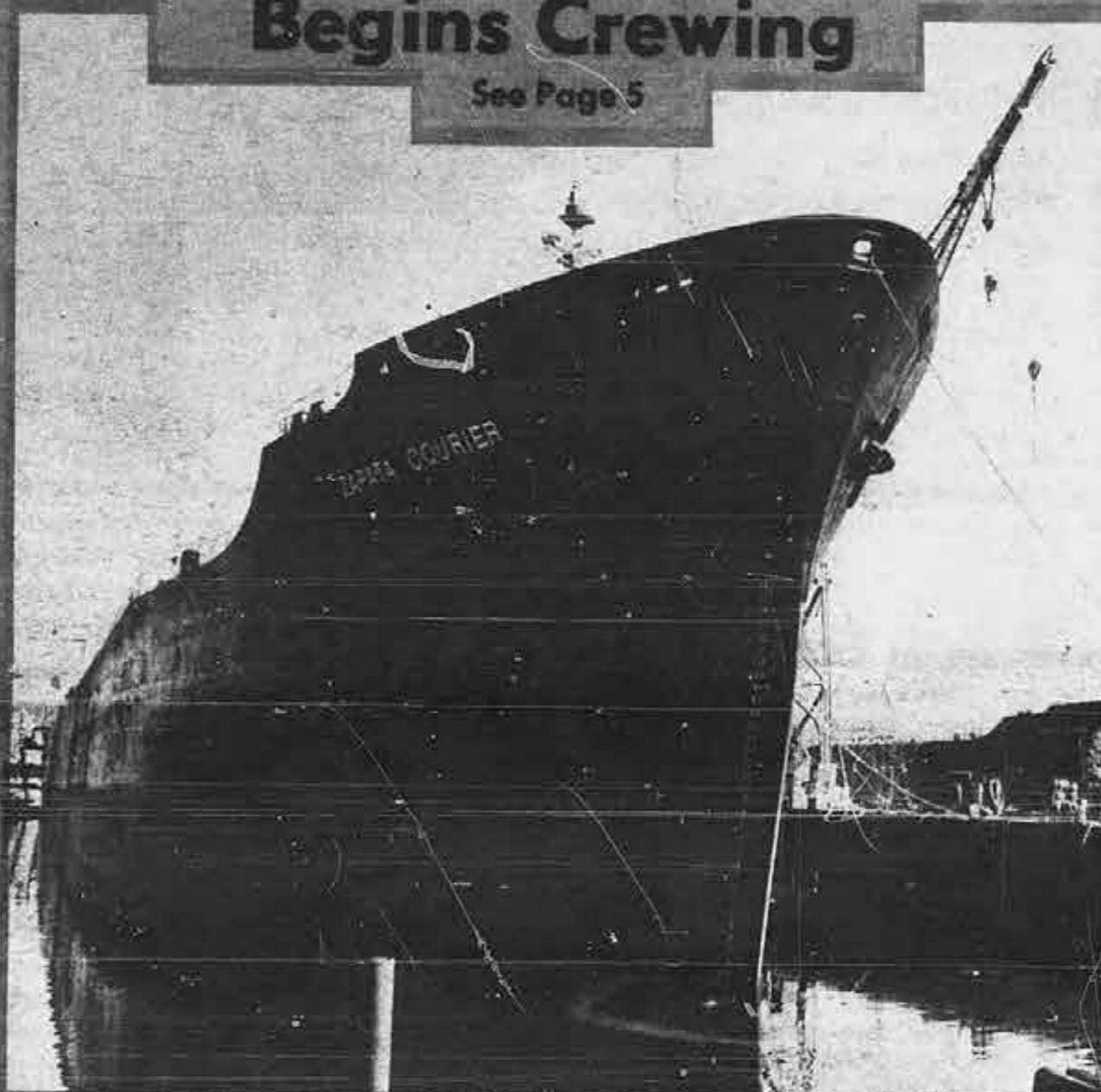


## New SIU-Contracted Tanker Zapata Courier Begins Crewing

See Page 5



Zapata Courier at dock in San Pedro, Calif.

## Great Lakes Seafarers Get Wage Adjustment

See Page 2

## Two Inland Boatmen Die When Towline Slips

See Page 2

## New Deep Sea COLA Rates

See Page 13

## 1976 Seafarers Tax Information

See Pages 23-27



SIU Representative Pat Mannelli (far left) talks to some of the crew who are getting the Zapata Courier ready for her maiden voyage. From left are Arthur Bell, CIMEL/pumpman; Sal Soriglio, recertified bosun; and Paul Franco, steward.

# SIU Great Lakers Get Cost of Living Adjustment

As part of an unlimited cost of living adjustment that was negotiated with the major Great Lakes steamship companies in August, 1974, the standard hourly wage for most Great Lakes Seafarers increased by 30 cents an hour as of Jan. 1, 1977. This 30 cent COLA adjustment applies across the board to all ratings. As a result of the 1974 contract, SIU deep draft crewmembers make more money per hour than members of other Lakes maritime unions.



Under the contract, hourly wage rates are adjusted four times a year according to the Consumer Price Index. This increase is added on to the paycheck after the regular hourly wage and overtime are computed. But at the end of the year, the money is "rolled in" to the wage rate and cannot be taken away

even if the Consumer Price Index goes down. Overtime, after the first of the year, is then computed according to the last year's increased pay scale.

### Unique Feature

The SIU Lakes contract is unique because for most other unions, COLA adjustments are temporary and not rolled into the wage scale.

Since August 1974, the deep draft Great Lakes Seafarers had a total of

\$1.44 an hour rolled into their paycheck through cost of living adjustments. In addition, they gained three regular pay increases: one each in August 1974, August 1975 and August 1976.

The industry-wide contract with the major Lakes steamship companies expires on July 31, 1977. Preliminary negotiations for a new contract begin in May and the Detroit negotiating committee has been gathering contract proposals from all vessels.

## Two Die as Slipped Towline Knocks Them Into San Juan Harbor

Two SIU Boatmen, Robert Bousson, 36, and Louis Jan Lusson, 49, died in a tragic accident last month as they were making up a tow to their tug, *Sea Racer*, in San Juan Harbor in preparation for a trip to St. Thomas, the Virgin Islands.

The accident occurred when a towline reportedly slipped off its block striking the two able seamen and knocking them overboard.

SIU Deckhand S. Rivera dove into the water after them and was able to rescue Brother Bousson, who was then



rushed to Presbyterian Hospital for emergency treatment. However, he died of his injuries the next morning. Rivera could not locate Brother Lusson because his body did not surface after he was knocked into the water. The Coast Guard conducted a thorough 12-hour search of the harbor for his body, but it also ended in failure. Lusson's body was finally discovered two days later by the crew of another tug.

Boatman Bousson, who was a resident of Santurce, P.R., is survived by his wife, Margaret, and his son, Patrick, 14. Bousson, a member of the Union for eight years, was a veteran of the U.S. Marine Corps.



Robert Bousson

Boatman Lusson, who made his home in Bayamon, P.R., is survived by his wife, Carmen, and son, Richard, 18. A relatively new member of the Union, Brother Lusson was a retired Coast Guardsman.

### MSC Won't Pay 2 Percent COLA

The Military Sealift Command has notified the Union that it will not honor the 2 percent cost-of-living adjustment for Seafarers on the four MSC Columbia class tankers under charter to the SIU-contracted company, Mount Shipping.

The four ships affected by the

decision are the 37,000-ton tankers *Colombia*, *Neches*, *Hudson* and *Susquehanna*.

Telegrams have been sent from Union Headquarters notifying the ships' crews of the MSC's position. In the meantime, the Union is preparing to appeal the ruling.



Paul Hall

## The PRESIDENT'S Report

### Because of 1976, 1977 Looks Promising

It's not always a good idea to start a new year off with a great deal of manufactured optimism, because if things don't work out the way we would like them to, the disappointment of failure is twice as bad.

However, judging by the new programs initiated by the SIU and its members in 1976, coupled with the new programs we have slated for 1977, I feel that we have reason to be optimistic both for the coming year and for the long-term outlook.

I believe the single most important occurrence for the Union and its members in 1976 was the merger of the IBU into the SIU A & G District. In essence, the merger brought two strong unions with similar ideologies and similar goals for the betterment of their respective memberships into one stronger family. In practice, the merger has given the SIU increased strength to deal more efficiently in such vital areas to all SIU members as collective bargaining, servicing, organizing, and politics on both the local and national scenes.

The first tangible result of the merger came just two months after the acceptance vote when the SIU took the first step in establishing an industry wide vacation plan for inland boatmen by winning, through collective bargaining, a vacation plan with two contracted inland operators. It was the first such plan ever negotiated in the inland waterway industry.

Last year also saw our Alcoholic Rehabilitation Program take root. Most importantly, this program is providing members who have drinking problems the opportunity and help to overcome a very serious disease and get a new start in life.

Yet, this program also demonstrates in a very vivid fashion that SIU members—despite the economic pressures of rising costs, the social pressures of a nation that sometimes seems to be moving faster than its citizens, and the job and family pressures of the seafaring life itself—still hold deep con-

cern and compassion for a fellow Brother in trouble. I believe that it is this invisible bond of genuine concern for the health and welfare of others like ourselves, that has kept the SIU a strong, cohesive unit since our inception and will do the same for us far into the future.

Around the industry itself last year, SIU-contracted deep sea and inland fleets continued to slowly but steadily expand under provisions of the SIU-backed Merchant Marine Act of 1970. Even though the 1970 Act hasn't lived up to original expectations, each new vessel launched under its auspices provides more jobs and wider job opportunities for American seamen.

For the year 1977, one of the SIU's new projects is already in operation—the new Vocational Training Center at the Lundeberg School in Piney Point. This modern, beautifully equipped educational facility will house all upgrading courses in deck, engine and steward. And I believe the Center will provide our members with the increased incentive to come to the Lundeberg School to upgrade, and then while there, the further incentive to want to come back again and again until they have upgraded to the top of their respective departments.

Along with the new Vocational Center, the Lundeberg School also begins an important new educational program this year—the Steward Department Recertification Program. In the past, not enough attention has been given the educational needs of the steward department, but this new program will more than even the score.

In addition to the practical aspects of the new facility and the new programs, I believe the Lundeberg School itself is the cornerstone on which the SIU and its members must build to insure for ourselves a solid future. We must realize that the maritime industry is changing at a very rapid pace. Ships are changing and the nature of our duties and jobs aboard these ships are changing. The only effective way to keep up with, and in fact, one step ahead of this change, is through education. For SIU members, this means participating in the educational programs of the Lundeberg School.

The year 1977 also means the resumption of the SIU's political activities. In the deep sea area, our top legislative priority will be a fair oil cargo preference bill reserving a significant percentage of all oil imports for American-flag tankers. From there we will work for a fair share of all cargoes leaving and entering American ports, as well as maintaining vigilance on such points of attack as the Jones Act and the USPHS Hospitals.

For the inland waters, the SIU will continue the fight to push through a final okay for construction of the stalled Lock & Dam 26 project, as well as working for other port and waterway programs that hold the promise of increased job opportunities for our inland members.

No matter how you look at it, 1977 is going to be a busy year for all of us. Without sounding too optimistic, I believe that 1977 can be a springboard for a very promising future for the SIU and its members. We have the tools to get the job done. It's up to us to use them.

# Hall Calls for Oil Imports Quota Law

SIU President Paul Hall has called for immediate passage of an oil imports quota bill for U.S.-flag tankers as well as tougher safety standards for all ships entering American waters to combat against increasing numbers of collisions, groundings and oil spills involving foreign-flag vessels.

President Hall, testifying this month before special Senate Commerce Committee hearings probing the recent rash of marine disasters involving Liberian-registered tankers, slapped the blame for these mishaps on the "inherent de-

ficiencies" in the U.S. system of oil transportation itself.

Hall affirmed that any system which allows 96 percent of all oil imports to be brought to our shores, often times in substandard, improperly manned foreign vessels, "is woefully inadequate to protect the marine environment and the American people." He referred specifically to the Liberian-registered *SS Argo Merchant*, *SS Olympic Games* and *SS Sansinena* tragedies, which occurred within the space of two weeks in late December, to support his position.



The *Argo Merchant* went aground and broke up off Nantucket Island on Dec. 15 dumping 7.6 million gallons of oil into the sea, the worst oil spill ever in American waters. The *Olympic Games* grounded in the Delaware River on Dec. 27 spilling 133,500 gallons of oil 15 miles south of Philadelphia. The *Sansinena* blew up in Los Angeles Harbor on Dec. 17 killing nine people.

### U.S. Ships the Answer

Hall explained that most of the foreign vessels involved in the U.S. oil import trade are flag-of-convenience ships, owned by American oil companies but registered in Liberia, Panama and other small nations "to escape American taxes, American labor and American safety standards and requirements." He labeled the use of these vessels "a sham against the American people."

Hall told the hearings, chaired by Sen. Warren Magnuson (D-Wash.) that the best way to get these ships out of American waters is to reserve through legislation a significant portion of U.S. oil imports for American-flag, American-built and American-manned tankers, subject to American construction and operational safety standards. He said the increased use of American ships would help to insure "maximum

protection for the American consumer and the marine environment."

Hall reminded the committee that Congress had already "recognized and attempted to provide a measure of protection" against flag-of-convenience vessels operating in American waters when it passed the Energy Transportation



Paul Hall

Security Act of 1974, which would have reserved 30 percent of all oil imports for carriage by U.S. ships. He also noted that the main opposition to the bill, which was pocket-vetoed by President Ford, came from the major oil companies, the largest owners of flag-of-convenience vessels.

### Tougher Standards

In addition to legislation, President Hall declared that tough construction

Continued on Page 15



The Liberian registered tanker *Argo Merchant* is in pieces spewing heavy industrial oil into the sea off Nantucket Island. The ship, which went aground and broke up late last month, dumped 7.6 million gallons of oil into the water, the largest spill ever in American waters.

## On Tanker Disasters, Brand Urges U.S. Ships Carry 30% of Oil

Unless the U.S. cracks down on oil tanker pollution by imposing stringent standards for vessel design, construction and operation, and crew training and performance "the finite capacity of the marine environment to cleanse itself could be overburdened," warned Herbert Brand, president of the Transportation Institute, as he testified Jan. 12 before hearings in Washington, D.C. of the Senate Commerce Committee investigating recent Liberian tanker disasters in American waters.

Brand, whose Washington, D.C. based education and research organization represents 130 U.S. deep sea, inland water and Great Lakes companies, affirmed that such standards could not be enforced "unless the U.S.-flag fleet—the only fleet unequivocally subject to U.S. control—carries a significant portion of our oil imports." In this regard, he urged the adoption of a national cargo policy which would reserve 30

percent of all U.S. oil imports for carriage by U.S.-flag tankers.

Brand blamed the serious problems of oil pollution in American waters "on a major deficiency in the present U.S. oil transportation systems," in which 96 percent of all U.S. oil imports is carried on foreign-flag tankers, a substantial portion of these being "flag-of-convenience" vessels—ships owned largely by American oil companies and registered in small, often underdeveloped, countries to avoid taxes, labor standards and environmental controls.

Brand cited eight oil tanker accidents in American waters involving "flag-of-convenience" ships since Dec. 16, 1976, asserting that "these incidents accurately reflect the overall high casualty rate of 'flag-of-convenience' vessels." He supported his position further with a revealing statistic that showed "flag-of-convenience" ships responsible for 40.7 percent of all tanker tonnage lost, even though they comprise only 26 per-

cent of the world's tanker tonnage.

### Change in Attitude

Brand said that if the U.S. is to face the problem of oil pollution "there must be a fundamental change in national attitudes about the tankers that carry our oil and threaten our waters," and that "adoption of a cargo policy requiring a specified percentage of oil imports to be carried on U.S.-flag tankers is indispensable in that regard."

Brand affirmed that such a U.S. cargo policy would "effectuate a speedy conversion of oil transportation to tankers which incorporate the most advanced safety and environmental design features," while at the same time "generate a new tanker construction program which would include the most advanced safety and environmental design standards."

He also pointed out that reserving a specific percentage of oil for U.S. tankers would greatly reduce our reliance

on foreign-flag operators "who would otherwise prolong indefinitely the construction of tankers which conform to U.S. standards so long as the U.S. does not have its own acceptable tankers."

### More Than Environmental Plus

In his closing remarks, Brand explained to the committee that a national oil cargo policy carries many benefits other than environmental ones. He said that reserving 30 percent of oil imports for U.S. vessels "would substantially strengthen the national security; contribute greatly to the U.S. balance of payments and tax base, and would result in the creation of urgently needed jobs in shipyards, aboard ship and in component and supporting industries."

He noted that the jobs created could constitute about 12 percent of the new jobs necessary to fulfill the Carter Administration's objective of reducing unemployment to 5 percent by 1980.

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# Jacksonville Meeting Targets Alcoholism



Straddling an old sea anchor is Third Cook Larry Ewing outside the Union Hall in the port of Jacksonville.

Focusing on the alcoholism seminar held at the Harry Lundberg School of Seamanship in Piney Point, Md. in November, SIU Representative Jim Davis, who chaired the port of Jacksonville monthly membership meeting on Dec. 9, told the assembled Seafarers that as a result of the seminar more help would be made available to Seafarers who have

fallen victim to the disease of alcoholism. He explained how members can now get the aid so sorely needed at the Alcoholic Rehabilitation Center there.

Davis also pointed out that all qualified members of the steward department could apply for the upcoming Steward Department Recertification Program sched-

uled to commence next April at the HLSS.

He then announced that ground was broken in late November for a new Union Hall for the port of Algonac, Mich. on the banks of the St. Clair River between Lake Erie and Lake Huron. The hall will replace the Union's present Great Lakes facility at River Rouge, Mich., near Detroit.



Recertified Bosuns Jack Nelson (left) and James Corder (center) with OS W. Cunningham wait to sign the present register at the counter before the meeting.



Calling for launch service for a member shipping out last month, SIU Representative Jim Davis is at his desk just before he chaired the monthly membership meeting.



AB Leroy Cope tries his hand at solitaire in the Jacksonville Hall while he waits for the meeting to begin.



Talking over shipping in the port are (l. to r.) T. S. Monaghan of the engine department and J. W. Mullis of the deck department.



Also trying their hands at cards waiting for the meeting to start are (l. to r.) AB Scott Every and Third Cooks Raymond Jones and Larry Ewing.



Here's quite a large turnout of Jacksonville Seafarers listening to a report on the Union's Alcoholic Rehabilitation Center in Valley Lee, Md. at the beginning of the meeting.

## SIUNA Is Participant

# Unions, Companies Work Out Offshore Contract

WASHINGTON, D.C.—Eight international unions and seven companies involved in U.S. offshore construction signed a contract recently which will insure jobs for union workers when oil and gas drilling begins on the West Coast outer continental shelf. The contract is expected to produce work for thousands of building and maritime trades affiliated union workers over the next decade.

Negotiating the contract was possible because the eight international unions first worked out among themselves all possible areas of dispute over wages and working conditions. SIUNA Vice President Frank Drozak is chairman of the unions' work group. He also chaired a Dec. 10 negotiating session here where the two sides reviewed the agreement and made final changes.

The contract is called the General Presidents' Offshore Agreement for the West Coast and will run from Jan. 1, 1977 to Dec. 31, 1979. Similar previous agreements between the unions and



Representatives of international unions and U.S. offshore construction companies work out the details of a contract covering oil and gas drilling operations on the West Coast on Dec. 10 in Washington, D.C. SIUNA Vice President Frank Drozak (center) chaired the session.

companies were signed periodically since 1969. However the Offshore Agreement only recently came into use

because of the long delay in West Coast drilling caused by the Santa Barbara oil spill.

The eight international unions are: International Brotherhood of Electrical Workers; Seafarers International Union of North America; United Brotherhood of Carpenters and Joiners of America; International Union of Operating Engineers; International Brotherhood of Painters and Allied Trades; United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry of the United States and Canada; International Association of Bridge, Structural and Ornamental Iron Workers, and International Brotherhood of Boilermakers, Iron Shipbuilders, Blacksmiths, Forgers and Helpers. All are affiliated with the AFL-CIO Maritime Trades Department.

The companies signing the agreement included: Donovan Construction Company; Kaiser Steel Corporation; J. Ray McDermott and Company, Inc.; Hudson Engineering Corporation; Tokola Offshore, Inc.; Comstock and Company, and Offshore Welding and Fabrication.

## AFL-CIO to Press Administration, Congress for \$30-B Jobs Push

WASHINGTON, D.C.—A wide-ranging \$30 billion economic stimulus program creating nearly two million jobs for unemployed Americans will be the top legislative priority of the AFL-CIO when the 95th Congress and the new Administration get down to business.

The program, aimed mostly at public works and public service jobs, was developed earlier this month by a special ad hoc committee on legislation set up late last year by AFL-CIO President George Meany.

SIU President Paul Hall, Steelworkers President I. W. Abel, Plumbers and

Pipefitters President Martin J. Ward, ILGWU President Sol Chaikin, Retail Clerks President James T. Housewright and AFL-CIO Legislative Director Andrew J. Biemiller make up the Committee.

Under the committee's jobs program, \$10 billion would be spent on public works projects creating an estimated 600,000 jobs, \$8 billion would go to the creation of 800,000 public service jobs, with another \$8 billion going to new housing programs providing 325,000 jobs for unemployed Americans. Youth employment and training programs would get \$2 billion, creating

250,000 jobs for young Americans. The last \$2 billion would go to counter-cyclical aid for state and local governments.

The committee said it called for these kinds of direct spending programs, rather than a permanent tax cut, because "these programs are more effective job generators than a tax cut, and all produce needed public goods and services."

The committee also called proposed corporate tax cuts "the least effective of any stimulant program," while pointing out that the \$5.2 billion cut in corporate taxes in 1975 "has not had any substan-

tial impact on new business."

### Fight for Oil Bill

Of special interest to Seafarers, the committee announced that an oil cargo preference bill for U.S.-flag tankers is a part of the AFL-CIO's long-term legislative goals. The committee stated: "Recent foreign flag disasters point to a need for a whole series of new recommendations concerning both maritime energy shipments and general maritime policy as well."

Among labor's other long-term legislative goals are: minimum wage increases to \$3 an hour; a national health program; more funds for occupational safety and health enforcement; pension law revisions; tax reform and new trade regulations.

The Committee also announced support for programs aimed at improvements in education for the handicapped, and improvements in higher education programs to help the children of working class families.

The AFL-CIO will also push for a Federal Day Care Program and improvements in Social Security.

## 1st Crew to Sign On For New Tanker Zapata Courier

Many more jobs will be given to Seafarers out on the West Coast this month as the new, modern 35,000 dwt tanker, the SS Zapata Courier (Zapata Bulk) signs on her first SIU crew. She was built in Todd Shipyards, San Pedro, Calif. The 711-foot, 16.5 knot vessel joined her sister-ships, the SS Zapata Ranger, the SS Zapata Patriot and the SS Zapata Rover on Jan. 21 when the ship was delivered to her owners there. A company spokesman said the Zapata Courier would most likely head for an East Coast port on her maiden voyage.

## Railroad, Environmental Suit Halts Construction of Tenn-Tom Project

A suit has been filed by the Louisville and Nashville Railroad and the Environmental Defense Fund seeking to halt continued construction of the Tennessee-Tombigbee Waterway Project.

The Tenn-Tom, as it is often called, will connect the Black-Warrior-Tom-

closing the transportation gap between some cities by as much as 1,000 miles. Mobile, which is at the mouth of the waterway, could rival the port of New Orleans in size and importance.

The need for a waterway such as the Tenn-Tom has been recognized for many years. In 1790 Sieur de Bienville, founder of Mobile, drew up a map to show King Louis XV of France how the building of a canal connecting the Tennessee and Tombigbee rivers would promote settlement and development of the Southeast.

Development of the Southeast, sometimes called the nation's industrial frontier, is one of the expected benefits

of the current Tenn-Tom Project. Unprecedented growth in industry, population, and employment is expected along its reaches in the next 25 years.

The Tenn-Tom has been referred to as a major energy corridor, because it will open up new access routes to undeveloped coal deposits in Mississippi and Alabama. While hauling millions of tons of energy commodities at lower costs, barges also will be using less fuel than other modes of transportation.

No action has yet been taken on the lawsuit, but it is hoped that a speedy and favorable conclusion will be reached so that the Tenn-Tom can be completed on schedule by 1985.

## Ice Jamming Mississippi R. In Worst Winter in Century

Low water and ice on certain segments of the Mississippi River System pose a threat to unimpeded navigation this winter.

Last summer's record-breaking

drought in the Midwest laid the groundwork for the current problem by dangerously reducing the level and flow of

the river. The Army Corps of Engineers did its best to maintain a 9-foot channel depth throughout the dry fall of '76, but towing operators nonetheless experienced their share of groundings. The drought-reduced Mississippi is now doubly plagued, as the Midwest is experiencing what many fear will be the worst winter in over 100 years. Ice began to form on the Mississippi at St. Louis early in December, a full month

Continued on Page 15

### INLAND WATERS

bigbee River system in southwest Alabama with the Tennessee River near the junction of the Alabama, Mississippi, and Tennessee state lines. \$165 million has already gone into its construction.

Once again, as in the Locks and Dam 26 case, railroads and environmentalists have teamed up against an important waterway project on the grounds that it will damage the environment and do economic harm to railroads. However, the project was tested in Federal courts in 1972, and in 1975 Congress appropriated the largest sum ever for Tenn-Tom construction. It is the first waterway to be constructed under the National Environment Policy Act and as such has become the most tested waterway project in history.

The Tenn-Tom will provide a needed shortcut between the Gulf Coast and the Ohio River and its tributaries,

### INLAND WATERS

drought in the Midwest laid the groundwork for the current problem by dangerously reducing the level and flow of

# The Lakes Picture

## Winter Freeze

Three SIU vessels were temporarily blocked in by ice in December. The steamer *Harry L. Allen* (Kinsman Marine) was ice bound in Lake St. Clair on Dec. 7 after she went aground about seven miles above the Detroit River. Shipping traffic was not stopped. On Dec. 23, ice trapped five freighters, including the *John T. Hutchinson* (American Steamship), between Pelee Island and the Canadian mainland in northwestern Lake Erie. They were freed by U.S. Coast Guard cutters. As the *S.T. Crapo* (Huron Cement) broke out of an ice-bound situation, Detroit T.V. crews were on hand to film a special feature on the ship that was broadcast in late December.

Before the abnormally cold winter set in, 19 SIU deep draft vessels were scheduled to run through the mid-winter experimental extended shipping season. Shipping on the Lakes normally ends around Dec. 20. However due to dangerous ice conditions, all but the tug-barge combination *Presque Isle* (Liton) are laid-up.

For awhile it seemed that several foreign-flag vessels might spend the winter on the Great Lakes instead of heading across the ocean with their cargoes. An early freeze-up created heavy ice conditions and traffic jams in December, while the vessels were rushing to make the St. Lawrence Seaway before the Dec. 18 closing date.

On Dec. 9, an ore-carrier went aground in the St. Mary's River near Sault Ste. Marie, Mich. causing a backlog of nearly 60 ships which were waiting to pass through the Soo Locks. This was the worst shipping jam in a half a century on the river. To make matters worse, the upbound West Neebish Channel of the river was already closed for the winter. The ship was freed Dec. 11, but on Dec. 13 an ice flow in the locks delayed another vessel for 13 hours. Next, a Liberian cargo vessel ran aground in the icy water.

Meanwhile the Montreal-Lake Ontario section of the St. Lawrence Seaway was shut down for two days on Dec. 12 to allow a stable ice cover to form in the Beauharnois section. Floating blocks of ice had been threatening a nearby hydroelectric plant. Canadian icebreakers later cut a passage through the ice cover.

All the ships made it through the Seaway by the deadline, however.

## Frankfort

All the Arnold Transit ships which shuttle between Michigan's Upper Peninsula and Mackinac Island have laid up for the winter. However, the car ferry *Viking* and car ferry *Chief Wawatam* will continue operations throughout the winter.

## Duluth

A winter without snow has hit the Duluth area, following a dry summer. Families on the outskirts of town who do not receive water from Lake Superior are suffering as their wells run dry. Local schools are offering shower facilities to nearby residents.

## Alpena

The Huron Cement Co. here flew the crew of the *S.T. Crapo* home for the Christmas holidays. Most of the crewmembers come from Alpena, but the ship had been docked in Cleveland, Ohio.

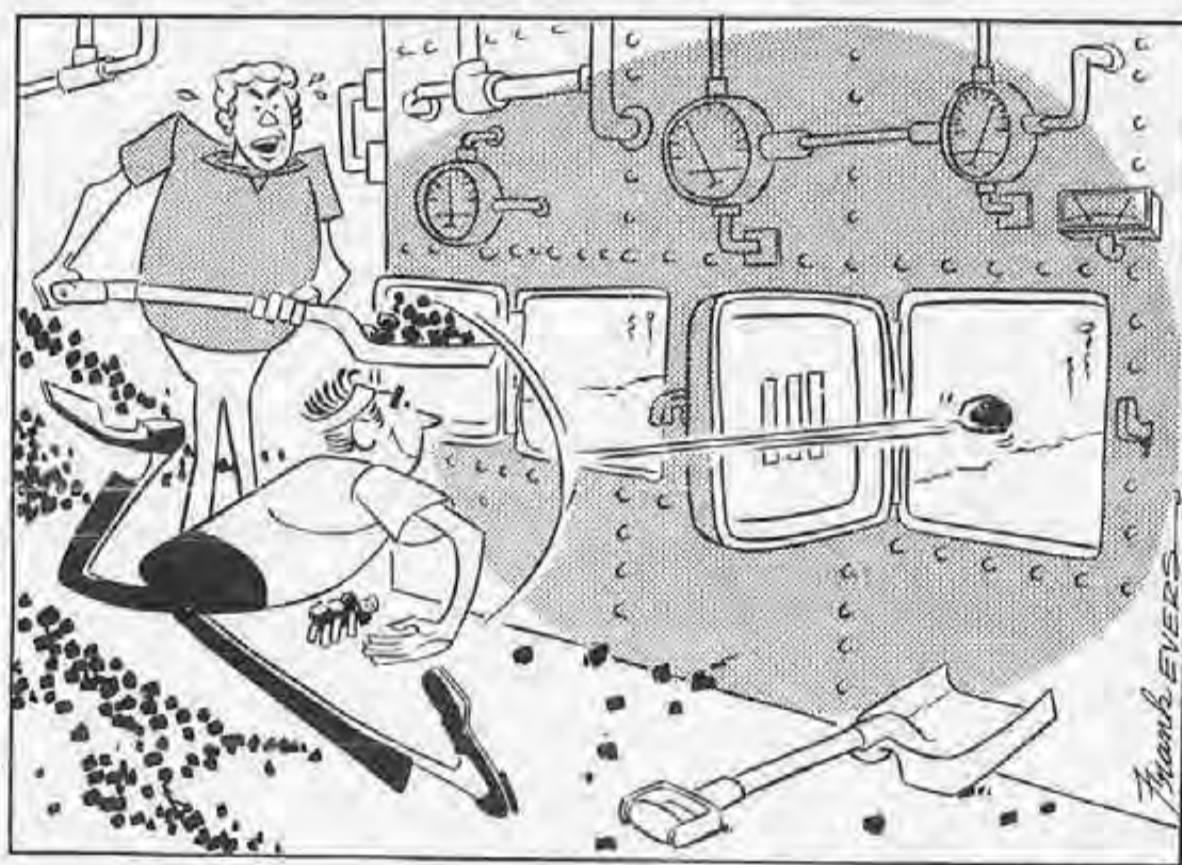
## Welland Canal

In December, the Canadian Government proposed that formal tolls be levied on ships passing through the Welland Canal which links Lakes Erie and Ontario and lies in Canadian territory. The proposal was met by a storm of protest from Great Lakes area congressmen, the Great Lakes Task Force and a Canadian Great Lakes-St. Lawrence Seaway user group.

U.S. Rep. Phillip E. Ruppee (R-Mich.) said the measure would have a disastrous effect on U.S. Great Lakes port employment and would "increase the cost of transit of the Welland Canal tenfold." At present, there is a fee on the eight Welland Canal locks of \$100 per lock.

Ruppee, the ranking minority member of the House Merchant Marine and Fisheries Committee, noted that U.S. Great Lakes ports were already suffering from the diversion of cargo through boat, truck and rail into Canada for overseas shipments out of Canadian ports.

Under a 1959 agreement governing the St. Lawrence Seaway System and including the Welland Canal, Canada and the U.S. are supposed to consult and agree on all matters concerning the system. However, Rep. Ruppee objected that Canada might now be seeking unilateral authority over tolls.



"Forget your days as a pitcher and grab that shovel."

## DOD Should Rely More on Private U.S. Fleet

The U.S. Department of Defense should rely more on the private U.S. merchant marine for its transportation needs, according to a new economic study prepared by Clinton H. Whitehurst, Jr., professor of industrial management at Clemson University in Clemson, S.C.

Citing a projected tightening of defense budget funds, the study affirmed that "the day of significant Department of Defense in-house transportation capability is drawing to a close. And although DOD steadfastly and correctly maintains it is largely dependent on commercial transportation assets, it must be prepared to become even more so."

In addition to transferring more defense cargoes to privately owned merchant ships, the study recommended that the DOD use union manned U.S.-flag ships for at-sea replenishment, or refueling duties. The study projected that the DOD could realize "significant savings" by using privately operated vessels for these chores.

The study also urged DOD to establish a single director of defense transportation instead of the present system which has a manager for each transportation mode, airlift, sealift and land

operations. Such a move, which was first suggested 20 years ago by the Hoover Commission but ignored, would foster more efficient movement of defense related cargoes.

Turning its focus to naval operations, the economic study called on the Maritime Administration and the Navy to put forth a program to equip merchant ships optimally to serve as military auxiliaries. It affirmed that the two departments "should explore ways to insure that no otherwise suitable vessel leaves the shipyard without some specified minimum number of national defense features."

The study also pointed out that the Defense Department, Congress and the Navy should develop specific policies regarding the merchant marine as a military auxiliary. It urged Defense to "state explicitly that it considers commercial resources the primary component in the defense transportation system and that an organic DOD transportation capability is considered supplementary, to be used only if a demonstrated need can be shown."

The study called on Congress to "review the need for enabling standby legislation to insure that, in a contingency or mobilization, commercial trans-

portation will be readily available and entirely responsive to Department of Defense needs."

Finally the study said that the Navy should "make explicit its position on the use of privately operated union-manned merchant ships in an underway replenishment role. If its position is negative, the burden of proof should be upon the Navy."

If the Defense Department and the Navy heeds the study's proposals and suggestions, it could mean an important

boost in business for the private sector as well as providing many new job opportunities for unionized American seamen. At the same time, the Defense Department and the Navy would be saving increasingly tighter funds, which could be better used for construction of defense related naval vessels.

The SIU believes that a significantly increased role for the U.S. merchant marine in the nation's defense plans, as supported by the recent study, makes economic and strategic sense.

## Amount of Pensions

The Board of Trustees of the Seafarers Pension Plan has enacted a rule concerning the amount of pension benefits which specifies that in order to receive any pension benefit increase, including those negotiated in 1975 and 1976, an employee must receive credit for 90 days of employment between the effective date of the increase and the last day of the calendar year in which the effective date occurs, or in any subsequent calendar year. If the effective date of an increase is within 90 days of the

end of the calendar year, an employee must receive credit for 90 days of employment within the 12-month period beginning on the effective date, or in any calendar year subsequent to the effective date.

This rule will be waived if an employee is continuously disabled from his last day of employment until he becomes eligible and applies for a pension, provided he becomes eligible, and applies for the pension benefit after the effective date of the rate increase.



## Headquarters Notes

by SIU Executive Vice President  
Frank Drozak

On Apr. 11, 1977 the first Steward Department Recertification Class will begin at the Lundeberg School. I can safely say that our members who attend this course will be surprised and pleased with the new curriculum for steward department training. Up-to-date shipboard techniques which are in tune with the latest developments in the restaurant field will be stressed. Furthermore, students of each rating will learn a wider variety of skills than they did under the old steward department training program.

I strongly urge all of our steward department members to take advantage of this important program both to upgrade your skills and ratings within the steward department and to prepare for the department's manning requirements for the future. Young Seafarers should especially consider applying to this program because many of our stewards who have shipped with us for many years are now retiring, so there is great opportunity for advancement and job security in the steward field.

Some of the oldtimers might be wondering why they should bother with recertification. As you know, the hospitality field and food service industry is constantly in flux. Manning scales are changing and the galley crew has a wider range of tasks now than even 10 years ago. Automation means new kinds of equipment, portion control, and other advances. Considering how complex the job has become, even an old-time steward who is familiar with his task and who is a good cook will benefit from training in management techniques and cost accounting.

In addition, the Steward Department Recertification Courses for each rating will include LNG safety training. The recertified galley crew will then be qualified to sail on the fuel ships of the future. They will also learn standard

first aid and cardiopulmonary resuscitation—techniques which are essential for health and safety on board ship.

The Steward Department Recertification Program will provide greater mobility to each crewmember in the galley. For example, the chef will perform some of the duties of the chief steward to gain an understanding of that rating. He will learn how to supervise and coordinate a galley and learn to identify, correct and clean unsanitary conditions in the galley and reefer spaces. The Chef Course includes many of the culinary skills used in hotels and restaurants. Similarly, the Second Chef Course includes some training for the chef position.

The way the program is set up, the more advanced ratings will be able to give the others the benefit of their experience.

In the Entry Rating Class, the steward assistant will learn improved methods of sanitation. In addition, beverage making, salad making, vegetable preparation, breakfast cookery and baking operations will be taught.

For the most part, the Seafarers who work in the galley do a good job and serve a ship well. I feel certain that this intensive course will correct a lot of our problems, and so there is something in the Steward Recertification Program for all our members.

Industrial relations will round out the curriculum. On board a ship the chief steward serves as the secretary-reporter of the permanent Ship's Committee and, of course, all crewmembers attend shipboard meetings. Therefore, the program will include studies on the Union Constitution, the history of the trade union movement in the United States and details of the contract and shipping rules. All students will spend time at Headquarters to learn how the Union operates and will study the structure of our industry.

All the details of this program were carefully thought out by the Steward Department Recertification Curriculum Committee which included chief steward delegates from each constitutional port. These delegates worked hard—from Nov. 21 to Dec. 6, 1976—together with the staff of the Lundeberg School and Union officials. The complete text of their report was printed in the December issue of the *Log*.

In this current issue, you can find a complete application form for the program. In addition, copies of the recertification application have been mailed to each steward department member's home, as well as to all SIU-contracted ships and SIU Union Halls.

I want to encourage steward department members to clip out the application and send it in as soon as possible to insure a spot in one of the early classes.

## Book Tells Story of Hand-Bomber Car Ferry, Chief Wawatam

For 65 years the SIU-contracted car ferry *Chief Wawatam* has been shuttling railcars across the Straits of Mackinac from lines on the Upper Michigan Peninsula to the Michigan mainland. This handfired, coal-burning ferry also used to carry mail and passengers until 1957 when the Mackinac Bridge over the straits was completed. It is the last remaining ferry of a fleet that used to cross the straits round the clock.

An icebreaker, the *Chief Wawatam* has been able to work through the worst northern freezeups and in the 1940's was sent on a tour of duty breaking ice on shipping lanes around the Lakes. All attempts to replace her failed when the winter ice blocked passage for tug and barge combinations or other boats.

Generations of local families have worked on the ship, which is well loved by the people who live in that area. Every time the railroad tried to close

the ferry operation, there was an uproar of protest from surrounding communities.

This year, Frances D. Burgtorf, a resident of Cheboygan, Mich., published her own tribute to the ship. "*Chief Wawatam, the Story of a Hand-Bomber*", chronicles one day in the life of the vessel, Feb. 12, 1971, when Mrs. Burgtorf was on board and taped interviews with the crew. She also outlined the history of the car ferry, using interviews with a sailor who rode on the maiden voyage, the galley crew who served meals until the galley was closed in 1966 and retired captains. Historic research fills out the picture.

A thorough investigator, Burgtorf says that *Wawatam* was a Chippewa American Indian chief living in the 1760's in the straits area. According to local Indians, his name meant reflections of light.

Because the SIU represents the unlicensed crew on the *Chief Wawatam*, several of our members tell the story of their work and lives in this book. Since the 1971 interviews, some of the people have died, retired or gone to work on Lakes freighters, according to the SIU Frankfort office. But others are still on board, including Gordon Trainor, James Bishop, Walter Douglas Litzner, Jr., Peter Robert Jones and Joseph J. Sayles, the SIU delegate.

The only drawback to this book, which Mrs. Burgtorf published herself, is the lack of editing, which makes it difficult to plow through the more than 300 pages. Even so, the book is a splendid memento for people who love old vessels or who worked on board, particularly since it contains over 500 photographs of the crew and equipment—past and present, and of charts, documents, diaries, scrapbooks and pages from the daily logs and trip log book.



The SS *Chief Wawatam* casts off the State Dock at Mackinaw City, Mich. and heads out through the icy waters. (Credit: Carl Burgtorf)



Seafarer Don Sutton, relief man, and SIU Brother Walter "Doug" Litzner fire the No. 1 boiler in the forward battery of the *Chief Wawatam*. (Credit: Robert M. Fowler)

## FMC Gives OK to Japanese Cargo Pooling on West Coast

The Federal Maritime Commission has given "blanket approval" to a six-company Japanese cargo pooling arrangement that amounts to little less than a shipping monopoly over U.S. West Coast shipping companies.

The FMC's decision overrules a previous FMC administrative law judge decision which ordered the six Japanese companies in the pool "to either decrease or hold even the number of vessels operating under the agreements."

The final FMC decision, in effect, opens the U.S. West Coast-Japan trade to as many ships as the six-company pool can put up.

The controversy first sprang up over a year ago when the SIUNA-affiliated Marine Cooks and Stewards Union requested the FMC to withdraw its ap-

proval of the pooling arrangement on the grounds it was anti-competitive and a threat to the jobs of West Coast seamen. MC&S received the support of the SIUNA in its fight.

Taking into consideration the union's opposition, the administrative law judge ruled that the arrangements "represent massive invasions of antitrust policies." The judge also affirmed that the arrangement "cannot be justified in terms of trade growth, increased efficiency, holding down overtonnage or maintaining necessary service," and that it has "resulted in serious adverse effects on certain U.S.-flag carriers."

It is unclear how much the unfavorable decision will affect U.S.-flag West Coast shipping companies, but for now anyway the industry will have to live with it.



### Houston

The SIU-contracted G & H Towing Company has just crewed up the new ship-docking tug, the *Phillip K.* Currently working in the Houston Harbor, the new tug will eventually be sent to the company's operation in Corpus Christi, Tex. G & H has three additional new tugs on order with Todd Shipyards.

### Paducah

Barge traffic on the Lower Ohio River was halted for a week when a non-union towboat, the *Universal Trader*, rammed a barge into the gate at Lock 51 near Paducah.

When tows began jamming the river on both sides of the dam, the Corps of Engineers created an artificial rise in the river by manipulating upriver dams. That enabled about 40 tows to pass over the lowered wickets, but the practice had to be discontinued when four wickets were damaged by passing tows.

Sixty-six tows were waiting to pass through the lock when the gate was replaced and service was restored a week later. Much of the downbound cargo was coal for Tennessee and Cumberland River power plants. Upbound cargo included petroleum products from the Gulf area and salt headed for roads in West Virginia where the supply was reportedly gone or very short.

### Detroit

All SIU-contracted inland operations on the Great Lakes have ceased with the exception of six tugs which Hannah Inland Waterways operates year-round in the cross-Lakes towing of petroleum products. Spring fit-out for dredging and harbor operations should begin around the last week of March.

### Bermuda

Heavy seas and high winds forced the small container vessel *Rio Haina*, manned by SIU Boatmen, onto the rocks 5½ miles off the coast of Bermuda Dec. 31 knocking a hole in her stern bottom. The vessel took on water as she was battered by waves and wind for more than two hours, but her nine-man crew remained with her until two powerful tugs arrived from St. George's to assist. The *Rio Haina* was then towed to port listing heavily to the rear port side with all hands safe.

The vessel was enroute from Norfolk, her home port, to Bermuda with supplies for the U.S. naval base there.

### Port Arthur

Sabine Towing Company has just crewed up the new 1750 hp. pushboat, the *Zeus*, for operation on the Gulf Intracoastal Waterway.

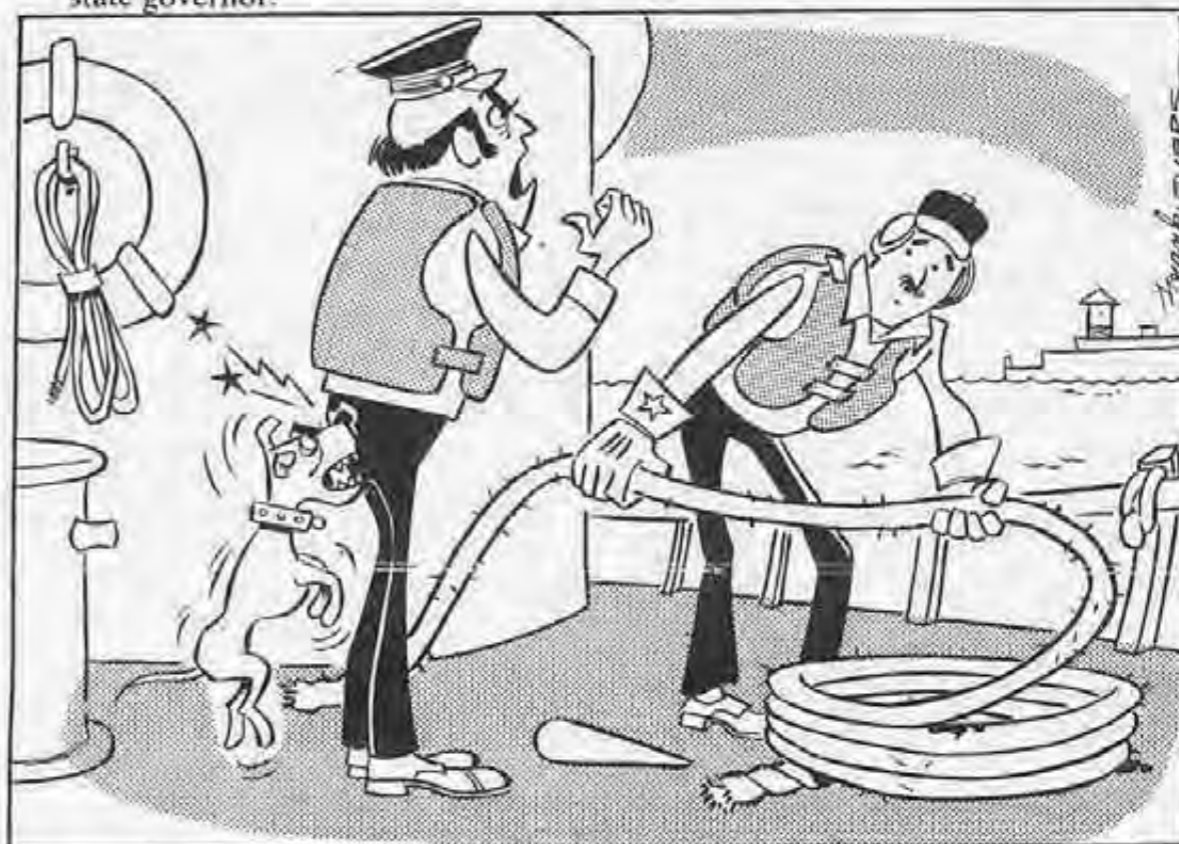
### St. Louis

Navigation has closed for the winter on the Upper Mississippi River, but tow traffic continues to pass through St. Louis as the Illinois Waterway remains open. Last fall's drought and this winter's bitter cold, however, have created a serious ice problem which threatens continued navigation. Already the Coast Guard and Corps of Engineers have been forced to close certain stretches of the Mississippi between St. Louis and Cairo, and the situation may well get worse before it gets better.

### Jacksonville

Caribe Towing Co. has just crewed up two more boats, the *Apache* and the *Dorado*. This brings to six the total number of boats that Caribe is operating on its container barge run from Jacksonville to Puerto Rico.

Governor Reubin Askew and the Florida state cabinet have voted against completion of the Cross-Florida Barge Canal on the grounds that the risk of environmental damage outweigh the project's possible economic benefits. The controversial project, which is about one-third completed, would link Florida's two coasts and provide waterway operators with a much-needed shortcut. The final decision as to the fate of the Cross-Florida Barge Canal now lies with Congress, but projects are seldom continued over the objection of the home state governor.



"Fenwick, about your dog"

## Scholarship Winner Urges Awardees Contribute to a Fund

The day the 1956 SIU scholarship winners were announced, George Butenkoff was headed out to sea on the *SS Savannah* (Seatrain). Although he was one of the award winners that June, he stayed on his ship for the entire summer because he needed the money. In addition to studying electrical engineering at the Newark College of Engineering, Butenkoff was supporting a wife and daughter.

"I couldn't have finished college without it," the former Seafarer said. "It was a Godsend." Butenkoff started shipping out at age 16 in 1948 when he worked with the SIU in the Cities Service drive. Today he is a lawyer in East Windsor, Conn.

"I feel I owe the Union a real debt," Butenkoff said. "I would like to see a fellowship set up where the former Seafarer scholarship winners could contribute to the scholarship fund for other Seafarers or remember the scholarship fund in their will."

Brother Butenkoff contacted the *Log* when he read we were running a series on former scholarship winners and dropped by the office in December.

Many things had changed since his last visit to the Hall almost 20 years ago, but it still brought back fond memories. "I met all kinds of guys at sea—even ex-priests and math professors. People get



George Butenkoff

to know each other better on board a ship than on land."

He also remembered cartoons about shipboard life that Robert "Red" Fink posted on the ship bulletin board. Many were reprinted in the *Log* in the 1950's. "If I wasn't married, I might still be shipping out today," he said.

Butenkoff met his wife Marilyn in New York in 1954 when he was on leave from the Army. She was a teller in a bank where his brother-in-law had an account. After going along with his brother-in-law each time he made a deposit, Butenkoff asked her out. Several months later they were married.

By 1959, with the help of the scholarship, he got his electrical engineering degree and landed a job as a sales representative with Allis Chalmers in Milwaukee. While there he started studying for a masters degree in Business Administration. Next he worked with United Aircraft in Stratford, Conn. and finished his MBA degree at the University of Connecticut in Hartford.

"I was involved in local politics at the time," he explained, "I was on the schoolboard and I began to feel the need for a legal education. Also, I had to listen to the company lawyers talk

about bid protests and other issues. It sounded interesting, so I went to law school at night from 1969 to 1973.

"I found law more stimulating than any other course I studied. The range of subjects such as criminal law and divorces broadened my outlook." Butenkoff passed the Connecticut State Bar exam in 1973 and later passed the Federal Patents Bar exam in 1975.

In his spare time he likes to fly, go deep sea fishing, and read history books. His oldest daughter is in her last year of college and the younger daughter is a sophomore in high school.



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.



## Washington Activities



By B. Rucker

The opening of the First Session of the 95th Congress on Jan. 4 was accompanied by some interesting changes.

It is the first time in eight years that we have had a Democratic Congress and a Democratic President. Since World War II, we have had a Republican-controlled Congress only twice—1947/49 and 1953/55.

The new President, who will be inaugurated on Jan. 20, is our first President from the Deep South since before the Civil War, and he resolidified the South for the first time since the New Deal.

The House has a new Speaker, Thomas P. (Tip) O'Neill, Jr. (D-Mass.), chosen unanimously for the powerful and prestigious job by the Democratic Caucus in December. He replaces Speaker Carl Albert, who retired.

Congressman James C. Wright, Jr. (D-Tex.) was selected for Majority Leader with a slim victory over three other contenders. His selection is expected to affect the direction of the House for at least a decade, since House leaders are rarely ousted and the Majority Leader traditionally succeeds the Speaker when he retires.

Congressman Thomas S. Foley (D-Wash.) was chosen chairman of the House Democratic Caucus, and as Party Whip, Congressman John Brademas (D-Ida.).

Republicans reelected John J. Rhodes of Arizona to a third term as Minority Leader.

The House will have 292 Democrats and 143 Republicans, the fewest Republicans since the 1930's, except for the 89th Congress. The Senate count will be 62 Democrats and 38 Republicans; although there is no change in the numbers and probably little in ideology, nine incumbents were voted out, more than in any year since 1958.

Five retirements, one primary defeat, and the Cabinet appointment of Brock Adams, chairman of the Budget Committee, opened seven committee chairmanships in the House.

Robert C. Byrd of West Virginia replaces retiring Mike Mansfield as Senate Majority Leader; he was elected without opposition when Hubert Humphrey withdrew. In an unprecedented action, the Senate later named Senator Humphrey to a new post—Deputy President Pro Tem. Howard Baker of Tennessee beat out Robert Griffin for the Republican leader post. This was Baker's third attempt to become Republican leader.

Reorganization on the Senate side will get under way in the new session.

A Select Committee to Study the Senate Committee System held hearings last year and made its report to the Senate Sept. 30. The report included a recommendation to reduce from 31 to 14 the number of standing committees.

Some changes of jurisdiction will occur, of course. The Commerce Committee, which is responsible for merchant marine matters, will gain jurisdiction, will be renamed Commerce Service and Transportation Committee, and will be reduced from 18 to 17 members, if the Senate accepts the Select Committee recommendations.

A resolution was introduced on Jan. 4 to make the changes recommended in the report. The resolution was referred to the Rules Committee with a request for immediate action.

President-elect Carter has promised to reduce joblessness, inaugurate a national health policy, reform the welfare system, reorganize the bureaucracy, and balance the budget—an extremely ambitious program. We are most interested in his commitment to strengthen the U.S.-flag fleet with a strong national policy and a separate Cabinet-level office of Maritime Coordinator.

The new year promises to be an interesting and exciting one in our nation's capital. We hope to see a resurgence of our industry through support of Congress and the Administration.

### MERCHANT MARINE COMMITTEE ON PHS HOSPITALS

The House Merchant Marine and Fisheries Committee has issued a report declaring that the proposed closing of the Public Health Service Hospital system would be "irresponsible and unconscionable."

The committee recently completed an investigation of attempts by the Department of Health, Education and Welfare to close the eight health care facilities. Representative John Murphy (D-N.Y.) strongly attacked the HEW proposal, citing the significant and far-reaching negative effects on the health of hundreds of thousands of Americans.

SIU has actively participated in Congressional hearings and has urged support of other groups to keep the hospitals open, against constant efforts by the Administration to close them. Money was appropriated last year for Fiscal Year 1977.

### IMCO SUBCOMMITTEE MEETS IN LONDON

The Standards of Training and Watchkeeping Subcommittee of the International Maritime Consultative Organization (IMCO), a U.N. agency, met in London Dec. 13 through 17. Recommendations were presented by representatives from 28 major maritime countries to standardize and regulate training and certification in the interest of safety.

In June, the International Labor Organization (ILO) and IMCO will meet to further refine the work of the Standards of Training and Watchkeeping Subcommittee. Finally, the material from that session will be presented at the IMCO meeting in 1978, after which they are expected to become international law.

\* \* \*

With the adjournment of the 94th Congress, all bills died which had not been passed through both houses and signed by the President. Some of the bills vital to the maritime industry were held up by action or inaction somewhere in the legislative process.

We are again preparing our priority list for which we will actively seek the support of the President and both houses of Congress. Among those priorities will be cargo preference, a cabinet-level office of maritime affairs, and extension of the Jones Act.



**SPAD is the union's separate segregated political fund. It solicits and accepts only voluntary contributions. It engages in political activities and makes contributions to candidates. A member may voluntarily contribute as he sees fit or make no contribution without fear of reprisal.**

**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.**

**A copy of our report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.**

## U.S. Ratifies U.N. '72 Rules-of-Road Convention on Collisions

After more than a year delay, the U.S. has deposited with the United Nations its ratification of the 1972 "rules-of-the-road" convention for avoidance of collisions at sea, conducted by the UN-affiliated Intergovernmental Maritime Consultative Organization.

The new "rules-of-the-road," which will better reflect technological advances in navigational equipment, ship size and structure, are scheduled to go into effect July 15, 1977.

The year-long delay in the U.S. ratification of the rules did not arise out of opposition to them. In fact, the U.S. Senate called for ratification of the rules in late 1975, and, along with the House,

passed legislation to implement the rules in American waters.

However, the legislation included a clause which empowered the House or Senate to disapprove future amendments to the rules. This did not sit right with President Ford, and he subsequently vetoed the legislation on grounds that the amendment clause overruled what had always been a prerogative of the Executive Branch, according to the Constitution.

Congress and the President still have not reached accord on new legislation, but the President authorized the U.S. ratification of the rules anyway. Mr. Ford said he changed his mind because

"there is a critical need for a uniform world-wide system of rules designed to prevent collisions at sea." Compromise legislation on the issue is expected before President Ford leaves office Jan. 20.

### Important Changes

According to Gordon W. Paulsen chairman of the industry advisory committee to the Maritime Law Association, the new rules will "fully recognize the existence of contemporary navigational and communication equipment, as well as dealing with the problems encountered by vessels, which because of their great size, cannot maneuver as

readily as conventionally sized ships."

He said the new rules would simply "require a navigator to take different action in a given situation than he would have under the present rules."

For example, Paulsen said that under Rule 21 a vessel with the right of way is "obligated to keep her course and speed until it becomes apparent that collision cannot be avoided by action of the other vessel alone." He continued that under the new rule "the vessel having the right of way may take action to avoid collision as soon as it becomes apparent that the other is not taking appropriate action in compliance with the rules."

# 4 U.S. (2 SIUNA) Tuna Firms File for Foreign Flags

Four U.S.-flag tuna fishing outfits, two of them under contract to SIUNA affiliates, have filed applications with the National Oceanic and Atmospheric Administration to transfer to foreign registry as the industry and the National Marine and Fisheries Service continue to clash over the controversial porpoise mortality question.

The SIUNA immediately protested the proposed transferrals and has demanded that NOAA reject them.

Industry officials have expressed the fear that "unrealistically low" porpoise kill quotas for U.S. yellowfin tuna fisherman, the initial four applications for transferral could be just the start of an attempted exodus of U.S. tuna fleets to foreign registry.

Presently, the West Coast tuna fleet is out working, but a court ruling bans the fishermen from setting their nets in waters where porpoise are swimming with yellowfin tuna until the NMFS sets a new porpoise kill quota for 1977. The new quota, expected to be even lower than the 1976 limit, is not expected until March.

In the meantime, the tunamen will have to concentrate on catching the less popular school tuna, younger and smaller than yellowfin, and skipjack, which swim in large numbers only once every four years.

One San Diego tuna boat owner said: "It's difficult to subject your men to going to sea under this tremendous handicap."

Another owner said: "We will have to be lucky just to make a halfway profitable trip."

The unfortunate irony of the situation is that foreign fleets, unaffected by the U.S. ban, are out fishing for yellowfin tuna with little concern about the porpoise mortality question. Even more ironic is that their catches will eventually find their way to the U.S. market, and at higher prices because foreign boats, unable to unload fish directly into the U.S., would ship it here by cargo vessels or high cost trucking transportation.

### Public Hearings Held

Last month, the NMFS conducted a

series of emotional hearings in San Diego to air some of the local objections to the regulations and the expected low porpoise kill quotas for 1977.

Jim Bozzo, secretary-treasurer of the SIUNA-affiliated Fishermen's Union of America, Pacific and Caribbean, and Steve Edney, president of the affiliated United Cannery and Industrial Workers of the Pacific, Los Angeles and Vicinity District testified at the hearings.

Bozzo, affirming his union's opposition to the regulations, said "our members have cooperated and worked very hard to conform with Government regulations. We will continue to work hard, but we must have realistic guidelines to follow. We don't want to be put out of business."

Steve Edney affirmed his union's opposition to the regulations "because we believe that the proposals are erroneously based on inadequate and disputed information."

Edney suggested an indepth study be made by Government, industry and the scientific community so that "we can find the real answer and then deal with

the problem of porpoise mortality in a meaningful and effective manner." He asserted, "I do not believe that it was the intention of Congress in enacting the Marine Mammal Protection Act to destroy the American tuna industry."

### Demonstration Held

While Edney testified inside, 200 concerned cannery workers, fearful of losing their jobs to foreign competition, demonstrated outside against the proposed NMFS regulations. One worker said, "it took years for this problem to develop. We should be given a few years to iron it out without destroying peoples' lives."

Another worker said, "we're proud of our jobs and we want to keep them. We don't want to be thrown on welfare."

As the industry awaits the ruling in March of the NMFS on the new porpoise kill quota, the SIUNA will be fighting in the new Congress an amendment to the Marine Mammal Protection Act so that realistic porpoise kill quotas could be set by legislative action.

## SIUNA-Backed Fishermen Laws Impressive

The simmering controversy on the West Coast over porpoise mortality quotas for tuna fishermen is overshadowing what has otherwise been a very important and successful year for the American fishing industry as a whole.

The year started off on a high note for the industry with passage of the SIUNA-backed Fishery Management and Conservation Act, which establishes a 200-mile limit as of Mar. 1, 1977 to protect America's coastal fisheries against over-fishing by foreign fleets.

During the fight for this bill, the SIUNA also worked to inject additional clauses to protect U.S. tuna fishermen from retaliatory reprisals by other countries, mainly from South America. Among the clauses were:

- The 200 mile limit would not

cover highly migratory fish such as tuna, which would continue to be regulated by an international authority.

- The U.S. Government would enter into equal access treaties with other nations allowing reciprocal fishing privileges so that U.S. tuna fishermen, who depend heavily on their catch from foreign waters, could continue to fish in foreign waters.

- The Fishermen's Protective Act would continue to cover U.S. distant-water fishermen.

After the 200-mile limit bill was signed, the SIUNA was then instrumental in getting John Burt, secretary-treasurer of the affiliated New Bedford (Mass.) Fishermen's Union, appointed to one of the eight Regional Fishery Management Councils, which will administer the 200-mile zone. Burt will use this key position to represent the views and needs of working U.S. fishermen. He also represents the only voice of an AFL-CIO union on any of the councils.

### Tax Incentives

In a much less publicized area, the SIUNA was instrumental in protecting the interests of U.S. fishermen in the Tax Act of 1976. During the political maneuvering before the bill was passed, the International supported an amendment that would grant a 5 percent investment tax credit on funds put into a capital construction fund for use in building new vessels, including fishing vessels. The amendment can serve to stimulate the enlargement of these funds and the construction of new equipment for the industry.

In addition the SIUNA opposed an amendment to the tax bill that initially declared fishermen to be "self employed" when on vessels with crews of less than 10 and when paid by a share of the catch. This amendment would have undermined collective bargaining arrangements in the U.S. fishing industry and ended the existing payroll procedures of many shipping outfits. The International's opposition led to the inclusion of language in the amendment

that stated it was not meant to affect existing collective bargaining arrangements.

In other legislative areas, the SIUNA is presently boosting a bill, introduced by Sen. Edward Kennedy (D-Mass.) that would provide a new source of funds for the improvement and enlargement of the U.S. fishing fleet. The bill, the Commercial Fishing Industry Revitalization Act, provides that all revenues earned from tariffs on U.S. fishery

imports shall be used by Regional Fishery Management Councils for payments to "increase the U.S. catch and the fishing capabilities of the U.S. fleet."

Overall, the SIUNA's legislative activities in 1976 provided U.S. fishing interests with some valuable tools to build a better more productive industry for the future, as well as safeguarding the livelihoods of the members of SIUNA-affiliated fishing and cannery unions.

## Seafarer Gives a Gallon



Headquarters Clinic Nurse Cheryl Edel gives Seafarer Phillip Pardovich pin and emblem after he donated a total of a gallon of blood over a period of time to the SIU Blood Bank.

### Notice to Members On Shipping Procedure

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

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

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

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

# Scottie Aubusson, Who Came Via Torpedo, Retires

SIU official Ernest Frank Aubusson retired on Dec. 31 leaving behind him a long string of friends in many ports, most of whom remember him by the single nickname, "Scottie."

"I came into the SIU on a torpedo," says Scottie, a native of England. It seems that the British ship he was sailing on during World War II was torpedoed by the Germans, and the 22-year-old seaman was wounded and picked up by a British hospital ship which berthed in Loch Ewe, Scotland.

When Aubusson heard that a convoy of American ships was forming in Scotland, he managed to sneak away from the hospital and signed up with an SIU ship, the old *Gateway City*. The date was Aug. 25, 1942, a day which Brother Aubusson will never forget.

"I had already jumped British ships three times in the United States, but each time I was caught," he reports. He was so anxious to get to America that he signed on a ship that was going right back to Murmansk, Russia, where he had just come from. It was a very dangerous run and most seamen avoided it. It was on the *Gateway City* that Aubusson was dubbed "Scottie" because he had signed on in Scotland.

Brother Aubusson immediately became a staunch SIU man. Having sailed for two years as a British merchant seaman, he was particularly appreciative of his new Union.

"British ships had a union of sorts called the National Union of Seaman," he recalls, "but it was a farce. The union representatives wore uniforms, and they always took the side of the company."

Aubusson was pleasantly surprised at the superior living conditions on the SIU ship. "British ships slept 12 men to a fo'c'sle," he remembers. "They carried no linens, no pillows or mattresses. Each man had a 'donkey's breakfast,' which was nothing but a six-foot sack of straw, to sleep on."

Another big difference between the two unions showed up when Seafarer Aubusson was paid for his first SIU trip. His first day's wages were equal to an entire week's pay on a British ship.

For the next 10 years Brother Aubusson sailed as AB, bosun, and served as ship's delegate on numerous SIU ships. In 1949, in one of the proudest moments of his life, he became a citizen of the United States.

## Helped on Beefs

The 40's and 50's were a stormy period for trade unionists, and Scottie was always the first to volunteer to help out on beefs, both those of the SIU and of other unions. As he puts it, "Anytime you hit the beach something was going on." Among the beefs he participated in were the Wall Street beef of '46, the Isthmian beef of '47, and the Longshore beef of the 50's.

Brother Aubusson went to work for the SIU full time in February of 1952. He truly worked his way up from the bottom, beginning as bartender and then manager of the Union's Port O' Call Bar in Brooklyn. In 1955 he became a patrolman for the port of New York.

In 1959, just as he was beginning to feel like a real New Yorker, Aubusson was transferred to the Great Lakes. After spending a few months in the port of Detroit, he was sent to Chicago as SIU port agent.

True to form, Scottie often managed to be where the action was in Chicago. He assisted the SIU of Canada in the



Scottie Aubusson

Canadian beef of '62, and he participated in organizing drives for the SIU-affiliated UIW and Local 777. He also managed to build up a large and active Maritime Trades Department Port Council in Chicago, of which he was secretary-treasurer.

## Goes to Paducah

In January of 1973 Brother Aubusson, by now a dyed-in-the-wool Chicagoan, was once again transferred, this time to serve as agent for the inland port of Paducah, Ky. "It was almost like a foreign country to me," says Scottie. "I didn't know one end of a towboat from the other." He soon learned the difference, though, and before long he became known as the Duke of Paducah.

Aubusson's stint in Paducah was cut short by a stroke of fate. In November of 1973, when an automobile struck the SIU Hall in St. Louis and seriously injured Port Agent Leroy Jones, Scottie was called on to assume what was to be his last position with the SIU.

During his three years as port agent in St. Louis and as coordinator—rivers for the SIU, Scottie became very knowledgeable in the inland field. He helped set up many new systems on the rivers which have enabled the SIU to function more effectively. And, once again, he worked vigorously for a strong MTD Port Council.

## High School Diploma

When asked about the greatest achievement in his long career, Scottie singles out the obtaining of his high school diploma at the Lundberg School in 1974. He is the first and only SIU official to have gone through the Union's GED Program, and it must have taken some guts.

"Sure I was afraid of failing," Brother Aubusson admits. "But I was determined to show the trainees that if a guy who dropped out of school 40 years ago at age 14 could make it, anybody could." He passed with flying colors. Scottie's example has indeed encouraged many young Boatmen to study for their diploma at Piney Point.

Scottie's favorite handle for himself was his SIU book number, A-8, and he has no intention of giving it up now that he has retired. "No one will ever hold Book Number A-8 until I die," he pledges. "I may be leaving the job, but not the Union." He stresses that he retired at this time for personal reasons.

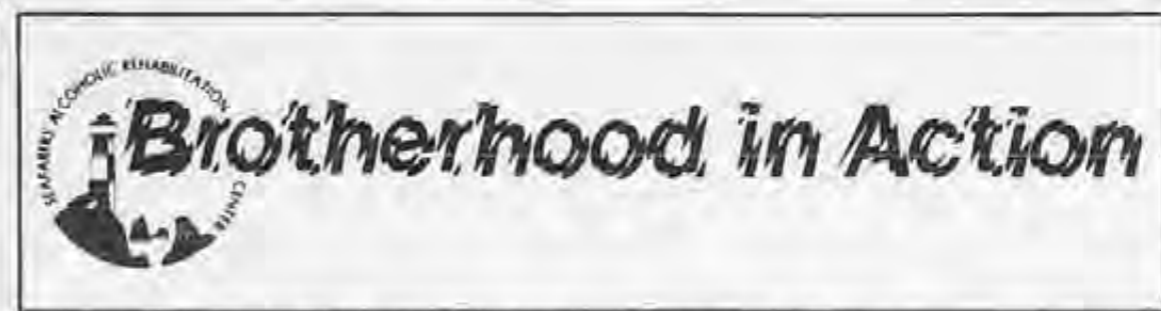
Brother Aubusson received many

gifts upon his retirement, but his favorite was a simple American flag from the SIU office staff in St. Louis. Accompanying the flag was a certificate which read:

*"This is to certify that the accompanying flag was flown over the U.S. Capitol on Nov. 12, 1976, at the request of the Hon. Leonor K. Sullivan, member of Congress. This flag*

*will be presented to Frank "Scottie" Aubusson from the crew at SIU."*

The American flag has always had a special meaning for Scottie as a former immigrant. "I always was a patriotic sucker," he admits, with a gruff voice but a tear in his eye. That's the kind of guy Frank "Scottie" Aubusson is. And a lot of people are sure going to miss him.



Almost all people who are sick have one common characteristic—they all want to get well. As long as the alcoholic Seafarer sees his alcoholism as anything other than an illness, he cannot get well because he has no desire to do so.

As long as the Seafarer refuses to acknowledge his illness, he will make excuses for his drinking. He drinks to relax, to have fun, to be friendly, to socialize—the list is endless. Of course, these excuses will last only so long, because the Seafarer's drinking behavior will eventually alienate his family and friends and cause him to lose jobs.

When he does realize that he is dependent upon alcohol, his reaction is likely to be one of self-hatred and self-condemnation—"I am a drunk, a bum, I'm worthless." This reaction is as damaging as the original string of excuses. His self-hatred motivates self-destruction—he continues drinking.

As the alcoholic Seafarer's union brothers, we owe it to him not to accept his excuses and not to cooperate in his self destruction either. The key to his survival is confrontation with his non-alcoholic and recovering alcoholic brothers.

This confrontation is based on our concern for a fellow Seafarer. It might go something like this:

**Seafarer #1:** "I'm really looking forward to getting ashore and hitting that little bar by the waterfront. There's nothing like a few drinks to help you relax when you're on the beach."

**Seafarer #2:** "Face it—you want to get to that bar because you need the drinks; not because you want to relax. The ARC might be able to help you get free of needing liquor, and then you

could really relax."

Or the confrontation might sound like this:

**Seafarer #1:** "I admit it. I'm a drunk. I thought I could handle my liquor, but I just can't hack it. I'm just a no good drunk."

**Seafarer #2:** "You're drunk, but you're not a drunk. You're an alcoholic. That means you're sick. The Seafarers Alcoholic Rehab Center could help you get well."

Of course the responses above are the ones that are the very hardest to give because we fear we might be risking a friendship. The easy way out is to say, "Yeah a few drinks sounds like a good time." Or "Don't worry about your drinking. You just had a few too many." So simple and so easy. Except that we're helping a brother to kill himself.

Now we realize that none of us are qualified to treat alcoholism. That's why, through the Seafarers Welfare Plan, we have established the ARC. But all of us are qualified to give our alcoholic brother the motivation to get well by simply helping him to understand that he has a disease. The motivation to get well is what makes our brother's recovery possible.

We know who these brothers are. We are a small Union; we are friends with one another. It makes no sense at all to say that we don't know whether or not a man drinks too much after we have worked with him for five or 10 or 20 years. It's this very bond of brotherhood among Seafarers that qualifies us to help motivate a fellow Seafarer to accept treatment for alcoholism and begin his recovery. We're qualified because we're Union brothers—we're qualified because we care.

## Alcoholic Rehabilitation Center

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

Name ..... Book No. ....

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

Telephone No. ....

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

or call, 24 hours-a-day (301) 994-0011

# Mobile Port Agent Louis 'Blackie' Neira, 59, Retires

With more than 30 years service to the SIU under his belt, Louis "Blackie" Neira, 59, (Book No. N-1) retired as port agent in Mobile as of Jan. 1, 1977. Although he was born in New York, Mobile was his real turf. Back in 1945, when that Alabama city was still barri-

caded against the unions, Blackie organized the Mobile Towing Co. for the SIU, as well as other towboat outfits in the Mobile and Gulf area.

During the 1946 General Strike, he served as chairman of the strike committee in Mobile. In 1947, he was active

in the Isthmian strike and later in numerous other Union beefs.

Brother Neira is a well-known figure in the Gulf area. Before joining the Union in 1943, he shipped out of various Gulf Coast ports working in the blackgang. In 1958 he was appointed SIU Miami port agent and was elected Tampa port agent for 1959-60. He also served as a patrolman in Mobile. As a result of the fine job he has always done, both as a sailor and as an SIU organizer and Union official, Blackie will long be remembered by the Seafarers and Inland Boatmen.

### Proud to Be Official

Fortunately for the members of the Union, Brother Neira will not forget his days with the SIU either. In a message sent to the *Log* he said, "I have been with the Union all my life and will always continue to work for the Union's best interest in any way I can. I have seen all the advantages gained by the Union since I joined, including vacations, welfare, training schools for seamen, and of course increased wages and better working conditions.

"I wish all the members and Union officials well in all future endeavors," he added "and I have been proud to be an



Louis "Blackie" Neira

official of an organization that has done so much for his members."

Brother Neira will continue to live in Mobile with his wife and family. He has two daughters and one granddaughter. After taking off a few weeks for an adjustment period, he will make up his mind about what to do in the future. We wish him the best of luck and great happiness.



Here Union veteran "Blackie" Neira is shown handing out dispatch cards to Seafarers in the Mobile hall in 1954. The men were getting set to resume work on the Waterman service to Puerto Rico after a longshoremen's strike.

## Study Finds Ships With MPAs Report Less Ill, Injured

Ships with marine physician's assistants (MPAs) report a lower incidence of minor illnesses and injuries than ships without MPAs, according to a study sponsored by the National Maritime Research Center, Kings Point, N.Y.

After comparing the health records of 20 American-flag container and general cargo ships over a period of three years, the study concluded that "serious consideration should be given

to reactivating the MPA Training Program" which was discontinued in 1972. Half the vessels surveyed had purser-marine physicians assistants on board.

The MPA Training Program had been run jointly by the Staff Officers Association, AFL-CIO, an affiliate of the SIU of North America, and the U.S. Public Health Service. Pursers were given a nine-month medical course dealing with the type of illnesses and emergencies that most commonly arise at sea.

The results of the survey are not surprising. Today, only 13.5 percent of the crewmembers on board American-flag ships who are responsible for medical care have the purser-marine physician's assistant certificate. A shocking 22 percent have no training at all, while 30 percent received whatever training they have more than 20 years ago.

**Burt E. Lampher, secretary-treasurer of the Staff Officers Association pointed to the study as proof for the need for medically trained personnel with knowledge beyond the first-aid level aboard U.S. merchant marine vessels. His union has been fighting for better medical care on board ships for years.**

The study was entitled "The Marine Physician's Assistant: Effect on the Frequency and Distribution of Illness and Injury Reports From U.S. Merchant Ships." It found that MPA ships lost about six less man-days per voyage than did non-MPA ships and that men aboard the MPA ships reported only two-fifths as many illnesses.

"More important, from a financial point of view," it concluded, "is the probable reduction in post voyage P & I insurance litigation resulting from the significantly smaller number of incidents reported. . . . This may result in a corresponding premium reduction and a substantial saving for shipping companies.

The MPA ships had only a slightly better record than non-MPA ships in the number of serious incidents resulting in incapacity for 72 hours or more or even repatriation or hospital-

ization. However, the study did not investigate the long-term results of having an MPA on board. A sailor can get

sick and report an illness even if there is a doctor present, but he may not die or be disabled if he is properly treated.

## Cab Drivers Rally



Among those at a rally held Dec. 4 to mark the 100th day of the strike called by the SIUNA-affiliated cab drivers union in San Diego were, from the left: Antoinette Garcia, San Diego representative for the SIUNA-affiliated United Cannery and Industrial Workers of the Pacific; Mike Spadacini, president of the cab drivers union; R. R. Richardson, secretary-treasurer of San Diego-Imperial Counties Labor Council, who chaired the rally; Steve Troy, SIU West Coast representative; Jack Tarantino, president of the SIUNA-affiliated Fishermen's Union of America, Pacific and Caribbean; Jack Steveson, secretary-treasurer of the cab drivers union, and James Boffzo, secretary-treasurer of the Fishermen's union. Many other local labor officials spoke from the floor. The rally was held at the San Diego Hall of the Fishermen's Union.

## SIU's Boston Dr. A. Ripa Dies

Dr. Anthony S. Ripa, 64, the Union's medical doctor in the port of Boston for the past 20 years, died of a heart attack on Dec. 27 in Massachusetts General Hospital there.

Dr. Ripa "was a good friend and adviser to our membership and their families and will be sorely missed by all," said SIU Port Agent Ed Riley.

He was a physician in East Boston for more than 35 years and established the East Boston Medical Center in 1967. He also served on the medical staff of Boston's Logan International Airport and Suffolk Downs.

Born in Palermo, Italy, Dr. Ripa came to East Boston with his family as

a lad. He was a graduate of East Boston H.S. and Middlesex College of Medicine. During World War II, he was a colonel flight surgeon with the U.S. Air Force.

The doctor was a member of the American Medical Association and the Elks Club of Winthrop, Mass.

Surviving are his widow, Veronica; a son, Russell of Peabody, Mass.; two daughters, Lucille of East Boston and Mrs. Helena L. Bacirca of Salem, Mass. and three grandchildren.

A funeral Mass was celebrated Dec. 28 in St. Lazarus R.C. Church, East Boston.

## Sea Training In Medicine OK'd by ILO

The International Labor Organization (ILO) appears to have taken a major step toward setting up an international standard for medical care in board deep sea vessels. At the 62nd session (Maritime) of the ILO held last October in Geneva, delegates from around the world approved a resolution calling for "the training of seafarers in medical skills beyond the first-aid level."

"There is a need to provide seafarers with medical care comparable with that enjoyed by workers ashore," the text stated. ". . . A minimum level of competence in medical care beyond the concept of first aid on board all merchant vessels is vital to the well-being, continuity of employment, and the health of all seafarers."

Passage of the resolution entitled "Resolution Concerning International Maritime Labor Standards on Medical Care Aboard Ship" is only a first step. It still must be considered by the Joint Maritime Commission and passed by the governments involved in the ILO.

The resolution was introduced by the SIUNA-Staff Officers Association, AFL-CIO, and supported by the SIU. The SOA has been fighting for this type of resolution for many years.

**Base Wages, Overtime, Premium Rate, Penalty Rate, Vacation Affected**

# Cost-of-Living Adjustment Ups Scale 2 Percent

Following is a complete breakdown of how the 2 percent cost-of-living increase in the deep-sea contract affects the base wage, overtime, premium overtime and penalty rates for all shipboard ratings sailing under both the Standard Tanker Agreement and the Standard Freightship Agreement. The formula for the 2 percent increase, worked out between the companies and the SIU Negotiating Committee last month, went into effect as of Dec. 16, 1976.

In addition to wage related items, Seafarers are reminded that the annual Vacation Benefits of \$2200, \$1800 and \$1400 have also been increased by the rate of 2 percent. It is suggested that you cut this page out and make it a permanent part of your present Freightship and Tanker Agreements.

## Standard Tanker Agreement

Rating	Base Wage 6/16/76	Plus	Premium Overtime 6/16/76	Plus	Overtime 6/16/76	Plus
		2% COLA Base Wage 12/16/76		2% COLA Premium Overtime 12/16/76		2% COLA Overtime 12/16/76
Boatswain (on vessels constructed since 1970)	1118.61	1140.98	9.72	9.91	5.29	5.40
Boatswain (25,500 DWT or over)	1014.01	1034.29	9.33	9.52	5.29	5.40
Boatswain (under 25,500 DWT)	975.98	995.50	8.51	8.68	5.29	5.40
A.B. Deck Maintenance	832.26	848.91	7.25	7.40	4.06	4.14
Able Seaman	732.43	747.08	6.40	6.53	4.06	4.14
O.S. Deck Maintenance	672.49	685.94	5.88	6.00	3.22	3.28
Ordinary Seaman	580.79	592.41	5.09	5.19	3.22	3.28
Q.M.E.D.	1118.61	1140.98	9.72	9.91	5.29	5.40
Chief Pumpman	1023.28	1043.75	8.91	9.09	5.29	5.40
Second Pumpman/Engine Maintenance	1023.28	1043.75	8.91	9.09	5.29	5.40
Ship's Welder Maintenance	905.90	924.02	7.80	7.96	5.29	5.40
Engine Utility	823.91	840.39	7.32	7.47	5.29	5.40
Oiler Maintenance Utility	831.03	850.71	7.20	7.34	4.06	4.14
Oiler	732.43	747.08	6.40	6.53	4.06	4.14
Fireman/Watertender	732.43	747.08	6.40	6.53	4.06	4.14
General Utility Deck/Engine	672.49	685.94	5.88	6.00	3.22	3.28
Wiper	672.49	685.94	5.88	6.00	3.22	3.28
Chief Steward (on vessels constructed since 1970)	1118.61	1140.98	9.72	9.91	5.29	5.40
Steward/Cook	1118.61	1140.98	9.72	9.91	5.29	5.40
Chief Steward (25,500 DWT or over)	1018.05	1038.41	8.87	9.05	5.29	5.40
Chief Steward (under 25,500 DWT)	980.04	999.61	8.53	8.70	5.29	5.40
Chief Cook	879.70	897.29	7.67	7.82	5.29	5.40
Cook & Baker	858.95	876.13	7.25	7.40	5.29	5.40
Third Cook	761.89	777.13	6.25	6.38	4.06	4.14
Assistant Cook	761.89	777.13	6.25	6.38	4.06	4.14
Messman	561.45	572.68	4.93	5.03	3.22	3.28
Utilityman	561.45	572.68	4.93	5.03	3.22	3.28

**PENALTY RATES OFF WATCH—MONDAY THROUGH FRIDAY**

	6/16/76	12/16/76
Group I	5.91	6.03
Group II	4.74	4.83
Group III	4.22	4.30

## Standard Freightship Agreement

Rating	Base Wage 6/16/76	Plus	Premium Overtime 6/16/76	Plus	Overtime 6/16/76	Plus
		2% COLA Base Wage 12/16/76		2% COLA Premium Overtime 12/16/76		2% COLA Overtime 12/16/76
Boatswain (SL 7's, SL 18's, Lash & Mariner)	1075.08	1096.58	9.25	9.44	5.29	5.40
Boatswain	950.86	969.88	8.28	8.45	5.29	5.40
Carpenter	874.83	892.33	7.63	7.78	5.29	5.40
A.B. Maintenance	808.45	824.62	7.05	7.19	4.06	4.14
Quartermaster	762.52	777.77	6.65	6.78	4.06	4.14
Able Seaman	723.93	738.41	6.31	6.44	4.06	4.14
O.S. Maintenance	604.94	617.04	4.95	5.05	3.22	3.28
Ordinary Seaman	565.87	577.19	4.95	5.05	3.22	3.28
Chief Electrician (SL 7's, SL 18's, Lash & Mariner)	1150.19	1173.19	10.09	10.29	5.29	5.40
Chief Electrician	1118.61	1140.98	9.72	9.91	5.29	5.40
Crane Maintenance/Electrician	1118.61	1140.98	9.72	9.91	5.29	5.40
Electrician Reefer/Maintenance	1118.61	1140.98	9.72	9.91	5.29	5.40
Second Electrician	1015.69	1066.60	9.11	9.29	5.29	5.40
Engine Utility Reefer/Maintenance	1015.69	1066.60	9.11	9.29	5.29	5.40
Refrigerating Engineer	1015.69	1066.60	9.11	9.29	5.29	5.40
Refrigerating Engineer (when one is carried)						
Chief	1072.61	1094.06	8.35	8.52	5.29	5.40
1st Assistant	953.13	972.19	7.97	8.13	5.29	5.40
2nd Assistant	889.14	906.92	7.74	7.89	5.29	5.40
Q.M.E.D.	1075.08	1096.58	9.25	9.44	5.29	5.40
Plumber/Machinist	958.83	978.01	8.35	8.52	5.29	5.40
Unlicensed Junior Engineer (Day)	914.90	933.20	7.97	8.13	5.29	5.40
Unlicensed Junior Engineer (Watch)	823.79	840.27	7.19	7.33	5.29	5.40
Deck Engineer	887.21	904.95	7.74	7.89	5.29	5.40
Engine Utility	835.63	852.34	7.29	7.44	5.29	5.40
Evaporator/Maintenance	766.45	781.78	6.70	6.83	5.29	5.40
Oiler	723.93	738.41	6.31	6.44	4.06	4.14
Oiler (Diesel)	779.05	794.63	6.79	6.93	4.06	4.14
Watertender	723.93	738.41	6.31	6.44	4.06	4.14
Fireman/Watertender	723.93	738.41	6.31	6.44	4.06	4.14
Fireman	723.93	738.41	6.31	6.44	4.06	4.14
Wiper	672.46	685.91	5.88	6.00	3.22	3.28
Ship's Welder/Maintenance	898.08	916.04	7.74	7.89	5.29	5.40
Oiler Maintenance Utility	835.63	852.34	6.79	6.93	4.06	4.14
General Utility Deck/Engine	672.46	685.91	5.88	6.00	3.22	3.28
Chief Steward (SL 7's, SL 18's, Lash & Mariner)	1075.08	1096.58	9.25	9.44	5.29	5.40
Steward Cook	1075.08	1096.58	9.25	9.44	5.29	5.40
Chief Steward	950.86	969.88	8.28	8.45	5.29	5.40
Chief Cook	845.16	862.06	7.37	7.52	5.29	5.40
Cook & Baker	823.78	840.26	7.19	7.33	5.29	5.40
Second Cook	723.93	738.41	6.25	6.38	4.06	4.14
Third Cook	714.15	728.43	6.25	6.38	4.06	4.14
Assistant Cook	714.15	728.43	6.25	6.38	4.06	4.14
Messman	561.46	572.69	4.93	5.03	3.22	3.28
Utilityman	561.46	572.69	4.93	5.03	3.22	3.28

**PENALTY RATES OFF WATCH—MONDAY THROUGH FRIDAY**

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Group I	5.91	6.03
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# SIU's Participation in ILO, IMCO, ITF Gives Union More Clout

*This is the eighth in a series of articles which the Seafarers Log is publishing to explain how various organizations affect the jobs and job security of Seafarers.*

By participating in international organizations, the SIU helps to determine worldwide standards for ship and boat construction, wages, health and working conditions of merchant seamen, navigation and safety measures, and other issues affecting the lives of our members.

Among the main international bodies dealing with maritime affairs that concern the SIU are the International Labor Organization (ILO), the Inter-Governmental Maritime Consultative Organization (IMCO), and the International Transport Workers Federation (ITF).

The International Labor Organization was set up in 1919 to deal with the problems of working people in all types of jobs. It is now affiliated with the United Nations. Workers' representatives and employers' representatives take part in the ILO on an equal basis with representatives of governments, making it unique among world organizations.

The SIU has often served as a voting workers' representative at maritime sessions of the ILO. For example, during the 62nd Maritime Session last October, Earl "Bull" Shepard, SIU vice president for the Atlantic Coast, served as the vice president representing workers.

During the session, a convention (as their resolutions are called) was passed attacking poor health and safety conditions on board substandard deep sea vessels. Runaway ships registered under flags of convenience were the target of this measure which recommended that port officials in nations signing the pact inspect the vessels when a complaint is made.

If the resolution goes into effect, conditions on Liberian and Panamanian ships would improve. At the same time, companies that cut costs by underpaying crewmembers and neglecting vessel repair would lose some of their competitive advantage over legitimate fleets such as the U.S.-flag merchant marine.

### Trends Are Set

The catch with resolutions passed by international bodies like the ILO is that governments of participating nations later must sign the pact and enforce it. That does not always happen. However, by passing resolutions, the trends for the future are set.

Other ILO maritime agreements deal with seamen's leave days, training, and living conditions on board ship. The ILO also provides technical assistance to individual countries in fields such as vocational training, manpower planning, Social



Recently, delegates from International Transport Workers Federation (ITF) affiliated unions toured the Lundeborg School. Here, they are listening to

Security and occupational safety and health.

The Inter-Governmental Maritime Consultative Organization was founded in 1958 by the governments of many maritime nations. It calls diplomatic conferences to establish uniform regulations dealing with promotion of safety at sea and efficiency of navigation, prevention of marine pollution from ships and other craft, and other items relating to shipping activities.

As with the ILO, all IMCO "conventions" must be ratified by member states before they go into effect. The United Nations helped form IMCO and the two organizations have a working relationship.

Subcommittees of IMCO deal with technical areas such as safety of navigation, radio communications, maritime satellites, life-saving appliances, standards of crew training, watchkeeping and



While visiting the HLSS, ITF members toured the Alcoholic Rehabilitation Center and heard the staff explain the SIU's commitment to helping its members recover from alcoholism.

Margaret Nalen, director of academic education at the HLSS, explain the school's educational program for Seafarers and Boatmen.

qualifications of officers and crew, search and rescue, ship design and equipment, and the carriage of dangerous goods. Information from the technical subcommittees and from special IMCO forums is circulated to maritime nations around the world.

### Our Viewpoint Aired

Often the SIU testifies at IMCO meetings. In that way, our viewpoint goes down on international public record and can be taken into consideration by the governments of other countries. The SIU also monitors IMCO meetings closely to be aware of the latest developments in international laws of the sea.

The International Transport Workers Federation is a labor organization. Unions from non-Communist countries with jurisdiction over transportation and related industries belong. Workers on railways, road transportation, inland waters, fishing boats, ports and docks, civil aviation, shipping and allied industries and services are represented at the ITF through their unions. The SIU of North America belongs to the Shipping and Fishing Divisions.

United actions called for by the ITF accomplishes things that individual unions or unions in one country could not do by themselves. Repression of transportation unions in one country is often met by protest from transportation unions in the member states. The form of these protests ranges from letters to boycotts of cargoes from the offending nation.

### Flags-of-Convenience Crews

During the past 20 years, the ITF has been active organizing crews on flag-of-convenience ships. Because the crews are multinational and cannot be represented by unions in any one country, the owners sign an agreement with the ITF itself. After signing, the ship is issued an ITF blue certificate.

Since many of the runaway vessels are registered under flags-of-convenience to escape union wages and standards of shipboard safety, the drive has not been easy. Organizers from ITF affiliates not only sign up the crews, they have to check the vessels when they call in port to make sure the owners are living up to the agreement. In the past, longshoremen of member nations have refused to handle vessels if the owners did not sign with the ITF or abide by the contract.

In conclusion, by participating in the ILO, IMCO, and the ITF, the SIU has more clout in dealing with problems of Seafarers than we would have if we were active only within the borders of the United States.



ITF representatives from around the world were impressed with the automated console which will be used as a training aid in the Lundeborg School's

upgrading course in automation. The trade unionists were the guests recently of Robert Kalmus, director of vocational education at the HLSS.

# Hall Calls for Oil Imports Quota Law

Continued from Page 3

design and operational standards be developed under the terms of the Ports and Waterways Safety Act of 1972, and that these standards "should be vigorously enforced by the Coast Guard to prevent noncomplying vessels from entering our waters." However, he chided the Coast Guard for its "reluctance to impose stringent standards on all vessels in American waters, choosing

instead to wait for possible future international action."

Hall pointed out, though, that the greatest threat to our environment is not always from the vessels "but from the crew on board the vessel," because foreign crews "have not had the vigorous training of their American counterparts."

He then told the committee a little about the comprehensive entry and up-

grading training for deck, engine and steward departments at the Lundeberg School as an example of the rigorous professional training available to American seamen.

Hall concluded that "we will continue to run unnecessarily high risks of future oil spills if we continue to rely on flag-of-convenience vessels with their untrained seamen to carry a substantial portion of our oil."

He also called on the committee to give its recommendation for passage of a bill similar to the Energy Transportation Security Act so that America can "introduce a measure of control and protection over the transportation of oil which the U.S. does not presently have."

In wrapping up his testimony, President Hall told the committee that an oil imports quota bill and tougher stand-

ards should be "only the first step."

He affirmed that the U.S. must permanently lay to rest the oil companies' theory of "effective control," which claims that an American owned foreign-flag vessel will respond to our nation's needs in time of emergency. Hall noted that "there is only one type of control—the real and unequivocal control that attaches when a vessel flies a nation's flag."

President Hall also brought up the problem of foreign-manned oil drilling rigs presently working on the U.S. Outer Continental Shelf "without complying with American standards and without any requirements that they employ trained American workers while in our waters." Hall warned that "unless we act now to rectify this situation, this frontier may suffer irreparable ecological harm."



Smoke billows from wreckage of the Liberian-registered tanker *Sansinena* after she blew up in Los Angeles Harbor Dec. 17 killing nine.

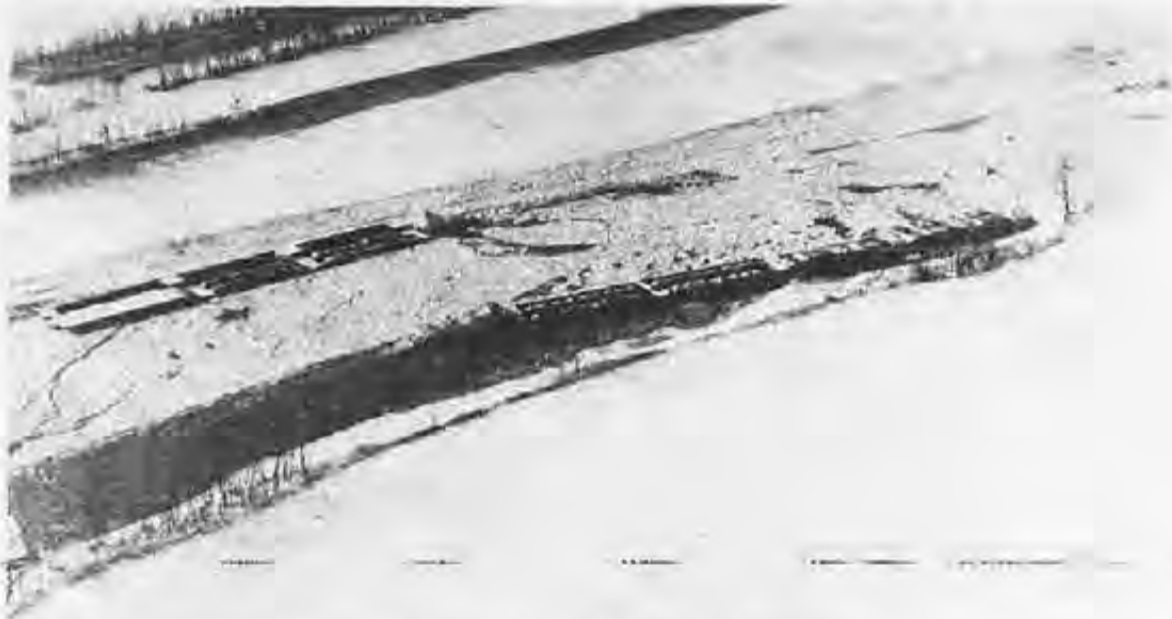


Mop-up boats maneuver oil containment booms around the Liberian-registered tanker *Olympic Games* to try and contain some of the 133,500 gallons of oil spilled when the ship went aground in the Delaware River 15 miles south of Philadelphia, Pa. on Dec. 27.

## Ice Jamming Mississippi R. In Worst Winter in Century



The worst winter in years has brought severe ice problems to the Mississippi River bringing barge traffic to a virtual halt in many sections. Above photo shows stalled traffic at Mile 95.5 near Liberty Bend.



Stalled traffic at Mile 18.

Continued from Page 5  
ahead of schedule. Navigation on the Upper Mississippi above St. Louis was halted several weeks earlier than usual, but barge traffic continues on the Illinois Waterway, which normally remains open year-round.

Serious ice problems were developing on the Illinois, however. By early January Peoria Lake was 100 percent covered with ice 10 inches thick, and tows have been forced to serve as ice-breakers in order to keep traffic moving. This ice-chopping only makes the problem worse, because the chopped ice freezes again at a greater thickness.

Ice flows have even begun to form below St. Louis on a stretch of the river

where ice is relatively rare. Numerous groundings due to ice have been experienced in the area, particularly at riverbends where the ice tends to pile up.

The Army Corps of Engineers is struggling to maintain the authorized 9-foot channel, but its dredges cannot operate in heavy ice. According to a Corps spokesman, "We are at a critical point. Some warm weather would improve the situation greatly. But it's all out of our hands."

The Mississippi River hit its record low in January of 1940, when a huge ice jam at St. Louis actually held back the current. The towing industry can only hope that this record will not be broken in 1977.

## U.S. Jobless Rate Dips to 7.9%

The country's unemployment rate last month mercifully dropped down to 7.9 percent, the same as October, from a year's high of 8.1 percent in November. The rate was almost unchanged for the year as the January 1976 level was 8 percent.

For the second consecutive month the number of persons with jobs rose as 222,000 workers found employment in December with a total of 579,000 getting jobs in the last two months. Since March 1975, 4.2-million new jobs were found. But the hard-core jobless (out 27 weeks) continued to climb.

Furthermore 7,558,000 workers are still unemployed in the United States. Up 2.8-million from a year earlier. Those working parttime involuntarily

fell 200,000 last month to 3,400,000. AFL-CIO chief George Meany says the true jobless rate is 10-million counting those, over a million, not looking for work.

Predictions have it that the unemployment rate will go down to 6.5 percent by December 1977 and to 6 percent by December 1978. This would mean that 4.5-million to almost 6-million persons will find new jobs in the next two years.

A large part of the December decline in unemployment took place among adult men whose jobless rate fell to 6.2 percent from 6.5 percent in November. A suggested reason for this was that a large number of men, 119,000, may have retired at the close of 1976.

## Houston Committee

Getting their photo taken recently when the *SS Houston* (Sea-Land) paid off in Port Elizabeth, N.J. are (l. to r.): Recertified Bosun William Kleimola, ship's chairman; Deck Delegate N. Santana; Engine Delegate Raoul Aguilar; Oiler J. M. Gonzalez, and Chief Steward F. T. Di Carlo, secretary-reporter.



## Elizabethport Committee

SIU Patrolman Teddy Babkowski (seated left) makes out his report on a payoff aboard the *SS Elizabethport* (Sea-Land) recently with Recertified Bosun Vagn "Ted" Nielsen (also seated), chairman of the Ship's Committee. The rest of the Committee, standing l. to r., are: Educational Director Jerry Dellinger; Steward Delegate Julius Silagyi; Chief Steward George Gibbons, secretary-reporter, and Deck Delegate Frank Balasia. The ship paid off in Port Elizabeth, N.J.



## Virgo Committee

Recertified Bosun Joe Gavin (seated left) ship's chairman of the *SS Virgo* (Apex Marine) is with the Ship's Committee and crewmembers of Engine Delegate Dave Millard (seated) and (standing l. to r.): Cook La France T. Smith, steward delegate; FOWT Joseph Collins; Chief Steward John "Red" Burke, secretary-reporter, and Educational Director Heywood Greed. The vessel paid off in the port of Jacksonville early in December.



## Sea-Land Market Committee

Writing out dues receipts for the Ship's Committee and crew of the container-ship *SS Sea-Land Market* are, seated l. to r., SIU Patrolmen Teddy Babkowski and George Ripoll. Standing (l. to r.) are part of the Ship's Committee of: Engine Delegate C. Hall; Educational Director R. Ulatowski; Steward Delegate F. Rogers, and Recertified Bosun Walter Nash, ship's chairman. The ship paid off late in December in Port Elizabeth, N.J.



THE  
COMMITTEE  
PAGE



## Robert Toombs Committee

Here on Dec. 29 at Brooklyn's Pier 7 in the port of New York is the Ship's Committee of the *SS Robert Toombs* (Waterman) of (seated l. to r.): Educational Director R. Davis; Chief Steward Clyde "Whitey" Lanier, secretary-reporter and Recertified Bosun Lee J. Harvey, ship's chairman. Standing (l. to r.) are: Engine Delegate C. Troncoso; Deck Delegate Harry M. Fisher, and Steward Delegate Larry Smith.



## Golden Dolphin Committee

Paying off in December in Port Reading, N.J. was the crew and the Ship's Committee of the *SS Golden Dolphin* (Aeron Marine) of (l. to r.): Engine Delegate Arnold Orellano; Deck Delegate Stanley Krowczynski; Recertified Bosun Bertil Hager, ship's chairman; Chief Steward T. Deloach, secretary-reporter; Steward Delegate Victor Acevedo, and Educational Director Joe Pazos.





### SS Sea-Land Resource

Last month QMED Don Cox was at Union Headquarters in New York City waiting to catch "the good ship *Sea-Land Resource*."

He had been waiting for this ship because of the harmonious crew. He recognizes a crew as a family (good or bad) and points out everyone's life revolves around a family relationship.

Brother Cox spends a lot of time on ships and the family climate is important to him.

### SS Del Rio

In a letter to Capt. E. R. Seamen, manager of marine operations for Delta Line, the master of the *SS Del Rio*, Capt. John H. Lang wrote:

"We held a memorial service on Aug. 20 at 15:20 for David Clifford Rick and scattered his ashes across the sea in latitude 22 degrees 39 minutes north and longitude 89 degrees 16 minutes west.

"At 15:25 we held another memorial service for James Hand and scattered his ashes across the sea..." in the same latitude and longitude.

Both Seafarers died in the port of New Orleans. Pensioner Hand, 68, died on July 2 and Brother Rick, 62, died on May 21.

### SS Potomac

From a Gulf port between Jan. 25 and Feb. 5, the *SS Potomac* (Hudson Waterways) will sail with 21,000 metric tons of ammonium phosphate fertilizer to the port of Karachi, Pakistan.

### SS Overseas Alaska

Between Feb. 10-25 from Portland, Ore., the tanker *SS Overseas Alaska* (Maritime Overseas) will haul 48,000 metric tons of wheat to the port of Chittagong, Bangladesh.

### SS Lyman Hall

From a Gulf port between Feb. 16-25, the *SS Lyman Hall* (Waterman) will haul 10,000 metric tons of bagged rice to the port of Colombo, Sri Lanka, formerly Ceylon.

### Menlo Park, N.J.

Sea-Land Service started direct containership service on Dec. 24 to the port of Acajutla, El Salvador, Central America when the *SS Long Beach* sailed from Port Elizabeth, N.J. through the Panama Canal. The voyage takes about eight days and the ships will continue on to dock in Oakland and Long Beach, Calif.

Sea-Land also expanded its Mideast service from Rotterdam on Dec. 24 to include the port of Dubai, United Arab Emirates on the run to Dammam, Saudi Arabia.

Seatrains Lines began regular containership service from Charleston, S.C. to the Caribbean when the *SS Transindiana* sailed recently carrying 481 20 and 40-foot containers to Puerto Rico, Virgin Islands, Haiti, Jamaica and the Dominican Republic.

### New York

"I didn't vote for Jimmy Carter, but if he does good for labor and the merchant marine I'm for him," said U.S. merchant marine checker champ Pensioner Fred B. Kreitzler, 54, of Atlanta, Ga. pictured with his favorite checker board last month in a visit to the *Log* and Headquarters.



Brother Kreitzler first started playing checkers in 1941 when he was with the U.S. Army's 19th Infantry Regiment at Pearl Harbor's Schofield Barracks in Hawaii. Today, he's an ex-American Legion freestyle checker champ out of Post 147 in Atlanta.

On Nov. 11, 1970, Armistice Day, he marched in the parade down Atlanta's Peachtree Street.

Last September, Seafarer Kreitzler tied for firstplace in a checker championship and won a Class B tourney on the Gulf Coast. He's in his 14th year as a member of the American Checker Federation, District 5.

### Washington, D.C.

U.S.-flag ship captains and owners were warned by the Maritime Administration of trouble that may be encountered transiting the Suez Canal and that "mariners anchoring in Lagos, Nigeria are apprised that on at least two occasions during November 1976 several vessels at anchor have been boarded by bandits. On each occasion the ship's crew was attacked, robbed and cargo stolen or destroyed."

The trouble in the Suez Canal involves orders from pilots there to operate vessels at speeds in violation of local limits and rules of good seamanship. Violations should be reported to the Suez Canal Authority.

The authority also advised that "Vessels moored in Port Said Harbor, Egypt may experience difficulties due to the close passage of vessels traveling at excessive speeds. Tugs may or may not be available to assist drifting vessels."

### SS Robert Toombs

From Mar. 5-15 in the Gulf, the *SS Robert Toombs* (Waterman) will carry 4,650 tons of wheat to the Gulf of Aqaba.

### Miami, Fla.

A Seafarer's wife writes: "This is to let you know that John Ohannasian (last ship was the *SS Zapata Patriot*), his nickname is 'the A-rab', is in Baptist Hospital, 8900 N. Kendall Dr., Miami, Fla.

"He is very ill; went into the hospital with gangrene in one toe. After two operations to the same leg, he has had to have his right leg removed on Dec. 16.

"I would like his friends to know what happened."

## Donald Cubic, Former Union Official, Passes Away

Donald James Cubic, 48, a former Great Lakes SIU official who went back to sailing in 1973, died in a tragic fall last month from his ship, the *Charles H. Wilson*, into the frigid waters of the Duluth, Minn. harbor.

The accident occurred as he ascended a ladder from the dock to the deck of the high riding *Wilson*. He fell between the ship and the dock and was pronounced dead when rescuers pulled him from the water.

The late Seafarer joined the SIU in 1960 in the port of Detroit, originally sailing in the Reiss fleet as a wiper and conveyorman. He worked for the Union as a patrolman for nearly 10 years between 1964 and 1973, when he returned to sailing with American Steamship Co.

Brother Cubic was born in Jackson, Mich. but he called Wyandotte, Mich. home for a number of years. At the time of his death, Brother Cubic was a resident of Holiday, Fla., coming north only for the shipping season. He was a veteran of the U.S. Army and fought

during the Korean War.

He is survived by his wife, Carol, and four daughters.

Brother Cubic will be greatly missed by his fellow Great Lakes Seafarers, who held him in high regard as a good

human being.

The SIU extends its deepest regrets to his family and friends.

## Shipping Report for Inland Waters

FOR THE MONTH OF DECEMBER 1976

	TOTAL JOBS SHIPPED						TOTAL MEN REGISTERED ON BEACH	
	Permanent Jobs			Relief Jobs			Class A	Class B
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B
BALTIMORE	0	0	0	3	2	1	3	1
BOSTON	0	0	0	0	0	0	0	0
HOUSTON	3	2	21	0	0	0	4	0
JACKSONVILLE	0	0	0	0	0	0	0	0
NEW YORK	0	0	0	0	0	0	0	0
MOBILE	0	0	0	86	0	0	0	0
NORFOLK	0	0	0	8	0	0	63	0
NEW ORLEANS	1	0	0	0	0	0	12	13
PADUCAH	4	1	12	0	1	30	3	1
PHILADELPHIA	0	0	0	82	60	0	107	96
PINEY POINT	0	0	0	0	0	0	0	0
PORT ARTHUR	4	3	8	0	0	9	8	5
PUERTO RICO	0	0	13	0	0	0	0	0
RIVER ROGUE	0	0	0	0	0	0	13	1
ST. LOUIS	6	6	20	0	0	0	9	5
TAMPA	0	0	0	0	0	0	0	0
<b>TOTAL ALL PORTS</b>	<b>18</b>	<b>12</b>	<b>74</b>	<b>179</b>	<b>62</b>	<b>40</b>	<b>222</b>	<b>121</b>

# A Review of the Year 1976 as Seen

Each January the Seafarers Log highlights the major stories that appeared in these pages during the past year. Through this brief summary of leading articles from each issue, our readers can get a quick view of the banner year of 1976.

## January

The United States and the Soviet Union renewed their shipping agreement for six years, and set the 1976 freight rate for American ships hauling grain to Russia at \$16 per ton. The Russians at first demanded that the 1976 freight rate be set at \$10 per ton. But U.S. Assistant Secretary of Commerce for Maritime Affairs, Robert Blackwell, insisted that \$10 per ton would not allow American shippers to make a profit carrying the one-third of the grain cargo reserved for them.

The nation's official unemployment rate for December '75 remained unchanged at 8.3 percent although the number of Americans holding jobs rose strongly from November.

## February

A historic seminar on alcoholism at the Harry Lundeberg School brought the drinking problem suffered by many Seafarers out of the closet. Union delegates toured the Alcoholic Rehabilitation Center in Piney Point and made suggestions and recommendations as to how the program could be improved.

The U.S. Coast Guard approved the elimination of all unlicensed ratings in the blackgang aboard the 35,000 dwt tanker, *Chevron Oregon*. Both the National Marine Engineers Beneficial Association and the SIU protested the inadequate manning scale of a 15-man crew for the deck and engine departments combined.

The *Log* answered the most common questions on the new U.S. pension bill (Employee Retirement Income Security Act of 1974).



## Seafarers 1975 Tax Information See Pages 16-19

AB Luis A. Malave and the SIU crew of the *USNA Tallulah* (Hudson Waterways) received the Distinguished Sea Rescue Award for saving 257 crew-

members and entertainers off the burning British cruise liner, the *MV Cunard Ambassador*, near Key West, Fla. on Sept. 12, 1974.

## March

During its annual winter meeting, the AFL-CIO Maritime Trades Department Executive Board declared 1975 a year of decline for the U.S. merchant marine. It adopted a nine-point program to revitalize the industry ranging from continued maintenance of the USPHS Hospitals to ending the use of third flag vessels in trade on the Great Lakes between Canada and the U.S.

James Abel, Denver Myers and Alphonso David received their high school diplomas through the General Educational Development Program at the Lundeberg School.

The SIU Tallying Committee completed its report on the results of the elections for SIU officers and job holders for 1976-79.

A new SIU ship, the San Clemente class tanker *ST Worth* (Aeron) crewed up and sailed from San Diego.

The trustees of Sailor's Snug Harbor, a 144-year old home for aged and destitute sailors in Staten Island, N.Y. prepared to move the home to new facilities in Sea Level, N.C., above the protest of many of the residents.

## April

In San Pedro, Calif., Seafarers manned the new 35,000 dwt tanker *Zapata Patriot* (Zapata Bulk Transport) which was scheduled to load grain in Baltimore and head for Russia.

SIU President Paul Hall called for a single unified U.S. maritime agency and pointed out that "We are the only major nation with no maritime policy." At a Navy League/National Maritime Council symposium, Hall declared, "We're tired of competing with the Navy. . . . You are taking our cargo away. You are taking our jobs away."

The AFL-CIO said that the U.S. official unemployment statistics do not reflect the true picture. Although the official jobless rate was 7.5 percent for March, the labor organization counted it as 10.3 percent.

## Warning to Seafarers Young and Old: Drug Possession Means 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.

## \$3-M in Pot, 7 Seized on Florida Boat; \$631-M, 21,000 in '76

U.S. Custom agents, the Coast Guard and Florida's Lee County sheriffs grabbed 10,000 pounds of marijuana worth \$3-million on the street and held seven passengers aboard the 37-foot sport fishing boat, the *Calypso* in the Gulf of Mexico off Fort Myers early last month.

Custom authorities in Miami say that the *Calypso* was kept under surveillance for several days before the boat left Fort Myers Dec. 3 when she rendezvoused the next night with the shrimp boat, *Karen* approximately 10 miles offshore. Then, agents apparently spotted the transfer of the pot to the *Calypso*.

Last year custom agents seized a record total of \$631-million in illicit drugs and nabbed 21,000 persons on drug charges.

This is a 40 percent increase (\$175-million) over drug seizures made in



1975. Then, \$456-million in illegal drugs were taken.

Also drug-related arrests in 1976 went up a record 5 percent more than in 1975.

Confiscated last year were 388 tons of marijuana, 271 pounds of heroin, 1,135 pounds of cocaine, 7,953 pounds of hashish and more than 20.7-million units of dangerous drugs such as amphetamines and barbiturates.

# Through the Pages of the Seafarers Log

## May

A special supplement on LNG training at the Harry Lundeberg School, showed how Seafarers were learning to work on LNG tankers, the fuel ships of the future.

With support from eight local Comprehensive Health Planning Agencies located in communities near USPHS facilities, the SIU successfully fought an attempt by the Department of Health Education and Welfare to close the remaining eight USPHS Hospitals.

For the second year in a row, the *Seafarers Log* won the First Award in General Excellence in the International Labor Press Association's Journalistic Awards Contest.

Another new San Clemente B class tanker, the *ST Beaver State* (Westchester Marine) took an SIU crew on board for its maiden voyage.

The spring thaw is fitout time on the Great Lakes. Seafarers returned to their ships, which had laid idle all winter, to paint and repair them in preparation for the 1976 shipping season.

## June

A merger between the SIU and IBU was proposed and approved at the New York membership meeting. The resolution was referred for membership action in other ports, where it also was approved. A constitutional committee was elected to work out the mechanism for the merger and to suggest the necessary constitutional amendments.

Seafarer William Lopez, a graduate of the Lundeberg School's GED Program, and four dependents of Seafarers won SIU four-year \$10,000 college scholarships. Seafarers Michael Derke and Pierangelo Poletti won the first two-year \$5,000 scholarships which will enable them to study at any junior college or post-secondary vocational school.

In its 1976 presidential election platform the Democratic Party adopted a plank calling for a national maritime policy. Jimmy Carter, the likely Democratic presidential nominee, pledged his support for a revitalized U.S. merchant marine and a fair share of international cargo for American ships.

## July

Sixteen tall sailing ships followed by 200 small sailing vessels paraded into New York Harbor, July 4, accompanied by naval vessels from countries around the world. Operation Sail, an international gathering of ships, was the high point of America's Bicentennial celebration.

The International Brotherhood of Pottery and Allied Workers, a 20,000-member union, became an affiliate of the Seafarers International Union of North America.

Retired mariners who lived in Sailors Snug Harbor reluctantly left the Staten Island residence for the new facility in isolated Sea Level, N.C. For several years the SIU aided residents who fought the move. Two "snuggies" stayed on at the deserted home waiting for the Snug Harbor trustees to make good on a promise that satisfactory arrangements would be made for men who decided to remain in New York. The men were fighting eviction notices at that time.

The SIU-contracted 90,000 dwt tanker *ST Rose City* (Westchester Marine) was slated to crew up at the end of July.



## August

SIU President Paul Hall wrapped up a year-long Congressional study of the Merchant Marine Act of 1970 by calling for a national cargo policy, a White House level maritime affairs coordinator, incentives for bulk shipping, and greater Navy-merchant marine cooperation.

The SIU called for Congressional hearings into the Coast Guard's failure to administer laws promoting the safety of life and property at sea.

In demonstrations across the nation, hundreds of maritime workers, including scores of SIU members, and representatives of American-flag shipping companies protested Russia's refusal to live up to the terms of its bilateral grain shipping agreement with the United States.

Another new tanker, the *Zapata Ranger* (Zapata Bulk) was manned by the SIU.

The first phase of the Bosuns' Recertification Program came to an end in July with the graduation of the 36th class. In all, 402 Seafarers participated in the program which began June 1, 1973.

## September

The membership of the SIU and IBU approved the merger of the Inland Boatmen's Union into the SIU Atlantic and Gulf District after a month-long secret mail ballot referendum. The merger would not only save money, the Union leadership said, but would create

a stronger base for protecting the interests of the members.

The unemployment rate soared for the third month in a row, after decreasing somewhat last spring. According to the Bureau of Labor Statistics, the jobless rate hit a record high for 1976 of 7.9 percent.

The labor movement launched an all-out campaign to elect the Democratic presidential ticket of Jimmy Carter and Walter Mondale.

The new SIU-manned 770-foot *M/V St. Clair* (American Steamship Co.) began hauling coal from Dufuth, Minn.-Superior, Wis. to the Detroit Edison plant on the St. Clair River, Mich.

## October

The first issue of the merged *Inland Boatman* and *Seafarers Log* appeared with increased coverage of the tugs and barges, deep sea and Great Lakes vessels.

An effort to gain authorization for the replacement of Locks and Dam 26 failed in the last days of the 94th Congress. The outmoded facility located on the Mississippi River at Alton, Ill. had become a bottleneck for river traffic.

The SIU-contracted supertanker *SS American Heritage* (Aeron Marine) was scheduled for her maiden voyage in November.

The full report of the tallying committees for the SIU and IBU gave details of voting on the merger.

SIU port agents and representatives from the deep sea, Great Lakes, and inland waters areas met at a two-day conference at the Lundeberg School to discuss the future of the newly merged Union.

## November

The SIU-contracted tug *Eileen C* (Marine Towing) sank on Nov. 7 when it was struck by the barge it was towing in Buzzards Bay, Mass. According to witnesses, the tug's steering mechanism jammed. The cook, SIU Brother James Aument, drowned.

An engine room fire aboard the SIU-contracted *Seattle* (Sea-Land), also on Nov. 7, burned out of control for over six hours in the middle of the North Atlantic. Two SIU engine room men with firefighting endorsements helped fight the blaze.

The SIU signed the first Vacation Plan for Inland Boatmen when the SIU and Stuart Petroleum of Piney Point, Md. agreed on terms for a Vacation Plan.

Another new supertanker, the 35,000 dwt *Zapata Rover* (Zapata Bulk), joined the SIU-contracted fleet.

## December

At the second seminar on alcoholism held at the Lundeberg School, Union delegates, port agents and management representatives learned how to deal with alcoholic brothers and get them into treatment.

Ground was broken for a new Union Hall on the banks of the St. Clair River which will serve as SIU headquarters for the entire Great Lakes Area. The hall in Algonac, Mich. will be located at a strategic point for shipping on the Lakes.

The National Labor Relations Board voted to uphold an earlier ruling that gave the SIU jurisdiction over three Ro-Ro ships operated by Puerto Rico Marine Management, Inc. The SIU's jurisdiction had been challenged by the National Maritime Union which crewed the ships until PRMMI took them over in 1975.

The Steward Department Recertification Curriculum Committee issued their report, outlining the requirements and policies for the program. The first recertification class was slated to begin on Apr. 11, 1977.

Despite low water conditions on the Mississippi River and delays at Locks 26, SIU Boatmen moved a bumper '76 grain crop down the river on barges to New Orleans.

## Alcoholism

is  
a  
disease.



It can  
be  
treated.



SIU Boatman Bill Brown, captain of the Western Towing tug, *Robert B.*, guides his boat through Houston harbor.



On the towboat *Dixie Rebel*, operated by Dixie Carriers, Houston Boatmen, below, get together in galley for photo. They are, from the left: James Faircloth, pilot; Tom Decker, able-seaman and graduate of the Lundeberg School, and Max Merritt, relief captain. Above shows Deckhand Gerry Scogins tying up barge. Gerry works on the towboat *Midas*.

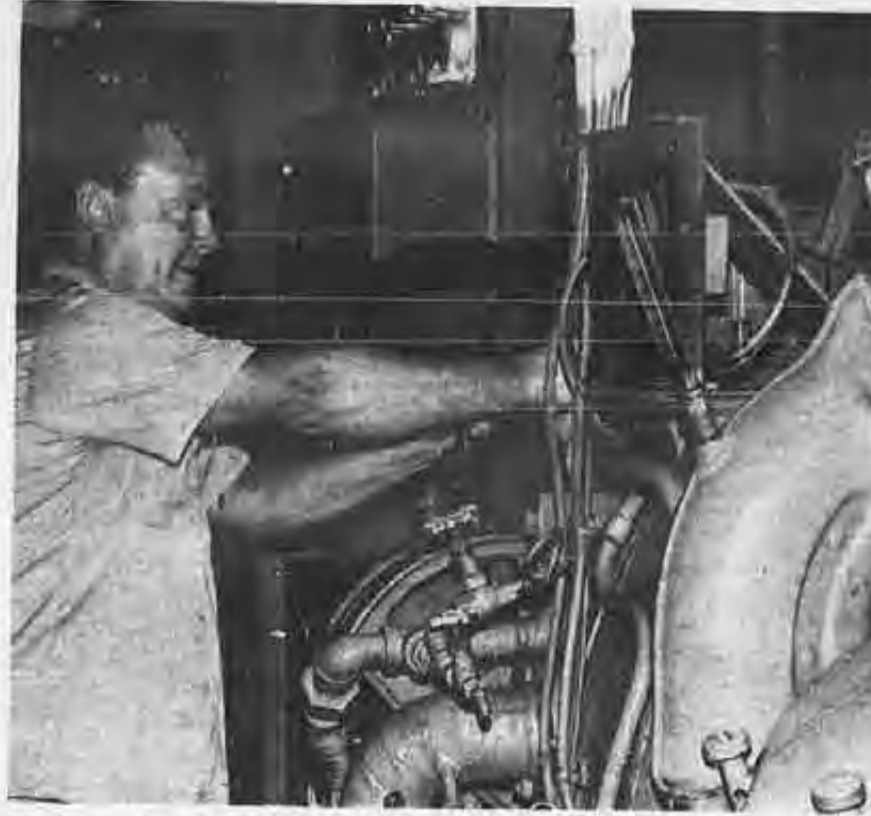


The tug *Mars* engineer, SIU member C. R. Wright, starts up the boat's engine for a day's work in Houston harbor.



Boatman Jimmy Oliver, captain of the tug *Mars*, looks out over the port of Houston.

## INLAND WATERS



The tug *Mars* engineer, SIU member C. R. Wright, starts up the boat's engine for a day's work in Houston harbor.

## DEEP SEA



Photo above, on the deck of the *Sea-Land Consumer*, a 946 ft. SL-7 containership visiting the port of Houston, SIU Recertified Bosun Fred Pehler, left, and OS Bob Jorgensen rig gangway. Photo below shows the *Consumer's* committee. They are, from the left: Paul Cox, secretary-reporter; Recertified Bosun Fred Pehler, ship's chairman; SIU Houston Representative Gene Taylor; J. D. McPhee, deck delegate; S. W. McDonald, steward delegate, and R. L. Elliot, engine delegate.



# Port of Houston, Third Largest in Nation, Is Home Base for Many Inland, Deep Sea Members



*Vantage Horizon* saloon messman Roy Smith serves up some hot soup for shipmate Tony Maken, able-seaman.



The SIU-manned tanker, *Vantage Horizon*, above, loads grain in port of Houston for trip to Russia. Below, the *Vantage Horizon's* steward department, from the left are: Cleo Jones, chief steward; Louis D. Williams, chief cook; R. E. Crawford, baker, and C. L. Cherry, 3rd cook.



The port of Houston is the third largest port in the nation in total tonnage handled, ranking behind only New York and New Orleans. Hundreds of SIU members, working both on inland vessels and ocean-going ships, play a part in keeping the cargo moving through this important port.

Inland traffic in the Houston port consists primarily of petroleum and petroleum products, and industrial chemicals. The chief ocean-going commodities include the above, as well as grain, fertilizer, and iron and steel products. The lists are misleading, since these and many other cargoes are often carried on both inland and deep sea vessels before they reach their destination.

SIU members work on just about every kind of merchant vessel that operates in the Houston area. In the deep sea field, they man roll-on roll-off ships, container ships, tankers, and freighters.

In the inland field, SIU members man boats which push tank or hopper barges. Some SIU Boatmen work for ship-docking companies which often dock SIU-contracted vessels, or for harbor fleet companies which sometimes handle LASH barges destined for SIU ships.

The unlicensed work in the engine room, galley, and on deck is performed by both SIU Boatmen and Seafarers. SIU Boatmen also fill many of the licensed jobs on the vessels including captain, pilot and master.

Photos on these pages show SIU deep sea and inland members contributing to the many operations of this important, busy Gulf port.



On the tanker *Columbia*, also loading grain for Russia, Seafarer Saleh Yahia, messman, sets table for lunch.



Also on the *Columbia*, above, smiling 3rd cook Ron Farris, a 1973 graduate of the Harry Lundeberg School, washes up. Photo below, shows another smiling *Columbia* crewmember, Seafarer Ralph Moore, standing, getting receipt for a \$20 SPAD donation he just contributed to SIU Representative Joe Perez. Moore sails as able-seaman and was elected the *Columbia's* deck delegate to the ship's committee.



# ... Get These Ships Off the High Seas

If there were only two ships left on earth plying the world's oceans, and both were Liberian-registered flag-of-convenience vessels, it would be safe to bet that they would eventually seek each other out and run each other aground spilling their cargoes of crude. This may sound a little farfetched, but the recent rash of tragic tanker accidents involving Liberian-registered vessels in American waters indicates otherwise.

The three most glaring incidents, which have set off a wave of controversy across the nation and have prompted Sen. Warren Magnuson, chairman of the Senate Commerce Committee, to conduct public hearings to probe the mishaps, happened like this:

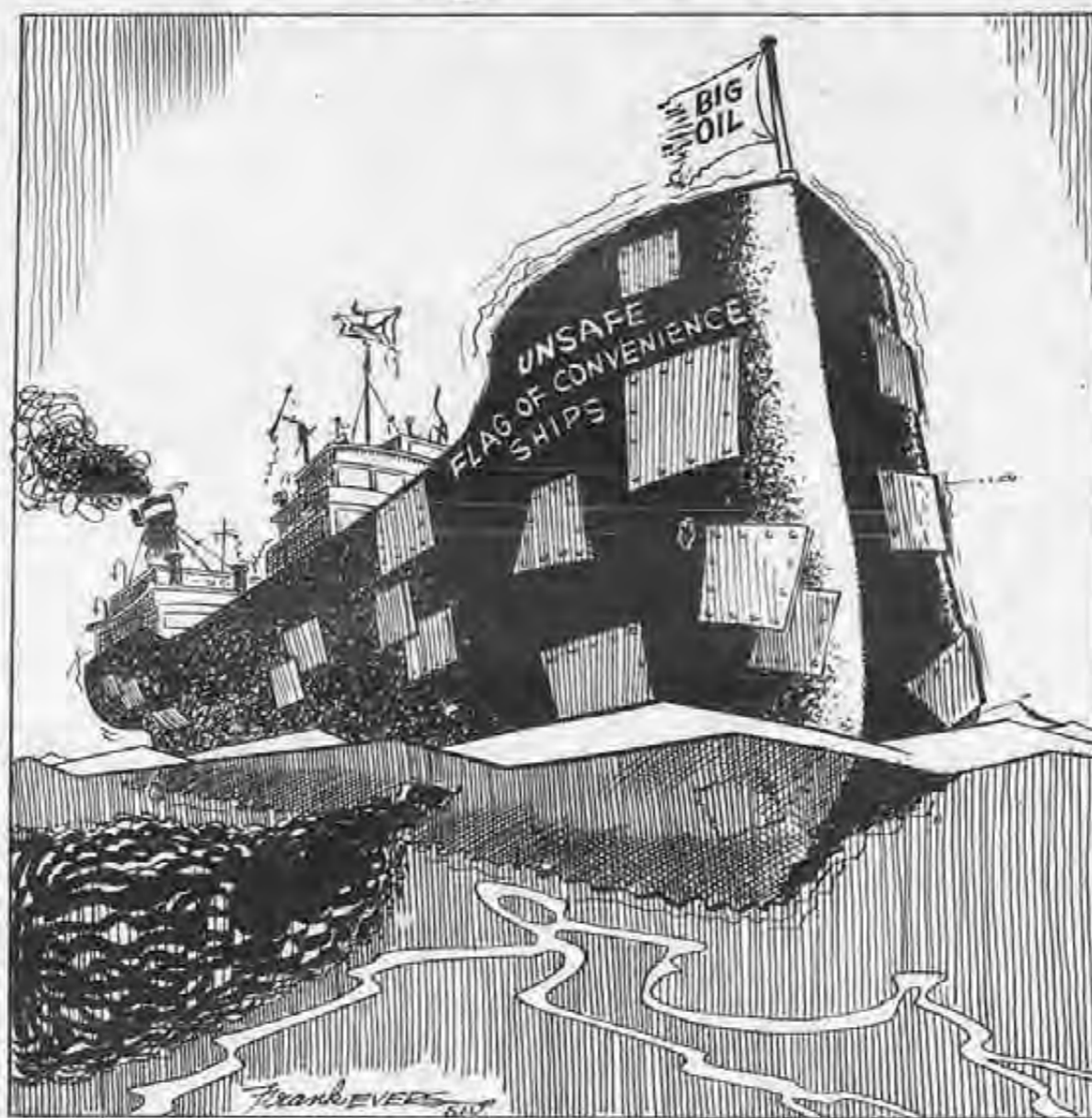
- Dec. 15, 1976 the Liberian-registered tanker *SS Argo Merchant* ran aground off Nantucket Island, Mass., broke up a week later and spilled 7.6 million gallons of heavy industrial crude into the sea. It was the worst oil spill ever in American waters. The environmental impact of the resulting 120-mile long, 35-mile wide slick, presently moving away from the mainland, has yet to be determined.

- Dec. 17, 1976 the Liberian-registered tanker *SS Sansinena* blew up in Los Angeles Harbor killing eight crewmen and an on-shore watchman and injuring 50 others.

- Dec. 27, 1976 the Liberian-registered tanker *SS Olympic Games* ran aground in the Delaware River dumping 133,500 gallons of oil into the water 15 miles south of Philadelphia. The spill seriously threatens the environmental stability of the shorelines of Pennsylvania, New Jersey and Delaware.

We are truly grateful that the very serious environmental and practical navigational problems posed by the increasing use of unsafe, improperly manned flag-of-convenience vessels has finally reached the public eye on a nationwide basis.

On the other hand, it is truly unfortunate that it took three major marine tragedies involving flag-of-convenience vessels within the space of two weeks to open some eyes around the country because these types of ships have been killing crewmembers, causing collisions, running



aground and damaging the environment for many years.

In fact, flag-of-convenience vessels, for the most part owned by American oil companies and registered in places like Liberia, Panama, Singapore, Cyprus, Honduras and Somalia, account for 37 percent of all ships lost and 40 percent of all tonnage lost.

More often than not, when accidents involving these vessels are probed, it is found that they were woefully equipped hulks, or manned by incompetent, poorly-trained crews, or both.

For instance, in 1970 the Liberian tanker *SS Arrow* ran aground off Nova Scotia, Canada dumping 10,000 tons of oil into the sea. An investigation uncovered that the vessel had been operating with almost none of its navigational equipment serviceable. The ship's radar and echo sounder were out and the gyro compass had a permanent error of 3 degrees West. To top it off, the third officer, who was on watch when the ship grounded, had no license.

To anyone familiar with the oper-

ational pattern of flag-of-convenience vessels, the *SS Arrow* incident shouldn't be shocking because it is a carbon copy of scores of mishaps involving these kinds of ships.

It has to stop. But the only way to stop it is to get these ships off the high seas.

SIU President Paul Hall has some answers. In testimony before the Magnuson hearings, Hall affirmed that the basic problem lies in the U.S. oil transportation system itself, which allows 96 percent of all oil imported to the U.S. to be brought here on foreign-flag vessels, most of them being flag-of-convenience bottoms.

He pointed out to the committee that the sole purpose of American companies in registering vessels

under a flag-of-convenience "is to avoid something — taxes, decent wages, environmental standards and requirements."

He blasted this system as "woefully inadequate to protect the marine environment and the American people."

Hall then affirmed that the U.S., to be able to control its own oil transportation system, must take immediate action to reserve a significant percentage of oil imports for U.S.-flag vessels, built in American yards and manned by highly skilled American seamen. He reminded the committee that Congress had passed legislation, the Energy Transportation Security Act, in 1974 to reserve 30 percent of all oil imports for U.S.-flag vessels, but it was pocket-vetoed by President Ford.

Hall strongly urged the Magnuson Committee to recommend that Congress enact legislation similar to the ETSA this year.

President Hall also urged that construction and operation standards should be carefully developed under the auspices of the Ports and Waterways Safety Act of 1972, and strictly applied and enforced on all vessels, both foreign and American-flag, which carry oil to our shores.

President Hall's suggestions to the committee are sound advice, which carry with them the promise of a cleaner environment and safer searoutes for the world's commerce and the world's seafarers. And we urge Congress to take swift action to transform President Hall's suggestions into programs.

Some may disagree with the SIU's answers to a serious problem. But no one can disagree with our concern over the terrible problems flag-of-convenience vessels create.

The time is now to crack down on the unsafe operation of these vessels. To delay any longer would be criminal.

## LETTERS TO THE EDITOR



HISTORIC PRESERVATION

## 'Best 10 Months Ever'

My husband has written to the *Log* on several occasions about his sobriety, so for a change I thought I would drop a line. I'm just grateful to the Union for starting the Alcoholic Rehabilitation Program. I'm also thankful for my husband going through the Program, but most of all I'm thankful for him sticking to it.

I've joined AA with him and never felt better for it. This has been the finest ten months of our twenty years together without taking a drink. This would not have been possible if it were not for the Program.

So I want to wish everyone connected with the Alcoholic Rehab Program a Happy Sober New Year.

God Bless You All,  
Mrs. Rose Sullivan  
Seattle, Wash.

January, 1977 Official Publication of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO Vol. 39, No. 1

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Published monthly by Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Ave., Brooklyn, N.Y. 11232. Tel. 499-6600. Second class postage paid at Brooklyn, N.Y.

# Seafarers 1976 Tax Information

April 15, 1977, is the deadline for filing Federal income tax returns. As is customary at this time of year, the SIU Accounting Department has prepared the following detailed tax guide to assist SIU members in filing their returns on income earned in 1976.

## Highlights for 1976

Please note these important reminders and changes that have been made because of revisions in the tax law.

### Who Must File

The income level at which an income tax return must be filed has been increased.

### The Standard Deduction

Has been increased again.

### A New General Tax Credit

Replaces the \$30 personal exemption credit. You may claim the greater of (1) \$35 per exemption shown on line 6d, or (2) 2% of line 47 but not more than \$180 (\$90, if married, filing separately).

### A New Simplified Tax Table

Has been developed for use by individuals with taxable income (line 47) of \$20,000 or less. This table replaces the more complex tables based on the number of exemptions used prior to 1976.

### Earned Income Credit Rules Have Been Liberalized

The dependency requirement for your child who is under 19 or a full-time student has been eliminated. Also, you may be eligible to claim the credit if you have a disabled child 19 or over whom you can claim as a dependent.

### Credit for the Elderly

A new expanded and simplified credit for the elderly replaces the more complex retirement income credit. See Schedules R & RP and related instructions.

### Child Care

Certain payments made for child and dependent care are now claimed as a credit against tax, instead of only as an itemized deduction.

### Minimum Tax

New tax preference items have been added, the \$30,000 exemption has been reduced, and the tax rate has been increased from 10% to 15%.

### Disability Income Exclusion (Sick Pay)

You may be able to exclude up to \$100 a week of your pension income, but only if you are under 65 and totally and permanently disabled.

### Business Use of Home

Deductions for business use, including office use, of a home are restricted.

### Rental of Vacation Home

New limitations apply to deductions that may be taken for rental of a vacation home. See Instructions for Schedule E.

### Limitation on Deductible Losses

Losses from certain farming, leasing, motion picture film or video tape, and oil and gas well activities are limited to the total amount you invested plus the amount for which you are personally liable. See Instructions for Schedules C, E, and F. New provisions also limit the amount of losses certain partners may deduct. See Instructions for Schedule E.

### Investment Interest

The amount allowable as a deduction for interest on investment indebtedness has been reduced.

### Prepaid Interest

Deductions for interest prepayments must be allocated over the period of the loan.

## Foreign Income

The amount of earned income from sources outside the United States that may be excluded has been reduced from \$20,000 to \$15,000.

### Who Must File

File a return if you are:

Single (legally separated, divorced, married living apart from spouse with dependent child) and are under 65 ..... \$2,450

Single (legally separated, divorced, or married living apart from spouse with dependent child) and are 65 or older ..... 3,200

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

A qualifying widow(er) with dependent child and are under 65 ..... 2,850

A qualifying widow(er) with dependent child and are 65 or older ..... 3,600

Married filing jointly, living together at the end of 1976 (or at date of death of spouse), and both are under 65 ..... 3,600

Married filing jointly, living together at the end of 1976 (or at date of death of spouse), and one is 65 or older ..... 4,350

Married filing jointly, living together at the end of 1976 (or at date of death of spouse), and both are 65 or older ..... 5,100

Married filing separate return or married but not living together at end of 1976 ..... 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.

### When To File

File as soon as you can after January 1, but not later than April 15, 1977. Late filing may subject you to penalties and interest.

### Amended Return

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

### Where To File

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

### How To Pay

Make check or money order payable to "Internal Revenue Service" for full amount on line 25. Write your Social Security number on your check or money order. If line 25 is less than \$1, do not pay.

### Rounding Off To Whole Dollars

You may round off cents to the nearest whole dollar on your return and schedules. You can drop amounts under 50 cents—increase amounts from 50 to 99 cents to next dollar. Example, \$1.39 becomes \$1 and \$2.69 becomes \$3.

### 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 re-

turn 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 1976, you are considered married for the entire year. If you are divorced or legally separated on or before the end of 1976, you are considered single for the entire year. If your wife or husband died during 1976 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.



### 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 17c—General Tax Credit.** Reduce your tax shown on line 16 by the greater of (1) \$35 times the number of exemptions shown on line 6d or (2) 2% of your taxable income (line 47) but not more than \$180 (\$90, if married, filing separately).

Enter on line 17c the amount from line 17a or line 17b, whichever is greater. **Note:** If you show 6 or more exemptions on line 6d, the amount on line 17a will be greater.

**Caution:** Married persons filing separate returns may choose the amount on either line 17a or line 17b. But if one uses line 17b (2% of line 47, limited to \$90) both must use it.

### Earned Income Credit

**Line 23c.** Like many others, you may be entitled to a special payment or credit of up to \$400 called the earned income credit. It may come as a refund check or be applied against any taxes you owe. Generally, if you reported earned income and line 15c is under \$8,000, you may be able to claim the credit.

For this purpose, earned income means wages and salaries (after the disability income exclusion, if applicable), tips, other employee compensation, and your net earnings from self-employment (generally amount shown on Schedule SE (Form 1040) line 13). If you are married, you must file a joint return to be eligible for

the credit. Certain married persons living apart with a dependent child may also be eligible to claim the credit.

### Credit For Excess Social Security (FICA) Tax Paid

If a total of more than \$895.05 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 \$895.05 as a credit against your income tax.

**Line 48—Credit for the Elderly.** A new expanded and simplified credit for the elderly has replaced the former more complex retirement income credit.

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

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

To be eligible for this credit, you no longer have to meet the income requirement of having received over \$600 of earned income during each of any 10 years before this year.

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

**Line 49—Credit for Child Care Expenses.** Certain payments made for child and dependent care may now be claimed as a credit against tax instead of as an itemized deduction.

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

For detailed information, see the instructions for Form 2441 on page 17.

**Line 50—Investment Credit.** For conditions under which you can take an investment credit, obtain Form 3468.

**Line 51—Foreign Tax Credit.** If you paid income tax to a foreign country or U.S. possession, obtain Form 1116 to see if you can claim a credit.

**Line 52—Credit for Contributions to Candidates for Public Office, etc.** You may claim a tax credit here or an itemized deduction on Schedule A, line 32, 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 18 reduced by the amount of credits on lines 48, 50, and 51. Make a side calculation before you enter the credit here.

**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, which was acquired and occupied after March 12, 1975, and before January 1, 1977, and which was acquired under a binding contract entered into before January 1, 1976. The maximum credit is \$2,000. See Form 5405. Include the amount of credit from Form 5405, in your total for line 54. On the dotted line to the left of the line 54 entry space, write "5405 Credit," and show the amount.

### 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 hus-

Continued on Page 24

Continued from Page 23

band and wife have dividend income, each one may exclude \$100 of dividends from their gross income.

#### Death Benefit Exclusion

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

#### Gambling Gains

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

#### Welfare, Pension and Vacation Benefits

Benefits received from the SIU Welfare Plan do not have to be reported as income.

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

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

#### Line 15b—Disability Income Exclusion (Sick Pay)

Before 1976, an employee was able to take a "sick pay" exclusion when the employee was absent from work on account of sickness or injury. The new "disability income exclusion" applies ONLY IF you are under age 65, have not attained mandatory retirement age at the beginning of your taxable year, and were permanently and totally disabled when you retired (or were permanently and totally disabled on January 1, 1976, if you retired before that date on disability or under circumstances which entitled you to retire on disability). If you qualify, you may be able to exclude up to \$100 a week of your pension, or you may elect not to exclude your disability income and treat it as a pension- or annuity. Once made, this election cannot be changed.

On a return where one taxpayer is entitled to the disability income exclusion, the maximum exclusion is \$5,200. On a joint return where both spouses are entitled to the disability income exclusion, the maximum exclusion is \$10,400.

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

For information on how to figure your exclusion or to make the election not to claim your exclusion, obtain Form 2440 and Publication 522, Tax Information on Disability Payments.

Enter the amount of your disability income exclusion on line 15b and attach Form 2440.

#### Income Averaging

A Seafarer who has an unusually large amount of taxable income for 1976 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. Obtain 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.

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

#### Adjustments To Income

Line 38—Moving Expense.—Employees, including new employees, and self-employed persons, including partners, can deduct certain moving expenses. The move had to be in connection with your job or business. The expenses you can deduct include the cost of moving your family, furniture and other household goods, and personal belongings. You can also deduct meals and lodging while traveling to your new home.

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

If you find you can deduct moving expenses, fill in Form 3903. Also, include on Form 1040, line 9, all amounts you were paid or repaid for moving expenses. (If you were employed, these amounts should be included on Form 4782 and in total wages, tips and other compensation on the Form W-2 your employer gave you.) Then show your allowable expenses on line 38.

Line 39—Employee Business Expenses (and Employer Payments).—Deductible Expenses and Excess Payments.—You can deduct the following expenses that were not paid by your employer.

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

If you use your own car for business reasons, you can deduct what it cost you for business use. Instead of figuring your actual expenses such as gas, oil, repairs, license tags, insurance, and depreciation, you can take a fixed mileage rate.

This is figured at 15 cents a mile for the first 15,000 miles and 10 cents for each



mile over 15,000. Add to this amount your parking fees and tolls.

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

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

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

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

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

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

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 40a.

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.

Line 41—Forfeited Interest Penalty for Premature Withdrawal.—You can deduct a forfeited interest penalty for premature withdrawal from a time savings account on this line. Enter the amount of forfeiture shown on your Form 1099—INT here. Note: Be sure to include the gross amount of 1976 interest income in line 11.

#### 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 to help you determine whether to use the standard deduction or itemize.

If you are:

▶ Married filing jointly or a qualifying widow(er) with dependent child, you should itemize deductions if your income on line 43 of Form 1040 is:

- less than \$13,125 and your itemized deductions total more than \$2,100.
- between \$13,125 and \$17,500 and your itemized deductions total more than 16% of line 43.
- over \$17,500 and your itemized deductions total more than \$2,800.

▶ 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.

Caution: If one spouse itemizes deductions to figure tax, both must itemize deductions.

If you do not itemize deductions, choose either the low-income allowance (\$1,050) or percentage standard deduction (16% of line 43 but not more than \$1,400). But if one uses the percentage standard deduction, both must use it.

▶ Single or Unmarried Head of Household, you should itemize deductions if your income on line 43 of Form 1040 is:

- less than \$10,625 and your itemized deductions total more than \$1,700.
- between \$10,625 and \$15,000 and your itemized deductions total more than 16% of line 43.
- over \$15,000 and your itemized deductions total more than \$2,400.

▶ Dual-Status Alien, you may have to itemize deductions. See "Dual-Status Tax Year" instructions on page 4.

Line 16—Tax.—How to Figure Your Tax if You Itemize Deductions.—Fill in Schedule A, check the box on line 44a, and enter your total deductions on line 44. Fill in lines 45, 46, and 47.

If line 47 is \$20,000 or less, find your tax in Tax Table and enter tax on line 16.

If line 47 is more than \$20,000, use Tax Rate Schedule X, Y, or Z to figure your tax and enter tax on line 16.

#### How to Figure Your Tax if You Take the Standard Deduction

Check the box on line 44b and enter on line 44 the appropriate amount you determined for your filing status.

- ▶ If you checked the box on line 2 or 5 and line 43 is:
  - Less than \$13,125, enter \$2,100.

- \$13,125 or more, but less than \$17,500, enter 16% of line 43.
- \$17,500 or more, enter \$2,800.
- ▶ If you checked the box on line 1 or 4 and line 43 is:
  - Less than \$10,625, enter \$1,700.
  - \$10,625 or more, but less than \$15,000, enter 16% of line 43.
  - \$15,000 or more, enter \$2,400.
- ▶ If you checked the box on line 3 and line 43 is:
  - Less than \$6,562.50, enter \$1,050.
  - \$6,562.50 or more, but less than \$8,750, enter 16% of line 43.
  - \$8,750 or more, enter \$1,400.

Fill in lines 45, 46, and 47. (If you checked the box on line 43 and did not itemize deductions, see Substitute Instruction below.)

If line 47 is \$20,000 or less, find your tax in Tax Table and enter tax on line 16.

If line 47 is more than \$20,000, use Tax Rate Schedule X, Y, or Z to figure your tax and enter tax on line 16.

#### Substitute Instructions if You Checked the Box on Line 43 and Did Not Itemize Deductions

If you can be claimed as a dependent on your parent's return and line 43 includes income other than earned income (see "Earned Income" on this page) and if you do not itemize deductions, substitute the following instructions for line 44b.

Check the box on line 44b and enter on line 44 the larger of (1) or (2):

- (1) 16% of that part of line 43 that is attributable to earned income but not more than \$2,400 if single, or \$1,400 if married filing separately, or
- (2) \$1,700 if single, or \$1,050 if married filing separately, but no more than your earned income included in line 43.

"Earned income" means wages, salaries, professional fees, etc., for personal services rendered. It does not include compensation for your services that was a distribution of earnings and profits other than a reasonable allowance for your work for a corporation. If you were engaged in a business in which both personal services and capital were material income-producing factors, consider as earned income for personal services rendered, an amount not in excess of 30% of your share of net profits of the business.

#### Itemized Deductions

If your itemized deductions are more than 60% of line 15c of Form 1040 the excess may be considered an item of tax preference and you may be subject to the minimum tax. See Form 4625, Computation of Minimum Tax.

#### Interest Expense

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

Generally, a cash basis taxpayer, who in 1976 prepaid interest allocable to any period after 1976, can only deduct the amount allocable to 1976. However, if prepayment is required by a binding contract or written loan commitment that existed on September 16, 1975 (and at all times thereafter), such prepaid interest is deductible if paid in 1976, if the deduction of such interest would not materially distort income. See Publication 17, Your Federal Income Tax, Chapter 22.

#### You Can Deduct Interest On.—Mortgage on your home.

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

Life insurance loan if the interest is paid in cash.

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

Bank credit card plan. You can deduct the finance charge as interest if no part is

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for service charges, loan fees, credit investigation fees, etc.

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

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

**Do Not Deduct Interest On.—**

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

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

**Contributions**

**You Can Deduct Gifts To.—**

Organizations operated for religious, charitable, educational, scientific, or literary purposes, or to prevent cruelty to animals and children. These include:

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

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

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

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

**You Can Also Deduct.—**

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

Out-of-pocket expenses such as gas, oil, etc., to do volunteer work for charitable organizations. (Do not deduct any amounts that were repaid to you.) Instead of figuring what you spent for gas and oil, you can take 7 cents a mile.

In some cases, amounts you spent to take care of a student in your home under a written agreement with a charitable or educational institution.

**Do Not Deduct Gifts To.—**

Relatives, friends, or other persons. Social clubs, labor unions, or chambers of commerce.

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

**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.

**Medical and Dental Expenses**

All expenses over three percent of adjusted gross income for doctor and dental bills, hospital bills, medical and hospital insurance, nurse care and similar costs can be deducted. Other such costs include such items as eyeglasses, ambulance service, transportation to doctors' offices, rental of wheelchairs and similar equipment, hearing aids, artificial limbs and corrective devices.

However, if the Seafarer is reimbursed by the Seafarers Welfare Plan for any of these costs, such as family, hospital and surgical expenses, he cannot deduct the

whole bill, only that part in excess of the benefits paid by the plan.

All expenses over one percent of adjusted gross income for drugs and medicine can be deducted. The deductible portion is then combined with other medical and dental expenses which are subject to the normal three percent rule.

In figuring your deduction, you can deduct an amount equal to one-half of the insurance premiums, premiums paid for medical care for yourself, your wife, and dependents. The maximum amount deductible is \$150. The other one-half, plus any excess over the \$150 limit is deductible subject to the normal three percent rule.

**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. 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.

**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. For more information, obtain Publication 504, Tax Information for Divorced or Separated Individuals.

**Union Dues**

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

**Business Use of Home, Including Office Use.—**New limitations apply to deductions relating to use of your home for business purposes. Generally, except for interest, taxes, and casualty losses, no deduction will be allowed with respect to a dwelling unit that you used for personal purposes during the taxable year. However, if you used a portion of your dwelling exclusively on a regular basis in connection with your employer's trade or business and for your employer's convenience, you may deduct the expenses allocable to that portion. If the use was merely appropriate and helpful no deduction is allowable.

**Expenses for Education**

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.

**Contributions to Candidates for Public Office, etc., Itemized Deduction.—**You may claim an itemized deduction on Schedule A, line 32, or a tax credit on Form 1040, line 52, 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 32, 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.



**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 36.

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

Dues to professional organizations and chambers of commerce.

Certain costs of business entertainment, subject to limitations and reporting and substantiation requirements.

Fees you paid to employment agencies to get a job.

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

**NOTE: If you work for wages or a salary, 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.

**Expenses for Child and Dependent Care Services Incurred in 1975 and Paid in 1976.—**You can deduct, within certain limitation, expenses for child and dependent care services incurred in 1975 and paid in 1976, ONLY if you itemize your deductions.

Make the following computation for each month in which an expense was incurred in 1975 and paid in 1976. Total the allowable monthly deductions, and enter in Schedule A, line 32, and identify as "Expenses for Child and Dependent Care Services."

1 Monthly 1975 expenses incurred .....	\$	400.00
2 Monthly limitation .....		400.00
3 Enter lesser of line 1 or line 2 .....	\$	
4 Income reduction: Divide excess of your 1975 adjusted gross income (1975 Form 1040, line 15) over \$18,000 by 24 and enter result. ....		
5 Difference, but not less than zero (line 3 less line 4) ..	\$	
6 Monthly amount deducted in 1975 .....		
7 Monthly deduction allowable in 1976 (line 5 less line 6) \$		

**Other Taxes**

**Line 55—Tax from Recomputing Prior Year Investment Credit.—**Enter the difference between the credit taken in a prior year and the credit you refigured due to

disposing of the property early. Attach Form 4255.

**Line 56—Minimum Tax.—**More people will be liable for the minimum tax this year because the new law added new tax preference items, increased the minimum tax rate from 10 percent to 15 percent, and reduced the minimum tax exemption from \$30,000 (\$15,000 if married filing separately) plus the regular income taxes for the year, to the greater of \$10,000 (\$5,000 if married filing separately) or one-half of the regular income taxes for the year.

The new tax preference items are (1) excess itemized deductions (generally the amount by which your itemized deductions as adjusted exceed 60 percent of your adjusted gross income) and (2) excess intangible drilling and development costs paid or incurred in connection with certain oil and gas wells.

Other tax preference items are accelerated depreciation on real property and leased personal property; amortization of certified pollution control facilities, railroad rolling stock, on-the-job training facilities and child care facilities; stock options; reserve for losses on bad debts of financial institutions; depletion; and capital gains.

You must attach Form 4625 if you have items of tax preference of more than \$10,000 (\$5,000 if married filing separately), even if there is no minimum tax, OR if you have any minimum tax liability deferred from a prior taxable year until this year.

**Line 57—Tax on Premature Distributions from Individual Retirement Arrangements.—**Enter any tax due as shown on Form 5329, Part V.

**Line 58—Self-employment Tax.—**Enter amount shown on Schedule SE, line 18.

**Line 59—Social Security Tax on Tip Income Not Reported To Employer.—**If you received tips (cash or charge) of \$20 or more in any month and you did not report them to your employer, you must pay the social security or railroad retirement tax on those unreported tips with your Form 1040. To determine the amount of social security tax on unreported tips for which you are liable, you must file Form 4137 with your Form 1040. Enter on line 59 (Form 1040) the amount of tax shown on line 10 (Form 4137).

To determine the amount of railroad retirement tax on unreported tips for which you are liable, contact your nearest Railroad Retirement Board office. Enter the tax as determined on line 59 and write on the dotted line to the left of the entry space for line 59 "RR tax on tips."

Be sure all your cash and charge tips, regardless of the amount, are included as income on Form 1040, line 9.

**Line 60—Uncollected Employee Social Security Tax on Tips.—**If you did not have sufficient wages to cover the social security or railroad retirement taxes due on tips you reported to your employer, the amount of tax due will be shown on your Form W-2. Enter that amount on line 60.

**Line 61—Excess Contribution Tax on Individual Retirement Arrangements.—**Enter any tax due as shown on Form 5329, Part IV.

**Tax on Undistributed Individual Retirement Accounts and Annuities.—**In the year you reach age 70½ and any succeeding year, you may be liable for tax on the undistributed funds in your individual retirement account or annuity if (1) you do NOT receive any distribution during the year or (2) you receive distributions which are NOT approximately equal payments over certain periods of time. Include the amount of tax from Form 5329, Part VI, in your total for line 62. On the dotted line to the left of the line 62 entry space, write "4974 Tax," and show the amount.

**What Income To Report**

**Examples of Income You Must Report.** Wages including employer supplemental

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unemployment benefits, salaries, bonuses, commissions, fees, and tips.

Dividends.

Earned income from sources outside U.S. (See Form 2555 and note below.)

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.)

Recapture of depreciation on disposition of depreciable residential real estate and other property. (See Instructions for Form 4797.)

Recapture of intangible drilling and development costs of oil and gas properties. (See Instructions for Form 4797.)

Rents and royalties.

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

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

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

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

Fees received for jury duty and precinct election board duty.

Fees received as an Executor, Administrator, or Director.

Embezzled or other illegal income.

**Note:** If you were a bona fide resident of a foreign country for an uninterrupted period of one year or more, or were physically present in a foreign country for a total of at least 510 days during any period of 18 consecutive months, you can exclude up to \$15,000 of your earned income from foreign sources by filing Form 2555. However, if you elect not to exclude such earned income, attach a statement to your timely filed return stating that you elect not to have the exclusion apply. Once made the election cannot be changed except with consent of the Commissioner.

**Examples of Income You Do Not Report.** Disability retirement payments and other benefits paid by the Veterans Administration.

Dividends on veterans' insurance.

Life insurance sums received at a person's death.

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

Interest on certain State and municipal bonds.

Federal social security benefits.

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

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

#### 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, 1975,

paying off in January, 1976, would have all the five months' earnings appear on his 1976 W-2 even though his actual 1976 earnings might be less than those in 1975.

There are ways to minimize the impacts of this situation. For example, while on the ship in 1975, the Seafarer undoubtedly took draws and may have sent allotments home. These can be reported as 1975 income.

Unfortunately, this raises another complication. The seaman who reports these earnings in 1975 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 1975, 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 1976 W-2. The seaman then, on his 1976 return would have to explain that he had reported some of his earnings in 1975 and paid taxes on them. He would get a tax refund accordingly.

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

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

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

#### Declaration of Estimated Tax

In general, a declaration is not required to be filed if you expect that your 1977

Form 1040 will show (1) a tax refund, OR (2) a tax balance due to be paid to IRS of less than \$100.

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

(1) Can reasonably expect to receive more than \$500 from sources other than wages subject to withholding; or,

(2) Can reasonably expect gross income to exceed—

- \$20,000 for a single individual, a head of a household, or a widow or widower entitled to the special tax rates;
- \$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;
- \$20,000 for a married individual living apart from spouse as described on page 7;
- \$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;
- \$5,000 for a married individual not entitled to file a joint declaration with spouse.

See Form 1040-ES for details.



## Your 1976 Tax Form—Form 1040

Many Seafarers will need only short Form 1040A or Form 1040 in filing their 1976 returns. Schedules and forms that may be required in addition to Form 1040 include the following, which you may obtain from an Internal Revenue Service office, and at many banks and post offices:

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

*Schedule C* for income from a personally owned business;

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

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

*Schedule F* for income from farming;

*Schedule G* for income averaging;

*Schedule R & RP* credit for the elderly;

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

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

Form 1040-ES for making estimated tax payments.

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

Form 2106, Employee Business Expenses;

Form 2120, Multiple Support Declaration;

Form 2210, Underpayment of Estimated Tax by Individuals;

Form 2440, Sick-Pay Exclusion;

Form 2441, Credit for Child Care Expenses;

Form 3468, Computation of Investment Credit;

Form 3903, Moving Expense Adjustment;

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

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

Form 4562 for optional use by individ-

uals, etc., claiming depreciation;

Form 4683, U.S. Information Return on Foreign Bank, Securities, and Other Financial Accounts, and Foreign Trusts;

Form 4684 for reporting gains and losses resulting from casualties and thefts;

Form 4797, Supplemental Schedule of Gains and Losses;

Form 4798 for computing a capital loss carryover;

Form 4831 for reporting rental income;

Form 4832, Asset Depreciation Range (for determining a reasonable allowance for depreciation of designated classes of assets);

Form 4835 for reporting farm rental income and expenses;

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

Form 4972, Special 10-year Averaging Method; and

Form 5329, Return for Individual Retirement Savings Arrangement.

\*Schedule B must be completed and attached to your return if your income from either dividends or interest exceeds \$400.00.

IRS will figure your tax if your income on line 15c 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, or fill in name, address, and social security number. Also fill in occupation. 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 appropriate "Yes" or "No"

box(es) on line 8 (Presidential Election Campaign Fund).

4. Fill in lines 9 through 15c, lines 19, 21, 23a, b, and c, if necessary, and check the box on line 44b. Also, attach Schedule B and Form 4683 (foreign accounts and trusts), if applicable.

5. On a joint return, show your and your spouse's income separately in the space below your spouse's signature so IRS can figure your tax in the way that will give you the smallest tax.

6. Sign your return. Both you and your spouse must sign a joint return.

7. File on or before April 15, 1977.

We will then figure your tax and send you a refund check if you paid too much or bill you if you did not pay enough.

**NOTE:** If you are eligible to claim the earned income credit, we will figure the credit for you if you write EIC on line 23c. Also write the first name of your child who qualifies you for the credit in the space to the left of the line 23c entry space if not shown on line 4 or line 6b. If you have a credit for the elderly, we will figure that also. Just attach Schedules R & RP after you have checked the applicable box for filing status and age and filled in line 2(a) for Schedule R, or lines 1, 2, and 5 of Schedule RP, whichever schedule is applicable. Then write CFE on line 19 of Form 1040.

### Short Form 1040A

#### Who May Use Short Form 1040A

You may use Short Form 1040A if all your income in 1976 was from wages, salaries, tips, other employee compensation, and not more than \$400 in dividends or \$400 in interest and you do not itemize your deductions.

You may disregard the \$400 limitations for dividends and interest if you are not

required to file a return but are filing solely to get your earned income credit refunded and you are not required to file Form 4683 as explained below.

#### Who May NOT Use Short Form 1040A

File Form 1040 instead of Short Form 1040A if:

- You received more than \$400 in dividends or \$400 in interest (Disregard if you are not required to file but are filing solely to get a refund of your earned income credit)
- You had income other than wages, salaries, tips, other employee compensation, dividends or interest
- You had pension or annuity income
- You received \$20 or more in tips in any one month, and you did not fully report these tips to your employer
- Your Form W-2 shows uncollected employee tax (social security tax) on tips
- You claim
  - a credit for the elderly
  - an investment credit
  - a foreign tax credit
  - a credit for Federal tax on special fuels — nonhighway gasoline and lubricating oil
  - a credit from a regulated investment company
  - a credit for purchase of a new principal residence
  - a credit for child care expenses
- You choose the benefits of income averaging

• Your spouse files a separate return and itemizes deductions. Note: You may ignore this and still file Form 1040A because you are "not married for tax purposes," if all three of the following statements are true: (1) you did not live with your spouse at any time during 1976, (2) you furnished more than half the cost of keeping up your home for 1976, AND (3) your child or stepchild lived in your home for more than 6 months of 1976.

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AND you can claim that child as a dependent

- You were an unmarried dual-status alien (if you were both a resident alien or U.S. citizen and nonresident alien during 1976) or a dual-status alien married to a citizen or resident of the U.S. at the end of 1976 and do not elect to file a joint return. (See Form 1040 Instructions)
- You were a nonresident alien (use Form 1040NR)
- You were married to a nonresident alien at end of 1976 and you both do not elect to be taxed on your worldwide income (unless you are "not married for tax purposes" as previously described)
- You received capital gain dividends, a lump-sum distribution from a qualified plan, or nontaxable distributions (return of capital)

- You claim a deduction for business expenses as an outside salesperson or for travel for your job
- You claim a disability income exclusion (sick pay)
- You claim a moving expense deduction because you changed jobs or were transferred
- You claim a deduction for payment to an Individual Retirement Account, or for an Individual Retirement Annuity, or Bond
- You claim a deduction for a penalty on a premature withdrawal from a time savings account
- You are a railroad employee representative and claim credit for excess hospital insurance benefits taxes paid
- You must file Form 2210, Underpayment of Estimated Income Tax by Individuals, because you were required to make

- You file Form 2555, Exemption of Income Earned Abroad
- You are required to file Form 4683, U.S. Information Return on Foreign Bank, Securities, and Other Financial Accounts and Foreign Trusts, because: (1) at any time during the taxable year you had any interest in or signature or other authority over a bank account, securities account or other financial account in a foreign country (except in a U.S. military banking facility operated by a U.S. financial institution), (2) at any time during the taxable year you were a beneficiary of a foreign trust, or (3) you were either a grantor of, or transferor to, a foreign trust during any taxable year, which foreign trust was in being during the current taxable year.

**If you want IRS to figure your tax:**  
Skip lines 13a through 18a, 19 and 21 through 25. Be sure that lines 18b and 20a, b and c are filled in. If you are eligible to claim the earned income credit (see page 2), write "EIC" on line 20d and also write the first name of your child, who qualifies you for the credit, in the space to the left of the line 20d entry space, if not shown on line 4 or 6b and we will figure the credit for you. See the instructions that follow for filling in lines 18b, and 20a, b and c and for completing your return.

If you are filing a joint return and both you and your spouse have income, show the income of each separately on page 1 at the bottom left margin below the arrow, so IRS can figure your tax the way that gives you the smaller tax.  
File on or before April 15, 1977. IRS will then figure your tax and send you a refund check if you have overpaid or bill you if you did not pay enough.

## Guide for Preparing a Return—Form 1040

You may find it helpful in completing your Form 1040 to follow these steps and check them off as you go.

**Step 1.—Gather up your income records** including all Forms W-2, W-2P, and 1099. If your employer does not give you a Form W-2 by January 31, or if the one you have is not correct, contact your employer as soon as possible. Only your employer can issue your W-2 or correct it. If unable to secure Form W-2 from your employer by February 15, contact an Internal Revenue Service office.

**Step 2.—If you are going to claim any credits or itemize your deductions,** collect all necessary information and expense records, such as medical and dental bills, real estate taxes, State income tax, home mortgage interest, and charitable contributions. Check the credits and types of expenses you can deduct. Put these records aside until later.

**Step 3.—Get any forms or schedules you need but did not receive by mail.**

**Step 4.—Name and Address.** Use the mailing label on the forms sent you. Correct your name and address if necessary. Also show your apartment number if you have one. If you did not receive forms with a label, print or type your name and address.

**Step 5.—Social Security Number.** If your social security number is wrong on the label or if you did not receive a label, show your correct number on your return. If you are married, give numbers of both you and your spouse whether you file jointly or separately.

If you do not have a social security number, get an application Form SS-5 from a Social Security Administration office, post office, or from IRS. File it with the local office of the Social Security Administration. Do this early enough to make sure you receive a number before April 15. If you do not receive a number by April 15, file your return without it and write "Applied for" in the space for social security number.

Be sure to show occupations in spaces in upper right corner just below social security blocks.

**Step 6.—Filing Status.** Check only one box (lines 1 through 5). Your tax rate

and your standard deduction depend on the box you check. So before you decide, see instructions for Filing Status on page 7.

**Step 7.—Exemptions.** Fill in lines 6a, b, c, d, e, and f. See instructions for Exemptions on page 7.

**Step 8.—Check appropriate "Yes" or "No" box(es)** on line 8 (Presidential Election Campaign Fund). If you check the "Yes" box(es), it will not increase your tax or reduce your refund.

**Step 9.—Fill in the schedules and forms mentioned for lines 10, 11, 15b, 29 through 33, and 38 through 40a** if you need to. Enter the totals from your schedules on the correct lines on Form 1040. If you file Schedule B, be sure to answer the questions in Part III and attach Form 4683, if it is required.

If you need more space on forms or schedules, attach separate sheets and use the same arrangement as the printed forms. Be sure to put your name and social security number on these separate sheets.

Fill in lines 9, 12 through 15a, 15c, 34 through 37, and 40b through 42.

**Step 10.—Now fill in line 43.** If you have unearned income and can be claimed as a dependent on your parent's return, be sure to check the box.

**Step 11.—Decide whether to use the standard deduction or itemize your deductions.** The instructions "Should You Use the Standard Deduction or Itemize Your Deductions?" will help you decide.

**Step 12.—If you decided to itemize deductions,** fill in Schedule A, enter your total deductions on line 44 of Form 1040, and be sure to check the box on line 44a. Skip step 13.

**Step 13.—If you decided to take the standard deduction,** use the larger of (a) or (b).

(a) **Percentage Standard Deduction.**—You are permitted a deduction of 16% of line 43, subject to a maximum amount.

(b) **Low-Income Allowance.**—You are permitted a deduction of a flat amount to insure that you will not be subject to Federal income tax if your income is below certain levels.

Instructions will help you compute your standard deduction. Enter your standard deduction on line 44 and be sure to check the box on line 44b.

**Step 14.—Fill in lines 45, 46, and 47.** If line 47 is \$20,000 or less find your tax in the Tax Table, show the tax on line 16, and check the Tax Table box. If line 47 is more than \$20,000, use Tax Rate Schedule X, Y, or Z to figure your tax. Show the tax on line 16 and check the Tax Rate Schedule X, Y, or Z box.

**Step 15.—Figure your general tax credit.** Enter on line 17c the amount

from line 17a or line 17b, whichever is greater. If you show 6 or more exemptions on line 6d, the amount on line 17a will be greater.

**CAUTION: Married persons filing separate returns may choose the amount on either line 17a or line 17b. But if one uses line 17b (2% of line 47, limited to \$90) both must use it.**

**Step 16.—Fill in lines 48 through 66** if you have credits, other taxes, or other payments to report. Complete the forms or schedules asked for. Enter the amounts from these lines on the front of Form 1040. Fill in any other amounts needed for lines 18 through 28.

**Step 17.—If you owe tax,** show amount on line 25. Attach check or money order for full amount when you file. Make it out to Internal Revenue Service and be sure to write your social security number on it. If line 25 is under \$1, you do not have to pay.

**Step 18.—If we owe you a refund,** show amount on line 26. On line 27 or 28, show whether you want some or all of the money refunded or credited to 1977 estimated tax. If line 26 is under \$1, we will send you a refund only on written request.

**Step 19.—Recheck Your Return.** Go over all items and make sure they are right. Also check your arithmetic.

**Step 20.—Sign and Date Your Return and Make Sure the Preparer (if any) Also Signs.** It is not considered a return unless you sign it. Both you and your spouse must sign a joint return.

If the person who prepares your re-

turn for pay is not an employee of a firm, corporation or another individual, then that person must sign the return as preparer and enter his or her social security number and address.

If the person who prepares your return for pay is an employee of a firm, corporation or another individual, then that person must sign the return and also enter the employer's name, identification number, and address.

**NOTE: The law requires such tax return preparers to include their identifying number and to furnish you a copy of the return.**

If prepared by your regular, full-time employee, such as a clerk, secretary, or bookkeeper, your employee does not have to sign.

**Step 21.—Attachments.** Attach Forms W-2, or W-2P (copy B) to front of Form 1040. If you took an adjustment for disability income exclusion on line 15b be sure to attach Form 2440. Attach schedules in alphabetical order and forms other than W-2 or W-2P in numerical order to the back of Form 1040. If you owe tax, be sure to attach your payment to the front of Form 1040.

**NOTE: If you move after filing your return and you are expecting a refund, you should notify both the post office serving your old address and the service center where you filed your return, of your address change. This will help in forwarding your check to your new address as promptly as possible. Be sure to include your social security number in any correspondence with the IRS.**



**Change of Address  
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SEAFARERS LOG  
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Brooklyn, N. Y. 11232**

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ADDRESS .....

CITY ..... STATE ..... ZIP .....

SIU members please give:

Soc. Sec. # ..... / ..... / ..... Bk # .....

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ADDRESS .....

CITY ..... STATE ..... ZIP .....



# NEW PENSIONERS



**Ragnar E. Gundersen, 72**, joined the Union in the port of Philadelphia in 1961 sailing as a deckhand, derrick captain and hoisting engineer for the Independent Lighterage Co. from 1961 to 1971, Merritt, Chapman and Scott Corp. from 1956 to 1961 and for the Philadelphia Derrick and Salvage Co. from 1927 to 1956. Brother Gundersen was born in Norway and is a naturalized U.S. citizen. He is a resident of Philadelphia.



**Charles E. Higgs, 67**, joined the Union in the port of Tampa in 1966 sailing as a chief engineer for Dixie Carriers from 1955 to 1976, Debardleben Marine Corp. from 1951 to 1955 and for R. C. Hoffman Co. from 1937 to 1951. Brother Higgs was born in Swainsboro, Ga. and is a resident of Ocean Springs, Miss.



**John Nicholson, Jr., 62**, joined the Union in the port of Baltimore in 1957 sailing as a chief engineer for the Curtis Bay Towing Co. from 1939 to 1976. Brother Nicholson was born in England and is a naturalized U.S. citizen. He is a resident of Stevensville, Md.



**Woodrow W. Wilcox, 64**, joined the Union in the port of Sault Ste. Marie, Mich. in 1961 sailing as a tanker deckhand for Dunbar and Sullivan from 1961 to 1976 in Soo, Mich. Brother Wilcox sailed 34 years. He was born in Prossert, Mich. and is a resident of Brimley, Mich.



**Lawrence M. Lamyotte, 65**, joined the Union in the port of Frankfort, Mich. in 1960 sailing as a fireman-watertender for the Ann Arbor (Mich.) Car Ferries Co. from 1960 to 1965. Brother Lamyotte sailed 45 years. He is a veteran of the U.S. Army in World War II. Born in St. Ignace, Mich., he is a resident of Elberta, Mich.



**Ernest T. Leckrone, 69**, joined the Union in the port of Elberta, Mich. in 1955 sailing as a fireman-watertender. Brother Leckrone sailed 22 years. He was born in Brethren, Mich. and is a resident of Copemish, Mich.



**Joseph C. Gilchrist, 67**, joined the Union in the port of Mobile in 1956 sailing as an oiler for the Radcliffe Materials Co. Brother Gilchrist was born in Allen-Whatley, Ala. and is a resident of Grove Hill, Ala.



**Henry E. Caswell, 66**, joined the SIU in the port of Detroit in 1960 sailing on the Great Lakes as a fireman-watertender. Brother Caswell sailed 20 years. He also sailed for the U.S. Navy Seabees in World War II. He was born in St. Augustine, Fla. and is a resident of Alpena, Mich.



**Andrew A. Treschak, 70**, joined the SIU in the port of Cleveland in 1960 sailing on the Great Lakes as a coal passer as well as in the steward department for the Kinsman Marine Transport Co. for 36 years. Brother Treschak was born in Pennsylvania and is a resident of Parma, Ohio.



**Recertified Bosun Nicholas "Nick the Greek" Bechlivanis, 58**, joined the Union in 1947 in the port of New York. Brother Bechlivanis sailed 36 years and graduated from the September 1974 Bosuns Recertification Program. He is also a veteran of the U.S. Army in World War II. Seafarer Bechlivanis was born in Island Pallea Psara, Chios, Greece and is a resident of Brooklyn, N.Y.



**Recertified Bosun Daniel M. "the Senator" Ticer, 58**, joined the Union in 1945 in the port of New York. Brother Ticer sailed 34 years. He graduated from the Bosuns Recertification Program in September 1974. Born in Oklahoma, he is a resident of Manteca, Calif.



**Charles J. Dougherty, Jr., 54**, joined the Union in 1942 in the port of New York sailing as a chief electrician. Brother Dougherty sailed 31 years. He was on the picket line in the 1961 N.Y. Harbor strike and the 1965 District Council 37 beef. Seafarer Dougherty upgraded at Piney Point in 1968 and in 1970 attended Crews Conference No. 8 there. He is also a veteran of the U.S. Army in World War II. A native of Philadelphia, he is a resident of New York City.



**Jesse C. Hampton, 65**, joined the Union in the port of Jacksonville in 1961 sailing as a cook. Brother Hampton sailed 16 years and is a veteran of the U.S. Army during World War II. Born in Newport, Tenn., he is a resident of Jacksonville.



**Eugene J. Ackerman, 67**, joined the Union in the port of Seattle in 1957 sailing as a chief cook. Brother Ackerman sailed for 34 years. He was born in Chicago, Ill. and is a resident of Seattle.



**Marvin J. Blanton, 62**, joined the Union in 1944 in the port of Jacksonville sailing as a bosun. Brother Blanton sailed 30 years. He was born in Alabama and is a resident of Willis, Tex.



**Pablo LaTorre, 59**, joined the Union in 1943 in the port of New York sailing as a chief cook. Brother LaTorre sailed 36 years, part of that time on the Bull Line. He was on the picket line in the 1961 N.Y. Harbor strike, the 1965 District Council 37 strike and in a 1971 beef. Seafarer LaTorre is also an amateur fisherman. Born in Puerto Rico, he is a resident of Staten Island, N.Y.



**Walter D. Makin, 56**, joined the Union in 1944 in the port of New York sailing as a cook for 32 years. Brother Makin upgraded at the Harry Lundeberg School of Seamanship in Piney Point, Md. He was born in Alabama and is a resident of Robertsedale, Ala.



**Joseph Luburich, 65**, joined the Union in the port of New York in 1955 sailing as a fireman-watertender. Brother Luburich sailed 33 years and was on the picketline in the 1962 Robin Line strike. He was born in Yugoslavia and is a naturalized U.S. citizen. Seafarer Luburich is a resident of Santa Cruz, Calif.



**Harvey M. Lee, 65**, joined the Union in the port of New Orleans in 1954 sailing as a chief steward. Brother Lee sailed 29 years and attended an SIU Educational Conference. He was born in Alabama and is a resident of Mobile.



**Recertified Bosun Sebastian C. "Jim" Foti, 59**, joined the Union in 1941 in the port of Boston. Brother Foti also sailed as a chief baker and rode the Bull Line. He was a July 1974 graduate of the Recertified Bosuns Program when he earned his GED Program diploma. Born in Boston, he is a resident of Wilmington, Calif.



**Manuel D. Aguas, 62**, joined the Union in the port of New York in 1952 sailing as a chief electrician. Brother Aguas sailed 42 years, rode the Isthmian Line, was on the picketline in the 1961 N.Y. Harbor strike, attended the SIU-MEBA School of Engineering in Brooklyn, N.Y. and then worked on the Sea-Land Shoregang in 1966. He is a wounded veteran of the U.S. Army in World War II and is a machinist. Born in Portugal, he is a U.S. naturalized citizen and is a resident of Albertson, L.I., N.Y.



**Frank P. De La Rosa, 67**, joined the SIU in the port of Seattle in 1957 sailing as an AB. Brother De La Rosa sailed 33 years. He was born in the Philippine Islands and is a resident of Seattle.



**Delaware P. Eldemire, 57**, joined the SIU in 1946 in the port of New York sailing as a bosun. Brother Eldemire sailed 34 years and hit the bricks in the 1946 maritime strike and Wall St. beef. He was born in Cayman Brac, B.W.I. and is a resident of Tampa.



**Gilbert T. Beloy, 67**, joined the SIU in the port of Seattle in 1967 sailing as a third cook. Brother Beloy sailed 26 years, is a U.S. Army veteran of World War II and is also an automobile mechanic. Born in the Philippines, he is a resident of Seattle.



**James Robinson, 54**, joined the Union in 1946 in the port of Jacksonville sailing as a bosun. Brother Robinson sailed 34 years, rode the Bull Line and walked the picketline in the 1961 N.Y. Harbor strike. He was born in Alabama and is a resident of Red Bay, Ala.



**John S. Sweeney, 67**, joined the SIU in the port of Wilmington in 1956 sailing as a bosun. Brother Sweeney sailed 46 years, graduated from the HLSS Quartermaster Recertification Course in 1972 and is a veteran of the pre-World War II U.S. Navy. He was born in South Dakota and is a resident of Newark, N.J.

# Money Due From Ogden Marine, Inc.

Ogden Marine, Inc. has informed us that the following SIU members have unclaimed wages due them for retroactive contract increases.

If your name appears, the company asks that you send a request to its office stating name, Social Security number and current mailing address. The address of the company is: Ogden Marine, Inc., 280 Park Ave., New York, N.Y. 10017.

Name	Ship
Raymond A. Clemente	Albany
Terry Flemmings	Albany
Alex A. Jaradie	Albany
Edwin D. Johnson	Albany
Steven C. Burch	Albany
Dennis R. Oblander	Albany
Jack Rosenberg	Albany
Arthur Shedrick Jr.	Albany
John F. Short	Albany
Francis E. Smith	Albany
Alfred Torres	Albany
Fred G. Anderson	Connecticut
Robert J. Aumiller	Connecticut
William C. Baker	Connecticut
James Buggs	Connecticut
Isaias Cambrono	Connecticut
Jean Croupeau	Connecticut
Martin T. Dale	Connecticut
Gordon E. Dalman	Connecticut
Jonathan Dierenfeld	Connecticut
Albert W. Dykes	Connecticut
David J. Finneras Jr.	Connecticut
Paul Giron	Connecticut
Gerard M. Halligan	Connecticut
Thomas Hankins	Connecticut
Carl Harcrow Jr.	Connecticut
Charles L. Lester	Connecticut
Wilson McAvoy	Connecticut
Edward J. McMaster	Connecticut
Ray C. Miller	Connecticut
Raymond J. Montalbo Jr.	Connecticut
Salen N. Muthana	Connecticut
John Neff	Connecticut
Rafael M. Pereira	Connecticut
Claudie E. Pickle	Connecticut
Tommie R. Sanford	Connecticut
Percival L. Shauger	Connecticut
Richard J. Sherman	Connecticut
Nicholas R. Tatar	Connecticut
Alex R. Vasquez	Connecticut
Victor Vasquez	Connecticut
Thomas J. Walker	Connecticut
Carthel Williams	Connecticut
Thomas J. King	James
Musaid M. Abdulla	James
Alcus J. Brown	James
William P. Connerty	James
Bart H. Dawson	James
Michael E. Gay	James
Robert E. Graham	James
Vincente Guzman	James
Alfred R. Haskins	James
Douglas A. Heller	James
Richard H. Huford	James
Harold V. King	James
Michael L. Mefferd	James
Bobby L. Messerall	James
William R. Proctor	James
Ernesto Ramirez	James
Carlos R. Soto	James
Ruben Velez	James
Gerald M. Westphal	James
Patrick J. Dorrian	Merrimac
Stanley L. George	Merrimac
Jimmie L. Morris	Merrimac
Julian Sawyer	Merrimac
Robert G. Swander	Merrimac
Thomas C. Taylor	Merrimac
James A. Waller	Merrimac
Raymond Baker	Missouri
David H. Berger	Missouri
Carlos Coello	Missouri
James Gardiner	Missouri
Eugene T. Grantham	Missouri
Dewitt Haynes Jr.	Missouri
Victor E. Isaulo	Missouri
Lionel Jackson	Missouri
George F. Kimbrell	Missouri
Willie J. Kitchen	Missouri
Alejandro Martinez	Missouri
Sam Morris	Missouri
James E. Nooman	Missouri
Stanley L. Palprey	Missouri
Paul B. Powers	Missouri
Ernest A. Ross	Missouri

Harmando Salazar	Missouri	Paul E. Coursey	Mohawk	Taylor Swan	Wabash
Richard Smallwood	Missouri	Maurice Culpe	Mohawk	William Trics	Wabash
Hulun Ware	Missouri	Frank Cutrone	Mohawk	Arthur J. Lennon	Willamette
Ernest Waters	Missouri	Winston Gardner	Mohawk	Leon L. Abbott	Willamette
Eddie Jackson	Challenger	Louis A. Gracia	Mohawk	Emmett L. Avery	Willamette
Robert J. Bird	Challenger	Jerome R. Haymaker	Mohawk	Jose G. Bagat	Willamette
Wayne Carpenter	Challenger	Ed. D. Henry	Mohawk	John J. Duffy	Willamette
John Chestnut	Challenger	Konstantinos Koutouros	Mohawk	Willie J. Kitchen	Willamette
Joe Clark	Challenger	Samuel Miller	Mohawk	John Kucharski	Willamette
Philip Cogley	Challenger	Augustine W. Morales	Mohawk	Terence A. McNee	Willamette
Clifford Feurtado	Challenger	Robert H. Mullen	Mohawk	Davis Quinones	Willamette
Clyde Fields	Challenger	Guy D. Regan	Mohawk	Pete Vasquez	Willamette
J. Fletcher	Challenger	Steven C. Vinson	Mohawk	James H. Brewer	Rio Grande
Eugene Foreman Jr.	Challenger	Barry E. Broadus	Platte	Joseph L. Diosco	Rio Grande
David Gower	Challenger	Wilson H. Deal	Platte	Frank G. Mamerto	Rio Grande
Haywood Green	Challenger	Harry E. Fisher Jr.	Platte	Donald O'Neal	Rio Grande
Paul Holloway	Challenger	Benjamin E. Fowler	Platte	Luke E. Guadamud	Rio Grande
Joseph Justus	Challenger	Clyde Greeson	Platte	Joseph P. Arpino	Yukon
Martin Kelly	Challenger	Raul L. Guerra	Platte	Nathaniel Ayler	Yukon
Torry Kid Jr.	Challenger	David C. Hume	Platte	Richard O. Bradford	Yukon
Walter Kokins	Challenger	Bernard C. Jordon	Platte	Joseph T. Brunson	Yukon
William Lewis	Challenger	Kenneth L. Knoles	Platte	Maximo Bugawan	Yukon
Louis McBride	Challenger	Kenneth J. Lewis	Platte	Douglas K. Campbell	Yukon
Teddy McDuffie	Challenger	James V. McClantoe	Platte	Felix Cardova	Yukon
Patrick O'Neal	Challenger	Joe F. Martin	Platte	John V. Connors	Yukon
Curtis Primeaux	Challenger	Edward L. Negron	Platte	Kim Crabb	Yukon
Tony Rabago	Challenger	Robert Sanchez	Platte	Richard Daiskey	Yukon
La France Smith	Challenger	Wilbur H. Schug	Platte	M. Dawson	Yukon
Daniel Stewart	Challenger	Samuel A. Solomon Jr.	Platte	Oliver Dotson	Yukon
Jimmie Szabary	Challenger	Rainey G. Tate	Platte	William M. Drew	Yukon
Charles Thorpe	Challenger	Robert S. Wolfe	Platte	Edward Fable	Yukon
William Weekley	Challenger	Earl H. Cotton	Sacramento	James Elippo	Yukon
Sidney Wilson	Challenger	Stephen M. Green	Sacramento	Orlando Frezza	Yukon
Wayne Carpenter	Potomac	Francis V. Guidry	Sacramento	Hugo Fuentes	Yukon
Doyle Ellette	Potomac	Wesley R. Herrin	Sacramento	Robert Graham	Yukon
Bobby E. Fletcher	Potomac	Joe L. Johnson	Sacramento	Angel S. Hernandez	Yukon
R. Garriss	Potomac	Nolan R. Ledet	Sacramento	Donald J. Hewson	Yukon
Giles Glendenning	Potomac	Vincent E. Monte	Sacramento	Howard R. Hill	Yukon
Jon C. Humason	Potomac	Ervin H. Salyers Jr.	Sacramento	William McKeon	Yukon
E. Lasoya	Potomac	David E. Wilson	Sacramento	Daniel O'Neil	Yukon
Eugene McKenna	Potomac	John J. Wynne	Sacramento	Ole E. Poulson	Yukon
Charles Minix	Potomac	Charles Barnett	Wabash	Edward Rokicki	Yukon
Leon Norczyk	Potomac	Henry Cracknell	Wabash	Dennis Ruscki	Yukon
D. Papadopoulos	Potomac	Ferdinand DeLeon	Wabash	Jeffrey W. Savage	Yukon
Rafael J. Scarpa	Potomac	James Dixon	Wabash	Peter K. Shaughnessy	Yukon
Marshall Wilson	Potomac	Charles Marshall	Wabash	John Shaw	Yukon
James R. Abrams	Mohawk	Paul Papp	Wabash	Gary L. Spell	Yukon
Ray D. Absher	Mohawk	Anton Ratkovich	Wabash	Duane Taylor	Yukon
Robert J. Aumille	Mohawk	David Rich	Wabash	Arthur Trotter	Yukon
Ray A. Blairl	Mohawk	Harold Steen	Wabash	Albert Wamback	Yukon
				Harold Weaver	Yukon
				Van Whitney	Yukon
				Leroy Williams	Yukon
				Leonard Wright	Yukon

## Seafarers Welfare, Pension and Vacation Plans Cash Benefits Paid

Nov. 25-Dec. 22, 1976	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
<b>SEAFARERS WELFARE PLAN</b>				
<b>ELIGIBLES</b>				
Death	13	140	\$ 51,500.00	\$448,198.99
In Hospital Daily @ \$1.00	233	5,561	233.00	5,561.00
In Hospital Daily @ \$3.00	116	2,619	348.00	7,857.00
Hospital & Hospital Extras	17	163	3,257.05	26,452.76
Surgical	2	28	342.00	3,495.80
Sickness & Accident @ \$8.00	5,257	63,888	42,056.00	511,104.00
Special Equipment	1	16	126.50	4,725.01
Optical	86	1,323	2,682.99	39,777.03
Supplemental Medicare Premiums	2	329	254.40	16,818.70
<b>DEPENDENTS OF ELIGIBLES</b>				
Hospital & Hospital Extras	453	4,889	130,866.87	1,428,987.63
Doctors' Visits In Hospital	75	919	3,449.43	38,081.75
Surgical	148	1,386	23,673.18	223,415.06
Maternity	6	193	1,945.00	69,645.00
Blood Transfusions	5	22	700.50	2,048.00
Optical	87	1,254	2,592.00	36,571.81
<b>PENSIONERS &amp; DEPENDENTS</b>				
Death	16	161	63,000.00	609,738.45
Hospital & Hospital Extras	223	2,077	28,717.25	358,915.95
Doctors' Visits & Other Medical Expenses	90	1,188	3,205.50	51,212.53
Surgical	15	138	2,897.00	26,832.00
Optical	41	698	1,240.91	19,893.60
Blood Transfusions	1	5	26.00	782.79
Special Equipment	4	40	425.15	6,876.47
Dental	—	8	—	2,266.00
Supplemental Medicare Premiums	4,095	24,930	29,910.90	182,973.30
<b>SCHOLARSHIP PROGRAM</b>				
	10	107	5,025.87	42,240.73
<b>TOTALS</b>				
Total Seafarers Welfare Plan	10,996	112,082	398,475.50	4,164,471.36
Total Seafarers Pension Plan	5,226	30,525	1,332,216.27	7,724,758.23
Total Seafarers Vacation Plan	1,985	17,829	914,335.97	8,471,072.27
Total Seafarers Welfare, Pension & Vacation	18,207	160,436	\$2,645,027.74	\$20,360,301.86

**SIU Atlantic, Gulf, Lakes  
& Inland Waters  
United Industrial Worker**

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(415) 626-6793

**SANTURCE, P. R.** 1313 Fernandez Junco,  
Slop 20 00909  
(809) 724-2848

**SEATTLE, Wash.**..... 2505 1 Ave. 98121  
(206) MA 3-4334

**ST. LOUIS, Mo.**... 4581 Gravois Ave. 63116  
(314) 752-6500

**TAMPA, Fla.**... 2610 W. Kennedy Blvd. 33609  
(813) 870-1601

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

**WILMINGTON, Calif.**  
510 N. Broad St. 90744  
(213) 549-4000

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

Shipping at SIU A & G deep sea ports picked up slightly last month as 1,442 Seafarers shipped out, an increase of about 25 jobs over the previous month. Shipping has been stable at most ports for the past year, and the outlook for shipping in 1977 is fair to good at all ports.



## Dispatchers Report for Deep Sea

DEC. 1-31, 1976

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Boston	6	2	0	6	4	0	8	3	0
New York	78	14	9	75	36	7	143	18	8
Philadelphia	8	2	0	4	7	0	16	5	0
Baltimore	27	4	1	15	9	0	53	7	1
Norfolk	17	5	1	5	5	0	23	5	1
Tampa	11	3	1	4	5	0	13	2	0
Mobile	23	4	0	8	2	0	55	4	0
New Orleans	69	11	0	62	29	0	139	16	0
Jacksonville	43	1	0	38	3	0	51	0	0
San Francisco	40	1	0	37	7	1	59	1	0
Wilmington	17	4	0	13	5	0	28	3	1
Seattle	42	2	0	34	8	1	58	2	0
Puerto Rico	16	3	0	16	5	0	18	2	0
Houston	95	9	7	81	24	15	107	7	3
Piney Point	0	0	0	0	4	0	0	0	0
Yokohama	3	0	1	2	0	1	3	0	0
Totals	495	65	20	400	153	25	774	75	14
<b>ENGINE DEPARTMENT</b>									
Boston	1	2	0	2	9	0	2	2	0
New York	89	14	4	61	38	1	152	30	5
Philadelphia	7	5	0	5	6	0	14	7	0
Baltimore	30	6	0	23	5	0	41	10	0
Norfolk	15	4	0	3	2	1	25	6	0
Tampa	10	4	0	1	5	0	13	2	1
Mobile	27	4	0	18	2	0	43	11	0
New Orleans	66	9	1	47	21	0	117	15	1
Jacksonville	30	3	0	16	8	0	42	4	0
San Francisco	40	8	0	40	11	0	55	14	1
Wilmington	14	4	0	13	6	0	25	4	1
Seattle	38	12	0	24	11	3	38	12	0
Puerto Rico	10	5	0	9	5	0	16	2	0
Houston	65	8	7	40	15	11	88	10	5
Piney Point	0	0	0	0	5	0	0	0	0
Yokohama	2	0	2	2	1	0	2	0	0
Totals	444	88	12	304	150	16	673	129	14
<b>STEWARD DEPARTMENT</b>									
Boston	3	0	0	2	1	3	2	1	0
New York	45	4	0	41	34	0	60	6	1
Philadelphia	6	0	0	6	7	0	10	1	0
Baltimore	13	1	0	16	5	1	20	4	0
Norfolk	12	1	0	1	1	0	24	3	0
Tampa	6	0	0	3	2	0	7	0	0
Mobile	13	1	0	5	2	0	31	2	0
New Orleans	38	3	0	38	24	0	73	3	0
Jacksonville	17	0	0	16	7	1	20	0	0
San Francisco	15	1	0	23	14	2	28	2	0
Wilmington	7	1	0	4	5	0	9	1	0
Seattle	12	5	0	17	10	6	16	5	0
Puerto Rico	8	1	0	13	10	0	8	1	0
Houston	30	1	2	35	10	13	44	1	1
Piney Point	0	4	0	0	16	0	0	0	0
Yokohama	0	0	0	0	0	0	2	0	0
Totals	225	23	2	220	148	26	354	30	2
<b>ENTRY DEPARTMENT</b>									
Boston	1	8	5				1	3	4
New York	32	78	30				53	121	57
Philadelphia	6	16	0				13	26	0
Baltimore	21	23	9				30	40	16
Norfolk	7	12	1				12	26	1
Tampa	3	12	0				5	11	1
Mobile	11	13	0				25	35	0
New Orleans	46	45	0				61	75	0
Jacksonville	22	21	1				19	23	2
San Francisco	22	29	4				34	30	3
Wilmington	8	9	2				8	13	3
Seattle	18	30	12				18	23	1
Puerto Rico	13	12	0				16	13	2
Houston	32	36	22				29	49	14
Piney Point	0	21	0				0	0	0
Yokohama	0	1	0				1	2	0
Totals	242	366	86				325	490	104
Totals All Departments	1,406	542	120	924	451	67	2,126	724	134

\*\*\*Total Registered\*\* means the number of men who actually registered for shipping at the port last month.

\*\*\*Registered on the Beach\*\* means the total number of men registered at the port at the end of last month.



**Pensioner Juan Pola, Jr.**, 68, died on July 18. Brother Pola joined the Union in 1944 in Puerto Rico sailing as a chief steward. He was on the picket line in the 1961 N.Y. Harbor strike. Born in Puerto Rico, he was a resident of the Bronx, New York City. Surviving are his widow, Isabel; two sons, Juan I and Juan II, and two daughters, Lydia of New York City and Nilda.



**Pensioner Brian Byrne**, 78, died of a ruptured artery in St. Joseph's Hospital, Chicago, on June 1. Brother Byrne joined the union in the port of Chicago in 1961 sailing as a deckhand, oiler and tugboat cook for the Great Lakes Towing Co. from 1957 to 1966 and for the City of Chicago from 1949 to 1956. He was born in Ireland and was a resident of Chicago. Burial was in All Saints Cemetery, Desplains, Ill. Surviving are his widow, Madge, of Park Ridge, Ill.; two sons, Bernard and John, and a daughter, Peggy.



**Pensioner John G. Avery**, 65, died of a heart attack on arrival at the University of South Alabama Medical Center, Mobile on May 26. Brother Avery joined the union in 1956 in the port of Mobile sailing as an AB for the Mobile Towing Co. He was born in Baldwin, Mich. and was a resident of Mobile. Burial was in Mobile Memorial Gardens Cemetery. Surviving are his daughter and son-in-law, Mr. and Mrs. Donald E. and Donna Beck, and his sister, Mrs. Lora Frost, all of Monroe, Mich.



**Pensioner John R. Marchant**, 87, drowned in the Elizabeth River, Norfolk on June 21. Brother Marchant joined the Union in the port of Norfolk in 1959 sailing as a bridgetender for the Chesapeake & Ohio Railroad Yard from 1924 to 1967. He was born in Mathews, Va. and was a resident of Norfolk. Interment was in Forest Lawn Cemetery, Norfolk. Surviving are a brother, Tom of Norfolk; a sister, Mrs. Winnie Ashburn of Weems, Va.; a nephew, W. B. Marchant, Jr. of Colonial Beach, Va., and a niece, Ms. Frances M. Baker of Maple Grove, Va.

**William A. Brooks**, 55, died in Mobile in July. Brother Brooks joined the SIU in the port of Savannah in 1952 sailing as an OS. He sailed 25 years. A native of Alabama, he was a resident of Mobile. Surviving is a sister, Mrs. Minnie R. Wilson of Montgomery, Ala.



**Matthew C. Yelland**, 21, died on July 31. Brother Yelland joined the SIU in the port of Houston in 1974 following his graduation from the HLSS. Seafarer Yelland sailed in the steward department. He was a former fisherman. Seafarer Yelland, who also sailed as an OS, was born in Blackfoot, Idaho and was a resident of Ellensburg, Wash. Surviving are his parents, Mr. and Mrs. Robert Yelland, and three brothers, all of Ellensburg.



**Pensioner Frank H. Tyre**, 73, passed away on June 30. Brother Tyre joined the Union in the port of Philadelphia in 1961 sailing as a tug fireman for the P. F. Martin Co. from 1942 to 1968 and for the American Dredge Co. in 1941. He was born in Delaware and was a resident of Selbyville, Del. Surviving are his widow, Marion; a son, Lemuel, and a daughter, Sally Mae.



**Herman M. "Buster" Bryant**, 50, died of a heart attack in Fraser Memorial Hospital, Macclenny, Fla. on May 26. Brother Bryant joined the SIU in 1950 in the port of New York sailing as an AB. He sailed for 27 years and was a veteran of the U.S. Marine Corps in World War II. Born in Georgia, he was a resident of St. George, Ga. Interment was in North Prong Cemetery, Baker County, Fla. Surviving are his widow, Faye; his mother, Jane of Jacksonville, Fla.; his father, Henry of St. George, and a brother, Bud.



**Pensioner Jack C. Troclair**, 44, succumbed to heart failure in the Mobile General Hospital on Dec. 14, 1974. Brother Troclair joined the Union in 1947 in the port of Mobile sailing as a bosun. He sailed 24 years. A native of Mobile, he was a resident there. Interment was in Serenity Memorial Gardens Cemetery, Mobile. Surviving are his widow, Jean Ann; a daughter, Jacqueline; his mother, Mrs. Virgie Massingale of Mobile; a niece, Tenna Joy Harden; a stepson, Broc E. W. Miller, and a stepdaughter, Rhonda F. McNeil.

**Pensioner Anthony J. Arcediano**, 74, died of lung failure in Hackensack (N.J.) Hospital on Nov. 8. Brother Arcediano joined the Union in the port of New York in 1963 sailing as a deckhand for the Erie-Lackawanna Railroad until 1966. He had sailed for the Penn Central Railroad from 1923 to 1926. He was born in Castelbuono, Italy, was a naturalized U.S. citizen and a resident of Hoboken, N.J. Burial was in Holy Name Cemetery, Jersey City, N.J. Surviving are his widow, Anna and four daughters, Mrs. Antoinette Donaldson, Olympia, Mrs. Catherine Hilke, and Mrs. Anna Parry.

**John L. Svarny**, 68, died on Nov. 18. Brother Svarny joined the Union in the port of Duluth in 1953 sailing as a fireman-watertender for the American Steamship Co. in 1965, for Kinsman Marine in 1969 and for the Reiss Steamship Co. from 1969 to 1972. He sailed 46 years. Brother Svarny was born in Homestead, Pa. and was a resident of South Range, Wis. Surviving are his widow, Delores; a stepson, Bruce A. Baitylla, and two sisters, Mrs. Betty Szymarek of Grove City, Pa. and Mrs. Paluine Molnar of Stoneboro, Pa.



**Ben B. Williams**, 65, died on July 5. Brother Williams joined the Union in port of Detroit in 1957 sailing as an oiler for the American Steamship Co. and for the Boland and Cornelius Steamship Co. He sailed 19 years and was a wounded veteran of the U.S. Navy in World War II. A native of Loudon County, Tenn., he was a resident of Lenoir City, Tenn. Surviving are his widow, Virginia; a son, James of Lenoir City, and a sister, Mrs. Fannie Hazel Griffin.



**Darby M. Dixon**, 52, died on July 28. Brother Dixon joined the Union in port of Cleveland in 1962 sailing as a deckhand and fireman for the Great Lakes Towing Co. from 1954 to 1975. He was a veteran of the U.S. Navy in World War II. Seafarer Dixon was born in Cleveland and was a resident there. Surviving are a son, Darby, Jr. of Cleveland and two daughters, Jacqueline and Sheilah.



**Pensioner Walter A. Gill**, 72, died from heart disease in the Jersey City (N.J.) Medical Center on Sept. 1. Brother Gill joined the Union in the port of New York in 1960 sailing as a mate for the Penn-Central Railroad from 1927 to 1969 and as a utilityman for the Standard Oil Co. of N.J. from 1925 to 1926. He was a veteran of the U.S. Air Force in World War II. Born in Jersey City, he was a resident there. Surviving are a brother, Tom and a sister, Mrs. Margaret Murtha, both of Jersey City.

## Dispatchers Report for Great Lakes

DEC. 1-31, 1976			*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C		
<b>DECK DEPARTMENT</b>											
Alpena	3	1	0	8	3	3	0	1	0		
Buffalo	0	0	0	1	0	0	1	0	0		
Cleveland	2	0	0	4	1	0	7	1	0		
Detroit	12	2	1	13	4	4	10	3	2		
Duluth	2	0	0	4	0	0	2	0	0		
Frankfort	4	1	0	7	7	0	1	0	0		
Chicago	7	0	0	4	1	0	2	0	0		
Totals	30	4	1	41	16	7	23	5	2		
<b>ENGINE DEPARTMENT</b>											
Alpena	0	2	0	3	10	2	1	1	0		
Buffalo	0	0	0	1	0	0	1	0	1		
Cleveland	3	0	0	5	2	0	3	1	0		
Detroit	8	1	0	12	9	0	9	1	0		
Duluth	0	1	0	0	2	0	0	0	1		
Frankfort	1	1	0	2	1	0	0	0	0		
Chicago	4	1	0	7	2	0	4	0	1		
Totals	16	6	0	30	26	2	18	3	3		
<b>STEWARD DEPARTMENT</b>											
Alpena	1	1	0	1	3	1	0	0	0		
Buffalo	0	0	0	0	0	0	0	0	0		
Cleveland	0	0	0	1	1	0	0	0	0		
Detroit	2	0	0	7	2	2	0	0	0		
Duluth	2	0	0	3	0	0	1	1	0		
Frankfort	0	0	0	3	1	0	2	0	0		
Chicago	1	1	0	1	0	0	1	1	1		
Totals	6	2	0	16	7	3	4	2	1		
<b>ENTRY DEPARTMENT</b>											
Alpena	2	6	4				2	3	4		
Buffalo	2	0	0				4	2	9		
Cleveland	3	5	4				2	4	11		
Detroit	16	9	9				14	6	13		
Duluth	2	0	0				1	4	4		
Frankfort	6	5	1				6	4	1		
Chicago	3	2	0				1	0	4		
Totals	34	27	18				30	23	46		
Totals All Departments	86	39	19	87	49	12	75	33	52		

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

**PONCE DE LEON** (Puerto Rico Marine Mgt.), November 1—Chairman, Recertified Bosun R. Burton; Secretary W. Nihem; Educational Director L. Phillips; Deck Delegate Lawrence Conticello; Engine Delegate George Lindsay; Steward Delegate Robert Spencer. No disputed OT. All repair lists have been turned over to the proper people including the captain and the patrolman. Report to the *Seafarers Log*: "Crewmembers have reported that the Public Health Service is no longer accepting seamen for treatment in Miami, Florida unless they have with them discharges from past employment, although they are on a ship at the time and have a signed master's certificate."

**JACKSONVILLE** (Sea-Land Service), November 7—Chairman, Recertified Bosun Manuel Sanchez; Secretary H. Alexander. Some disputed OT in steward department. Chairman spoke to the captain who said there would be a fire and boat drill when we pull into port. Observed one minute of silence in memory of our departed brothers.

**TRANSINDIANA** (Hudson Waterways), November 14—Chairman, Recertified Bosun H. B. Walters; Secretary W. J. Fitch; Deck Delegate Jose Cortez. \$24.70 in ship's fund. No disputed OT. All communications received were read and posted. Report to the *Seafarers Log*: "A vote of thanks to the *Log* for their good work in keeping us posted in all shipping matters." Observed one minute of silence in memory of our departed brothers. Next port, Norfolk.

**FLOR** (Altair Steamship), November 12—Chairman, Recertified Bosun Kenneth Gahagan; Secretary David E. Edwards; Educational Director Eugene P. Foreman, Jr. \$12.66 in ship's fund. Some disputed OT in engine and steward departments. Chairman reported that AB Mills and FWT Oakes were involved in a motorcycle accident in Casablanca in which AB Mills lost his life and FWT Oakes was confined to a hospital.

**NECHES** (Mount Shipping), November 28—Chairman, Recertified Bosun M. Cross; Secretary J. Reed; Engine Delegate H. Robert Hill. No disputed OT. The *Seafarers Logs* were received from New York. Report to the *Seafarers Log*: "There was a discussion between the bosun and the crew about the Rehabilitation Center for Alcoholics at Piney Point. The copy of the *Light* paper was discussed and then posted." The bosun and the crew extended to the steward and his department a vote of thanks for a job well done and for the fine Thanksgiving Day dinner and supper. Next port, Port Said.

## Personals

**G. W. Smith**

Dave Phillips asks that you contact him at 15578 Russell, Allen Park, Mich. 48101.

**Bill Guernsey**

George Arnold and Dennis ask that you contact them at the Seattle Hall.

**Roger Lee Tedesco**

Dubby asks that you contact him; not urgent.

**Clarence David Simmons**

Your daughter, Mrs. R. H. Sizemore, asks that you contact her as soon as possible at 2100 Olive, Baytown, Tex. 77520.

## Digest of Ship Meetings



**PISCES** (Apex Marine), November 14—Chairman, Recertified Bosun R. Broadus; Secretary C. Loper; Educational Director W. Weekly; Deck Delegate James Waldron. No disputed OT. Posted all communications that were received. Report to *Seafarers Log*: "About three days out of Mobile, Alabama on our way to St. Croix the captain took in tow the *M/V Georges* of Tampa, Florida. Dropped it off at the Grand Cayman Island. Without his help it would have surely sunk. The crew did a fine job taking it in tow."

**SEA-LAND FINANCE** (Sea-Land Service), November 7—Chairman, Recertified Bosun J. Pulliam; Secretary J. Mar; Educational Director F. Carruthers; Deck Delegate J. Long; Engine Delegate D. Armistead; Steward Delegate C. Carlson. No disputed OT. Chairman suggested that all crewmembers should read the *Seafarers Log* and the literature that is brought on board. It was suggested that mooring winches should be put on these ships. Next port, Yokohama.

**OGDEN CHAMPION** (Ogden Marine), November 21—Chairman J. Bermudez; Secretary S. Davis; Educational Director H. Sanford. \$113 in movie fund. No disputed OT. Chairman reported: "Brother James West expired on November 14 and his remains were taken ashore in the Suez Canal. A donation of \$360 was made by the crew and forwarded to his beneficiary. Brother F. Pence, bosun, was hospitalized in the port of Port Said. Brother J. Bermudez was appointed acting bosun. Captain Morrow notified Ogden Marine, Inc. and SIU Headquarters in New York." A vote of thanks to the entire steward department for an outstanding job done. Particularly the cookout every Saturday evening. Next port Aden, Yemen.

**DELTA MEXICO** (Delta Lines), November 13—Chairman, Recertified Bosun Michael Casanueva; Secretary Thomas Liles, Jr.; Educational Director John James Ashley; Deck Delegate Robert A. Christensen; Engine Delegate Donald E. Sidney; Steward Delegate Ellis D. Strait. \$12.20 in ship's fund. No disputed OT. Chairman gave a vote of thanks to the steward department for good service and food and a special vote of thanks to the baker for extra baked goods. Next port Recife, Brazil.

**CAROLINA** (Puerto Rico Marine Mgt.), November 9—Chairman Recertified Bosun W. Wallace; Secretary J. Kindrat; Educational Director M. Heckman; Deck Delegate James E. Prater. Some disputed OT in deck department. Report to the *Seafarers Log*: "A collection was taken up by the crew to send flowers to the mother of a shipmate Glen James Jr., who died in an automobile accident." Next port, Baltimore.

**INGER** (Reynolds Metals), November 14—Chairman, Recertified Bosun Thomas L. Self; Secretary Duke Hall; Educational Director Oscar Cooper; Engine Delegate Barney Hireen; Steward Delegate Walter Cutter. \$69.11 in ship's fund. No disputed OT. The last issue of the *Seafarers Log* was received and discussed by the crew. Report to the *Seafarers Log*: "On the night of November 8, 1976 at 2130 hours we came alongside a 90 foot boat named *Golden Dragon*, adrift with engine breakdown. The captain came aboard with the broken part and chief welded it for him. He said they were all right now so we got underway. No pictures were taken as we did not have a camera with a flash to take pictures at night." Observed one minute of silence in memory of our departed brothers. Next port, Corpus Christi.

**BORINQUEN** (Puerto Rico Marine Mgt.), November 21—Chairman, Recertified Bosun Calixto Gonzalez; Secretary J. Ross. \$40 in ship's fund. No disputed OT. Chairman discussed the importance of donating to SPAD. A vote of thanks to the steward department from the crew for work well done.

**SEA-LAND CONSUMER** (Sea-Land Services), November 29—Chairman, Recertified Bosun F. A. Pehler; Secretary S. McDonald; Educational Director T. W. Venable; Deck Delegate J. McPhee; Engine Delegate R. L. L. Elliott; Steward Delegate M. P. Cox. Some disputed OT in engine department. A suggestion was made to donate money to buy more film for voyages. A vote of thanks to the steward department for the good food and Thanksgiving meal. Report to the *Seafarers Log*: "Welcomed the *Seattle* crew aboard on November 8 at sea after their engine room burned up. All hands did what they could to make their stay as pleasant as possible while enroute to Rotterdam. Had to hospitalize one of the *Seattle* crew in the Azores and we wish him a speedy recovery." Next port, Houston.

**DELTA SUD** (Delta Steamship Co.), November 21—Chairman, Recertified Bosun R. Lambert; Secretary E. Vieira; Educational Director J. C. Dial. \$32 in ship's fund. No disputed OT. The captain praised the crew for their excellent record with cargo operations and for having three accident free voyages. A vote of thanks was also given to the steward department. Next port, Norfolk.

**AQUADILLA** (Puerto Rico Marine Mgt.), November 21—Chairman, Recertified Bosun Victor Carbone; Secretary W. W. Reid; Educational Director S. Wala. No disputed OT. Chairman noted that now that the IBU and SIU have merged the *Seafarers Log* will add more pages to its publication. Also requested all crewmembers to leave all communications that are posted on the bulletin board for all to read. Next port, Baltimore.

**ARTHUR MIDDLETON** (Waterman Steamship), November 7—Chairman, Recertified Bosun C. R. Dammeyer; Secretary John E. Adams; Educational Director P. Walker; Deck Delegate Charles P. Johnson; Engine Delegate F. A. Torres. Some disputed OT in deck department. Brother C. L. Engelund was hospitalized in Bremerhaven, Germany on October 15, 1976 and Brother P. Dolan was hospitalized in Bremerhaven, Germany on October 29, 1976. A vote of thanks to the steward department. Next port, Boston.

**ELIZABETHPORT** (Sea-Land Service), November 20—Chairman, Recertified Bosun V. T. Nielsen; Secretary George W. Gibbons; Educational Director Jerry W. Dellinger; Deck Delegate Frank J. Balasea. \$133 in ship's fund. \$275 in movie fund. Some disputed OT in engine department. Chairman held a discussion on the importance of donating to SPAD. A vote of thanks to the electrician for keeping the air conditioner working in hot weather. Also to the deck department for keeping the pantry and messroom clean, and to the steward department for a job well done. Next port, Philadelphia.

**DELTA ARGENTINA** (Delta Steamship Lines), November 21—Chairman, Recertified Bosun Arthur McGinnis; Secretary John H. Ratliff; Educational Director U. H. Saunders, Jr. Some disputed OT in deck, engine and steward departments. \$315 in movie fund. Chairman spoke on alcoholism and the Rehabilitation Center in Piney Point. Also discussed the importance of donating to SPAD. A vote of thanks to the steward department. Next port, Baton Rouge, La.

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

**JOHN B. WATERMAN**  
**SHOSHONE**  
**SEA-LAND RESOURCE**  
**SAN JUAN**  
**ARECIBO**  
**SEA-LAND MCLEAN**  
**BALTIMORE**  
**WORTH**  
**SAN FRANCISCO**  
**VIRGO**  
**ZAPATA RANGER**  
**GUAYAMA**  
**SEA-LAND PRODUCER**  
**OGDEN WILLAMETTE**  
**COASTAL CALIFORNIA**  
**DEL ORO**  
**TAMARA GULDEN**  
**HUMACAO**  
**SEA-LAND MARKET**  
**HOUSTON**  
**MAYAGUEZ**  
**DELTA NORTE**  
**MOBILE**  
**COUNCIL GROVE**  
**PANAMA**  
**SEA-LAND COMMERCE**  
**GALLOWAY**  
**DELTA PARAGUAY**  
**DELTA MAR**  
**JAMES**  
**SEA-LAND VENTURE**  
**ALEX STEPHENS**  
**VANTAGE DEFENDER**  
**DELTA URUGUAY**  
**COLUMBIA**  
**BOSTON**  
**ROSE CITY**  
**LONG BEACH**  
**COUNCIL GROVE**  
**SEA-LAND ECONOMY**  
**DEL SOL**  
**ERNA ELIZABETH**  
**GOLDEN DOLPHIN**  
**ALEUTIAN DEVELOPER**  
**OVERSEAS ARCTIC**

**Notice to Members  
On Shipping Procedure**

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

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

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

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

**If You've Met  
Steward Dept.  
Requirements...**

Any SIU member who has already met the requirements for one of the new steward department ratings as explained on the back of the Steward Department Recertification Program application, should send the following material to the Vocational Department, Lundeberg School of Seamanship, St. Mary's County, Piney Point, Md. 20674.

(1) a copy of your seetime, (2) dates in which you attended the Lundeberg School, (3) a list of the certificates you received at the School, (4) a photo of yourself.

The School will then send you a card showing that you have been recertified in the particular rating.

**Deposit  
in the  
SIU  
Blood  
Bank—**



**It's Your Life**

**Corrected Steward Dept. Application**

Due to an inadvertent printing error, a sentence on the steward assistant requirement was left out of the Steward Department Recertification Program application printed in the December Log. We are therefore running the corrected application below and urge all eligible members to apply for this Program as soon as possible. (If you have already sent in the first application then there is no need to send in this one.)



**STEWARD DEPARTMENT RECERTIFICATION PROGRAM**

**APPLICATION**

(Please Print)

HOME PORT: \_\_\_\_\_

DATE: \_\_\_\_\_

NAME: (In Full) \_\_\_\_\_  
Last First Middle

ADDRESS: \_\_\_\_\_  
Street City, State, Zip Code Phone

DATE OF BIRTH: \_\_\_\_\_ SOCIAL SECURITY NO.: \_\_\_\_\_

PLACE OF BIRTH: \_\_\_\_\_ BOOK NUMBER: \_\_\_\_\_

HEIGHT: \_\_\_\_\_ PRESENT SENIORITY STATUS: \_\_\_\_\_

WEIGHT: \_\_\_\_\_ DEPARTMENT: \_\_\_\_\_

EYES: \_\_\_\_\_ RATING: \_\_\_\_\_

HAIR: \_\_\_\_\_ LAST SIU CLINIC CARD DATE: \_\_\_\_\_

AMERICAN CITIZEN? Yes \_\_\_\_\_ No \_\_\_\_\_

IF NATURALIZED, Date: \_\_\_\_\_ Certificate No.: \_\_\_\_\_ Place: \_\_\_\_\_

IF ALIEN, Type of Alien: \_\_\_\_\_ Alien Registration No.: \_\_\_\_\_

CHECK ONE (1) OF THE FOLLOWING RATINGS YOU WISH TO UPGRADE TO IN THE RECERTIFICATION PROGRAM: (See reverse side for service requirements).

- CHIEF STWD./COST ACCT.
- CHEF
- SECOND CHEF
- THIRD CHEF
- STEWARD ASST.

DO YOU HOLD A U.S. COAST GUARD ENDORSEMENT AS A LIFEBOATMAN IN THE U.S. MERCHANT MARINE?  
YES \_\_\_\_\_ NO \_\_\_\_\_ DATE RECEIVED \_\_\_\_\_

DO YOU HOLD A MARITIME ADMINISTRATION FIRE-FIGHTING CERTIFICATE?  
YES \_\_\_\_\_ NO \_\_\_\_\_ DATE RECEIVED \_\_\_\_\_

HAVE YOU ATTENDED ANY OF THE FOLLOWING PROGRAMS?

AFTS/HLSS ENTRY PROGRAM:

YES \_\_\_\_\_ NO \_\_\_\_\_ FROM \_\_\_\_\_ TO \_\_\_\_\_ PORT \_\_\_\_\_

HLSS/MEBA UPGRADING:

YES \_\_\_\_\_ NO \_\_\_\_\_ FROM \_\_\_\_\_ TO \_\_\_\_\_ PROGRAM \_\_\_\_\_

**EDUCATION**

Name	Highest Grade Completed	Graduated		Type of Course
		Yes	No	
Grammar		( )	( )	
Junior High		( )	( )	
High School		( )	( )	
College or Univ.		( )	( )	
Trade Schools		( )	( )	

— OVER —





# 12 More 'A' Seniority Upgraders



## DEEP SEA

**Thomas Cangro**



Seafarer Thomas Cangro first shipped out in 1972 after he finished the trainee program at the Harry Lundeberg School. A member of the deck department, he completed his AB course in Piney Point in 1975 and received a firefighting certificate as well. Brother Cangro was born and raised in New York State and now lives in Zephyrhills, Fla.

**Jay Sides**



Seafarer Jay Sides graduated from the Harry Lundeberg School in 1972 and began shipping out in the engine department. He got his QMED ticket at the Lundeberg School in 1976 then stayed on for the "A" Seniority Upgrading Program. Born and raised in Indianapolis, Ind., Brother Sides now lives in Santa Clara, Calif. He currently ships out of the port of New York.

**John Courtney**



Seafarer John Courtney, a member of the engine department, has been shipping out with SIU since 1969. At that time, he graduated the Harry Lundeberg School in New Orleans. He attended the school in Piney Point in 1975 to get his QMED endorsement and returned again for a lifeboat ticket in August 1976. A native and resident of New Orleans, he ships out of that port.

**Gary Smuck**



Seafarer Gary Smuck graduated from the Harry Lundeberg School in 1974 and then shipped out in the engine department. That same year he returned to the school to get his FOWT endorsement. A native of Baltimore, he lives in Catonsville, Md. Brother Smuck ships out of the port of Baltimore.

**Nathan Sumrall**



Seafarer Nathan Sumrall first went to sea with the SIU in 1970 after graduating the Harry Lundeberg School in New Orleans. He ships out in the deck department. In 1976 he earned his AB ticket and lifeboat ticket at the Piney Point school. A native and resident of Sumrall, Miss., (a town named after his ancestors), Brother Sumrall ships out of the port of New Orleans.

**Frank Campobasso**



Seafarer Frank Campobasso started sailing with the SIU in 1973 after graduating from the Harry Lundeberg School. He sailed in the deck department for two-and-a-half years, then returned to Piney Point in 1976 to get his AB ticket. A native and resident of Jersey City, N.J., Brother Campobasso ships out of the port of New York.

**Christopher Dowe**



Seafarer Christopher Dowe attended the Harry Lundeberg School Trainee Program in 1973. After graduating, he shipped out in the engine department. In 1975 he upgraded to FOWT at the Lundeberg school. Brother Dowe was born in Brooklyn, N.Y., and raised in South Amboy, N.J., where he now lives. He ships out of the port of New York.

**Leon Penton**



Seafarer Leon Penton began shipping out with the SIU in the engine department after graduating from the Harry Lundeberg School in 1973. In 1974 he obtained an FOWT endorsement, also at the Lundeberg School. Brother Penton was born and raised in New Orleans. He still lives in New Orleans and ships out of that port.

**Al McQuade**



Seafarer Al McQuade was a 1972 graduate of the Harry Lundeberg School trainee program. After shipping in the black gang for several years, he upgraded in 1976 to FOWT at the Piney Point school. A native and resident of Chicago, Ill., Brother McQuade ships from the port of New York.

**Marshall McGregor**



Seafarer Marshall McGregor began sailing in 1971 when he completed the trainee program at the Harry Lundeberg School. He received his high school equivalency diploma there at the same time. In 1973 he went back to earn an AB ticket and lifeboat ticket. However he currently ships out in the engine department as an FOWT. Brother McGregor was born and raised in Washington, D.C. and makes his home in Portland, Me. He ships from all ports, but intends to stick with the port of New York for awhile.

**Mark Folk**



Seafarer Mark Folk has been sailing with the SIU since graduating from the Harry Lundeberg School in 1974. In 1975 he returned and upgraded to AB. He earned FOWT and lifeboat tickets from the Piney Point school as well. Brother Folk, who ships in the deck department, was born in Charlotte, N.C. and raised in Miami, Fla. He lives in Miami and ships from the port of Jacksonville.

**Michael Russo**



Seafarer Michael Russo started sailing with the SIU in 1968. A member of the engine department, he obtained his QMED endorsement at the Harry Lundeberg School in Piney Point in 1974. In 1975 he also successfully completed the LNG Program, lifeboat training, and the Advanced Electrical Procedures Course. A native of Glendale, Calif., Brother Russo lives in Seattle, Wash. and ships from that port.

## 7 Graduate QMED Course



Seven more Seafarers graduated from the QMED Course given at the Harry Lundeberg School of Seamanship at Piney Point, Md. last month. They are (front and back l. to r.): E. Gonzalez; D. K. Kelly; H. W. Roberts; Reid Langford; Woodie Woodhouse; Robert Haller, and Hans Bang.

## MEMBERSHIP MEETINGS' SCHEDULE



Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Feb. 7	2:30 p.m.	7:00 p.m.
Philadelphia	Feb. 8	2:30 p.m.	7:00 p.m.
Baltimore	Feb. 9	2:30 p.m.	7:00 p.m.
Norfolk	Feb. 10	9:30 a.m.	7:00 p.m.
Jacksonville	Feb. 10	2:00 p.m.	—
Detroit	Feb. 11	2:30 p.m.	—
Houston	Feb. 14	2:30 p.m.	7:00 p.m.
New Orleans	Feb. 15	2:30 p.m.	—
Mobile	Feb. 16	2:30 p.m.	—
San Francisco	Feb. 17	2:30 p.m.	—
Wilmington	Feb. 22	2:30 p.m.	—
Seattle	Feb. 25	2:30 p.m.	—
Piney Point	Feb. 12	10:30 a.m.	—
San Juan	Feb. 10	2:30 p.m.	—
Columbus	Feb. 19	—	1:00 p.m.
Chicago	Feb. 15	—	—
Port Arthur	Feb. 15	—	—
Buffalo	Feb. 16	—	—
St. Louis	Feb. 18	2:30 p.m.	—
Cleveland	Feb. 17	—	—
Jersey City	Feb. 14	—	—

# HLSS Opens New Vocational Training Center

Less than a year after ground was broken for new vocational education and shop buildings at the Harry Lundeborg School, these buildings officially open Jan. 1, 1977, and upgrading courses for all Seafarers will be held in them.

The new buildings provide a total learning environment for the SIU members who attend HLS. The classrooms are spacious and modern and are equipped with the newest learning aids and audio-visual materials. The classrooms for the steward department and automation classes, for example, feature the same facilities and equipment that would be found on board a vessel. Quiet lounges for studying during the Seafarers' free time have also been incorporated into the building.

The shop area of the new buildings is large, well-lighted and well-ventilated. It features a wide variety of shipboard equipment for the on-the-job training that is an essential part of the HLS upgrading courses. Electrical models, refrigeration trainers, and individual welding booths are among the learning aids available to the students.



The new Vocational Center at HLSS opened for use by SIU members Jan. 1, 1977.

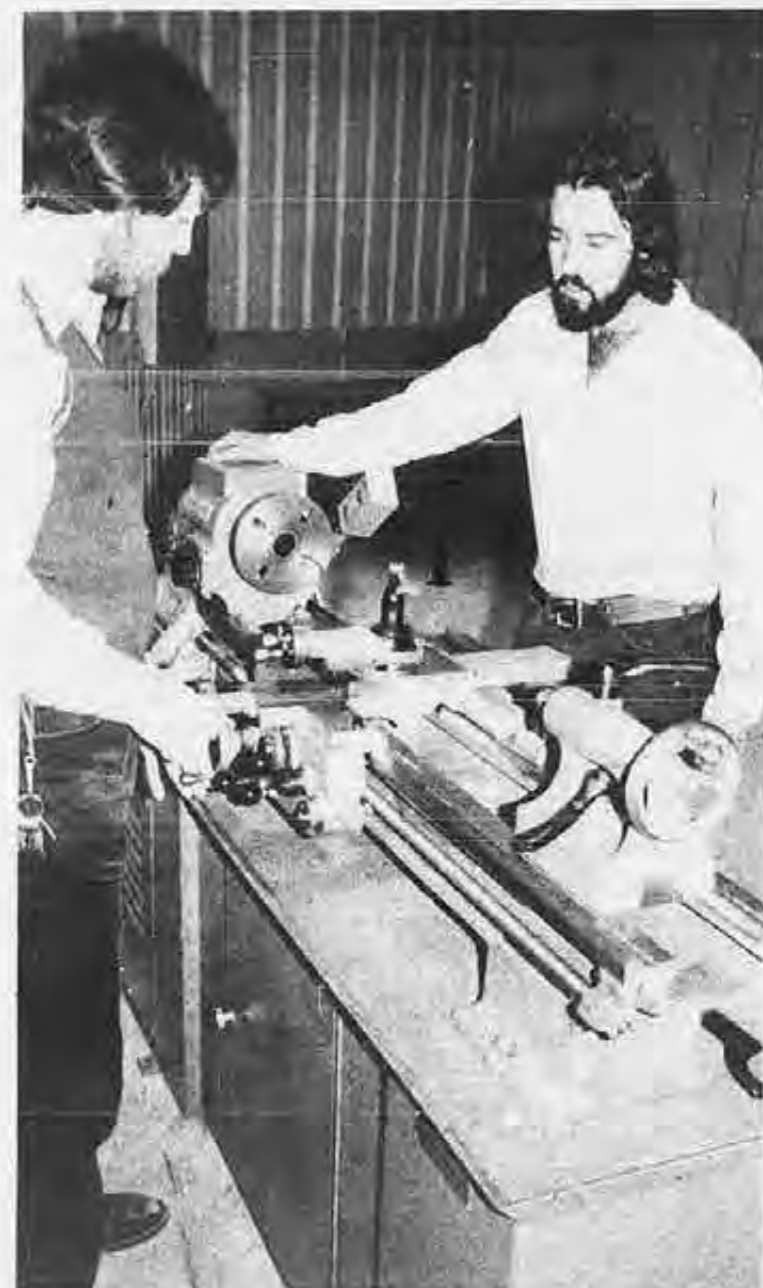
In total, the Lundeborg School's new vocational education areas are designed to provide each Seafarer who comes to the

school with the motivation, the environment, and the facilities to study and to learn. These new buildings are one more

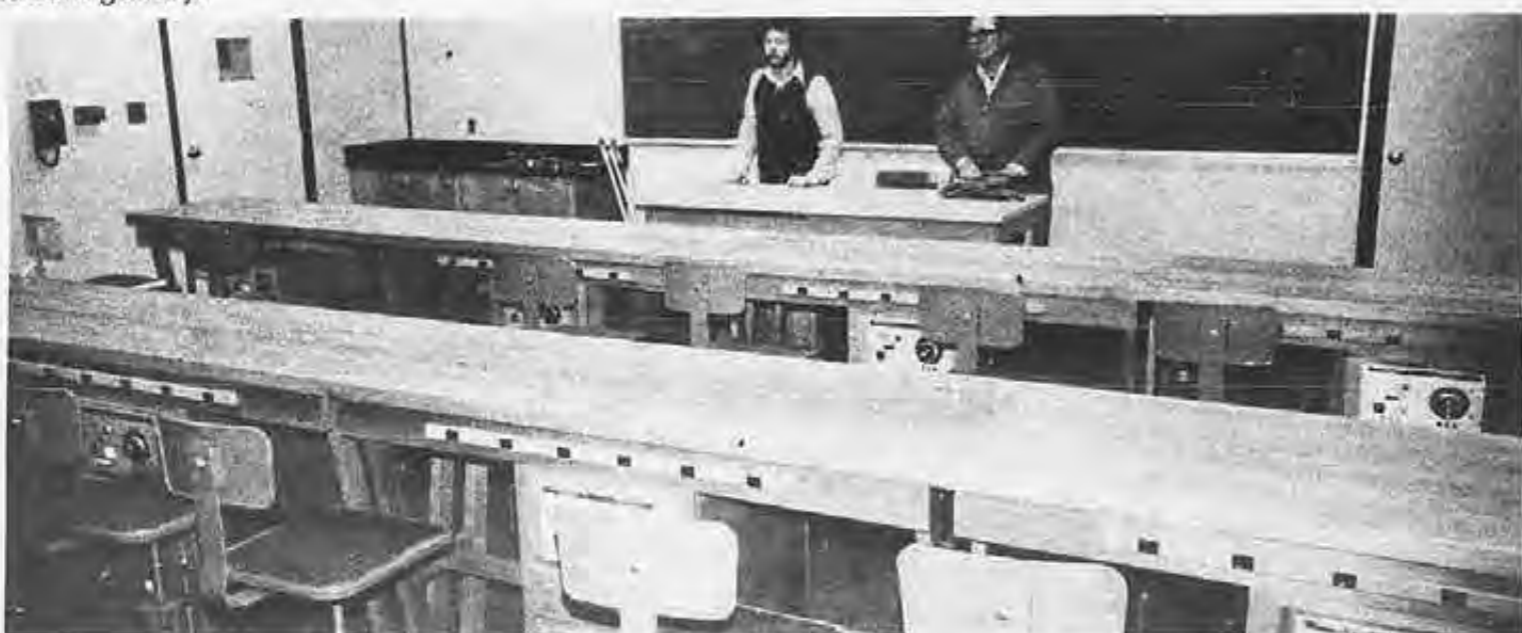
example of the SIU's continuing commitment to meeting the educational needs of each and every Seafarer.



Entry trainees are shown at work in steward department classroom which is equipped with complete modern gallery.



Instructor Bill Eglinton, left, demonstrates use of metal lathe in the new center's machine shop as an SIU upgrader looks on.



This modern classroom with individual work benches will be home base for QMED-any rating course.



Bill Eglinton checks out the center's Thermo King for use in refrigeration class.



Instructor and student confer on welding procedures in the welding area of machine shop.

## 2 More Seafarers, Ages 55 and 34, Get High School Diplomas at HLS

Seafarers John Rozmus and Bill Eckles have joined the ranks of members who have completed the GED Program at the Harry Lundeberg School and earned their high school diplomas.

John Rozmus is 55 years old and has

been sailing since 1950. He started shipping on the Great Lakes in the deck department as able seaman, but in 1961 he switched to the engine department sailing as oiler.

A few years ago, Brother Rozmus at-

tended HLS and received a QMED endorsement. He returned to the school to get his high school diploma for "personal satisfaction." When asked about the program, he commented, "It is amazing the amount of learning the teachers can help you with in so short a time. I could hardly count when I came, now I have finished algebra and some geometry."

Rozmus plans to continue sailing with the SIU. "Sailing is a good life," he said, "and the SIU has been good to my family and me." Now that he has studied and acquired his diploma, he is proud of the knowledge he has attained. "I will now know what my grandchildren are saying when they come to me for help with their homework. I will be able to understand them and assist them."

The other new high school grad, Bill Eckles is 34 years old and makes his home in Philadelphia, Pa. He has been a member of the SIU for 12 years and learned of the GED Program from the *Seafarers' Log*. He dropped out of school in the 10th grade and decided to come to the school for his diploma because "I wanted to take a college course and couldn't without my diploma."

When asked his opinion of the program, Brother Eckles commented, "It is terrific—I received a lot of personalized

help whenever I needed it.

"I would definitely recommend the High School Equivalency Program to others," stated Brother Eckles, "the whole staff works together as a unit."

This is Seafarer Eckles' first visit to the Lundeberg School. He feels that "there is no other Union that has so much to offer. Just being here is great for members of the SIU . . . times are changing and it is nice that the Union lets its membership know these changes. The school makes this possible."

The High School Equivalency Program at the Lundeberg School is open to all SIU members in good standing. If you are interested in obtaining more information about the program, or if you would like to enroll in it, contact your port agent, or write the following address: Academic Department, Harry Lundeberg School, Piney Point, Md. 20674.



Seafarer John Rozmus is shown working with HLS math teacher Jean Polak to prepare for his GED examinations.

## SIU Gives 7 Scholarships to Members, Dependents

Another part of the SIU's total educational program for its members is the Union's College Scholarships Fund. Each year the SIU awards five \$10,000 four-year scholarships, of which one is reserved for a Union member and four for dependents of members.

The Union also awards two \$5,000 two-year scholarships reserved exclusively for members. The two-year scholarships offer various opportunities especially for the member who plans to keep shipping. In such a program you may develop a trade or skill which would improve your performance aboard ship as well as helping you obtain a better paying job when you are ashore.

The \$10,000 scholarships may be used to pursue any field of study at any accredited college or university in the U.S. or its territories.

In regard to our members, application requirements are geared for the man or woman who has been out of school for a number of years, so you will only be competing with other seamen with similar educational backgrounds. The awards are granted in April of each year and the deadline for the receipt of all applications is usually around April 1.

Eligibility requirements are as follows:

- Have not less than two years of ac-

tual employment (three years for the parent or guardian of dependents) on vessels of companies signatory to the Seafarers Welfare Plan.

- Have one day of employment on a vessel in the six-month period immediately preceding date of application.

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

Pick up a scholarship application now. They are available for you and your dependents at the local Union hall or by writing to the Seafarers Welfare Plan, College Scholarships, 275 20th St., Brooklyn, N.Y. 11215.



Seafarer Bill Eckles recently became the 825th graduate of the Lundeberg School's High School Equivalency Program.

## A Lifeboatman



Seafarer James A. Nesler displays his lifeboat diploma earned at the HLSS.



## Towboat Cook

Inland Boatman Charles Bauer shows the diplomas that make him a towboat cook.

## Gets His QMED



Holding his QMED certificate from Piney Point is Seafarer Julio Reyes.



## Tankerman

Recertified Bosun Eugene Bousson of New York now has his tankerman ticket.



**SEAFARERS POLITICAL ACTIVITY DONATION**  
675 FOURTH AVENUE      BROOKLYN, N. Y. 11222

Date \_\_\_\_\_ S.S. No. \_\_\_\_\_

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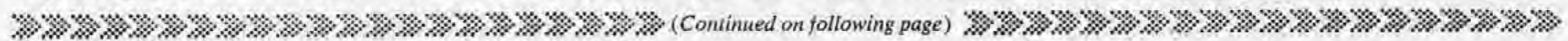
SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to furthering the political, social and economic interests of Seafarer seamen, the preservation and furthering of the American Merchant Marine with improved employment opportunities 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.

(A copy of our report is filed with the Federal Election Commission and is available from the Federal Election Commission, Washington, D.C.)

Signature of Solicitor \_\_\_\_\_ **1976** \_\_\_\_\_ Port \_\_\_\_\_  
No. \_\_\_\_\_

**614**  
**Donated \$100 or**  
**More To SPAD**  
**During 1976**

*The following Seafarers and other concerned individuals, 614 in all, have demonstrated an active interest in participating in political and legislative activities which are vital to both our job security and our social and economic welfare, by voluntarily donating \$100 or more to the Seafarers Political Activities Donation (SPAD) Fund during 1976. (The law prohibits the use of any union money, such as dues, initiation fees, etc., for political activities. The most effective way the trade unionist can take part in politics is through voluntary political contributions. SPAD is the Union's separate segregated political fund. It solicits and accepts only voluntary contributions. It engages in political activities and makes contributions to candidates. A member may voluntarily contribute as he sees fit or make no contribution without fear of reprisal.) Forty-six who have realized how important it is to let the SIU's voice be heard in the Halls of Congress have contributed \$200, nine have contributed \$300, four \$400, one \$500, one \$600 and one \$1,100. The LOG is running the SPAD Honor Rolls because the Union feels that our political role must be maintained if the livelihoods of Seafarers are to be protected. (A copy of our report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.)*



(Continued on following page)

### 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

### KNOW YOUR RIGHTS



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.

### KNOW YOUR RIGHTS

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

**EQUAL RIGHTS.** All 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 Hall at headquarters by certified mail, return receipt requested.

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

# SPAD Honor Roll

## \$1,100 Honor Roll

Christenberry, R. A.

## \$600 Honor Roll

Pomerlane, R.

## \$500 Honor Roll

Richoux, J.

## \$400 Honor Roll

Dryden, J.  
Fansler, L.  
Lilledahl, H.  
McFarland, D.

## \$300 Honor Roll

Brooks, S. T.  
Conley, M., Msgr.  
Apostleship of the Sea  
Cunningham, W.  
Ferrara, A.  
Hall, P.  
Morris, J.  
Nielsen, K.  
Paczkowski, S.  
Pullian, J.

## \$200 Honor Roll

Algina, J.  
Alpeda, J.  
Bamman, G.  
Bellinger, W.  
Bergerin, S.  
Bjornsson, A.  
Blanton, M.  
Brand, H.  
Browning, G.  
Bru, R.  
Coker, D.  
Curtis, T.  
DiGiorgio, J.  
Drozak, F.  
Dudley, K.  
Echevarria, R.  
Farnen, F.  
Foster, W.  
Guidry, F.  
Hager, B.  
Hines, T.  
Jacobs, R.  
Lesnansky, A.  
Lomas, A.  
Lombardo, J.  
Maher, T.  
McCulloch, L.  
McKay, D.  
Olesen, C.  
Payne, O.  
Pearson, A.  
Polk, E.  
Pulver, E.  
Quinones, D.  
Quinter, J.  
Reck, L.  
Richburg, J.  
Sanaco, C.  
Sanchez, R.  
Saunders, L.  
Seaborn, S.  
Stewart, E.  
Terpe, K.  
Ulisse, T.  
Whitsitt, M.  
Ziolkowski, W.

Lelonek, L.  
Leo, A.  
Lescovich, W.  
Lessard, A.  
Libby, H.  
Lightfoot, R.  
Lindsey, A.  
Lindsey, H.  
Lobodat, T.  
Log Staff  
Logue, J.  
Loleas, P.  
Lopez, R.  
Magruder, W.  
Malensky, G.  
Maldonado, O.  
Manafe, D.  
Manchini, R.  
Mandene, S.  
Marcus, M. A.  
Marinelli, P.  
Martin, J.  
Martin, J.  
Martin, T. J.  
Mask, W.  
Matson, J.  
Matthes, B.  
Matthey, N.  
Mausfield, L.  
Mavdone, S.  
McBean, N.  
McCartney, G.  
McClinton, J. I.  
McDellas, C. M.  
McEtroy, E. L.  
McGinnis, A.  
McMillion, W.  
McVay, H.  
Mears, F. J.  
Melindez, A.  
Mercer, J.  
Mesford, H.  
Middleton, H.  
Mignano, B.  
Miller, C.  
Mitchell, B.  
Mize, C.  
Mollard, C.  
Mone, J.  
Moneymaker, E. C.  
Mongelli, F.  
Moody, O.  
Mooney, E. X.  
Mooney, S.  
Moore, W.  
Morales, H.  
Morris, E.  
Morris, E. W.  
Morris, W.  
Morrison, J.  
Mortensen, O.  
Mucia, J.  
Munsie, J.  
Myerchak, J.  
Murray, R.  
Myers, H.  
Myrex, L.  
Napoli, F.  
Nash, W.  
Nelson, J.  
Newberry, J.  
Nielsen, R.  
Nielsen, V.  
Northcutt, J.  
O'Brien, E.  
Oettel, F.  
Okrogly, H. A.  
Olivera, W.  
Olson, F.  
Packert, A.  
Pagano, J.  
Paladino, F.  
Palano, J.  
Papaisannon, D.  
Paradise, L.  
Paradise, R.  
Parnell, J.  
Patton, S. M.  
Pearce, M.  
Pecquex, F.  
Peralta, R. L.  
Perez, J.

Peth, C. L.  
Phaneuf, P.  
Phillips, R.  
Pias, T.  
Piatak, S.  
Pollard, G.  
Poulsen, V.  
Pow, J.  
Powell, S.  
Praza, L.  
Prentice, R.  
Prevas, P.  
Prevatt, C.  
Prindle, D.  
Prott, T. L.  
Psaleh, A.  
Purgvec, A.  
Quannico, I.  
Quiles, R.  
Quinnonez, R.  
Ratcliff, C.  
Reed, A.  
Reinosa, G. A.  
Reinosa, J.  
Relile, J.  
Reynolds, H. T.  
Rhoades, O.  
Riddle, D. W.  
Ries, C.  
Riley, E.  
Ripoll, G. M.  
Rivera, A.  
Roades, O. W.  
Roberts, H.  
Roberts, J.  
Robertson, T.  
Robinson, J.  
Rocha, C.  
Rodriguez, F.  
Rodriguez, J.  
Rodriguez, R.  
Roe, J. T.  
Rogers, G.  
Rondo, C.  
Rosario, P.  
Roy, B.  
Royal, D.  
Royal, F.  
Ruf, G.  
Russo, M.  
Ruzyski, S.  
Ryan, J.  
Ryan, N.  
Sacco, M.  
Sacco, J.  
Saeed S.  
Salazar, H.  
Saleh, F. N.  
Salley, R.  
Sanchez, A.  
Sanchez, M. E.  
Sanger, A.  
Santos, F.  
Sapp, C.  
Schawbland, J.  
Schuffels, P.  
Schwarz, R.  
Scott, C.  
Scully, J.  
Seagord, E.  
Selix, F.  
Selzer, R.  
Selzer, S.  
Sengelau, B. J.  
Sepulveda, R.  
Serlis, M.  
Sgaglardich, A.  
Shackelford, W.  
Shaibi, N.  
Sharp, G.  
Sharp, T.  
Shaw, L.  
Shepard, E.  
Sherman, R.  
Sholar, E. W.  
Sigler, M.  
Silva, M.  
Sipsey, R. A.  
Skorupski, E.  
Slatnar, K.  
Slussee, W.  
Smith, H. C.

Smith, R.  
Smith, W.  
Snyder, J.  
Solomon, A.  
Somos, N.  
Soresi, T.  
Spence, B. R.  
Spencer, R.  
Spiegel, H.  
Staples, F.  
Stearns, B.  
Stephens, C.  
Stevens, K.  
Stevens, R.  
Stevens, W.  
Stever, H.  
Stover, M.  
Strauss, H.  
Stubblefield, P.  
Stubblefield, W.  
Stubblefield, B.  
Sullivan, W. J.  
Sumroll, N.  
Surmann, J.  
Surrick, R.  
Swiderski, J.  
Tanner, C.  
Taylor, F. E.  
Taylor, G.  
Taylor, J.  
Taylor, L.  
Taylor, S.  
Telegudas, C.  
Tellez, A.  
Teti, F.  
Thomas, J.  
Thompson, G.  
Tirelli, E.  
Tobin, G.  
Tobio, J.  
Towns, R.  
Trayer, J.  
Troy, S.  
Turner, G.  
Underwood, G. W.  
Vallejo, A.  
Vance, R.  
Vanderlende, D.  
Varono, J.  
Velazquez, W.  
Velez, A.  
Venzon, R.  
Verano, J.  
Vogel, A.  
Vogel, C.  
Vukmir, G.  
Wagner, M.  
Walker, F.  
Walker, T.  
Walker, W.  
Wallace, E.  
Wallis, J.  
Walters, H.  
Ward, C.  
Washington, E.  
Wass, K.  
Weaver, A.  
Welber, H.  
Wells, J.  
White, F.  
White, W.  
Wilburn, R.  
Wilsch, E.  
Williams, L.  
Williams, S.  
Wilson, B.  
Wilson, C. W.  
Winder, R.  
Wingfield, F. G.  
Winn, L.  
Winqvist, G.  
Wolf, P.  
Worley, M.  
Worster, R.  
Wright, A.  
Yafai, K.  
Yakel, R.  
Yarmola, J.  
Young, J.  
Zeloy, J.  
Zielwinski, S.  
Zien, T.

Abrams, R.  
Acevedo, V.  
Adams, P.  
Adamson, R. R.  
Adum, M.  
Aguilar, J.  
Aguilar, A.  
Alr, R.  
Alexander, G.  
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Official publication of the SEAFARERS INTERNATIONAL UNION - Atlantic, Gulf, Lakes and Inland Waters District - AFL-CIO



## SIU's Philadelphia Story



The Tug *Wagners Point* (Curtis Bay) nudges the deep sea SIU-contracted *SS Tamara Guilden* (Transport Commercial) into Pier 18.

As we neared the South Philadelphia waterfront on the Delaware River at year's end on a bitter cold morn, SIU Representative George T. "Fuzzy" Brannan guided our steps to Piers 5 and 36 'neath the Ben Franklin Bridge to the Jersey shore. At the piers we beheld some of the tugs of SIU-contracted Curtis Bay's Blue Diamond fleet and some of those of the Big M Independent line with their icy bumpers tied up at dockside on a day before New Year's Eve.

Jumping aboard the tug *Neptune* (Independent) we talked to Inland Boatman Capt. Ray McMullen who told us he had been marching since he was six as a clown in the local Mummers Parade up Broad Street on New Year's Day—only missing four years while he was in the Navy.

At our next stop we clambered onto the tug *Lambert Point* (Cur-

tis Bay) where the "good" Capt. Vincent M. Kelly, and Mate Earl L. Osborne—a world traveler who, with his wife, has driven from Scotland to Istanbul on vacation—took us upriver, away from a Liberian tanker oil spill, to witness the working tug *Wagners Point* (Curtis Bay), piloted by Capt. John Southard, move the SIU-manned *SS Tamara Guilden* (Transport Commercial) into Pier 18 to load on coal.

On the return trip downriver we spotted SIU-contracted McAllister tugs berthing a ship, pushing sand and gravel barges, and docking and towing oil barges. As we completed our journey, we saw a Taylor and Anderson tug, also SIU-contracted, maneuver an Interstate Oil Co. barge across the wide river. All of this is part of a typical day around the Philadelphia harbor.



Philadelphia Inland Boatmen (l. to r.) are: Cook Al Siler of the Tug *Neptune* (Independent) slicing beets for lunch; handling the wheel of the tug *Lambert Point* (Curtis Bay) is Mate Earl L. Osborne; his Capt. Vincent M. Kelly poses for the camera, and over a cup of java, Capt. Ray McMullen of the *Neptune* reminisces.