

LOG

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Seafarers Find New Jobs: Obregon Is One of Many New SIU-Military Ships

See Page 5



MTD Fights for Maritime Survival



AFL-CIO President Lane Kirkland throws his support behind the Maritime Trades Department effort to revitalize the merchant marine, as SIU/MTD President Frank Drozak and MTD Executive Secretary-Treasurer Jean Ingrao listen. See pages 15-18 for full coverage of MTD Executive Board meeting.



SIU Boatmen in Norfolk, Va. keep the Grace McAllister (McAllister Brothers) running 24 hours a day—see page 6.

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President's Report

by Frank Drozak

We're All In The Same Boat



Over the past four years, the American-flag merchant marine has declined by more than 200 vessels, from 600 in 1980 to 400 today. But, because we were ready and able to seize new opportunities, our Union has managed to organize 48 new ships in the past two years.

Many of the ships that we have picked up are Navy support vessels that have been leased out to the private sector. Wages are less than what we have been accustomed to, and so are manning levels. Yet the bottom line is this: SIU members do not have to sit on the beach and wait for jobs.

an adequate program to promote the development of a strong and healthy merchant marine. Yet we live in the real world, not the past, and we will do all we can to adapt and survive.

We take this attitude because we believe that we have one overriding responsibility, which is to see that our members have access to jobs. Everything else is secondary.

Thanks to the support that we have received from our members, we have been able to fulfill that responsibility.

It has not been easy, nor will it be easy. Right now there are many

"American seamen and ship operators must put aside their various differences to make sure that the American-flag merchant marine stays afloat well into the 21st century."

Unfortunately, that is not true elsewhere in the maritime industry. These days, it takes twice as much effort just to maintain what you already have. Right now, we are in the forefront of a "life or death" battle to preserve our right to carry P.L. 480 cargoes and Alaskan oil.

We did not create the situation that the maritime industry is in today, nor did we endorse the reelection of President Reagan, whom we believe has not come up with

dangers to the maritime industry, the greatest of which is the determination of some segments of the agricultural community to do away with the P.L. 480 program.

The agricultural community feels hard pressed. Even in the best of times, it had looked to do away with the P.L. 480 program. Given the present situation—15 percent of all American farmers are expected to declare bankruptcy in the upcoming year—the temptation to take on the maritime indus-

try and the P.L. 480 program will be that much greater.

The Union has been on top of these developments. Just this past month we were able to win an historic decision on the question of blended credit (see story on page 3).

There has been a lot of press coverage about the demise of the family farmer. Well, American farmers are not the only people whose way of life is being threatened.

The merchant seaman's way of life is being threatened as well. And P.L. 480 cargo accounts for as much as 80 percent of all remaining jobs.

Seamen and farmers should not be at each other's throats, but should instead be joining forces to let the American people know that something fundamental is happening in this country. The farmer and

the seaman are just the first people to feel the effects of an overvalued dollar and a greatly changed world marketplace.

Just as farmers and the seamen should join forces to fight for a more just society, American seamen and ship operators must put aside their various differences to make sure that the American-flag merchant marine stays afloat well into the 21st century.

We at the SIU have stated publicly that we believe that all maritime unions should consider merging. And we practice what we preach. The merger we entered into with the Marine Cooks and Stewards has been beneficial to both organizations.

If we do not unite, then our adversaries will be able to take advantage of our differences. It may be a cliché, but it's true: we're all in the same boat together.

100 Years of Progress: Tomorrow's Challenge

THE Sailors Union of the Pacific recently celebrated its 100th anniversary. It is an anniversary that we can all honor. In many ways the founding of the SUP marked the beginning of the modern seamen's movement.

Many of the people that we in the SIU call our spiritual fathers came out of the SUP. Andrew Furuseth, the father of the modern seamen's movement, and Harry Lundeberg, who founded the Seafarers International Union of North America, both served as the secretary of the SUP.

All maritime unions can thank these men and others like them—Paul Hall, Joe Curran, Morris Weisberger, Harry Bridges—for making the maritime industry a better, more humane place. It has been a century of struggle. Yet it has also been a century of remarkable accomplishments.

So successful have the maritime unions been in improving the lives of the people they represent that few seamen sailing today can conceive of the conditions that men like Andrew Furuseth and Harry Lundeberg had to endure at sea. Yet those conditions were real, and they are part of our collective heritage.

The next 100 years will be no bed of roses. There are many problems facing us, which in their own ways are just as serious as the ones that Harry Lundeberg and Andrew Furuseth had to fight.

The shipowners are fighting each other tooth and nail over what little is left of the American-flag merchant marine. Government has driven a wedge between labor and management. Unions are being pitted against each other—fighting just to survive.

There is but one answer for the maritime industry: unity. And there is but one answer for maritime labor: merger.

We have common interests. We have a common history. And we have common problems, the most obvious of which is how to survive the next 10 years.

Very little divides us except our fear of change. Yet there is so much more to gain by putting aside our differences than by letting our foes pick us off one by one. We of the SIU are willing to think the unthinkable. We are willing and ready to talk to anyone at any time about a merger to promote the common interests of our membership.



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Blended Credit Shipments Are Preference Cargo

The federal government's \$1.5 billion Blended Credit program falls under the scope of the nation's cargo preference laws and at least 50 percent of the cargo generated under the program must sail on U.S.-flag ships, according to a Feb. 21 ruling by a U.S. District Court judge.

The judge's decision, in a suit filed by the SIU and the Transportation Institute, was hailed as major victory for American maritime forces and as a boost for cargo preference laws. However it may be a short-lived win because after the decision, Agriculture Secretary John R. Block, one of the defendants in the suit, said he would begin an attempt to dismantle cargo preference laws "as we have known them" (see accompanying story).

The Blended Credit program has been a center of controversy since it began in 1982. At the time it was announced, the U.S. Department of Agriculture (USDA) claimed it did not fall under cargo preference statutes. But the SIU, other maritime interests, the Department of Transportation (DOT) and the Maritime Administration (Marad)

argued cargo preference applied.

The government also argued that if cargo preference were applied to Blended Credit it would increase the cost of the agricultural products and defeat the purpose of the program.

"The very reason for the cargo preference act was the recognition by Congress that without such preference, U.S.-flag vessels would not be able to compete with foreign-flag vessels," Green wrote.

Since the program began, more than \$1 billion in various financial credits have been extended by the USDA for the purchase of millions of tons of agricultural commodities by foreign countries. All have been shipped on foreign-flag vessels.

In the suit, the SIU and the other plaintiffs contended that cargo preference applies. Basically the 1954 Cargo Preference Act calls for a minimum 50 percent U.S.-flag share of any shipment where the government is financially involved. In the Blended Credit program the government extends a combination of low-interest loans and loan guarantees. Despite this financial involvement, the USDA continued

From the Decision

"In examining the defendants' argument, it is difficult for the Court to understand why Congress would enact legislation establishing a cargo preference to help protect the higher-cost American maritime industry, but at the same time permit agencies to ignore that preference when there are less expensive ways of shipping government-financed cargoes. Further, if the Court were to accept the argument that defendants are only

required to apply preference when it is 'practicable'; that is when there is no cost differential, there would be no need to enact cargo preference legislation. If shipping costs were the same for U.S.-flag vessels and foreign-flag vessels, the Cargo Preference Act would have been completely unnecessary."

From U.S. District Court Judge June L. Green's Blended Credit decision.

to claim cargo preference did not apply.

When the program was announced in Oct. 1982, both DOT and Marad took the position that the cargo preference laws applied. But in July 1983 the two agencies reversed their stands and fell into step with the USDA. The suit was then filed against all three agencies by the SIU and TI in late 1983.

In her decision, District Judge

June L. Green found, "A review of the complete legislative history of the Cargo Preference Act demonstrates that it was passed by Congress with the expressed desire that it apply to 'programs financed in any way by federal funds' . . . It is not limited, as the defendants so contend, merely to foreign aid programs, concessional transactions or government procurement. . . . The defendants' argument is without merit."

Block Attacks Preference

Drozak Says It's Time to Work Together

When a U.S. District Court judge ruled that the government's Blended Credit program must ship half its commodities on American ships, SIU President Frank Drozak said, "We hope that in the days ahead these agencies will concern themselves with preserving and developing our important shipping capabilities, rather than devising ways to cause its liquidation."

John R. Block, U.S. Department of Agriculture secretary, took a different view. He said, "We're very disappointed with the court decision on cargo preference, and cargo preference would apply to Blended Credit sales. And in that regard it appears to me that the time has arrived to repeal cargo preference as we have known it."

In addition he suspended the shipments of some 3.5 million tons of wheat and flour worth about \$536 million.

Block's boss, President Ronald Reagan, said during the recent campaign that he supported current cargo preference legislation and would seek neither the expansion nor reduction of the laws.

The fight over cargo preference has gone on for years under each administration. While there have been attempts in Congress to re-

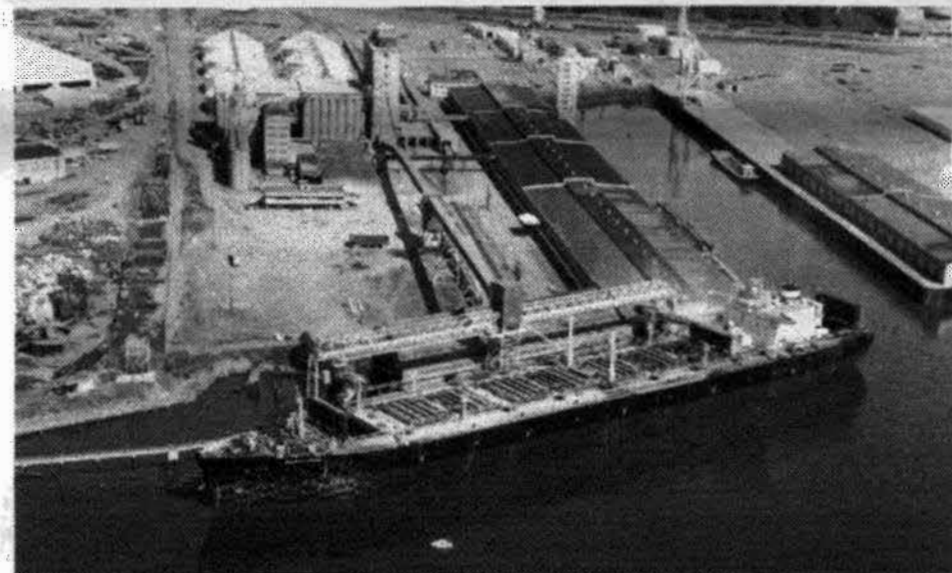
peal or reduce cargo preference, each beaten back, Block's statement is the first time a high-level administration official has declared war on the law.

Throughout the Blended Credit controversy, the SIU has maintained that it was not seeking expansion of cargo preference laws, it was just asking that the current law be obeyed. Even in the lawsuit no actual or punitive damages were sought. The Union was simply seeking the enforcement of the law.

Throughout the lawsuit, the SIU and the other plaintiffs sought grounds to settle the suit, a compromise. But the USDA did not make any serious attempts to reach a fair settlement.

After Block's remarks about repealing cargo preference laws, Drozak sent a letter to Block. Following are excerpts from that letter.

"During the course of the litigation we repeatedly sought to initiate discussion of policies and compromises that could benefit U.S. farmers, U.S. shipping and the national interest. We were rebuffed and no meaningful discussions occurred. We believe your department made a mistake in not seriously exploring settlement pos-



SIU ships like the *Golden Phoenix* (Titan Navigation) could end up carrying American grain thanks to a U.S. Federal Court decision upholding cargo preference laws for the Blended Credit program.

sibilities at that time. It would be unfortunate if the same mistake were to be repeated now. We continue to believe that a rational and joint approach to the issue could benefit all.

" . . . Both [U.S. farmers and ocean carriers] face highly subsidized foreign competition, restrictive foreign policies, discriminatory practices and non-tariff barriers.

" . . . Both industries are essential to this nation's security and well-being. For that reason maritime interests have never opposed the various direct and indirect subsidies required to maintain U.S. agriculture or to permit it to compete in the international markets.

" . . . None of those [cargo preference] laws result in increasing

the costs of American farm products to foreign purchasers or diverting those purchasers to alternate suppliers.

" . . . Any possible hostility by U.S. farm interests against U.S. shipping could only arise from the possible perception by farm interests that they could capture as additional subsidies the relatively small amount of funds that the government now expends on the transportation differential for U.S.-flag ships. Given the relative size of the two subsidies accruing to the two industries and the fact that USDA's own data show that U.S.-flag transportation differentials have been rapidly decreasing in the last three years as U.S. carriers have modernized and become more

(Continued on Page 4.)

Shear Presents Reagan's Slashed Marad Budget

Unlike most people involved in the maritime industry, Admiral Harold E. Shear, head of the Maritime Administration, paints a relatively bright picture of what is occurring. "We are now entering," he said, "a new era of vigorous, aggressive competition for cargo in world markets." This despite a 200-vessel decrease in the size of the American-flag merchant fleet, from more than 600 in 1980 to fewer than 400 today.

Shear painted his rosy picture when he testified before the House Merchant Marine Subcommittee on Feb. 28. He outlined the details of the administration's maritime authorizations bill for fiscal year 1986, and talked in general terms about some of the trends occurring in the maritime industry today.

He stressed that the centerpiece of the administration's plan to revive the U.S.-flag merchant marine is to allow subsidized U.S. operators to build new vessels in foreign shipyards. This has met with a great deal of opposition from certain segments of the industry, including the SIU.

The new Maritime Authorizations bill contains further cuts in funding for maritime programs. As detailed in the last issue of the LOG, the Strategic Petroleum Reserve (SPR) would be eliminated, and the ban on Construction Differential Subsidies continued.

Title XI Loan Guarantees would remain at \$900 million, though existing annual fees for such guarantees would be immediately doubled, from 0.5 percent to 1 percent and eventually to 5 percent.

As reported in *The Journal of Commerce*, industry experts believe that such an increase would

"virtually kill the program." Shear admitted that the administration had hoped to make the subsidies "less attractive."

While little mention was made of the SPR at the hearing, the issue has garnered considerable attention.

The administration insists that the SPR is a luxury that the country can ill afford, given the budget crisis and the fact that oil is at its lowest price in years. Supporters of the SPR insist that the price of oil is exactly the point. The time to stock up on oil reserves, they insist, is when oil prices have declined, not when they are at an all-

time high.

The administration is intent on eliminating what it calls "a double subsidy," that is Operating Differential Subsidies paid to vessels carrying P.L. 480 cargo. In addition, it intends to freeze Operating Differential Subsidies at their present levels. No new ones would be allowed.

When asked if the administration had reached any decision on the payback of CDS funds, Shear replied that there is nothing that the administration could do before May 15, because the issue had been regulated by an act of Congress.

Attention was given to funding

for Kingspoint Merchant Marine Academy and to the fact that between 60-70 percent of the people who graduate from there, and from state and union-run academies, are unable to find sea-going jobs when they graduate.

Yet even if the industry rebounds, demand for seamen will continue to drop because the size of crews is decreasing.

When asked who would bear the brunt of these reductions, Shear replied that the licensed crews would remain essentially the same, and that most cuts in crew size would come at the expense of unlicensed seamen.

Congress Tackles Maritime Issues

Like a railroad engine on the first leg of its journey, the 99th session of Congress is slowly picking up steam.

More than 100 bills dealing with the maritime industry have been introduced since Jan. 3.

Many of these bills deal only indirectly with the maritime industry. Yet they must be monitored, because it is always possible that some interest group hostile to the interests of seamen will try to use them as a vehicle for anti-maritime amendments or legislation.

This is especially true of legislation promoting agricultural exports. Some segments of the agricultural community are trying to eliminate cargo preference regulations.

Increased aid to farmers has become one of the big issues of this session of Congress. (Note: this Union supports legislation to help American farmers.) Ironically, while the farming community is demanding more federal relief (on top of the \$60 billion it has received during the past four years), some segments of it are unwilling to concede that other industries deserve the same treatment.

John Block, secretary of the Department of Agriculture, has repeatedly expressed his opposition to cargo preference subsidies. His position does not coincide with the official administration line, which is that cargo preference subsidies "should be neither expanded nor contracted."

The important thing to remember, however, is that the administration is trying to maintain a low profile on this issue, while some segments of the farm community view it as something important.

What follows is a listing of some of the more important maritime bills to be introduced in this session of Congress:

ISSUE	PURPOSE	ACTION	REMARKS
Alaska Oil			
H.R. 28 (Roth) Export Admin. Act.	Extend provisions against export and correct legislative veto provisions.	House markup 2/28	Export now controlled under emergency presidential powers.
H.R. 1174 (McKinney/Wolpe)	Permanent ban of export.	none	
Canadian Cargo Diversion			
S. 188 (Inouye)	Close loophole in Jones Act.	none	Similar bill defeated in House last year.
Cargo Preference (Bills to Strengthen Program)			
S. 185 (Inouye)	Clarifies current law, provides enforcement mechanism, increases SPR and stockpile carriage to 100% carriage of U.S. mail on U.S. ships.	none	
S. 186 (Inouye)	Clarifies and strengthens DOT authority over cargo preference compliance.	none	
S. 187 (Inouye)		none	
Coast Guard			
User fees Reagan budget proposals	Establish user fees for various Coast Guard functions.	House hearings 2/20	
Construction Programs			
S. 102 CDS (Inouye)	Authorizes \$300 million for CDS in FY 86.	none	
H.R. 368 Build & Charter (McKernan)	Establishes new and expanded federal build and charter program.	none	creates a revolving fund in Defense Department budget for construction.
Marad Authorizations			
H.R. 1157 and S. TK	FY 86 authorizations for DOT maritime programs.	House hearings 2/28, Senate hearings scheduled 3/21	
Maritime Redevelopment Bank			
H.R. 33 (Biaggi)	Capital formation assistance for vessel operators and shipyards.	none	
H.R. 227 (Biaggi)	Revise current laws on maritime liability claims limitation.	none	comments being solicited
Port Development and Inland Waterways			
H.R. 6 (Howard and Roe)	Authorizes and continues full federal funding of port and inland waterway construction and improvements—cost recovery only ports for over 45 feet.	none	
S. 366	Authorizes construction but also establishes port user fees and increases inland waterways user fees.	none	

Credit

(Continued from Page 3.)

competitive, this would be a particularly narrow, self-seeking and egregious position for American agriculture to assert. More likely any hostility results from confusion and misunderstanding from which no one benefits.

"... It would also be flatly contrary to the president's repeated pledges to maintain and enforce existing cargo preference laws as a major pillar of his maritime policy. We urge that you recognize, as President Reagan repeatedly has, that the cargo preference laws are as essential to another vital American industry as any of the laws you administer are to American agriculture. ... It is time to begin working together in a spirit of cooperation and understanding, toward policies that can benefit American agriculture, American shipping and the national interest."

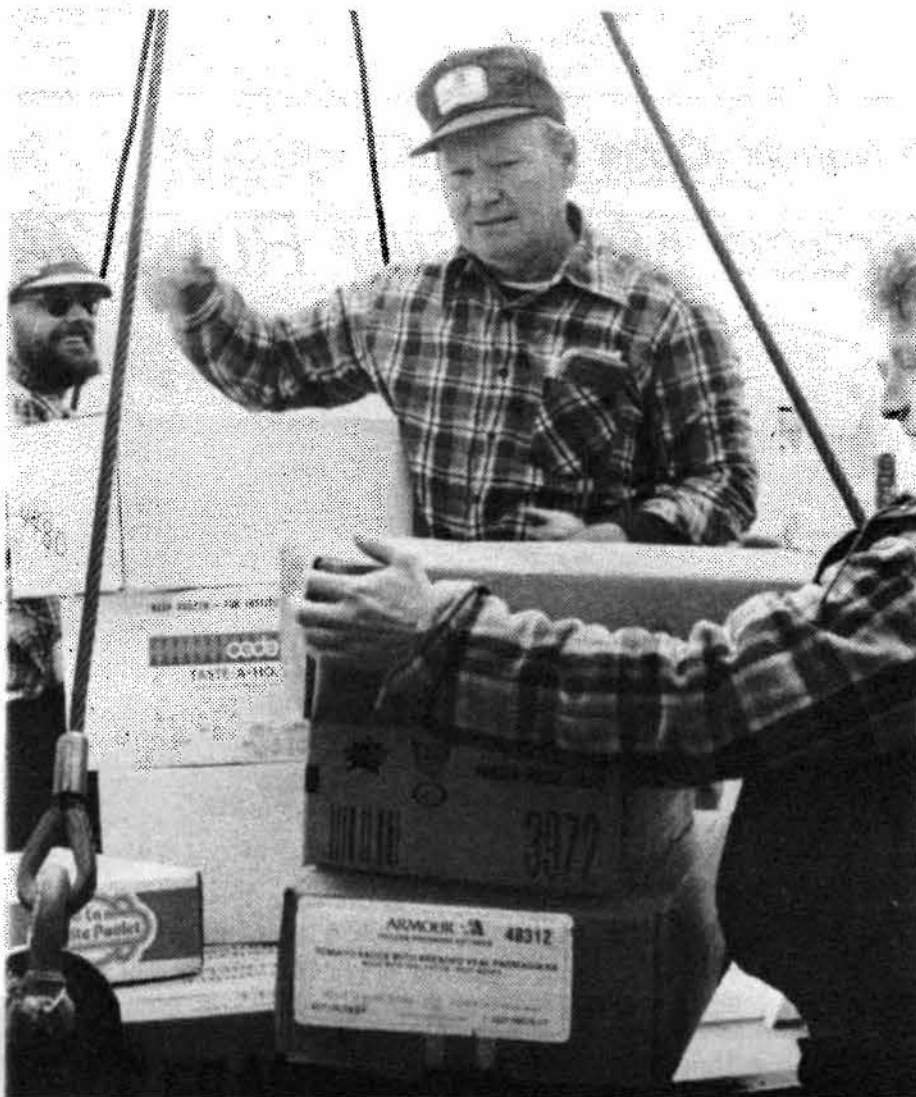
TAKX Obregon Readies for Exercises

The PFC Eugene Obregon was the site of rising anticipation and a hurried pace in the Norfolk shipyard where the \$200 million flagship for the Maritime Pre-positioning Ship fleet withstood elbow grease, paint fumes and hammer blows in the final phase of renovations to begin military exercises at sea.

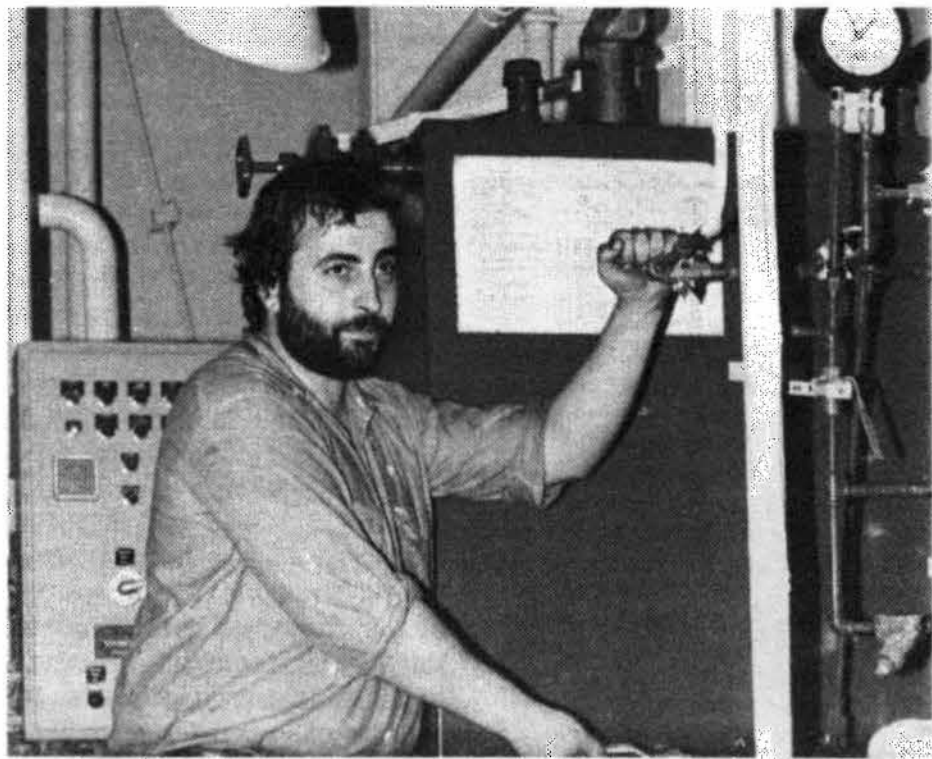
According to Capt. Joseph Roney, the Obregon is one of the most modern and technologically advanced ships to set sail, part tanker and part freighter, with such features as the slewing ramp shown below.

The large slewing ramp can turn 30 degrees port or starboard so the Obregon can dock on either side of a pier for offloading. The ramp also allows for offloading while the ship is in motion or with the attachment of a floating platform carried onboard that makes a pier unnecessary for offloading.

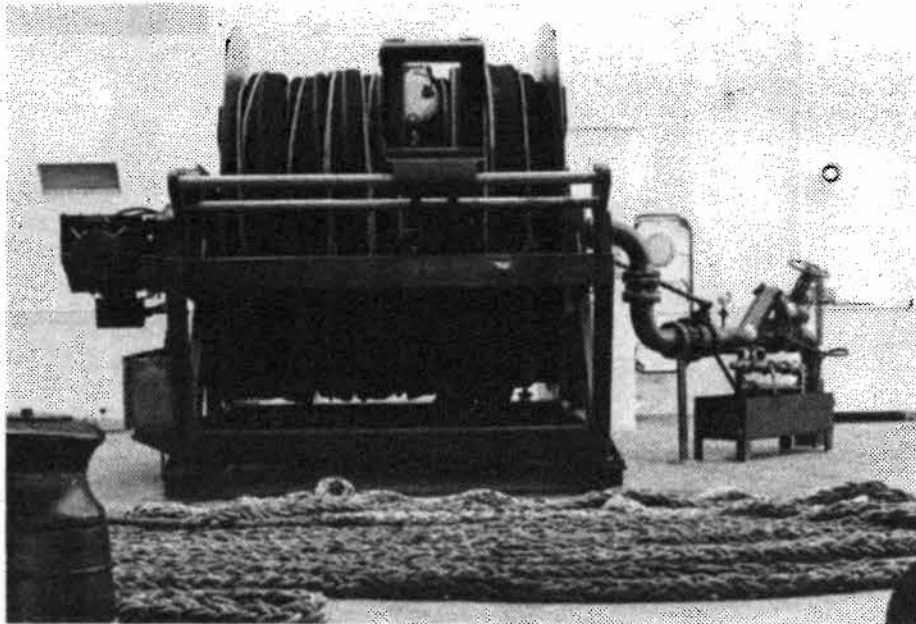
At right, stores are loaded for the Obregon's first exercise the old fashioned way, however, by pulley, rope and muscle.



Shipping in the steward department will be (l. to r.) David West, assistant cook; Mikel Strickland, steward assistant; Harry Hastings, port steward; Cecil Martin, chief cook; Donald Johnson, steward assistant, and Jimmy Bartlett, steward/baker.



Second generation seaman Andrew Pierros will be working deck/engine/utility once the ship is under way. Dials and instrumentation boards are part of a modern foam generator assemblage used to quickly put out any fire that could ignite onboard.



A 50-foot hose shown here is like a mini-pipeline that will allow the Obregon to refuel from astern flanked by an oil supply ship while at sea.



Inland News

**tug/tow
barge/dredge**

In Norfolk, Open All Night

Grace McAllister Runs 24 Hours a Day with 3 Crews



AB Alby Onaly (above) takes a spry leap from the *Grace McAllister* (McAllister Brothers) while Capt. Myron Lupton (right) waits for his watch to begin. Aboard the *Grace* (below) Boatmen chat with Patrolman David "Scrap Iron" Jones. They are, from the left: Engineer Roy Sawyer, Jones, Deckhand Lindsey West and Mate Buster Britchard.

Photos by Lynnette Marshall



SOME call her Gracie. Operating in the Norfolk harbor, the tug boat *Grace McAllister* pulls away from the dock at 5 in the afternoon and 7 in the morning with a fresh crew. David 'Scrap Iron' Jones, the Norfolk SIU patrolman and an institution to the "City of Bridges," (where Norfolk landing is the site of the first dry dock in the U.S.) knows most everyone assigned to her.

The *Gracie* is one of seven McAllister tugs in Norfolk and carries a three-man workforce for shipdocking contracts it receives. In a city that was settled for the purpose of "servicing ships," according to one Norfolk librarian, things are as they should be with the *Gracie*. She's open all night.

In Memoriam



Pensioner James Alexander Beaumont, 75, passed away on Feb. 15. Brother Beaumont joined the Union in the port of Port Arthur, Texas in 1964. He sailed as

a cook for Pan Am Towing from 1946 to 1953, Slade Towing in 1953 and for D. H. Picton Towing from 1971 to 1972. He was a former member of the NMU, Boilermakers Union and the Machinists Union. Boatman Beaumont was born in Beaumont, Texas and was a resident there. Surviving is a son, Lawrence of Nederland, Texas.



Pensioner Gibson Hobson Goff Sr. II, 67, died of heart failure in the U.S. Veterans Administration Medical Center, Perry Pt., Md. on Jan. 23. Brother

Goff joined the Union in the port of Philadelphia in 1973 sailing as a cook for McAllister Brothers and IOT from 1972 to 1982. He was a former member of the United Auto Workers Union and a veteran of the U.S. Army in World War II, serving as a captain for Co. K, 47th Infantry Reg. in Ulm, West Germany. Boatman Goff was born in Rota, Va. and was a resident of Perryville, Md. Burial was in Bethel Cemetery, Chesapeake City, Md. Surviving are his widow, Ruth; two sons, Gibson Jr. III and Udo, and a daughter, Penny.

Pensioner Stanley Stephen Bratkowski, 61, succumbed to cancer on Jan. 9. Brother Bratkowski joined the Union in the port of Baltimore in 1957 sailing as a chief engineer for Charles H. Harper Associates from 1946 to 1964 and Curtis Bay Towing (Occidental Petroleum) from 1964 to 1982. He was a former member of the ILA and hit the bricks in the 1967 maritime beef. Boatman Bratkowski was a veteran of the U.S. Army in World War II. Born in Baltimore, he was a resident of Selbyville, Del. Surviving are his widow, Betty; a son, Donald, and a daughter, Darlene, all of Baltimore.

Wade Henry Chrismon, 56, died on Jan. 24. Brother Chrismon joined the Union in the port of Norfolk in 1961. He sailed as a deckhand, mate and captain for GATCO in 1957, C. H. Harper Associates in 1973, Allied Towing from 1972 to 1977 and for Ocean Towing from 1981 to 1983. He was born in Reedville, N.C. and was a resident of Edwards, N.C. Surviving is a brother, Lee Chrismon.

Pensioner Adam Miller, 76, passed away from lung failure on

Feb. 4. Brother Miller joined the Union in the port of Baltimore in 1957 sailing as a mate for the Curtis Bay Towing Co. from 1925 to 1973. He was a former member of the ILA. Boatman Miller was born in Baltimore and was a resident there. Surviving is a sister, Marie Jacobs of Baltimore.

David Louis Spagnolo, 46, died at home in Marquette, Mich. on March 2, 1984. Brother Spagnolo joined the Union in the port of Houston in 1972 sailing as an AB for the D. I. Sheridan Transportation Co. He was a veteran of the U.S. Armed Forces. Boatman Spagnolo was born in Marquette. Burial was in the Nagaunee Cemetery, Marquette. Surviving are a daughter, Lisa of Las Vegas, Nev. and his mother, Aurelia of Marquette.

Pensioner William Peter Ulrich Sr., 63, died on Feb. 15. Brother Ulrich joined the Union in 1944 in the port of New York sailing as a bridgeman and deckhand for the Penn Central Railroad from 1946

to 1970 and for the N.Y. Dock Railroad from 1970 to 1981. He was a former member of the Masters, Mates and Pilots Union. Boatman Ulrich was a veteran of the U.S. Army during World War II

serving as a machinegunner. Born in Jersey City, N.J. he was a resident of North Bergen, N.J. Surviving are his widow, Catherine; a son, William Jr., and a daughter, Marie.

New Pensioners



William Oren Brook, 67, joined the Union in the port of Norfolk in 1962. He sailed as a mate on the *Rosalyn B. Hudgins* and *M. L. Sylvia*

(M. Lee Hudgins & Sons) from 1960 to 1961, Graham Transportation from 1961 to 1963 and for IOT from 1963 to 1984. Brother Brook helped to organize the Hudgins Co. He was a former member of the NMU and the Masters, Mates and Pilots Union. Boatman Brook was born in Hallieford, Va. and is a resident of Blakes, Va.



Ivie Dejon Daniels, 74, joined the Union in the port of Baltimore in 1957 sailing as a captain aboard the tugs *James A. Harper* in 1952 and *Hamilton* in 1972

(Charles H. Harper & Assocs.). Brother Daniels sailed for the company from 1952 to 1984. He was a former member of the ILA, MM&PU and the Licensed Marine Officers Union, Local 1510 in 1956. Boatman Daniels was born in Cedar Island, N.C. and is a resident of Glen Burnie, Md.

(Continued on Page 25.)

Dispatchers Report for Inland Waters

FEB. 1-28, 1985

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Gloucester	1	0	0	0	0	0	3	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	3	1	3	2	0	1	2	1	7
Baltimore	6	0	1	13	0	0	16	0	1
Norfolk	4	7	0	48	5	0	56	7	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	5	6	7	1	1	2	18	8	13
Jacksonville	3	2	6	3	0	4	8	3	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	2	1	2	0	0	0	13	2	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	2	1	0	1	0	0	6	3	5
Algonac	16	0	0	0	0	0	37	9	0
St. Louis	1	1	5	0	0	0	4	3	15
Piney Point	0	0	0	0	0	0	0	0	0
Totals	43	19	24	68	6	7	163	36	41
ENGINE DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	8	0	0	2	0	0	6	0	0
Mobile	1	0	0	0	0	0	0	1	0
New Orleans	0	1	2	0	0	3	1	3	2
Jacksonville	1	0	3	0	0	2	2	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	2	1	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	0	0	0	0	1	0	0
Algonac	9	0	0	0	0	0	14	0	0
St. Louis	1	0	0	0	0	0	1	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	21	1	5	2	0	5	27	5	2
STEWARD DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	2	1	2	1	0	1	4	1	3
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	3	0	0	3	0	0	3	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	5	7	0	3	4	4	8	34
Jacksonville	2	3	2	0	1	3	5	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Algonac	2	0	0	0	0	0	6	0	0
St. Louis	1	1	1	0	0	0	1	2	2
Piney Point	0	0	0	0	0	0	0	0	0
Totals	10	10	12	4	4	8	23	11	39
Totals All Departments	74	30	41	74	10	20	213	52	82

* "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.

Area Vice Presidents' Report

Gulf Coast, by V.P. Joe Sacco



IN our Gulf Coast port of Mobile, Ala. we're getting ready for negotiations with two SIU-contracted companies.

One is Crescent Towing in Mobile where the current three-year contract expires April 30. The other is Radcliff Materials with which we will be negotiating a wage re-opener in the contract.

In other news from Mobile, Port Agent Tom Glidewell reports that he crewed up the SIU-contracted *Sugar Islander* (Pacific Gulf) in

mid February. The bulk carrier is on her way to the Sudan with grain.

Also, the *CS Long Lines* (Transoceanic) took on almost a complete crew at the end of February after spending approximately four weeks in Mobile's Alabama Drydock for repairs.

In the port of New Orleans, we put two full crews aboard the SIU-contracted passenger paddlewheelers *Delta Queen* and *Mississippi Queen* (Delta Queen Steamboat Co.). Also, we're crewing up the LASH vessel *Sam Houston* (Waterman) this month.

The subject of crewing up vessels brings me to another subject that I'd like to stress—upgrading. The name of the game today is skilled people.

For years this Union's leadership has pushed the members to upgrade. Today, with the increase in ships chartered by the military, the need for skilled Seafarers is greater than ever.

If you're on the beach, take advantage of the time to fill out the application for the upgrading courses given at the Seafarers Harry Lundeberg School in Piney Point, Md. Especially important is the crane course since so many of the ships chartered by the military carry sophisticated crane equipment.

Remember that today there are two key issues in the maritime industries—jobs and organizing. They are, of course, related. You can do your part to help your Union by becoming fully qualified for the work that becomes available. Don't delay—fill out those applications today.

East Coast, by V.P. Leon Hall



ONE of our SIU-contracted fishing boats from Gloucester, Mass., was lost at sea, but the five fishermen onboard were rescued without injury.

The boat was the 90-foot long off-shore dragger *St. Nicholas*. She caught fire on March 2 about 125 miles east of Gloucester. The five fishermen went into a rubber raft and were soon rescued by the crew of a nearby dragger.

The *St. Nicholas*, which was about 20 years old, eventually exploded and sank.

In other news from Gloucester, our SIU fishing representatives report that a very successful ship model show was held at the Union hall during the first weekend in March. Sponsored by a ship model club in Gloucester, the show included some 75 displays.

In Norfolk a contract negotiation extension was given to the Association of Maryland Pilots. The extension runs till April 1. This was done because the company needs some time to reconstruct its operation since it is moving to a shoreside location.

Out of Norfolk we're also in negotiations with SIU-contracted Carteret Towing whose headquarters are in North Carolina.

Also, the SIU-contracted *Southern Cross*, which is being operated for the military by Interocean Management, is in Norfolk right now with her full crew aboard. She carries 57 unlicensed seamen. All are going through training at the Navy base in Norfolk. Sometime in April, the C-3 ship is expected to head for the Mediterranean.

Finally, I just want to remind all our Seafarers to make themselves available for the many jobs that will be coming up on ships contracted by the military.

Great Lakes & Western Rivers, by V.P. Mike Sacco



THE beginning of March saw the start of fitout on the Great Lakes.

SIU-contracted American Steamship was fitting out the *H. Lee White* and the *M/V Buffalo*. Huron Portland Cement started fitting out two of its ships. Also being fitted out was the *Medusa Challenger* (Medusa Cement) and the *Presque Isle* (Litton Industries).

In the dredging area, SIU-contracted Luedtke Engineering has been awarded four jobs. They are

in: Grand Haven, Mich.; Holland, Mich.; Manitowoc, Wis., and Ogdensburg, N.Y.

Also, SIU-contracted Great Lakes Dredge and Dock was the low bidder for a dredging job in the Cleveland Harbor and Cuyahoga River. That job was to start by the middle of March.

Last month I reported that some legal problems were holding up the traditional release of spring dredging information by the Army Corps of Engineers. That problem has now been cleared up and the bids for the dredging work have gone out.

On the Mississippi River, heavy rains coupled with melting ice have caused large scale flooding. St. Louis itself did not fare badly but the outlying areas around the city were hard hit.

I'm happy to report that a good labor man, who the SIU strongly supported, won his Democratic primary bid in St. Louis. He's the incumbent mayor of the city, Vince Schoemehl.

Winning 73 percent of the primary vote, Schoemehl is expected to win the mayoral election itself which will be held on April 2.

Finally, though tug and barge work is pretty slow on the Mississippi River right now, activity is expected to pick up by the first of April.

West Coast, by V.P. George McCartney



FOUR fishermen and their faithful dog were rescued in the mid-Pacific by crewmembers from an SIU-contracted ship, the *Manukai* (Matson) in early March.

The fishermen and their dog, Old Blue, spent 11 hours on a small raft after abandoning their 50-foot vessel *Aurora*.

The *Manukai*, on which the SIU A&G District represents the steward department personnel, was en route from Oakland, Calif. to Honolulu, Hawaii when the Coast

Guard notified her captain about the fishermen.

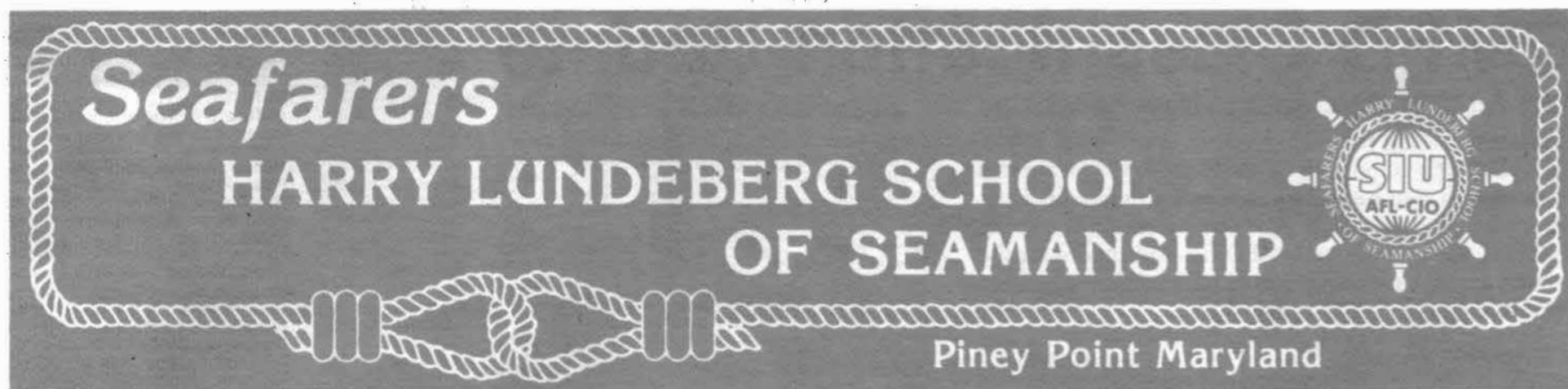
Once the *Manukai* reached the raft, it took three hours to bring the fishermen onboard because of rough seas and very strong winds.

In other news concerning Matson, the company will be converting its ship *Matsonia* which has been laid up for three years. This roll-on/roll-off ship will be converted so that she will also be a lift-on/lift-off containership. She will be able to carry three times her current capacity. Conversion work will be done at the Triple A Shipyard in San Francisco.

In Wilmington, Port Agent Mike Worley reports that the third quarterly meeting with SIU-contracted Crowley Towing and Transportation, held in February, was very well attended. These regular meetings bring together Crowley reps, Union reps and the rank and file.

Other news from the Wilmington area is that Los Angeles Mayor Tom Bradley addressed the February luncheon meeting of the Southern California Ports Council of the Maritime Trades Department. The mayor, who's up for re-election this spring, spoke about the growth of the port of Los Angeles and its revitalization. He also reiterated his support for a strong U.S. merchant marine and his opposition to the export of Alaskan oil.

I want to make two final points. First, welcome aboard to Ray Singletary who is coming from Houston to be an SIU patrolman in Wilmington. Second, congratulations to the SIUNA-affiliated Sailors Union of the Pacific which celebrated its 100th birthday early this month.



Three-Man Steward Department

The Newest Steward Course Offered at SHLSS

Modern Maritime vessels are becoming more and more automated and require smaller crews. The galley has also been automated to the point that a three-man steward department team can efficiently feed 21 crew members. Streamlined skills, procedures, and responsibilities are required to run the galley effectively. At the Seafarers Harry Lundeborg School of Seamanship we have developed a new course entitled "The Three-Man Steward Department" to meet this need.

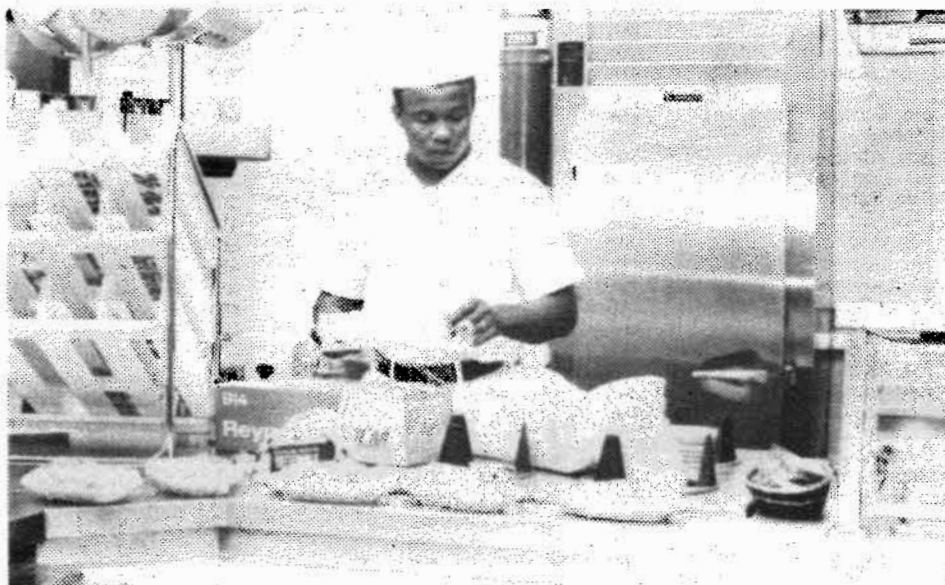
The course includes accelerated classroom and practical training for Steward/Baker, Chief

Cook and Steward Assistant teams. A shipboard galley and cafeteria has been designed for this purpose. Topics include galley team management concept, inventory control, requisitioning and cost control procedures, and menu planning.

All applicants for the Three Man Steward Department Course must possess the appropriate endorsement. The Steward Assistant must be a graduate of the SHLSS.

The length of the course is four (4) weeks.

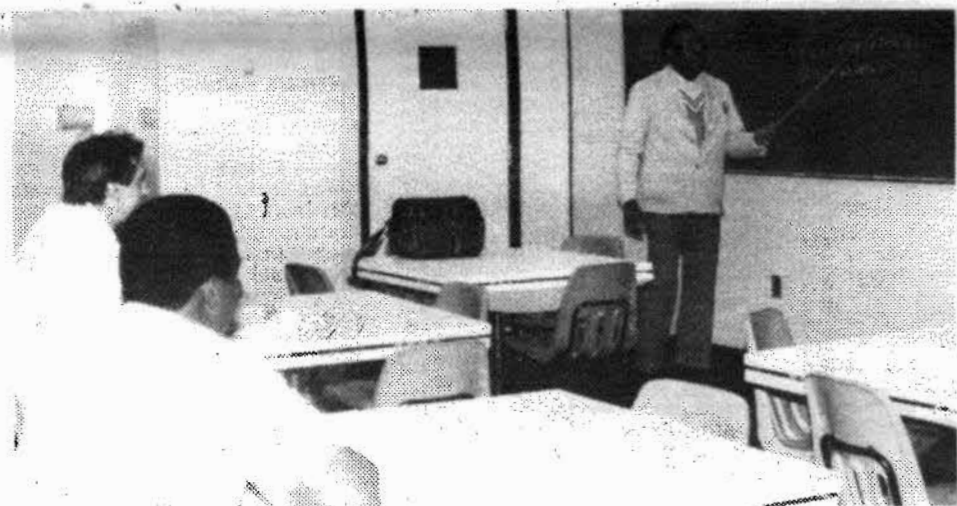
"This type of steward training is job security for the future."



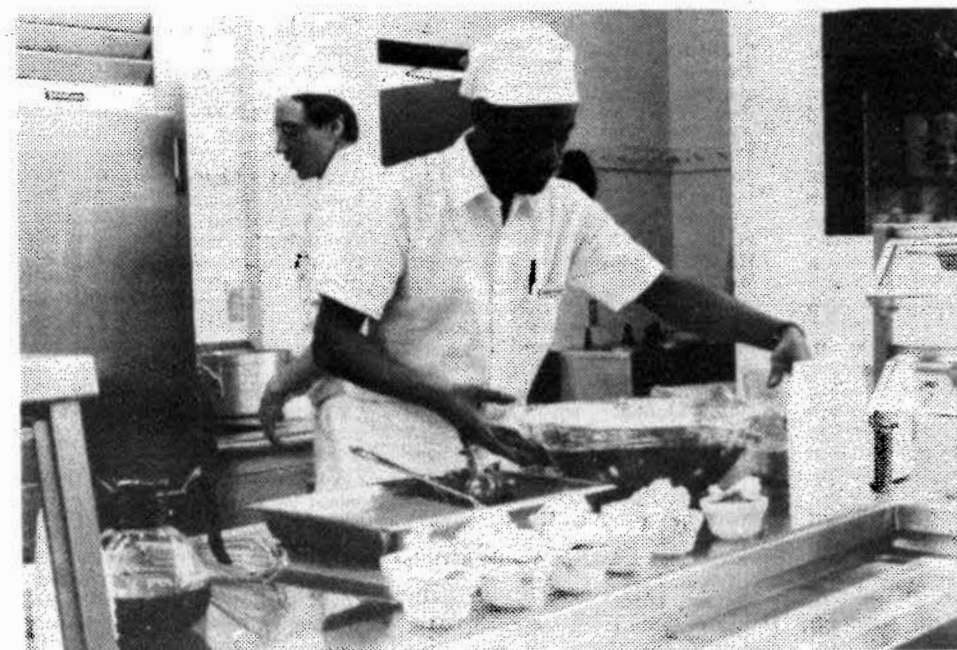
Sanitation is strongly stressed as Ricky Hobson covers each sandwich platter.



Cooperation and coordination is necessary on the serving line. L. to r. Thomas McQuay, Danny Brown and Ricky Hobson.



Instructor Laymon Tucker teaches nutrition to the Three-Man Steward Department.



Thomas McQuay adds the finishing touch to the desserts before serving.



SHLSS Trainees enjoy the meal served by the Three-Man Steward Department.

QMED Classification Update

The following is an updated QMED list with the classification rating for each member as of March 1985.

It is extremely important to notify the SHLSS if there is any change in your rating. Please check this list carefully. If there is a discrepancy in your classification fill out the coupon at the end of the QMED list and mail it to the Seafarers Harry Lundeberg School of Seamanship as soon as possible.

NAME	RATING	NAME	RATING
Abas, Ibrahim	4th	Brack, William	4th
Abidin, Endang	4th	Bradshaw, Howard	1st
Able, David	4th	Brancini, Robert	1st
Ackley, George	2nd	Brandt, Herbert	4th
Adamaitis, Anthony	2nd	Brannan, George	4th
Adams, Kenneth	4th	Brass, Daniel	1st
Adams, Nathan	4th	Brennan, Michael	4th
Adkins, Ronnie	4th	Brewer, James	3rd
Agular, Alberto	3rd	Brewster, Arthur	4th
Akers, Clifton	4th	Briard, Geremlah	4th
Alexandrian, Halk	4th	Brien, Denis	4th
Alfaro, Abraham	4th	Bright, Richard	4th
Alfeco, Luciano	2nd	Brock, James	3rd
Algina, John	4th	Brown, Albert	3rd
All, Ramon	2nd	Brown, Thomas	4th
All, Rashid	2nd	Browning Jr., Kenneth	2nd
Allen, James	4th	Browning, Steven	4th
Allen, Lawrence	1st	Brownlee, Ray	3rd
Alleyne, David	1st	Bryant, Allen	4th
Allison, Murphy	3rd	Bryant, Bobby	4th
Alvarado, Santiago	4th	Bryant, Leslie	4th
Amos, Keith	3rd	Bumpas, Glenn	1st
Anderson, Clinton	2nd	Bumpers, Nelson	4th
Anderson, Gerald	4th	Bunch, Robert	3rd
Anderson, James	2nd	Burckhard, Paul	4th
Anderson, Jon	1st	Burge, Bernard	4th
Anderson, Raymond	2nd	Burgess, Robert	4th
Andrepoint, Pertwee	4th	Burgess, William	1st
Andrews, Jack	1st	Burns, Charles	4th
Armitstead, Daniel	4th	Burns, Michael	1st
Armstrong, Edgar	4th	Burroughs, Alvin	4th
Arpino, Joseph	4th	Busby, Don	2nd
Ash, Donald	4th	Busby, Richard	4th
Ashcom, Charles	4th	Butch, Richard	1st
Ashley, John	1st	Butts, Willie Bee	2nd
Atehortua, Rafael	4th	Byerley, Steven	4th
Atwell, William	4th	Byers, Frank	4th
Ayers, Cecil	4th	Cachola, William	4th
Azar, Richard	4th	Cade, John	1st
Bacha, Michael	4th	Caldwell, Robert	4th
Badgett, James	4th	Callahan, Charles	1st
Bagley, Michael	4th	Callahan, William	4th
Bailey, Joseph	4th	Calo, Jose	4th
Bain, Eric	3rd	Camacho, Dean	3rd
Baker, Dennis	4th	Camelo, Jose	4th
Bali, Thomas	4th	Cameron, Charles	4th
Ballesteros, Cosme	1st	Cameron, David	3rd
Balog, Robert	4th	Campbell, Isadore	4th
Bang, Hans	4th	Campbell, Jennings	3rd
Barealino, Carl	4th	Cannon, Robert	4th
Baredian, Arthur	1st	Carr, John	1st
Barker, Larry	1st	Carrao, Vincent	3rd
Barnett, Jay	4th	Carruthers, Francis	3rd
Barrineau, William	3rd	Carter, Fred	1st
Barry, Joseph	4th	Cassidy, John	3rd
Batchelor, Allen	4th	Castagna, Carl	1st
Bethia, Nicola	4th	Castelo, Agustin	2nd
Baughan, Lonie	4th	Castle, Vernon	1st
Baxter, Alan	4th	Cate, Thomas	4th
Beardsley, John	1st	Cefaratti, Rudolph	4th
Beasley, Milton	1st	Celona, Nicholas	4th
Beata, Manuel	3rd	Chamberlin, Richard	4th
Beattie, Samuel	4th	Chancey, Walter	4th
Beck, Monte	3rd	Chappel, Earl	1st
Beeler, Douglas	1st	Cheely, John	4th
Beeman, Daniel	3rd	Cherry, Dan	1st
Behneman, Paul	4th	Chianese, James	4th
Bell, Archibald	4th	Christensen, Jeffrey	4th
Bell, Leslie	4th	Christenson, Chester	4th
Bell, Robert	4th	Christian, Donald	3rd
Benford, Jack	1st	Christmas Jr., Lorie	4th
Bennett, Herbert	4th	Cicconardi, Jean	4th
Benson, Robert	3rd	Cipullo, Eugene	1st
Bent, Eugene	4th	Clark Jr., Thomas	4th
Benzenberg, Christopher	4th	Clark, Terrill	3rd
Bermeo, Jorge	3rd	Clarke, Florian	4th
Bernadas, Restituto	1st	Clausen, Charles	3rd
Bernous, Gerard	1st	Clayton, Edmond	3rd
Berry, George	4th	Clayton, George	3rd
Bertel, Kevin	1st	Cline, Larry	4th
Berwald, Erwin	4th	Clock, Raymond	3rd
Bigelow, Steve	3rd	Cody, Calvin	4th
Bigley, Michael	4th	Colby, Ernest	4th
Biletz, John	4th	Cole, Wayne	1st
Biletz, Paul	4th	Collison, Audie	1st
Bird, Oscar	4th	Combs, James	4th
Bishop, John	4th	Compeau, Daniel	1st
Bishop, Patrick	4th	Conde, Victor	4th
Black, Alan	4th	Conklin, Kevin	2nd
Blakes, Willie	3rd	Convey, Dennis	1st
Blanco, Gregorio	1st	Conway, Frank	4th
Bland, Paul	4th	Conway, Thomas	1st
Blasquez, Gregory	1st	Cook, Harry	1st
Blatchford, John	3rd	Cook, Lee	4th
Blethen, Raymond	1st	Cookman, Richard	4th
Bligen, Archie	3rd	Coombs, Jimmie	4th
Bloomfield, Edward	3rd	Cooper, Gerald	4th
Bolton, Frank	3rd	Cordova, Wilfredo	4th
Bonafont, Carmelo	1st	Corley, Charles	4th
Bonifas, John	4th	Corr, Joseph	4th
Boone, James	4th	Cotton, Robin	2nd
Borealino, Carl	4th	Courtney, John	1st
Boudreaux, Carroll	2nd	Cousins, Lloyd	4th
Bougham, John	4th	Couture, Kenneth	4th
Bower, Steven	4th	Cox, Donald	4th
Boyd Jr., Perry	4th	Cox, Ernest	4th
Boyd, Richard	1st	Coyle, Michael	1st
Boyd, Thomas	1st	Crader, Steven	3rd
Bozac, Gervais	4th	Craig Jr., Edward	3rd

NAME	RATING	NAME	RATING
Craig, Keith	1st	Fried, Peter	4th
Crane, Raymond	1st	Friedler, Ray	4th
Crawford, Steve	4th	Fritz, Charles	4th
Croes, Larry	3rd	Fuentes, Erdwin	1st
Crow, Paul	3rd	Funk, John	4th
Cruz, Juan	4th	Gaines, James	4th
Cueva, Nestor	4th	Galeas, Isidro	4th
Cuevas, Carmelo	4th	Galka, Thomas	4th
Culp, Thomas	4th	Gallagher, Charles	3rd
Culpepper Jr., Raymond	4th	Galliano, Giuseppe	4th
Cunningham, Christopher	3rd	Gannon, John	3rd
Curtis, Thomas	3rd	Gannon, Kevin	4th
Czeslowski, Simon	3rd	Garcla, Alberto	3rd
Dehlhaus, Charles	4th	Garcla, Louis	4th
Dalsley, Richard	1st	Gard, Charles	2nd
Daley, David	1st	Gardner, Dyke	4th
Dalman, Gordon	4th	Gary, Thomas	4th
Dandy, Edward	3rd	Garza, Antonio	4th
Daniel, Wadsworth	4th	Gaskins, Jon	4th
Daniels, Howard	4th	Gayle, Lawrence	4th
Daniels, Ray	4th	Gearhart, Harry	3rd
Darney, George	1st	Geay, William	4th
Davidson, Walter	4th	Geisler, Rene	4th
Davis, Benjamin	4th	George, Allen	3rd
Davis, James	4th	Getman, Scott	4th
Davis, Kelly	4th	Getz, Edward	1st
Day, John	4th	Giaccio, Silvano	2nd
DeAgro, Alfred	4th	Gifford, Daniel W.	1st
Dean, Robert	4th	Gifford, Donald	4th
Deegro, Victor	3rd	Gilbo, Donald	1st
Dehibom, Robert	4th	Gilbo, Michael	3rd
Dehardo, Michael	4th	Gilbo, Robert	4th
Dengate, Dennis	4th	Gillette, Ron	4th
Dengate, Harry	4th	Gizzo, William	1st
Dennis, Marcus	3rd	Glaze, Richard	4th
Derke, Michael	4th	Golins, Michael	3rd
Dernbach, James	4th	Gondzar, Stan	4th
Derosia, Jeffrey	4th	Gonzalez, Enrique	4th
Derosier, Alan	4th	Gonzalez, Juan	1st
Devonish, Christopher	4th	Gonzalez, Orlando	4th
Dial, James	1st	Goodrum, Robert	1st
Diaz, Robert	1st	Goosby, David	4th
Dickens, Glenn	4th	Goosby, David	1st
Dickinson, James	4th	Gordon, Larry	2nd
Difabrizio, Alfonso	4th	Gordon, Ronald	4th
Dill, Henry	4th	Gore, Eugene	4th
Dillon, William	2nd	Gore, Jeffrey	4th
Dinnes, Stephen	4th	Gower, David	4th
Disarno, Joseph	4th	Grab, Cyril	4th
Disang, Maximo	4th	Graham, Eschol	1st
Ditzel, Kevin	4th	Graham, Kelly	4th
Dixon, Jack	1st	Graney, Joseph	4th
Dizon, Romeo	2nd	Gray, William	4th
Dobloug, James	4th	Green, Haywood	4th
Dolan, Peter	4th	Greenfield, John	4th
Donovan, Patrick	4th	Greiner, Douglas	2nd
Dooley, Lonnie	4th	Grendahl, Rueben	3rd
Dooley, Thomas	4th	Griffin, Ralph	3rd
Doran, Thomas	4th	Griffith, John	4th
Dorlan, Patrick	4th	Grivas, Bernard	4th
Dorsey, Eugene	2nd	Groening, Richard	1st
Dow, Gary	4th	Gross, Charles	4th
Doyle, Daniel	3rd	Guajardo, David	4th
Dryden, James	3rd	Guerrero, Orlando	4th
Duarte, Hector	4th	Guertin, Louie	3rd
Duckworth, Merle	4th	Hagedorn, Edwin	4th
Duenas, Bernardino	1st	Haight, Jonathan	1st
Duffy, James	4th	Hall, John	4th
Dukehart, David	1st	Hall, Michael	2nd
Dukes, Frederick	3rd	Haller, Robert	4th
Duncan, Charles	2nd	Halmon, Earl	4th
Duncan, William	4th	Hambiet, Arnold	4th
Dunn, Cardel	4th	Hambouz, Hamlim	4th
Durand, Felix	4th	Hampson, Charles	4th
Duron, Roberto	3rd	Hanks, Fletcher	4th
Dwyer, Carroll	4th	Hannon, Richard	4th
Eagleson, Charles	4th	Harada, Leslie	1st
Echevarria, Ramon	4th	Hardy, Ross	4th
Eddings, Otis	3rd	Harper, Roman	1st
Edge, Richard	3rd	Harrington, Stephen	4th
Edgell, Patrick	1st	Harris, Barry	1st
Ehret, William	3rd	Harris, Bobby Earle	1st
Elliott, Byron	4th	Harris, Frederick	4th
Ellis, Perry	4th	Harris, Thomas	4th
Eliot, George	4th	Harris, Thomas	2nd
Emans, Marvin	3rd	Hart, David	4th
Ensor, Walter	3rd	Hart, Grady	4th
Esposito, Gennaro	1st	Hart, Ray	4th
Everett, Clayton	4th	Hatchel, William	4th
Evoevich, George	4th	Hawkins, Stanley	4th
Fain, Gary	1st	Hawkins, Theodore	4th
Fair, James	4th	Hawver, Charles	4th
Farmer, Donald	4th	Lamphere, Thomas	4th
Farmer, Robert	3rd	Head, Fred	1st
Fay, Michael	1st	Heath, Ray	3rd
Fedesovich, John	1st	Hebert, Allison	3rd
Ferebee, Randolph	4th	Hemby, Clarence	4th
Fergus, Steven	4th	Heneke, Richard	4th
Ferreira, Jose	4th	Herbert, Thomas	3rd
Fester, Michael	4th	Hernandez, Angel	4th
Ficca, Daniel	4th	Herrelein II, John	4th
Figueroa, Eusebio	4th	Hess, Oliver	4th
Flore, Salvatore	3rd	Hickman, Alton	4th
Fischer, Erik	1st	Higgins, John	4th
Fisher, James	4th	Hill, Howard	4th
Fitzgerald, Lynwood	2nd	Hill, Marcos	3rd
Flores, Jorge	4th	Hill, Mitchell	4th
Flynn, James	4th	Hines, Donald	3rd
Foley, William	3rd	Hines, Larry	3rd
Fonville, James	4th	Hines, Robert	1st
Ford, Elwyn	1st	Hines, Terry	4th
Ford, John	4th	Hipolito, Jose	4th
Forlund, Robert	3rd	Hipp, Raymond	3rd
Foster, Albert	4th	Hoff, Chester	4th
Fountain, Leon	4th	Hoffman, James	4th
Fowler, Brantley	3rd	Holman, Earl	4th
Fralse, Owen	4th	Hooper, Allen	3rd
Frazier, Earl	4th	Hoppe, John	4th
Frazier, Homer	4th	Horger, Timothy	3rd
Frederickson, Eric	4th	Horn, Freddie	2nd
Freeman, Benjamin	4th	Horn, Kelly	4th
Freeman, Mark	2nd	Hornish, Allen	4th
French, Donald	4th	Hove, Peter	1st

NAME	RATING
Howison, James	4th
Hrisanthopoulos, George	4th
Huffman, Carl	4th
Huffman, Ronald	3rd
Humphries, Mark	1st
Hunt, Harold	4th
Hunter, Andrew	4th
Huss, Philip	2nd
Hutchinson, James	4th
Hutchinson, Richard	4th
Hutton, Glen	1st
Hyams, Robert	4th
Hyder, Wilbur	1st
Ilison, James	1st
Irula, Ramon	2nd
Ivanaukas, Lawrence	1st
Ivanaukas, Robert	2nd
Jackson, Curtis	4th
Jackson, Lionel	4th
Jackson, Robert	4th
James, Dexter	3rd
Janssen, John	4th
Jarvis, William	4th
Jefferson, Chromer	3rd
Jenkins, Floyd	4th
Jessie, Ira	4th
Joe, William	4th
Johns, Gregory	4th
Johns, Lucian	4th
Johnsen, Edward	3rd
Johnson, Daniel	2nd
Johnson, David	4th
Johnson, Gerald	4th
Johnson, Hubert	3rd
Johnson, Marcus	4th
Johnson, Ralph	4th
Johnston, Gary	3rd
Jones, Richard	4th
Jones, Robert	1st
Jones, Steven	4th
Jordan, Theopolis	4th
Joslin, Raymond	3rd
Joslin, William	1st
Jung, Henry	4th
Justice, Roy	4th
Kachel, Jan	4th
Karlsson, Francis	4th
Katt, William	3rd
Kearney, Joseph	4th
Kearney, Lawrence	4th
Keeley, John	4th
Keene, Vernon	4th
Keller, Donald	4th
Keller, Frank	1st
Kelly, John	3rd
Kendrick, David	3rd
Kennedy, Charles	1st
Kenney, William	4th
Kent, Kenneth	4th
Kidd, Torry	4th
Kiger, Barry	2nd
Killeen, Christopher	4th
Kimbrough, Walter	1st
Kincer, Larry	4th
Kinchen, Robert	4th
King, Cicero	4th
King, Charles	4th
King, Joseph	4th
King, William	4th
Kinsman, Harry	4th
Kirk, John	4th
Kirksey, Charles	1st
Kirksey, Vincent	4th
Kirton, Robert	4th
Kittas, Ronald	4th
Kittleson, Lyle	3rd
Klarstrom, Larry	4th
Kleinman, Leon	4th
Klick, Paul	4th
Kling, Howard	4th
Koesy, James	2nd
Koflowitch, William	2nd
Komminos, Nicholas	1st
Kopp, David	2nd
Kosicki, Dobiomir	4th
Koss, Eugene	4th
Kostouros, Konstantinos	4th
Kraemer, Frank	1st
Kraljevic, Michael	1st
Krus, Brian	4th
Kues, Stephen	2nd
Kulus, Theodore	4th
Kuzminski, Raymond	4th
LaBounty, Robert	4th
Lacunza, Ernest	4th
Lake, Calvin	4th
Lambeth, Marvin	1st
Lamphere, Thomas	4th
Lane, Alfred	4th
Laner, Ronald	2nd
Lang, Alfred	4th
Langford, Clarence	2nd
Langford, Michael	3rd
Langley, Calvin	4th
Lanningham, Thomas	4th
Larpenteur, Kenneth	4th
Larsen, Robert	1st
Lashment, Ray	4th
Latham, Herald	2nd
Lattick, Paul	4th
Laughlin, Douglas	3rd
Lawrence, John	1st
Lawrence, Willis	4th
Layko, Robert	3rd
Layner, Melvin	4th
Ledwell, Horace	2nd
Lee, Francis	4th
Lee, Hubert	4th
Leeper, William	4th
Leight, Donald	4th
Levan, Michael	4th
Levin, Leon	4th
Lignos, William	4th
Limon, Vincent	4th
Linah, Kenneth	1st
Lindsay, George	4th
Lindsey, Willie	4th
Linkewicz, Peter	4th

NAME	RATING	NAME	RATING	NAME	RATING	NAME	RATING	NAME	RATING
Linn, James	4th	McRae, William	4th	Roberts, Hafford	4th	Surrick, Richard	4th	Verzone, Willard	4th
Linnette, Wayne	4th	Nathan, John	4th	Roberts, Luther	4th	Swanson, Ronald	4th	Vides, Gustavo	4th
Linton, John	1st	Nesthery, Emmett	4th	Robertson, Richard	1st	Swisher, Bruce	4th	Villapoli, Esteban	4th
Liwig, Exequiel	2nd	Neel, Jerrell	4th	Rodriguez, Carlos	1st	Sylvia, Francis	4th	Villigran, Ruben	4th
Lockey, Leon	4th	Negron, Joseph	4th	Rodriguez, Hector	3rd	Tameo, Rocco	4th	Vogler, Frederick	4th
Lohr, Chester	4th	Nelson, Alan	4th	Rodriguez, Juan	4th	Tanner, Leroy	1st	Wade, John	4th
Long, James	1st	Nelson, Dan	4th	Rodriguez, Manual	1st	Tannis, Randolph	4th	Wadlington, Michael	4th
Long, Johnnie	4th	Nelson, Norman	4th	Rodriguez, Ruben	4th	Tatesure, Vincent	2nd	Wagner, Richard	4th
Long, Stephen	4th	Nelson, Rodger	4th	Rodriguez, Victor	4th	Taylor, Conrad	1st	Walker, Joe	4th
Lopez, Manuel	4th	Newhouse, Jonathon	4th	Rogers, Earl	4th	Taylor, Thomas	3rd	Walker, Larry	1st
Lorber, Leslie	1st	Newsome, DeShawn	4th	Rogers, Lee	4th	Tebbetts, Melvin	4th	Walker, Marvin	4th
Lowman, Clarence	4th	Newsome, James	4th	Rogers, Louis	4th	Tell, George	4th	Wallace, Timothy	4th
Lukacs, Ronald	4th	Nicholson, Joseph	3rd	Rogers, Patrick	4th	Tenteromano, Carl	4th	Wallack, John	3rd
Lupari, Armand	4th	Nickalasky, Raymond	3rd	Rosario, Rene	2nd	Terry, David	1st	Walter, William	3rd
Lyons, John	4th	Nieves, Luis	4th	Rosati, Richard	4th	Thaxton, Aaron	3rd	Walters, Steven	4th
LaSorsa, Michael	4th	Nixon, Leonard	4th	Rose, Daniel	1st	Thomas, Alphonse	3rd	Walton, William	4th
Machal, Raymond	4th	Noli, Michael	4th	Rose, William	4th	Thomas, McAndrew	4th	Ware, Hulon	3rd
Maga, Thomas	1st	Norland, William	4th	Rosenberger, Charles	4th	Thomas, Thomas	4th	Washington, Eddle	1st
Magyar, Joseph	4th	Norris, David	4th	Ross, John	1st	Thompson, George	4th	Watson, Glenn	4th
Maher, Thomas	3rd	Nortava, Peter	4th	Rossi, Eric	3rd	Thompson, Lindsey	4th	Watson, Glenn	4th
Makarewicz, Gerald	1st	Novak, Anthony	3rd	Rougeux, David	4th	Tierney, Frederick	1st	Watson, Joe	1st
Makarewicz, Richard	4th	Nugent, Raymond	1st	Rouse, John	4th	Timmons, David	4th	Webber, Olie	4th
Malecek, Barbara	4th	Nurmi, Rudolph	1st	Rowe, Thomas	4th	Tims, James	1st	Weeden, Roger	1st
Mailini, Michael	1st	O'Brien, Sean	4th	Roy, Alfred	4th	Tims, Michael	4th	Weisner, Richard	4th
Maimberg, Dale	1st	O'Donnell, David	1st	Roy, George	4th	Tobias, Thomas	4th	Welch, Douglas	4th
Manard, Jesse	4th	O'Donnell, James	4th	Rozmus, Walenty	2nd	Tomaszewski, Richard	4th	Weich, Elvert	1st
Mancini, Russell	1st	O'Meara Jr., James	1st	Roznowski, Steven	3rd	Torgerson, Robert	3rd	Weich, Vincent	1st
Mann, William	4th	O'Rawe, John	4th	Ruiz, John	4th	Torres, Felipe	4th	Wescott, Prince	2nd
Markowitz, Alvin	4th	O'Reilly, John	2nd	Ruscigno, Michael	4th	Torres, Francisco	3rd	Westerholm, Gary	1st
Marks, Edward	4th	O'Toole, Michael	1st	Rush, Robert	3rd	Torrez, Roberto	4th	Whalen, Paul	3rd
Marth, Michael	2nd	Oberle, Daniel	4th	Russell, Paul	1st	Tosado, Efrain	4th	Whisenant, Edward	4th
Martin, Jesse	4th	Oberson, John	4th	Russo, Michael	4th	Traser, William	4th	Whistler, Samuel	4th
Martin, Joe	4th	Oden, Lester	1st	Sabga, Jimmy	3rd	Trauth, Joseph	4th	White, Darryl	4th
Martin, Philip	4th	Ohler, Robert	4th	Sabin, Milton	4th	Treece, Stephen	4th	White, Don	4th
Martin, Robert	4th	Okrogly, Alfred	3rd	Sachs, Bernard	1st	Tremper, Michael	3rd	White, Frank	4th
Martineill, Albert	4th	Oliveri, Joseph	1st	Saddy, Luis	4th	Trent, John	4th	White, Roger	3rd
Martinez, Charles	4th	Omdahl, Arthur	4th	Sadler, Joseph	4th	Triantafillos, Petros	4th	Whittle, David	4th
Mata, Jose	4th	Onufer, Paul	4th	Sager, Eric	3rd	Troche, Osvaldo	4th	Wiatrowski, Theodore	4th
Matos, Rafael	4th	Oppel, Robert	4th	Salazar, Julian	4th	Trott, Llewellyn	4th	Wilhelm, Mark	4th
May, Michael	1st	Orr, Paul	4th	Salley, Robert	4th	Tsolakidla, Panagiotis	4th	Wilkerson, Herman	4th
Mayo, Kelly	3rd	Orsini, Dominick	1st	Salomons, Imro	1st	Tuchek, Phillip	4th	Williams, Bruce	4th
Mealor, Robert	4th	Orsini, Joseph	4th	Sanchez, Robert	3rd	Tucker, John	4th	Williams, Cecil	4th
Meehan, Vincent	4th	Osman, Mustafa	1st	Sanders, Darry	4th	Turk, Bernard	4th	Williams, Leroy	2nd
Mefferd, Michael	4th	Oswald, Marc	4th	Santiago, Alex	4th	Turner, Douglas	4th	Williams, Milton	4th
Meldinger, John	4th	Pacheco, Edmund	4th	Santo, Diogenes	4th	Turpin, Richard	3rd	Wilson, Haywood	4th
Meipignano, Cosimo	4th	Pagan, Ernesto	4th	Santos, Robert	4th	Tyer, Earl	4th	Wilson, Richard	2nd
Mercado, Angel	4th	Pagen, Jacinto	4th	Sapp, Cecil	4th	Tyler, Robert	4th	Wilson, Robert	4th
Merritt, Carl	4th	Painter, Philip	4th	Saslos, Nikolaos	4th	Tymczyszyn, Frank	3rd	Wolf, Paul	2nd
Meyers, Michael	4th	Palmsano, Pasquale	4th	Schaefer, John	4th	Tyson, James	4th	Wolfe, Robert	4th
Michael, Joseph	2nd	Palombo, Victor	4th	Schlueter, Hans	4th	Ulatowski, Raymond	3rd	Wolkoski, John	4th
Migliara, Thomas	4th	Paloumbis, Nikolaos	1st	Schmidt, Anton	4th	Unglert, Harold	4th	Womack, Tyler	4th
Mikos, Pete	4th	Panette, Frank	4th	Schockney, Harry	3rd	Utterback, Randolph	4th	Woodard, Claud	4th
Millard, David	4th	Panko, Dasril	2nd	Schroeder, Wilhelm	4th	Vacca, Michael	4th	Worrell, Vasco	4th
Miller, George	4th	Panos, Robert	4th	Schuffles, Peter	4th	Vain, Joseph	4th	Wright, Charlie	4th
Miller, Joaquin	2nd	Papageorgiou, Dimitrios	4th	Schuster, Robert	4th	Vall, Jose	4th	Wright, John	2nd
Miller, John	4th	Pardovich, Philip	4th	Scrivens, Robert	3rd	Van'Epps, Gerald	4th	Wright, Thomas	4th
Miller, Robert	4th	Parker, Kimberly	4th	Scuderi, Marcel	4th	Van'Horn, David	4th	Yahia, Kassim	4th
Miller, Steven	4th	Parrish, Jesse	1st	Sczpiorski, Alfred	4th	Van'Pelt, Timothy	3rd	Yarmola, Jeffray	2nd
Miller, Willie	3rd	Parrish, William	4th	Seabron, Sam	1st	Vance, Fred	4th	Yelland, Brian	4th
Mills, Cecil	4th	Pateron, Mark D.	1st	Senteney, Stephen	1st	Vane, Stanley	4th	York, William	1st
Milne, Author	4th	Patino, Juan	4th	Sessions, Otis	1st	Varela, James	1st	Young, William	4th
Minix, Charles	4th	Patrick, Hermus	3rd	Seymour, Lewis	4th	Vasquez, Pete	4th	Zablaza, Salvador	3rd
Minix, Raleigh	4th	Patterson, Harris	4th	Sharpless, James	4th	Vaughn, Alfred	3rd	Zeller, Russell	1st
Miranda, John	4th	Patterson, Joseph	4th	Shaughnessy, Peter	4th	Vazquez, Jose	3rd	Zemel, Steven	4th
Mitchell, Clay	1st	Patterson, Kraig	4th	Shaw, Arthur	4th	Valez, Alberto	4th	Zielinski, Tadeusz	1st
Mitchell, Daniel	1st	Patterson, Nelson	4th	Shaw, David	1st	Valez, Ruben	4th	Ziolkowski, William	4th
Mittendorf, Steven	1st	Patton, Stephen	4th	Shaw, Lexie	4th				
Moche Jr., Spero	1st	Paulsen, Sverre	4th	Shaw, Lloyd	1st				
Mohammed, Tony	4th	Payne, Gerald	2nd	Shaw, Robert	4th				
Mondone, Sonto	4th	Pazos, Joseph	2nd	Shaw, Ronald	4th				
Moneymaker, Ernest	4th	Pennick, John	4th	Sherar, William	4th				
Mooney, Steven	4th	Penns, John	2nd	Sherpinski, John	4th				
Moore, Arthur	4th	Penrose, John	4th	Shine, Don	3rd				
Moore, George	3rd	Penton, Leon	4th	Shoun, Warren	2nd				
Moore, James	3rd	Perdikis, Spiridon	4th	Sidney, Donald	4th				
Moore, Thomas	4th	Perdon, Sebastian	4th	Siejack, Ernest	4th				
Morales, Angel	4th	Perkins, Harold	1st	Simmons, Paul	4th				
Morales, Oiman	4th	Perry, Jay	4th	Simpson, Spurgeon	3rd				
Morgan, Donald	4th	Perry, John	4th	Skinner, John	4th				
Morin, Lee	4th	Parason, John	1st	Skubna, Jimmy	2nd				
Moritani, Shigeru	2nd	Peterson, Charles	3rd	Slack, George	4th				
Morris, Jean	1st	Peth, Carl	4th	Slay, James	2nd				
Morris, Mortimer	4th	Petrik, Laszlo	4th	Slusser, William	4th				
Mortensen, John Ole	2nd	Phillips, Donald	3rd	Smith, Adam	4th				
Mosebach, Frederick	4th	Phillips, Michael	1st	Smith, Bruce	1st				
Moss, Taimadge	4th	Phillips, Pierce	1st	Smith, Charles	3rd				
Mouton, Terry	4th	Picciolo, David	3rd	Smith, Craig	1st				
Mullen Jr., Richard	1st	Picciolo, Raymond	2nd	Smith, Edward	3rd				
Mullins, Jeffrey	4th	Pickren, Charles	1st	Smith, Edward	4th				
Munsie, John	2nd	Pierce, Roy	4th	Smith, George	4th				
Murphy, Donald	2nd	Piteris, Michael	4th	Smith, Hanable	4th				
Murphy, Michael	1st	Plaskin, Eric	3rd	Smith, Major	4th				
Murray, Brenda	3rd	Poletti, Rudolf	4th	Smith, Willard	3rd				
Murray, Edward	4th	Polise, Edward	4th	Smith, William	4th				
Myers, Joseph	4th	Polk, Elbert	4th	Smitko, James	4th				
Myers, Oliver	4th	Pollard, James	4th	Snovelle, Walter	4th				
McAndrew, Martin	4th	Pollard, William	3rd	Snyder, John	4th				
McAndrew, Thomas	4th	Pollard-Lowsley, Guy	1st	Sorensen, Egli	3rd				
McAvoy, John	4th	Ponti, John	3rd	Sorensen, Peter	3rd				
McBride, James	1st	Potts, Anthony	2nd	Soucy, Philip	4th				
McBride, Louis	4th	Prater, Robert	4th	Spanraft, Albert	4th				
McCabe, John	1st	Principe, Henry	1st	Sparling, David	4th				
McCauley, Roy	1st	Prisock, Franklin	4th	Speckman, Gene	1st				
McCary, James	4th	Pyle, James	2nd	Spell, Allen	4th				
McCray, James	4th	Quebedeaux, Francis	4th	Spell, Joel	1st				
McCue, Charles	4th	Raba, John	2nd	Spell, Joseph	3rd				
McDonald, Randy	3rd	Radam, Gordon	4th	Spencer, Bobby	4th				
McDonald, Richard	4th	Ranale, George	4th	Spencer, Herbert	4th				
McDonnell, Randy	4th	Rapitis, Emmanuel	4th	Stagg, Timothy	3rd				
McGarity, Gerald	4th	Ratiff, George	4th	Stankiewicz, Alexander	3rd				
McGarrity, David	1st	Reamey, Bert	4th	Stanton, Lewis	4th				
McGauley, Joseph	4th	Renale, George	4th	Starr, John	4th				
McGee, Joseph	3rd	Requiso, Marcelino	4th	Stegall, Hiram	4th				
McGinty, James	4th	Resendez, Alex	4th	Stein, Warren	1st				
McGuire, Michael	4th	Revette, James	4th	Steinmetz, Kenneth	4th				
McIlwain, Michael	1st	Reyes Jr., Frederick	1st	Stevens, Walter	2nd				
McInnes, Leonard	4th	Reyes, Julio	4th	Stewart, Mark	4th				
McKeehan, Tommy	4th	Ricco, Christopher	4th	Stewart, Rusty	4th				
McKenna, John	4th	Richman, Everett	4th	Stockmon, Buford	4th				
McKnight, Michael	4th	Ricord, Fabious	2nd	Stone, Eugene	4th				
McLaughlin, John	3rd	Ries, Charles	4th	Story, Randall	4th				
McLendon, Thomas	4th	Riley, John	3rd	Strode, William	4th				
McLeod, Douglas	4th	Risbeck, Richard	4th	Stropich, George	4th				
McLeod, Kenneth	4th	Rivera, Jose	1st	Strozzo, Jeffrey	3rd				
McMahon, Thomas	4th	Rivers, Sam	4th	Sullivan, Ciofus	1st				
McNally, Michael	3rd	Rizzo, Francis	4th	Sullivan, James	4th				
McParland, James	4th	Roat, Wallace	4th	Sullivan, William	4th				

Mail To:
Seafarers Harry Lundeborg School of Seamanship
Director of Vocational Education
Piney Point, Maryland 20674

The following information is provided to update
my records: I received my QMED rating on _____
Date

I have completed the following specialty course(s):

Marine Electrical Maintenance _____ Diesel Regular _____
Date Date

Refrigeration Systems, Maintenance & Operations _____
Date

Pumproom Maintenance & Operation _____
Date

Marine Electronics _____ Welding _____ Automation _____
Date Date Date

I hold a valid 3rd/2nd Assistant
Engineer License issued on _____
Date

NAME _____

SS# _____

BOOK# _____

ADDRESS _____

TELEPHONE# _____

Note: Each member should provide a photocopy of
evidence to substantiate changes in the above
records.

SBHE Evaluation of Library a Success

SHLSS Moves Closer to College Degree Approval

In the state of Maryland, schools must participate in a thorough evaluation by the Maryland State Board of Higher Education (SBHE) in order to be approved to grant college degrees. The Seafarers Harry Lundeberg School of Seamanship has been working with the SBHE to gain degree granting approval so that seafarers can earn two-year college degrees in either Nautical Science Technology, Marine Engineering Technology or Maritime Food Service Management. The evaluation of the school by the SBHE includes all phases of the operation of SHLSS: mission and goals, organization and administration, finances, facilities, student services, curriculum, catalog and publications, faculty, admissions, and the library.

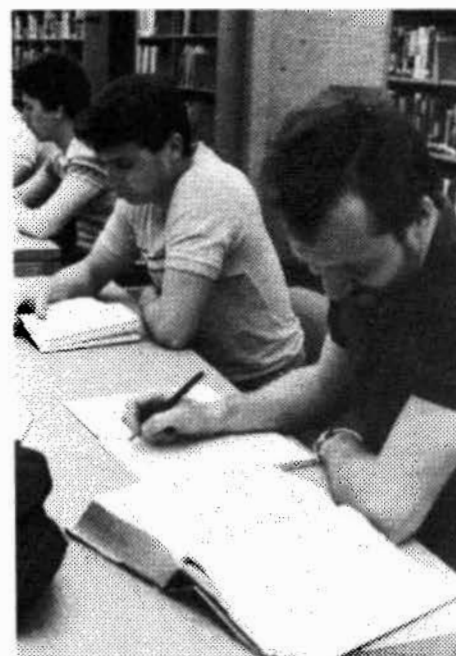
In February, the SHLSS moved one step closer to achieving state

approval when the school's library was evaluated by Dr. David Sumler of the SBHE and Mr. Don Bertsch, a specialist and consultant in library services. The library evaluation was very positive, and the work of Janice Smolek, Director of the Library, was praised by both Sumler and Bertsch. The collection of the library which includes 14,000 volumes in maritime and other topics and over 240 periodicals was judged as appropriate to the training and educational goals of the school. The work that Janice Smolek has done over the past year to build up the collection was given positive recognition by the evaluation report. In addition, the Paul Hall Library was praised as an excellent facility with its quiet study areas, professional television and audio visual media center, an archives for union and school history, the auditorium

and classroom areas, and of course the museum area.

By passing this phase of the library evaluation SHLSS moves one step closer to its goal of granting college degrees. SHLSS will have its evaluation on all phases of operation presented to the SBHE sometime in late spring or early summer for the board's approval. Once SHLSS is given approval to grant college degrees, the school will begin offering a two-year occupational associates in arts degree to eligible seafarers. When the new program begins, SI members will be able to earn college degrees through the Seafarers Harry Lundeberg School of Seamanship.

SHLSS is looking towards bright educational horizons for its students. When the new college program begins, it is hoped that many seafarers will take advantage of the new opportunity to earn



Nautical Science students study in the library.

college degrees in the maritime fields. More information about the upcoming college programs will be printed in future issues of the LOG.



Randy Garay (l.) and Willoughby Calvin Byrd are reunited, after 13 years, by the Bosun Recertification class.

SHLSS Course Reunites Friends from the Past

On Monday, March 4th, as the Bosun Recertification class began to check in at SHLSS, Randy Garay glanced over the list of class mates and recognized the name Willoughby Calvin Byrd. This was the man who rescued him 13 years ago.

Randy had been stranded in Calcutta, India in December 1971. He was broke, ill and his passport had expired. He happened to meet some SIU seamen who took him to meet their Bosun, Willoughby Byrd. Willoughby listened to his story and decided to go out on a limb to help this young man. He convinced the captain to give Randy a job, although Randy wasn't a seaman and didn't have the proper papers. They went to

the Indian consulate and were told it would take four days to get the appropriate paperwork. Upon leaving the captain said, "get your gear, get on the ship, we leave tonight." Randy did receive his seaman papers from another consulate.

The return trip to the states took 35 days. During that time Randy learned how to be a seaman. He had a lot of time to talk with Willoughby and the other crew members. By the time the trip was over he had decided to become an SI member. "I liked the lifestyle, the people and working onboard a ship."

When the ship docked in New Orleans, Willoughby Byrd and Randy Garay parted. Willoughby

continued shipping out and Randy joined the SIU Trainee Program, first in New Orleans then at Piney Point, Maryland.

Neither man had seen or heard from the other until they came to the Seafarers Harry Lundeberg School of Seamanship, and found they were both enrolled in the Bosun Recertification course. Randy was proud to introduce his wife and family to "the man who turned my life around. I owe everything to this man and this union."

When Willoughby recognized Randy he said "I felt so proud of him. I always thought he looked like seaman material."

SHLSS COURSE GRADUATES



Radar

(l. to r.): Roy Delay, Leon M. Pulley, Instructor Dale Rausch, Doug Stahl.



Quartermaster

Kneeling (l. to r.): Joseph Cosentino, Chris Hunt. Second row (l. to r.): Instructor Abe Easter, Erin Early, Brendan Murphy, Dwane Stevens, Jeffery Fackett.



Welding

Kneeling: (l. to r.): Robert A. Hudak, Kevin T. Guld. Second row (l. to r.): Andy Bluit, Yahya Masherah, Instructor Bill Foley.



Sealift Maintenance and Operations

Kneeling (l. to r.): Laura Gillespie, Rose McFarlane, George Kugler, Jim Darda. Second row (l. to r.): Paul Cates, Peter Platania, Michael McCarthy, Randy Santucci, David Hood.



Refrigeration

Kneeling (l. to r.): William Walter, Francisco Torres, Manuel Alvarez. Second row (l. to r.): Anthony Potts, Jim Varela, John Perry, (kneeling) Chuck Gallagher. Third row (l. to r.): Joe Zorbach, Jimmy Skubna, Lawrence Ivanauskas, Instructor Eric Maizkuhn, Aldo A. Santiago.



Delta Queen

First row (l. to r.): Howard Evans, Roosevelt J. Martin, David Branam, Darrel Allen. Second row (l. to r.): Robert Lee Johnson, Thomas Haas, August Alsina.



Upgrading Course Schedule

April Through June 1985

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



Following are the updated course schedules for April through June 1985, at the Seafarers Harry Lundberg School of Seamanship.

For convenience of the membership, the course schedule is separated into five categories: **engine department** courses; **deck department** courses; **steward department** courses; **recertification programs**; **adult education** courses.

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

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

Class schedules may be changed to reflect membership demands.

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

The following classes will be held through June 1985 as listed below:

Engine Upgrading Courses

Course	Check-In Date	Completion Date
Diesel Engineer—Reg.	April 26	May 30
Marine Electronics	June 28	August 15
Welding	April 19 May 24 June 28	May 23 June 27 August 1
Diesel Engineer Scholarship (License)	April 26	June 20
Tankerman	May 17	May 30

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Celestial Navigation	May 10	June 14
Radar Observer	May 31 June 14 June 21	June 13 June 20 July 11
Quartermaster—Ocean	April 19	May 30
Lifeboat	April 8 May 6	April 18 May 16
Sealift Operations & Maintenance	May 3 June 7	June 6 July 11

Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	June 3	July 8

Steward Upgrading Courses

Course	Check-In/Completion Date	Length of Course
Assistant Cook	bi-weekly	varies
Cook and Baker	bi-weekly	varies
Chief Cook	bi-weekly	varies
Chief Steward	monthly	varies
Three Man Steward Dept.	monthly	varies

Adult Education Courses

Course	Check-In Date	Completion Date
(GED) High School Equivalency Program	April 26	June 8
(ESL) English as a Second Language	May 3	May 31
(ABE) Adult Basic Education	May 3	May 31

Upgraders Visit the "Hill"



As part of their Union Education class, these upgraders had a chance to visit SIU headquarters and then the House of Representatives' Merchant Marine and Fisheries Committee room where legislation vital to the merchant marine is debated. The upgraders are front row (l. to r.) SIU Legislative Director Frank Pecquex, Robert Carroll, Dennis Baker, Steve Bigelow, Jose Valle, David Stritch and Liz DeMato, SIU legislative lobbyist; (front row) Manuel Rodriguez, Joshua Lanier, Jyan Sanchez, Jeffrey Nugent and Paul Crow.

60-Foot "Freak" Wave Slams Sam Houston

It was the kind of sea you might come across once in a lifetime. And once was enough for the Seafarers aboard the *Sam Houston* (Waterman Steamship Corp.) who were battered by a 60-foot "freak" wave last month.

It had been a rough ride to begin with. The *Sam Houston* hit heavy weather every day from the time it left Suez in January. In the second week of February the *Sam Houston* was steaming about 470 miles east of Cape Henry, Va. on its way to Norfolk.

The wind was gusting up to 75 knots and seas running about 25 feet. It was nasty enough out that Capt. Robert Stanage brought in the lookouts from the wings of the LASH ship's bridge.

"It was bad out there. They couldn't see anything," he said.

AB Kenny Parks was one of those lookouts. Instead of standing lookout, Parks was standing watch at the *Sam Houston's* wheel when the massive wave slammed into the ship. "That would have been it. It just would have washed you away," he said.

"We saw it coming at us. I guess maybe about five or six seconds. I've never seen anything like that in my life," said Parks, who has been going to sea with the Navy and the SIU for more than 20 years.

The moonlight was just faint enough for Stanage to see the wave approach from starboard. He had returned to the bridge from his quarters and his eyes had not quite adjusted, but the wave was certainly big enough to see.

"I've been in this racket for 40 years. That was about as big as I've seen," he said.

When the huge wall of water smashed into the bridge, everybody ducked. "I thought, 'This is the one,'" Parks said.

"There isn't much you can do,

just stand there and hang on," Stanage said.

The force of the wave was so strong that it shattered the thick bridge windows and sent seawater roaring into the bridge. The enormous power of the sea ripped away the bulkheads of the chief engineer's and assistant mate's quarters.

"The water forced in there like a cannon," Stanage said.

The rest of the crew, most in their bunks, thought the *Sam Houston* must have collided with another ship, because the *Houston* was hit so hard.

"The water was ankle-deep in the passageways," Parks said.

When the ship was battered, the crew was knocked around, but no one sustained any serious injuries.

As soon as the wave hit and then passed, "I knew we could be in trouble. I swung hard right and put the sea behind me. I knew we couldn't stand up to that sea," Stanage said.

Along with the damage inside, a starboard lifeboat was ripped from its davits, a forward storage hatch was cracked, the electric motors were torn and washed away from two large winches.

In addition, the deck in the engineer's fo's'c'le was forced down and buckled about an inch-and-a-half.

The *Sam Houston* made its way into Norfolk for some immediate repairs and then sailed into Louisiana where more major repairs are being completed.

SIU Rep Mike Paladino said most of the crew told him they believed they were lucky because they were riding a relatively new and well-built ship.

"They said that wave might have just driven some other ships right down."



BR Larry Bradley cleans up some of the mess caused when a 60-foot wave smashed into the *Sam Houston*.

Scientists Search for Answers

Space Research May Predict Freak Waves

Several years ago off the coast of South Africa, in the Agulhas current, a huge "freak wave" hit the large merchant vessel *Bencruachuan*. This is what happened:

"... the *Bencruachuan* was brought to a sudden halt by a large wave and the entire bow section was bent downwards until the bow was 20 feet lower than it should have been; the main beams became instantaneously white hot at the point of bending. The vessel stayed afloat but had to be towed stern first to harbor."

In 1966 the Italian passenger ship *Michelangelo* was in 15 to 30 foot seas during a storm some 800 miles east of New York. It was hit by a "freak wave." This is what happened:

"... Steel superstructures gave way, water smashed through inch-thick glass windshields 81 feet above the waterline, and the bulkhead under the bridge was forced back 10 feet. Three people perished and 12 others were injured."

Just last month Seafarers aboard the *Sam Houston* (Waterman Steamship Corp.) were battered by a 60-foot "freak wave" which caused considerable damage (see accompanying story).

Every Seafarer has bounced around, and probably will again, in some pretty heavy seas in the wintertime North Atlantic, around the tip of South Africa or off the coast of Cape Hatteras.

According to several experts, a "freak wave" basically is a wave that is twice the size, or even more, than the running seas. Normally encountered in storms, freak waves also have been reported on relatively calm days. These monstrous waves can range from 40 feet to more than 100 feet high. The honor of the biggest wave ever reported

and verified goes to an 112-footer during a severe North Pacific storm in 1933.

The one thing these waves have in common is their unpredictability. Nobody knows when one might show up. Though they do appear to be more common in certain geographical areas, these freaks have been reported around the world.

Thanks to new outer space-based experiments, mariners some day may have the advantage of some sort of warning, according to Robert Beal, a research oceanographer for the Johns Hopkins University Applied Physics Laboratory.

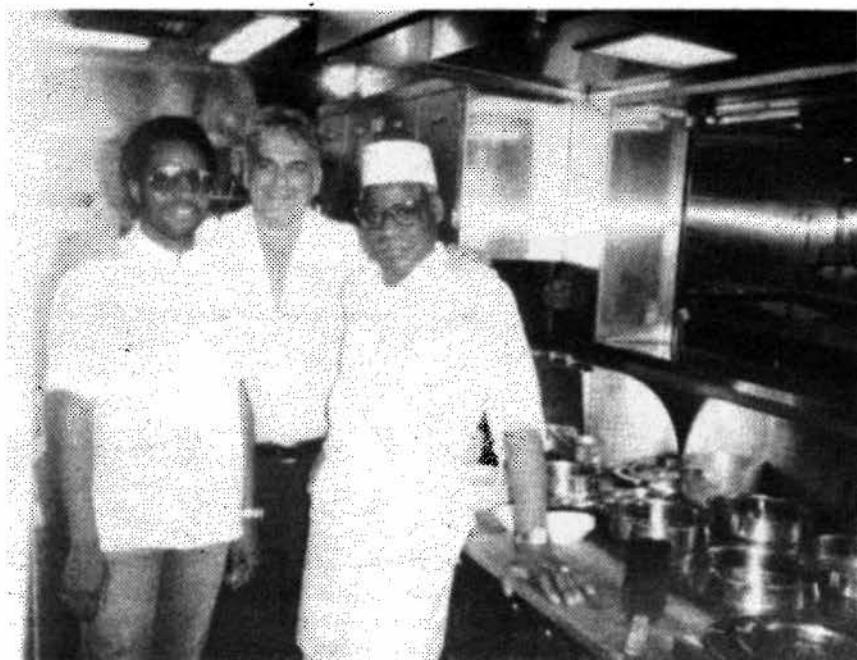
"We couldn't predict an individual wave," Beal said. But as researchers learn more and more about the waves, they may be able to predict that under certain conditions, such as a low pressure system off the coast of Chile, a ship would have an 80 percent chance of facing a giant wave.

Normal waves are created by the action of the wind on the surface of the ocean. Tidal waves are the result of underwater volcanic activity or earthquakes and usually do not reach any significant height until they approach land.

But nobody is quite sure what causes a freak wave. There are two theories, according to Beal.

The first theory is very simple—It's just a matter of odds. There are millions of waves created every day around the world, and some of them are going to be monsters. Or as Beal said, "The extremely improbable wave is at the edge of the probability curve." But he added that there are just not enough statistics to say if that is true or not.

The second reason is a bit more
(Continued on Page 25.)



Happy to be in port after a long rough trip and an encounter with a one-in-a-million wave are (l. to r.) Daniel Forester, steward assistant; John Aquino, chief steward, and Floyd Dayton, chief cook.

National Leaders Urge New Efforts to Build U.S. Merchant Marine

THE leadership of the 8-million member AFL-CIO Maritime Trades Department, and a number of influential leaders in Congress and the American labor movement, are united in their demand for a federal program to revitalize this nation's merchant marine.

Speaker after speaker at the MTD's executive board meeting in Bal Harbour, Fla. last month underscored a common theme: the American merchant marine is vital to America's national defense, and it is facing its worst crisis ever.

From MTD President Frank Drozak, Congressional Leader Thomas "Tip" O'Neill, AFL-CIO President Lane Kirkland and other national leaders came the charge that the Reagan administration has, over the past four years, either totally wiped out or severely crippled programs which have encouraged the privately operated U.S. merchant marine for more than 60 years.

In his report to the leaders of the 44 national unions that make up the Maritime Trades Department, MTD President Frank Drozak said: "We are committed to a new start for the maritime industry, based on guideline programs established by existing law and modified to attain objectives in today's environment."

But, Drozak pointed out that it is "more than frustrating to try to develop positive programs while we are fighting rear-guard actions to preserve existing programs." Drozak said that we must offer "new ideas and new options—alternatives to our present maritime policy."

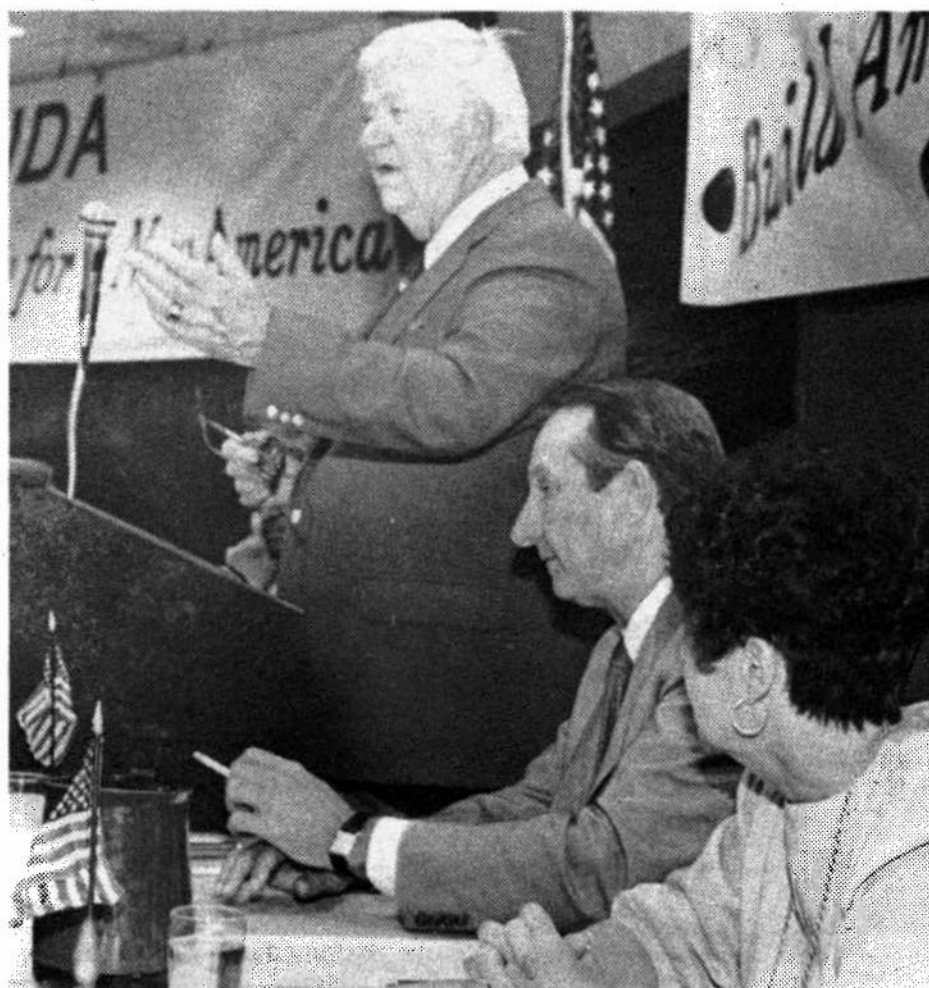
The MTD's executive board responded to Drozak's call for "sound programs to revitalize our industry" by adopting carefully thought-out resolutions which call on Congress and the administration to:

- Assure the availability of cargo for American merchant ships by negotiating bilateral shipping agreements, enforcing existing cargo laws, and adopting the Code of Conduct for Liner Conferences drawn up by the United Nations Conference on Trade & Development (UNCTAD).
- Extend the Jones Act's protections for American coastal shipping to all maritime operations within 200 miles off the coast.
- Continue transfer of Navy supply and support ships to private sector operation.
- Strengthen U.S.-flag shipping on the Great Lakes and inland waterways.
- Transfer certain Coast Guard duties to the private sector.
- Expand American fishing and canning industries and implement programs to protect them from unfair competition.
- Use surplus funds from the maritime operating differential subsidy to finance merchant seamen's health care and support and shipment of American grain to the Soviet Union aboard U.S.-flag vessels.
- Develop a forward-looking oceans policy based on future marine technological innovations.

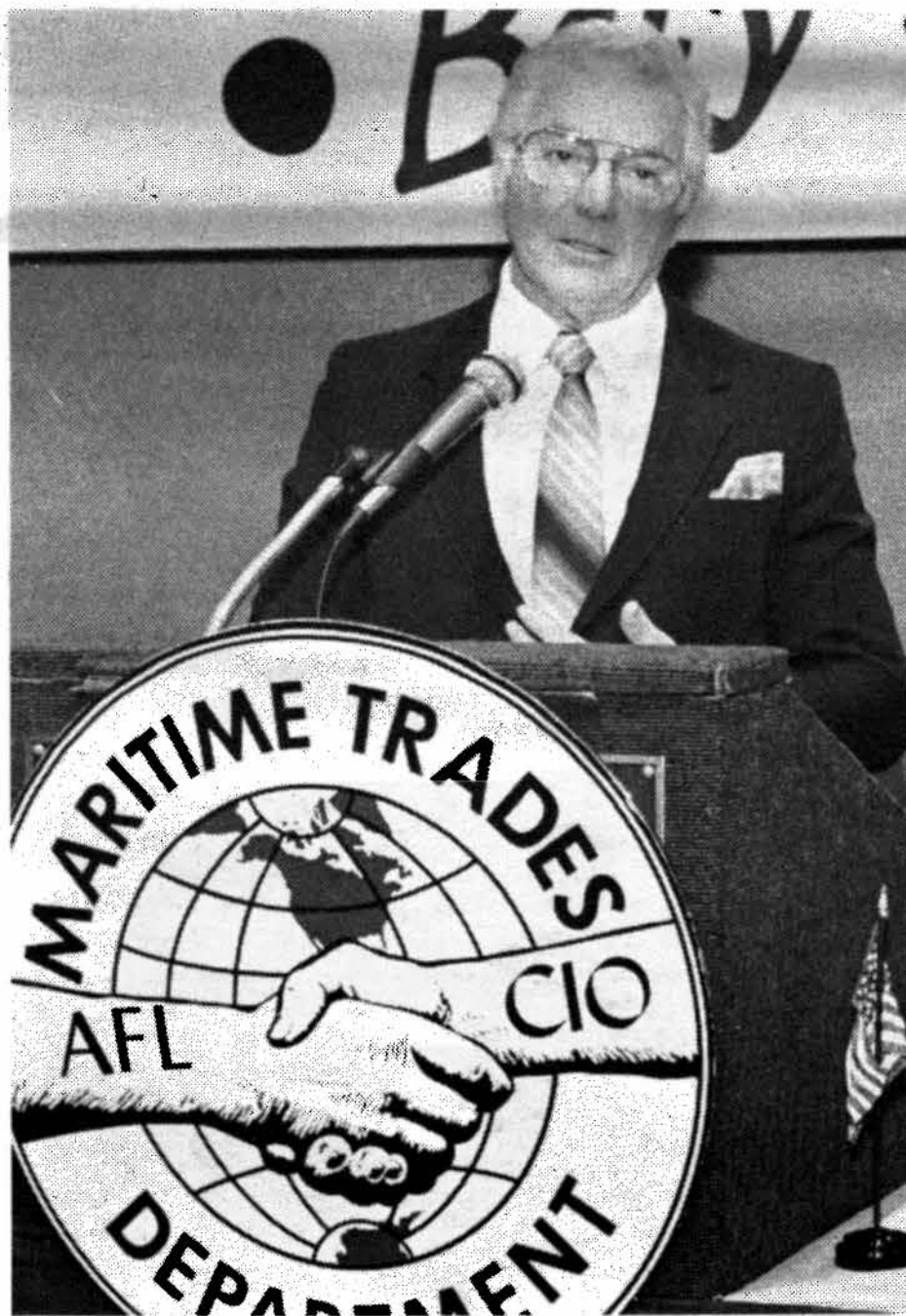
(Continued on Next Page.)



Rep. Joe Addabbo, chairman of the House Subcommittee on Defense Appropriations, said he was pleased that the Navy is turning to America's merchant fleet for active support roles in both supply and logistics. He said that the Navy is acting upon "lessons learned from the war in the Falklands." Congressman Addabbo said: "I was very interested in his [the Secretary of the Navy] statement that the key to Great Britain's success was that they had a merchant fleet they could call upon."



Speaker of the House of Representatives "Tip" O'Neill always tells it like it is, and that's the way it was when he spoke to America's labor leaders at the MTD board meeting: "We were crushed in the presidential race . . . and our [Democratic] Party is facing a time of trial. The Republicans are making dramatic inroads among white Southerners, young people and blue collar workers. They are well-financed and well-organized. The big question is: Can we work together? It is time to put a premium on results rather than the process; on winning rather than satisfying selfish particular interests."



Rep. Mario Biaggi, chairman of the House Merchant Marine Subcommittee, also told it like it was. He told the maritime community that he was "frustrated" with a maritime industry that is "fractured and divided." He warned that the maritime industry "is caught in a whirlpool that can only lead to its demise," unless we can develop a "unity of purpose supported by seagoing maritime and shipyard labor, subsidized and unsubsidized vessel operators, foreign trade and domestic trade operators, shippers, and, most importantly, the administration."



Steve Edney, national director of the United Industrial Workers, announced the launching of an "all-American" 100 percent Union canned tuna campaign, and asked for the full support of America's trade unions. Workers at the C.H.B. Co.'s West Coast plant are all members of the SIUNA affiliate.



MTD President Frank Drozak reported on the success of the C meeting in the winter of 1984. Drozak called for a continuation to the needs of maritime industry that can support and assure



Ray McKay, president of the Marine Engineers District 2, called upon the maritime community to unite behind programs which will benefit our industry, our membership and our nation.



Larry Jackson, secretary-treasurer of the Grain Millers, presented the MTD resolution calling for a greater cooperative effort between maritime interests and farmers.



New MTD Executive Board members pose for their pictures with MTD President Frank Drozak, left, and MTD Executive Secretary-Treasurer Jean Ingrao, right. They are Vera Catalli, secretary-treasurer of the Distillery Workers, and Tom Stapleton, business manager of Local 3 of the Operating Engineers.



John Perkins, director of the AFL-CIO Committee on Political Education, said that "we did a good job in the 1984 elections—and we can do even better."

National League New Efforts U.S. Merchants

(Continued)

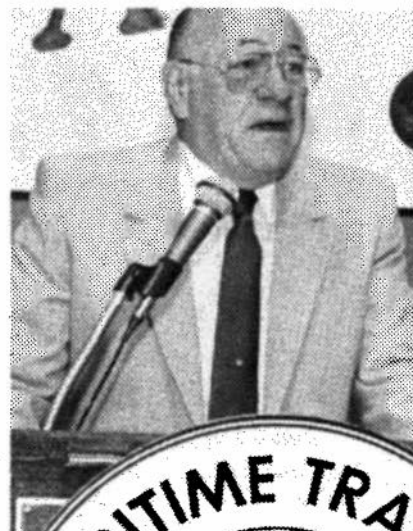
In an address to the MTD board that the Reagan administration, as weaken the nation's shipping and and "user fees" for channel mark

Kirkland stressed that the labor Congress, "but to the American j available to us. And we will make and that we are clearly addressing t

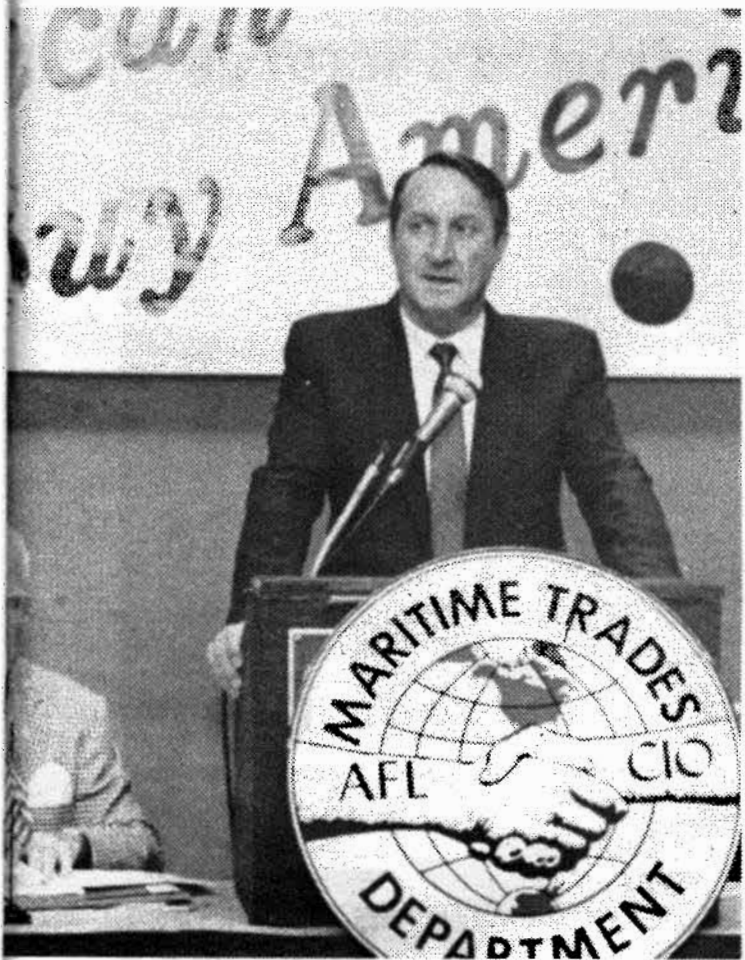
The statement on maritime poli by the MTD board on issues of p affiliates.

In other action, the board rec Drozak on the operations of the g year ago. Drozak noted that the p and the press aware of the maritin candidates who will work to solve

Speakers addressing the board, Thomas P. O'Neill; Rep. Mario Marine & Fisheries subcommittee House Defense Appropriations st Rudy Oswald; Legislative Director and Organization & Field Service



Capt. Leo Berger, president of Apex N ready to cooperate in a joint effort with "importers and exporters will be encour



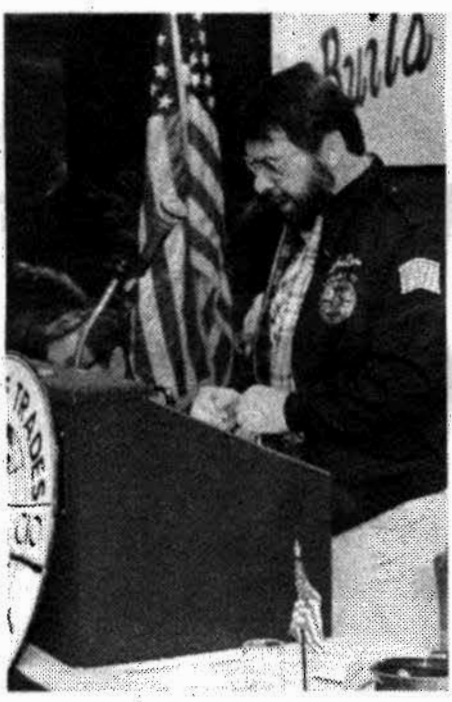
...roots Political Campaign which the MTD had endorsed at their board the grassroots program to "raise the consciousness of American voters national defense."

ers Urge o Build t Marine

from Page 15.)
AFL-CIO President Lane Kirkland noted
rt of its budget proposals, would further
pbuilding capacity through subsidy cuts
and Coast Guard services.
ovement would take its case not only to
ple by whatever means are effective and
e that our members understand the issues
r most vital concerns as working people."
was one of more than two dozen adopted
icular concern to the department and its
ed a report from MTD President Frank
roots educational program established a
ram had succeeded in making the public
industry's problems and had helped elect
ose problems.
sides Kirkland, included House Speaker
aggi, chairman of the House Merchant
ep. Joseph P. Addabbo, chairman of the
ommittee; AFL-CIO Research Director
ay Denison; COPE Director John Perkins
irector Alan Kistler.



ne, said that the U.S. shipping industry was
aritime labor to lower costs so that American
ed to ship American."



Justin Ostro, vice president of the Machinists, called for stronger support for American interests in the U.S.-Japan Trade & Transportation agreements.



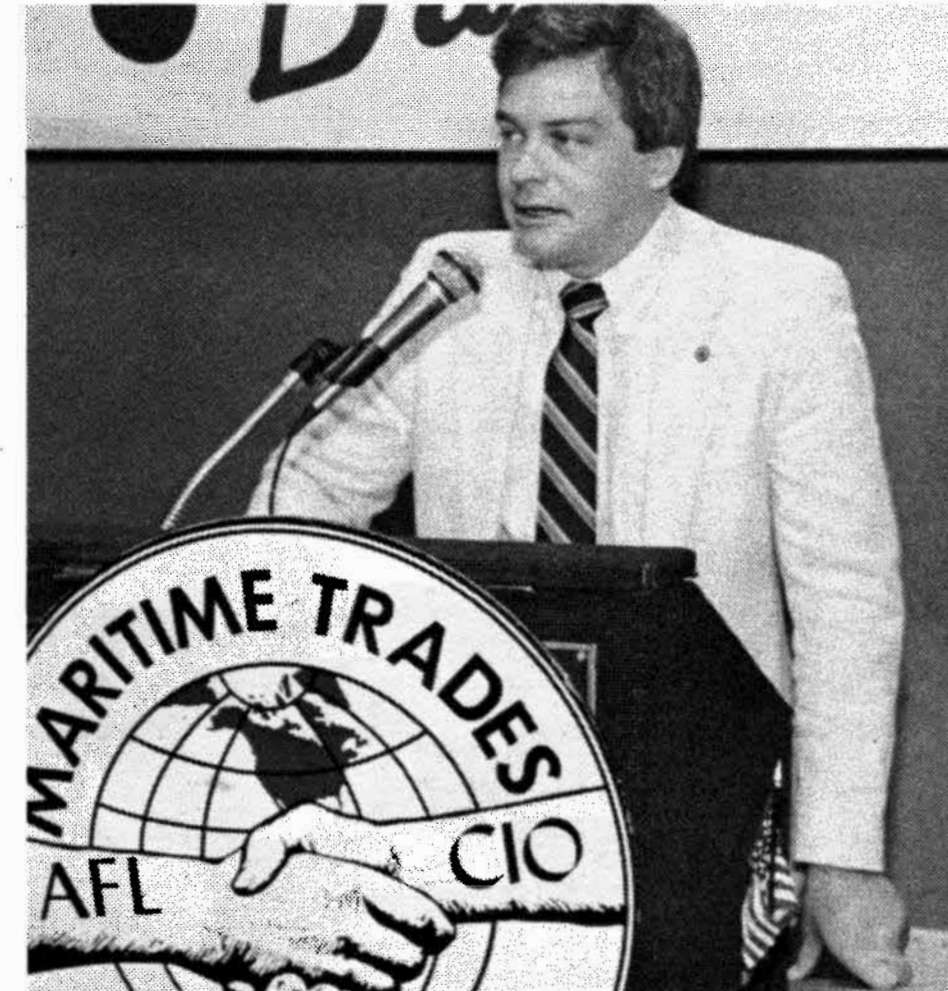
James Hatfield, president of the Glass, Plastics & Bottle Workers, urged Congress to adopt fair international trade standards.



John Kelley, president of Office and Professional Employees, said that we should continue the Grassroots political efforts.



SIU of Canada President Roman Gralewicz, left, pores over the MTD meeting agenda with Roger Desjardins, the Canadian union's secretary-treasurer.



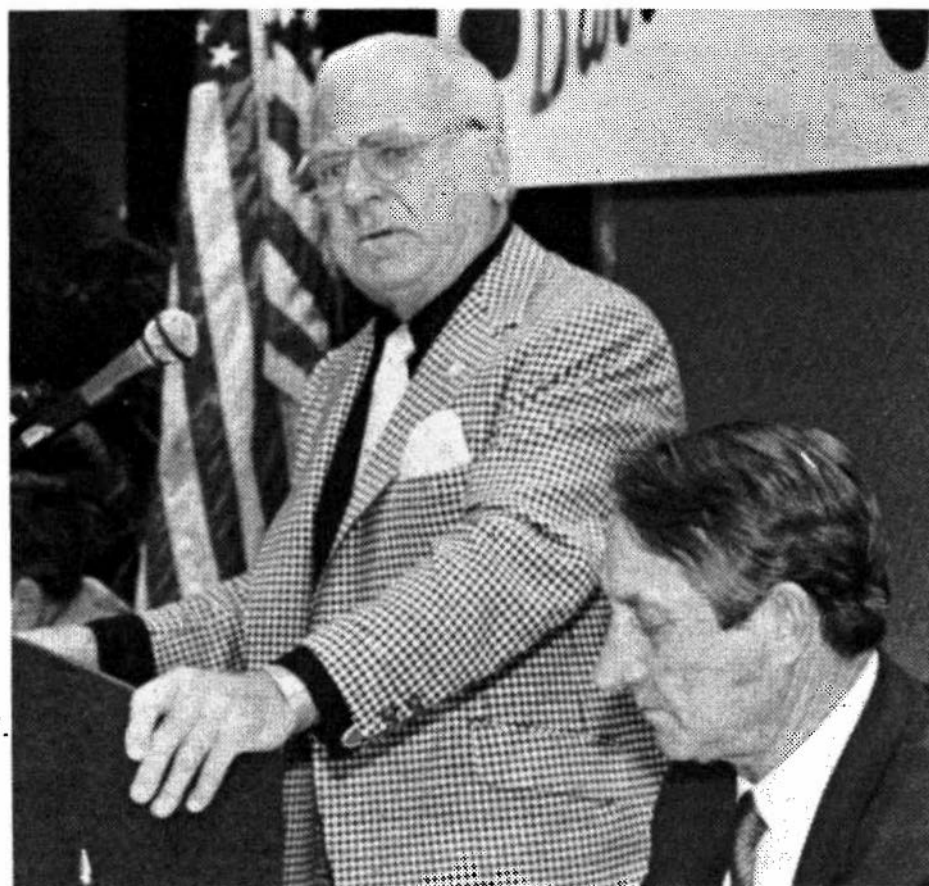
Andrew Boyle, executive vice president of the SIU of Canada, presented the MTD's statement supporting a national maritime policy for Canada.



Ed Turner, executive vice president of the SIU, left, and Jim Hatfield, president of the Glass, Pottery, Plastics and Allied Workers, review legislative materials at the board meeting.

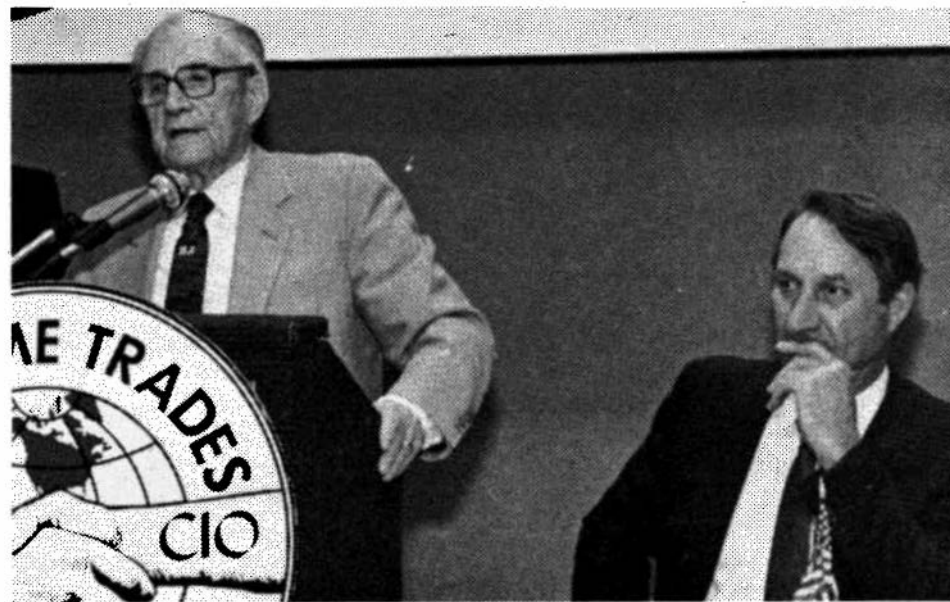


Ray Denison, who heads the AFL-CIO's legislative department, had high praise for the Grassroots political education program sponsored by the MTD and spearheaded by the SIU during the 1984 political campaigns.



Stephen Leslie, president of the Operating Engineers, and vice president of the MTD, urged a strong resolution on U.S. dredging operations.

MTD Meeting in Pictures



Teddy Gleason, president of the International Longshoremen's Association, had some harsh words for the Waterfront Commission Act which "hampers revitalization of U.S. ports."



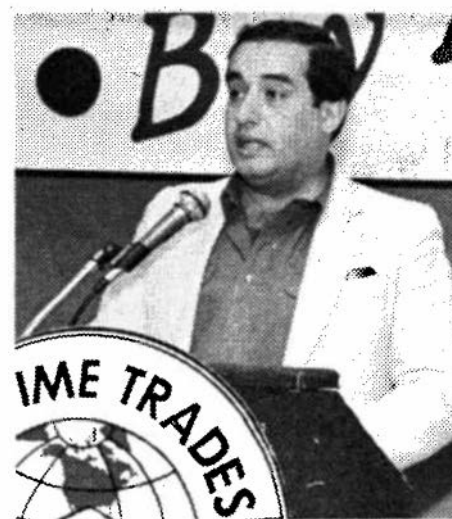
Rudy Oswald, director of research for the AFL-CIO, said that new avenues of bargaining must be explored to keep pace with the rapid changes in America's industrial and service industries.



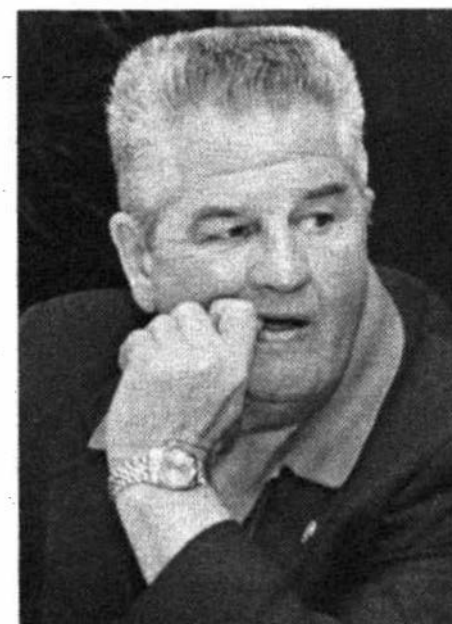
George Knaly, international representative of the Electrical Workers (IBEW), called for stronger worker safety laws.



William Lucy, secretary-treasurer of the American Federation of State, County & Municipal Employees, submitted a strong resolution on making more cargo accessible to U.S.-flag ships.



Frank Lonardo, president of the Port Maritime Council of New York & Vicinity, urged Congress to "fulfill the mandate of the 1920 and 1936 Merchant Marine Acts."



Page Groton, assistant to the president of the Boilermakers and Shipbuilders, ponders the challenges facing the maritime industry.



Dominic Carnevale, assistant to the president of the Plumbers International, introduced resolutions calling for tax reforms and a national water resources development policy.



The 382-foot sternwheeler, the *Mississippi Queen*, cruises up and down the Mississippi River, taking her passengers back to a gracious age in American history.

History Comes Alive on the Mississippi Queen

Story and Photos
by Deborah Greene

MUCH can be written about the different kinds of boats that ply the waters of the Mississippi River—ferries, tugs, dredges, houseboats, sailboats and ocean-going vessels. But the most impressive of all are the steamboats.

Fashioned after the steamboats of old, the SIU-crued *Mississippi Queen* and *Delta Queen* (Delta Queen Steamboat Co.) rival any of the luxury passenger liners of today.

On July 25, 1976, as part of the bicentennial celebration, the *Mis-*

issippi Queen was commissioned in Cincinnati, Ohio, joining her sister, the legendary *Delta Queen*, which was built in 1926.

The *Delta Queen* is considered the "queen mother" of passenger boats. She is truly a relic of the past—a floating palace—and her mahogany and brass staircase is the most elegant structure on the river.

The *Mississippi Queen* is larger than her sister, and her exterior lines, often described as a "white wedding cake," are similar to the riverboats of a century ago.

Steaming under the American flag, both paddlewheelers continue to work their way up and down the 19th century water paths, carrying

passengers along 1,700 miles of the Mississippi River—from New Orleans in the south to Minneapolis/St. Paul in the north.

The big red paddlewheels churn along just fast enough to get where they're going but slow enough for their passengers to savor the journey along riverbanks and levees to historical ports that recall another era, with stops at some of the grand plantations and antebellum homes that line both banks of the river.

Both the *Mississippi Queen* and the *Delta Queen* have recently come out of drydock for repairs, dressing up and Coast Guard inspections. They now make their home in New Orleans, where the Delta Queen Steamboat Co. is moving its corporate headquarters from Cincinnati, Ohio. A \$2 million, 30,000-foot facility is being built at the Robin Street Wharf on the Mississippi River, just past the site of the 1984 Louisiana World's Fair.

And the 320 men and women of the SIU who ride and work aboard the paddlewheelers recently approved a new two-year contract signed between the SIU and the



Delta Queen Steamboat Co., effective Jan. 1, 1985.

The photos on this and on the following pages were taken in mid-February on a three-day cruise from New Orleans to Baton Rouge—the *Mississippi Queen's* first voyage of the new year.

These are the boat's crew—purser, waiters, deckhands, cooks, porters, maids, bartenders, engine-room members—the ones who help make history come alive for those passengers fortunate enough to sail on the largest, most spectacular riverboat ever.



The calliope was made especially for the *Mississippi Queen* by Art Davis of Seattle, Wash. It is the world's largest, and on a clear day can be heard for five miles.



Aboard the Mississippi Queen



While passengers enjoy touring Nottoway, the largest plantation home in the South (background), Deckhands Aaron Rucker (l.) and Robert O. Pou are busy on deck.



During a fire and boat drill, deckhands don their life vests and meet on deck to await further instruction.



Gregory Allen (l.) and Thomas March, both 1st cooks, help prepare the final dinner of the cruise.



Jim Williams, busboy, cleans up after the mini buffet breakfast in the Lower Paddlewheel Bar (note paddlewheel in the background).



Suz Mackh, bartender, is kept busy in the Paddlewheel Bar.

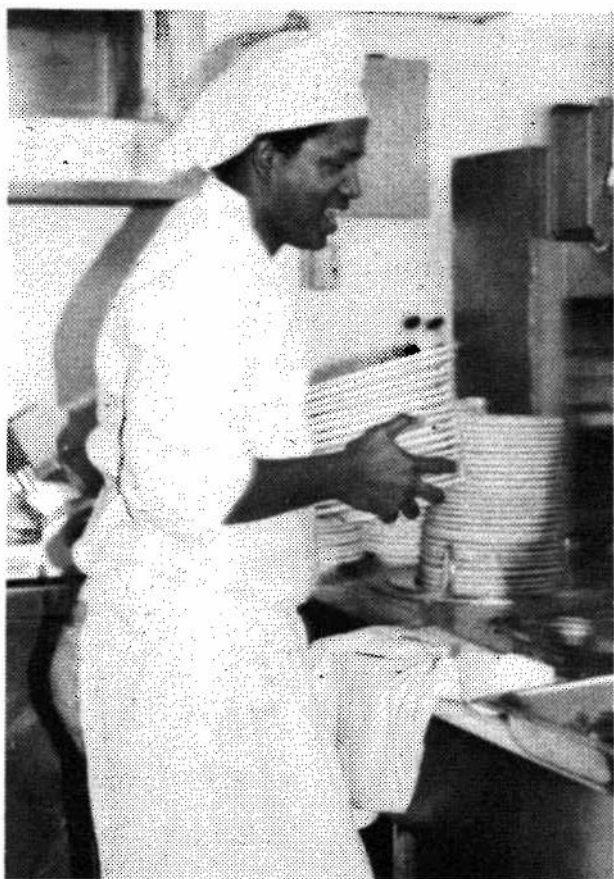


Darrel Allen is the man to see, not only because he's in charge of the laundry room, but also because he's the vessel chairman.



Nathan Eldridge, deckhand, maneuvers himself into a tight situation to clean the paddlewheel's windows.

Aboard the Mississippi Queen



Calvin Fox, 1st cook, helps ready the galley for dinner.



Porters Shawn Peper (l.) and Mark Condru get the breakfast linen from the closet.



Purser Maureen Mackler helps passengers check in for the three-day cruise.



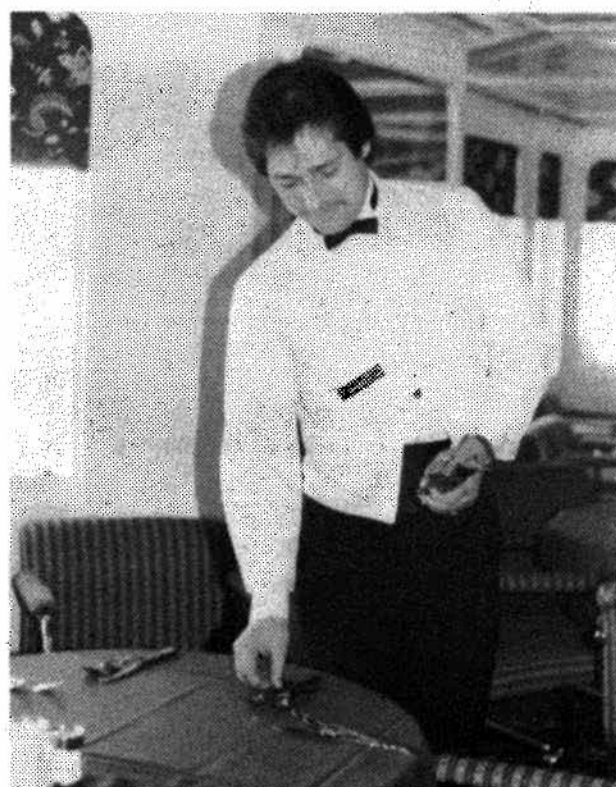
Also onboard for the *Mississippi Queen's* first voyage of the year are, from the left: Pat Fahey, executive vice president of Delta Queen Steamboat Co.; Jim McGee, SIU New Orleans rep; Frank Freed, president of the Delta Queen Steamboat Co., and Capt. Charlie H. Ritchie, master.



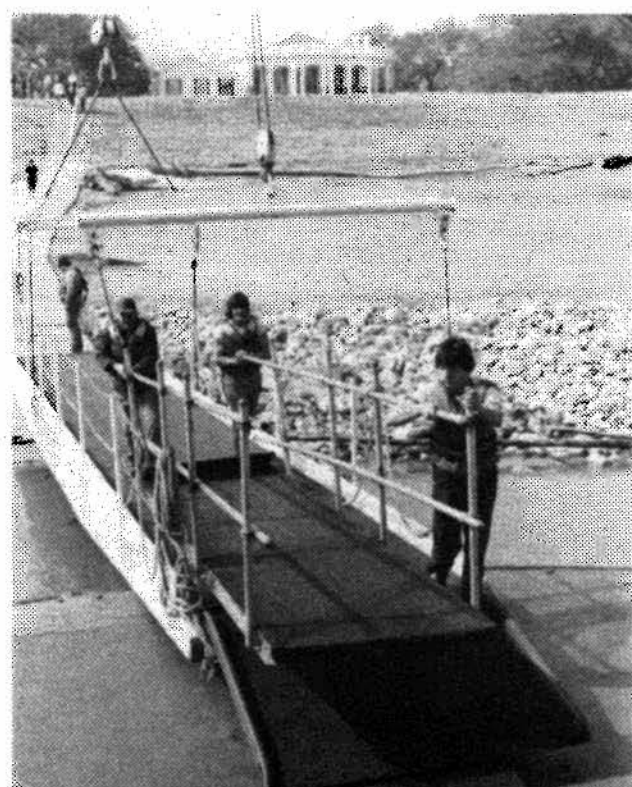
Byron Wilson (l.) and Eddie Gray, waiters, put the finishing touch, some whipped cream, on the pecan pie.



Deckhand Jim Martin, paintbrush in hand, makes a few repairs to the deck.



Steve Stadtmiller, waiter, sets a table for yet another delicious meal. Steve has been sailing on-and-off since 1978.

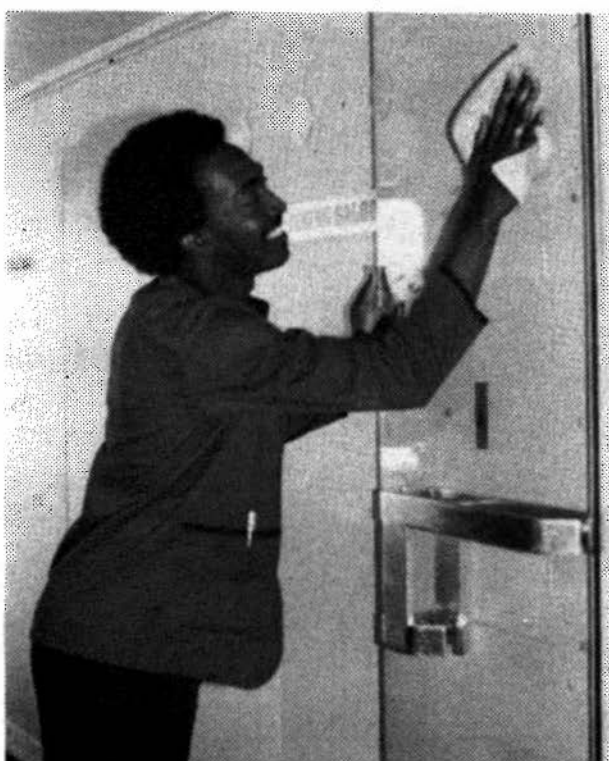


Deckhands help secure the gangway for departure from Nottoway Plantation.

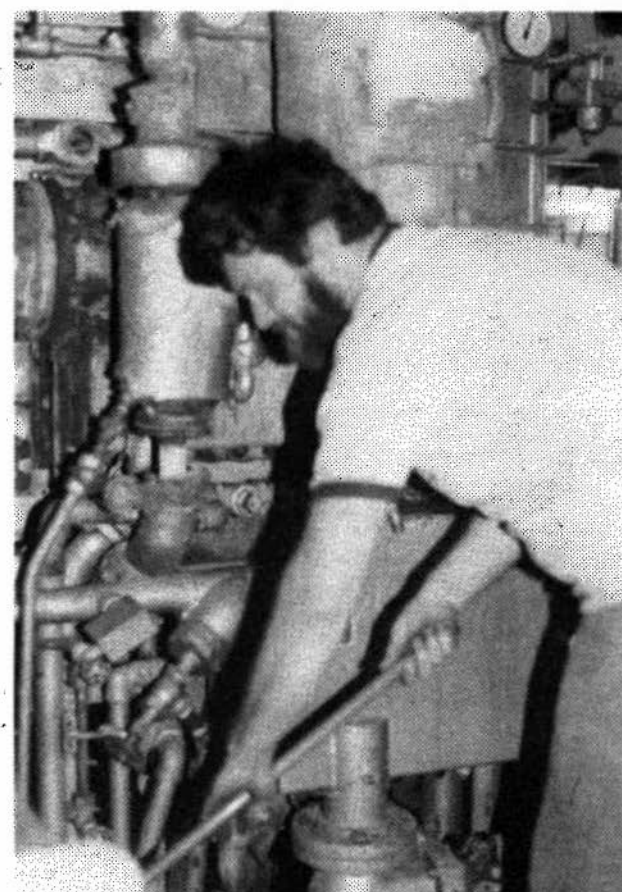
Aboard the Mississippi Queen



Dave Branan, cook, puts away the breakfast leftovers in the crew's galley.



With the wipe of a cloth, Larry Trosclair, busman, gets rid of fingerprints on the glass door to the dining saloon.



Soany Mueller is one of the paddlewheeler's engine department members.



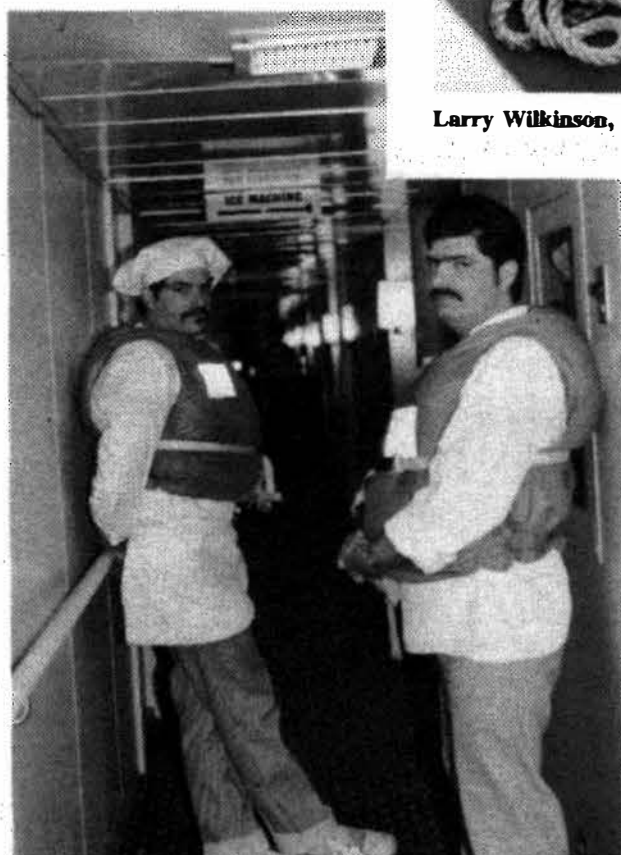
While passengers used the theater to watch "Raiders of the Lost Ark" and "Showboat," crewmembers gathered there for meetings conducted by SIU Rep Jim McGee (r.). Jim talked about the new contract that went into effect Jan. 1, encouraged members to attend upgrading courses at Piney Point and get their endorsements, and answered any other question that were brought up.



Larry Wilkinson, head deckhand, prepares to cast off from Nottoway Plantation.



Lawrence Williams, GSU, puts out clean plates in the crew galley.



Passengers and crewmembers alike are required to participate in the fire and boat drill. Brothers Robert (l.) and David Heltz, both 1st cooks, stand outside their cabin door with their life vests on, waiting for the "all clear" signal.



Willie Harring, porter, does a thorough vacuuming of one of the carpeted stairways.

Sea-Land Leader Pays Off

When she docked at her berth in Port Elizabeth, N.J. on Jan. 10, the SIU-contracted *Sea-Land Leader*

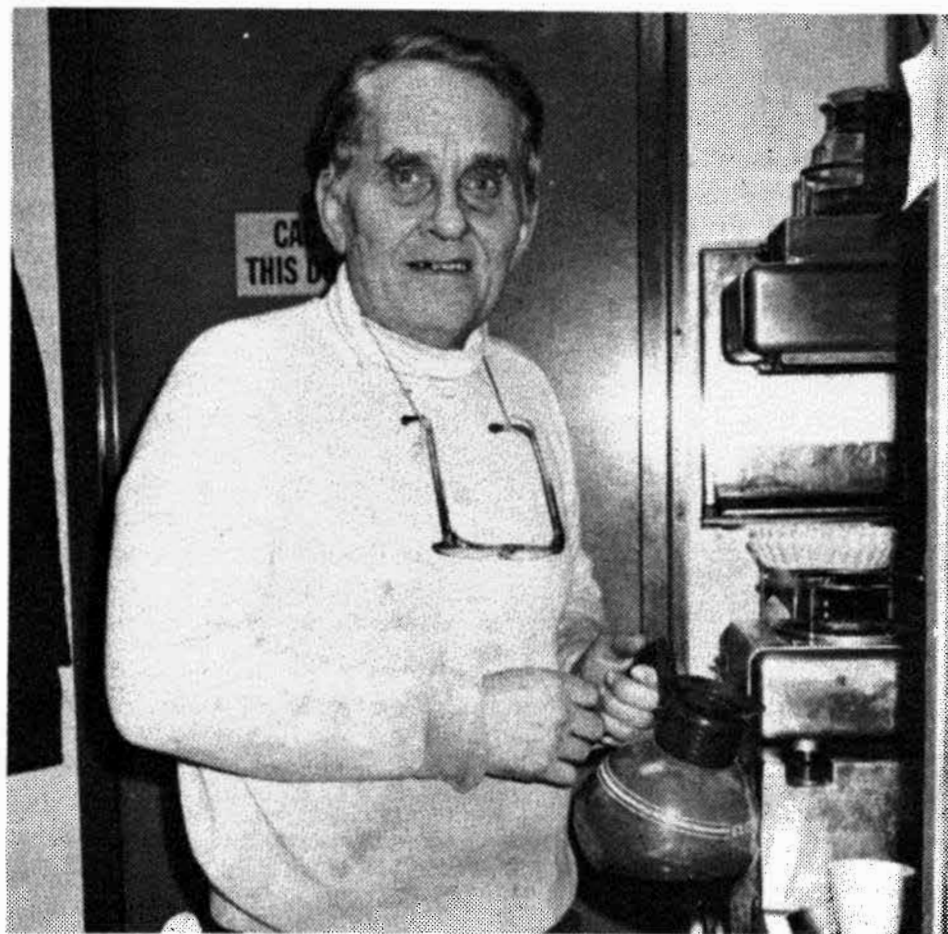
(Sea-Land Service) had just come through some bad weather and rough seas on the Atlantic Ocean.

Because of the weather, she was forced to arrive two days late.

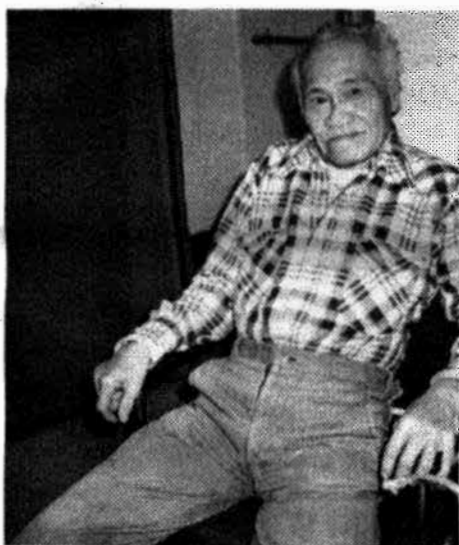
The *Sea-Land Leader* is a D-6 ship—she has a six cylinder diesel engine. With a length of 662 feet, she's capable of carrying 595 containers. The vessel has a cruising

speed of 18.3 knots.

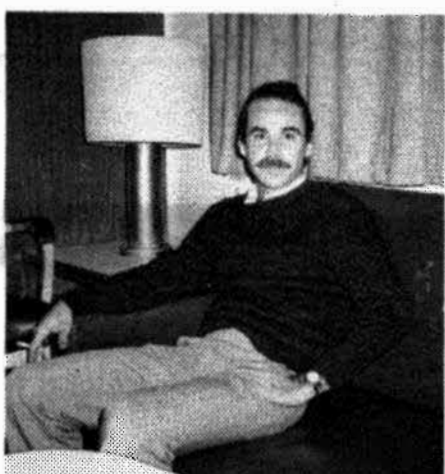
Normally making round trips of 28 days duration, the *Sea-Land Leader* stops in such East Coast ports as Wilmington and Charleston, and goes on to the European cities of Rotterdam, Netherlands and Algeciras, Spain.



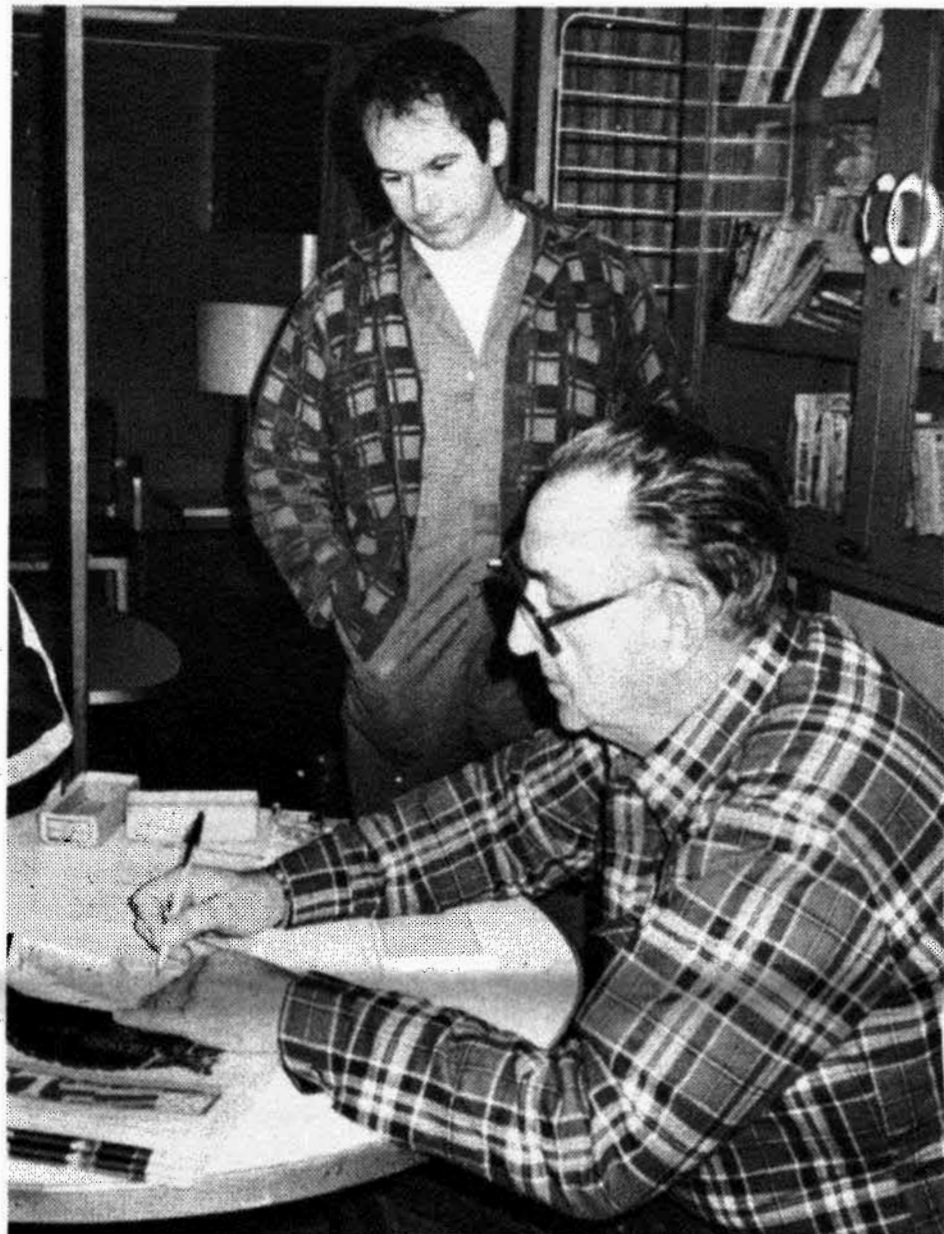
Brother Paul Pallas, able seaman, pours himself a cup of coffee.



Relaxing in the recreation room on the *Sea-Land Leader* is Brother Bill Sierra, who sails as messman.



Seafarer Pat Bishop sails in the engine room of the *Sea-Land Leader* as QMED.



Visiting the ship during the payoff on Jan. 10 is SIU Representative Joe Air, seated. Beside him is Seafarer Panagiotis Kanavos, electrician aboard the vessel.



Seafarer John Coates sails as wiper aboard the D-6 vessel.



Docked at her berth in Port Elizabeth, N.J., the *Sea-Land Leader* shows signs of the bad weather she had encountered in early January on the Atlantic Ocean.



Deep Sea



Pensioner Arthur William Brown, 70, passed away on Nov. 9, 1984. Brother Brown joined the SIU in 1947 in the port of Wilmington, Calif. He was a resident of San Diego, Calif.



Pensioner Henry George R. Cracknell, died on Nov. 1, 1975. Brother Cracknell joined the SIU in the port of New York in 1954 and sailed as a FOWT aboard the *SS Robin Kirk* (Robin Line) in 1957. He also sailed as a cook during the Vietnam War. Seafarer Cracknell hit the bricks in the 1961 Greater N.Y. Harbor beef and the 1962 Robin Line strike. A native of London, England, he was a resident of Smithtown, N.Y. Surviving is a daughter, Joan Vitale of Smithtown.

Pensioner Francis Leo David, 73, succumbed to cancer in the Tri-County Community Hospital, Home Twsp., Mich. on July 11, 1984. Brother David joined the SIU in the port of New York in 1960 sailing as a FOWT. He was also a shipyard machinist and began sailing in 1951. Seafarer David was born in Chicago, Ill. and lived in Edmore, Mich. Cremation took place in the Graceland Crematory, Grand Rapids, Mich. Surviving are two daughters, Barbara Toth of Edmore and Frances.



Pensioner Cicero Alfred Douglas died on Feb. 14. Brother Douglas was a resident of Richmond, Va. He retired in 1968. Surviving are his widow, Lillian and a granddaughter, Lana Smith.



Pensioner Leonard Clayton Ells Sr., 87, succumbed to a stroke in the Androscoggin Valley Hospital, Berlin, N.H. on Feb. 11. Brother Ells joined the SIU in the port of New York in 1951 sailing as an AB. He also worked as a pipefitter and steamfitter in

the Portsmouth (N.H.) Navy Yard. Seafarer Ells was a veteran of the Canadian Armed Forces in World War I and a member of the Canadian Legion. Born in Nova Scotia, Canada, he was a naturalized U.S. citizen and a resident of Berlin, N.H. Interment was in Harmony Grove Cemetery, Portsmouth. Surviving are a son, Leonard Jr. of Abington, N.H.; three brothers, Henry, Clarence and Frederick, all of Nova Scotia, and three sisters, Mary MacDonald of Berlin, N.H., Leona Wood and Masie Hudson, both of Nova Scotia.



Pensioner Early Henry Fain Sr., 79, died of cancer in the Southeast Alabama Medical Center, Dothan, Ala. on Feb. 1. Brother Fain joined the SIU in 1938 in the port of Norfolk sailing as a chief electrician. He sailed 35 years. Seafarer Fain was a veteran of the U.S. Army in World War II serving in the battles of Normandy, Northern France, the Rhineland, Ardennes and Central Europe campaigns. He was awarded the American Defense Service Medal and the European Theater of Operations Service Ribbon. A native of Groveton, Texas, he was a resident of Louisville, Ala. Burial was in the Louisville Cemetery. Surviving are a son, Earl Henry Jr. of the U.S. Air Force in Montgomery, Ala., and two sisters, Mabel Beaty of Louisville and Mynion Carpenter of Andalusia, Ala.



Pensioner Adriaan Fase, 72, passed away from heart failure near his home in the Netherlands on Jan. 8. Brother Fase joined the SIU in 1946 in the port of New York sailing as a bosun and deck delegate. He sailed 42 years. Seafarer Fase was born in Rotterdam, Holland and was a naturalized U.S. citizen. Cremation took place in the Rotterdam-Zuid Crematory. Surviving are his widow, Lieselotte and a daughter, Ingrid.

Billie Joe Feris, 61, died on Feb. 1. Brother Feris joined the SIU in the port of Norfolk in 1971 sailing as a saloon messman and BR utility. He was born in Stamford, Texas and was a resident of New Orleans. Surviving are his

widow, Kathryn; two sons, John and Andrew, and a daughter, Alice.

George Horst Freddin, 55, died in Atlantic City, N.J. on Dec. 15, 1982. Brother Freddin joined the SIU in the port of Corpus Christi, Texas in 1958. He was a resident of San Francisco. Surviving is his widow, Barbara of Pearl River, La.



Pensioner Charles Thomas Hall, 64, died of a heart attack in February. Brother Hall joined the SIU in 1944 in the port of New York sailing as a chief cook aboard the *SS American Heritage* (Westchester Marine). He was born in Hubbard, Ohio and was a resident of Reno, Nev. Surviving are three brothers, Donald, Wendell of Camel, Ohio and George of Youngstown, Ohio, and a sister, Elizabeth Centofanti of Poland, Ohio.



Pensioner Harold Frederick Jaynes, 77, succumbed to heart-lung failure in the Winter Haven (Fla.) Hospital on Feb. 1. Brother Jaynes joined the SIU in 1938 in the port of New York sailing as a bosun. He was born in Somerville, Mass. and was a resident of Auburndale, Fla. Cremation took place in the Lakeland (Fla.) Crematory. Surviving are his widow, Virginia and two sons, Richard and Stephen.

Pensioner Theologos Demetriou Kalaitzis, 70, passed away in January. Brother Kalaitzis joined the SIU in the port of Houston in 1962 sailing as a cook. He was born in Greece and was a naturalized U.S. citizen. Seafarer Kalaitzis was a resident of Athens, Greece. Surviving are his widow, Sophia and a son, Demetriou of Houston.

Matthew Magdic, 61, died on Feb. 4. Brother Magdic joined the SIU in the port of New Orleans in 1962 sailing as an AB. He was a veteran of the U.S. Army and the U.S. Coast Guard. Seafarer Magdic was born in Milwaukee, Wis. and was a resident of Meridian, Miss. Surviving are his widow, Mary; a

brother, John of Milwaukee, and two sisters, Josephine of Seattle and Marion Zarling of Menomonee Falls, Wis.



Pensioner William Ervin Morse, 90, passed away on Feb. 9. Brother Morse joined the SIU in 1938 in the port of Mobile sailing as a chief steward. He was a veteran of the U.S. Army in World War I. Seafarer Morse was born in Alabama and was a resident of Mobile. Surviving is his widow, Mildred.



Pensioner Ivan John Tarkov, 76, passed away on Feb. 2. Brother Tarkov joined the SIU in 1943 in the port of New York sailing as a bosun. He sailed 40 years and walked the picket line in the 1961 N.Y. Harbor beef. Seafarer Tarkov was born in Kharkov, U.S.S.R. and was a naturalized U.S. citizen, residing in Massapequa, N.Y. Surviving are his widow, Lydia and two sons, Igor of Queens, N.Y. and John.



Pensioner William August Teffner, 67, died of cancer in the Francis Scott Key Medical Center, Baltimore on Jan. 3. Brother Teffner joined the SIU in 1938 in the port of Baltimore sailing as a FOWT. He was born in Baltimore and was a resident of Lansdowne, Md. Interment was in the Loudon Park Cemetery, Baltimore City, Md. Surviving is his widow, Ida Mae.



Pensioner Thomas Francis Vaughn, 70, passed away on Feb. 1. Brother Vaughn joined the SIU in 1947 in the port of Boston, Mass. sailing as a FOWT. He sailed 36 years. Seafarer Vaughn was a veteran of the U.S. Navy in World War II. Born in Boston, he was a resident of South Boston, Mass. Surviving are his widow, Mary and a sister, Catherine of Boston.

(Continued on Next Page.)

Inland Pensions



Pensioner **Edward Jerome Zebrowski**, 55, died on Jan. 31. Brother Zebrowski joined the SIU in the port of New York in 1955 sailing as a bosun. He began sailing in 1949. Seafarer Zebrowski was on the picket line in the 1961 N.Y. Harbor beef. And he was a veteran of the U.S. Army after the Korean War. A native of Cleveland, Ohio, he was a resident of Brooklyn, N.Y. Surviving is his mother Micheline of Houston.



Pensioner **Antonio A. Zelaya Sr.**, 71, died on Feb. 7. Brother Zelaya joined the SIU in the port of Baltimore in 1955 sailing as a FOWT. He sailed 28 years. Seafarer Zelaya was born in Honduras and was a resident of San Francisco. Surviving are his widow, Chloe and a son, Antonio Jr.

Pensioner **Elmer Christensen**, 87, passed away on Feb. 5. Brother Christensen joined the Union in the port of Milwaukee, Wis. in 1961. He sailed as a linesman and oiler for the U.S. Army Corps of Engineers during World War I, Great Lakes Dredge and Dock Co. from 1950 to 1955 and the Great Lakes Towing Co. from 1956 to 1966. He was a former member of the Tug Workers Union from 1955 to 1960. Laker Christensen was a veteran of the U.S. Army serving as an MP in World War II. Born in Kewaunee, Wis., he was a resident of Sturgeon Bay, Wis. Surviving is his son, Richard of Geyer, Mont.

Pensioner **Lawrence Edmund Courtney Sr.**, 76, died on Dec. 19, 1984. Brother Courtney joined the Union in the port of Buffalo, N.Y. in 1960 sailing as linesman and FOWT for Great Lakes Towing from 1936 to 1976. He sailed 51 years. Laker Courtney was a former member of the Tug Workers Union from 1936 to 1960. A native of Buffalo, he was a resident of Hamburg, N.Y. Surviving are his widow, Blanche and two sons, Lawrence Jr. and Gary.



Leonard Harry Di Tomo, 64, joined the Union in the port of Philadelphia in 1966 sailing as a mate, pilot and captain for Curtis Bay Towing Co. Brother Di Tomo was on a SIU Contract Negotiating Committee in 1972. He was a former member of the Operating Engineers Union, Local 28. Boatman Di Tomo is a veteran of the U.S. Army in World War II. A native of Philadelphia, he is a resident there.

Gene Carl Neubauer, 65, joined the Union in the port of Philadelphia in 1975 sailing as a mate for Taylor and Anderson from 1973 to 1984. Brother Neubauer was born in Tuttle, N.D. and is a resident of Milmont Park, Pa.



Elias William Landrum, 62, joined the Union in the port of Philadelphia in 1974 sailing as a cook for IOT from 1965 to 1984. Brother Landrum is a veteran of the U.S. Navy in World War II. He was born in Brewton, Ala. and is a resident of Pensacola, Fla.

David Bennie Willis, 65, joined the Union in the port of Baltimore in 1960 sailing as an AB, mate and captain for the NBC Lines and IOT in 1970. Brother Willis was a former member of Local 333. He is a veteran of the U.S. Coast Guard in World War II. Boatman Willis was born in Morehead City, N.C. and is a resident there.

(Continued from Page 14.)

scientific. The possibility of a freak wave occurs when a set of waves or swells meets a strong current, and the interaction of the two systems can produce conditions for the one-in-a-million wave.

Scientists have been making complicated studies of the seas for decades. But much of their information has been based on theory and reports from survivors of freak incidents. The earth's oceans are so vast only small portions of them could be studied accurately.

Thanks to new radar techniques and space exploration, researchers now can gather vast amounts of data about large patches of ocean from several hundred miles above the earth's surface. The new radar can actually "see" an individual wave. The life of a freak wave may be only matter of seconds or minutes, so it would be impossible to relay that information from a space satellite to an earth station to a ship.

Currently scientists are studying two large sets of information, one

gathered by a 1978 satellite mission and the other from a 1984 Space Shuttle mission.

Beal said that if this information proves that when a certain set of conditions occur freak waves are generated, then ships can be warned in advance.

Ideally, satellites could orbit the earth, constantly relaying information to a ground station which in turn could make up-to-the-minute forecasts for shipping lanes. However, Beal said, such a system could not be in operation until the 1990s, and much would depend on what scientists discover from the information they have already gathered.

Until then, Seafarers will probably echo the thoughts of an English sailor who survived a giant freak wave in 1916, "Earnestly we hope that never again would we encounter such a wave."

1. From *Heavy Weather Sailing* by K. Adlard Coles, © 1980, John de Graff, Inc.
2. From *NOAA*, Vol. 13, #1, Winter 1983.

Personals

Bill Cofone

Please call your son Bill at (302) 697-0126. He would like to hear from you.

Eschol Graham

Madeline and your daughter Cindy would like you to get in touch with them. Call (518) 561-5667, or write Cindy Schrimps-Greene, 105 S. Peru St., Lot 29, Plattsburgh, N.Y. 12901.

James Rexford

James Rexford (sailing on the *USNS Northern Light*) is asked to please contact Gary Baun at (313) 961-1080.

Ollie E. Johannisson
and
Charles Johnson

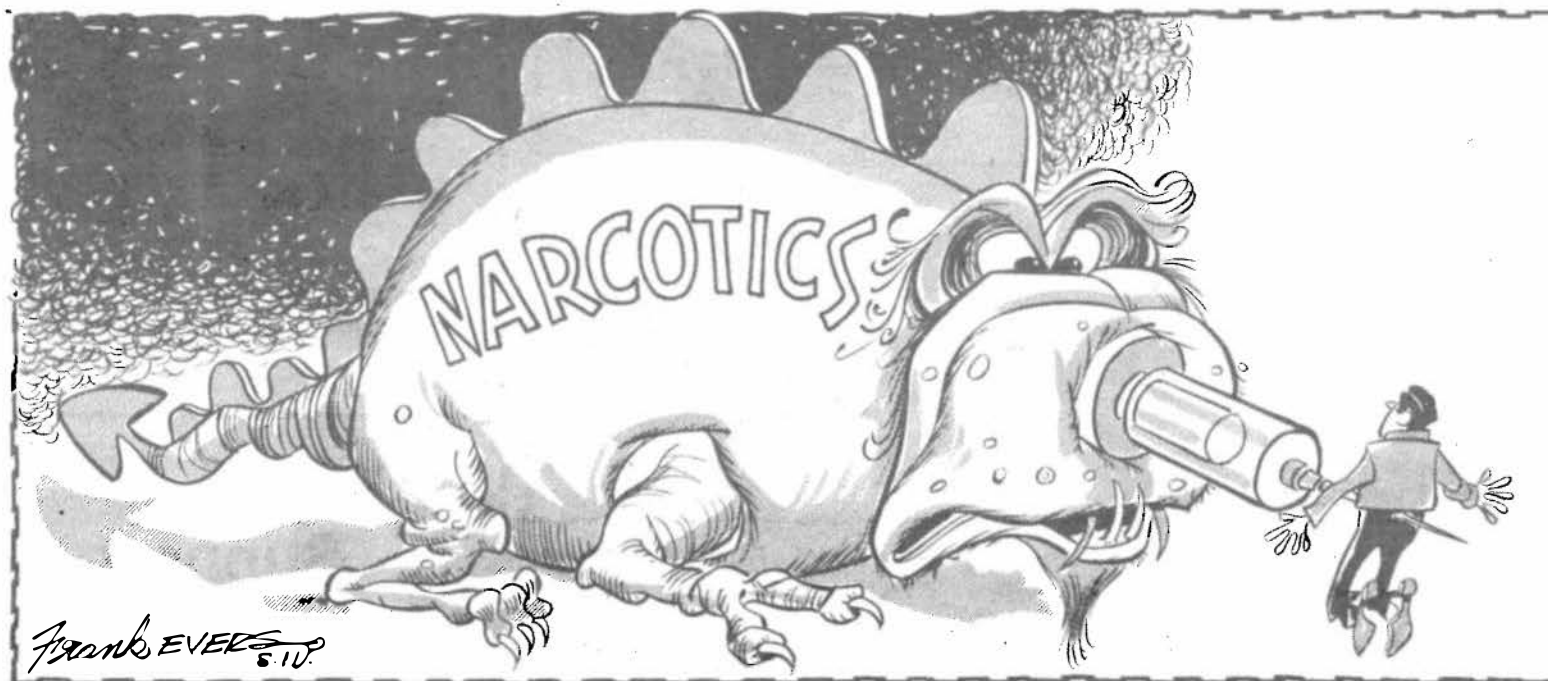
A retired SIU member, Anthony La Torre, is trying to locate his former deck department shipmates (1945-1953) and would like you both to contact him at 258 Senator St., Brooklyn, N.Y. 11220.

Sheldon G. Lowder

Please contact Douglas A. Craft at 3836 38th St., Des Moines, Iowa 50310.

Joseph Moody

Please contact your daughter, Jolee in New Orleans.



**DRUGS
CAN
END
YOUR
CAREER,
AND
YOUR
LIFE...
THINK ABOUT
IT!**

CL —Company/Lakes
L —Lakes
NP —Non Priority

Dispatchers Report for Great Lakes

FEB. 1-28, 1985

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	2	9	0	0	0	0	5	43	1
ENGINE DEPARTMENT									
Algonac	0	6	2	0	1	0	0	22	2
STEWARD DEPARTMENT									
Algonac	0	2	1	0	0	0	0	8	1
ENTRY DEPARTMENT									
Algonac	4	14	6	0	0	0	5	48	12
Totals All Departments	6	31	9	0	1	0	10	121	16

***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.

Directory of Ports

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

HEADQUARTERS

5201 Auth Way
Camp Springs, Md. 20746
(301) 899-0675

ALGONAC, Mich.

520 St. Clair River Dr. 48001
(313) 794-4988

BALTIMORE, Md.

1216 E. Baltimore St. 21202
(301) 327-4900

CLEVELAND, Ohio

1290 Old River Rd. 44113
(216) 621-5450

DULUTH, Minn.

705 Medical Arts Building 55802
(218) 722-4110

GLOUCESTER, Mass.

11 Rogers St. 01930
(617) 283-1167

HONOLULU, Hawaii

707 Alakea St. 96813
(808) 537-5714

HOUSTON, Tex.

1221 Pierce St. 77002
(713) 659-5152

JACKSONVILLE, Fla.

3315 Liberty St. 32206
(904) 353-0987

JERSEY CITY, N.J.

99 Montgomery St. 07302
(201) 435-9424

MOBILE, Ala.

1640 Dauphin Island Pkwy. 36605
(205) 478-0916

NEW ORLEANS, La.

630 Jackson Ave. 70130
(504) 529-7546

Toll Free: 1-800-325-2532

NEW YORK, N.Y.

675 4 Ave., Brooklyn 11232
(718) 499-6600

NORFOLK, Va.

115 3 St. 23510
(804) 622-1892

PHILADELPHIA, Pa.

2604 S. 4 St. 19148
(215) 336-3818

PINEY POINT, Md.

St. Mary's County 20674
(301) 994-0010

SAN FRANCISCO, Calif.

350 Fremont St. 94105
(415) 543-5855

SANTURCE, P.R.

1057 Fernandez Juncos St.
Stop 16 00907
(809) 725-6960

SEATTLE, Wash.

2505 1 Ave. 98121
(206) 441-1960

ST. LOUIS, Mo.

4581 Gravois Ave. 63116
(314) 752-6500

WILMINGTON, Calif.

408 Avalon Blvd. 90744
(213) 549-4000

Dispatchers Report for Deep Sea

FEB. 1-28, 1985

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups Class A	All Groups Class B	Class C	All Groups Class A	All Groups Class B	Class C		All Groups Class A	All Groups Class B	Class C
DECK DEPARTMENT										
Gloucester	4	7	1	2	2	0	0	8	8	1
New York	62	21	0	57	20	0	0	165	38	0
Philadelphia	7	5	0	6	3	0	0	17	14	0
Baltimore	6	2	0	3	0	0	0	19	11	1
Norfolk	22	10	0	18	5	0	1	32	19	0
Mobile	12	7	0	16	8	0	0	7	1	0
New Orleans	47	8	0	20	10	0	0	122	8	1
Jacksonville	43	19	2	44	30	0	0	81	35	0
San Francisco	36	8	2	18	2	0	8	81	20	5
Wilmington	29	12	0	22	12	0	0	59	29	0
Seattle	69	30	0	23	21	0	1	69	30	0
Puerto Rico	14	4	0	9	6	0	1	14	9	0
Honolulu	4	19	0	3	27	1	0	5	24	0
Houston	27	11	0	28	6	0	5	83	15	0
St. Louis	0	0	0	0	0	0	0	0	2	0
Piney Point	0	1	0	0	1	0	0	0	0	0
Totals	382	164	5	269	153	1	16	762	263	8
ENGINE DEPARTMENT										
Gloucester	2	0	0	0	0	0	0	3	4	0
New York	49	14	1	26	28	0	0	123	20	0
Philadelphia	8	4	1	1	0	0	0	21	9	0
Baltimore	9	1	0	3	0	0	0	14	0	0
Norfolk	12	2	0	4	3	0	0	15	7	0
Mobile	9	2	0	7	0	0	0	8	2	0
New Orleans	34	8	0	13	7	0	0	79	13	0
Jacksonville	25	5	1	29	3	0	0	50	11	0
San Francisco	30	8	1	20	4	0	1	57	18	3
Wilmington	15	7	0	9	3	0	1	32	12	0
Seattle	51	29	0	12	13	0	0	51	29	0
Puerto Rico	9	0	0	3	1	0	0	22	4	0
Honolulu	1	12	2	2	12	3	2	4	18	0
Houston	35	6	0	24	5	0	4	62	11	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	0	4	0	0	4	0	0	0	0	0
Totals	289	102	6	153	83	3	8	541	158	3
STEWARD DEPARTMENT										
Gloucester	0	1	0	0	0	0	0	1	4	0
New York	31	7	1	27	18	1	0	76	21	0
Philadelphia	6	2	0	2	0	0	0	9	4	0
Baltimore	3	1	0	1	0	0	0	12	3	0
Norfolk	12	7	1	6	6	1	1	16	2	0
Mobile	10	3	0	5	4	0	0	6	1	0
New Orleans	23	3	0	13	4	0	0	56	5	0
Jacksonville	11	7	0	15	11	0	0	9	9	0
San Francisco	34	5	1	43	2	0	3	99	14	1
Wilmington	13	1	0	18	2	0	2	31	9	0
Seattle	42	6	0	41	8	0	0	42	6	0
Puerto Rico	7	1	0	6	1	0	2	12	2	0
Honolulu	8	24	18	8	112	105	0	12	29	10
Houston	21	0	0	19	7	0	3	35	2	0
St. Louis	0	0	0	0	0	0	0	1	0	0
Piney Point	0	12	0	0	12	0	0	0	5	0
Totals	221	80	21	204	187	107	11	417	116	11
ENTRY DEPARTMENT										
Gloucester	1	4	0					1	7	0
New York	30	43	1					55	92	0
Philadelphia	2	18	0					11	47	0
Baltimore	2	4	0					11	21	0
Norfolk	6	21	0					10	36	0
Mobile	3	7	0					3	10	0
New Orleans	16	19	0					46	57	1
Jacksonville	19	22	0					19	39	0
San Francisco	42	23	2					99	83	20
Wilmington	8	19	1					24	66	0
Seattle	42	84	0					42	84	0
Puerto Rico	1	12	0					13	24	2
Honolulu	10	114	109					13	74	65
Houston	5	19	0					22	33	0
St. Louis	0	0	1					0	1	1
Piney Point	0	1	0					0	1	0
Totals	187	410	114	0	0	0	0	369	675	89
Totals All Departments	1,079	756	146	626	423	111	35	2,089	1,212	111

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

Shipping in the month of February was down from the month of January. A total of 1,195 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,195 jobs shipped, 626 jobs or about 52 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 35 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 926 jobs have been shipped.

Support SPAD

Pensioner's Corner

Deep Sea



Adolfo Anavitarte, 65, joined the SIU in 1944 in the port of New York sailing as an AB. Brother Anavitarte hit the bricks in the 1961 Greater N.Y. Harbor beef and the 1965 District Council 37 strike. He was born in Puerto Rico and is a resident of Brooklyn, N.Y.



Everett James Beasley, 62, joined the SIU in the port of Houston in 1960. Brother Beasley also sailed inland for the National Marine Service from 1955 to 1984. He was born in Miami, Fla. and is a resident of Gretna, La.



Robert Bernard Benjamin, 67, joined the SIU in 1949 in the port of New York sailing as a baker, waiter and chief steward. Brother Benjamin walked the picket lines in the 1961 N.Y. Harbor strike and the 1965 District Council 37 beef. He was born in Kokomo, Ind. and is a resident of Phoenix, Ariz.



Raymond Hamer Bunce Jr. III, 63, joined the SIU in the port of New York in 1957 sailing as an AB. Brother Bunce was born in Brooklyn, N.Y. and is a resident of Rockville Centre, N.Y.



Richard Carroll Busby, 59, joined the SIU in 1947 in the port of Mobile sailing as an oiler. Brother Busby is a veteran of the U.S. Navy in World War II. He was born in Waynesboro, Miss. and is a resident of Mobile.



Theodore "Ted" Richard Goodman, 66, joined the SIU in 1942 in the port of New Orleans sailing as a recertified chief steward. Brother Goodman was graduated from the Union's Recertified Stewards Program in November 1979. He was born in New Orleans and is a resident of New York City.



Hubert Owen Halfhill, 60, joined the SIU in the port of Wilmington, Calif. in 1951 sailing as an AB. Brother Halfhill sailed during 1946. He is a veteran of the U.S. Navy in World War II. Seafarer Halfhill was born in Bardstown, Ky. and is a resident of St. Augustine Beach, Fla.



Richard Heffley, 58, joined the SIU in 1943 in the port of Philadelphia sailing as a bosun. Brother Heffley last sailed on the *SS Rose City* (Westchester Marine) in 1984. He was born in Philadelphia and is a resident of Cardiff, N.J.



Stefan "Steve" Kadziola, 65, joined the SIU in the port of New York in 1953 sailing as a recertified bosun. Brother Kadziola was graduated from the Union's Recertified Bosuns Program in 1976. He sailed for 45 years and during the Vietnam War. Seafarer Kadziola was born in Denmark and is a naturalized U.S. citizen. He is a resident of Hoboken, N.J.



Willard Roy Layton, 59, joined the SIU in 1944 in the port of Savannah, Ga. sailing as a bosun. Brother Layton is a veteran of the U.S. Army after the Korean War serving as a private in the Co. C, 14th Infantry Regiment, the "Golden Dragons" at Schofield Barracks, Hawaii. He was born in South Carolina and is a resident of San Francisco.

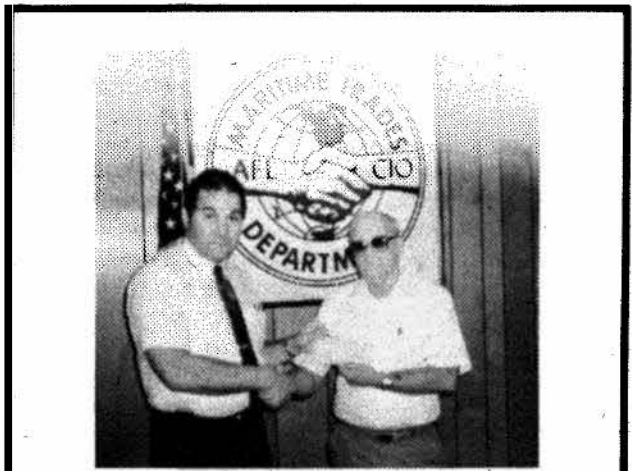
Rafael Matos, 62, joined the SIU in 1943 in the port of Baltimore sailing as an AB. Brother Matos was born in Puerto Rico and is a resident of Tom River, N.J.



Edward Allen McCormick, 65, joined the SIU in the port of New York in 1952 sailing as a FOWT and oiler. Brother McCormick earned his 2nd assistant engineer's license from MEBA, District 2 in 1966. He also worked in steel construction. Seafarer McCormick was born in Scotland and is a naturalized U.S. citizen. McCormick is a resident of Morris Plains, N.J.



Dewey Alvin Penton Sr., 54, joined the SIU in the port of New Orleans in 1958 sailing as an AB and cook. Brother Penton began sailing in 1947. He was born in Pearl River, La. and is a resident there.



Retired Bosun Royb Meffert, right, gets his first SIU pension check from Jacksonville Port Agent George Ripoll.



Jerome "Jerry" Andrew Prodey, 63, joined the SIU in the port of Baltimore in 1956 sailing as a cook. Brother Prodey was born in Maryland and is a resident of Baltimore.



Joseph Ruben Valdes, 61, joined the SIU in the port of New York in 1959 sailing as a chief electrician. Brother Valdes is a veteran of the U.S. Navy in World War II. He was born in Redlands, Calif. and is a resident of Bellingham, Wash.

Charles William Van Voorhees, 65, joined the SIU in the port of Seattle in 1963 sailing as an AB and LNG quartermaster. Brother Van Voorhees is a veteran of the U.S. Navy in World War II. He was born in Neshkoro, Wis. and is a resident of Meridian, Calif.

Great Lakes



Albert John Lessard, 66, joined the Union in the port of Duluth, Minn. in 1968 sailing as an AB and wheelsman. Brother Lessard is a veteran of the U.S. Navy during World War II. He was born in Duluth and is a resident there.



Michael John Nicksich, 65, joined the Union in the port of Chicago, Ill. in 1961 sailing as a rodman and junior engineer for the Chicago Sanitary District from 1945 to 1950 and as a rangeman and buoy setter for the Great Lakes Dredge and Dock Co. from 1950 to 1985. Brother Nicksich is also an instrument man for survey equipment. He is a veteran of the U.S. Marine Corps in World War II. Laker Nicksich was born in Chicago and is a resident there.



Carl Francis Shircel, 65, joined the Union in the port of Detroit, Mich. in 1960 sailing as an AB and wheelsman. Brother Shircel sailed during World War II. He is a veteran of the U.S. Army in World War II. Laker Shircel was born in Sheboygan, Wis. and is a resident there.

Atlantic Fishermen

Peter J. Lovasco, 62, joined the SIU-merged Gloucester (Mass.) Fishermen's Union in 1983 sailing as an AB. Brother Lovasco is a veteran of the U.S. Army in World War II. He was born in Gloucester and is a resident there.

Digest of Ships Meetings

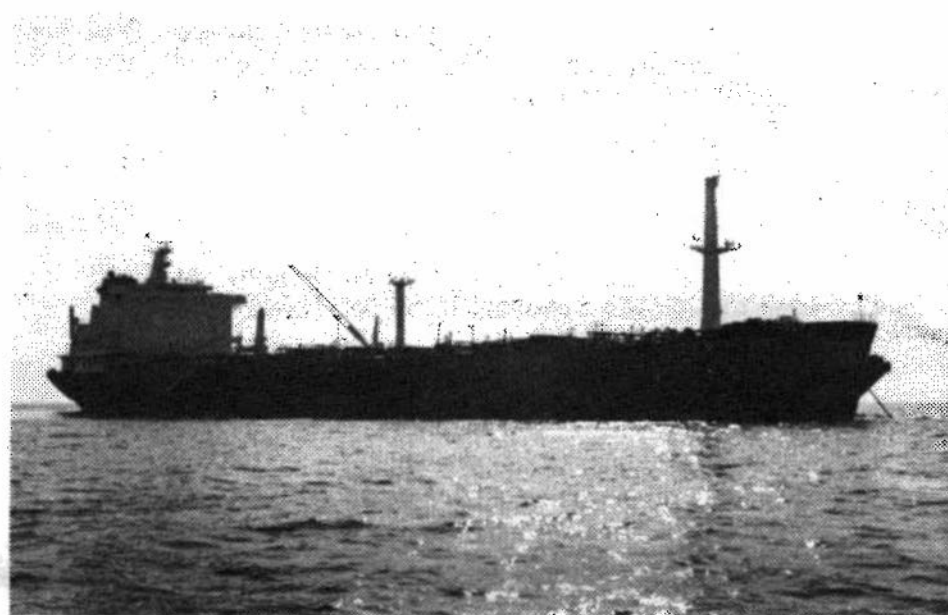
LNG AQUARIUS (Energy Transportation Corp.), January 20—Chairman Luther Myrex; Educational Director Brenda Murry-Dye; Steward Delegate Anthony Curran. No disputed OT. There is \$172 in the ship's fund. The bosun said that no new communications had been received but everything is posted on the board, so members were advised to check it frequently to keep abreast of the changes. He also stressed that every eligible member should take advantage of the upgrading courses at Piney Point and strive for advancement. The main point, he said, is that "with no effort you cannot go forward." The ship's secretary passed along the news of Frank Mongelli's death to the crew who were going to start a fund for Mongelli's favorite charity to be donated in his memory. It was noted that many members are ignoring the proper clothing requirements in the messhall by coming in with no shirts, flip-flops, swimming trunks and the like. If this doesn't change, the steward said that they will be refused service. Next ports: Himeji and Osaka, Japan.

BEAVER STATE (Apex Marine), January 3—Chairman G. Mattioli; Secretary F. Costango; Educational Director C. Castro; Deck Delegate R. Zepeda; Engine Delegate C. Taylor; Steward Delegate F. Monsibais. No beefs or disputed OT reported. The chairman announced that the *Beaver State* would arrive at Big Stone Anchorage for lightering and that launch service would be available. The repair list from last voyage was reviewed and the completed repairs were noted. Mention was also made of the new drapes, furniture and table lamps for the crew lounge and of the new washer and dryer which were provided in the crew laundry room. A new clock is still needed for the crew lounge. The steward department was given a vote of thanks for a job well done during the holiday season and for the fine Christmas and New Year's dinners. A vote of thanks also was given to Alan Bartley for the use of his personal video movies. "They were great." Next port: Delaware City, Del.

BORINQUEN (Puerto Rico Marine), February 3—Chairman R. Molina; Secretary H.A. Galicki; Educational Director P. Colonna; Deck Delegate C.H. Foley; Engine Delegate T. Rodriguez; Steward Delegate K.R. Druke. No beefs or disputed OT. Most of this meeting was spent in discussions on the new contract. Joe Air met the ship in Elizabeth, N.J., explained the new contract and answered all questions from the members. A vote of thanks was given to the chief steward and the cooks for the "fine chow coming out of the galley." The ship is paying off in San Juan, P.R. this trip; then she'll sail back to Elizabeth.

CONSTITUTION (American Hawaii Cruises), January 13—Chairman William Mansfield; Secretary J.C. Dillon. All is going well aboard the *Constitution*, with no major beefs or disputed OT reported. A report from Frank Drozak and the executive board was read to the crew. A videotape also was shown pertaining to Drozak's report on the new contract, and a vote was taken: 27 for, 1 against, 4 abstentions. A motion was made and seconded to ask SIU headquarters to negotiate a standard SIU contract with American Hawaii Cruises. A vote was taken on this matter and was unanimously accepted. A couple additional suggestions were made. One was to install a new washer and dryer; the other, to provide more night lunches.

COVE SAILOR (Cove Shipping), January 27—Chairman Richard Gibbons; Secretary Neville Johnson; Educational Director Yen Hutchinson; Deck Delegate Bennie Hobbs; Engine Delegate R. Zurfluh; Steward Delegate John Collins. No disputed OT reported. The chairman talked about the new contract, and a discussion ensued about port time which was eliminated from the contract. He noted that this issue is a very important one for the SIU in competing for jobs with other maritime unions. The educational director told members that he is leaving this trip and that he gave the ship's fund of \$200 to Steward Neville Johnson for safekeeping. A new TV as well as two electric heaters for the messhall should be installed. Next port: Houston, Texas.



LNG LEO (Energy Transportation Corp.), January 20—Chairman J.P. Davis; Secretary Henry Jones Jr.; Educational Director QMED A. Abidin; Deck Delegate Billie B. Darley; Engine Delegate Roy C. McCauley; Steward Delegate C.J. Gallery. No beefs or disputed OT reported. There is \$97.65 in the ship's SIU communications fund. The arrival pools are working and the Pac-Man machine is doing well—both money-makers for the ship's fund which, after purchasing a racquetball set, contains \$61. The bosun spoke about the courses available at Piney Point and the importance of contributing to SPAD. He also stressed safety aboard ship at all times. In addition to a special safety bulletin from the company, there is a safety locker onboard in the forepeak which is always open and contains all types of safety equipment. The passageway doors to the outside deck are to be kept closed at all times and the air lock doors on the main deck are to be used as much as possible. Also, safety shoes are a MUST on deck. Chairs were brought aboard ship last trip for the crew's room. Unfortunately, they are not lounge chairs, and this will be taken care of in Japan with the port captain. Several reminders were given: to wear the proper clothing to meals, to keep the noise down and respect your shipmates and to be careful in Indonesian ports. "Stay loose—be the GOOD AMERICAN." A vote of thanks was given to the steward department, especially to the new chief cook. Next port: Tobata, Japan.

OGDEN CHAMPION (OMI), January 27—Chairman Marion Beeching; Secretary R. de Boissiere; Educational Director J.W. Philpot; Steward Delegate P. Willis. No department reports were given at this

meeting. Rather, the Union patrolman came aboard in Baton Rouge, La. and talked about the new shipping rules. A special vote of thanks was given to Chief Steward R. de Boissiere for the "best holiday feeding—Thanksgiving, Christmas and New Year's—with exotic wines and specialty foods. Mr. Santa Claus himself." A vote of thanks also was given to Bosun M. Beeching for all his help during the holiday preparations. "We are proud of him. We have the best engine department in the fleet . . . Our ship is the best." In addition to the praise given to crewmembers of the *Ogden Champion*, a special vote of thanks was given to "our Union president, Mr. Frank Drozak, Red Campbell and all the Union officials for all their help in making our Union strong. Our battle has just begun and we must show support with deeds, not talk." One minute of silence was observed in memory of our departed brothers and sisters. Next port: Everett, Mass.

OGDEN LEADER (OMI), February 10—Chairman Arthur Harrington; Secretary Floyd

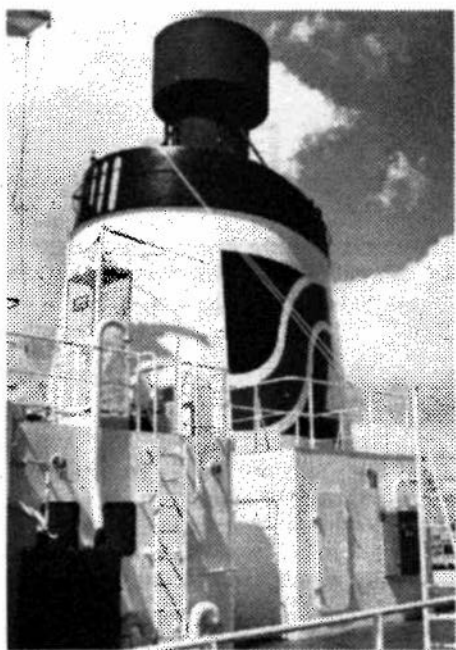
the steward department for a job well done. All stood for one minute of silence in memory of our departed brothers and sisters. Next port: Corpus Christi, Texas.

ST. LOUIS (Sea-Land Service), January 20—Chairman Frank Rodriguez; Secretary H. Ortiz; Educational Director Turner. Some disputed OT was reported in the deck department. The chairman brought all members up-to-date on Union activities as per President Drozak's report, explaining that the Union must work hand-in-hand with the companies. He also explained the necessity of cutting back crews on ships if the Union is to survive. "The brothers on this ship understand the needs and will give 100 percent backing to our leadership." The secretary also stressed the importance of contributing to SPAD. "We have to know that our president and officials are doing the best for all of us in Washington, even with the Reagan administration against us. That's why we have to keep supporting SPAD." A motion was made and seconded that the members be kept up-to-date on all important issues affecting them, such as the elimination of port time and the elimination of crew jobs. One minute of silence was stood for our departed brothers and sisters. And a vote of thanks was given to the steward department for a job well done. Of special note was this report to the Seafarer's LOG: "We should be proud to have a newspaper like the LOG, for it supplies us with all the information and proceedings of our Union."

SEA-LAND CONSUMER (Sea-Land Service), January 20—Chairman A.E. Weaver; Secretary Lorri A. Davis; Educational Director A. Rhymes; Engine Delegate James P. McNeely. Some disputed OT for lodging in the Bremerhaven shipyard (Germany) was reported. Also, everyone will receive \$20 for lodging due to excessive noise while in Algeciras, Spain. The chairman reports: "We are finally out of the shipyard after 19 days and are on our way to Elizabeth, N.J. We will be arriving late due to bad weather conditions. We will return to Rotterdam and remain there for approximately seven to 10 days." After that, the ship should return to its regular shipping schedule. Both the TV and the VCR need repair. Also, chairs are needed in the lounge and in the messhalls, and the washer and dryer in the crew laundry need to be repaired. Next port: Elizabeth, N.J.

SEA-LAND DEFENDER (Sea-Land Service), January 6—Chairman Clifford Pereira; Secretary Ceasar F. Blanco; Educational Director Gerald Van Epps; Deck Delegate Eli W. Kralich; Engine Delegate Ira Jessie; Steward Delegate Dwight Wueth. No disputed OT reported. There is \$32.23 in the ship's fund. The chairman reported to the members that there may be a drastic cut in manpower on all Sea-Land ships, reducing the number of unlicensed personnel in each department to a specific number. The boarding patrolman will explain this more fully and will be able to answer all questions. One concern was brought up regarding stores: whether the ship is being short-changed or not, why no ice cream was sent aboard for the Christmas and New Year's holidays, and why they ran out of oranges again. These problems will be checked out. One minute of silence was observed in memory of our departed brothers and sisters.

SEA-LAND ECONOMY (Sea-Land Service), January 6—Chairman John Higgins; Secretary Wheeler Washington; Educational Director W.R. Thomas. Some disputed OT was reported in the engine department. There is \$40 in the ship's



treasury and \$200 was collected to give to the Houston Seamen's Club at Christmas. No major beefs were brought up at the meeting. The shipping industry is not in good shape at the present time, and, according to the chairman, it is in the interest of each individual member to do his or her best job on each ship they crew. "It is not important that we like each other, it is important that we do our jobs to the best of our abilities." Any member who is eligible to take advantage of the upgrading opportunities at Piney Point is encouraged to do so. A vote of thanks was given to the steward department for a good job well done, especially the great meals at Christmas and New Year's.

SEA-LAND MARINER (Sea-Land Service), Chairman Ben Mignano; Secretary S. Amper; Educational Director R.

Daniel. Some disputed OT was reported in the steward department during voyages 47, 48 and 49. The chairman talked about the future of the *Sea-Land Mariner*. "As you all know," he said, "the *M/V Mariner* will be reconverted in the shipyard sometime this July. When the ship comes out from the yard, the manning scale will be reduced to a skeleton crew: six in the deck department, three in the engine department and three in the steward department—12 unlicensed crewmembers in all." Brother E.A. Gomez will send a letter to one of the Union officials on behalf of all Sea-Land ships' crews to ask for help in finding a means of transportation from the new Sea-Land pier in Kobe, Japan (which is far from downtown Kobe), into the city and back to the ship. Taxis are out of the question due to the exorbitant costs. Next ports: Yokohama and Kobe, Japan; then on to Hong Kong and Kaohsiung, Taiwan, and finally back to Oakland, Calif. for payoff in late February.

STAR OF TEXAS (Titan Navigation), February 10—Chairman Gene Paschall; Secretary J. Fletcher; Educational Director G.P. Pollard-Lowdey; Steward Delegate Harry J. Curry. Everything is in good shape in all departments, with no beefs or disputed OT reported. Chairman Paschall discussed the reduction in the number of crew and asked all members to support the SIU's political activities. The secretary noted that everything has been running smoothly and that he certainly appreciates the crew's cooperation, especially with the steward department being short-handed. The educational director reminded all hands to read the LOG and keep up with what's going on in the maritime industry. A vote of thanks was given to the steward department for an excellent job. The *Star of*

Digest of Ships Meetings

Texas crewed up in San Francisco bound for Singapore, and its next port and port of payoff will be Philadelphia, Pa.

STONEWALL JACKSON (Waterman), January 21—Chairman Carl T. Lineberry; Secretary Thomas Liles Jr.; Educational Director Benjamin F. Cooley; Deck Delegate Ronald S. Davis; Engine Delegate Raymond L. Cullpepper Jr.; Steward Delegate Jerry Wayne Watkins. The steward department reported some disputed OT; otherwise everything is going smoothly, and the little everyday problems that arise are being ironed out. There is \$550 in the movie fund. A motion was made to ask the contracts department to find out why the contract was broken by having the payroll on the *Stonewall Jackson* stopped December 10. This affects social security payments, unemployment payments and pension credits. The captain asked the crew how they wanted the launch schedule made up. Following a discussion, the members decided that the launch should leave the ship on even hours and leave the shore on odd hours, with an additional 7 p.m. launch for the steward department. One minute of silence was stood in memory of our departed brothers and sisters. Next ports: Thailand, Singapore, the Suez Canal; then back to Norfolk, Va. for payoff at the end of February.

Official ships minutes were also received from the following vessels:

AMERICAN CONDOR
ARCHON
BROOKS RANGE
CAGUAS
LNG CAPRICORN
COVE TRADER
DELTA SUD
FALCON COUNTESS
LNG LIBRA
LONG BEACH
MASSACHUSETTS
SGT. MATEJ KOCAK
NEW YORK
OGDEN HUDSON
OGDEN LEADER
OGDEN SACRAMENTO
OGDEN WILLAMETTE
OVERSEAS ARCTIC
OVERSEAS HARRIETTE
OVERSEAS VALDEZ
OVERSEAS WASHINGTON
PANAMA
PONCE
PRIDE OF TEXAS
PUERTO RICO
SAN JUAN
SEA-LAND ADVENTURER
SEA-LAND DEVELOPER
SEA-LAND EXPLORER
SEA-LAND EXPRESS
SEA-LAND INNOVATOR
SEA-LAND PACER
SEA-LAND PATRIOT
SEA-LAND PIONEER
SEA-LAND PRODUCER
SEA-LAND VENTURE
SEA-LAND VOYAGER
SENATOR
TRANSCOLORADO



KNOW YOUR RIGHTS

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed audit by Certified Public Accountants every three months, which are to be submitted to the membership by the Secretary-Treasurer. A quarterly finance committee of rank and file members, elected by the membership, makes examination each quarter of the finances of the Union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of Union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the employers. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the employers, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Angus "Red" Campbell
Chairman, Seafarers Appeals Board
5201 Auth Way and Britannia Way
Prince Georges County
Camp Springs, Md. 20746

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

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

KNOW YOUR RIGHTS



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

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

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

KNOW YOUR RIGHTS

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

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

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

If at any time a member feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Frank Drozak at Headquarters by certified mail, return receipt requested. The address is 5201 Auth Way and Britannia Way, Prince Georges County, Camp Springs, Md. 20746.

Seafarers Welfare Plan

This is a summary of the annual report of Seafarers Welfare Plan, I.D. #13-5557534 for Jan. 1, 1982 to Dec. 31, 1982. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of Plan assets, after subtracting liabilities of the Plan, was \$6,787,384 as of Dec. 31, 1982 compared to \$13,617,209.00 as of Dec. 31, 1981. During the Plan year, the Plan experienced a decrease in its assets of \$6,829,825.

This included unrealized appreciation and depreciation in the value of Plan assets; that is, the difference between the value of the Plan's assets as of the end of the year as compared to the value of the assets at the beginning of the year or the cost of assets acquired during the year.

During the Plan year, the Plan had total income of \$21,148,384, including employer contributions of \$20,651,124 and earnings from investments of \$485,988.

Plan expenses were \$27,978,209 and are comprised of three classes of expenses (1) Welfare Benefit expenses of \$24,505,538, (2) Administrative expenses of \$3,205,631 and (3) other expenses of \$267,040.

Your Rights to Additional Information

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

1. An accountant's report.
2. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Al Jensen, 5201 Auth Way, Camp Springs, Md. 20746. The charge to cover copying costs will be \$1.00 for a full annual report, or \$.10 per page for any part thereof.

You also have the right to receive from the Plan administrator on request and at no charge, a statement of the assets and liabilities of the Plan and accompanying notes, or a statement of income and expenses of the Plan and accompanying notes, or both.

If you request a copy of the full annual report from the Plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the right to examine the annual report at the main office of the Plan, 5201 Auth Way, Camp Springs, Md. 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs.

Requests to the Department should be addressed to Public Disclosure Room N4677, Pension and Welfare Benefits Programs, U.S. Department of Labor, 200 Constitution Ave., N.W., Washington, D.C. 20216.

United Industrial Workers of North America Welfare Plan

This is a summary of the annual report of United Industrial Workers of North America Welfare Plan, 13-5677156, for Jan. 1, 1982 to Dec. 31, 1982. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of Plan assets, after subtracting liabilities of the Plan, was \$3,738,493 as of Jan. 1, 1982, compared to \$3,230,529 as of Dec. 31, 1981. During the Plan year the Plan experienced a decrease in its net assets of \$507,964. This included unrealized appreciation and depreciation in the value of Plan assets; that is, the difference between the value of the Plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the Plan year, the Plan had total income of \$3,564,434, including employer contributions of \$3,029,638 earnings from investment of \$534,796.

Plan expenses were \$4,125,603 (netting a loss of \$561,169 paid from the Plan's Fund Balance) and are comprised of three classes of expenses: (1) Welfare benefit expenses of \$3,242,031; (2) Administrative expenses of \$745,237, and (3) Other expenses of \$138,335. Welfare Benefits in the amount of \$4,117,223 were made directly to participants or their beneficiaries, and \$8,380 to other organizations or individuals providing welfare benefits. Administrative expenses were comprised of salaries, fees and commissions, Fiduciary Insurance premiums, and general administrative expenses. Other expenses were comprised of provisions for contributions doubtful of collection, and litigation settlement of a medical claim.

Your Rights to Additional Information

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

1. An accountant's report.
2. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Al Jensen, 5201 Auth Way, Camp Springs, Md. 20746. The charge to cover copying costs will be \$1.00 for the full annual report or \$0.10 per page for any part thereof.

You also have the right to receive from the Plan administrator, on request and at no charge, a statement of the assets and liabilities of the Plan and accompanying notes, or a statement of income and expenses of the Plan and accompanying notes, or both. If you request a copy of the full annual report from the Plan administrator, these two statements and accompanying notes will be included as part of the report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the right to examine the annual report at the main office of the Plan, 5201 Auth Way, Camp Springs, Md. 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure, Room N4677, Pension and Welfare Benefit Programs, U.S. Department of Labor, 200 Constitution Ave., N.W., Washington, D.C. 20216.

Seafarers Pension Plan

This is a summary of the annual report of Seafarers Pension Plan I.D. #13-6100329 for Jan. 1, 1982 to Dec. 31, 1982. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of Plan assets, after subtracting liabilities of the Plan, was \$207,768,933 as of Jan. 1, 1982 compared to \$245,369,073 as of Dec. 31, 1981. During the Plan year, the Plan experienced an increase in its net assets of \$37,600,140. This included unrealized appreciation and depreciation in the value of Plan assets; that is, the difference between the value of the Plan assets at the end of the year and the value of the assets at the beginning of the year or the costs of assets acquired during the year. During the year, the Plan had total income of \$52,373,729, including employer contributions of \$8,562,336, and earnings from investments of \$43,811,393.

Plan expenses were \$14,773,589. These expenses included \$12,875,489 in benefits paid to participants and beneficiaries; \$1,274,852 in administrative expenses, and \$623,248 for fees, insurance premiums and other such expenses.

Your Rights to Additional Information

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

1. An accountant's report.
2. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Al Jensen, 5201 Auth Way, Camp Springs, Md. 20746. The charge to cover copying costs will be \$1.00 for the full annual report, or \$0.10 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the Plan and accompanying notes, or a statement of income and expenses of the Plan and accompanying notes, or both. If you request a copy of the full annual report from the Plan administrator, these two statements and accompanying notes will be included as part of the report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the right to examine the annual report at the main office of the Plan, 5201 Auth Way, Camp Springs, Md. 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure Room N4677, Pension and Welfare Benefit Program, U.S. Department of Labor, 200 Constitution Ave., N.W., Washington, D.C. 20216.

United Industrial Workers of North America Pension Plan

This is a summary of the annual report of United Industrial Workers of North America Pension Plan, 11-6106805, for Jan. 1, 1982 to Dec. 31, 1982. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of Plan assets, after subtracting liabilities of the Plan, was \$11,720,471 as of Jan. 1, 1982, compared to \$14,953,618 as of Dec. 31, 1981. During the Plan year the Plan experienced an increase in its net asset of \$3,233,147. This included unrealized appreciation and depreciation in the value of Plan assets; that is, the difference between the value of the Plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the Plan year, the Plan had total income of \$3,697,421, including employer contributions of \$944,588, and earnings from investments of \$2,752,833.

Plan expenses were \$464,274 and are comprised of two types: (1) Pension Benefit Expenses of \$204,770 and (2) Administrative Expenses of \$259,504. The \$204,770 Pension benefit payments were made directly to participants or their beneficiaries. Administrative expenses were comprised of salaries, fees, and commissions, Fiduciary Insurance premiums, and general administrative expenses.

Your Rights to Additional Information

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

1. An accountant's report.
2. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Al Jensen, 5201 Auth Way, Camp Springs, Md. 20746. The charge to cover copying costs will be \$1.00 for the full annual report, or \$0.10 per page for any part thereof.

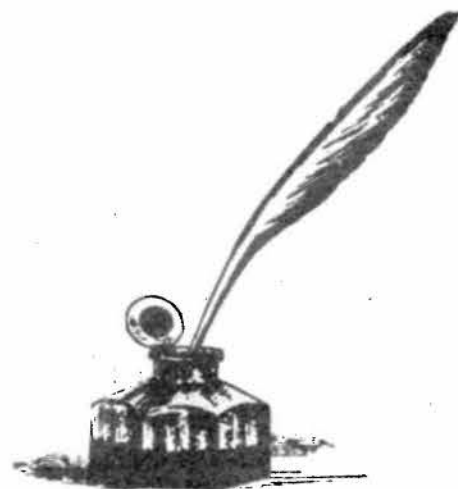
You also have the right to receive from the Plan administrator, on request and at no charge, a statement of the assets and liabilities of the Plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the Plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

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SIU upgraders toured the Capitol and other sites during a visit in February. Pictured (from the bottom step up) are Laura Gillespie, Paul Cates, Barbara Jean Stevenson, David Hood, Peter Paltania, Rose May McFarlane (obscured), Michael McCarthy, SHLSS Instructor Joe Wall and SIU lobbyist Liz DeMato.

Letters To The Editor



'SHLSS Is an Outstanding Facility . . .'

Frank Drozak:

As someone who has had a long association with the maritime industry, it is heartening for me to see what is being offered to mariners at your Piney Point, Md. facility. The tour you arranged on Jan. 23, 1985 provided me with an insight of a truly outstanding facility.

The Seafarers Harry Lundeberg School of Seamanship is an impressive facility offering skills needed to meet the challenges of the future. . . .

Sincerely,
Wallace T. Sansone
Deputy Commander
Military Sealift Command

'Working Together Toward Success . . .'

Frank Drozak:

I would like to take this opportunity to thank the personnel of the Seafarers Harry Lundeberg School of Seamanship at Piney Point, Md. for their efforts in showing me their school. . . .

We must start working together now in peacetime as there will NOT be much time to familiarize ourselves with each others' methods and operations when and if there is a war. Much of the success that our country will gain on the battlefield of tomorrow will depend on our joint efforts both then and now to work together to build a strong mutually beneficial working relationship.

I hope that my visit will help what has always been a strong bond between the military and the merchant marine. . . .

Sincerely yours,
Carlos J. Tibbetts
MAJ, TC
Plans & Training Officer
Department of the Army

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
Piney Point	Monday, April 8	10:30 a.m.
New York	Tuesday, April 9	10:30 a.m.
Philadelphia	Wednesday, April 10	10:30 a.m.
Baltimore	Thursday, April 11	10:30 a.m.
Norfolk	Thursday, April 11	10:30 a.m.
Jacksonville	Thursday, April 11	10:30 a.m.
Algonac	Friday, April 12	10:30 a.m.
Houston	Monday, April 15	10:30 a.m.
New Orleans	Tuesday, April 16	10:30 a.m.
Mobile	Wednesday, April 17	10:30 a.m.
San Francisco	Thursday, April 18	10:30 a.m.
Wilmington	Monday, April 22	10:30 a.m.
Seattle	Friday, April 26	10:30 a.m.
San Juan	Thursday, April 11	10:30 a.m.
St. Louis	Friday, April 19	10:30 a.m.
Honolulu	Thursday, April 11	10:30 a.m.
Duluth	Wednesday, April 17	10:30 a.m.
Gloucester	Tuesday, April 23	10:30 a.m.
Jersey City	Wednesday, April 24	10:30 a.m.

'Credit Where Credit's Due . . .'

It seems that the only time attention is brought upon someone is when something is wrong or someone has done wrong.

During the last three months, I've sailed as first assistant and then chief engineer on the *Sea-Lane Venture*. I'd like to see just credit given to the entire engineroom unlicensed personnel for an effort given which has shown personal qualities of dedication and dependability which far exceed that which could be induced solely by the wages they work for.

Due to their efforts, the engineroom has benefited greatly, and everyone involved can take pride in a job well done.

Rather than single out individuals, I'd just like to list our engineroom personnel—for it has truly been a concerted effort: Hugh Wells, electrician; Monte Beck, reefer maintenance; Rudy Lopez, engine utility; Edgar Young, OMU; John Rizzo, OMU; Harold Welch, OMU; Elias Ruiz, wiper; Guadalupe Banda, wiper.

Again, my special thanks to all of these men for being good crewmen, good shipmates and great people with whom it has been a privilege to work.

My highest personal regards,
Rodney C. Baxter
Chief Engineer, S.L. Venture

AMERICAN IS BEAUTIFUL
Buy American... and look for the Union Label

UNION LABEL AND SERVICE TRADES DEPARTMENT, AFL-CIO



Sailors Union of the Pacific Celebrates 100th Anniversary

by Max Hall

ALL major maritime unions were represented at a dinner at the Fairmont Hotel in San Francisco honoring the 100th anniversary of the Sailors Union of the Pacific.

Politicians joined with industry and labor leaders to honor the SUP and its many achievements. Many were from the California area, where the Union is based; many travelled across the nation to be at this festive and memory-evoking celebration.

Earlier in the week, Rep. Sala Burton (D-Calif.) had placed an article in the *Congressional Record* recounting the many accomplishments that the SUP had achieved during its first 100 years.

In addition to ending the crimp system, which placed seamen in a condition of near-slavery that today's workers would find difficult comprehending, the Union was instrumental in helping the industry as a whole improve wages and benefits and in fighting for civil rights and democratic principles on the waterfront.

President Drozak extended the SIU's "warmest good wishes and fraternal greetings" to the SUP as it celebrated its long and colorful history.

"In this rocky and unpredictable maritime industry," Drozak said, "it is a major achievement simply to survive. The Sailors Union has not only survived . . . it has always been on the front line of progress for its members and for its fellow mariners."

The dinner commemorating this special occasion was held less than two miles away from the actual spot where the SUP was founded.

The Sailors Union dates its existence to a meeting held on the Folsom Street Wharf on March 6, 1885, where 300 seamen met to talk about how they could improve their working conditions.

These seamen voted to demand an immediate \$5 raise, and they formed the Coastal Seamen's Union, a precursor of the SUP and several other maritime unions, including the SIU.

In January 1887, Anders Furuseth was elected secretary of the CSU. Furuseth later became the first great

voice of the modern seamen's movement.

Furuseth joined forces with Sen. Robert LaFollette of Wisconsin and other progressives to help pass such landmark bills as the Macguire Act (1895), the White Act (1898), the Historic Seamen's Act of 1915 and the Shipping Act of 1916.

A Norwegian by birth, he used the English language to its maximum effect. Furuseth roused the conscience of Congress and the nation through such moving testimony as this:

The Legacy of the SUP: In Unity Is Strength

One hundred years ago a group of bedraggled seamen met on a wharf in San Francisco to discuss the problems that were facing them: poverty, ignorance, a system of hiring that denied dignity and promoted malnutrition and near-slavery.

From that one meeting sprang the modern seamen's movement and all that has come from it: better wages, better conditions, pride.

It is a measure of the success of that first meeting that the 100th anniversary of the SUP was held at the Fairmont, on top of Nob Hill. Even though the Fairmont is but two short miles from the docks of San Francisco, it is far enough away spiritually and economically to dramatize that seamen have travelled the distances in just 100 short years.

There can be no better way to honor the successes of the first 100 years of the SUP than by all maritime unions joining forces to combat the problems facing today's sailor.

We seamen face different problems: foreign competition, advanced technology, lack of a government policy on trade and economic development.

Unlicensed seamen must contend with reduced manning scales on new vessels. Licensed seamen are threatened with the loss of bargaining rights.

And like all other workers, we must contend with historical forces that are changing the conditions under which pension and welfare benefits are distributed.

In their own ways, these problems are just as serious as the ones that faced our brothers and sisters 100 years ago. And as Drozak said, there is no way that we can deal with them if we do not unite.

"You can put me in jail, but you cannot give me narrower quarters than as a seaman I have always had. You cannot give me coarser food than I have always eaten. You cannot make me lonelier than I have always been."

Another secretary of the SUP was Harry Lundeberg, who founded the Seafarers International Union of North America (SIUNA) in 1938.

Indeed, the ties between the SIU and the SUP have always been strong.

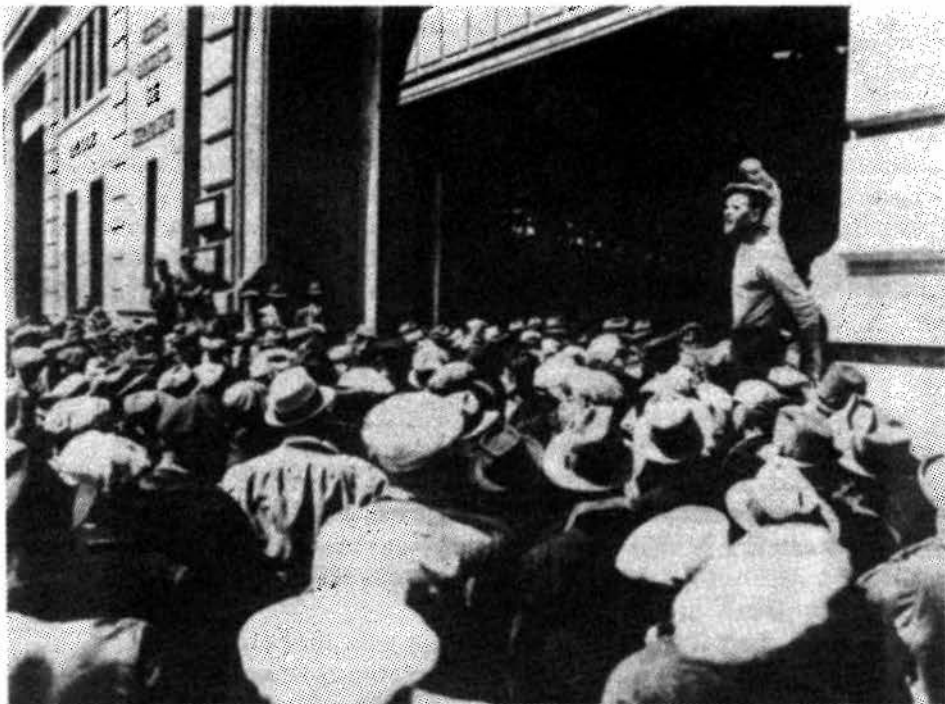
In the March 6th edition of the *West Coast Sailors*, SUP Patrolman Bill Armstrong talked about the close relationship between Paul Hall, president of the SIU from 1957 until his death in 1980, and former SUP Secretary Morris Weisberger.

Drozak alluded to these close ties when he spoke at the Fairmont Hotel. He also stressed the need to make those ties stronger.

"I believe," said Drozak, "that we [maritime unions] can continue to achieve gains for our members and their families—but only if we work together. Unity of purpose and solidarity of actions are our best tools to pull our industry out of this dark period."

"The shipowners are split and fighting each other over what is left [of the reduced cargo available to American-flag vessels]," he said, "and government has driven a wedge between labor and management. Unions are being pitted against each other—fighting just to survive. And I could go on and on, but I will stop with this one last remark."

"There is but one answer for all of us," Drozak said, "and there is but one way for us as seamen. That is mergers—mergers of unions."



Men gather outside the SUP hall in the Audifred Building on East Street (now the Embarcadero) where Andrew Furuseth (inset) had his office during the pivotal 1901 waterfront strike.



"You shall not pass!" Hallmark action by the Sailors Union of the Pacific when a determined leader, Harry Lundeberg, backed by a handful of dedicated SUP men stood their ground at Pier 41 in San Francisco during the Sheperd Line beef in 1938 in a successful confrontation that stopped the NMU-CIO from raiding the ship *Sea Thrush*. Their courage to stand up and be counted stood the union in good stead in overcoming challenge after challenge in its 100-year history.

Support the SIU Blood Bank