversion to war.

Meanwhile the U.S. Merchant Marine continued to sail in dangerous waters during these dark, early days of World War II, and sustained the largest percentage of casualties of any of the defense services.

Fortunately in those days the United States still had the British Navy to hold off the enemy while America recovered from shock and reorganized for war.

The Navy that emerged from Pearl Harbor included a large number of merchant ships converted for combat service, 110 of them converted to auxiliary aircraft carriers. Large numbers of trained merchant seamen were called to serve in combat ships and still larger numbers were trained to serve in the rapidly-expanding Merchant Marine.

Reverted Back

But Pearl Harbor was 34 years ago. What had been the lesson learned by the U.S. from the Pearl Harbor dis-

Repair Bids Go Out On the Transpanama

Repair bids on the damaged tanker, the SIU-contracted *SS Transpanama* (Hudson Waterways) went out to shipyards on Jan. 14 after the vessel was surveyed in a Beaumont, Tex. yard with an estimate of \$2-million in damage, according to a company official.

The 17,291 dwt grain ship ran aground in the port of Odessa, Russia in November. Damage to the ship in-



Under full way at sea, the SIU-manned tanker *Erna Elizabeth* works on a refueling mission with the Navy's aircraft carrier *USS Franklin D. Roosevelt*.

aster? The sad fact is that the Merchant Marine and Navy are back in their old pre-Pearl Harbor habit of going their separate ways. In that respect, the experience of Pearl Harbor taught us nothing.

Three recent Chiefs of Naval Operations—Admiral Moorer, Admiral Zumwalt and now Admiral Holloway—have pointed out the need for the Navy and Merchant Marine to work together.

Admiral Zumwalt, in 1971, gave the order to reestablish the Merchant Marine Naval Reserve. He also ordered the Navy to conduct a refueling exercise where a standard merchant tanker the SIU-manned *Erna Elizabeth*—was to refuel a number of Navy combat ships—41 as it turned out. The refueling exercise with the *SS Erna Elizabeth* was an unqualified success, and the operation received the enthusiastic endorsement of virtually every Navy Admiral and ship Captain who participated. But that is where the cooperation stopped.

So far as can be determined, the Military Sealift Command stepped in and took over. It blocked further attempts to arrange exercises using merchant ships to refuel Navy combat ships. The MSC preferred to build up its own Defense Department Merchant Marine at taxpayer expense. Two years later Admiral Zumwalt met with Assistant Secretary of Commerce Blackwell and agreed that talking and writing papers were not enough. More action was needed, more merchant ships should be used to support the Navy. The Navy and Merchant Marine needed more practice

operating together, to be ready for emergencies. The discussions between the Maritime Administrator and the Chief of Naval Operations focused on the role of U.S. privately-owned merchant ships in providing service to the Navy. Reportedly, the Commerce Department officers view was that 25 per cent of all non-combat ship service required by the Navy should be furnished by U.S. flag commercial vessels—harbor tugs, supply ships, refueling ships, and amphibious ships.

The Navy view was that the approach should be on a more gradual basis, perhaps with a start at ten per cent so that there could be a gradual accumulation of experience and the building of mutual confidence.

But there has been no implementation. In fact, the situation today is virtually exactly where it was in August 1969, when Admiral Moorer, then Chief of Naval Operations, said:

"I do not have enough shipbuilding

money to build all the ships the Navy needs. I therefore need to use my shipbuilding money to build combat ships and want the U.S. Merchant Marine to provide more of the Navy's logistic support."

Admiral Moorer's view was endorsed by Admiral Zumwalt when he became Chief of Naval Operations in the summer of 1970. The answer to why the Navy-Merchant Marine cooperative effort cannot get off the ground is simply that the bureaucrats in the Military Sealift Command do not want it to get off the ground.

For practical purposes the MSC bureaucrats function as though they are running a private shipping company in competition with the rest of the American flag industry and any effort to diminish that portion of their business which can be performed by private shipping is viewed with repugnance.

So the MSC people concentrate on

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Moody Asks House Tax Action

WASHINGTON—In testimony before the Ways and Means Committee of the U.S. House of Representatives, SIU Washington Representative O. William Moody said that they should "act swiftly and favorably to implement a section of the 1970 Merchant Marine Act" that would put an end to a tax credit interpretation by the Internal Revenue Service which is hampering the revitalization of the U.S. merchant marine.

The controversy centers around the Capital Construction Fund provision of the 1970 Act. Under this provision a shipowner can defer paying taxes on some of his profits by placing a portion of them in a Capital Construction Fund which he can draw on at a later date to build new vessels in U.S. shipyards.

The IRS contends that any money drawn from this fund to build a ship cannot be used for investment tax credit, credit given to most industrial investors to stimulate new investment.

Moody told the House Ways and

Means Committee that the Capital Construction Fund provision, created by Congress to serve as an "incentive to revitalize the American merchant marine, has been rendered ineffective, due in large measure to the reluctance of the IRS to allow the use of the Capital Construction Fund without incurring a reduction in eligibility for the investment tax credit."

The SIU believes that this interpretation, Moody said, has resulted in "the 1970 Act having failed to stimulate the growth of the U.S.-flag merchant marine to the extent envisioned by Congress."

Pointing to the capital incentive offered by foreign nations, Moody stressed in closing his testimony that "the United States-flag fleet will grow not only in terms of numbers of vessels but also in terms of freight and cargo carried" if the Committee would act to offer "the U.S.-flag merchant marine the same tax treatment as is now enjoyed by other U.S. industries and many foreign fleets."

Russian Land Bridge Cut-Rates Threaten Shippers

Always searching for ways to capture an even larger chunk of the world liner trade and more hard Western currency, the Soviet Union has started a "land bridge" across Russia and Siberia which is siphoning off the most profitable cargoes in the Europe-Japan trade and threatening the operations of con-

ventional shippers by undercutting conference rates.

This Russian land bridge moves cargo from Northern European ports over the Baltic Sea to Leningrad by ship, then by train across the Soviet Union to Vladivostok or Nakhodka in the Sea of Japan. From there the cargo is carried to Japan by ship.

Much like the Soviet rate cutting incursion into the U.S. liner trade as a third-flag carrier, rates for moving the most profitable cargoes on this route are set well below the Far Eastern Freight Conference rates, although any rate increase by the FEFC is quickly followed by a proportionate increase in the land bridge rates.

This leaves conventional carriers from Europe and Japan, already hurt by the loss of volume in the trade, with only the unprofitable segment of the cargoes, further damaging their ability to compete with the state-subsidized bridge.

Rapid Growth

Seen as a Soviet effort to earn hard currency for facilities that would be built and enlarged in any event, such as the Trans-Siberian Railroad and

containership port facilities, these rates which few experts believe could generate any type of profit for the USSR, have led to a rapid growth in the amount of cargo moving through this system.

In 1972, 4,300 containers were handled in both directions. In 1974, the system moved 56,000 containers, as 17 percent of all Japanese goods sent to Europe were shipped via the bridge and 50 percent of all Japanese cargoes bound for Eastern Europe and Scandinavia were diverted from Western conference ships to the Russian route.

Russian officials say that this growth is due, not to the low rates, but rather to the speed of the system which they claim can, under ideal conditions, cut by half the usual 40 days needed for most sea deliveries between Western Europe and Japan.

But bottlenecks and construction problems with the Trans-Siberian Railroad section of the route bring actual delivery time to a more realistic minimum of 30 days, a delivery time matched by many conventional liners.

With the recent growth of this system and with predictions that the land bridge's business should expand by

about 20 percent annually for the next few years, many European and Japanese liners have been displaced from this trade, causing a surplus of liner vessels in the world market that is also adversely affecting the U.S. liner fleet.

There seems to be little chance for conference shippers to compete successfully with this state-subsidized bridge as the Russians are even dominating the sea legs of this system at both the Baltic Sea and Japanese end of the route with their own container ships.

One firm in Tokyo which attempted to break into the Sea of Japan leg placed a bid to carry each 20-foot container for \$200. The Russian Government rejected this bid and said that \$80 was the maximum permissible, a rate so far below a break-even level that only a state-subsidized fleet could compete for the cargo.

By once again placing political and military goals above economic gains, the Soviet Union is using this land bridge, just as they are using their surplus containerships to undercut other liner traders on the U.S. West Coast, to further strengthen the position of their merchant marine in global commerce.

Elections Concluded

Elections for SIU, AGLIWD officers for the 1976-79 term are over. The voting began on Nov. 1 and continued until Dec. 31, 1975.

A 16-man Tallying committee, composed of two men elected from each constitutional port at special meetings on Dec. 29, 1975, is now counting the ballots at Union Headquarters in New York.

The results of the elections and the Tallying Committee's full report will be carried in the February issue of the *Seafarers Log*.

New Information on Mayaguez Incident

New details on the six-month old *Mayaguez* incident emerged recently when Ieng Sary, a Cambodian deputy premier, came to New York City to attend the United Nations General Assembly. Relating Cambodia's side of the *Mayaguez* story to a gathering of newsmen and others, Ieng Sary said that the *Mayaguez* was seized by a local Cambodian commander without the knowledge of the central government in Phnom Penh.

The Cambodian official stated that Phnom Penh only found out about the seizure after hearing it on American radio broadcasts. He said the officer

was called to the capital and after a three-hour discussion was sent back to the port of Sihanoukville "under instructions to release the *Mayaguez* immediately." The order was obviously given to late. The rest is history. (See June 1975 *Seafarers Log*).

In addition to details on the *Mayaguez*, Ieng Sary also related that things were normalizing in his country. He said that Phnom Penh, which had been forcefully evacuated after the Khmer Rouge takeover, was being repopulated. He said schools and hospitals in the capital were reopening but that the city's population would be smaller than before.

Optical Benefit Change

The Board of Trustees of the Seafarers Welfare and Pension Plan has accepted a revision in the optical benefit.

Effective Jan. 1, 1976 Seafarers meeting the basic eligibility requirements and their dependents need no longer patronize a contracted optician in order to receive the optical benefit of up to \$30 every two years

for an eye examination and a pair of glasses.

Under the revised provision, eligible Seafarers may go to any optician and must submit the paid bill, along with the SIU claim form to the Plan office. The Plan will then directly reimburse each man up to \$30 for each eligible claim.

Labor Secretary Dunlop Quits

U.S. Secretary of Labor John T. Dunlop resigned his position in the Cabinet this month, to become effective Feb. 1. He had served in the post since

March, 1975 when he succeeded Peter A. Brennan.

In commenting on his resignation, Dunlop stated that he felt he could "no longer conduct effective policy in the Labor Department."

The sixty-one-year old Dunlop, who has been on the faculty of Harvard University as an economics professor since 1938, is one of the most respected experts in labor, and has been praised by those in both labor and management for his approach to solving disputes. He plans to return to Harvard.

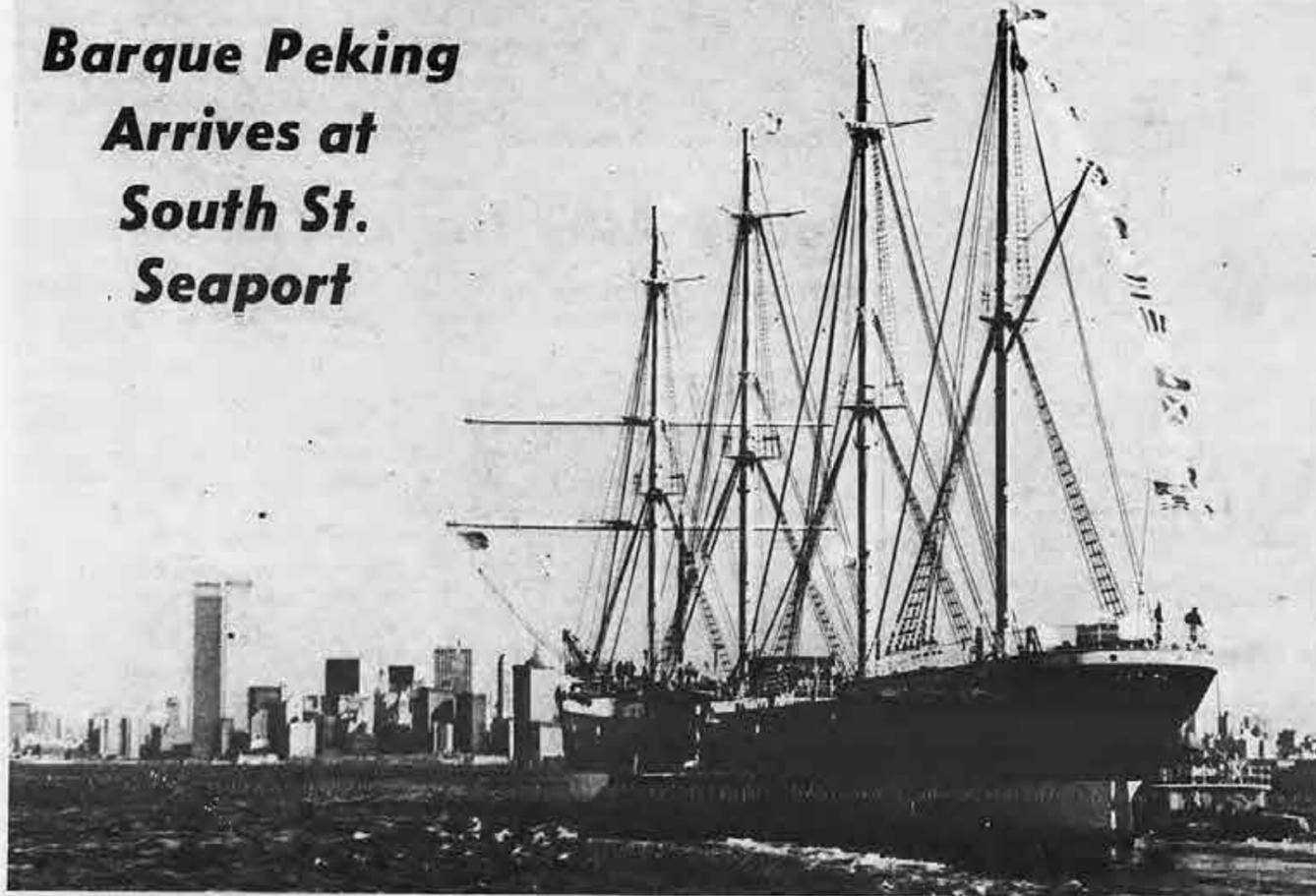
Prior to becoming Labor Secretary, Dunlop had served in a number of capacities in the field of labor-management relations. In the spring of 1974 he was appointed chairman of the special Ad Hoc Committee on Maritime Industry Problems of which the SIU is a member.

In the fall of 1974 he was appointed as chairman of the Labor-Management Committee set up by President Ford to help solve the country's economic troubles. He has also resigned his post as chairman of the Labor-Management Committee and that resignation is effective Feb. 1.

Dunlop was also instrumental in setting up the President's Labor Advisory Committee and served as its first chairman.

At the time of his nomination to the top labor post, Dunlop was arbitrating jurisdictional disputes that had arisen in the construction of the Alaska Oil Pipeline. In the past he has arbitrated disputes in the coal, railroad, airline, atomic energy, missile and steel industries.

Barque Peking Arrives at South St. Seaport



Her pennants whipping in a strong breeze, the four masted barque *Peking* approaches lower Manhattan and her new berth at the South Street Seaport Museum. Built in 1911 for the grain and nitrate run around Cape Horn, the 321-foot *Peking* will serve as a floating exhibit. When fully rigged, *Peking's* masts will stand 195 feet tall and carry more than an acre of canvas which allowed her to log as much as 300 miles per day when rounding the Horn.



Headquarters Notes

by SIU Vice President Frank Drozak

At the end of this month the SIU will be conducting a very important three-day seminar on alcoholism for Union officials and members. The three-day seminar, titled "The Problem Drinker in Industry," will be held on January 30, 31, and February 1 at the Harry Lundeberg School in Piney Point, Md. It will feature speakers from various parts of the country who in conjunction with the HLS Alcoholic Rehabilitation Center Staff will head small group sessions and discussions.

Alcoholism is one of the most serious social problems in this country today. Statistics show that of the 80 or 90 million Americans who drink, some 9 million or so are alcoholics. This means that about one out of every ten drinkers is an alcoholic.

Statistics also show that about half of all alcoholics are currently working in business and industry. We in the maritime industry should be aware that this is also a serious problem for some of our brothers. It is a problem that can very easily affect a man's performance on his job; such a man can be a danger to himself as well as to those around him. And, it is a problem that creates many personal hardships, too; pain and suffering for the alcoholic and those close to him.

However, these people can be helped; alcoholism is a treatable disease. The Center at Piney Point, through its Alcoholic Rehabilitation Program, provides counseling and guidance for those Seafarers with serious drinking problems. The Center is staffed by Seafarer counselors who are themselves recovered alcoholics, and professional counselors who have both experience and understanding in dealing with the problems of alcoholics.

We will be discussing the many facets of this problem at our seminar. Special elections in all constitutional ports will be held at 10:00 a.m. Tuesday, Jan. 27, to select two rank and file members from each port to attend the seminar. It is strongly recommended that members seeking nomination for this conference have some experience or understanding of alcoholism, either through educational studies, church or social work, or Alcoholics Anonymous.

A good example of one of the reasons why it is important for us in maritime to combat this disease of alcoholism can be illustrated by one of the many vocational courses offered at Piney Point: LNG Training. This course offers an excellent opportunity for anyone who intends to sail on LNG/LPG vessels to obtain the qualifications necessary to become a crewmember on any of these ships.

The LNG/LPG ship is just one of many new, technologically-advanced vessels which Seafarers in the next ten years will be manning. And, these Seafarers will have to be at the top of their performance in order to handle some of the sophisticated equipment which is being constructed for these ships. There will be no room for any Seafarer who cannot handle his job because of a drinking problem. Just one minute of inefficiency could mean disaster.

The Harry Lundeberg School, through programs such as the Alcoholic Rehabilitation Program, and courses like LNG Training, is doing an excellent job of preparing Seafarers for the future. It is through the school that we will be able to solve our problems such as alcoholism, and meet our educational and vocational needs for the years ahead; and thus we will insure that the SIU can always provide the most qualified, experienced Seafarers for U.S. ships.

FIREFIGHTING

Many Seafarers continue to obtain their firefighting certificate by enrolling in the two-day course given at the Harry Lundeberg School and the jointly-sponsored MSC-MARAD firefighting school in Earle, N.J. All brothers who do not already have a firefighting certificate should get one as soon as possible; besides receiving invaluable knowledge which may one day save your life or that of a shipmate, there will be a time in the very near future when a firefighting certificate will be an absolute necessity in order to ship out.

Upcoming dates for the course are Feb. 10, 20, 26; March 9, 19 and 30.

'A' SENIORITY UPGRADING PROGRAM

Six more Seafarers became full 'A' Book members in the SIU this month after completing the one month 'A' Seniority Upgrading Program. I would like to congratulate them.

These men now have the rights and privileges of full book members as well as added responsibilities. They will continue to provide the SIU with the most qualified, best trained Seafarers for our contracted ships, and in so doing insure the job security of us all in the years ahead.

I strongly urge all eligible 'B' men who have not done so to apply for this program as soon as possible.

BOSUNS RECERTIFICATION PROGRAM

Twelve more Seafarers graduated from the SIU's Bosuns Recertification Program this month after completing the two month course at Piney Point and at Union Headquarters. I wish to congratulate these men also.

This program has enabled our bosuns to assume better leadership aboard our ships, which in turn has made for smoother voyages and payoffs. It has also given these men a better understanding of our industry, its problems and the way the SIU is attempting to solve them.

The Bosuns Recertification Program, together with the 'A' Seniority Program, is preparing our members for the changes which are constantly occurring in this industry; the only way the SIU will be able to survive in the future is by educating our membership to the problems and needs that the years ahead will surely bring.

SIU Upgrader Talks About Our Past and Future

The following essay was written by Brother William L. Kenney when he attended the QMED upgrading course at the Harry Lundeberg School last December. Seafarer Kenney, 25, joined the SIU in 1970 in the port of San Francisco. A native of Houston, Tex., he now makes his home in New Orleans, La.

In his essay Brother Kenney discusses the maritime industry today and what he feels the SIU's role in it should be. He also provides an excellent view of our history, and why he thinks what we accomplish today as a labor organi-

zation comes directly from the legacy left to us by the founders of this Union; and also why it is important for us to continue the fight they began.

Because we feel this essay represents an interesting, informative view of maritime through the eyes of a young Seafarer, the Log is reprinting the essay in full.

It has never been easy to play the game, the ante is forever being raised, and one must either put up or shut up. They who seek to take our power want nothing more than to instill dissension in our ranks, to divide our strength in

internecine quarrels and dissipate our energy. They have always been united and are stronger today than yesterday. Our power was not so much wrested from them as it was new power that we created from a combination of raw materials.

Perhaps the result appears the same, but the effect is more apparent than real. Instead of weakening our opponent, we have been able to strengthen ourselves, a difference we should not lose sight of. It is often easy for us to retreat into our individual prosperity and fabricate an illusion that gives a false impression of self-sufficiency and security. This is a fatal mistake, because then the bonds of unity are weakened and the fabric can become unraveled. The bedrock foundation of our strength and security lies in constant everlasting and unwavering unity with each man understanding this principle like the back of his own hand. With a cohesive, loyal organization we are a viable, potent force; in disunion we are lost.

"And it came to pass that they were delivered from their dark days and allowed to build and prosper and all that was planned and all that was promised grew in the field where they had twice sown the strong seed".

A prophesy? No, this passage won't be found in the Book of Books but it is a reflection of sort on our history as the Brotherhood of the sea. The SIU was built into what it is today from the harshest of beginnings, when the ship-owners had replaced the feudal lord and Seafarers were treated just as if they

were vassals of the sea.

We must be vigilant never to let the young men be ignorant of the facts and legacy of history, nor to allow the old ones to forget, because those dark days are the inheritance willed to all of us by many who can never see the fruits of their labor. The men of the SIU should always find a special pride in their hearts in belonging to an organization which has contributed so much to lifting the dignity of man.

They should be ever mindful of the continuity of history as an infinite progression, each day a further extension of its predecessor and another link in an unbroken chain. Only by the careful study of our history can we fully understand the direction in which we are heading, and then chart the appropriate course in the arena of power.

Washington politics is indeed that power arena, capable of starving or sustaining us. It is a fight in every sense of the word; our interests and our allies' interests versus the power and interest of those who oppose our aim. That is why it is imperative that each man have a fundamental understanding of the concept of power so he can appreciate the scale on which our war is waged; and it is a war, a game of power that all the powerful compete in, and to receive a chance to win one must play in that game. Nothing is guaranteed, and those in Valhalla are not omnipotent; they are men, Seafarers who guard the trust of our interests to the best of their abilities, not infallible, but unswervingly dedicated.

VP at San Francisco Meeting



SIU Vice President Frank Drozak (at mike) last month addressed Seafarers of the port of San Francisco at their monthly membership meeting emphasizing the benefits to the Union of the U.S.-USSR \$16 a ton grain shipping rate agreement signed in Moscow. At left is San Francisco Port Agent Steve Troy.

Second Part of Series

Social Security, Medicare, Medicaid Are for You

by A. A. Bernstein SIU Welfare Director

This is the second part in a series of articles which the Seafarers Log will be running, over the next few months, concerning Social Security, Medicare and Medicaid and how these government programs affect you and your families.

Eventually the series will be compiled into a booklet so that Seafarers can have all the information on these programs in one place.

The first part of the series, which appeared in the November 1975 Sea-

farers Log, gave a general outline of Social Security as well as a chart showing how to determine if you are fully insured.

The second part appearing in this Log gives you some further information about Social Security in the form of a sample list of many of the covered categories, eligibility requirements and proofs needed for various benefits.

I hope this series will be an aid to you. Please let me know if you have any questions. Just write to me, care of Seafarers International Union, 675 Fourth Ave., Brooklyn, N.Y. 11232.

WHO IS COVERED? ELIGIBLE FOR MONTHLY PAYMENTS IF:

PROOFS NEEDED

Retired worker or self-employed person

1. He is fully insured.
2. He has reached age 62. (Benefits are reduced if under 65).
3. He has retired or has limited earnings.

1. Your own social security card or a record of your number.
2. A birth certificate or a baptismal certificate made at or shortly after your birth. If you do not have or cannot get either, contact your local social security office for further information. (This applies for all the following examples).
3. Form W-2, wage and tax statement for the *previous* year; or if self-employed a copy of your last federal income tax return and proof of payment. (Cancelled check, receipt, etc.)
4. Merchant seamen are asked to supply their Coast Guard discharges, wherever possible, for the previous year.

Wife of retired worker or self-employed person

1. She has reached the age of 62. (Benefits are reduced if under age 65.)
- or
- Has in her care a child under 18, or a child over 18 who is disabled and therefore entitled to benefits on the earnings record of her husband. (Be sure to see below for the requirements for a child of the worker to get benefits).

1. A birth certificate or a baptismal certificate made at or shortly after birth.
2. Marriage certificate.

Divorced wife of retired worker or self-employed person

1. Her divorced husband is entitled to social security benefits.
2. She has reached age 62. (Benefits are reduced if under age 65).
3. She is not married; and
4. She was married to her divorced husband for 20 years immediately before the date the divorce became effective;

1. A birth certificate or a baptismal certificate made at or shortly after birth.
2. Marriage certificate.
3. Divorce papers.

Dependent husband (receiving at least one half of his support from his wife)

1. His wife is entitled to retirement insurance benefits as a worker or self-employed person.
2. He has reached the age of sixty-two. (Benefits are reduced if under age 65).

1. A birth certificate or a baptismal certificate made at or shortly after your birth.
2. Marriage certificate.
3. Proof of at least one half support from wife.

The child of a worker or self-employed person receiving retirement benefits

1. The child is under age 18
- or
- Age 18-22 and a full-time student
- or
- Age 18 or over and under a disability which must have begun before age 22.
 2. The child is not married.

1. A birth certificate or a baptismal certificate made at or shortly after birth.
2. Marriage certificate of parents if claimant is a stepchild.
3. Adoption papers if child is adopted.
4. Student identification number if applying as a student age 18-22.
5. Names and addresses of doctors and hospitals who have treated child if applying as adult disabled child over age 18.
 - a) Dates of these services.
 - b) Hospital or clinic cards or identifying numbers.

Child of a disabled worker

Same as for child of a retired worker or self-employed person.

Same as for child of a retired worker or self-employed person.

Widow of a deceased worker or self-employed person who was insured under social security

1. She has in her care a child of the deceased worker who is under age 18 or who is disabled. (See above for requirements for the worker's child to receive benefits.)
- or
- She is 60 or over, benefits are reduced if received before age 65
- or
- She is between the ages 50 and 60 and is disabled.
 2. She is unmarried—unless she remarries after the age 60.

1. A birth certificate or a baptismal certificate made at or shortly after your birth.
2. Death certificate of spouse.
3. Medical evidence if applying as a disabled widow. (See next month page 9 for medical information required.)
4. Marriage certificate proving the worker and his spouse were married for at least 9 months. (3 months if death was accidental or occurred in the line of duty during active military service.) However, this length of marriage requirement, can be waived if the husband and wife had a child or adopted child, or if either party adopted the other's child while both husband and wife were alive.

NOTE: In certain cases, other requirements and documents may be necessary.

The third part of this series will be a continuation of some of the covered categories available under Social Security.

Washington Activities



During the year, we have followed—and supported or opposed—many pieces of legislation which affect seamen and our Union. Some of them have been passed and some are still in various stages in Congress. A list follows, showing where they were when Congress recessed in December.

Maritime Authorization for Fiscal Year 1976: President Ford signed the Authorization bill on Nov. 13, 1975. It included \$195 million for Construction Differential Subsidies, \$315.9 million for Operating Differential Subsidies and raised the Title XI ceiling to \$7 billion.

Seafreeze Atlantic H.R. 5197: Signed Dec. 15. The bill authorizes temporary employment of foreign fishermen on the trawler *Seafreeze Atlantic*. The vessel's owners will be required to train Americans to replace the foreign fishermen.

Aid to Railroads S. 2718: Both the House and Senate have passed the conference report, but the bill, is being held until Congress returns to prevent the President from pocket vetoing. SIU opposes the provision which would allow railroads to raise or lower their rates by seven percent.

National Transportation Study S. 2627: Proposes a 25-member commission to study and recommend national transportation policy. The House version does not contain similar language. This and other differences will be resolved in conference in the Second Session. We favor labor representation on the commission.

Water Pollution H.R. 9560: Seeks to amend the Water Pollution Control Act by reducing the penalty from \$5 million to \$50 thousand per incident. The bill will be marked up in the House Public Works Committee in the Second Session. We are in favor of this bill.

Alaska Gas Pipeline: Two routes are being considered by the Federal Power Commission, the agency which permits issuance of licenses for construction to begin. The Stevens bill (S. 2778) would require that the pipeline be constructed through Alaska. H.R. 11273, introduced by Reps. Ruppe and Bergland, calls for a trans-Canada route. Both bills are in committee. We support an all-Alaska route. S. 2510, to require the Federal Power Commission to render a decision before June 30, is still in the Senate Commerce Committee.

Extension of the Jones Act to the Virgin Islands, S. 2422: Provides that transportation of crude oil, residual fuel oil and refined petroleum products be reserved for U.S.-flag ships in Virgin Islands trade. The Virgin Islands ports are excluded from coverage under the Jones Act at present.

Another bill dealing with the Jones Act, S. 1543, would assure compliance with the Jones Act in Alaska trade.

200 Mile Limit, H.R. 200 and S. 961: The House passed a bill on Oct. 9 to extend jurisdiction over certain ocean areas to 200 miles. It excludes highly migratory species such as tuna. Similar legislation was favorably reported by the Senate Armed Services and Commerce Committees, but adversely reported by Foreign Relations. The full Senate will take up the bill after recess.

Outer Continental Shelf H.R. 6218: The House Select Committee on Outer Continental Shelf is marking up its bill. Hearings on a bill to establish a policy for management of outer continental shelf development were held and the bill passed the Senate.

Third Flag Rates, S. 868 and H.R. 7940: The Senate bill has been favorably reported out by the Committee on Commerce. It will provide for minimum rate provisions for non-national flag carriers in the foreign commerce of the United States. The House Merchant Marine Subcommittee has begun hearings. We support this bill.

War Risk Insurance, H.R. 1073: The House bill would extend the war risk insurance program for a three year period. It would also eliminate approximately 75 percent of the U.S.-owned, foreign-flag fleet, now eligible under the present law, from its coverage. No action is being taken in the Senate at present.

Oil Pollution Liability, H.R. 9294: This bill, and others, are the subject of hearings in the House Merchant Marine Subcommittee on Coast Guard to legislate a comprehensive system of liability for oil spill damage and removal costs.

Public Health Service Hospitals, H.R. 8069: This issue is a familiar one. Language requiring HEW to certify that it is in compliance with the law to maintain and fully staff PHS hospitals is part of the appropriations bill for the Department of Health, Education and Welfare for FY 1976. President Ford vetoed it on Dec. 19. It is reported that he favors closing the hospitals. SIU will continue to fight for their maintenance.

Merchant Marine Oversight: The Senate Commerce Committee and the House Merchant Marine and Fisheries Committee are the two congressional committees primarily concerned with merchant marine matters. Acting on that responsibility, both committees have held hearings during 1975 to review broad maritime policy issues and determine what initiative the Administration plans to take in response to economic problems in the industry.



Seafarers are urged to contribute to SPAD. It is the way to have your voice heard and to keep your union effective in the fight for legislation to protect the security of every Seafarer and his family.

Thousands Lose Their Pension as Year Begins

Thousands of workers are losing their pensions as private companies are terminating their pension plan coverage because of poor economic conditions

and problems meeting certain requirements of the new pension law which went into effect on Jan. 1, 1976.

Representative Charles A. Vanik

(D.-Ohio) has said that approximately 5,000 private pension plans have been terminated since the Employee Retirement Income Security Act became law some 16 months ago, "more than four times the expected rate of termination."

"As a result," he said, "many of the 160,000 employees who had been covered by those plans now face an uncertain retirement future." Vanik also stated that as many as 39,000 employees may have lost pension benefits during December alone because an estimated 1,300 private companies ended their pension plans.

Although the new law was enacted in 1974, certain requirements did not become effective until January 1, 1976. Therefore, some employers, when faced with the financial and vesting requirements of the law which went into effect at the start of the new year, decided to cancel their plans before they had to meet those requirements.

Representative Vanik said that Con-

gress recently heard pension plan administrators testify that the complicated compliance forms were being simplified, with special urgency on streamlining procedures for certifying small firms' pension plans.

Many of the workers who have lost their pension benefits are employees who were unprotected by a labor-management agreement between an employer and a union. Any such contract would not permit the termination of a pension plan without the approval of the union. So, these people were at the mercy of their employers, and did not enjoy the security and benefits of a union contract.

The SIU has always made sure that its Pension Plan is strong and solvent so that each member expecting a pension after long years of hard work, would not suddenly be left in the cold.

Unlike the thousands of workers who have been denied their rights to a pension, SIU members are assured of their just earnings when they retire.

Joint and Survivor Annuity Benefit Offered in Pension Plan

The Board of Trustees of the SIU's Pension Plan is considering the rules that will apply to a joint and survivor annuity benefit.

Under this joint and survivor annuity, or husband-wife annuity, an SIU member choosing this benefit would receive a reduced monthly pension until his death and, if his wife is still living at the time of his death, she would continue receiving 50 percent of his monthly pension benefit until her death.

The pensioner covered under this annuity would receive a reduced benefit because this plan is more expensive than a benefit which ends with the death of the pensioner.

The actual amount of this reduced monthly benefit would be computed by actuaries considering many fac-

tors, including the life expectancy of the pensioner's spouse, and must be calculated on a case-by-case basis.

Each married Seafarer, when he becomes eligible for a pension, will be notified of the exact amount of the reduced monthly pension he will get should he receive this benefit and will be given 90 days to reject the joint and survivor annuity.

If he does not reject the husband-wife annuity at this time, he will, as required by the Employee Retirement Income Security Act of 1974, automatically receive the joint benefit when he retires.

Unmarried Seafarers will automatically receive the full monthly pension benefit which will end with their death. The joint and survivor benefit will not apply to men already on pension.

Politics Is Porkchops
Donate to SPAD

The Committee Page

SL Galloway Committee



SIU Representative Trevor Robertson (left) of the port of San Francisco is shown with the Ship's Committee of the *SS Sea-Land Galloway*. They are (l. to r.) Recertified Bosun Karl Hellman, ship's chairman; AB-QM Monte Fila, deck delegate; Steward Utility Lloyd McCuen, steward delegate; QMED Wallace Roat, engine delegate and (seated center) Chief Steward Ray Taylor, secretary-reporter. The containership sailed Dec. 15 for a run to the Far East.

SL Finance Committee



Recertified Bosun James Pulliam (left) ship's chairman of the *SS Sea-Land Finance* with part of the Ship's Committee of (l. to r.) Chief Steward Ceasar Blanco, secretary-reporter; Baker Jim Sivley, steward delegate and Jennings Long, deck delegate. Later the containership sailed from the port of Oakland to dock in the port of Yokohama on Dec. 18.

St. Louis Committee



San Francisco Union representative Trevor Robertson (seated center) checks book of Recertified Bosun John Spuron (2nd right) ship's chairman of the containership *SS St. Louis* (Sea-Land) at a payoff in the port of Oakland on Nov. 21. Other members of the Ship's Committee are (l. to r.) Oiler Albert Hatt, engine delegate; Chief Steward Paul Franco, secretary-reporter; AB Marion Ciaglo, deck delegate and Steward Utility Leonard Lelonek, steward delegate. The ship dropped the hook in the port of San Juan on Dec. 15.

Maumee Committee



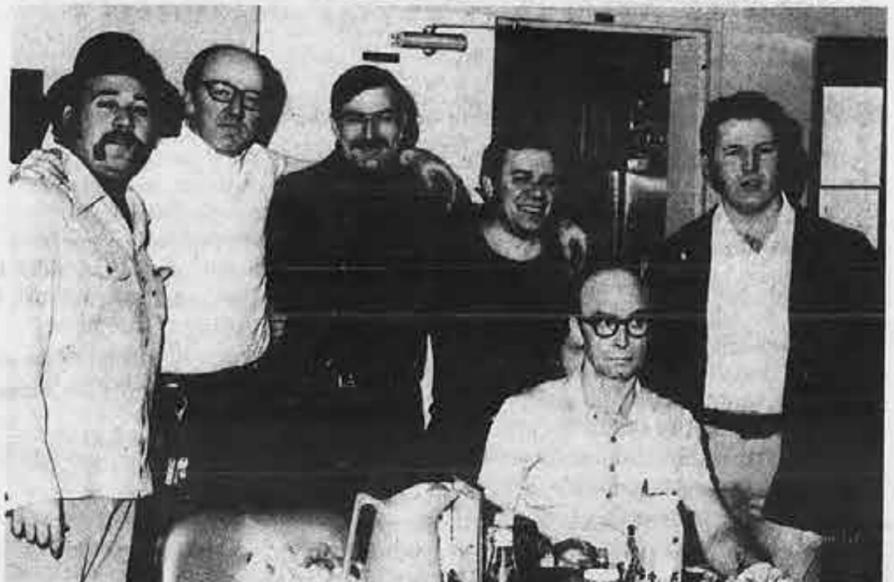
Recertified Bosun James C. "Tennessee" Northcutt (2nd right) ship's chairman of the *T5 USNS Maumee* (Hudson Waterways) here with the Ship's Committee of (l. to r.) Engine Delegate Blanton Jackson, Deck Delegate B. Travis and Chief Steward James R. Prestwood, secretary-reporter. The ship docked at Port Reading, N.J. on Dec. 19 before sailing for the port of Jacksonville for a possible payoff.

Stonewall Jackson Committee



Recertified Bosun Carl Lineberry (seated 2nd right), ship's chairman of the *SS Stonewall Jackson* (Waterman), gets ready to talk with SIU Patrolman Jack Caffey (seated center) at a payoff on Dec. 19 on Pier 7, Brooklyn, N.Y. Ship's Committee members at the table are (l. to r.) AB Robert Burns, deck delegate; QMED Juan Patino, engine delegate and Chief Steward Alonzo Calderon, secretary-reporter. Rounding out the LASH ship's committee are (standing l. to r.) Chief Electrician John Cantrell, educational director and Cook Herbert Nixon, steward delegate. At rear left is another SIU crewmember. On Dec. 22, the vessel sailed on a nine-week run to the Mideast and the Far East.

Sea-Land Resource Committee



Recertified Bosun Peter Drewes (2nd left) ship's chairman of the containership *SS Sea-Land Resource* with the Ship's Committee of (l. to r.) Engine Delegate Arturo Morales, Educational Director Gus Katsalis, Steward Delegate Phil Pron, Chief Steward James Lomax (seated) and Deck Delegate Ron Crain. The vessel paid off in Port Elizabeth, N.J. on Dec. 21. She's on the run to North Europe.

The Spirit of Brotherhood in the Holiday Season

IN the spirit of Union brotherhood, each year during the Christmas holidays SIU representatives throughout the country pay special visits to those Seafarers who must spend Christmas in a USPHS hospital. Bringing each brother confined to the hospital during the holiday season a \$25 Christmas gift, a carton of cigarettes or box of cigars, and a Christmas card, these Union representatives are carrying out a special SIU tradition which has always been our way of extending to each man good wishes and Season's Greetings from all of his Union brothers. For men who are sick or injured, and often far away from their families during the usually joyous holiday season, the assurance that their brothers are thinking of them does much to give them a little Christmas cheer and to help keep their spirits up.



Making his annual Christmas visit to the Staten Island USPHS hospital, SIU Representative John Dwyer helps Seafarer George Yeackel straighten out his sickness and accident benefit claim and gives him the SIU's traditional \$25 Christmas gift and good wishes from all of his Union brothers.



SIU Pensioner John H. Morris (center) is happy to know that his Union brothers have not forgotten him as Representative Dwyer offers him a "Merry Christmas" from the entire SIU. Looking on is USPHS Nurse Phoebe Rhame.



From left to right, Brother Dwyer gives IBU member Ed Murphy a Christmas card and \$25 gift from the SIU while Bosuns Walter Cousins and Bruce Knight, who were participating in the Bosuns Recertification Program at Headquarters, look on.



Always eager to see what his fellow Union members are up to, SIU Pensioner Art Lomas gets a copy of the *Seafarers Log* along with the good wishes for a "Happy New Year" and a carton of cigarettes from Representative Dwyer. Brother Lomas, who believes in the need for strong political action by the SIU, is a staunch supporter of SPAD. Standing in the rear are Recertified Bosuns Walter Cousins (l.) and Bruce Knight.

Drugs Mean Loss of Seaman's Papers

If you are convicted of possession of any illegal drug—heroin, barbiturates, speed, LSD, or even marijuana—the U.S. Coast Guard will revoke your seaman papers, without appeal, FOREVER.

That means that you lose for the rest of your life the right to make a living by the sea.

However, it doesn't quite end there even if you receive a suspended sentence.

You may lose your right to vote, your right to hold public office or to own a gun. You also may lose the opportunity of ever becoming a doctor, dentist, certified public accountant, engineer, lawyer, architect, realtor, pharmacist, school teacher, or stockbroker. You may jeopardize your right to hold a job where you must be licensed or bonded and you may never be able to work for the city, the county, or the Federal government.

It's a pretty tough rap, but that's exactly how it is and you can't do anything about it. The convicted drug user leaves a black mark on his reputation for the rest of his life.

However, drugs can not only destroy your right to a good livelihood, it can destroy your life.

Drug abuse presents a serious threat to both your physical and mental health, and the personal safety of those around you. This is especially true aboard ship where clear minds and quick reflexes are essential at all times for the safe operation of the vessel.

Don't let drugs destroy your natural right to a good, happy, productive life.

Stay drug free and steer a clear course.



1975 in Retrospect: An Important Year for



The year 1975 was a very important and climactic one for the maritime industry and those of us in it. In many ways the year represented a turning point; a year which will be perhaps looked back upon in the future as a time when we began to solve many of our problems and create a foundation for a prosperous and viable American merchant marine for the last quarter of this century.

The past year was also a watershed for the SIU and its members. In May, the Union negotiated a new three-year agreement with its contracted operators which included substantial increases in wages and vacation, welfare and pension benefits.

In September, the SIUNA held its 17th Biennial Convention with spokesmen from both maritime and the entire labor movement addressing representatives from all International affiliates. The signing of a new shipping agreement and the International convention were just two highlights in a very busy year.

Perhaps, the area where the Union made its biggest gains was in the political arena. Although President Ford pocket-vetoed the Oil Cargo Preference Bill in January, that still did not detract from the fact that the SIU and maritime labor won a tremendous victory over the multinational oil companies in our fight to obtain a fair share of oil cargo for U.S.-flag tankers.

There were other victories as well. One attempt to

breach the provisions of the Jones Act with a waiver was defeated, and an application for an unreasonable two-year extension of an emergency waiver already given was only granted for one year. Legislation was introduced in Congress which would strongly curtail unfair rate-cutting practices by third-flag ships, and legislation was also introduced which would close the Virgin Islands "loophole" in the Jones Act.

And, one of the most important accomplishments came late in the year, when after months of pressure by all the maritime unions, with the full support of the entire AFL-CIO, the government was able to produce a new six-year shipping agreement with the Soviet Union, with U.S.-flag ships slated to carry one-third of all grain cargo between the two countries.

These accomplishments were obtained only because of strong SIU participation, through the support of its members, in the political arena. And, with national elections this year, the SIU will remain politically active in order to insure that the voice of the U.S. merchant marine continues to be heard loud and clear in Washington.

So, before we move fullspeed ahead into 1976, let's take a final look at the past year through the pages of the *Seafarers Log*. What follows is a brief recap of some of the major stories of the year as they appeared in the 1975 issues of the *Log*.

January

President Ford unexpectedly pocket-vetoed the Energy Transportation Security Act which had passed both Houses of Congress with a clear mandate. The SIU announced that efforts would resume immediately to obtain passage of a new bill which would guarantee a certain percentage of oil imports for American-flag ships.

SIU Vice President Joseph "Al" Tanner, an SIU Vice President of the Great Lakes and Inland Waters District since 1960, passed away at the age of 56. William H. "Billy" Mitchell, longtime financial administrative assistant to the SIU Secretary-Treasurer, also passed away. He was 55.

The SIU-manned *TT Williamsburgh*, second of the 225,000 dwt supertankers to be built at the Seatrain Yard in Brooklyn, N.Y., and sister-ship of the *TT Brooklyn*, embarked on her maiden voyage from New York to the Persian Gulf and Europe.

The SIU announced it would hold a major educational conference at the Harry Lundeberg School in the spring, gathering representatives from the membership to discuss upcoming contract renewal and the subjects of welfare, pension, vacation, hiring and training.

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

EDITORIAL POLICY—SEAFARERS 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 headquarters.

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 Seafarers 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 Seafarer 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 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 Seafarer seamen, the preservation and furthering of the American Merchant Marine with improved employment opportunities for seamen 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, American trade union concepts and Seafarer seamen.

If at any time a Seafarer 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 U.S. Maritime Industry

February

The Seatrain Shipbuilding Corp. was forced to lay off 1,800 employees for four weeks at its facilities in Brooklyn. President Ford's pocket-veto of the Energy Transportation Security Act of 1974 delivered a further, crushing blow to an already depressed U.S. tanker market causing Seatrain to furlough the 1,800 employees, members of the SIU-affiliated United Industrial Workers.

The New England LNG Inc., a consortium of Northern Atlantic U.S. utilities, filed for permission from the Treasury Department to use foreign-flag vessels to transport LNG from Alaska to New England, thereby launching another attempt to breach the Jones Act.

SIU Tampa Port Agent Belarmino "Bennie" Gonzalez passed away at the age of 64. A charter member of the SIU, he became a Union official in 1946 and served as patrolman in New York, Seattle and Tampa, acting port agent in Miami and finally port agent in Tampa.

March

Leaders from all segments of the maritime industry met with President Ford to urge the Administration to take immediate steps to prevent the total collapse of the already slumping U.S. tanker industry.

Secretary of the Treasury William Simon denied a request by New England LNG Inc. to waive the Jones Act and allow the company to transport LNG from Alaska to New England on foreign-flag vessels. Simon denied the request because he said that waivers were permitted only "when necessary in the national defense."

The AFL-CIO Executive Council, at its mid-winter meetings, called for "massive emergency programs" to give immediate aid to the hardest hit victims of the nation's deepening recession, and halt the "frightening speed" of our economic crisis.

John T. Dunlop, an Economics Professor at Harvard University, was confirmed by the Senate to succeed Peter A. Brennan as Secretary of Labor.

The SIU-contracted *Golden Monarch*, last of three 90,000-ton tankers built for Aeron Marine Shipping Co., was launched at the National Steel and Shipbuilding Co. in San Diego, Calif.

A pioneering rehabilitation center for Seafarers was opened at Piney Point, Md. to meet the needs of Seafarers who want help with social or emotional problems. The new facility is located on the 900-acre farm at the Lundberg School.

April

The AFL-CIO's Maritime Trades Department again affirmed its strong support for U.S. cargo preference legislation which, the department said, would give a much needed boost to the sagging American maritime industry.

Speaking at a banquet celebrating the 100th anniversary of the National Marine Engineers Beneficial Association, Sen. Henry Jackson (D.-Wash.) condemned President Ford's veto of the Oil Imports Bill, and vowed "I will help pass this bill, and I will help override any veto of it."

SIU President Paul Hall told delegates to the Fourth Annual IBU of the Pacific Convention in Seattle, Wash. that they must continue to strengthen their efforts to defeat those who are seeking to destroy the Jones Act.

Senator Daniel K. Inouye (D.-Hawaii) introduced legislation which would sharply cut rate-cutting practices engaged in by third-flag vessels.

May

After nearly 72 hours of captivity at the hands of a new Communist Cambodian regime, the entire 39 man crew, 28 of them SIU members, of the seized container ship *Mayaguez*, were safely rescued by the naval destroyer *USS Wilson* shortly after military action by U.S. forces was carried out against the Cambodians.

Sixty-six rank and file SIU members concluded an historic two week Seafarers Conference at the Harry Lundberg School. The delegates undertook an in-depth study of the maritime industry, and held discussions and made recommendations on the SIU contract due for renewal in June and the various Union benefit plans.

The U.S. Commerce Department announced the approval of a \$40 million loan guarantee for Seatrain Shipbuilding Corp. which will enable the company to reopen its Brooklyn facility, resume construction on the two unfinished supertankers there and rehire a majority of the SIU-affiliated United Industrial Workers of America (UIW) who had been furloughed.

The SIU's Scholarship Program awarded five \$10,000 four-year college scholarships—one to an active Seafarer and the other four to dependents of eligible members.



June

After intensive negotiations, the SIU reached a new three-year agreement with the Union's contracted operators providing for across-the-board wage increases in each of the three years of the contract, and substantial increases in vacation, pension and welfare benefits.

The national unemployment rate reached a staggering 9.2 percent, statistics from the U.S. Labor Department showed, the highest rate in 34 years. Over eight-and-a-half million people were reported out of work.

The House Merchant Marine subcommittee began an extensive review of all U.S. maritime promotional policies and programs.

Seafarer Bill Bellinger's diary, kept while he was one of the men held captive by Cambodians on the seized ship *Mayaguez*, recounted the ordeal of the crew while in Communist hands.

July

Peter M. McGavin, executive secretary-treasurer of the AFL-CIO's Maritime Trades Department, passed away at the age of 66. A trade unionist since 1939, McGavin served in various capacities on local, state and national levels of the AFL-CIO before being unanimously elected to the MTD post in 1960.

The SIU membership continued to overwhelmingly approve the new Tanker and Freightship agreements which were negotiated last month. Members voted on the new contracts at special meetings held in all ports in June, and then again at all regular July membership meetings.

The U.S. shipbuilding industry began to feel serious adverse effects brought on by the depressed state of the world tanker market for both old and new crude carriers.

August

The AFL-CIO Executive Council adopted a resolution submitted by the AFL-CIO Ad Hoc Committee on Maritime Industry Affairs charging that the Soviet Union was using trading rights given to them as part of the U.S. policy of detente "to engage in the most ruthless rate-cutting practices that threaten to bankrupt the U.S. Merchant Marine and throw even more U.S. merchant seamen out of work."

Seafarers at meetings in SIU halls throughout the country overwhelmingly accepted the six-man Constitutional Committee's report and recommendations concerning the resolution on a 'dues increase for working members.'

Assistant Secretary of Commerce for Maritime Affairs Robert Blackwell told the House Merchant Marine subcommittee that while progress under the provisions of the Merchant Marine Act of 1970 has been "good, it would not be right to say that the objectives set forth in the Act have been fully achieved."

The *Seafarers Log*, official publication of the SIU, won First Award in General Excellence in the 1975 Journalistic Awards Contest of the International Labor Press Association (ILPA).

September

The Seafarers International Union of North America (SIUNA) held its 17th Biennial Convention in Washington, D.C. The delegates heard many speeches from various representatives of both maritime and the entire labor movement, and adopted many resolutions dealing with maritime and labor.

The Ford Administration announced tentative agreement with the Soviet Union on another long-term grain deal with sharply higher freight rates, after a solid U.S. maritime boycott of loading the grain forced the Russians to agree to the higher rate.

October

Seventeen ships under contract to the SIU received charters to carry grain to the Soviet Union after a new shipping agreement was reached between the U.S. and Russia.

In a secret mail ballot the membership accepted the dues increase amendment to the SIU Constitution by an overwhelming vote of 3,016 to 288.

Both the Maritime Trades Department and the AFL-CIO held their Conventions in San Francisco, Calif. Discussions centered on the nation's economic crisis, the plight of the unemployed and a fight for reform of U.S. maritime laws.

November

SIU President Hall, speaking at a Federal Mediation and Conciliation Service seminar in New Orleans, delivered a stinging attack on American-owned multinational companies and runaway-flag fleets which are destroying thousands of jobs for Americans as well as eroding gains made over the years in labor-management relations by their practice of using cheaper, unskilled foreign labor.

Herb Brand, president of the Transportation Institute, Rep. Leonor K. Sullivan, (D.-Mo.) chairman of the House Merchant Marine and Fisheries Committee, and Rep. Thomas N. Downing (D.-Va.), chairman of that committee's subcommittee on the Merchant Marine, all told the 49th Annual Propeller Club Convention in Ft. Lauderdale, Fla. that the U.S. must enact some kind of cargo preference legislation very soon to revitalize the U.S. merchant marine.

The nation's unemployment went back up to 8.6 percent from 8.3 percent, and the number of jobless Americans rose over the eight million mark for the first time since May, the U.S. Labor Department reported.

December

The U.S. and Russia were negotiating a new shipping agreement to replace the one which expired on Dec. 31, 1975. Negotiations centered on the proper freight rate for grain cargo.

Assistant Secretary of Commerce for Maritime Affairs Robert Blackwell told a congressional committee that "it is entirely possible" U.S. ship construction subsidies will have to be increased if the long range shipbuilding program is to be sustained.

Helen D. Bentley formally completed her term as chairman of the Federal Maritime Commission after serving six years—longer than any other woman who has ever headed a government agency.

AT SEA



S/T Connecticut

This month the *S/T Connecticut* (Conn. Transport.) and six other SIU-contracted tankers will carry grain from the Gulf to Russian Black Sea ports. The ships, carrying from 25,000 to 50,000-tons of grain each, are the *S/T Eagle Traveler* (Sea Trans.), *Ogden Champion*, *Ogden Wabash*, *Ogden Yukon* (Ogden Marine), *Overseas Arctic* (Maritime Overseas), and *Transeastern* (Hudson Waterways).

USNS Maumee

From the port of Portsmouth, Va. last month, Steward Utility Manuel A. Silva writes "I would like to let you know we had a superb dinner on Thanksgiving Day at sea. As you can see by the menu (shrimp cocktail, Tom turkey with vino and oyster dressing, chicken a la Rheims soup, Duchess potatoes, Turkish rice, candied yams, Brussels sprouts, carrots Vichy, coconut cake, mince and pumpkin pies, fruitcake, mints, nuts and hot cocoa), our steward, James R. Prestwood, presented us with a large quantity of good stuff.

"After dinner, I was a witness as officers and crew went to the galley to congratulate him.

"We are proud of this good steward. He takes care of us all.

"Everyone is happy aboard the *USNS Maumee*; and we expect to go to the South Pole... January.

"Once again I would like to thank the *LOG* staff for a good job you are doing and I take this opportunity to wish you a Merry Christmas and a Happy New Year."

SS Aleutian Developer

The newly-converted 16 knot containership, the *SS Aleutian Developer* (Sea-Land) formerly the R/O R/O *SS New Yorker*, which ran to Puerto Rico, was christened last month for the new area she will sail.

She started on the Alaska run on Dec. 14 from the port of Seattle with weekly ports of call at Kodiak, Cordova, Adak, Sand Point, Dutch Harbor, Captains Bay and other ports in the Aleutian chain of islands. Four Sea-Land 360-container C4s connect Seattle, Anchorage and Kodiak three times a week.

The 1960-built ship can carry 90 containers and breakbulk cargo. She's a twin-screw diesel with a bow thruster.

SS Delta Brasil

Delta Line's C3 *SS Delta Brasil* and three of the company's LASH vessels got awards last month for their "outstanding participation" in the U.S. Coast Guard's Automated Mutual-Assistance Vessel Rescue (AMVER) System.

Beside the *Delta Brasil*, the *SS Delta Sud*, the *SS Delta Norte* and the *SS Delta Mar* were awarded a blue AMVER pennant and Certificate of Recognition for their work in this international life-saving program.

The search and rescue ships are on the run to South America.

SS Gateway City

The containership *SS Gateway City* (Sea-Land) began a new weekly run to Bangkok, Thailand recently. The port replaces the port of Sattahip, Thailand. Two other C2L containerships are on the run.

S/T Norfolk

Carrying 30,000-tons of crude from the Caribbean to Holyrood, Newfoundland was the *S/T Norfolk* (Cities Service). Later she went into layup.

TT Golden Dolphin

Sailing from the Caribbean to the Gulf was the *TT Golden Dolphin* (Westchester Marine) carrying 67,000-tons of oil last month.

S/T Overseas Joyce

A collision in heavy rain and poor visibility between the 28,254-ton tanker, the *S/T Overseas Joyce* (Maritime Overseas) and the 926-ton Lebanese motor vessel, the *Karim H*, left the SIU ship holed and aground in the northern Dardanelles 200 yards off the Zincirbozan Light at Belibolu. She was refloated and anchored early last month.

The *Overseas Joyce* was enroute to the Russian Black Sea port of Norovorossisk with a cargo of wheat from the port of Houston.

SS Carter Braxton

Tug-towed into the harbor of Ponta Delgada, the Azores, late last month was the 8,995-ton C4 Mariner, the *SS Carter Braxton* (Waterman) after damage to her main engine condenser.

M/V Paul Thayer

Aground in the Pelee Passage in Lake Erie late last month was the 10,344-ton *M/V Paul Thayer* (Pringle) reported to have taken on water. She was to be lightened for refloat.



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.

HLSS' Nalen Honored for Work in the Transportation Field

Charles Nalen, head of the Engine Department at the Harry Lundeberg School of Seamanship, was one of 10 U.S. educators to receive an Award of Excellence at the National Transportation Apprenticeship and Training Conference earlier this year for outstanding contributions to training in the transportation industry.

Nalen, who was nominated for the award by HLSS President Hazel Brown,

received an engraved plaque along with the other nine winners. The awards were given "to honor those individuals or groups who have made significant contributions to training through their dedicated efforts."

Nalen joined the staff of the HLSS Vocational Department in 1972 as a basic engine class instructor. He quickly developed teaching aids to improve his classroom instruction and revised the curriculum as the need for change arose.

In 1974, Nalen was promoted from senior instructor to head of the Engine Department. Since then he has instituted new curriculums and developed new courses and teaching methods. Among the new courses which he started was the LNG/LPG Program, which is preparing seamen to man the new liquefied gas carriers presently being constructed.

After attending the University of Maryland for two years, Nalen came to the Lundeberg School as a trainee in 1966.

He spent two years sailing in the unlicensed ranks, and then attended the Calhoun MEBA Engineering School in Baltimore and began sailing aboard U.S.-flag ships as an engineer. He returned to Piney Point to teach in 1972.

Upon accepting the award, Nalen

credited the teamwork of the entire staff of the Engine Department for its overall success. He said he shared his honor

with fellow staff members Bill Eglinton, Jack Parcel, Paul Wolf and Peter Schuffels.



Charles Nalen (left), head of the Engine Department at the Harry Lundeberg School, receives congratulations from Robert Kalmus, HLS director of Vocational Education for award Nalen received in recognition of his outstanding contributions to training in the transportation industry.

Personals

Carl Hagstrom

William George Knight asks that you contact him at (201) 753-6633 or 753-7810 as soon as possible.

Jesse Martin Krause

Mike Murphy asks that you contact him at (713) 224-0951.

Charles Thorpe

Betty Robinson requests that you contact her as soon as possible at 960 Easton St., Mobile, Ala. 36605.

James F. Dwyer

Gayle Dwyer asks that you contact her at 1422 So. 49th Court, Cicero, Ill. 60650, or call her at (312) 652-5613.

ASHORE



Camp Pendleton, Oceanside, Calif.

A son of a Seafarer, an "SIU-baby," may be bound for the Olympics in 1976. The proud father is Bosun Benjamin Mignano, 47, a New Yorker who joined the Union in 1944 in the port of Philadelphia, now ships out of the port of Wilmington and is a post-World War II U.S. Army veteran.

The son, Lance Cpl. Mitchell Mignano, 22, H & S Bn., U.S. Marine Corps, based here, was born under the SIU maternity benefit.

The SIU baby, a weightlifter who was considered the "strongest man in the Philippine Islands" while stationed at the Marine Barracks there last year, because, he says, "I outlifted everybody involved in the competition" in the Islands' weightlifting contest.

Usually, in a warmup, he jerks anywhere from 315 pounds to 405 pounds during a workout. He hoped to reach 450 pounds last month.

Leatherneck Mignano, whose home is in Hauppauge, L.I., N.Y., will be an ex-Marine this month. Assigned to the Marines 13 Area Physical Fitness Center here, last year he trained with the Pacific Southwest Amateur Athletic Union (AAU) in San Diego for the 1976 Olympic tryouts in Philadelphia this June.

To qualify in his weight class, 198 pounds, he must be able to snatch 330 pounds and clear and jerk 420 pounds.

"Right now (October) I'm only jerking 350 pounds," he said, "but I'm working out five days a week for two-and-a-half hours a day. I should be able to qualify."

He adds, competition for a place on the U.S. Olympic weightlifting team will be rough as lifters from all over the United States will be trying out. There are six weight classes, ranging from flyweight to heavyweight, and the top three lifters from each class will represent the U.S. in the 1976 Summer Olympics in Montreal.

"I think I stand a pretty good chance," he says. "This is something I've always wanted to do. I've been lifting for about four years and my goal has always been to compete in the Olympics."

Cpl. Mignano trained with some of the Soviet Union's best weightlifters in the Philippines. "I had a chance to learn a lot from lifters like Alexiev, Rizhenkov and Batishev. What I'd like to do now is pass along some of the things I've learned."

While awaiting the Olympics, he'd like to start a physical fitness class here for Marines and their dependents. "It wouldn't be just weightlifting but techniques to tone up sagging muscles."

Anyway, Good Luck to our Seafarer "baby" in his quest for the Olympics!

Cahto Peak, Northern California

A final U.S. communications station here on the coast in a new ship and rescue distress system has been completed by the Coast Guard. Atop this 4,233-foot mountain, the VHF-FM signal at Humboldt Bay will cover 20 miles of the coast, rivers and bays from Cape Mendocino to Point Arena.

The station will broadcast mariners warnings and weather forecasts at 7:45 a.m. and 3:15 p.m. on Channel 22 with wind warnings aired from the National Weather Service.

Atlanta

Merchant Marine Checker Champ in 1953 and now an SIU pensioner since 1972, Fred B. Kritzer writes of "the great efforts made through the years by the SIU in making the SIU second to none, and it has been my pleasure to have been a member . . . Constant efforts have certainly brought about a better life for those who are active, sailing for a living . . ."

Seafarer Kritzer has a visit to New York Headquarters "on the horizon" this month. "I'll get to mingle awhile with the finest Brotherhood of the Sea, SIU members."

" . . . During my sailing days . . . had seen (in the LOG) newsworthy items regarding my many exhibitions and challenge matches at Headquarters on the checker board . . . You did a fine press job . . . about some of my memorable matches and of the highlights of the matches aboard ship and ashore elsewhere . . ."

" . . . Leaving the ship or drydocking myself didn't bring a standstill in my 'checkered career' . . . starting the 'checker game' while in the U.S. Army in Hawaii in 1941 prior to the attack on Pearl Harbor . . . was back in San Francisco, then to the Navy Reserve until I had the right course and joined the Union in 1952 . . ."

"This year . . . I established the American Legion Checker Championship, have been a continuous member since 1944 and now my third year as Post 147 assistant sergeant-at-arms. I still strive to entertain veterans at the hospitals . . . continue to play 30 games at once . . . exhibitions and play in tourneys . . ."

"In honor of the American merchant marine, mainly the Seafarers of the SIU, at anytime scheduled . . . offer a free checker exhibition to any areas of the SIU (like) the Baltimore Recreation Training Center or Headquarters . . ."

Philadelphia

A new USPHS Outpatient Clinic has opened here in the U.S. Custom House, 2nd and Chestnut Sts. on the entire seventh deck. Approximately 30,000 visits were made to the old outpatient facility last year.

Portsmouth, Va.

Sea-Land Service Inc. opened its new container terminal here with a dedication ceremony on 1800 Seaboard Ave.

The 30-acre facility is the first exclusive one in the area. Costing \$6.8 million, it will have its own crane.

Washington, D.C.

U.S. Assistant Secretary of Commerce for Maritime Affairs Robert J. Blackwell recently received a 21st Annual Career Federal Service Award. The MARAD chief was honored for his "contributions to the revitalization of American shipbuilding and U.S. flag shipping."

According to MARAD, its subsidy programs alone generated corporate and personal taxes of more than \$60 million last year.

The grand prize for the 1976 National Maritime Poster Contest for high schoolers is \$500 and a trip here. The theme this year is "Ship American—It Costs No More." For details write the NMPC Committee, 1625 K St., N.W., Suite 1000, Washington, D.C. or call 202-783-6440.

Back From Far East Run, the Samuel Chase Pays Off in Baltimore



After a run to the Far East, the C-4 Mariner type ship *Samuel Chase*, operated by Waterman, paid off Dec. 17 in the port of Baltimore, and (photo left) SIU Atlantic Coast Area Vice President Bull Shepard (seated at table center) conducts shipboard union meeting to bring crew up-to-date on latest developments in the U.S. maritime industry. In photo right, the SIU ships committee, headed by Recertified Bosun, Lancelot Rodrigues, are seated from the left: James D. Johnson, baker and steward delegate; L. Rodrigues, ship's chairman, and Chief Steward Harold Strauss, secretary-reporter. Standing are Herman Rogge, left, engine delegate, and Leggett Jones, deck delegate. After payoff, the *Samuel Chase* went into temporary layup.

Seafarers 1975 Tax Information

April 15, 1976, 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 men in filing their returns on income earned in 1975.

New Features for 1975

Please note these important new changes that have been made because of revisions in the tax laws:

Credit for Personal Exemptions—line 16(b). There is a new tax credit of \$30 for each personal exemption (other than for age and blindness). This is in addition to the regular \$750 deduction for each exemption.

Earned Income Credit—line 21(c). There is a new credit equal to 10% of earned income (wages and self-employment income) up to a maximum of \$400 for taxpayers who maintain a household with at least one dependent child. You would get the money whether or not there is any tax owed. The credit is phased out as income rises between \$4,000 and \$8,000.

Payments to an Individual Retirement Arrangement—line 40(b). You may be able to deduct up to a limit of \$1,500 of payments made to individual retirement accounts, or for individual retirement annuities or bonds.

Forfeited Interest Penalty for Premature Withdrawal from Time Savings Accounts—line 41. You can deduct a forfeited interest penalty for premature withdrawal from a time savings account.

Purchase of New Principal Residence Credit—line 53. If after March 12, 1975, you purchased and occupied a new principal residence that was constructed or being constructed before March 26, 1975, you may be able to claim a 5% credit based on the purchase price.

Tax on Premature Distributions—line 58. If you cashed in your individual retirement arrangement prematurely, you may be subject to an additional tax.

Excess Contributions Tax—line 62. If you contributed to your individual retirement arrangement an amount in excess of the maximum amount deductible, you may have to pay a 6% excise tax on the amount of such excess.

Who Must File

The income levels at which most filers must file have been increased.

Every Seafarer who is a citizen or resident of the United States, whether an adult or minor must file a return if you are:

And your gross income is at least:

Single (legally separated, divorced, or married living apart from spouse with dependent child) and are under 65 \$2,350

Single (legally separated, divorced, or married living apart from spouse with dependent child) and are 65 or older 3,100

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

A qualifying widow(er) with dependent child and are under 65 2,650

A qualifying widow(er) with dependent child and are 65 or older 3,400

Married filing jointly, living together at the end of 1975 (or at date of death of spouse), and both are under 65 3,400

Married filing jointly, living together at the end of 1975 (or at date of death of spouse), and both are 65 or older 4,900

Married filing separate returns or married but not living together at end of 1975 750

A person with income from sources within U.S. possessions 750

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

If income tax was withheld or if you are eligible for the earned income credit, then even though you are not required to file a return, you should file to get a refund. If you are filing solely because of the earned income credit, see Form 1040A instructions to determine whether you can file Short Form 1040A.

Standard Deduction
The standard deduction has been increased.

Optional Tax Tables
Optional tax tables are expanded by increasing the maximum income level for their use in 1975 from \$10,000 to \$15,000.

When To File
Tax returns have to be filed by April 15, 1976. However, the April 15 deadline is waived in cases where a seaman is at sea. In such instances, the seaman

must file his return at the first opportunity, along with an affidavit stating the reason for delay.

Where To File
Mail your return to the Internal Revenue Service Center for the place where you live. Use the addressed envelope that comes with your return, or use the address for your State.

How To Pay
Make check or money order payable to "Internal Revenue Service" for full amount on line 23. Write your Social Security number on your check or money order. If line 23 is less than \$1, do not pay.

Rounding Off To Whole Dollars
The money items on your return and schedules may be shown in whole dollars. This means that you eliminate any amount less than 50 cents, and increase any amount from 50 cents through 99 cents to the next higher dollar.

Advantages of A Joint Return
Generally it is advantageous for a married couple to file a joint return. There are benefits in figuring the tax on a joint return which often result in a lower tax than would result from separate returns.

Changes in Marital Status
If you are married at the end of 1975, you are considered married for the entire year. If you are divorced or legally separated on or before the end of 1975, you are considered single for the entire year. If your wife or husband died during 1975 you are considered married for the entire year. Generally in such a case, a joint return may be filed for the year. You may also be entitled to the benefits of a joint return for the two years following the death of your husband or wife.

U.S. citizens with foreign addresses except A.P.O. and F.P.O. and those excluding income under Section 911 or 931, should file with the Internal Revenue Service Center, 11601 Roosevelt Boulevard, Philadelphia, Pa. 19155.

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.

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.

Line 16b—Credit for Personal Exemptions. Multiply the number of personal exemptions on line 6d by \$30 and enter the amount (but do not enter more than the tax shown on line 16a).

Line 21c—Earned Income Credit. Generally, if line 15, or your earned income if greater, is less than \$8,000 you may be able to claim a refundable credit based on your earned income. For this purpose earned income means wages and salaries after the sick pay exclusion, if applicable, tips, other employee compensation, and your net earnings from self-employment as shown on Schedule SE (Form 1040), line 13. If you are married you must file a joint income tax return to be eligible for the credit; however, certain married persons living apart with a dependent child may be eligible to claim the credit.

Line 53—Credit for Purchase of New Principal Residence. You may be able to claim a credit of 5% of the purchase price of your new principal residence that was constructed or being constructed before March 26, 1975, and acquired and occupied after March 12, 1975. The maximum credit is \$2,000. See Form 5405.

Tax Credit For Retirement Income
A tax credit is allowed for individuals against retirement income such as rents, dividends and earnings at odd jobs. However, an adjustment must be made in this credit for Social Security benefits.

Line 50—Foreign Tax Credit. You can claim credit for income tax payments to a foreign country or U.S. possession only if you itemize deductions. For more information get Form 1116.

Credit For Excess Social Security (FICA) Tax Paid
If a total of more than \$824.85 of Social Security (FICA) tax was withheld from the wages of either you or your wife because one or both of you worked for more than one employer, you may claim the excess over \$824.85 as a credit against your income tax.

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.

Welfare, Pension and Vacation Benefits
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 which is to be attached to the return.

Pensioners under 65 who receive a disability are entitled to claim an adjustment for the sick pay exclusion. However, all disability pension payments received after age 65 are taxable in the same manner as a normal pension.

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

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.

Income Averaging
A Seafarer who has an unusually large amount of taxable income for 1974 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 Earned Income.—The tax on earned taxable income is limited to a maximum rate of 50-percent. Get Form 4726 for

more information if your earned taxable income was over:
\$38,000 and you are single,
\$52,000 and you are married filing jointly or are a qualifying widow(er) with dependent child, or
\$38,000 and you claim unmarried head of household status.

Should You Use the Standard Deduction or Itemize Your Deductions?
You must decide whether to take the standard deduction or to itemize your actual deductions for charitable contributions, medical expenses, interest, taxes, etc. Because the standard deduction varies at different income levels, it will generally be helpful to follow these guidelines based on your adjusted gross income (line 15).

If you are:
• Married filing jointly or a qualifying widow(er) with dependent child, you should itemize deductions if your income on line 15 of Form 1040 is:
less than \$11,875 and your itemized deductions total more than \$1,900.
between \$11,875 and \$16,250 and your itemized deductions total more than 16% of line 15.
over \$16,250 and your itemized deductions total more than \$2,600.

• Married filing separately:
Divide the dollar amounts specified for joint returns in half and be sure to use only the total of your own deductions.

• Single or Unmarried Head of Household, you should itemize deductions if your income on line 15 of Form 1040 is:
less than \$10,000 and your itemized deductions total more than \$1,600.
between \$10,000 and \$14,375 and your itemized deductions total more than 16% of line 15.
over \$14,375 and your itemized deductions total more than \$2,300.

If you have income other than earned income and could be claimed as a dependent on your parent's return be sure

to read the blocked instructions under "Tax—Credits—Payments" in your IRS instructions.

Interest
Interest paid to banks and individuals on loans, mortgages, etc., is deductible.

Taxes
In general, you can deduct: personal property taxes, real estate taxes, state or local retail sales taxes, state gasoline taxes and state and local income taxes actually paid within the year. You cannot deduct: Federal excise taxes, Federal Social Security taxes, hunting and dog licenses, auto inspection fees, tags, drivers licenses, alcoholic beverages, cigarette and tobacco taxes, water taxes and taxes paid by you for another person.

Contributions
Any taxpayer can deduct up to 50 percent of adjusted gross income for contributions to charities, educational institutions and hospitals. In the case of other contributions a 20 percent limitation applies.

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.

Line 51—Credit for Contributions to Candidates for Public Office, etc.—You may claim a tax credit here or an itemized deduction on Schedule A, line 33, 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.

If you elect to claim a credit, the amount of the credit is one-half of the political contributions paid, but not more than \$25 (\$50 if married and filing a joint return). Do not enter more than the amount on line 16c reduced by the amount of credits on lines 48,

49, and 50. Make a side calculation before you enter the credit here. See miscellaneous deductions.

no more than \$400 of dividends or \$400 of interest. A joint Form 1040A may be filed by you and your wife if your combined income meets the above tests.

Disadvantages of Form 1040A: (a) You can take only the standard deduction—you can't itemize. (b) An employer may be entitled to deductions for unreimbursed traveling, transportation, or "outside salesman" expenses in connection with his work, even if he uses the standard deduction. These are lost on Form 1040A. (c) There's no way to claim certain credits—

- retirement income credit
- investment credit
- foreign tax credit
- credit from a regulated investment company
- gas tax credit for nonhighway use
- credit for payments of estimated tax

(d) You can't claim an exclusion for sick pay under a wage continuation plan. (e) You can't deduct moving expenses where you changed jobs or were transferred by your employer. (f) You lose the right to income averaging.

Furthermore, you can't use Form 1040A if you received capital gain dividends or miscellaneous distributions (return of capital)—or if you had an interest in a formal bank account.

Short Form 1040A
Short Form 1040A—This short form is the simplest tax return. You may generally use it if all your 1975 income comes from wages and salary and you had

Form 2440, Sick-Pay Exclusion;
Form 2441, Expenses for Household and Dependent Care Services;
Form 3463, Computation of Investment Credit;
Form 3903, Moving Expense Adjustment;
Form 4136, Computation of Credit for Federal Tax on Gasoline, Special Fuels, and Lubricating Oil.

IRS will figure your tax if your income on line 15 is \$20,000 or less, was only from wages, salary and tips, dividends, interest, pensions and annuities, and you want to take the standard deduction.

All you do is:
1. Place your name and address label on your return, to fill in name, address, and social security number. Also fill in occupation and revenue sharing blocks. On a joint return, show names, social security numbers and occupations of both you and your spouse. If you are married, give social security numbers of both you and your spouse even though you file separately.

2. Fill in lines 1 through 7.
3. Check and compute "Net or No

Many Seafarers will need only short Form 1040A or Form 1040 in filing their 1975 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 for retirement income credit;
Schedule SE for reporting net earnings from self-employment; and
Form 1040-ES for making estimated tax payments.

Some specialized forms available only at Internal Revenue Service offices are:
Form 1116, Statement of Claimant to Refund Due Deceased Taxpayer;
Form 2106, Employee Business Expenses;
Form 2130, Multiple Support Declaration;
Form 2210, Underpayment of Estimated Tax by Individuals.

Your 1975 Tax Form

Form 2440, Sick-Pay Exclusion;
Form 2441, Expenses for Household and Dependent Care Services;
Form 3463, Computation of Investment Credit;
Form 3903, Moving Expense Adjustment;
Form 4136, Computation of Credit for Federal Tax on Gasoline, Special Fuels, and Lubricating Oil.

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All you do is:
1. Place your name and address label on your return, to fill in name, address, and social security number. Also fill in occupation and revenue sharing blocks. On a joint return, show names, social security numbers and occupations of both you and your spouse. If you are married, give social security numbers of both you and your spouse even though you file separately.

2. Fill in lines 1 through 7.
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1. Place your name and address label on your return, to fill in name, address, and social security number. Also fill in occupation and revenue sharing blocks. On a joint return, show names, social security numbers and occupations of both you and your spouse. If you are married, give social security numbers of both you and your spouse even though you file separately.

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Form 2440, Sick-Pay Exclusion;
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All you do is:
1. Place your name and address label on your return, to fill in name, address, and social security number. Also fill in occupation and revenue sharing blocks. On a joint return, show names, social security numbers and occupations of both you and your spouse. If you are married, give social security numbers of both you and your spouse even though you file separately.

2. Fill in lines 1 through 7.
3. Check and compute "Net or No

Form 2440, Sick-Pay Exclusion;
Form 2441, Expenses for Household and Dependent Care Services;
Form 3463, Computation of Investment Credit;
Form 3903, Moving Expense Adjustment;
Form 4136, Computation of Credit for Federal Tax on Gasoline, Special Fuels, and Lubricating Oil.

Seafarers 1975 Tax Information

Continued from Page 17

as an exemption; or (b) would be entitled to claim as an exemption except that the person had gross income of \$750 or more. (3) Your spouse who could not care for himself or herself because of mental or physical illness.

You can deduct expenses for the services of a maid or cook but not for the services of a chauffeur, bartender, or gardener. The full amount you paid to a nursery school is dependent care expense, even if the school gave your child lunch. But school expenses you paid for a child in the first or higher grade are not.

Payments to a Related Individual.—

In computing your deduction you may not include payments made to a relative of yours or of your spouse (except for a cousin or any relative not listed below) or to a dependent household member. For this exclusion, a relative of yours or of your spouse includes: son or daughter and their descendants; stepson or stepdaughter; brother, sister, stepbrother, stepsister; father or mother and their ancestors; stepfather, stepmother; nephew, niece, uncle, aunt; son-in-law, daughter-in-law, father-in-law, mother-in-law, brother-in-law, sister-in-law.

The expense must be for services in your home, with one exception. You can deduct the cost of services outside your home for a dependent under 15 years of age, who can be claimed as your exemption. In this case, the amount you can deduct is limited to: (1) \$200 a month for one such individual. (2) \$300 a month for two such individuals. (3) \$400 a month for three or more such individuals.

If your spouse or dependent (other than a dependent under 15 who can be claimed as an exemption) was physically or mentally unable to care for himself or herself and received income or disability payments during 1975, you have to reduce your monthly expenses as follows:

(1) **Dependent.**—Subtract \$750 from the adjusted gross income and disability payments the dependent received during 1975. Divide the balance by the number of months you incurred these expenses. Then subtract the result from your monthly dependent expenses.

(2) **Spouse.**—Divide disability payments your spouse received during 1975 by the number of months you incurred expenses for your spouse. Then subtract the result from your monthly expenses incurred for your spouse.

Disability payment means payment (other than a gift) received because of physical or mental condition which is not included in income. For example, workmen's or veterans' disability compensation, private health and accident insurance.

If your adjusted gross income (Form 1040, line 15) was more than \$18,000, you have to reduce your monthly expenses by dividing one-half of the amount over \$18,000 by 12 (number of months in your tax year). For example, if your adjusted gross income was \$20,400, you would reduce your monthly expenses by \$100 ($\$20,400 - \$18,000 \div 2 = \$1,200 \div 12 = \100). If you were married for all or part of the year, be sure to take into account the adjusted gross income of both you and your spouse for the time you were married.

Requirements for married taxpayers:

(1) If you were married at the end of 1975, you and your spouse must file a

joint return for the year to claim the deduction.

(2) If you were married during the time you paid the expenses:

- Both you and your spouse must have either worked full time or have been looking for a job, or
- Your spouse had to be unable to care for himself or herself because of mental or physical illness.

You may use Form 2441 to figure your deduction and attach the completed form to your return. Enter your deduction on Schedule A, line 32.

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. Personal casualty or theft losses are deductible but you must first reduce each loss by insurance and other reimbursements paid you, and then you can claim only that part of the 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.

Casualty or theft losses of trade, business, rental, royalty, or other income producing properties are not subject to the \$100 limitation.

If you had more than one casualty or theft loss omit lines 25 through 28 of Schedule A. On a separate sheet of paper 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 casualty/theft losses. See attachment."

You may find Form 4684, Casualties and Thefts, helpful in determining the amount of your loss, particularly if the property is over six months old. If you fill out Form 4684 omit lines 25 through 28 of Schedule A and enter the loss from Form 4684 on line 29.

Union Dues

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

Miscellaneous Deductions

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.

Contributions to Candidates for Public Office, etc., Itemized Deduction. You may claim an itemized deduction on Schedule A, line 33, or a tax credit on Form 1040, line 51, 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.

If you elect to claim an itemized deduction on Schedule A, line 33, the amount of the deduction entered may not exceed \$100 (\$200 if you are married and file a joint return). Just write "political contribution" on this line (you need not identify the person or political party) next to the amount of the contribution.

Expenses for Education. The rules for reporting educational expenses are the same as those on page 9 for employee 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 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.
- You can also deduct several other types of expenses such as:

Gambling losses, but only up to the amount you won and reported on Form 1040, line 35.

Cost of safety equipment, small tools, and supplies used in your job.

Dues to professional organizations and chambers of commerce.

Cost of business entertainment.

Fees you paid to employment agencies to get a job.

Necessary expenses connected with producing or collecting income or for managing or protecting property held for producing income.

NOTE: If you work for wages or a salary, be sure to include the employee business expenses you did not claim on Form 1040, line 39.

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

Payments to an Individual Retirement Arrangement. Individuals who have made contributions to an individual retirement arrangement enter the allowable deduction shown on Form 5329, Part III. Married persons, both of whom qualify for the deduction, filing a joint return, should attach a Form 5329 for each taxpayer and enter the combined deductions on line 40b.

Individuals who have an individual retirement account or annuity, must attach Form 5329 whether or not a contribution was made in the year. Also, attach Form 5498 to Form 5329, except for individual retirement bonds.

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.

Sale of personal residence. (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 by an Executor, Administrator, or Director.

Embezzled or other illegal income.

Continued on Page 19

Long-Trip Tax Problems

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

For example, a seaman who signed on for a five month trip in September, 1974, paying off in January, 1975, would have all the five months' earnings appear on his 1975 W-2 even though his actual 1975 earnings might be less than those in 1974.

There are ways to minimize the impacts of this situation. For example, while on the ship in 1974, the Seafarer undoubtedly took draws and may have sent allotments home. These can be reported as 1974 income.

Unfortunately, this raises another complication. The seaman who reports these earnings in 1974 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 1974, 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 1975 W-2. The seaman then, on his 1975 return would have to explain that he had reported some of his earnings in 1974 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.

Full Speed to 1976—An Active Year Politically

It is perhaps with both a sense of eager anticipation and just a bit of apprehension that we move into the year 1976; a year that may be a critical one for both our country and the world. These conflicting feelings are brought on, at least here in the United States, by the knowledge that while this year we hold national elections and will also be celebrating our 200th birthday as a nation, at the same time the country is going through a very difficult period.

There is a great feeling of instability and uneasiness caused mainly by the economic situation; a unique and unacceptable combination of high unemployment and spiralling inflation. The past year was a very rough one for many American workers and consumers, and despite assurances from economists and government officials of a recovery in sight, many people are just waiting and holding their breath.

For us in the maritime industry, the situation is very similar; in many ways we look forward to the new year with a great deal of hope, yet because of past events and the present state of the industry, we can't help but be just a little anxious. Perhaps the best way to describe a view of the new year might be "cautious optimism."

In many ways 1975 was a good year for maritime, especially compared with the plight of some other areas in the labor movement, notably the construction industry, which was hit hard by unemployment. But, in other ways it was a disappointing year for our industry, which suffered because of the overall state of the economy, stiff foreign competition, and no solutions or remedies for the problems from an apparently indifferent Administration in Washington.



Full Speed Ahead

The SIU was subject also to the "ups and downs" of 1975. We were able to negotiate an excellent new three-year shipping agreement with our contracted operators. We were able to put SIU crews on a large number of the new ships which got underway, including supertankers and ro-ro's, and in this respect 1976 looks promising. We also held a very successful international convention where we ironed out some problems and made plans for the next three years.

We had our difficulties, too. The entire industry was, and continues to be, hurt severely by incursions of foreign-flag and third-flag operators, whose unfair rate-cutting threatens to destroy the U.S. merchant marine. The Russians, and some of the other communist fleets—by virtue of their state-run operations—have done particular damage to the U.S. maritime industry.

A world-wide tanker market slump and President Ford's veto of the oil cargo preference bill combined to

almost destroy the entire U.S. tanker fleet. It is slowly beginning to recover, chiefly due to the increased grain cargo which stems from the new shipping agreement between the U.S. and the Soviet Union.

Politically we can accurately say that the industry won some and lost some. President Ford's previously mentioned veto of the oil cargo preference bill hurt, but we finally were able to defeat, at least in the Congress, the very powerful multinational oil interests. We were able to prevent an attempted breach of the Jones Act by an Eastern conglomerate of utilities, but have still not been able to obtain passage of legislation which would close up the "Virgin Islands loophole" in that Act, although a bill has been introduced to achieve that end.

There is no doubt then that while we made great progress and gains during 1975, we still have many problems to solve and many goals to achieve. Something must be done to halt the ruthless rate-cutting by third-flag and foreign-flag carriers; a cargo preference bill must be passed and put into law, and the Jones Act, the best safeguard we have to domestic shipping, must be strictly enforced and strengthened.

In this 200th anniversary year, with important national elections—all of the House of Representatives, a third of the Senate and the President of the United States—we in the SIU look forward to a very active 1976, particularly on the political front. SPAD donations can help all of us secure our goals. For there is only one way to obtain what is absolutely necessary to insure a future for the U.S. merchant marine, and that is by moving full-speed ahead!

Seafarers 1975 Tax Information

Continued from Page 18

Examples of Income You Do Not Report

- Disability retirement payments and other benefits paid by the Veterans Administration.
- Dividends on veterans' insurance.
- Federal Income Tax Rebate.
- 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.

Declaration of Estimated Tax

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 5;
 - (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; or,
 - (e) \$5,000 for a married individual not entitled to file a joint declaration with spouse.

See Form 1040—ES for details.

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Alcoholism: A Major Problem Today



Alcoholism is a major problem.

One out of every 10 Americans who drink has a serious drinking problem.

Alcoholism is a disease. It can be treated.

DISPATCHERS REPORT

DEC. 1-31, 1975

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	4	4	0	17	11	0	7	4	0
New York	84	7	1	52	12	0	172	17	2
Philadelphia	10	1	0	11	5	0	26	2	0
Baltimore	27	3	0	25	10	0	53	5	0
Norfolk	29	4	0	6	0	0	36	7	0
Tampa	12	3	0	15	2	0	16	3	0
Mobile	13	4	0	19	2	0	40	10	0
New Orleans	54	11	0	61	24	0	106	16	0
Jacksonville	33	4	0	36	6	0	49	2	0
San Francisco	29	1	0	8	0	0	77	5	0
Wilmington	13	1	0	4	0	0	34	5	1
Seattle	56	5	0	45	7	0	66	6	0
Puerto Rico	12	1	0	10	4	1	20	0	0
Houston	74	6	0	66	19	0	154	12	1
Piney Point	0	0	0	0	3	0	0	0	0
Yokohama	5	0	0	4	1	0	6	1	0
Totals Deep Sea	455	55	1	379	106	1	862	95	4
Great Lakes									
Alpena	6	0	0	14	6	0	3	0	0
Buffalo	2	1	0	1	0	0	3	0	0
Cleveland	1	1	0	0	7	0	1	1	0
Detroit	15	3	0	28	7	0	4	1	0
Duluth	1	0	0	3	0	0	3	1	0
Frankfort	2	2	0	15	5	0	2	0	0
Chicago	4	1	0	9	1	0	2	0	0
Totals Great Lakes	31	8	0	70	26	0	18	3	0
Totals Deep Sea & Great Lakes	486	63	1	459	132	1	880	98	4
ENGINE DEPARTMENT									
Boston	4	5	0	3	2	0	5	8	0
New York	71	17	0	49	22	0	149	54	1
Philadelphia	5	2	0	5	3	0	10	3	0
Baltimore	33	6	1	23	8	0	47	10	1
Norfolk	23	3	0	9	3	0	39	4	0
Tampa	12	4	0	9	5	0	12	3	0
Mobile	20	1	0	17	1	0	47	10	0
New Orleans	54	19	0	58	21	0	92	24	0
Jacksonville	26	6	0	22	2	0	35	8	1
San Francisco	32	8	0	11	5	0	70	17	8
Wilmington	14	2	0	8	1	1	23	7	0
Seattle	40	12	0	43	6	0	36	16	0
Puerto Rico	11	4	0	7	2	0	18	4	0
Houston	75	15	1	48	26	0	139	30	1
Piney Point	0	0	0	0	3	0	0	0	0
Yokohama	1	1	0	1	2	0	1	0	0
Totals Deep Sea	422	105	2	313	112	1	713	198	4
Great Lakes									
Alpena	3	1	0	5	8	0	2	3	0
Buffalo	2	0	0	0	0	0	1	0	0
Cleveland	1	0	0	0	0	0	3	1	0
Detroit	16	3	0	21	2	0	6	3	1
Duluth	1	0	0	3	0	0	2	0	1
Frankfort	2	2	0	1	1	0	0	1	0
Chicago	2	0	0	5	2	0	0	0	0
Totals Great Lakes	27	6	0	35	13	0	14	8	2
Totals Deep Sea & Great Lakes	449	111	2	250	125	1	727	206	6
STEWARD DEPARTMENT									
Boston	3	0	0	6	2	0	3	0	0
New York	41	2	0	39	24	0	74	9	1
Philadelphia	1	0	0	1	3	0	10	1	0
Baltimore	16	0	0	14	8	0	25	1	0
Norfolk	19	2	0	8	3	0	19	4	0
Tampa	8	0	0	8	2	0	8	0	0
Mobile	16	0	0	9	1	0	24	0	0
New Orleans	30	0	0	51	19	0	45	1	0
Jacksonville	15	1	0	20	10	0	17	1	0
San Francisco	35	3	0	10	4	0	58	4	0
Wilmington	4	1	0	2	0	0	10	3	0
Seattle	20	2	0	20	20	0	27	3	0
Puerto Rico	9	1	0	7	10	0	14	0	0
Houston	31	3	0	31	24	0	68	9	0
Piney Point	0	3	0	0	16	0	0	0	0
Yokohama	1	0	0	0	0	0	1	1	0
Totals Deep Sea	249	18	0	226	146	0	403	37	1
Great Lakes									
Alpena	3	0	0	5	0	0	1	0	0
Buffalo	1	0	0	0	0	0	2	0	0
Cleveland	0	0	0	0	0	0	1	0	0
Detroit	2	0	0	7	0	0	0	0	0
Duluth	0	0	0	0	1	0	0	0	0
Frankfort	0	1	0	3	1	0	0	0	0
Chicago	0	0	0	2	0	0	0	0	0
Totals Great Lakes	6	1	0	17	2	0	4	0	0
Totals Deep Sea & Great Lakes	255	19	0	243	148	0	407	37	1
ENTRY DEPARTMENT									
Boston	2	4	5				1	5	9
New York	42	71	8				60	171	21
Philadelphia	5	10	0				14	22	0
Baltimore	14	16	1				21	37	2
Norfolk	14	16	0				17	30	1
Tampa	3	15	0				5	18	0
Mobile	21	19	0				27	32	0
New Orleans	43	51	0				56	82	0
Jacksonville	15	19	0				16	27	0
San Francisco	23	28	1				44	55	5
Wilmington	5	9	1				8	19	2
Seattle	22	35	0				17	43	0
Puerto Rico	9	11	2				14	17	1
Houston	32	49	3				39	104	9
Piney Point	0	19	0				0	0	0
Yokohama	2	4	0				2	3	0
Totals Deep Sea	252	376	21				341	665	50
Great Lakes									
Alpena	1	12	0				1	7	3
Buffalo	2	3	1				1	6	4
Cleveland	2	4	0				3	2	1
Detroit	11	5	3				6	5	14
Duluth	2	0	0				3	0	0
Frankfort	12	4	1				6	3	2
Chicago	7	4	0				6	3	1
Totals Great Lakes	37	32	5				26	26	25
Totals Deep Sea & Great Lakes	289	408	26				367	691	75
Totals All Depts. Deep Sea	1,378	554	24	918	364	2	2,319	995	59
Totals All Depts. Great Lakes	101	47	5	122	41	0	62	37	27
Totals All Depts. Deep Sea & Great Lakes	1,479	601	29	1,040	405	2	2,381	1,032	86

Correction

Due to our error in addition, in the shipping figures for October which appeared in the November 1975 Seafarers Log, the totals for Registered on the Beach in the Great Lakes were incorrect. The correct figures are: Class A—134; Class B—59, and Class C—44. Therefore, the final totals of Registered on the Beach in All Departments, Deep Sea and Great Lakes should be changed to read: Class A—2,568; Class B—1,164, and Class C—118. We are sorry for the inadvertent error.

SIU Atlantic, Gulf, Lakes
& Inland Waters
Inland Boatmen's Union
United Industrial Worker

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201-7935

A total of 1,284 deepsea jobs were shipped in December which is 281 more jobs than the month before. Shipping also picked up a bit on the Great Lakes even though inclement winter weather conditions should soon be shutting the Lakes down to shipping until Spring thaw. Shipping at A & G ports should continue to remain stable because of the long-term shipping agreement negotiated with the Russians.

Logan Passes Away at 75 in New Orleans

Continued from Page 3

him was to love him. To have him touch your life was to be enriched. To have his friendship was a priceless treasure. God grant him eternal life!"

Sent Dedication Speech

The tape of Logan's dedication speech said "I speak not for myself but for my longtime associates on the board of the Seamen's Town House when I tell you that we are happy and grateful for having been privileged to contribute to the growth of St. Michael's—a truly magnificent institution, which was born of the love of God; nourished to fruition by a love of and dedication to God's own special children, to become the light that will shine through the darkness for countless numbers of special children seeking support and direction now, and through the years of the future."

For his long humanitarian service in four outstanding careers: "as a young man aiding the young," running athletic programs and a home for homeless boys, and "as a mature man blazing new trails" in Government, labor, management and sports, the "happy, laughing

Irishman" was honored on Dec. 20, 1974 by the Greater New Orleans AFL-CIO with a silver bowl award, naming him their 13th Annual Outstanding Citizen.

In typical fashion after receiving this award, Logan wrote to SIU President Paul Hall: "There have been a lot of times in my life when I have had true and proper reason to feel grateful and rich in rewards that flow from true and honorable friendship. Never has this feeling been so deep, so overpowering as it was last Thursday night (Dec. 20). I want you to know that I am fully-conscious of the obligation imposed by the honor extended and the inherent expression of confidence."

To New Orleans SIU Port Agent C. J. "Buck" Stephens (whom he raised with SIU Secretary-Treasurer Joe DiGiorgio in the Hope Haven Home for Boys in New Orleans) he wrote: "... you have got to know that you contributed to the happiest night I have ever known in my entire life."

Commenting on Logan's death, SIU Vice President Lindsey Williams expressed his sympathy noting that "his loss will be felt throughout the Union.

Charlie is irreplaceable and was a major contributor to the welfare of merchant seamen through his work."

Was Labor Consultant

During the last 30 years, Charlie Logan had his own labor consultant firm in the Maison Blanche Building in New Orleans arbitrating disputes for both unions and management.

Leaving the New Orleans Archdiocese's Hope Haven in 1933, he helped set up the first regional labor board in the Southwest. In 1935, Brother Logan was named the first director of the 15th U.S. National Labor Relations Board headquartered in New Orleans.

Under Logan's administration, 97 percent of 1,618 cases for representation were settled by consent elections and 98 percent of 1,389 cases in alleged unfair labor practices were settled by adjustment or were withdrawn or dismissed after investigation.

Shortly before the turn of the century the Logan family moved from New Orleans' Irish Channel to Indianapolis. Born there, Logan went on to play with Notre Dame's "Fighting Irish" freshman football team in South Bend, Ind.

Switching to Wabash U.'s Little Giants, he was varsity center there for three years. A newspaper account of the time said "Logan was a good man

last year, but is better this season. He can do two things at the same time, play football and talk."

After going in 1925 to New Orleans where a sister had stayed, the founder of Catholic Charities there, Msgr. Wynhoven, put Logan in charge of athletics for the Catholic schools. Logan went on to found the New Orleans Catholic School Athletic League and Catholic Youth Organization. When Msgr. Wynhoven started Hope Haven in Marrero, he picked Logan to run it.

Logan even played a few Christmas Doll and Toy Fund football games with stars from Tulane, Loyola and Louisiana State University before crowds of 10,000 in the local stadiums to raise cash to buy gifts for city youngsters.

Requiem Mass

A Requiem Mass was celebrated by Archbishop Philip Hannan in St. Patrick's R.C. Church in New Orleans on Dec. 15. Burial was in Metairie Cemetery, New Orleans.

Surviving are his widow, Irma; a daughter, Mrs. Frank Taylor of Shreveport, La. and three grandchildren.

"Charlie" Logan's legion of friends in the SIU, the labor movement and in New Orleans will miss "his happy nature, his infectious laugh and his all around cordiality."

MEMBERSHIP MEETINGS SCHEDULE



Port	Date	Deep Sea	IBU	UIW
New York	Feb. 2	2:30 p.m.	5:00 p.m.	7:00 p.m.
Philadelphia	Feb. 3	2:30 p.m.	5:00 p.m.	7:00 p.m.
Baltimore	Feb. 4	2:30 p.m.	5:00 p.m.	7:00 p.m.
Norfolk	Feb. 5	9:30 a.m.	5:00 p.m.	7:00 p.m.
Jacksonville	Feb. 5	2:00 p.m.	—	—
Detroit	Feb. 6	2:30 p.m.	—	—
	Feb. 9	—	5:00 p.m.	—
Houston	Feb. 9	2:30 p.m.	5:00 p.m.	7:00 p.m.
New Orleans	Feb. 10	2:30 p.m.	5:00 p.m.	—
Mobile	Feb. 11	2:30 p.m.	5:00 p.m.	—
San Francisco	Feb. 12	2:30 p.m.	—	—
Wilmington	Feb. 16	2:30 p.m.	—	—
Seattle	Feb. 20	2:30 p.m.	—	—
Piney Point	Feb. 14	10:30 a.m.	10:30 a.m.	—
San Juan	Feb. 5	2:30 p.m.	—	—
Columbus	Feb. 21	—	—	1:00 p.m.
Chicago	Feb. 10	—	5:00 p.m.	—
Port Arthur	Feb. 10	—	5:00 p.m.	—
Buffalo	Feb. 11	—	5:00 p.m.	—
St. Louis	Feb. 12	—	5:00 p.m.	—
Cleveland	Feb. 12	—	5:00 p.m.	—
Jersey City	Feb. 9	—	5:00 p.m.	—

One Gallon Donor



Recently Recertified Bosun John Japper (center) receives a "One Gallon" pin from SIU Medical Director Dr. Joseph Logue for having donated that much blood to the SIU Blood Bank. Nurse Sheryl Edell looks on.

Torpedoed

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torpedoing the joint Navy-Merchant Marine operations as a means of preserving their own bureaucracy despite the fact that it is not in the Navy's overall interest to do so.

The man generally regarded as the strategist for the MSC tactics in this regard and the one most often credited with keeping Navy-Merchant Marine cooperation off-track is Robert Carl who is Special Assistant for Transportation to the Assistant Secretary of the Navy for Installations and Logistics. There is a view in Washington that "if Bob Carl spent as much time in promoting Navy-Merchant Marine mutually beneficial efforts as he does in

keeping the two groups apart, the Navy would be better served as would the National interests."

Nation Will Benefit

What it will take to make these people understand that the MSC is part of the Navy and that the Navy is not part of MSC remains to be seen. The evidence is clear that the American Merchant Marine is ready and eager to work more closely with the Navy to improve the readiness of U.S. seapower. The more the two work together in peacetime, the more expert maritime management and labor will become in responding to the Navy's needs, the more mutual confidence will be built and the more the nation as a whole can benefit therefrom.

Marad to Hold 3-Day Confab

The Department of Commerce, Maritime Administration, has announced that it will hold the Second National Conference on Domestic Shipping at the Fairmont-Roosevelt Hotel in New Orleans, La., from March 9-11, 1976. The conference will focus on increasing productivity in the maritime industry.

The purpose of the conference is to explore techniques for improving productivity in domestic waterborne com-

merce through the exchange of ideas and information. Identification will be made of those key factors which are essential in the formulation and development of productivity measurements and goals. There will be an assessment made of productivity challenges for the domestic waterborne shipping industry, and segments of that industry such as the inland waterways, Great Lakes, and domestic ocean interests.

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

Digest of SIU



Ships' Meetings

WALTER RICE (Reynolds Metals Co.), November 23—Chairman, Recertified Bosun Floyd Pence; Secretary C. M. Modellas; Educational Director B. Wilhelmsen. Some disputed OT in engine department. A vote was held and all members and officers agreed to have Thanksgiving dinner at sea, on the Tuesday before Thanksgiving, rather than in port. A vote of thanks to the steward department and to the new cooks for a job well done. Report to *Seafarers Log*: "Rescued three fishermen on their sinking fishing boat on our way to Corpus Christi. Fishing boat name *Diane* registered Rockport, Texas. Rescue operation started 0400-1030. The deck gang worked until the lifeboat was secured in place. Steward department was on standby to keep breakfast hot for the boys. At 1400 the captain passed the word to extend his sincere appreciation for a job well done." Observed one minute of silence in memory of our departed brothers. Next port Corpus Christi.

CONNECTICUT (Ogden Marine Inc.), November 23—Chairman, Recertified Bosun F. Rodriguez; Secretary J. Carter Jr.; Educational Director Milstead. No disputed OT. Chairman advised all crewmembers anything pertaining to the new contract that they do not understand to bring to the attention of their department delegates to be discussed at the weekly meetings. All members were urged to donate to SPAD. A vote of thank was extended to the Piney Point Seafarers Conference who worked so hard and gave the membership some wonderful gains in a new contract. A vote of thanks to the steward department for a fine Thanksgiving dinner.

OGDEN WILLAMETTE (Ogden Marine), November 2—Chairman, Recertified Bosun E. K. Bryan; Secretary E. Kelly; Educational Director Escote; Deck Delegate Carlos Spina; Engine Delegate Martin Fox; Steward Delegate R. E. Leonard. No disputed OT. Chairman advised that when members are on the beach they should go to Piney Point Lifeboatman and Firefighting School. Suggested that members donate to SPAD. Chairman also gave a special vote of thanks to the steward department for the excellent job they did on this trip.

SUGAR ISLANDER (Pyramid Marine Co.), November 10—Chairman, Recertified Bosun Antoine Keragerorgiou; Secretary Casanova. Some disputed OT in deck department. Have received *Seafarers Logs* which were distributed. All communications received posted on bulletin board. Everything running smoothly.

GUAYAMA (Puerto Rico Marine Mgt. Inc.), November 1—Chairman, Recertified Bosun Calixto Gonzalez; Secretary A. Aragon; Educational Director D. Terry Jr.; Engine Delegate H. F. Welch; Steward Delegate C. F. Long. Chairman advised that there was a special edition of the *Seafarers Log* printed of the new agreement. Requested that it should be read thoroughly by all crewmembers as it would avoid a lot of confusion as the crewmembers will know what is going on. They should read all editions of the *Seafarers Log* so as to keep up with all Union activities. Suggested that a donation be made to SPAD. All communications will be posted after they are discussed at the weekly meetings. Observed one minute of silence in memory of our departed brothers. Next port Charleston.

SEA-LAND FINANCE (Sea-Land Service Inc), November 2—Chairman, Recertified Bosun James W. Pulliam; Secretary Cesar F. Blanco; Educational Director Jim Lindberg; Deck Delegate J. Bielski; Engine Delegate H. Dengate; Steward Delegate James Sivley. No disputed OT. Chairman held a discussion on the upcoming election on November 1 and just how important it is for every member to fill out his ballot and vote for the men he would like to see representing him for the next three years. Advised all to read the *Seafarers Log* and keep up with just what is going on. Suggested that all support SPAD. Suggested that crewmembers take advantage of Piney Point and upgrade themselves at the first opportunity. Next port Kobe, Japan.

INGER (Reynolds Metal Co.), November 4—Chairman T. R. Price; Secretary Duke Hall. \$43.03 in ship's fund. Some disputed OT in deck and steward departments. A telegram was received from Headquarters about the Russian grain shipment and was posted on the crew bulletin board. Requested that all crewmembers return magazines and *Seafarers Logs* to the recreation room. Observed one minute of silence in memory of our departed brothers. Next port Baltimore.

OVERSEAS ANCHORAGE (Maritime Overseas), November 2—Chairman, Recertified Bosun Eligio La Soya; Secretary S. J. Davis; Educational Director L. Peppett; Deck Delegate R. H. Mullen; Engine Delegate S. Marano; Steward Delegate B. Winfield. \$28 in ship's fund. No disputed OT. A donation was taken by the crew to send flowers for the chief engineer's mother who passed away. Next port Russia.

AMERICAN EXPLORER (Hudson Waterways), November 23—Chairman, Recertified Bosun T. J. Hilburn; Secretary A. Alfonso. \$6 in ship's fund. No disputed OT. The minutes from the last meeting were read and the last issue of the *Seafarers Log* was discussed. Also a letter from the Union and a radiogram were read and posted. A vote of thanks to the steward department and especially to Mr. Alfonso, chief steward for a job well done. Report to the *Seafarers Log*: "Brother Kim Higgins celebrated his eighteenth birthday his first time at sea. Chief steward baked a cake for him and a party was held by all crewmembers wishing him a happy birthday." Next port St. Croix.

LONG BEACH (Sea-Land Service Inc.), November 2—Chairman, Recertified Bosun Anthony Caldiera; Secretary J. L. Johnson. \$17.75 in ship's fund. No disputed OT. Chairman read and discussed the fact sheet with the crewmembers. Suggestion was made to donate to SPAD. Observed one minute of silence in memory of our departed brothers.

SEA-LAND CONSUMER (Sea-Land Services Inc.), November 22—Chairman, Recertified Bosun F. A. Pehler; Secretary S. McDonald; Educational Director D. B. Farmer; Deck Delegate C. L. Williams; Engine Delegate W. Ehret; Steward Delegate M. P. Cox. No disputed OT. Chairman urged the crew to bring their beneficiary cards up to date for their own protection. The importance of Firefighting School was explained and all were urged to attend as soon as possible. Also discussed were the new changes in surgical benefits. Next port Port Everglades.

HOUSTON (Sea-Land Services Inc.), November 26—Chairman, Recertified Bosun Anthony Palino; Secretary A. Seda. \$4.62 in ship's fund. No disputed OT. Suggested that all crewmembers donate 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.

ELIZABETHPORT (Sea-Land Service Inc.), November 2—Chairman, Recertified Bosun V. T. Nielsen; Secretary George W. Gibbons; Educational Director David Able. \$122 in ship's fund. \$9.50 in movie fund. Some disputed OT in deck, engine and steward departments. Chairman suggested that a donation be made to SPAD. A vote of thanks to the steward department for a job well done and to the crew for their cooperation. Next port Algeciras, Spain.

NOTRE DAME VICTORY (Ecological Steamship Co.), November 2—Chairman, Recertified Bosun Gaetano Mattioli; Secretary E. W. Gay; Educational Director T. Burke; Deck Delegate Richard Heffley; Steward Delegate William Smithers. No disputed OT. Some money was sent to charity in the memory of crewmember Larry's mother. Chairman spoke on the benefits of donating to SPAD. A vote of thanks to the steward department for a job well done.

DELTA URUGUAY (Delta Lines), November 2—Chairman, Recertified Bosun J. W. Garner; Secretary H. B. Donnelly; Educational Director U. S. Weems. Sixteen movies were rented with monies left by the last crew to the amount of \$480. \$15.63 in ship's fund. No disputed OT. Observed one minute of silence in memory of our departed brothers. Next port Dakar.

MAUMEE (Hudson Waterways), November 30—Chairman, Recertified Bosun J. C. Northcutt; Secretary J. Prestwood; Educational Director J. W. Spell; Engine Delegate Blanton Jackson. No disputed OT. A safety meeting was held for the benefit of all members. The steward department was commended for a fine Thanksgiving dinner. Observed one minute of silence in memory of our departed brothers. Next port Corpus Christi.

MERRIMAC (Ogden Marine Inc.), November 9—Chairman, W. Butterton; Secretary F. R. Hicks; Educational Director V. D'Indian. No disputed OT. Chairman reported that the crew had enjoyed a nice stay but a very brief one in Rotterdam, Holland. One crewmember was left behind in Rotterdam due to an needed operation. The crew hopes for his speedy recovery and a pleasant trip home. Everyone was again reminded of the opportunity to attend Piney Point to upgrade to better jobs and for the newer vessel ratings. Suggested a donation to SPAD. All communications have been posted and the new *Seafarers Log* has been received and all brothers have been briefed concerning some of the many changes in welfare etc. Report to the *Seafarers Log*: "The membership should be advised that in Rotterdam, Willie's Place, just outside the gate at dock #5 at the Coal Docks, is a nice place to spend a quiet evening, and the management gives the best of service as well as the assistance a crewmember needs to make an overseas telephone call to the family stateside. Hats off to Willie's Place, it's a nice place to visit. Next port Philadelphia."

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

SEA-LAND TRADE
DELTA BRASIL
SAN JUAN
BALTIMORE
TRANSCOLUMBIA
ERNA ELIZABETH
OGDEN CHAMPION
VANTAGE HORIZON
SEA-LAND PRODUCER
JEFF DAVIS
SEA-LAND EXCHANGE
LYMAN HALL
SEA-LAND VENTURE

FORT HOSKINS
RESOURCE
MOUNT NAVIGATOR
BOSTON
SUMMIT
SEA-LAND MARKET
STONEWALL JACKSON
SAN PEDRO
SEA-LAND GALLOWAY
MOUNT EXPLORER
CHARLESTON
ERIC K. HOLZER

OGDEN CHALLENGER
SEA-LAND EXCHANGE
SHENANDOAH
ROBERT TOOMBS
DELTA SUD
EAGLE TRAVELER
SHOSHONE
COLUMBIA
PORTMAR
POTOMAC
PONCE DE LEON
DELTA PARAGUAY

PANAMA
MARYMAR
HUMACAO
TAMARA GULDEN
SAM HOUSTON
PHILADELPHIA
SAMUEL CHASE
TRANSCOLORADO
OVERSEAS JUNEAU
ARECIBO
OVERSEAS NATALIE
PITTSBURGH

SEA-LAND McLEAN
ST. LOUIS
NEWARK
SEA-LAND ECONOMY
TRANSINDIANA
SAN FRANCISCO
DELTA MAR
TEX
JACKSONVILLE
LOS ANGELES
DELTA MEXICO
MASSACHUSETTS
THOMAS JEFFERSON

New SIU Pensioners



Michael A. "Blackie" Colucci, 48, joined the SIU in 1944 in the port of New York sailing as a bosun since 1962 and as a dredge captain last year. Brother Colucci was elected a Union N.Y. patrolman in 1959, at 32, the youngest official then in the SIU. He was on the Waterman shore-gang at Pier 6, Bush Terminal, Brooklyn, N.Y. from 1949 to 1952, helped in Union organizing drives from 1954 to 1968 and sailed as a dredge pilot and 3rd mate in N.Y. Harbor from 1968 to 1973. Seafarer Colucci previously had attended the HLSS-MEBA District 2 Deck Officers Training School, N.Y., in 1969-70. He was supervisor of the Seatrain shoregang in 1973 at Weehawken, N.J. Brother Colucci was born in Brooklyn and is a resident there.



Argyrangelos N. Tselentis, 61, joined the SIU in the port of New York in 1964 sailing as a chief electrician. Brother Tselentis sailed 31 years and is a radio officer veteran of the Royal Greek Navy. He was born in Cephallonia Is., Tselentata, Greece and is a resident of Teaneck, N.J.



Ah S. Chen, 55, joined the SIU in the port of San Francisco in 1957 sailing as a 3rd cook. Brother Chen sailed 19 years and received a 1962 Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Kysha*. He was born in China and is a resident of San Francisco. Seafarer Chen is a naturalized U.S. citizen.



Steve Huren, 59, joined the SIU in 1943 in the port of New York sailing as an AB. Brother Huren sailed 33 years and walked the picket line in the 1961 Greater N.Y. Harbor strike. He was born in West Virginia and is a resident of Andover, N.J.



Francisco R. Maldonado, 45, joined the SIU in the port of New York in 1955 sailing as a QMED. Brother Maldonado sailed 29 years. He was on picket lines in the N.Y. Harbor strike in 1961, the Robin Line strike in 1962 and in a 1965 strike. He attended the SIU-MEBA School of Marine Engineering in Brooklyn, N.Y. in 1970 for a 3rd assistant engineers license and upgraded at Piney Point in 1973. Born in Santurce, P.R., he is a resident of Brooklyn.



William J. McKeon, 75, joined the SIU in 1943 in the port of Boston sailing as a 3rd cook. Brother McKeon sailed 32 years. He was born in Massachusetts and is a resident of Boston.



Hubert I. Pousson, 59, joined the SIU in the port of Philadelphia in 1958 sailing as a bosun. Brother Pousson sailed 21 years and attended a Piney Point Crews Conference. He is a pre-World War II veteran of the U.S. Navy. A native of Iota, La., he is a resident of Harvey, La.



William H. Harrell, 65, joined the SIU in 1946 in the port of Norfolk sailing as an electrician. Brother Harrell sailed 33 years and was involved in the *SS Bull Run* beef. He was born in Windsor, N.C. and is a resident of Chesapeake, Va.



Ricardo Lata, 65, joined the SIU in the port of New York in 1950 sailing as a fireman-watertender. Brother Lata sailed 31 years, walked the picket line in the 1962 Robin Line strike and received a Union Personal Safety Award in 1960 for sailing aboard an accident-free vessel, the *SS Antinous*. Seafarer Lata also upgraded to oiler in 1967 at the HLSS School of Marine Engineering in Brooklyn, N.Y. Born in Barcelona, Spain, he is a resident of Staten Island, N.Y.



Wilfred J. Moore, 47, joined the SIU in 1945 in the port of New York sailing as a chief steward. Brother Moore sailed 31 years and was an HLSS upgrader last year. He was born in Rochester, N.H. and is a resident of Somersworth, N.H.



James W. Sanders, 66, joined the SIU in 1938 in the port of New York sailing as a chief steward. Brother Sanders sailed 45 years and was on the picket line in the Greater N.Y. Harbor strike in 1961. He was born in Charleston, S.C. and is a resident of St. Albans, Queens, N.Y.



Alexander D. Brodie, 63, joined the SIU in the port of New York in 1951 sailing as a chief steward. Brother Brodie sailed 35 years and is a U.S. Navy veteran of World War II. A native of Boston, he is a resident of Singapore, Malaysia.



Willie G. Barron, 66, joined the SIU in the port of New York in 1960 sailing as a fireman-watertender and electrician. Brother Barron sailed 14 years and attended several Piney Point Educational Conferences. He is a veteran of the Alabama National Guard's 117th Field Artillery during the pre-World War II period. Born in Troy, Ala., he is a resident of Troy.



Edgar Freimanis, 52, joined the SIU in 1943 in the port of New York sailing as a bosun. Brother Freimanis sailed 37 years and received an SIU Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *M/V Del Oro* (Delta Line). He was born in Riga, Latvia and is a resident of Picayune, Miss.



Justo C. Sana, 67, joined the SIU in the port of Seattle in 1968 sailing as a cook. Brother Sana sailed 31 years, 14 years with the then U.S. Military Sea Transportation Command. He is a U.S. Coast Guard veteran from 1942 to 1959. Born in the Philippine Islands, he is a resident of Seattle.

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

Nov. 27-Dec. 24, 1975

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
ELIGIBLES				
Death	12	151	\$ 52,508.50	\$ 465,350.30
In Hospital Daily @ \$1.00	345	5,815	345.00	5,815.00
In Hospital Daily @ \$3.00	145	1,984	435.00	5,952.00
Hospital & Hospital Extras	10	174	2,564.00	19,280.67
Surgical	7	44	757.00	3,370.42
Sickness & Accident @ \$8.00	4,734	74,822	37,872.00	598,576.00
Special Equipment	2	26	387.95	3,941.99
Optical	157	2,147	4,437.87	58,301.84
Supplemental Medicare Premiums	7	360	461.30	16,987.50
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	333	4,551	82,141.58	1,011,735.03
Doctors' Visits In Hospital	87	695	3,335.49	29,187.64
Surgical	124	1,362	19,764.15	190,869.93
Maternity	13	195	3,991.73	58,499.83
Blood Transfusions	1	18	140.00	1,840.50
Optical	120	1,563	3,513.96	40,495.78
PENSIONERS & DEPENDENTS				
Death	11	140	38,500.00	448,500.00
Hospital & Hospital Extras	142	1,952	25,182.65	287,867.28
Doctors' Visits & Other Medical Expenses	86	1,295	3,082.96	49,860.83
Surgical	17	157	3,077.50	25,447.16
Optical	43	785	1,784.99	20,130.29
Blood Transfusions	1	6	108.00	386.00
Special Equipment	4	29	495.20	6,059.50
Dental	—	6	—	2,006.00
Supplemental Medicare Premiums	4,049	23,909	28,014.20	168,282.10
SCHOLARSHIP PROGRAM				
	11	122	5,295.45	47,671.30
TOTALS				
Total Seafarers Welfare Plan	10,461	122,308	318,196.48	3,566,414.89
Total Seafarers Pension Plan	4,837	28,961	1,187,700.00	6,991,194.00
Total Seafarers Vacation Plan	827	10,072	558,124.59	5,814,322.29
Total Seafarers Welfare, Pension & Vacation	16,125	161,341	\$2,064,021.07	\$16,371,931.18



Final Departures



Jeremiah J. Briard, 48, died on Nov. 27. Brother Briard joined the SIU in the port of San Francisco in 1968 sailing as a fireman-watertender. He sailed 17 years and was a 1974 reefer upgrader at the HLSS. Seafarer Briard was a wounded U.S. Marine Corps veteran in World War II. Born in Ovid, Colo., he was a resident of La Grange, Calif. Surviving is his mother, Mrs. E. Simkins of La Grange.



SIU pensioner **Robert B. Carey**, 66, passed away in Holiday, Fla. on Oct. 3. Brother Carey joined the Union in the port of New York in 1952 sailing as a bosun. He sailed 45 years and was a pre-World War II U.S. Navy veteran. Born in Tarpon Springs, Fla., he was a resident of Holiday. Surviving are his widow, Cora; a son, Bruce; a brother, Rath Wayne of Tarpon Springs and a sister, Mrs. E. J. (Stella) Hutchinson of Clearwater, Fla.



Steve D. Der-Stepanian, 25, with his 5-month-old son were killed in an auto accident in Grants, N.M. on Oct. 31 on his way to a vacation in California and his home port of San Francisco. Brother Der-Stepanian joined the SIU in the port of New York in 1970 sailing as an OS. He attended the HLSS in 1965 and sailed twice around the globe. Born in Detroit, he was a resident of Belleville, Mich. Burial was in Belleville. Surviving are his widow, Nancy; and his parents, Mr. and Mrs. K. Der-Stepanian of Belleville.



SIU pensioner **Woodrow W. Spivey**, 54, succumbed to circulatory collapse in Savannah on June 16. Brother Spivey joined the Union in 1949 in the port of Tampa sailing as a chief steward. He sailed 29 years and also during the Vietnam War. Seafarer Spivey was a U.S. Coast Guard veteran of World War II. A native of Pearson, Ga., he was a resident of Savannah. Interment was in Hillcrest Abbey West Cemetery, Savannah. Surviving are his widow, Elfride; a son, Woodrow; a daughter, Darlene; his father, Spencer; his mother, Laura of Nicholls, Ga.; a brother, Henry of Savannah and sister, Mrs. Winnie L. Kinney of Orange Park, Fla.

IBU pensioner **Augustus F. Morres**, 75, died of heart disease in Norfolk Community Hospital on Oct. 27. Brother Morres joined the Union in the port of Norfolk in 1963 sailing in the deck department for Curtis Bay Towing Co. from 1940 to 1951 and McAllister Brothers from 1951 to 1966. He was born in the Cape Verde Is., Portugal and was a resident of Norfolk. Burial was in Calvary Cemetery, Norfolk. Surviving are two sisters, Hennie of Norfolk and Mary of the Cape Verde Is.



Julius C. Hoey Jr., 50, died on Aug. 23. Brother Hoey joined the SIU in 1945 in the port of New Orleans sailing as a bosun. He was a veteran of the World War II U.S. Navy. Seafarer Hoey was born in Bogalusa, La. and was a resident of Ponchatoula, La. Surviving is his widow, Ioni.



SIU pensioner **Arrelious F. Bankston**, 60, succumbed to a cerebral stroke in the New Orleans USPHS Hospital on Nov. 15. Brother Bankston joined the Union in 1942 in the port of New Orleans sailing as a bosun. He sailed 31 years and during the Vietnam War. Seafarer Bankston was a pre-World War II veteran of the U.S. Marine Corps. Born in Louisiana, he was a resident of New Orleans. Burial was in the Garden of Memories Cemetery, New Orleans. Surviving are his widow, Jewel Gloria; a daughter, Mrs. Audrey Blanco, and a grandson, Joseph.



IBU pensioner **James R. Cooper**, 77, passed away from emphysema in St. Joseph's Hospital, Yonkers, N.Y. on June 20. Brother Cooper joined the Union in the port of New York in 1960 sailing as a floatman for the New York, New Haven and Hartford Railroad from 1942 to 1963. He was born in Spanish Honduras and was a resident of the Bronx, N.Y. Surviving are his widow, Mary; his mother, Lena of Honduras; five sons, James, Roy, Thomas, Byron and Frank and two daughters, Maureen and Frances.



SIU pensioner **John C. Elliott**, 65, died on Dec. 5. Brother Elliott joined the Union in 1945 in the port of Mobile sailing as an AB. He sailed 28 years. Born in Gilbertou, Ala., he was a resident of Toxey, Ala. Surviving are his widow, Lora Lee and a daughter, Retta Ann.

Walter F. Wallace, 44, expired of a heart attack in Chesapeake, Va. on Aug. 7. Brother Wallace joined the SIU-affiliated IBU in the port of Norfolk in 1972 sailing as an AB for McAllister Brothers, Stuart Transportation Co., the Norfolk Towing Co. from 1972 to 1975 and Curtis Bay Towing Co. in 1975. He sailed also with the SIU from 1968 to 1970. Born in Norfolk County, Va., he was a resident of Chesapeake. Interment was in Riverside Memorial Park Cemetery, Norfolk. Surviving are his widow, Mary of Santa Ana, Calif.; two sons, Walter and David; a daughter, Christine; a stepson, David A. Owens; his parents, Mr. and Mrs. Joseph C. Wallace and a sister, Mrs. Lulu Meads of Virginia Beach, Va.



IBU pensioner **Edward L. Garot**, 73, succumbed to lung disease in the Mease Hospital, Dunedin, Fla. on Sept. 6. Brother Garot joined the Union in the port of Chicago in 1961 sailing as a tug line-man and deckhand for the Great Lakes Dredge & Dock Co. from 1945 to 1965 and for the Texas Oil Co. from 1932 to 1945. He was born in Green Bay, Wisc. and was a resident of Dunedin. Interment was in Holy Sepulcher Cemetery, Cook County, Ill. Surviving is his widow, Charlotte.



Earl C. Gilbert, 52, died of a coronary thrombosis on Nov. 7 in the port of Aqaba, Jordan. Brother Gilbert joined the SIU in the port of Mobile in 1956 sailing as an AB and bosun. He sailed 28 years and was on the containership *SS Mayaguez* (Sea-Land) when she was seized by Cambodian troops on May 12, 1975 off the coast of Cambodia. Seafarer Gilbert was born in Alabama and was a resident of Pascagoula, Miss. Surviving are his widow, Mildred and three sons, Jerry, Robert and William.



Recertified Bosun **Jacob J. "Jake" Levin**, 57 succumbed to a heart attack on Nov. 9. Brother Levin joined the SIU in the port of Baltimore in 1954. He sailed 24 years and started to sail as bosun in 1955. Seafarer Levin was on the Bosuns Recertification Program Committee in February 1973 setting up the program. He also attended a Piney Point Crews Conference and was at the HLSS for 14 months helping to build the school. Bosun Levin was a veteran of the U.S. Navy in World War II. Born in Washington, D.C., he was a resident of Baltimore. Burial was in Beth El Memorial Park Cemetery, Baltimore. Surviving are a son, Jay; his parents, Mr. and Mrs. Michael Levin; a brother, David and a sister, Mrs. Mitzi Heyman, all of Baltimore.



Robert G. Crutchfield, 29, died in Manila on Nov. 19. Brother Crutchfield joined the SIU in the port of Seattle in 1970 sailing as a wiper. He was born in Tacoma, Wash. and was a resident of Puyallup, Wash. Surviving is his father, Richard, of Puyallup.

SIU pensioner **John S. Hauser**, 75, died in Tacoma, Wash. on Sept. 8. Brother Hauser joined the Union in 1948 in the port of New York sailing as a chief steward. He sailed 34 years. A native of St. Louis, he was a resident of Tacoma. Interment was in Mt. View Memorial Park, Tacoma. Surviving are two sisters, Mrs. Alice Toal of St. Louis and Cora of Missouri.



SIU pensioner **Jose M. Carames Jr.**, 46, died of a heart attack in Pennsylvania Hospital, Philadelphia on Oct. 12. Brother Carames joined the SIU in the port of Philadelphia in 1961 sailing as a wiper. He sailed 26 years. Born in Philadelphia, he was a resident there. Burial was in Holy Cross Cemetery, Yeadon, Pa. Surviving are a son, Jose; a daughter, Mrs. Mary Garbarino; his mother, Mrs. Carmen Ramos of Philadelphia and a sister, Carmen.



SIU pensioner **Johannes Kari**, 74, passed away from natural causes in the USPHS Hospital, Staten Island, N.Y. on Oct. 31. Brother Kari joined the Union in 1944 in the port of New York sailing as a bosun. He sailed 36 years and attended the Harry Lundeberg School of Seamanship, Piney Point, Md. for upgrading in 1970. A native of Estonia, he was a resident of Mastic Beach, L.I., N.Y. Interment was in Washington Memorial Park Cemetery, Croton, N.Y. Surviving is his widow, Hilda.



IBU pensioner **Richard J. Johnson**, 59, expired on Nov. 25. Brother Johnson joined the Union in the port of Elberta, Mich. in 1953 sailing in the deck department. He sailed 27 years and was a U.S. Army veteran of World War II. Born in Racine, Wisc., he was a resident of Bear Lake, Mich. Surviving are his widow, Bargene; four sons, Carl, Richard, Kevin and Gregory; four daughters, Victoria, Jean, Sandra and Lois and a sister, Mrs. Elizabeth Hayes of Bear Lake.



William C. Scott, 53, died on Nov. 15. Brother Scott joined the SIU in 1943 in the port of Norfolk sailing as a bosun. He sailed 35 years. Seafarer Scott was born in Virginia and was a resident of Vinton, Va. Surviving are his father, William O. Scott and a sister, Mrs. Marjorie S. Bryant, both of Vinton.

James W. Lewis, 61, collapsed and died of a heart attack at his home in Virginia Beach, Va. on Nov. 20. Brother Lewis joined the SIU-affiliated IBU in the port of Norfolk in 1961 sailing as a tankerman for McAllister Brothers Towing Co. from 1955 to 1975 and for Ansly Transportation from 1950 to 1955. He was born in Sea Level, N.C. Burial was in the Stacy (N.C.) Community Cemetery. Surviving are his widow, Mary Ann; two sons, James and Carmen, both of Chesapeake, Va.; his father, W. D. Lewis; a brother, C. Nicholas Lewis and a sister, Mrs. M. H. Taylor.



Final Departures



IBU pensioner Carl E. Rasmussen, 71, succumbed to respiratory failure in the Mantee (Fla.) Memorial Hospital on July 27. Brother Rasmussen joined the Union in the port of Chicago in 1961 sailing as a deckhand and tugboat captain for the Great Lakes Dredge and Dock Co. from 1926 to 1955 and for the Great Lakes Towing Co. from 1960 to 1970. Born in Denmark, he was a resident of Oneco, Fla. Interment was in Old Mikakka Cemetery, Sarasota County, Fla. Surviving are his widow, Lois and a brother, Willy of Bakersfield, Calif.



Harris L. Grizzard, 57, died of a cardio-respiratory arrest in the New Orleans USPHS Hospital on June 15. Brother Grizzard joined the SIU in the port of Jacksonville in 1961 sailing as an OS. He sailed 25 years and was a U.S. Navy veteran of World War II. Seafarer Grizzard was born in Dublin, Ga. and was a resident of Neptune Beach, Fla. Burial was in Warren Smith Cemetery, Jacksonville. Surviving are his widow, Ernestine; three sons, Thomas, James and Harris and a daughter, Avalyn.



SIU pensioner Juan S. Villa, 69, died of natural causes while on vacation in La Coruna, Spain on July 11, 1974. Brother Villa joined the Union in the port of Baltimore in 1955 sailing as an AB. He sailed 47 years and was the recipient of a SIU Personal Safety Award for sailing aboard the accident-free ship *SS Fairport* in 1960. Seafarer Villa was born in La Coruna and was a resident of Kearny, N.J. Interment was in La Coruna. Surviving are his widow, Leontina and a sister, Mrs. Maria Santos, both of La Coruna and a brother, Antonio, of Kearny.



IBU pensioner Francis W. Hall, 67, died of a heart attack in the Miller-Dwan Hospital, Duluth, Minn. on June 1. Brother Hall joined the Union in the port of Duluth in 1962 sailing as a fireman for the Zenith Dredge Co., Duluth from 1942 to 1943 and as a linesman for the Great Lakes Towing Co., Duluth from 1943 to 1974. He was born in Bayfield, Wisc. and was a resident of South Range, Wisc. Burial was in Greenwood Cemetery, Superior, Wisc. Surviving are his widow, Marie and three sons, Francis who is an IBU member sailing with the Great Lakes Towing Co. in Duluth; Mark and Michael.



Nick P. Rodriguez, 74, died of a heart attack in Manila on Sept. 27. Brother Rodriguez joined the SIU in the port of Seattle in 1969 sailing as a 3rd cook. He sailed 27 years and with the U.S. Military Sealift Command for 12 years. Seafarer Rodriguez was a veteran of the U.S. Army Philippine Regiment in World War II. Born in Clarin Missamis, the Philippine Islands, he was a resident of Manila. He was a naturalized American citizen. Interment was in Loyola Memorial Park Cemetery, Markina Rizal, P.I. Surviving are his widow, Sachiko and a daughter, Miyuki, both of Tokyo.



Philip E. "Stoney" Stonebridge, 46, succumbed to an apparent heart attack aboard the *SS Overseas Vivian* (Maritime Overseas) at the Mantua Anchorage, West Deptford, N.J. on Aug. 25. Brother Stonebridge joined the SIU in the port of San Francisco in 1962 sailing as a bosun. He walked the picket line in the N.Y. Harbor strike in 1961 and was a wounded veteran of the U.S. Marine Corps in the Korean War. Born in Renton, Wash., he was a resident of Centralia, Wash. Surviving are his widow, Sally; a son, Daniel Lee and two daughters, Susan and Charyl.



John Savest, 52, died on Sept. 11 in Brooklyn, N.Y. Brother Savest joined the SIU in 1941 in the port of New York sailing as a wiper. He sailed 17 years and was on the picket line in the N.Y. Harbor strike in 1961 and the Robin Line strike in 1962. Seafarer Savest was a post-World War II veteran of the U.S. Army. Surviving are his mother, Margaret of Union, N.J. and an aunt, Mrs. Marion Keeler of Brooklyn.



SIU pensioner Charles N. H. "Chuck" Allen, 65, succumbed to a heart attack at home on Apr. 1. Brother Allen joined the Union in 1942 in the port of New York sailing as a bosun. He had sailed for 31 years and was a pre-war veteran of the U.S. Navy. He was awarded the U.S. Mariners Medal for being wounded on the *SS Samuel F. Miller* (Waterman) in an air raid on Naples, Italy on Oct. 5, 1943. A native of Baltimore, he was a resident of Sonoma, Calif. at the time of his death. Cremation took place in Santa Rosa (Calif.) Memorial Park. Surviving are his widow, Ok Boon; a son, Charles; a sister, Mrs. Ethel Moreau and a nephew, Allen Moreau, both of Baltimore.



Merrill E. Kimble, 50, died on Oct. 30. Brother Kimble joined the SIU in the port of Wilmington, Calif. in 1964 sailing as a chief electrician. He attended the SIU-MEBA District 2 Joint Engineer Upgrading Program School in 1967 and was a U.S. Navy veteran of World War II, sailing as an electrician's mate on the aircraft carriers, *USS Coral Sea* and the *USS Leyte* from 1955 to 1959. Surviving are his widow, Hazel of Norfolk and a daughter, Barbara.



Harry C. Schuster, 57, succumbed to cancer of the lung in the Hamot Medical Center, Erie, Pa. on Sept. 28. Brother Schuster joined the SIU-affiliated IBU in the port of Buffalo in 1962 sailing as an oiler and fireman for the Great Lakes Dredge and Dock Co., the American Dredge Co. from 1960 to 1961 and the Dunbar and Sullivan Co. in 1974. He was born in Hopewell, Va. and was a resident of Erie. Burial was in Calvary Cemetery, Erie. Surviving are his widow, Mary; a daughter, Colleen and his parents, Mr. and Mrs. Harry Schuster.



Oscar E. Sicken, 64, died of a heart attack at home on Sept. 1. Brother Sicken joined the SIU in the port of Detroit in 1960 sailing as a fireman-watertender. He sailed 23 years for the American Steamship Co. and for Kinsman Marine Co. Born in Marine City, Mich., he was a resident there. Burial was in Holy Cross Cemetery, Colttrellville Township, Mich. Surviving are his brother and sister-in-law, Mr. and Mrs. Aloysius E. Sicken of Marine City.



Ronald F. Belew, 37, died in Alpena (Mich.) General Hospital on June 20. Brother Belew joined the SIU in the port of Alpena in 1964 sailing as an AB for the Reiss Steamship Co. He was born in Alpena and he was a resident there. Burial was in Holy Cross Cemetery. Surviving are his mother, Mrs. Don Belew of Alpena, a son, Daemond Don, also of Alpena; a daughter Candace Marie and two brothers, Michael and Jack Belew.



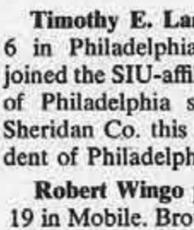
Recertified Bosun Robert J. Lasso, 51, succumbed to cancer of the kidney in Presbyterian Community Hospital, San Juan, P.R. on Aug. 27. Brother Lasso joined the SIU in 1943 in the port of Galveston sailing for 32 years. He walked the picket line in the Moore-McCormick, Robin Line strike of 1962; was in the first graduating class of the SIU Bosuns Recertification Program in August 1973; sailed as bosun on the new super-tanker *TT Brooklyn* (Westchester Marine) and was in the Sea-Land shore-gang at Port Elizabeth, N.J. Seafarer Lasso was a veteran of the post-World War II U.S. Army Calvary. Born in Newark, N.J., he was a resident of Rio Piedras, P.R. Burial was in Santurce, P.R. Surviving are his widow, Romualda; three sons, George, Robert and Edward; three daughters, Emily, Ann and Adelina; a stepdaughter, Marie; his parents, Mr. and Mrs. Dominic Lasso and a brother, George.



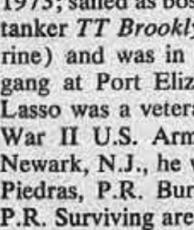
Gustav Holgerson, 57, died in Kingston, Jamaica Hospital on Oct. 14. Brother Holgerson joined the SIU in 1946 in the port of Baltimore sailing as an oiler. He was born in Bergen, Norway and was a naturalized U.S. citizen. Seafarer Holgerson was a resident of Baltimore. Surviving is his mother, Mrs. Bertha Balderheim of Bergen.



SIU pensioner David K. T. Sorensen, 73, expired of a coronary thrombosis in Miami, Fla. on July 11. Brother Sorensen joined the Union in the port of Mobile in 1957 sailing as a fireman-watertender. He sailed 30 years. A native of Djaernaeshus, Denmark, he was a resident of Miami. Cremation took place in the Royal Palm Cemetery, Pompano Beach, Fla. Surviving is a brother, Niels K. I. Sorensen of Frostrup, Denmark.



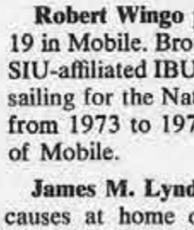
Timothy E. Langston died on Sept. 6 in Philadelphia. Brother Langston joined the SIU-affiliated IBU in the port of Philadelphia sailing for the D.T. Sheridan Co. this year. He was a resident of Philadelphia.



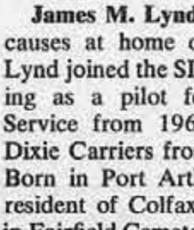
Maksymilian Zawada, 63, died of arteriosclerosis on Sept. 22 in Baltimore. Brother Zawada joined the SIU in the port of Baltimore in 1955 sailing as a fireman-watertender. He was born in Poland and was a resident of Baltimore. Burial was in Oak Lawn Cemetery, Baltimore County, Md.



Johnny L. Barnes, 39, died in Houston on June 14. Brother Barnes joined the SIU-affiliated IBU in the port of Houston in 1969 sailing as a deckhand for Western Towing Co. from 1967 to 1969, Bacon Towing, G. & H. Towing, National Marine Service and the Purvis Towing Co. from 1973 to 1975. He was born in Houston and was a resident there. Burial was in Brookside Memorial Park, Houston. Surviving are his parents, Mr. and Mrs. Edward A. Barnes of Houston.



Robert Wingo passed away on Aug. 19 in Mobile. Brother Wingo joined the SIU-affiliated IBU in the port of Mobile sailing for the National Marine Service from 1973 to 1974. He was a resident of Mobile.



James M. Lynd, 54, died of natural causes at home on July 13. Brother Lynd joined the SIU-affiliated IBU sailing as a pilot for National Marine Service from 1969 to 1970 and for Dixie Carriers from 1974 to this year. Born in Port Arthur, Tex., he was a resident of Colfax, La. Interment was in Fairfield Cemetery, Colfax. Surviving are his widow, Mary of Baton Rouge, La.; a son, Howard; a daughter, Anna and his parents, Mr. and Mrs. Thomas J. Lynd.



Final Departures



IBU pensioner Charles B. "Happy" Haytcher, 82, succumbed in the Autumn Rendezvous Nursing Home, Geneva, Ohio on Sept. 17. Brother Haytcher joined the SIU in the port of Cleveland in 1961 sailing as a deckhand and dredgeman for 17 years for the Great Lakes Towing Co. from 1945 to 1949 and for the Great Lakes Dredge and Dock Co. from 1952 to 1961. He was a veteran of the U.S. Army Artillery Corps in World War I, and an ex-prizefighter. Born in Ashtabula, Ohio, he was a resident of Andover, Ohio. Interment was in Edgewood Cemetery, Ashtabula. Surviving is his widow, Anna.

Orville Orvis Drake, 41, was dead on arrival of internal injuries at the Ft. Walton (Fla.) Hospital on Aug. 11 after his truck was hit by a train at a crossing in De Funiak Springs, Fla. Brother Drake joined the SIU-affiliated IBU in the port of St. Louis in 1968 sailing as a tankerman for National Marine Service from 1967 to 1970 and 1973 to 1975 and for Dixie Carriers from 1970 to 1973. Born in Florida, he was a resident of De Funiak. Burial was in Ray Cemetery, Walton County, Fla. Surviving are his widow, Otilia; two daughters, Rosa Maria and Patrician Ann of De Funiak Springs and their parents, Mr. and Mrs. Charles Drake.

IBU pensioner Joseph E. Ford, 87, passed away from pneumonia in Deaconess Hospital, Buffalo, N.Y. on Mar. 31. Brother Ford joined the Union in the port of Buffalo in 1961 sailing as a tug fireman and lineman for the Great Lakes Tug and Dredge Co. and for the Great Lakes Towing Co. in 1967. He sailed 56 years. Seafarer Ford was a resident of Buffalo. Interment was in Holy Cross Cemetery, Lackawanna, N.Y. Surviving is a sister, Mrs. Helen Raszman.

IBU pensioner William K. Ruth, 79, succumbed to pneumonia in Baltimore City Hospital on Aug. 10. Brother Ruth joined the Union in the port of Baltimore in 1956 sailing as a bargeman. Born in Baltimore, he was a resident there. Burial was in Sacred Heart Cemetery, Baltimore County. Surviving is his widow, Mary.

IBU pensioner Francis J. Sehen, 67, died of arteriosclerosis at home in Forest Hills, Queens, N.Y. on Sept. 18. Brother Sehen joined the Union in the port of New York in 1960 sailing as a deckhand for the Brooklyn Eastern District Terminal from 1940 to 1974. He sailed 43 years. He was a native of Brooklyn. Interment was in St. John's Cemetery, Queens. Surviving are a brother, Valentine of Phoenix, Ariz. and a cousin, Mrs. Theresa Dioguardi of Forest Hills.

SIU pensioner Rufus E. Stough Sr., 79, died of cardio-respiratory arrest in the New Orleans USPHS Hospital on June 24. Brother Stough joined the Union in 1941 in the port of New Orleans sailing as a chief steward. He sailed 27 years, was a U.S. Army Medical Corps veteran before World War I and attended a Piney Point SIU Crews Conference. Born in Alabama, he was a resident of Chalmette, La. Burial was in St. Bernard's Garden of Memories Cemetery, Arabi, La. Surviving are his widow, Emily and a son, Rufus E. Jr.



SIU pensioner Richard A. Carter Sr., 62, expired in the Savannah (Ga.) Memorial Medical Center on June 30. Brother Carter joined the SIU in 1939 in the port of Savannah sailing as a bosun since 1968. He sailed 31 years and during the Vietnam War in 1972. Interment was in Hillcrest Abbey Cemetery, Savannah. Surviving is his widow, Ann.



SIU pensioner Lewis R. Akins, 71, passed away on Sept. 16. Brother Akins joined the SIU in the port of Savannah in 1952 sailing as a chief steward. He sailed 21 years. A native of Bulloch County, Ga., he was a resident of Brunswick, Ga. Surviving are three sons, Lewis Jr. of Greensboro, N.C.; Marion and David; four daughters, Mrs. Agnes A. Mayhood of Brunswick; Teresa, Janice and Brenda; his mother, Della, of Savannah, and a sister, Mrs. Mary A. Smith.



Henry J. Gable Sr., 50, died at the U. S. A. Medical Center, Mobile of a heart attack on Sept. 17. Brother Gable joined the SIU in 1944 in the port of New York sailing as a chief steward. He sailed 31 years. A native of Alabama, he was a resident of Whistler, Ala. Burial was in Whistler Cemetery, Prichard, Ala. Surviving are his widow, Joyce; a son, Seafarer Edgley Gable; three daughters, Lisa, Audrey and Marva and his mother, Edna.



Charles R. Hummel Jr., 56, succumbed to a cardio-pulmonary arrest in the San Francisco General Hospital on Aug. 27. Brother Hummel joined the SIU in the port of New York in 1964 sailing as a bosun. He sailed for 23 years and was a U.S. Navy veteran of World War II. Born in Williamsburg, Ky., he was a resident of Oak Ridge, Tenn. Interment was in the Home Cemetery, Williamsburg. Surviving are a daughter, Heidi of San Jose, Calif.; his father, Charles R. Hummel Sr. of Williamsburg and a sister, Mrs. Lena Blanche Pickard of Oak Ridge.

Willie W. Willis, 58, of cardio-pulmonary arrest in Norfolk USPHS Hospital on Sept. 21. Brother Willis joined the SIU-affiliated IBU in the port of Norfolk in 1974 sailing as an AB deckhand and mate for Allied Towing Co. in 1974 and for the Norfolk Lighterage and Towing Co. from 1973 to 1974. He was a U.S. Army veteran. Seafarer Willis was born in Hatteras, N.C. and was a resident of Manteo, N.C. Interment was in Cudworth Cemetery, Wanchese, N.C. Surviving are his widow, Lavenia; a son, Gordon and two daughters, Janice and Darlene.



IBU pensioner Fred R. Kootz, 71, passed away on Aug. 16. Brother Kootz joined the Union in the port of Detroit in 1961 sailing as a fireman-watertender for Merritt, Chapman and Scott from 1961 to 1971. He was a resident of North Olmstead, Ohio. Surviving are his widow, Ann and a sister, Mrs. Dorothy G. Wilson of Warren, Ohio.



Alonzo Bryant, 55, died in the USPHS Hospital, Staten Island, N.Y. on Nov. 30. Brother Bryant joined the SIU in the port of New York sailing as a chief steward. He sailed 29 years and walked the picket line in the Greater N.Y. Harbor strike in 1961. Seafarer Bryant was a veteran of the U.S. Navy in World War II. He was born in New Bern, N.C. and was a resident of the Bronx, N.Y. Surviving are his mother, Vilinia and a sister, Mrs. Vilinia Thomas, both of the Bronx.



IBU pensioner Albert S. Mathisen, 71, passed away from pneumonia in Mercy Hospital, Laredo, Tex. on May 14. Brother Mathisen joined the Union in the port of Houston in 1957 sailing as an AB for G & H Towing Co. from 1949 to 1971. He was born in Yoakum, Tex. and was a resident of Aransas Pass, Tex. Interment was in Prairie View Cemetery, Aransas Pass. Surviving are his widow, Guadalupe and a sister, Mrs. Jesse Annie Green of Aransas Pass.



SIU pensioner William E. Mauldin, 72, passed away on Oct. 10. Brother Mauldin joined the Union in the port of New Orleans in 1955 sailing in the steward department for 18 years. He was born in Rockingham, N.C. and was a resident of New Orleans. Burial was in La Fayette Cemetery, Fayetteville, N.C. Surviving are his widow, Lillian and a daughter, Marie Elina.



IBU pensioner Robert L. Murdoch, 73, died of natural causes in the Staten Island, N.Y. USPHS Hospital on July 31. Brother Murdoch joined the Union in the port of New York in 1960 sailing as floatman for the Standard Oil Co. from 1926 to 1928 and for the Penn-Central Railroad Marine Division from 1928 to 1962. He was born in Hoboken, N.J. and was a resident of Jersey City, N.J. Cremation took place in the Garden State Crematory, North Bergen, N.J. Surviving are his widow, Jeanette; a daughter, Roberta and a sister, Mrs. Katherine V. McLeod of St. Simon's Is., Ga.



Stephen M. Tannish, 40, died in August. Brother Tannish joined the SIU-affiliated IBU in the port of Detroit in 1961 sailing as a deckhand for the Great Lakes Dredge and Dock Co. from 1956 to 1957 and for the Merritt, Chapman and Scott Co. from 1957 to 1975. He was a post-World War II veteran of the U.S. Navy. Seafarer Tannish was born in Oswego, N.Y. and was a resident there. Surviving are two sons, Neill and Sean, and a daughter, Janie.



John J. Wynne, 57, expired of bronchopneumonia in the Tampa General Hospital on Sept. 7. Brother Wynne joined the SIU in the port of Tampa in 1970 sailing as an AB. He was a veteran of the U.S. Navy in World War II. Born in New York City, he was a resident of Tampa. Interment was in the Garden of Memories Cemetery, Tampa. Surviving are four sons, John, Daniel, Joseph and Terrence and a daughter, Mary, of Tampa.



SIU pensioner James T. McDevitt, 65, died of arteriosclerosis in Hermann Hospital, Houston on Sept. 8. Brother McDevitt joined the Union in the port of New York in 1952 sailing as an AB and 3rd mate. He sailed 38 years. A native of Portland, Ore., he was a resident of Houston. Interment was in Rosewood Memorial Park Cemetery, Houston. Surviving is an uncle, H. A. Knox, of Houston.



John J. Barry, 55, died on Oct. 20. Brother Barry joined the SIU-affiliated IBU in the port of New York in 1960 sailing as a deckhand for the Penn-Central Railroad Marine Division from 1945 to 1975. He was a veteran of the U.S. Marine Corps in World War II. Born in Brooklyn, N.Y., he was a resident there. Surviving are his widow, Anna and three daughters, Maureen, Joan and Catherine.



SIU pensioner Edmund F. Zarecki, 67, died of pneumonia in the Lake Park Hospital, Sylvania, Ohio on June 12. Brother Zarecki joined the Union in the port of New York in 1960 sailing as a cook since 1942 on Great Lakes freighters. He was born in Ohio and was a resident of Holland, Ohio. Interment was in Calvary Cemetery, Toledo. Surviving are three brothers, Victor, Isadore and Ambrose of Toledo and two sisters, Sister Mary Leona and Mrs. Eva V. Futrel of Holland.

From SIU to Sierra Club

Backing Mounts for All-Alaska Gas Route

Support for an all-Alaska natural gas pipeline route is rapidly increasing as strong opposition to the alternate Canadian route continues to grow.

The Maritime Trades Department, representing 43 AFL-CIO unions and eight million workers, and the SIU were among the first to endorse the all-Alaska route and have now been joined by the Seattle Chamber of Commerce, many U.S. congressmen and environmental groups, including Friends of the Earth, the Sierra Club, the National Audubon Society, the Fairbanks Environmental Center and the Wilderness Society.

The controversy centers around competing plans to move natural gas from huge reserves recently discovered on Alaska's North Slope to the lower 48 states.

The all-Alaska proposal calls for an 809-mile gas pipeline that would run parallel to the Alaska Oil Pipeline, which is half completed, to the port of Valdez. There the gas would be liquefied, put aboard LNG tankers, carried to the U.S. West Coast for regasification and distributed to consumers through existing pipelines.

The alternate Canadian proposal, called the Alaska Arctic Gas Pipeline, would require the construction of a 5,600-mile pipeline across the



Senator Mike Gravel (D-Alaska).

undeveloped middle of Alaska and through Canada to the U.S. Midwest.

The MTD and other supporters of the all-Alaska route point to several factors in favor of the plan:

- it would be totally under Amer-

ican control, unlike the Arctic pipeline which would be 51 percent Canadian owned.

- because it would utilize the oil pipeline roads and right-of-way, and because it is shorter, it would take less time and less money to build.

- it is estimated that it would create 24,000 U.S. jobs as opposed to an estimated 12,000 U.S. jobs created by the Canadian route.

- unlike the Canadian proposal which would endanger the Arctic National Wildlife Range, this route would utilize the existing oil pipeline corridor and has been endorsed by environmental groups.

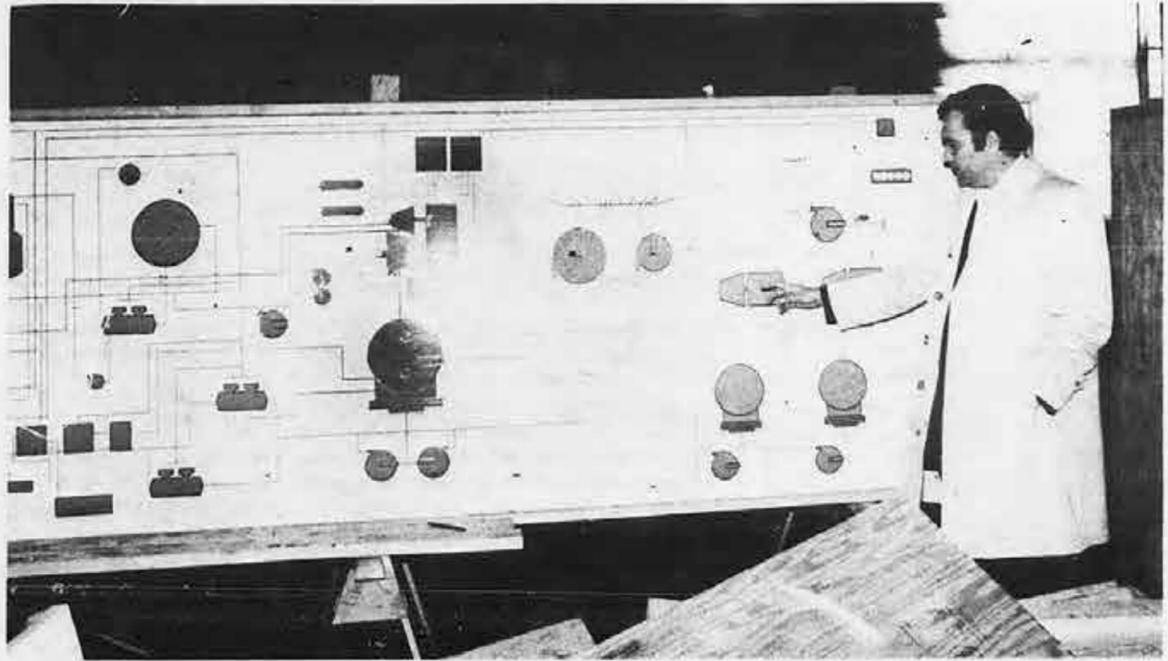
LNG Carriers

The LNG tankers which would be used under the all-Alaska route would be built in U.S. shipyards and manned by U.S. seamen.

These highly sophisticated energy ships will be required to carry well-trained crews who have received special instruction in all phases of operating these ships and handling their cargo.

Because the SIU has realized the importance of being ready for technological advances in the maritime industry, LNG training courses have been set up at the Harry Lundeberg School and Seafarers will be ready to man these LNG ships if the all-Alaska route is approved.

If the SIU is to grow with the expanding American merchant marine and energy industries, Seafarers will need this type of special training to keep pace with the technological advances that are making this expansion possible.





LUNDEBERG SCHOOL

EDUCATION • TRAINING • UPGRADING



Course Descriptions and Starting Dates

Deck Department

ABLE SEAMAN

The course of instruction leading to endorsement as Able Seaman consists of classroom and practical training to include: Basic Seamanship; Rules of the Road; Wheel Commands; Use of the Magnetic and Gyro Compass; Cargo Handling; Knots and Splices; Blocks and Booms; Firefighting and Emergency Procedures; Basic First Aid.

Course Requirements: Able Seaman (12 Months—Any Waters)—You must be 19 years of age; have 12 months seetime as Ordinary Seaman, or be a graduate of HLS at Piney Point and have eight months seetime as Ordinary Seaman; be able to pass the prescribed physical, including eyesight without glasses of no more than 20/100—20/100 corrected to 20/40—20/20 and have normal color vision.

Able Seaman (Unlimited—Any Waters)—You must be 19 years of age; have 36 months seetime as Ordinary Seaman or Able Seaman (12 Months); be able to pass the prescribed physical, including eyesight requirements listed above.

Starting Dates:

January 22, April 1, May 27, July 22.

QUARTERMASTER

The course of instruction leading to certification as Quartermaster consists of Basic Navigation instruction to include Radar; Loran; Fathometer; RDF; and also includes a review of Basic Seamanship; use of the Magnetic and Gyro Compass; Rules of the Road; Knots and Splices; Firefighting and Emergency Procedures.

Course Requirements: Must hold endorsement as Able Seaman (Unlimited—Any Waters).

Starting Dates:

March 4, April 29, June 24.

LIFEBOATMAN

The course of instruction leading to certification as Lifeboatman consists of classroom study and practical training to include: Nomenclature of Lifeboat; Lifeboat Equipment; Lifeboat Commands; Types of Davits and Operating

Procedures; Emergency Launching Operations. Included in the course is practical experience in launching, letting go, rowing and maneuvering a lifeboat in seas, recovery of man overboard, firefighting and emergency procedures.

Course Requirements: Must have 90 days seetime in any department.

Starting Dates:

January 22; February 5, 19; March 4, 18; April 1, 15, 29; May 13, 27; June 10, 24; July 8, 22; August 5.

Engine Department

QMED—Any Rating

The course of instruction leading to certification as QMED—Any Rating. (Qualified Member of the Engine Department) consists of classroom work and practical training to include: Parts of a Boiler and Their Function; Combustible Control Systems; Steam and Water Systems; Fuel Oil Systems; Lubricating Oil Systems; Hydraulic Oil Systems; Boiler Construction and Repair; Hand Tools and Their Use; Use of Metals; Machine Tool Operation; Compressed Air Systems; Fundamentals of Electricity; Principles of Refrigeration; Safe Handling of Combustible Materials; Piping and Valves, Pumps, Evaporators; Auxiliary Diesel Engines; Starting and Securing Main and Auxiliary Diesel Engines; Starting and Securing Main and Auxiliary Units; Engineering Casualty Control; All Codes of Operation of Au-

tomated Ships; Firefighting and Emergency Procedures.

Course Requirements: Must have rating (or passed examinations for) FOWT, Electrician, Pumpman, Refrigeration Engineer, Deck Engineer, Junior Engineer, Machinist, Boilermaker, and Deck Engine Mechanic. Must show evidence of at least six months seetime in any one or a combination of the following ratings: FOWT, Electrician, Refrigeration, Pumpman, Deck Engineer, Machinist, Boilermaker, or Deck Engine Mechanic.

Starting Dates:

February 5; March 4; April 1, 29; May 27; June 24; July 22.

FOWT

The course of instruction leading to endorsement as FOWT (Fireman, Waretender and/or Oiler) consists of classroom work and practical training to include: Parts of a Boiler and Their Function; Steam and Water Cycle; Fuel Oil and Lube Systems; Fire Fighting and Emergency Procedures. Also included is practical training aboard one of the ships at the school to include: Lighting a Dead Plant; Putting Boilers on the Line; Changing Burners; Operation of Aux-



Piney Point Lifeboat Course Instructor Tom Doyle (2nd right) gets together for photo with five of his course grads of (l. to r.): IBU's Larry Snider; Randolph Tannis; Thomas Kreis; Arthur Baredian and Theodore Hawkins.



Charlie Nalen (left) QMED instructor at the HLSS, poses with his latest class of graduates recently of (l. to r.): Marvin Lambreth; Arvid Johnson, and James Dial.

iliary Equipment; Starting and Securing Main Engines.

Course Requirements: (If you have a Wiper endorsement only)—Must be able to pass the prescribed physical, including eyesight without glasses of no more than 20/100—20/100 corrected to 20/50—20/30 and have normal color vision. Must have six months seetime as Wiper, or be a graduate of HLS at Piney Point and have three months seetime as Wiper.

(If you have an engine rating such as Electrician)—No requirements.

Starting Dates:

February 23, April 19, June 14, August 9

ADVANCED ELECTRICAL PROCEDURES

The course of instruction in Advanced Electricity consist of classroom and practical on-the-job training. This includes an introduction to Electrical power systems, meters, D.C. and A.C. motors and

SIU Scholarship Program

One college and two post secondary trade/vocational school scholarships are awarded to Seafarers each year. These scholarships have been specially designed to meet the educational needs of Seafarers.

Application requirements are geared for the man who has been out of school several years, so you will only be competing with other seamen with similar educational backgrounds. The awards are granted in April, but you should begin your application process now.

These are the scholarships offered:

1. Four-year college degree scholar-

ship. This award is in the amount of \$10,000.

2. Two-year community or junior college or post secondary trade/vocational schools scholarships. These awards are in the amount of \$5000.

The trade/vocational awards offer various options if you wish to continue shipping. In such a program you may develop a trade or skill which would improve your performance aboard ship as well as help you obtain a better paying job when you are ashore.

Eligibility requirements are as follows:

1. Must be under 35 years of age.

This may be waived for Seafarers who have completed one or more years in an accredited college or university.

2. Have not less than two years of actual employment on vessels of companies signatory to Seafarers Welfare Plan (three years for \$10,000 scholarship).
3. Have one day of employment on a vessel in the sixth-month period immediately preceding date of application.

4. Have 90 days of employment on a vessel in the previous calendar year.

Pick up a scholarship application now. They are available in the ports or you may write to the following address and request a copy of the *Seafarers Application*:

Seafarers Welfare Plan
College Scholarships
275 20th Street
Brooklyn, New York 11215

Scholarships For Dependents

Four scholarships are awarded to dependents of Seafarers. These four-year scholarships are for \$10,000 each at any accredited college or university. If you

have three years sea time, encourage your children to apply. They should request the *Dependents Application* from the above address.

LUNDEBERG



SCHOOL

High School Program Is Available to All Seafarers

Forty-two Seafarers and one Inland Boatman have already successfully completed studies at the SIU-TBU Academic Study Center in Piney Point, Md., and have achieved high school diplomas.

The Lundeberg High School Program in Piney Point offers all Seafarers—regardless of age—the opportunity to achieve a full high school diploma. The study period ranges from four to eight weeks. Classes are small, permitting the teachers to concentrate on the individual student's progress.

Any Seafarer who is interested in taking advantage of this opportunity to continue his education can apply in two ways:

Go to an SIU office in any port and you will be given a GED Pre-Test. This test will cover five general areas: English Grammar and Literature; Social Studies, Science and Mathematics.

The test will be sent to the Lundeberg School for grading and evaluation.

Or write directly to the Harry Lundeberg School. A test booklet and an answer sheet will be mailed to your home or to your ship. Complete the tests and mail both the test booklet and the answer sheet to the Lundeberg School. (See application on this page.)

During your stay at the school, you will receive room and board, study materials and laundry. Seafarers will provide their own transportation to and from the school.

Following are the requirements for eligibility for the Lundeberg High School Program:

1. One year's seetime.
2. Initiation fees paid in full.
3. All outstanding monetary obligations, such as dues and loans paid in full.

I meet the requirements listed above and I am interested in furthering my education. I would like more information on the Lundeberg High School Program.

Name _____ Book No. _____

Address _____ (Street) _____ (City or Town) _____ (Zip)

Last grade completed _____ Last year attended _____

Complete this form and mail to: Margaret Nalen
Director of Academic Education
Harry Lundeberg School
Piney Point, Maryland 20674

Steward Department

CHIEF STEWARD

The course of instruction includes classroom and on-the-job training. The Chief Steward will select food and stores for a long voyage to include nutritionally balanced daily menus. He will participate in all phases of steward department operations at the school, including commissary, bake shop and galley.

Course Requirements: Three years seetime in ratings above Third Cook and hold "A" Seniority in the SIU; or six months seetime as Third Cook or Assistant Cook; six months as Cook and Baker; six months seetime as Chief Cook and holder of a Certificate of Satisfactory Completion from the HLS Assistant Cook, Second Cook and Baker, and Chief Cook Training Programs; or 12 months seetime as Third Cook or Assistant Cook, 12 months seetime as Cook and Baker, and six months seetime as Chief Cook, and holder of a Certificate of Satisfactory Completion of the HLS Chief Cook Training Program.

Starting Dates:
February 5, March 18, April 29, June 10, July 22.

ASSISTANT COOK

The course of instruction for the rating Assistant Cook includes classroom and on-the-job training in preparing and cooking fresh, canned and frozen vegetables; how to serve vegetables hot, cold or as salad; menu selection of vegetables to attain the best methods for preparation, portion control, dietary values and serving procedures.

Course Requirements: Twelve months seetime in any Steward Department Entry Rating. Entry Ratings who have been accepted into the Harry Lundeberg School and show a desire to advance in the Steward Department must have a minimum of three months seetime.

Starting Dates:
January 22, March 4, April 15, May 27, July 8.

COOK AND BAKER

The course of instruction includes classroom and on-the-job training in bak-

ing bread, pies, cakes and cookies; preparation of desserts such as custards, puddings, canned fruit and gelatin desserts. The Cook and Baker will be able to describe preparation of all breakfast foods, and be familiar with menu selection of breakfast foods, and bread and desserts for appropriate meals.

Course Requirements: Twelve months seetime as Third Cook; or 24 months seetime in Steward Department; six months of which must be as Third Cook or Assistant Cook; or six months as Third Cook or Assistant Cook and a holder of a Certificate of Satisfactory Completion from the HLS Assistant Cook Training Course.

Starting Dates:
January 22; February 5, 19; March 4, 18; April 1, 15, 29; May 13, 27; June 10, 24; July 8, 22; August 5.

CHIEF COOK

The course of instruction includes classroom and on-the-job training in preparation of soups, sauces and gravies. The student will be able to describe preparation of thickened or clear soups, and explain preparation and use of special sauces and gravies. The Chief Cook will be able to state the primary purpose of cooking meat and define cooking terms used in meat cookery, and describe principles and methods of preparing and cooking beef, pork, veal, lamb, poultry and seafood.

Course Requirements: Twelve months seetime as Cook and Baker; or three years seetime in the Steward Department, six months of which must be as Third Cook or Assistant Cook, and six months as Cook and Baker; or six months seetime as Third Cook or Assistant Cook and six months seetime as Cook and Baker, and holder of a Certificate of Satisfactory Completion of the HLS Assistant Cook, and Cook and Baker Training Program; or 12 months seetime as Third Cook or Assistant Cook and six months seetime as Cook and Baker, and holder of a Certificate of Satisfactory Completion of the HLS Cook and Baker Training Program.

Starting Dates:
February 19, April 1, May 13, June 24, August 5.

Note: Courses and starting dates are subject to change at any time. Any change will be noted in the LOG.

generators as well as trouble shooting, preventive maintenance and emergency repair procedures. The practical training will include the building and testing of various D.C. and A.A. motors and their various D.C. and A.C. motors and their controllers together with the use of multi-meters, clamp-on ammeters and the megger. Upon completion of the course a Harry Lundeberg School certificate of completion will be issued.

Course Requirements: Must hold QMED-any rating.

Starting Date: April 19.

WELDING

The course of instruction in basic welding consists of classroom and on-the-job training including practical training in electric arc welding and cutting; and oxy-acetylene brazing, welding and cutting. On completion of the course, an HLS Certificate of Graduation will be awarded.

Course Requirements: Engine department personnel must hold endorsement as

QMED—Any Rating; deck and steward department personnel must hold any rating.

Starting Dates:
February 5, March 18, May 27, July 22.

LNG/LPG

The course of instruction leading to certification as LNG/LPG crew 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/LPG.

Course Requirements: Engine room personnel must hold QMED—Any Rating. Others, Deck and Steward Department personnel must hold a rating in their department.

Length of Course: The normal length of the course is four (4) weeks.
Starting Date: March 8.

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING APPLICATION

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

Address _____
(Street)

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

Book Number _____ Seniority _____ District _____

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

Social Security # _____ Endorsement(s) Now Held _____

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

Entry Program: From _____ to _____ Endorsement(s) Received _____
(Dates Attended)

Upgrading Program:
From _____ to _____ Endorsement(s) Received _____
(Dates Attended)

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

Fire Fighting: Yes No

Dates Available for Training _____

I Am Interested In:

- | | | |
|--|---|---|
| DECK | ENGINE | STEWARD |
| <input type="checkbox"/> AB-12 Months | <input type="checkbox"/> QMED | <input type="checkbox"/> Electrician |
| <input type="checkbox"/> AB Unlimited | <input type="checkbox"/> FWT | <input type="checkbox"/> Dk. Eng. |
| <input type="checkbox"/> Quartermaster | <input type="checkbox"/> Oiler | <input type="checkbox"/> Jr. Eng. |
| <input type="checkbox"/> Lifeboatman | <input type="checkbox"/> Dk. Mech. | <input type="checkbox"/> Pumpman |
| | <input type="checkbox"/> Reefer | <input type="checkbox"/> Machinist |
| | <input type="checkbox"/> Boilermaker | <input type="checkbox"/> Welder |
| | <input type="checkbox"/> LNG/LPG | <input type="checkbox"/> Advanced Pumpman Procedures |
| | <input type="checkbox"/> Diesel | <input type="checkbox"/> Advanced Electrical Procedures |
| | <input type="checkbox"/> Refrigeration Container Mechanic | |

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

SHIP	RATING HELD	DATE OF SHIPMENT	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

**RETURN COMPLETED APPLICATION TO:
LUNDEBERG UPGRADING CENTER,
PINEY POINT, MD. 20674**

Bruce Knight



Seafarer Bruce Knight, 48, has been shipping with the SIU since 1945, and began sailing as bosun in 1962. A native of Virginia, Brother Knight now makes his home in Chesapeake, Va.

with his wife Gisela. He ships from the port of Norfolk.

Walter Cousins



Seafarer Walter Cousins, 58, has been shipping with the SIU for 32 years, and began sailing as bosun in 1952. A native of South Carolina, Brother Cousins now makes his

home in Santa Ana, Calif. with his wife Elizabeth. He ships from the port of Wilmington.

Jesse Lewis



Seafarer Jesse Lewis, 48, has been an SIU member since 1947, and he began shipping out as bosun in 1951. A native of North Carolina, Brother Lewis now makes his home in Everett,

Wash. with his wife Shirley. He ships from the port of Seattle.

Walter Compton



Seafarer Walter Compton, 53, has been a member of the SIU since 1946, and began shipping out as bosun in 1952. A native of Virginia, he now makes his home in Portsmouth, Va.

with his wife Virginia. Brother Compton ships from the port of Norfolk.

30th Recertified Class

The 30th Class of Seafarers graduated from the Bosuns Recertification Program this month, and 331 of our members have now had the opportunity to learn more about the Union and the entire maritime industry.

The Bosuns Recertification Program is now two-and-a-half years old, and in that time the Seafarers who have spent the one month at the Harry Lundeberg School and one month at Union Headquarters have gained invaluable knowledge about the the SIU, the problems it faces and the way it deals with them.

The Bosun is the top unlicensed man on our SIU-contracted ships; he is the leader of the crew. The Seafarers who have participated in the Recertification Program are more qualified to lead their crews, are able to hold better shipboard meetings, and should be more able to answer questions by any crewmember.

It is more important now than ever before that the SIU membership be an informed membership. In order for that to happen, the members themselves must take an interest in all that affects them and their Union, from events on the waterfront to actions in the Halls of Congress. This objective was one of the main reasons for establishing this program: to keep the SIU membership better informed, to take the message right to the ships, rather than only hearing it at the Union Halls.

After more than two years of putting Seafarers through this program, with more and more Recertified Bosuns leading our crews, that goal is being accomplished. But more work must be done. For only when that goal is completely realized, when the entire SIU membership is more fully informed, will the job security of all be assured for the future.

Clayton Thompson



Seafarer Clayton Thompson, 58, has been a member of the SIU since 1951, and started shipping out as bosun during the 1960's. A native of Kentucky, Brother Thompson now

ships from the port of New Orleans where he makes his home.

Louis Arena



Seafarer Louis "Polly" Arena, 53, has been a member of the SIU since 1941, and started shipping out as bosun in 1960. A native of New Orleans, Brother Arena ships from

that port and continues to make his home there.

John Ohannasian



Seafarer John Ohannasian, 53, has been an SIU member since 1949, and has been sailing as bosun for over 15 years. A native of Michigan, Brother Ohannasian now makes his

home in Miami, Fla. He ships from the port of Jacksonville.

John Gallagher



Seafarer John Gallagher, 52, has been an SIU member since 1942, and he began shipping out as bosun in 1950. A native of Philadelphia, Brother Gallagher ships from that port

and continues to make his home there with his wife Catherine.

Floyd Peavoy



Seafarer Floyd Peavoy, 47, has been a member of the SIU since 1949, and has been shipping out as bosun for the past five years. A native of Redwood Falls, Minn., Brother

Peavoy now ships from the port of New Orleans where he makes his home with his wife Bobbie Nell.

Eduardo Bonefont



Seafarer Eduardo "Eddie" Bonefont, 56, has been an SIU member since 1942, and began shipping out as bosun in 1947. A native of Puerto Rico, Brother Bonefont ships from that port

and continues to make his home there with his wife Angelina.

Ray Broadus



Seafarer Ray Broadus, 34, has been sailing with the SIU for 17 years, and began shipping out as bosun in 1970. A native of Mobile, he continues to make his home there with

his wife Frances. Brother Broadus ships from the port of Houston.

Arthur Campbell



Seafarer Arthur Campbell, 50, has been shipping with the SIU since 1959, and began sailing bosun four years ago. A native of Nicaragua, Brother Campbell now ships from the port of

New Orleans where he makes his home.

'A' Book Program

With the successful completion by six more members this month, the 'A' Seniority Upgrading Program has now graduated 203 Seafarers with full 'A' book status. The six graduates this month are Daniel Armitstead, Christopher Bohannon, Byron Elliott, Steve Grisham, Peter Moore, and Cy Perkins.

The purpose of this program is to give new full book members a chance to sharpen their seafaring skills and at the same time gain a better understanding of our Union's operations, functions and goals.

Not only does the 'A' Seniority Program benefit the new full book member who will have greater shipping opportunities with his 'A' book, but it also benefits the entire membership. The brothers who graduate from this program are valuable additions to our Union's membership because they are well prepared to take on the responsibilities and obligations of a full 'A' book member, thereby increasing the SIU's strength and unity.

Daniel Armitstead



Seafarer Daniel Armitstead has been shipping with the SIU since 1968. Sailing in the black gang, Brother Armitstead obtained his QMED rating at Piney Point before attending the 'A'

Seniority Upgrading Program. A native and resident of Seattle, Brother Armitstead ships from that port.

Steve Grisham



Seafarer Steve Grisham graduated from the Harry Lundeberg School five years ago and began sailing in the deck department. Brother Grisham returned to Piney Point to study for

his AB's ticket before starting the 'A' Seniority Upgrading Program. A native and resident of Miami, Fla., Brother Grisham ships from the port of Jacksonville.

Christopher Bohannon



Seafarer Christopher Bohannon graduated from the Harry Lundeberg School in 1972. Shipping in the engine room, Brother Bohannon returned to Piney Point in 1975 to obtain his

QMED endorsement before beginning the 'A' Seniority Upgrading Program. A native of St. Petersburg, Fla., Brother Bohannon ships out of Tampa.

Cy Perkins



Seafarer Cy Perkins has been sailing with the SIU since his graduation from the Harry Lundeberg School in 1973. Shipping as an AB, Brother Perkins obtained his ticket at Piney Point

before attending the Seniority Upgrading Program. Brother Perkins is a native and resident of Quincy, Mass. He ships from the port of New York.

Peter Moore



Seafarer Peter Moore has been sailing with the SIU for two years. A graduate of the Harry Lundeberg School, Brother Moore returned to the school to obtain his FOWT endorsement

before attending the 'A' Seniority Program. A native and resident of Lexington Park, Md., Brother Moore ships from the port of Baltimore.

Byron Elliott



Seafarer Byron Elliott joined the SIU in 1972 when he graduated from the Harry Lundeberg School. Brother Elliott returned to Piney Point to study for his QMED endorsement before

attending the Seniority Upgrading Program. A native and resident of Yuma, Ariz., Brother Elliott ships out of the port of Houston.

Seafarers Political Activities Donation

1976 Marks America's 200th Anniversary - Let's All Make the SPAD Honor Roll this Year HOW DOES SPAD WORK?

SPAD supports and contributes to political candidates for elective office.

Through the support of political candidates whose philosophies and political programs are consistent with Seafarers we

may attain laws which promote Seafarers' economic, social, political and trade union objectives—and protect the jobs and job security of American seamen.

Legislation That Affects Your Job

1. **JONES ACT**—Guarantees that all cargo shipped from one American port to another goes on U.S.-flag ships. This Act is constantly being attacked by powerful lobbies in Washington, such as the oil companies. We must be able to fight these attacks.

2. **VIRGIN ISLANDS LOOPHOLE**—We must try to close the loophole in the Jones Act which exempts the Virgin Islands from its provisions. The cargo that is daily shipped from a refinery in the Virgin Islands to U.S. east coast ports, if carried on U.S. ships, would be sufficient to put a major portion of the laid-up U.S. tanker fleet back to work. Presently this oil is moved entirely by foreign-flag vessels.

3. **THIRD FLAG BILL**—This piece of legislation would control the predatory rate cutting of non-national shipping lines which are competing unfairly with our American shipping operators. If these U.S. shipping lines leave certain foreign trades because of the rate cutting, it means less jobs for American seamen.

4. **THREE-WATCH SYSTEM**—Attacks have been made on the three-watch system for voyages under 1,800 miles. Certain groups are trying to switch to a two-watch system thereby endangering the job security and the safety of seamen. We must be able to combat these attacks.

5. **TRADE REFORM ACT OF 1974**—The SIU helped enact provisions in this law covering service industries of which the maritime industry is a part. This means among other things, that the harmful effects that discriminatory trade practices by foreign nations have on U.S. service industries, including maritime, will be considered for the first time at the international trade talks in Geneva this fall.

6. **NAVY ENCROACHMENT**—The Navy has been expanding its operations at the expense of the privately owned, union-manned U.S. merchant marine. We must be able to stop these encroachments such as the Navy's construction of three tugs to "commercial standards". These tugs should be chartered from private operators. The Navy must go to Congress for its funds and SPAD donations are essential to help us fight against the Navy in the halls of Congress.

7. **CARGO PREFERENCE**—If we could get a cargo preference law into effect it would guarantee that a certain amount of U.S. cargo would be carried on American-flag ships. Last year we were successful in getting an oil cargo preference law through Congress but it was pocket vetoed by President Ford.

SPAD IS VOLUNTARY

All contributions to SPAD are voluntary.

The law prohibits the use of any Union money, such as dues, initiation fees, etc., for political activities.

Therefore, the most effective way the trade unionist can take part in politics—and help enact favorable maritime laws such as those above—is through voluntary political contributions to SPAD.

**SPAD Means
Jobs and Job
Security**

**To Protect Your
Livelihood,**

Donate to SPAD

Whenever You Can

\$20 ⁰⁰	SEAFARERS POLITICAL ACTIVITY DONATION 675 FOURTH AVENUE BROOKLYN, N. Y. 11232	\$20 ⁰⁰
Date _____		
Contributor's Name _____		
Address _____ City _____ State _____		
S.S. No. _____ Zip Code _____		
<small>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 Seafarer seamen, the preservation and furthering of the American Merchant Marine with improved employment opportunities for seamen 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 (SIUNA AGLIWD) or of employment. If a contribution is made by reason of the above improper conduct, notify the Seafarers Union or SPAD at the above address, certified mail within thirty 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, American trade union concepts and Seafarer seamen.</small>		
<small>(A copy of our report filed with the appropriate supervisory officer is (or will be) available for purchase from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.)</small>		
\$20 ⁰⁰	Signature of Solicitor _____ 1975 _____ Port _____	\$20 ⁰⁰

Official publication of the SEAFARERS INTERNATIONAL UNION - Atlantic, Gulf, Lakes and Inland Waters District - AFL-CIO

392 Donated \$100 or More to SPAD in 1975

The following Seafarers and other concerned individuals, 392 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 in 1975. (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.) Seventeen who have realized how important it is to let the SIU's voice be heard in the Halls of Congress have contributed \$200, four have contributed \$300, and one \$600. For the past eight months the LOG has been running the SPAD honor rolls because the Union feels that in the upcoming months our political role must be maintained if the livelihoods of Seafarers are to be protected.

Abrams, R. A.	Butts, W.	Edwards, K.	Haddad, M.	Lennon, J.	McNeedly, J.	Parsons, L. R.	Smith, H. C.
Adams, W.	Caceres, J.	Ehlers, T. C.	Hall, E.	Leo, A. J.	Meester, E.	Payne, O.	Smith, J. H.
Air, R. N.	Cadiz, S.	Elberson, N.	Hall, K. M.	Lewis, J.	Merson, D.	Pecquex, F.	Sorel, J.
Algina, J.	Caffey, J.	Ellis, P. D.	Hall, M.	Libby, H.	Messer, C.	Pelfrey, M.	Spencer, G.
Algina, J. F.	Cain, F. N.	Ertex, M.	Hall, Jr., L.	Lilbedahl, H.	Michael, J.	Peralta, R.	Spiegel, H.
Allen, J.	Campbell, A.	Fagan, W.	Hall, Sr., W.	Liles, T.	Miller, C. E.	Perez, J.	Staples, F. J.
Amman, W.	Campbell, D.	Fanning, R. D.	Hamilton, D.	Lightfoot, R.	Mitchell, R.	Peth, C.	Stephens, C.
Almasco, B.	Campbell, J.	Farnen, F.	Hanks, F.	Lindsey, A.	Mitchell, W. I.	Petrich, L.	Stevens, R. E.
Alonso, J.	Capella, F.	Farner, D.	Hardin, J. V.	Lindsey, H. S.	Mize, C.	Porter, J.	Stevens, W. W.
Alpedo, S. J.	Carbone, V.	Fay, J.	Hart, G.	Logue, J.	Molina, F.	Poulsen, V.	Sullins, F.
Anderson, A.	Carlip, P.	Fayad, A.	Hart, R.	Loleas, P.	Mollard, C.	Powers, J. N.	Surrick, R. H.
Anderson, D.	Castle, V.	Ferguson, M. H.	Hauf, M. A.	Long, F.	Mongelli, F.	Pow, J.	Swiderski, J. B.
Anderson, E.	Cirignano, L.	Ferrara, A.	Hernandez, R.	Lonbardo, J.	Moody, O. W.	Pretare, G. E.	Tanner, C.
Anderson, J. E.	Chappel, E. C.	Ferreira, J.	Heimila, E.	Loper, C.	Mooney, E. X.	Quinnonez, R.	Taylor, G.
Andicoechea, J. I.	Chrisman, K.	Fletcher, F.	Hiers, C.	Lowsley, G.	Morris, E.	Reck, L. G.	Telegados, G.
Annis, G.	Christiansen, E. D.	Fischer, H.	Hines, T.	Malensky, G.	Morris, W.	Reinosa, J.	Therman, E. W.
Aronica, A.	Clark, J. W.	Florous, C. D.	Honeycutt, R.	Magruder, W. R.	Morrison, J. A.	Rettenbacher, W.	Thomas, J.
Arndte, L.	Clausen, C.	Forshee, R.	Hoover, G. L.	Makin, W.	Mortenson, O. J.	Rhodes, O.	Tirelli, E.
Arthofer, P.	Confone, W.	Foster, J.	Howell, D.	Manafa, D.	Mortier, W.	Rial, M.	Torres, J.
Aubusson, E.	Compton, W.	Foster, P. L.	Imperial, B.	Mann, C.	Mulligan, M. P.	Ries, C.	Troy, S.
Avery, R. H.	Conklin, K.	Frey, C.	Ingelbrigtsen, E. S.	Mansfield, L. R.	Muwallad, M. A.	Riley, E.	Troxclair, H.
Babkowski, T.	Conklin, K. J.	Furukawa, H. S.	Iovino, L.	Martian, T. A.	Meyers, J.	Rivera, R.	Turner, P.
Bartlett, N.	Conway, T. P.	Gallier, M.	Ivanuskas, R.	Martin, J.	Napier, D. E.	Roberts, L. A.	Tyler, E.
Bathia, N. N.	Corietta, P.	Garay, F.	Jackson, C. D.	Martinez, O. A.	Napoli, F.	Robertson, L.	Uriola, J.
Baum, A. J.	Coutant, W. E.	Garber, D. M.	Jenkins, W.	Matthews, T.	Nash, W.	Robertson, T.	Vaughan, W. P.
Bentz, H.	Cox, E.	Garcia, R.	Jones, L.	McCartney, G.	Nasser, S. A.	Rondo, C. P.	Viles, L.
Berger, D.	Crocco, G.	Gard, C. L.	Jordan, C.	McCray, J.	Neira, L.	Royal, F.	Vukmir, G.
Berglund, B.	Cross, M.	Gaskill, H.	Jordan, R.	McCree, J.	Nielsen, R.	Ruhl, M.	Wallace, W.
Bernstein, A.	Cunningham, J. M.	Gaskins, T.	Joseph, E.	McElroy, E.	Northcutt, J.	Russo, M.	Walker, G.
Bishop, F. A.	Cunningham, W.	Gentile, C.	Justus, J.	McFarland, D. R.	O'Brien, C.	Sacco, J.	Walsh, J.
Blanton, M.	Davis, J.	Gill, P. D.	Kanoa, M.	McGarry, F. J.	Olivera, W. J.	Sacco, M.	Weeks, J.
Bluitt, J.	Davis, T.	Gizzo, W.	Kastina, A.	McHale, M.	O'Neill, D. R.	Saeed, F.	Weaver, A.
Bonefont, J. D.	Deagro, A.	Glaze, R. W.	Kastl, D.	McKay, C. R.	Paladino, F.	Salazar, H.	White, C.
Bonser, L.	Debarros, M.	Glidewell, T.	Kelly, C.	McKay, D.	Pallas, P.	Saleh, F.	Whits, W.
Boudreau, R.	Dechamp, A.	Goethe, F.	Kelly, E.	McKay, M.	Paradise, L.	Saleh, H.	Wilburn, R.
Boyle, C.	Delgado, J.	Golder, J.	Kerngood, M.	McKay, R.	Papuchis, S. J.	Salamons, I.	Wilisch, E. P.
Boyne, F.	Demetrias, J.	Goncalves, A.	King, J. H.	McKay, R.	Parkin, G. C.	Sanchez, M.	Williams, L.
Bradley, E.	Didomenico, J.	Gonzalez, C. L.	King, S.	McMullin, C.	Parrish, J. M.	Sawin, M.	Williams, R.
Brady, J.	Di Giorgio, J.	Gorman, J. J.	Klein, A. L.			Schroyer, D. J.	Wilson, B.
Brand, H.	Doak, W. J.	Gould, R.	Koen, J.			Scott, C.	Wilson, C.
Brannan, G.	Dolgen, D.	Gould, T.	Kool, L.			Seabron, S.	Wilson, J.
Brown, G. A.	Dotterer, J.	Goumas, S.	Krajewski, W.			Seager, T.	Wingfield, P. G.
Brown, I.	Drozak, F.	Griffith, J.	Kusumoto, K.	Bubaks, H.	Hall, P.	Seizer, R.	Winkist, G.
Browne, G.	Drozak, P.	Grima, V.	La Haye, F.	Retirees, Sailors Snug Harbor, McCullough, L.	Pulver, E.	Seizer, S.	Wolf, P.
Bryan, E. R.	Dryden, J. L.	Grisson, F.	Lallave, D.			Shaibi, N.	Worley, M.
Bryant, B.	Ducote, C.	Guarino, L.	Lambert, M.	Arle, J.	Connolly, M. W.	Shappo, M.	Yahia, S.
Buckley, T.	Dulling, L.	Guertin, L.	Langford, C.	Avers, A.	Curtis, T.	Shepard, R.	Yarmola, J.
Burke, T.	Dwyer, J.	Guillen, A.	Lee, J. F.	Bergeria, S.	Davis, J. R.	Sigler, J.	Zengler, S.
Burnette, P. A.	Eddins, J.	Gutierrez, A. S.	Leeper, B.	Burke, T.	Fitzgerald, J.	Silver, M.	Zeigenhagen, J.
				Bellinger, W.	Gatewood, L.		
				Brooks, S.	Lomas, A.		

\$600 Honor Roll

Pomerlane, R.

\$300 Honor Roll

Bubaks, H. Hall, P. Pulver, E.
Retirees, Sailors Snug Harbor, McCullough, L.

\$200 Honor Roll

Arle, J. Connolly, M. W. Mesford, H.
Avers, A. Curtis, T. Nelson, J.
Bergeria, S. Davis, J. R. Richardson, N.
Burke, T. Fitzgerald, J. Riddle, D.
Bellinger, W. Gatewood, L. Terpe, K.
Brooks, S. Lomas, A.