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SEAFARERS INTL UNION
 SUPPORTS USPHS
 DON'T SCUTTLE
 OUR HOSPITAL



PRESIDENT'S REPORT

Frank Drozak



DESPITE a very uncertain time for the maritime industry, we in the SIU are moving aggressively ahead and preparing for whatever turns the industry will take in the future.

Much of the uncertainty in the industry can be attributed to mixed signals coming from the new Administration.

During his election campaign and then after he took office, President Reagan stated numerous times his belief in the need for a strong American maritime industry.

However, at the same time, the proposed Reagan budget calls for severe cuts in crucial maritime programs, in particular, the construction differential subsidy program—a program key to survival of new shipbuilding in America.

From where we stand, you simply can't have it both ways. To maintain a viable U.S. flag merchant marine—at the very least at present levels—you simply cannot cut out or cut down government funding programs for the industry.

As it is, much of the industry operates on a marginal basis between profit and loss. A reduction in government support at this time—which is already much too low compared to the support our foreign competitors receive from their governments—could be disastrous for the American maritime industry.

Apparently, the government budget cutters don't know or don't care that the American flag merchant marine carries less than five percent of the nation's overall foreign commerce. This figure is a national disgrace. And when you look at this in regard to national defense, it's downright frightening, especially when you consider that every major world power—with the exception of the United States—carries anywhere from 30 to 50 percent of their international trade.

Obviously, the answer to the U.S. maritime industry's problems is not to cut its sea-legs out from under it.

Just the opposite. The government should be looking at ways to make all segments of the maritime industry more competitive with the foreigners, including state-owned, controlled fleets, as well as seriously embarking on a program aimed at establishing the U.S. flag merchant fleet as a true military auxiliary to the Navy.

Of course, we in the SIU have no intention of sitting around waiting for these things to be handed to us on a silver platter. We are working with industry and labor to develop a program to revitalize our industry.

We're first of all, fighting to keep government support programs at least at their present levels, as well as to protect pro-maritime laws already on the books, like the Jones Act.

We're working on a legislative program to secure a guaranteed share of exported American coal for American flag ships.

The Union is also very involved in trying to develop, through new tax structures, a more competitive climate to foster growth of an American flag passenger liner industry.

In another area of extreme importance, we are pushing for new regulations to force the Coast Guard to be more responsive to the safety needs of those who make their livings at sea. In this regard, we are fighting for the right to have input into all Coast Guard decisions involving manning levels, safety regulations, equipment and construction and design features.

All of these issues, and many more, will be points of discussion at our Crews Conference in Piney Point April 20-26. Input and support from a strong cross-section of the membership for our programs is crucial to their success.

The Conference will also serve to provide us with concise decisions concerning upcoming negotiations for our new deep-sea contract. I'm confident that we will come out of this Conference with achievable contract goals that will reflect both the needs and desires of the membership and the realities of our industry.

As it has always been for us, there are no easy answers, no easy solutions to our problems. The most important thing, though, is that we realize this, and we are doing the things that have to be done to guarantee that the future of our Union and our jobs is strong and secure.

George McCartney Named West Coast Vice President

The SIU for the first time in its history has a vice president in charge of the West Coast. He's longtime Union official George McCartney.

Brother McCartney, who was elected last year as SIU headquarters representative, was designated as West Coast vice president by SIU President Frank Drozak. His appointment was approved by the SIU Executive Board in February.

The establishment of the office of vice president in charge of the West Coast came about after the membership approved Proposition #2 last

year on the SIU's Official Ballot for Election of 1981-1984 Officers and Constitutional Amendments.

There are four other vice presidents on the Executive Board. They are in charge of: Contracts and Contract Enforcement; the Atlantic Coast; the Gulf Coast, and the Lakes and Inland Waters District.

In recent years the SIU has become more and more involved in activities on the West Coast. This is largely due to the merger of the SIU and the Marine Cooks and Stewards Union in 1978.

Therefore it was felt that to best service members on the West Coast it was necessary to establish the office of West Coast vice president.

Brother McCartney, who was born in 1931 in New York City, worked as a longshoreman before going to sea.

He helped to organize Cities Service and served as department delegate aboard most of the ships on which he sailed.

McCartney shipped in all three departments but most often in the engine department. His last seagoing job was as an oiler aboard the *SS Frances* in 1960. He came ashore that year to work as patrolman in New York.

In the years to follow, Brother McCartney served the Union in many capacities: patrolman-dispatcher in Philadelphia; port agent in Wilmington, Calif.; and port agent in New York and Seattle before being elected last year as Headquarters representative.

Active in community affairs, McCartney is a member of the Propeller Club, the Navy League,

the Apostleship of the Sea, and the Irish, Italian, Israeli Society. He has also worked extensively with the National Maritime Council on both the East and West Coasts to promote trade and cargo for U.S.-flag ships.

Brother McCartney lives in the San Francisco Area with his wife, Helga, and their two daughters, Annie and Heidi.

Toledo Port Council Hosts Dinner



The Toledo Port Maritime Council held their annual dinner recently, and SIU and MTD President Frank Drozak, center, was the featured speaker. Mel Pelfry, right, Great Lakes Exec. V.P. of MEBA District 2, and president of the Toledo Council, emceed the affair. Jack Brady, MEBA District 2 Exec. V.P., left, was also on hand for the dinner. The Toledo Port Council is very active in all phases of the maritime industry and political action in the port of Toledo and vicinity.



George McCartney

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Congress Investigates Loss of SS Poet

THE surviving relatives of the 34 seamen lost at sea when the *SS Poet* disappeared without trace last October gathered solemnly in Washington, D.C. on April 9, 1981 to attend Congressional hearings on the ship's loss.

The families, all wearing blue ribbons in memory of their lost loved ones, listened intently during the day-long hearings before the full House Merchant Marine and Fisheries Committee, chaired by Walter Jones (D-N.C.).

Every seat and every square inch of standing area in the hearing room was filled as Chairman Jones banged the gavel opening the proceedings at 9:00 a.m.

Jones expressed his deep sympathy to the family members in attendance as he recalled the tragic fate of the *Poet*.

The vessel left Philadelphia on October 24, 1981 in the early morning. Six hours later, one of the deck officers called his wife through the marine operator. The vessel was never heard from again, and no trace was ever found of her.

A total of 34 men lost their lives; 24 of them SIU members.

Jones said that the purpose of the hearings was "not for blood-letting," but "to determine what happened to the *SS Poet* one morning last October when it began its final journey."

Before the first witness was



SIU President Frank Drozak, right, testifies before House hearings on the *Poet*, as relatives of the lost *Poet* crew listen intently in background. National MEBA President Jesse Calhoon, left, also testified.

called, Jones' chief staff assistant told the packed hearing how the *Poet's* owner's failed to notify the Coast Guard for ten days that the ship had been incommunicado.

He then stated that it took the Coast Guard another five days of delays before beginning the search.

The Coast Guard's actions during the *Poet's* incident became the focal point of the hearings. It became painfully apparent during the hearings that the Coast Guard's methods of tracking vessels and following up on suspected problems is totally inadequate for safety of life at sea.

Drozak Testifies

SIU President Frank Drozak, testified at the hearing. He called

for a complete Congressional investigation of the Coast Guard and its activities for the purpose of developing new regulations to protect those who make their living at sea. (A text of President Drozak's testimony is reprinted on this page.)

Drozak also attacked the Coast Guard's lax attitude toward inspections, and he affirmed that the vast majority of Coast Guard inspectors are not qualified for their jobs.

President Drozak also maintained that the Coast Guard's practice of determining manning scales only in relation to navigation of the vessel at sea, with no regard to onboard maintenance, is a hazard to shipboard safety. Drozak affirmed that maritime labor must be allowed to have

input in Coast Guard decisions concerning manning, equipment, safety regulations and construction and design features.

Jesse Calhoon, president of MEBA District 1, which represented the engineers on the *Poet*, also testified to the Coast Guard's "ineptitude."

Calhoon, referring to the Coast Guard's five-day delay before searching for the vessel, stated bluntly, "men and equipment were in place—but decisions were not made with dispatch."

Rear Admirals Henry H. Bell, USCG chief of merchant marine safety, and John D. Costello, USCG chief of marine operations, testified during the morning session. They defended their actions during the *Poet* tragedy.

The two Admirals did not see fit to attend the afternoon session of the hearings, which brought the ire of Rep. Thomas Foglietta (D-Pa.), who angrily called for the record to reflect the absence of Coast Guard spokesmen.

The *Poet's* owner, who was subpoenaed to appear, escaped criticism by being conveniently out of the country. The ship's owner failed to report the vessel missing for ten days.

The findings of the hearings were inconclusive. However, for the families of the lost *Poet* crew, the hearings showed that the loss of their loved ones hopefully will not be in vain.

Drozak Attacks Coast Guard at Poet Hearings

Following is the testimony submitted by SIU President Frank Drozak before the full House Merchant Marine and Fisheries Committee, investigating the disappearance of the *SS Poet* with the loss of 34 lives.

THE Seafarers International Union is the certified collective bargaining representative of the unlicensed seafarers who man many of the merchant vessels sailing under the U.S. flag. Under labor law, the SIU has the obligation not only to bargain for safe working conditions aboard the vessel but also to see that they exist. The SIU is also a joint operator of the Seafarers Harry Lundeberg School of Seamanship, which trains unlicensed seafarers. These personnel should be trained in safe working procedures.

We believe that changes need to be made by the various parties and agencies responsible for ship safety, including better inspection and certification procedures and improved search and rescue

operations.

First, Coast Guard inspectors are not properly trained. The average Coast Guard inspector does not grasp the fundamental differences between operating a U.S. Coast Guard vessel and a U.S. merchant vessel.

Those passing on the seaworthiness of a merchant vessel should be experienced and trained in areas of naval architecture, shipfitting, machinery, welding, pipe fitting, construction and design, and most importantly, sailing and operating a merchant vessel. Coast Guard inspectors usually do not have expertise in these areas.

Inspections are made both by the Coast Guard and the American Bureau of Shipping, which is responsible for seeing that mer-

chant vessels are properly classified. Yet both inspections are usually superficial. If equipment works, it passes. If equipment were dismantled and stripped, particularly in the engine room, breakdowns following inspection might be avoided.

Rust and corrosion could be observed if certain sheathing were removed. Gauging should be performed more frequently. Inspectors from both services generally fail to carry with them a complete record of outstanding violations, thus they are unable to check whether these violations have been corrected.

In addition, both services grant to shipping companies waivers or extensions on certain repairs, yet they rarely follow up to see that repairs are completed.

THE National Cargo Bureau is responsible for seeing that cargo is properly loaded and stowed aboard a vessel. In the case of the *SS POET*, the cargo

inspector was not present each time a hatch was loaded and closed, yet he certified that the grain was properly loaded.

The Bureau claims it does not have sufficient manpower to watch the entire loading operation. In addition, various inspectors supervised the *POET's* loading at different times, making uniform inspection impossible. We know that the *POET* left port with the bow more than two feet lower than the stern, a condition which should have been corrected, as the National Cargo Bureau agreed. Still, the bureau certified the ship as properly loaded.

Housekeeping practices aboard the *SS POET* were poor. Repairs were made only when an inspection was about to be conducted, but not routinely throughout the year. Just before a Coast Guard inspection in March 1980, the ship was put into

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First Bosun Recert Class of '81 Graduates

The first class of the Bosun Recertification Program for 1981 graduated at the April membership meeting in Headquarters after participating in the two month program. A total of 12 Seafarers took part in this Bosun class.

The Bosun Recertification Pro-

gram has been one of the most successful educational efforts the SIU has ever conducted. The program, which has been in effect for eight years, has resulted in improved leadership on SIU ships with fewer beefs, smoother payoffs and better relations among all departments on

the vessels.

The 12 Seafarers who participated in this class proved throughout the program that they are ready and able to carry out the duties and responsibilities as bosun in the best traditions of the SIU. We wish them luck.

The 12 who took part in this class

are: Kenneth Marston, Robert Dillon, Anthony Maben, Christors D. Florous, Howard Knox, John Wilson, William Cooper, John Crews, John Kane, Frank J. Smith, Manuel Silva and Vincent Vanzanella.



Howard Knox



John Wilson



Manuel Silva



Anthony Maben



Frank J. Smith



Vincent Vanzanella



Robert U. Dillon



John Crews



Christors D. Florous



William Cooper



John Kane



Kenneth Marston

750 Honor John Fay at Philly Affair

At a dinner attended by 750 people, SIU official John Fay was honored last month in Philadelphia by the Maritime Port Council of the Delaware Valley and Vicinity.

John Fay, who was recently elected as SIU Headquarters representative, came to New York last year to serve as assistant secretary-treasurer. Since 1964, Brother Fay

had been the Union's port Agent in Philadelphia. For 16 years he was also secretary-treasurer of the Maritime Port Council of the Delaware Valley and Vicinity.

The Council honored him at the dinner for his outstanding labor work in the Philadelphia area.

Besides the model of a ship's wheel presented to him by the

Council, Fay received a plaque from the United Food and Commercial Workers; a hand carved tugboat from SIU Boatmen, and a plaque from the Philadelphia AFL-CIO on which he had been an Executive Board member.

The wheel was presented by SIU President Frank Drozak who is also president of the eight million member AFL-CIO Maritime Trades Department, the parent organiza-

tion of the Maritime Port councils throughout the country.

Brother Fay, who was born in Boston and joined the Union there, also serves the SIUNA as a rep to the International Transport Federation and the International Maritime Consultative Organization. Further, Fay is Atlantic Coast area director of the United Industrial Workers, an affiliate of the SIU.

Christen New Higman Boat

SIU-contracted Higman Towing christened their beautiful new 850 hp towboat, the *Jesse B. Gunstream, Jr.* on April 4, 1981, in Orange, Texas.

The new boat means **new jobs for SIU Boatmen** in this area. And for the SIU, it means another brand new modern addition to our expanding Gulf Coast and Western Rivers fleet of tugs and towboats.

Cracking the traditional bottle of champagne on the new boat's starboard rail was Mrs. Jane Gunstream, as a crowd of well-wishers cheered her on.

Attending the ceremony for the SIU were SIU Vice President

Joe Sacco, and SIU Port Arthur agent Don Anderson. Also, the new crew of the *Jesse Gunstream* were on hand for the festivities.

The boat was built at Crumpler's Shipyard in Bridge City, Texas. She measures 65 ft. by 24 ft., and is powered by a tough, hard working Caterpillar diesel.

The new boat will operate on the Intercoastal Canal, pushing a couple of brand new oil barges from Brownsville, Texas to sites on the Mississippi.

The *Gunstream* christening is another indication of the SIU's expanding jurisdiction in the Gulf, especially in Texas.



At a banquet in his honor held in Philadelphia, SIU Headquarters Representative John Fay (right) receives a model of ship's wheel from SIU and Maritime Trades Department President Frank Drozak. At left is William Durkin, president of the Maritime Port Council of Delaware Valley and Vicinity.

SIU Rallies to Save USPHS From Ax

A cross-section of labor and community groups has joined the SIU in a multi-pronged protest against the Reagan Administration's plan to scrap the USPHS health care system as part of its national austerity plan.

Through a series of demonstrations, testimony presented before Congressional field hearings and a blitz of letters sent to key members of the House, Senate and the Administration, the Union has presented a strong case for the continuation of USPHS.

The SIU's message, echoed in hearing rooms and on picketlines across the country, is that USPHS has been providing top-quality, priority medical care to merchant seamen and other federal beneficiaries for almost 200 years.

Congress created the USPHS system in 1798 to provide the nation's merchant seamen with the special medical care they needed to perform the commercial and military auxiliary role of the merchant marine. That need is as great today as it was 200 years ago.

House Hearings

That was the thrust of the testimony delivered by SIU reps at Congressional field hearings held by the House Merchant marine Subcommittee in four cities over the past two months. Testifying for the SIU at these hearings were SIU representative Jack Caffey (who testified in Staten Island, N.Y.), George Costango (in Baltimore), Pat Pillsworth (in St. Louis) and Mark Trepp (in Cleveland.)

In letters addressed to Health & Human Services Secretary Richard Schweiker and to the chairman and members of several House and Senate committees,

SIU President Frank Drozak issued a reminder that the Administration's plan to dismantle USPHS "is in direct opposition to the historically expressed intent of Congress to maintain an available, accessible, and effective health care delivery for U.S. merchant seamen."

USPHS "plays an important role," Drozak continued, "in the provision of health care to not only American seamen but also the U.S. Coast Guard, Dept. of Defense beneficiaries, Federal employees and to many of this nation's medically indigent—at costs far below sector costs."

A similar concern was voiced in a March 23 editorial in the *Baltimore Sun*. "If President Reagan succeeds in closing down Public Health Service hospitals and... clinics... it will not only be the sailors who will feel the impact. In Baltimore," the editorial continued, "the U.S. Public Health Service... has enlarged its scope far beyond its original purpose and now serves a broad segment of the Baltimore community."

Residents of the Baltimore community in which the USPHS hospital is located joined scores of sign-bearing Seafarers there this month in a demonstration protesting the planned closing of the hospitals. A similar demonstration, organized by the SIU, was held at the USPHS hospital in Staten Island, N.Y., the largest of the eight remaining PHS hospitals.

But this is just the beginning! The SIU's concerted efforts to keep the eight USPHS hospitals and 27 clinics open will continue until the Administration abandons its attempts to deprive the nation's merchant seamen of the "available, accessible and effective" health care USPHS has been providing for 200 years.



Hundreds of people participated in the demonstration held at the Staten Island USPHS hospital to deliver a single message—"Don't scuttle our hospital!"



Rep. Mario Biaggi (D-N.Y.) chaired field hearings on USPHS which were held in Staten Island last month.



SIU Baltimore Agent George Costango told a Congressional field hearing in Baltimore that USPHS hospitals and clinics provide top-quality medical care to seamen, other federal beneficiaries and community residents.



Presenting the Union's position on the importance of the USPHS health care network to U.S. seamen at Congressional field hearings in Staten Island, N.Y. are N.Y. Port Agent Jack Caffey (right) and SIU legislative representative Frank Pecquex.



Seafarers and community residents staged a demonstration in front of the USPHS Hospital in Baltimore to keep the hospital open.

First to Receive This Honor Posthumously

'81 AOTOS Award to Paul Hall

THE United Seamen's Service will dedicate their prestigious 1981 AOTOS award to the memory of the late Paul Hall, president of the SIU until his untimely death last year. He is the first to receive this award posthumously.

The AOTOS award is the maritime industry's highest accolade. It will be accepted by Hall's widow Rose, and by Frank Drozak, the man who succeeded Hall as SIU President.

The selection was announced by Lane Kirkland, president of the AFL-CIO. Kirkland, a former member of the merchant marine, will serve as Chairman of the AOTOS dinner, which will be held in New York on September 25.

Hall is the 12th person to receive this award. Past winners include Joseph Lykes, chairman of the Lykes Brothers Steamship Corporation, who was instrumental in reopening the American flag steamship trade with China; and Senator Daniel Inouye (D-Hawaii), sponsor of the Ocean Shipping Act of 1981.

Hall has been dubbed the "Father of the Modern Merchant Marine" for the contributions he made to the development of the

maritime industry.

Along with a small cadre of followers, including Bull Shepherd, Lindsey Williams and Rose Siegel, he masterminded one organizing victory after another. He turned the SIU from a small, bedraggled group of discontented sailors, into a potent force in national politics.

In the 1950's he fought corruption on the New York docks. Despite tremendous opposition, he integrated the maritime industry.

During the 1960's he helped fashion an effective political presence in Washington. He turned the Maritime Trades Department from a paper tiger into an organization representing some 8.5 million workers.

He has been credited with securing passage of the Merchant Marine Act of 1970, one of the landmark pieces of maritime legislation.

Through tireless dedication and backbreaking work he nurtured the opening and development of the Harry Lundeberg School of Seamanship, which has since become the finest maritime training school in the country. Thousands of SIU members have been able to upgrade their skills,



thereby making the SIU more competitive in securing new jobs.

The Harry Lundeberg School of Seamanship reflected Paul Hall's deep humanitarianism. Thousands of young people from deprived backgrounds have found employment and a chance for a better life because of programs devised and implemented by Paul Hall at the HLSS.

Paul Hall's whole career was aimed at imbuing seamen with a sense of their own worth. When he joined the merchant marine, seamen became part of his bloodline. Even after he became one of the most powerful and respected labor leaders in the country, when he met with Presidents and

routinely conversed with cabinet members, every old-timer was his brother and every trainee his son.

Despite his many honors and accomplishments, Paul Hall was basically a shy man. He disliked large affairs. His favorite form of entertainment was to go out to dinner with his wife Rose. He preferred quiet conversation to loud parties; elegant dining to conspicuous possessions; history books on the Civil War to anything else.

Any person who met him could expect a cordial reception. More often than not, he was able to bring out something special in the people that he met, and this perhaps is the measure of his greatness. He reacted to every person as if that person had something valuable to offer him.

It is the rare man who can do that, the exceptional human being who is able to grasp that no one man or woman understands it all, that even the humblest creature can teach you the most profound lesson.

The United Seaman's Service, which is responsible for handing out the AOTOS award, has made a fine choice, one which does honor to it and the maritime industry.

U.S. Must Save Construction Subsidies

IN a vigorous attack on the Administration's proposal to ax funding for crucial maritime programs, SIU President Frank Drozak called on the House Merchant Marine & Fisheries Committee to "firmly reassert this nation's commitment to revitalize the U.S. merchant fleet."

Drozak's written statement was submitted to the Committee on March 25, during deliberations on H.R. 2526, the bill to authorize funding for maritime programs for fiscal year 1982. In it, the SIU President came down especially hard on the Administration's proposal to eliminate \$107 million in new funding for the important construction differential subsidy (CDS) program.

CDS, Drozak said, "is the only U.S. program which provides for the construction of U.S.-flag ships in U.S. shipyards to carry U.S. trade. To eliminate the CDS program at this time," Drozak warned, "will signal to the maritime countries of the world that the United States is no longer committed to preserving its own merchant fleet."

Eliminating "the only U.S. program to promote commercial ship construction," Drozak added, "will undermine our policy of revitalizing our defense capability and readiness."

Drozak assured the House Committee, chaired by Rep. Walter Jones (D-N.C.) that "the SIU supports President Reagan in his attempt to bolster our nation's economy."

The Union also supports President Reagan's "efforts to strengthen our nation's defense structure," Drozak said. But strengthening our defense capability, he added, "must include the merchant marine."

Towards this end, SIU President Drozak outlined a series of actions to the Committee which "would benefit the U.S. flag fleet without using federal dollars."

The proposed actions, which parallel the goals of the five-point maritime program Drozak drafted recently, includes:

- transferring certain water transportation functions now performed by the U.S. Navy to the merchant marine. This arrangement, Drozak testified,

would serve a dual purpose. "Navy personnel would be free to man combat vessels and the merchant marine would be well practiced in serving as a true military auxiliary,"

- bilateral agreements with our trading partners which would "strengthen the merchant marine yet cost the taxpayer nothing,"

- revitalization of the U.S.-flag dry-bulk fleet which must in-

clude adequate consideration of the U.S. flag fleet "in all programs now being developed to promote the export of American coal to foreign purchasers;"

- reduction of government regulation. "Unnecessary regulation must be stripped away so that American shipbuilders and operators can compete effectively with those of other nations, where similar regulations do not exist."

Reagan Names Labor Liaison

Robert F. Bonitati, former director of public affairs for the Airline Pilots Union, has been named special assistant to President Reagan for Public Liaison for Labor.

SIU President Frank Drozak praised the appointment, saying that he is looking forward to working with Mr. Bonitati on issues of importance to labor, in particular maritime labor.

Bonitati was assistant to the Director of the Office of Management and Budget in 1973-74, and Associate Director of the Cost of Living Council in 1973-74. He served as Campaign Director for Senator Howard Baker (R-Tenn.) in 1966 and 1972 and as Executive

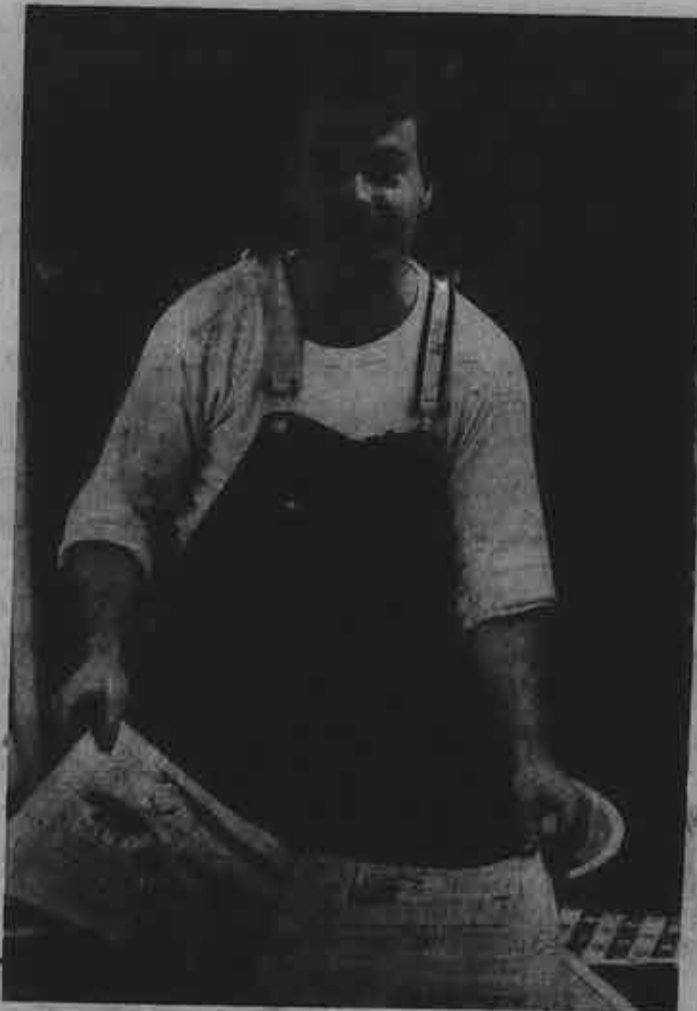
Assistant to Senator Baker in 1966-67.



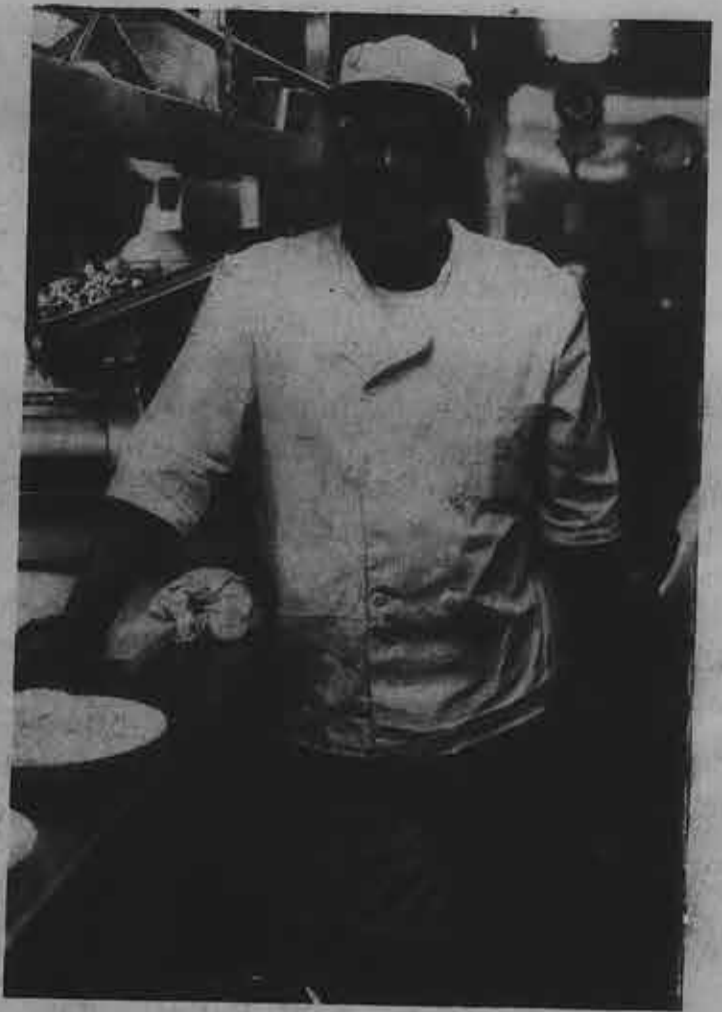
Robert Bonitati



AB Arthur Harrington caught in a pensive pose aboard the *Overseas Boston* at the end of January.



QMED Jim Flynn thumbs through the pages of (what else?) the *Log*.



Standing in the *Overseas Boston's* gleaming, new galley is Chief Cook Ed Singleton.

Overseas Boston on Maiden Voyage to Alaska



Sampling supper—Floyd Mitchell, steward/baker aboard the *Overseas Boston*.

You'd never know it to look at her, but Maritime Overseas' big, beautiful **Overseas Boston** is a lady with a shady past.

When she was bought by the SIU-contracted company in late 1979, the tanker, then named the **Sea Tiger**, bore no resemblance to the ship she is today.

"She was nothing but a hulk," said a Maritime Overseas spokesman about the **Sea Tiger**.

Extensive repairs, made at a Quincy, Mass., shipyard over a period of 14 months, changed all that. Early in 1981, the vessel was re-christened the **Overseas Boston**, and crewed by Seafarers.

The **Overseas Boston** will be operating in the Alaskan oil trade, making the same run as the company's **Overseas Juneau**, between Valdez and a PTP Terminal in Puerto Armuelle, Panama.

In fact, as this issue of the *Log* went to press, the **Overseas Boston** had just arrived in Valdez and was en-route on her first run to Panama.

She's 855 feet long, with a beam of 133 feet and she weighs in at 121,000 dwt. And, as she begins her new life, the SIU-crewed **Overseas Boston** is a proud addition to the U.S.-flag merchant fleet.



AB A. Perry (left) and OS Manuel Camara relax aboard the *Overseas Boston* before the ship started on her first run to Valdez.



AB John Aversa (left) and Bosun Pablo Barrill.

SIU Supports UNCTAD Bilateral Code

The SIU believes that a worldwide code for liner conferences developed by the United Nations should be approved by this country.

For some time now, the Union has supported adoption of the code whose title is the United Nations Conference on Trade and Development's Code of Conduct for Liner Conferences, better known as the UNCTAD Code.

The AFL-CIO Maritime Trades Department, of which the SIUNA is a member, passed a resolution in February encouraging the Reagan Administration to support the Code.

Early this month SIU President Frank Drozak submitted testimony to the House Subcommittee on Merchant Marine, which is holding hearings on the UNCTAD Code.

In his testimony, Drozak reported that the SIU believes "that the UNCTAD Code is the best method now available to promote and stabilize the participation of U.S. shipping lines in America's foreign commerce."

Basically, the UNCTAD Code stipulates that up to 40 percent of cargo should be handled by each trader with the remaining 20 percent going to cross-traders.

A final text of the Code was adopted in 1974; 72 votes for adoption were cast by the developing countries, the Soviet bloc, China, France, Germany, Bel-

gium and Australia. Opposing the Code at the time were the U.S., the United Kingdom, Switzerland, and the four Scandinavian countries.

For the Code to take effect, a minimum of 24 nations representing at least 25 percent of the world's liner cargoes must ratify it. At present, 48 countries representing 18.7 percent of the world's liner trade have done so.

It is anticipated that the Code will become operative later this year. The European Economic Community conceded to allow its members to join with reservations. Japan has also indicated it will ratify the Code within the near future. The United States has not indicated that it will take any action.

The SIU believes that this "non-position" could be disastrous for U.S. liner operations. As Drozak noted "the inevitability of the Code's operation between the United States' major trading partners threatens to substantially reduce" this country's share of worldwide liner trade.

Right now, although U.S.-flag vessels carry a mere five percent of the country's total foreign commerce, American-flag ships fare somewhat better in the liner trades.

Even in this area though, there has been a downward trend. In 1950, the U.S. provided 46.3 percent of the liner service for American foreign trade. By 1978, this

had been reduced to 28.6 percent.

The core of U.S. opposition to the Code lies in America's free trade policy. The State Department believes that the Code establishes an anti-competitive situation through its endorsement of the closed conference system. The U.S. operates an open conference system which permits liners to enter and leave at will.

President Drozak reported that "we can anticipate that shipping which is diverted from other conferences under UNCTAD

will enter the trades of the United States, further depressing the market for U.S. vessels."

The SIU feels that the current U.S. approach to the Code is totally inadequate. Although there are certain legal and procedural conflicts in the acceptance of the Code, the Union believes the alternatives present many more problems. In the testimony he submitted, Drozak pointed out that "to take no action is to ensure a diminished role for the United States in the liner trade."

AUTOMATION

Brothers:
Today's Modern Ships need qualified Seafarers with the highest regard in safety and professionalism.

World technology is moving Automation into our lives aboard our U.S. Flag vessels to ensure the swiftest, safest shipment of goods. Experience is needed to meet these new challenges. Experience gained through Automation class is offered by the Seafarers Harry Lundberg School of Seamanship. To enroll, contact SHLSS or your SIU Representative.

Automation course starts August 3 through August 27.

AUTOMATION

AFL-CIO Opposed to Youth Subminimum Wage

WASHINGTON, D.C.—AFL-CIO President Lane Kirkland has called on Congress to reject a proposed subminimum youth wage.

Kirkland and other union witnesses during two days of Senate hearings sharply challenged the claims of sponsors of assorted "youth opportunity" bills that lowering the wage floor is the answer to teenage unemployment.

Teenage unemployment is too high, but so is unemployment generally, Kirkland reminded members of the Senate Labor subcommittee. Adults made up 6 million of the 7.8 million persons seeking jobs last month, he noted. And of the 5 million persons, mostly women and minorities, who work for the minimum wage, 70 percent are adults.

DOES CONGRESS really want to encourage employers to substitute teenagers for adults in the low-skill jobs at the bottom of the wage ladder, Kirkland asked.

He reminded the Senate panel that more than half a million young people are already being paid less than the \$3.35 an hour minimum wage under student and learner



More jobs are needed to put teenagers to work, "not a 'super low wage' pool of exploitable young workers," AFL-CIO President Lane Kirkland (center) testified before a Senate Labor and Human Resources subcommittee. He was accompanied by the Federation's legislative director, Ray Denison (left), and Director of Research Rudy Oswald (right).

exemptions allowed by the Labor Dept. Further, employers who hire disadvantaged youths are currently entitled to generous tax credits, up to \$1.50 an hour for each such employee.

If lowering wages created additional jobs, Kirkland said in reply to a question, there should have been no unemployment in the depths of the Great Depression, when there was no minimum wage law and

employers cut pay.

Youth unemployment should be countered by targeted programs coordinating training with placement in jobs "that have a future," he said. That's what the AFL-CIO has been trying to do through its Human Resources Development Institute and various budget-threatened outreach programs, Kirkland added. And labor's proposals for reindustrialization would enlarge private sector job opportunities for workers of all ages, he pointed out.

KIRKLAND URGED Congress to index the minimum wage so it remains a meaningful floor and so that full-time workers will not have to rely on public assistance to subsidize inadequate pay.

Labor views the employer campaign for a subminimum wage as part of an attack on the entire concept of a minimum wage law, Kirkland testified.

It is "in the interests of society," he told a questioner, that the minimum wage be set above the level of exploitation and that its "real value" be maintained against inflation.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

April 1981

Legislative, Administrative and Regulatory Happenings

Washington Report

Spring has arrived in the nation's capital, and nobody seems to have noticed.

Congressmen hotly debate the minute details of the 1982 Budget, while events in Poland and El Salvador slide to their unknown conclusions. For a second, everyone's attention was captured by an unsuccessful attempt on Ronald Reagan's life, which at first seemed like a cruel and bizarre replay of events that occurred so long ago in 1963. But thankfully, the nation did not have to relive another Presidential assassination, and the Congressmen and El Salvador guerillas were free to go back to their respective wars, undisturbed.

Issues, people and even industries have a way of getting lost in times like these. The union is in Washington to make sure that whatever happens, American seamen will not go unrepresented.

Port Improvement

Rep. Walter Jones (D-N.C.), chairman of the Merchant Marine and Fisheries Committee, urged Congress to recognize the importance of modernizing U.S. ports. He stressed that inadequate port facilities have hindered the development of a strong coal exporting industry.

According to Jones, "ships have been waiting off our coasts for up to 40 days at a cost of perhaps \$10,000 a day because our port facilities can not handle the new volume of coal."

While many energy starved countries desire our coal, they are unwilling to put up with conditions at American ports.

In a similar move, Barbara Mikulski (D-Md.) introduced H.R. 2412, the Customs Revenue Sharing Act of 1981. If enacted, the bill would require that 1% of all customs revenues would be used to renovate, expand and construct customs facilities at the ports where monies are collected.

U.S. Shipbuilding Aids Economy

According to a study that was prepared by H. C. Chung, professor of economics at the University of Bridgeport, every \$1 spent in American shipyards generates \$4.70 worth of business in other industries throughout the economy.

The study, which was commissioned by the Maritime Administration, updates an earlier one conducted by the government. Both studies point out the effectiveness of the Construction Differential Subsidy (CDS) program. According to Professor Chung, the CDS program has helped to ease high unemployment rates in economically deprived areas.

Funding for the Construction Differential Subsidy program was severely reduced in the first draft of President Reagan's 1982 Budget. Industry figures oppose such a drastic cut, and hope to persuade the House of Representatives to have the money reinstated.

NMC Endorses Ocean Shipping Act

Support continues to build for S. 125, the Ocean Shipping Act of 1981, which seeks to reform the sometimes irrational and always confusing network of Federal maritime regulations.

The National Maritime Council, a coalition of shipping companies and maritime labor organizations whose purpose it is to promote the American merchant marine, recently endorsed S. 125. The SIU, a member of the Council, has already done so.

S. 125 is substantially similar to a bill that was introduced in the last session of Congress. Daniel Inouye, the hard-working and well-respected Senator from Hawaii, introduced both measures.

Herb Brand Urges Action on M.M.

Speaking at a major conference devoted to solving the problems of this country's merchant marine, Herb Brand, chairman of the board of the Transportation Institute, urged the United States to move quickly to save what little remains of the maritime industry.

According to Brand, the United States government should seriously consider taking the following steps:

- opening negotiations for bilateral trade agreements between the United States and its trading partners
- reserving an equitable share of American foreign trade for U.S. flag operators
- transferring certain support and auxiliary functions from the Navy and the Military Sealift Command "directly" to the private sector
- implementing all existing cargo preference laws

Mr. Brand's speech was delivered at the Center for the Study of the American Experience, Annenberg School of Communications, University of Southern California.

US-China Trade

Five American flag companies have filed a petition with the Federal Maritime Commission which, if approved, would give them the right to establish a rate agreement covering the trade between the United States and the People's Republic of China.

The five American flag companies petitioning the Federal Maritime Commission are American President Lines, Lykes Brothers Steamship Company, Sealand, United States Lines and Waterman Steamship Corporation.

The rate agreement would be the first of its kind for the United States. It would establish separate "flag groups", which would allow American flag companies to address trade problems and ratemaking activities on a national flag basis.

The attorney representing the five companies, Robert Peavy, emphasized that the agreement would complement the bilateral maritime agreement signed by US and Chinese officials last September 17.

Under the terms of the U.S.-China bilateral trade agreement, national flag vessels of the two countries will each carry one-third of the total trade, with the other open to third-flag vessels.

The proposed new rate agreement is designed to encourage cooperation among vessel operating carriers and other entities involved in the US-China trade. It will have the same scope as a conference.

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

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

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

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

SUPPORT SPAD





Looking over the day's work schedule are *Lynnhaven One* captains Allen Ross, left, and Tom Hardy.



Here are Captains David Owens and Butch Parkenson of the *Lynnhaven Margaret*.

SIU Organizes New Norfolk Launch Service

THE SIU recently organized *Lynnhaven Services*, a launch service operating in the Norfolk, Virginia area. The company is the first of its kind contracted to the SIU and represents a milestone for trade-unionism in the "right-to-work" state of Virginia.

Lynnhaven began modestly in September 1980 with only one boat and four employees. Since that time they have expanded to seven launch boats, one tug and one 17,000 barrel water barge and SIU crews of over 40 employees, including 21 captains. By the summer of 1981 the company expects to have between 80 and 100 employees manning **nine launches and three tugs**, as well as an additional water barge and two bunker barges. This is certainly something for SIU members in Norfolk to look forward to.

What *Lynnhaven* actually does is provide service to the many coal carrying ships which are anchored in the bay outside of Norfolk. At a given moment there

can be as many as 180 ships awaiting a berth at the port's coal loading facilities.

Due to the increased world demand for coal and the shortage of proper loading docks, vessels may wait as long as 90 days to get a berth. This is where *Lynnhaven* comes on the scene.

The launches take crewmembers who wish to go ashore at either Cape Charles or Norfolk to and from their destinations. They also provide laundry service and bring stores from the mainland to the waiting vessels.

In addition, the tug and water barge carry fresh water to vessels which cannot supply their own, obviously a very important service considering the amount of time some of these ships are away from port.

Port Captain Bob Linkous pointed out that *Lynnhaven* can service the coal carriers swiftly and more efficiently than anyone else in the area. Two of the boats, the *Thunderstar* and the *Marga-*



Here's the *Lynnhaven Margaret*. She's capable of carrying 60 gross tons on deck and 49 passengers.

ret are capable of loading up to 25 gross tons of cargo on their decks while carrying 49 passengers each, as Captain Linkous says, "quite a payload." The two vessels can also maintain a speed of 24 knots. Not bad.

Lynnhaven's fleet also boasts three vessels of 45 feet in length which are capable of 20 knots

and the 28 foot *Lynnhaven II* which motors at 25 knots. All this speed comes in handy when you're servicing as many as 55 ships per day in a bay area as large as Norfolk's.

Speed, service and a fine crew supplied by the SIU should keep *Lynnhaven Services* on a steady course for many years to come.



The *Lynnhaven One* is one of the boats operated by the SIU's newly organized launch service in Norfolk harbor. Along with Port Captain Bob Linkous, left, are crewmembers, from the left: Darwin Faulkner, engineer; Rob Claud, deckhand; Maurice Peterson, deckhand; Tommy Doss, captain; Dennis Kimball, deckhand, and James Brown, captain.



On the *Lynnhaven* tug, *Marle Swann*, the crew meets with SIU Norfolk patrolman Dave "Scrapiron" Jones, second from right. SIU crewmembers, from the left are: Alfonso Marcias, 2nd engineer; Warren Merritt, relief captain; Randy Rayford, chief engineer; George Tanner, deckhand/tankerman; "Scrapiron," and Clarence Mosley Sr., captain.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

Quartermaster Course Provides Wide Range of Wheelhouse Skills

SEAFARING skills are becoming more technical as shipboard automation and navigating techniques advance. Training and upgrading are becoming more necessary to insure the job security of the unlicensed Seafarers who sail the high technology ships of the U.S. merchant marine.

To keep pace with advances in job skill requirements, the SIU provides job training at the Seafarers Harry Lundeborg School of Seamanship in Piney Point, Md.

One such course is the four-week Quartermaster program.

Candidates for this course must hold a valid Coast Guard endorsement as Able Seaman—Unlimited, Any Waters.

During the course of instruction, students learn the practical use of the magnetic and gyro compasses; rules of the road; basic chart work; firefighting and emergency procedures; international codes and signals; aids to navigation—including instruction in radar, loran, fathometers and RDF.

Students will also become familiar with bridge publications and instruments, and will attain a working knowledge of weather,

tides and currents. Also included in the course will be a review of deck seamanship. Two more

courses are scheduled this year: one beginning June 19, and another beginning Sept. 11.



Seafarer George Halland, left, tackles a problem on the radar scope simulator under the guidance of SHLSS instructor Abe Easter.



Seafarers Edward Gontha, left, and Benjamin Bess, center, learn the techniques of course plotting under the expert tutelage of SHLSS deck instructor Abe Easter.



Graduates of the March 1981 Quartermaster class posed for their graduation photo with their instructor. Kneeling from left are George Halland, Benjamin Bess, Mahood Said and Lenny Pellettier. Standing from left are Mohamed Remli, Edward Gontha, Zaine Basir, Ronald Wolf, and SHLSS Deck Instructor Abe Easter.

Seafarer Williams Achieves GED Diploma

SEAFARER David Williams achieved one of his major goals last month when he completed studies at the Seafarers Harry Lundeborg School of Seamanship, and passed the Maryland State High School Equivalency examination. Williams, who dropped out in the 12th grade four years ago, is now a high school graduate.

Brother Williams sails as Assistant Cook and ships out of the Port of New York. Why did he come to the Lundeborg School to get his high school diploma? He said:

"I felt that a diploma was very important to me in getting ahead in my chosen career, and as a Seafarer, I felt at home at the Seafarers School."

This wasn't Williams first visit

to the school. On earlier attendances at SHLSS, Seafarer Williams earned endorsements in Lifeboat, Firefighting, Tankerman, Third Cook and Assistant Cook.

The main thing about SHLSS that keeps him coming back is that the teachers "are helpful and encourage us to learn." It was different from his experiences in the public schools of Washington, D.C. where he grew up.

"In the public schools classes were large and we were just pushed from grade to grade without really learning. I just lost interest," Williams said. "But here at the Lundeborg School the classes are smaller and we got a lot of individual help. And the teachers really care."

Williams said he hopes other

Seafarers will take advantage of the opportunities offered at SHLSS. "There's a lot here at the school, and all we have to do

is show up and give it our best shot," he said. "The teachers and staff will give us all the help we need."



Seafarer Williams concentrates on electronic study materials in the SHLSS multi-media area as he prepares for the GED examination.



Putting the icing on the cake are these three upgrading Cook and Bakers as they display one of their tastier projects. From left they are Tonie Booker, John Davis and Thomas Waiters.



Seafarer Norris Mixon pays close attention as SHLSS Staff Baker Bill Seidenstricker demonstrates the techniques of slicing newly-baked bread. Brother Mixon ships out of the Port of Mobile.

SHLSS Cook and Baker Program: Learning The Skills of Shipboard Feeding

SHIPBOARD cooking and baking requires special skills that can only be learned through the experience of "hands-on" training under the guidance of qualified instructors.

The Cook and Baker program

at the Seafarers Harry Lundberg School of Seamanship provides this training. The six-week course is held in the bake shop and main galley of the school. Students get experience in all kinds of baking, including breads

and rolls, breakfast pastries, pies, cakes and other desserts.

To be eligible for the Cook and Baker course, Seafarers must have nine months time in the Steward Department, and have

at least four months seetime as Third Cook/Assistant Cook.

Seafarers who are interested in the program should write to: Admissions Office, SHLSS, Piney Point, Md. 20674.



Thomas Waiters, from the Port of Mobile, prepares a tasty dessert as part of the on-the-job Cook and Baker training at SHLSS. Yummy!



Cook and Baker student Tonie Booker, right, prepares bacon slabs in the SHLSS main galley under the approving eyes of the Staff Cook John Cleveland. Seafarer Booker ships out of the Port of Seattle.

Aiming For the Stars:

Celestial Navigation Plots Career Advancement

THE skill to plot a course by celestial navigation is required for all offshore licenses, and the Seafarers Harry Lundeberg School of Seamanship schedules a five-week course to provide practical knowledge in all aspects of celestial navigation that are needed for licensing.

Included in the course are determining latitude by Polaris; determining compass error by azimuth and amplitude; latitude by meridian altitude of the sun; position by sun line; adjustment of the sextant, and underway practical experience in all aspects of celestial navigation.

The course is open to all SIU members who are eligible for a license as Towboat Operator—Oceans; Master/Mate of Uninspected Vessels; or Master/Mate of Freight and Towing Vessels.



Seafarers Legett Jones, from the Port of Jacksonville, Rick Borden and Jack LaRoque take a sun sight aboard the SHLSS tug C.L.2



Seafarer Charles Boles goes to the tables as he works out a plotting problem. Boles, who hails from Algonac, Mich., has sailed on both Great Lakes and deep sea, and is now preparing to sit for a Third Mate license.



Seafarer Jake Karaczynski, who ships out of the Port of New York, adjusts his sextant as he prepares to take a noon sun sight.



Seafarers Jack LaRoque, from New Orleans, and Rick Borden, from the Port of Baltimore, compare notes after taking sun sights.



With the help of SHLSS Deck Instructor Paul Allman, right, Seafarer Jake Karaczynski works out a line of position on a navigation chart.



SEAFARERS HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING COURSE SCHEDULE 1981



Course	Check-in-Date	Completion Date	Course	Check-in-Date	Completion Date
Chief Steward, Chief Cook, 2nd Cook & Baker, 3rd Cook	April 20	May 29	Quartermaster	June 19	July 16
	June 1	July 10		September 11	October 8
	July 13	August 21	Third Mate	July 6	September 11
	August 24	October 2			
	October 5	November 13			
November 16	December 24				
QMED	May 10	July 30	Able Seaman	April 26	May 21
	September 27	December 17		May 24	June 18
				August 16	September 10
				October 11	November 5
				November 22	December 17
FOWT	May 24	June 18	Bosun Recertification	April 13	June 8
				August 10	October 5
Marine Electrical Maintenance	July 6	August 27	Steward Recertification	May 11	July 6
	October 26	December 17		July 13	September 7
Marine Electronics	May 25	July 2	September 7	November 2	
	September 14	October 22	October 12	December 7	
Refrigeration Systems Maintenance and Operations	June 22	July 30	"A" Seniority	April 6	May 4
	October 12	November 19		May 11	June 8
Diesel (Regular)	March 30	April 23		June 8	July 6
	June 22	July 16		July 6	August 3
	October 12	November 5		August 10	September 7
Diesel Scholarship	June 22	August 13		September 7	October 5
	October 12	December 3		October 5	November 2
Pumproom Maintenance and Operations	June 8	July 16		November 9	December 7
	October 26	December 3		December 7	January 4
Automation	August 3	August 27		Lifeboatman/Tankerman	May 10
			June 7		June 18
Basic Welding	May 25	June 18	July 5		July 16
	August 17	September 10	August 16		August 27
Third Assistant Engineer	April 13	June 19	September 13		September 25
	August 3	October 9	October 11		October 23
Towboat Operator	May 11	July 2	November 8		November 20
Towboat Operator Scholarship	June 22	August 6			
	September 14	October 30			
Celestial Navagation	May 25	June 25			
	August 10	September 11			
	November 1	December 4			
First Class Pilot	October 5	November 20			

Cove Sailor Committee



On Mar. 19, part of the Ship's Committee of the ST Cove Sailor (Cove Shipping) had a total of 107 years with the SIU—from 22 to 31 years each. They were (seated l. to r.) Bosun Jerry L. Bass, ship's chairman and Chief Steward Stanley A. Freeman, secretary-reporter. Standing (l. to r.) are AB John W. Kelsoe, deck delegate and Chief Cook William E. Grimes, steward delegate.

Apply Now for an SHLSS Upgrading Course

(Please Print) (Please Print)

Seafarers Harry Lundeberg School of Seamanship
Upgrading Application

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

Address _____
(Street)

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

Deep Sea Member Inland Waters Member Lakes Member

Book Number _____ Seniority _____

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

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

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

Entry Program: From _____ to _____
(dates attended)

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

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

Dates Available for Training _____

I Am Interested in the Following Course(s) _____

<p style="text-align: center;"><u>DECK</u></p> <input type="checkbox"/> Tankerman <input type="checkbox"/> AB 12 Months <input type="checkbox"/> AB Unlimited <input type="checkbox"/> AB Tugs & Tows <input type="checkbox"/> AB Great Lakes <input type="checkbox"/> Quartermaster <input type="checkbox"/> Towboat Operator <small>Western Rivers</small> <input type="checkbox"/> Towboat Operator Inland <input type="checkbox"/> Towboat Operator Not <small>More than 200 Miles</small> <input type="checkbox"/> Towboat Operator (Over <small>200 Miles)</small> <input type="checkbox"/> Master <input type="checkbox"/> Mate <input type="checkbox"/> Pilot <input type="checkbox"/> Third Mate	<p style="text-align: center;"><u>ENGINE</u></p> <input type="checkbox"/> FWT <input type="checkbox"/> Oiler <input type="checkbox"/> OMED - Any Rating <input type="checkbox"/> Others _____ <input type="checkbox"/> Marine Electrical Maintenance <input type="checkbox"/> Pumproom Maintenance and <small>Operation</small> <input type="checkbox"/> Automation <input type="checkbox"/> Maintenance of Shipboard <small>Refrigeration Systems</small> <input type="checkbox"/> Diesel Engines <input type="checkbox"/> Assistant Engineer (Uninspected <small>Motor Vessel)</small> <input type="checkbox"/> Chief Engineer (Uninspected <small>Motor Vessel)</small> <input type="checkbox"/> Third Asst. Engineer (Motor Inspected)	<p style="text-align: center;"><u>STEWARD</u></p> <input type="checkbox"/> Assistant Cook <input type="checkbox"/> Cook & Baker <input type="checkbox"/> Chief Cook <input type="checkbox"/> Steward <input type="checkbox"/> Towboat Inland Cook <p style="text-align: center;"><u>ALL DEPARTMENTS</u></p> <input type="checkbox"/> LNG <input type="checkbox"/> LNG Safety <input type="checkbox"/> Welding <input type="checkbox"/> Lifeboatman <input type="checkbox"/> Fire Fighting
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No transportation will be paid unless you present original receipts upon arriving at the School.

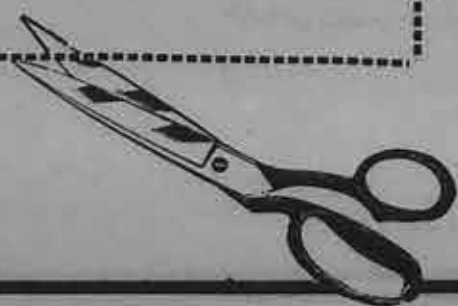
RECORD OF EMPLOYMENT TIME — (Show only amount needed to upgrade in rating noted above or attach letter of service, whichever is applicable.)

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

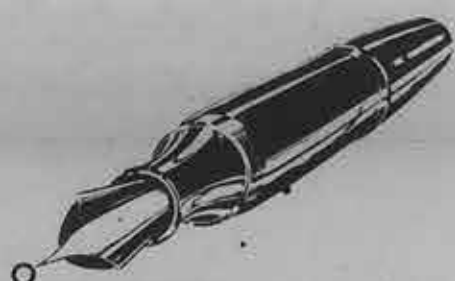
SIGNATURE _____ DATE _____

Please Print

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



LETTERS



TO THE EDITOR

Mourns John Yarmola

Johnny Yarmola, who passed away last month, was not only a good loyal union brother but he was our dear friend and we loved him. He was there when times were bad and when we needed him. His impact on the seaman's labor scene is immeasurable. He will be missed and his absence will be felt by us all.

Fraternally and with Great Respect,

Roman Gralewicz,
President
SIU of Canada

Rep. Burton Will Fight for USPHS

I wish to thank the SIU for its recent letter expressing concern with President Reagan's proposal to close all of the United States Public Health Service Hospitals in the country, and in particular the hospital in San Francisco.

As you know in the past, and on occasion of threats to close the facility on Lake Street, I have made the case and have fought vigorously to keep open this vital resource. I know all too well the importance of our hospital both to the maritime trades and the San Francisco Bay Area community.

Please be assured that I will use all my legislative and political abilities to convince the Administration and my colleagues that this would be an unwise move and would prove contradictory and counterproductive to the move afoot by President Reagan to strengthen our military presence at sea.

While I am comfortable with the argument that can be made to preserve this essential system of health care, it is equally important that our people to be affected have made known their concerns to those who believe such an action to be with little or no consequence.

Sincerely,

PHILLIP BURTON
Member of Congress
6th District, San Francisco, Calif.

Saved His Own Life with CPR

I am writing to the *Log* to give my thanks for the training I received at the Lundeberg School in First Aid and Cardio Pulmonary Resuscitation. It sure saved my life, and I extend my appreciation to the instructors at Piney Point for giving me this instruction.

My training allowed me to detect a heart attack I had on Oct. 8, 1980.

The training also allowed me to know what was happening to me, and what I should do to save my own life.

I have nothing but high praise for the training I got. My thanks to everyone at Piney Point.

Thank God I am at home now and on the road to recovery.

If anyone out there has not received this training, I strongly suggest you get it.

Also, if any of my friends read this and cares to write me, I would be grateful and will answer all letters.

Fraternally,
Ferlton Mears
P.O. Box 281
Brodnax, Va. 23920

Pensioner, 67, Got GED and Glad

Thank you very much for the flattering articles and photographs taken of me that appeared in the November-December issues of our *Log*.

The ringing of the bells announcing the beginning of the New Year have now faded and yet my mind still wanders back to the most cherished event in my 1980 life—my seven week stay at Piney Point, where I got my high school diploma.

Piney Point—the living monument to the memory of its creator, the unforgettable Paul Hall.

Piney Point—located in the serene countryside of Maryland, a place of beauty that impresses the visitor from the very beginning with dignified pines, swans and ducks upon the waters, buildings esthetically appealing. It is a place not only of the Lundeberg School of Seamanship where young people are trained as skilled sailors, but it is the center from which the young, "raw" often uneducated are transformed into productive and professional members of society.

And how is this done? Following the teaching of Paul Hall and the direction of his praiseworthy successor, Frank Drozak, a young and dedicated man who has already proven in a short time that he not only intends to carry on the teachings of Mr. Hall, but improve and expand upon them by adding more educational programs and facilities, the school has the philosophy and administrative direction to fulfill its goals.

The execution of the educational programs, the management of the Center itself, is aided ably by the indestructible Vice-President, my dear friend, Frank Mongelli who with his unlimited youthful energy, watchful and experienced eyes, keeps all of the programs running smoothly and efficiently. Then there is the base commander, ex-marine, Ken Conklin, whom you may expect to see at any time on the campus, smiling, friendly, but stern, making sure that everything is in order. Generally speaking, from the very beginning, I did not experience a single unpleasantness from any of the staff, the personnel, administrative assistants and cafeteria help (and what food they served!).

And now about the G.E.D. In about two months, the young men receive upon successful completion of the exam the equivalency of a high school diploma. This gives these individuals the chance to not only continue the intelligent seaman's life, but also to proceed in further study. The academic department left me with a deep impression as to its ability and sympathy. I remember well, the five charming, well educated young ladies that helped me: Mrs. Tracy Auman, Mary Coyle, Lois Knowles, Cindy Meredith, Sandy Schroeder (alphabetically). Those faculty members, under the direction of Mrs. Jackie Knoetgen, are undertaking enormous work. They tutor and devote time to each individual student and they deserve special gratitude.

I have a last message to the young brothers: Our SIU does this all without expecting anything from you. Just enjoy what you were given, do not waste your achievements, and be loyal. That's all, and good luck.

Fraternally,

Eugeniusz Sieradzki
Miami, Fla.

Thanks to SS Marilyn Crew

I wish to express our heartfelt thanks to the crew of the *SS Marilyn*. While on the ship, my husband received word of his mother's death in Ireland. We both sincerely appreciate the gesture the crew made by sending flowers to the funeral. Our sincerest gratitude to each and everyone of them.

Sincerely,

Thomas and Frances Kenny
Tampa, Fla.

Jones Act—Most Important Maritime Law

THE IDEA that the United States merchant marine is a critical component of the nation's commerce and security isn't new.

In 1817, Congress enacted a U.S. cabotage law which said that goods were subject to forfeiture if carried from one U.S. port to another by a vessel "subject to a foreign power."

Fifty years later that law had to be revised to eliminate a loophole which allowed companies to transship U.S. cargo through a foreign port on a foreign ship.

That's how it's been ever since. Congress passed a law to protect the U.S. merchant fleet. Companies looking out for their own narrow interests find a loophole in the law and the whole process starts all over again.

As the American merchant marine was called on to back-up the Armed Forces during time of war and national emergency, the need for a U.S.-owned, U.S.-manned, U.S.-flag merchant fleet became clearer.

After World War I W.J. Benson, then chairman of the U.S. Shipping Board said that unless the U.S. fleet is "wholly and unequivocally owned by loyal U.S. citizens, it cannot be rated a dependable unit in time of national emergency."

In fact, when World War I began, less than 10 percent of U.S. trade was carried in U.S.-flag ships. That precarious state of affairs was one reason the Merchant Marine Act of 1920, otherwise known as the Jones Act, was passed.

The Jones Act is a clear, comprehensive piece of legislation. Its preamble states that the Act's intention is to maintain a merchant marine "sufficient to carry the greater portion of its commerce and serve as a naval or military auxiliary in time of war or national emergency . . . to be owned and operated



privately by citizens of the United States."

To gain that end the Jones Act states that all vessels engaged in the U.S. domestic trades, including the U.S. territories of Guam and Puerto Rico, must be American-owned,

American-manned, American-built and American-registered.

For 30 years the Jones Act was the unalterable law of the land. In 1950, Congress rescinded the prohibition against waiving the Jones Act for any reason. That rescission was intended as an emergency, war-time measure, meant to last only as long as the Korean War lasted. But the Jones Act has yet to be returned to its pre-1950 status, leaving a large loophole in a previously sturdy law.

Many a U.S. company has sought a waiver of the Jones Act. Not in the interests of national security. But in the narrow interest of making a few extra bucks by skirting the Jones Act's "build American, man American" provisions.


Since the 97th Congress convened in January there has been talk of three special interest applications for Jones Act waivers. One would allow foreign-flag passenger vessels to travel between Puerto Rico and the U.S.-mainland. Another would similarly allow foreign-flag liner service between the U.S. and Guam. And the third would exempt a Pacific Northwest timber company from the Jones Act.

No other U.S. transportation industry is as crucial to this nation's economic and military well being as is the merchant marine. Yet no other

transportation industry is subsidized or defended from foreign competition as little as is the merchant marine.

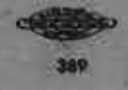

The Jones Act is a good, solid law. It was intended, in the words of its sponsor Sen. Wesley Jones, to ensure "an American merchant marine built in American shipyards, by American labor, manned by American seamen, flying the American flag and carrying... American products to every port in the world."

We believe in those words. We also believe that the only way to give them life is to enforce the Jones Act the same way the other laws of this nation are enforced: by making sure it applies to all of the people, all of the time.



LOG

April, 1981 Official Publication of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO Vol. 43, No. 4

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IT HAPPENS EVERY SPRING



Deckhand Joel MacLeod starts up the *Adam E.*'s gangway with paint and roller in hand. That can mean only one thing... it's time for the Great Lake's fleet to fit out for the '81 season.



Mike Geisinger, watchman on the *Adam E. Cornelius* scoots across the deck with stores for the forward end. Mike looks like he's psyched for the new season.

The Seafarers of the Great Lakes have begun their annual 'rites of spring.' Hoping that the business of shipping will run smoothly, they are always, looking forward to a long and prosperous season.

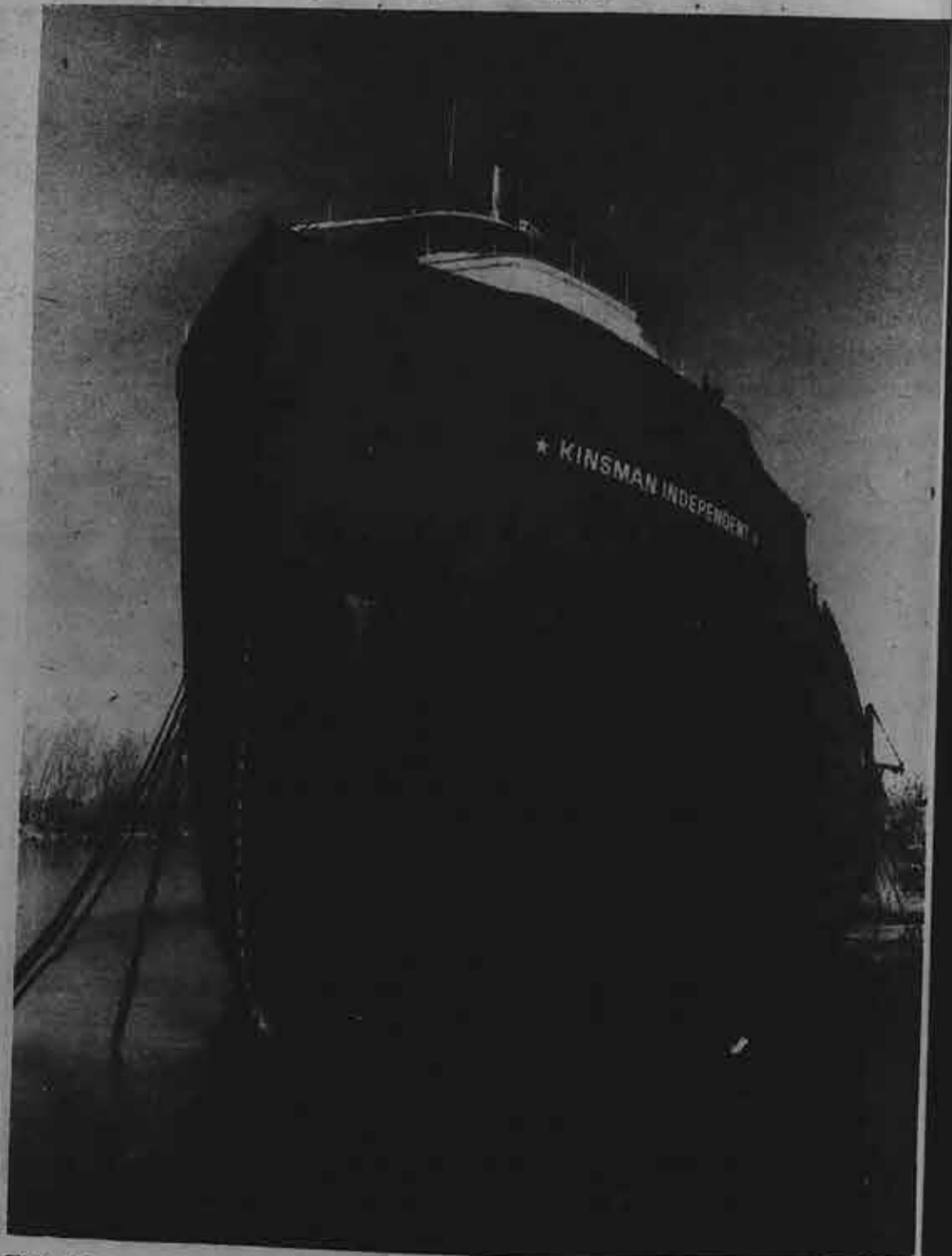
Indeed, signs point to the positive... last year's season was the longest on record, with many ships sailing well into the New Year... and this year's winter was short and kind. By late March, not a trace of ice could be seen on the St. Clair River from the windows of the SIU hall in Algonac, Mich. This means a headstart for any 'early birds.'

This year the Lakes will see many familiar and venerable ships like the *S.T. Crapo* (Huron Cement) and the *Kinsman Independent* (Kinsman Marine), two of the last coal burners left in the fleet, as well as the newest of the new, American Steamship's M/V *American Mariner* a 730 foot self-unloader which was ready to roll out of Sturgeon Bay, Wisconsin hungry for its first bellyful of taconite ore.

As the saying goes, a picture is worth a thousand words; so here's a few volumes.



Wiper Ali Yahya cleans up the engine room on the M/V *Buffalo*.



The *Kinsman Independent* appears somewhat eerie at her Toledo dock. Speaking of Erie (i.e. the lake), that's where the *Independent* will spend most of her summer.

LAKES FITOUT '81



Bob Labounty, a QMED on the *Nicolet*, watches his shipmates during life-boat drill.



Pringle Transit's *Paul Thayer* carries coal from Toledo to points all over the Great Lakes.



Wiper Mohsan El Mathil tidies things in the *Nicolet's* engine room.

LAKES FITOUT '81



QMED Doug Eckles holds on fast as he helps raise a faulty expansion joint from the *Buffalo's* engine room.



The smokestack of the *Kinsman Independent* glistens in the noonday sun. The *Independent* is one of the few coal burners still afloat.



S.T. Crapo watchman Jim Anderson is in a thoughtful mood as he sips some coffee in the vessel's messhall. The cement boat was, as usual the first member of the Lake's fleet to fit out this year.



Kirk Diener (l.) second cook and Ed Ringsred, porter, are all smiles in the *M/V Buffalo's* galley.



Checking things out at the control panel of the *M/V William R. Roesch* are Conveyorman Don Binkowski (l.) and QMED Brian Krus.



Watchman Nate Hauring dips the roller as he prepares to give the *Adam E. Cornelius* a fresh coat of paint.



Kirk Bushell is a wiper on the *M/V Paul Thayer*.



Fireman Joseph P. McKay (left) and wiper Ken McNernay take a respite from 'shooting ashes' on the coal burning *S.T. Crapo*.



The *Nicolet* looks as good as new and is in fact better than that. She's got a brand new pilot house to go along with her self-unloading crane. An unfortunate fire last season necessitated the *Nicolet's* overhaul.



Conveyor operator Lenord Arendt tests the *Nicolet's* equipment and finds everything to be in ship shape. The new self-unloading crane takes up almost all of the vessel's deck space.



That's Joe Wilkes perched above fellow wheelman Stan Waslowski as the two outfit the *Adam E.* with her running lights.



Stanley "Bones" Ludwicki awaits his turn during a lifeboat drill on the *Nicolet*. Stanley is a QMED.



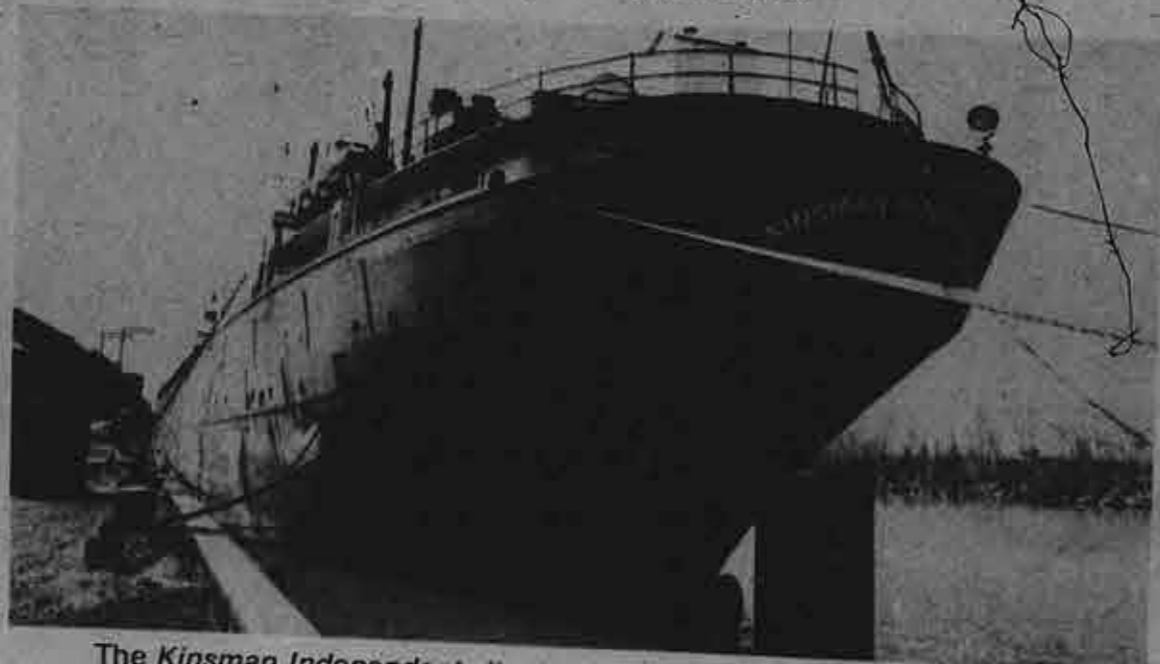
THE 'RITES OF SPRING': FITTING OUT THE GREAT LAKES FLEET



Chief Cook Duane Hingston beats an old rug on the *Kinsman Independent*.



Ready to shuffle-off on the *M/V Buffalo* are (l. to r.) William Maurer, watchman; Rick Ranger, O.S.; Tim Thomas and Larry Dudek, watchman.



The *Kinsman Independent* sits dockside at her Toledo, Ohio berth.



Wheelsman Gil Boilore has the situation well in hand as he leads the men of the *Nicolet* in a spring lifeboat drill.



Cleaning up the deck of the *William R. Roesch* are (l. to r.) ordinary seamen Ron Bujnorsky and Mark Russo and Bos'n David Morgan.



Want to know what's for dinner...just take a gander at the blackboard of the *Nicolet*. One thing's for sure...if Chief Cook Harold Dean is serving it up, it must be something good.



Meanwhile back at the *Nicolet*, second cook Vernon Wallen baked up a fresh batch of buns. Dee-licious!



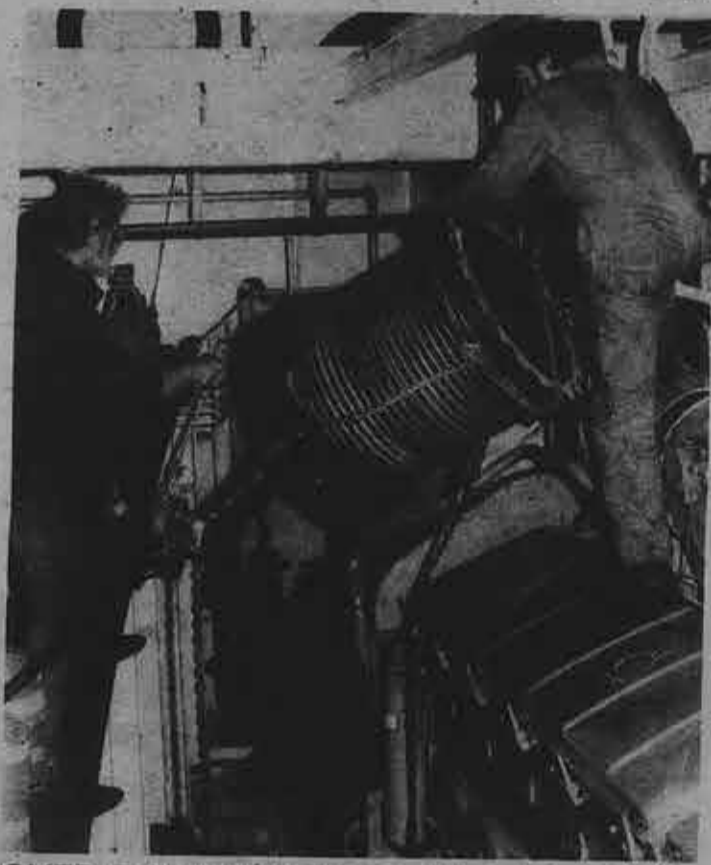
Here's a bird's eye view of the self-unloading *Adam E. Cornelius*.



Ordinaries Greg Freeman (l.) and Andy Goulet set out to make a night table for their room; as usual it turned out to be a shoe box. Anyway, everybody knows that a good carpenter always has a pencil behind his ear.



Porter George Sylvester creates a blur washing dishes on the *S.T. Crapo*.



QMED Egil "Tex" Sorensen (l.) and 2nd Ass't. Engineer Mike Kowalski maneuver a faulty expansion joint from the *Buffalo's* engine room.



At the forward end of the *Kinsman Independent* porter Jerry Kruse breaks out the clean bed coverings.

LAKES FITOUT '81



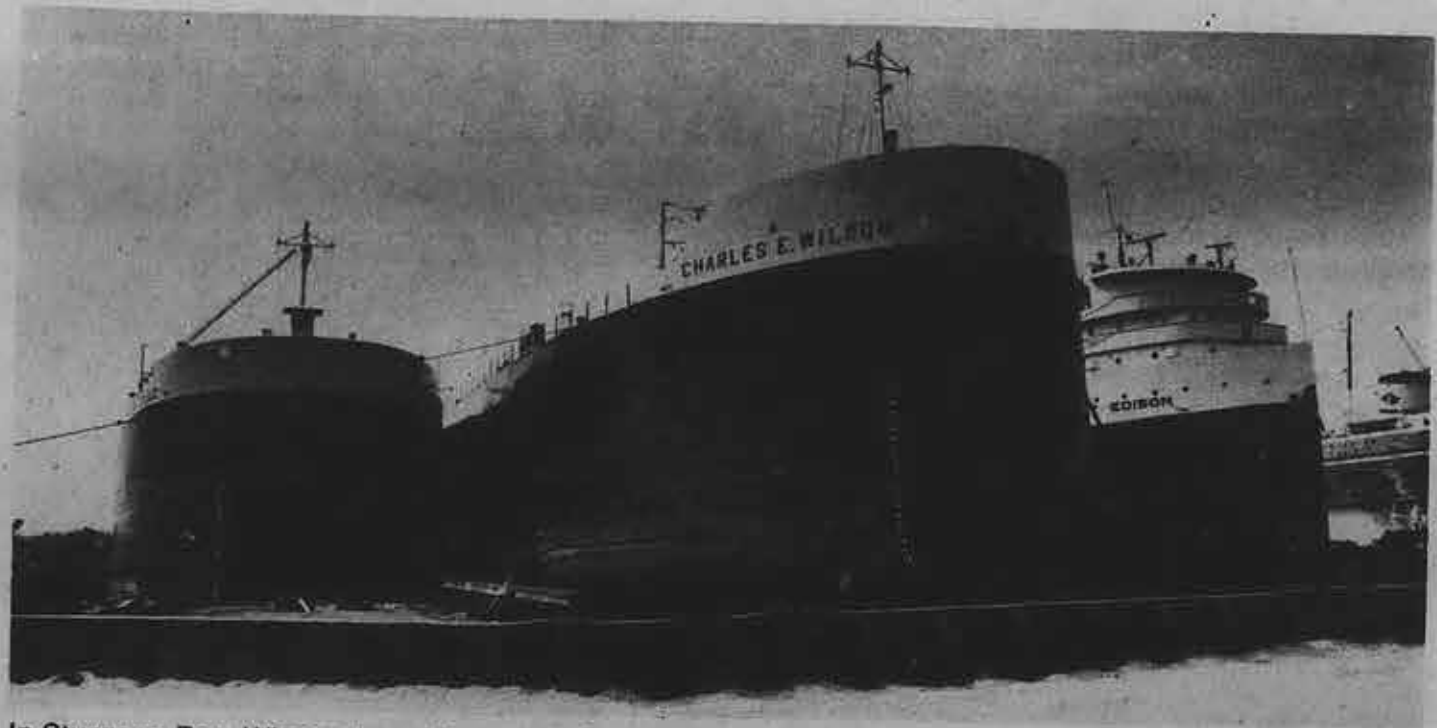
The *M/V Buffalo* (American Steamship) is all ready for her first load of coal for 1981.



Gathered around the dining-room table aboard the *Adam E.* are from the left: Michael Marteny, 1st Ass't Engineer; Jack Allen, SIU Port Agent from Algonac; Edward Joe Bailey, wheelsman; William Mulcahy (standing), Mike Geisinger, Kenny Bluit and Ron Horvath, deck watchmen.



Porter Roger Flaherty polishes the silverware on the *American Republic*.



In Sturgeon Bay, Wisconsin, getting ready for the brand new shipping season are American Steamship's *American Mariner* (preparing for her maiden voyage), two-year-old *Charles E. Wilson* and the venerable *Detroit Edison*.



'Twas a rainy day in Toledo but nevertheless the *William R. Roesch* was just about set for the coal run.



Kassi M. Abdullah is an oiler on the *Detroit Edison*.

LAKES FITOUT '81



Aboard the *American Mariner*, are (l. to r.): QMED Rob Lange, O.S.'s Greg Freeman and Andy Goulet and deckhand Joe Hance.



SIU Algonac Port Agent Jack Allen (seated on the right), goes over some fine points with crewmembers of the *M/V Paul Thayer*. Seated are wheelsman Allen Beck (l.) and Bos'n Roger Lorenz; standing are wheelsman Robert Allen (l.) and deckhand Jan Rhyne.



The *Nicolet's* AB/watchman Mark Fraley (left) and fellow crewmembers Mike La Forcre, watchman and Lou T. Marsh, deckhand bring the lifeboat back to its stanchion.



A crewmember puts the finishing touches on the *Charles E.*'s nameplate as the vessel prepares for her first run of the season.

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SEA-LAND VENTURE (Sea-Land Service), February 3—Chairman J. McLean; Secretary D. Sacher; Educational Director A. Rhymes; Deck Delegate J. Crane; Engine Delegate J. Singletary; Steward Delegate P. Stubblefield. No disputed OT. Chairman noted that the ship will pay off in Elizabeth, N.J. on February 13, 1981. Report to *Log*: "On January 21, 1981 the *Sea-land Venture* picked up three Cuban fishermen from a small boat adrift for four days and brought them to Jacksonville, Florida. The *Sea-Land Venture* was enroute from New Orleans to Jacksonville at the time."

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Ogden Champion
Cove Engineer
Sea-Land Resource
Newark
Sea-Land Leader
Baltimore
Sea-Land Market
Overseas Alice
Caguas
Overseas Chicago
Puerto Rico
Aguadilla
Overseas Ohio
Cove Communicator
Overseas Harriette
Philadelphia
Connecticut
Golden Dolphin
Sea-Land Independence
Pacific
Overseas Natalie
Overseas Aleutian
Sea-Land Galloway
Sea-Land Pacer
Golden Monarch
Overseas Anchorage
Arecibo
Charleston
Ogden Leader
Overseas Alice
Aquarius
Ogden Yukon
Santa Maria
Zapata Courier
Cove Trader
Coastal Kansas
Santa Magdalena
Oceanic Independence
Sea-Land Producer
Intrepid
Sea-Land Market
Delta Mar
Achilles
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Cove Navigator

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Ogden Champion
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Sea-Land Resource
Newark
Sea-Land Leader
Baltimore
Sea-Land Market
Overseas Alice
Caguan
Overseas Chicago
Puerto Rico
Aguadilla
Overseas Ohio
Cove Communicator
Overseas Harriette
Philadelphia
Connecticut
Golden Dolphin
Sea-Land Independence
Pacific
Overseas Natalie
Overseas Aleutian
Sea-Land Galloway
Sea-Land Pacer
Golden Monarch
Overseas Anchorage
Arecibo
Charleston
Ogden Leader
Overseas Alice
Aquarius
Ogden Yukon
Santa Maria
Zapata Courier
Cove Trader
Coastal Kansas
Santa Magdalena
Oceanic Independence
Sea-Land Producer
Intrepid
Sea-Land Market
Delta Mar
Achilles
Sea-Land Explorer
Cove Navigator

History of SIU Part VI

SIU in WW II—'Heroes in Dungarees'

by John Bunker

MEMBERS of the Seafarers Int'l. Union were on the front lines of battle in World War II. They carried guns, planes, gas and "ammo" to a dozen beachheads and to supply ports and island bases all over the world from the Aleutians to Algiers.

Even before the United States had officially entered the war against Germany, Italy and Japan, SIU sailors knew what it was to be torpedoed and put adrift in open boats hundreds of miles from the nearest land.

On May 21 of 1941, long before Pearl Harbor, a submarine stopped the unarmed S.S. *Robin Moor* of the Robin Line on route from New York to South Africa. Capt. William Myers was given 20 minutes to abandon ship, after which the U-boat's gunners put 33 shells into the freighter, and sank her. After the sub disappeared the 45 survivors struck out for land in four boats. Fortunately, all four were picked up but not until the fourth boat had traversed 700 miles of open ocean.

When the first survivors were landed and news of the sinking stirred the nation, President Roosevelt sent a special message to Congress in which he said that American ships would not be intimidated. "We are not yielding," he said, "and we do not propose to yield."

When German U-boats brought the war to the very coasts of the United States early in 1942, SIU seamen were among the first to feel the brunt of it.

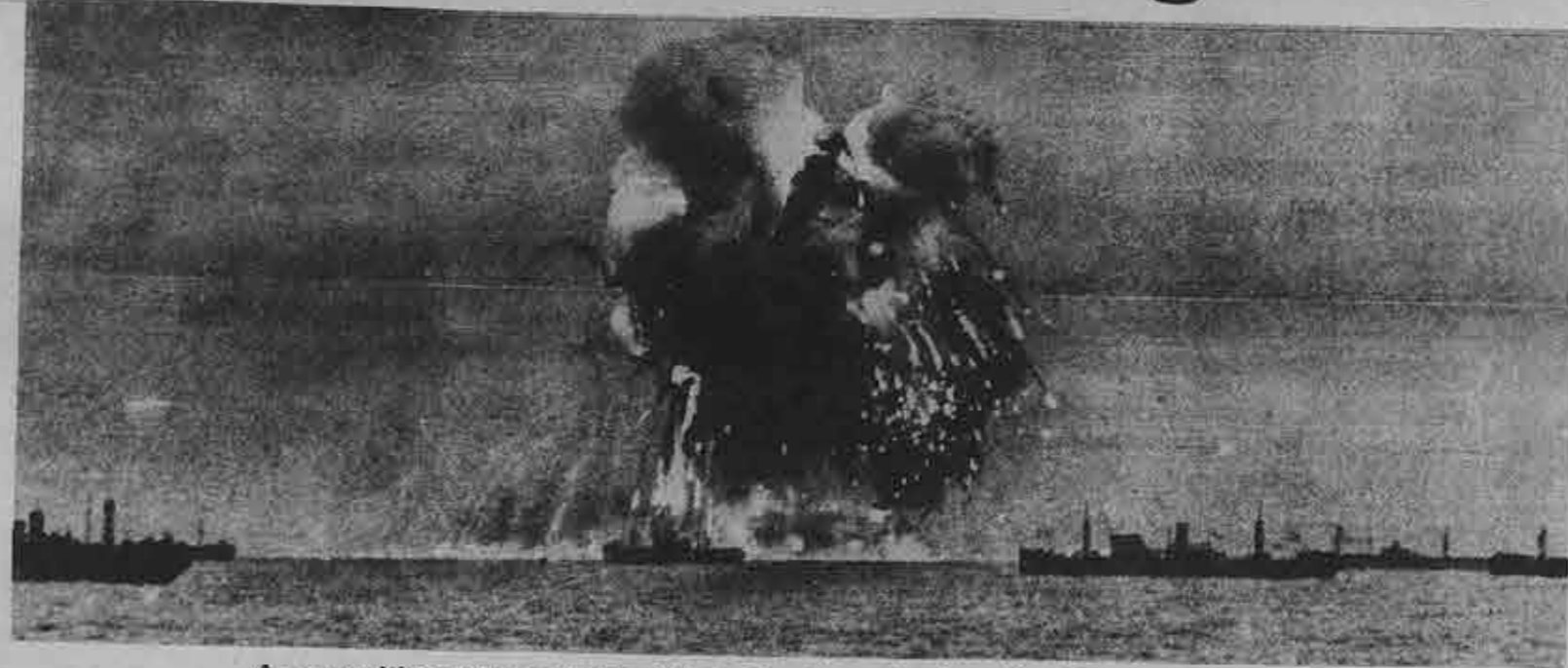
The SIU-manned *Seatrain Texas* was northbound off Hatteras on January 19, 1942, when it was torpedoed by a German submarine, with the ship going down so fast that there was no time to launch the boats. Only three men survived; 39 were lost.

Less than a week after this, the SIU-manned S.S. *Venore*, an ore carrier, was torpedoed off Cape Hatteras with the loss of 18 men. Following quickly in the wake of this sinking were a long list of SIU ships, all of them unarmed and unescorted.

There were the *Robin Hood*, the *Alcoa Guide*, *Pipstone County*, the *Major Wheeler*, the *Mary*, and many more as U-boats enjoyed a field day along the Atlantic Coast, in the Gulf of Mexico and in the Caribbean.

Two boats from the *Pipstone County* were adrift for 16 days before being picked up. The *Major Wheeler* completely disappeared.

John Bunker is director of the Seafarers Historical Research Department.



An ammunition ship explodes after being torpedoed on the Murmansk Run.

The *Robert E. Lee*, a passenger ship, was sunk almost inside the Mississippi Delta.

Despite this havoc, no SIU ship was held up for lack of a crew. Many crews steamed out to meet almost certain death. The *Alcoa Pilgrim*, loaded deep with 9,500 tons of bauxite, for Mobile, caught a "tin fish" and went down in 90 seconds with heavy loss of life.

SIU men made the hazardous run to Russia, including the famous convoys of July and September, 1942, which were hit by subs and bombers and lost many ships in those cold, Arctic waters.

SIU crews made all the hazardous war runs—all the bloody beach-

heads. Unsung "heroes" in a way, were the crews who spent months on tedious trips to supply bases behind the tides of battle.

There wasn't a beachhead from Anzio to the Philippines; from Normandy to Okinawa, where SIU crews were not in the forefront of war. They took part in the longest battle of the war, too—the four year long Battle of the Atlantic—the fight to keep England supplied with food, gas, guns and other war supplies.

They had to run the U-boat gauntlet to get the goods through and many ships went down trying to do it.

Thousands of SIU seamen took part in the greatest assault and

resupply in the history of war—the invasion of the French coast in June of 1944.

They had an important role in landing the 2,500,000 troops, the 17 million tons of ammunition and supplies and the half million trucks and tanks that were put ashore there in the first 109 days after D-Day.

There were myriad tales of heroism as SIU ships steamed their embattled way across sub-infested seas.

Take the case of the S.S. *Angelina* of the Bull Line.

This SIU freighter was westbound in October of 1942 across the North Atlantic when it became separated from the rest of its convoy in a violent storm in which waves were 30 feet high and more. Just before midnight on the 17th, a torpedo exploded in the engine room, killing the black gang and flooding the engine spaces.

Only one boat could be launched and, being overloaded with crewmen and Navy armed guard gunners, it was soon capsized in tremendous seas. Some managed to hold on to the grab rails on the bottom of the boat but one by one they were swept away by the numbing cold and the battering waves, until only a few remained.

These would have died, too, were it not for the heroic efforts of the ship's carpenter, Guatave Alm. It was Alm who urged the weary, desperate men to "hang on... hang on." When one of them would drop away from exhaustion, he would bring him back and help to hold him on until he revived. When someone said, "I've had enough" and wanted to die, Alm would slap him on the face and yell, "Keep on... keep on."

When a destroyer finally found them many hours later, it was Alm who grabbed the lines thrown from the warship's deck and made them fast around his exhausted companions so they could be hoisted on board. Alm was the last to be saved.

Like many other SIU men in World War II, carpenter Guatave Alm was one of the merchant marine's true "heroes in dungarees."



These rescued merchant seamen would live to serve again.



Dispatchers Report for Deep Sea

FEB. 1-28, 1981

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	4	8	3	4	8	1	4	4	4
New York	83	41	8	70	26	0	170	70	17
Philadelphia	8	4	0	12	2	0	9	11	2
Baltimore	15	2	2	6	1	0	41	13	5
Norfolk	17	8	2	22	7	0	34	18	5
Tampa	15	2	0	8	7	1	17	9	2
Mobile	16	5	0	10	4	0	29	9	1
New Orleans	55	17	5	50	13	0	128	43	17
Jacksonville	22	14	1	28	19	1	59	18	4
San Francisco	35	22	3	45	26	1	82	29	13
Wilmington	21	10	7	16	11	1	47	21	20
Seattle	24	11	4	57	19	0	55	21	10
Puerto Rico	10	3	1	24	6	0	20	6	0
Houston	63	21	8	60	36	2	128	30	18
Piney Point	1	0	0	1	1	0	0	0	0
Yokohama	1	0	0	2	0	0	1	1	0
Totals	390	168	44	415	186	7	824	303	118
ENGINE DEPARTMENT									
Boston	2	5	1	3	4	1	1	4	0
New York	72	29	4	60	22	0	131	71	8
Philadelphia	7	2	0	2	7	0	14	2	0
Baltimore	10	8	0	8	1	0	27	18	0
Norfolk	16	4	1	13	5	0	20	14	2
Tampa	5	4	3	4	5	0	6	7	5
Mobile	12	2	0	3	5	0	36	6	0
New Orleans	36	17	1	31	9	0	113	34	3
Jacksonville	20	3	0	18	5	0	34	7	2
San Francisco	38	12	4	33	11	2	68	29	6
Wilmington	13	9	2	9	3	0	27	20	14
Seattle	16	10	2	14	9	1	45	18	7
Puerto Rico	7	0	1	9	0	0	13	4	1
Houston	39	11	2	36	15	0	92	24	9
Piney Point	1	0	0	1	5	0	0	0	0
Yokohama	0	0	1	3	0	1	0	2	0
Totals	294	116	22	247	106	5	627	260	57
STEWARD DEPARTMENT									
Boston	1	1	0	2	2	0	1	1	0
New York	33	19	7	29	33	0	62	41	9
Philadelphia	2	1	0	0	4	0	3	3	1
Baltimore	5	3	1	6	0	0	21	8	2
Norfolk	13	3	2	8	9	1	19	10	4
Tampa	7	2	0	5	3	0	10	4	0
Mobile	10	0	1	6	2	0	17	0	1
New Orleans	10	3	1	23	7	0	58	6	3
Jacksonville	14	3	2	18	11	0	20	5	2
San Francisco	22	24	11	43	37	13	34	42	27
Wilmington	2	1	5	7	10	0	16	9	16
Seattle	6	4	2	23	15	2	20	4	8
Puerto Rico	5	2	0	5	3	0	14	3	0
Houston	23	3	0	28	17	0	53	13	2
Piney Point	0	1	0	0	19	0	0	0	0
Yokohama	0	0	0	0	1	0	0	0	1
Totals	153	70	32	203	173	16	348	149	76
ENTRY DEPARTMENT									
Boston	1	7	3				2	9	11
New York	23	113	41				34	242	120
Philadelphia	2	14	0				6	27	2
Baltimore	8	14	4				20	69	17
Norfolk	6	18	4				10	56	18
Tampa	0	12	0				0	17	3
Mobile	2	10	1				8	28	5
New Orleans	20	35	5				50	108	30
Jacksonville	5	24	4				9	40	15
San Francisco	19	57	63				30	110	164
Wilmington	2	25	42				6	47	105
Seattle	8	21	10				13	55	28
Puerto Rico	6	15	1				20	43	8
Houston	16	41	5				32	76	28
Piney Point	0	24	0				0	2	0
Yokohama	0	1	0				0	3	0
Totals	118	431	183				240	932	554
Totals All Departments	955	785	281	865	465	28	2,039	1,644	805

*"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 good in most A&G deepsea ports. A total of 1,358 jobs were shipped in February to SIU-contracted deep sea vessels. That's a slight decrease of jobs shipped over the previous month. Of these 1,358 jobs only 865 or slightly more than 60 percent, were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. Shipping is expected to remain good.

Directory of Ports

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

HEADQUARTERS

675 4 Ave., Bklyn. 11232
 (212) HY 9-6600

ALGONAC, Mich.

520 St. Clair River Dr. 48001
 (313) 794-9375

ALPENA, Mich.

800 N. 2 Ave. 49707
 (517) EL 4-3616

BALTIMORE, Md.

1216 E. Baltimore St. 21202
 (301) EA 7-4900

BOSTON, Mass.

215 Essex St. 02111
 (617) 482-4716

CHICAGO, ILL.

9402 S. Ewing Ave. 60617
 (312) SA 1-0733

CLEVELAND, Ohio

1290 Old River Rd. 44113
 (216) MA 1-5450

COLUMBUS, Ohio

4937 West Broad St. 43228
 (614) 870-6161

DULUTH, Minn.

705 Medical Arts Building 55802
 (218) RA 2-4110

FRANKFORT, Mich.

P.O. Box D
 415 Main St. 49635
 (616) 352-4441

GLOUCESTER, Mass.

63 Rogers St. 01903
 (617) 283-1167

HONOLULU, Hawaii

707 Alaska 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) HE 5-9424

MOBILE, Ala.

1 S. Lawrence St. 36602
 (205) HE 2-1754

NEW ORLEANS, La.

630 Jackson Ave. 70130
 (504) 529-7546

NORFOLK, Va.

115 3 St. 23510
 (804) 622-1892

PADUCAH, Ky.

225 S. 7 St. 42001
 (502) 443-2493

PHILADELPHIA, Pa.

2604 S. 4 St. 19148
 (215) DE 6-3818

PINEY POINT, Md.

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

PORT ARTHUR, Tex.

534 9 Ave. 77640
 (713) 983-1679

SAN FRANCISCO, Calif.

350 Fremont St. 94105
 (415) 543-5855

SANTURCE, P.R.

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

SEATTLE, Wash.

2505 1 Ave. 98121
 (206) MA 3-4334

ST. LOUIS, Mo.

4581 Gravois Ave. 63116
 (314) 752-6500

TAMPA, Fla.

2610 W. Kennedy Blvd. 33609
 (813) 870-1601

TOLEDO, Ohio

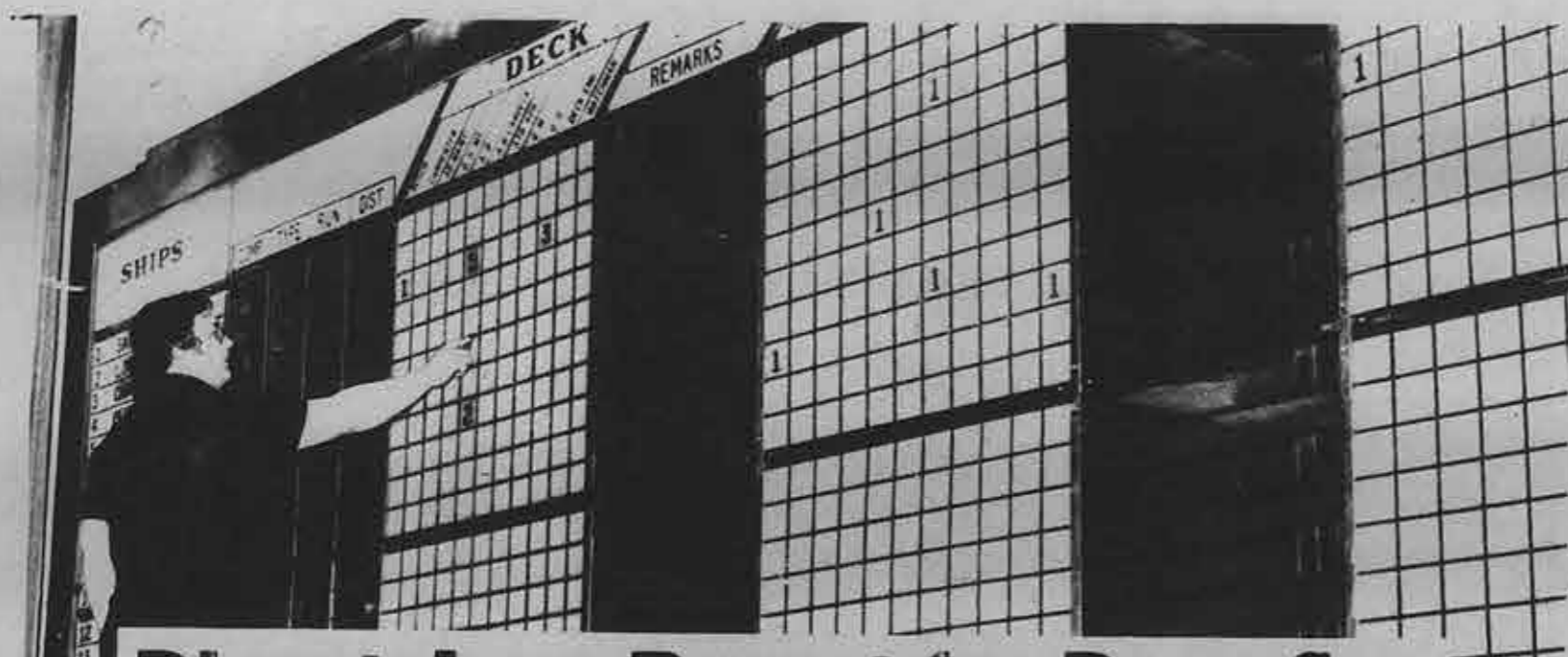
635 Summit St. 43604
 (419) 248-3691

WILMINGTON, Calif.

408 Avalon Blvd. 90744
 (213) 549-4000

YOKOHAMA, Japan

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



Dispatchers Report for Deep Sea

Table with columns: Port, *TOTAL REGISTERED (Class A, B, C), TOTAL SHIPPED (Class A, B, C), **REGISTERED ON BEACH (Class A, B, C). Rows include Boston, New York, Philadelphia, Baltimore, Norfolk, Tampa, Mobile, New Orleans, Jacksonville, San Francisco, Wilmington, Seattle, Puerto Rico, Houston, Piney Point, Yokohama, and Totals for DECK, ENGINE, STEWARD, and ENTRY departments.

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El Paso LNGs Laid Up Indefinitely in R.I.

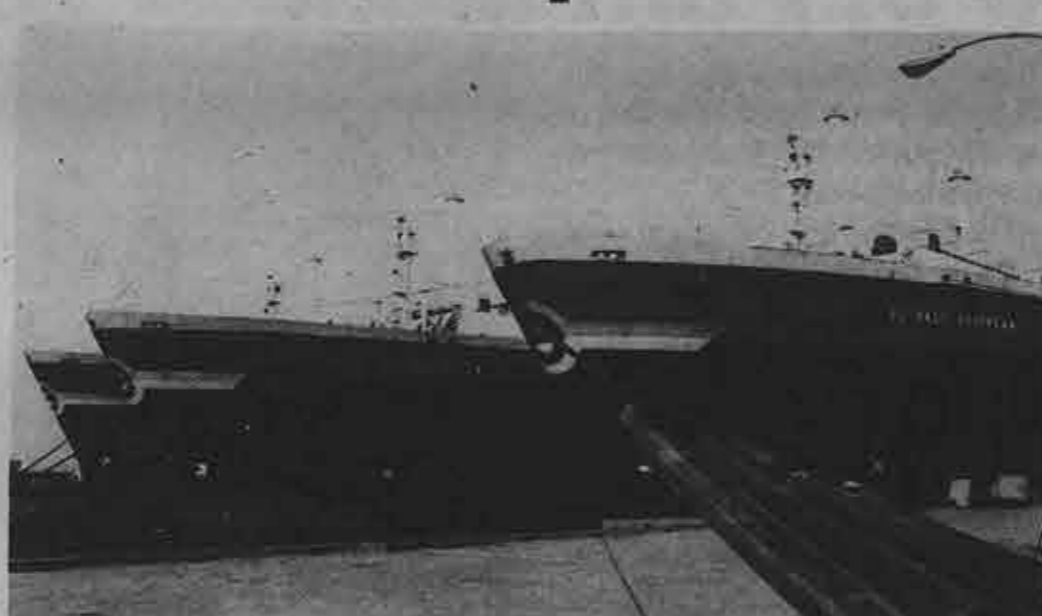
SIU crews last month brought three, very costly, high technology ships into Newport, R.I. where the vessels were laid up indefinitely.

The ships are El Paso Company's multi-million dollar LNG carriers, El Paso Southern, El Paso Arzew and El Paso Howard Boyd.

Continuing in layup are three other SIU-contracted El Paso LNG carriers that have been in Europe for repairs.

The ships have been laid up because of a breakdown in negotiations between the U.S. and Algeria over the pricing of the latter country's natural gas.

Shipments of natural gas from Algeria stopped last April. Talks to resolve the price issue had been going on for nearly a year between Algeria and the U.S. Department of Energy (DOE). But in February the negotiations broke down and were indefinitely



The El Paso LNGs, laid up indefinitely in Newport, R.I.

suspended. Now, however, firms that have purchased gas from El Paso in the past are exploring the feasibility of resuming negotiations with Algeria and of possibly buying the company's LNG carriers. Algeria wants the price of its natural gas to be comparable with the world price of crude oil.

renegotiated its contract with that North African country. The agreement called for a price of \$1.94 per thousand cubic feet of LNG.

The price was approved by the DOE which, under law, must rule on the price of any imported gas.

But in the spring of last year the Algerian government decided to press for a higher price than what had been negotiated.

During the past year of negotiations, it looked, at various times, like a settlement was imminent and that gas would start flowing again to El Paso's costly regasification plants in Cove Point, Md. and Elba Island, Ga. That was why for much of that time, the company kept crews aboard three of its ships.

The 900-foot long high technology LNG tankers are the most expensive commercial ships ever built. To have them laid up now is a terrible waste.

That price would bring the cost of Algerian natural gas to \$6 a thousand cubic feet. This price is nearly 25 percent higher than costs set in current U.S. agreements covering Canadian and Mexican natural gas. El Paso began importing Algerian natural gas to the U.S. in 1978. In late 1979, the company



SIU Patrolman Carl Peth discusses business with Lilly Houston, messman on the El Paso Southern on the ship's last trip for some time.



SIU Patrolman Carl Peth, left, holds meeting on El Paso Southern to give crew up to minute info on the Algerian situation. A similar meeting was held on the two other ships as well.

Reagan Wants Review of UN Ocean Mining Treaty

The Law of the Sea Conference floundered recently when the Reagan Administration recalled the American delegation for a review of the whole process.

The Conference has been meeting regularly for seven years to reach an agreement on many things, but in particular on ways to regulate the mining of minerals found on the ocean bottom. 149 countries have participated in the Conference, including the United States, which has been represented by delegates appointed by Presidents Nixon, Ford, Carter and now Reagan.

The recent decision has been met with mixed feelings. Former delegation head Elliot Richardson calls it an "unfortunate move" that would seriously retard the momentum that had seemed to be building towards ratification of some kind of ocean mining treaty. Others, like House Merchant Marine Committee member John Breaux (D-La.) have lauded the Administration's action.

At the present time, American mining of the Seabed is governed by interim legislation approved by Congress which calls in part for mandatory use of American flag ore carriers and mining vessels.

Critics of the treaty feel that a review is in the best interests of the United States. Their opposition centers around fears that American access to vitally

needed minerals found on the ocean bottom would be blocked by the creation of a UN-type authority dominated by the Soviet Union and Third World countries.

Other points of conflict include provisions that would distribute taxes on royalties to poorer Third World countries, and plans to mandatorily transfer highly advanced technology used by private companies to the Seabed Authority.

Richardson feels that the United States has struck the best bargain on ocean mining it could under the circumstances, and that interruption of the Conference would doom any hope for conclusion of a treaty. He stresses that the minerals

found on the bottom of the ocean do not belong to any one country, and should be regulated by some type of international treaty.

He also feels that adoption of the treaty would encourage mining companies to invest in the development of the seabed, because they could follow a specific set of rules and regulations. Richardson seems to feel that failure to ratify would encourage international incidents which would inhibit development of the Seabed.

Opponents disagree. They feel that the United States should not rush into any treaty that would prove harmful in the long-run. They want more time to deliberate.

Sick of 9 to 5, Pam Monaco Went to Sea

If there's any one thing that sets a Seafarer apart from people in other professions it's a feeling of restlessness. Talk to a merchant seaman for any length of time and you usually hear that no matter how anxious they were to get home after a long spell aboard ship, after a while they're restless to be back at sea.

That restlessness first took hold of Pam Monaco, AB, who graduated from the SIU's "A" Seniority Upgrading program this month, about four years ago. She'd been sitting behind a desk, eight hours a day, five days a week, since graduating from high school. But she wanted to see something of the world. And going to sea seemed to be a good way to do it.

Back in 1977 Pam, now 23, didn't know much about seafaring—or how to go about starting a seafaring career. Her first idea was to work on a passenger ship but, at the time, the only U.S.-flag cruise vessels were the West Coast Prudential (now Delta) ships and jobs were scarce.

When she wandered into the SIU hall in San Francisco, she was given an application for the entry trainee program at Piney

Point. The waiting list for the HLS was pretty long, too. But in September, 1978, Pam got her acceptance notice.

The four-month program went quickly for Pam. "Everything was so new to me," she said, "including being away from the West Coast for the first time."

After completing the trainee program, she made her first trip as pantryman aboard a Sea-Land containership on a Far-East run. But the steward department wasn't her niche—"I've never been much of a cook," she says—and she started taking a close look at the deck and engine departments.

When she switched to the deck department "I was very nervous. But I had to find out if I could do it." She's been working on deck ever since.

She says she loves the sea as well as travelling, visiting new places, even for only a day at a time. "A lot of the oldtimers talk about the old days, when they'd be in port for a week or two," she said, noting that the new ships usually spend no more than 12 hours in port. But to today's generation of Seafarers the fast turnaround is a matter of course



Pamela Monaco

and any time in a new, unfamiliar place is welcome.

Pam, who's spent all her seatime so far on Sea-Land containerships, is looking forward to shipping on different types of vessels under SIU contract. She's also looking forward to being back aboard ship where she doesn't have to explain the nuts-and-bolts of her job to people over and over again. "When I'm with my friends who don't know anything about seafaring, I have to constantly explain things to them," she said. Looking back on the "A" Seniority Upgrading program,

Pam said she enjoyed learning a lot about the U.S. during her stay in Piney Point and New York. But as soon as she gets back to her home port of San Francisco, she'll be ready to go out again. She's restless to be back at sea.

Personals

Joseph Robert Dorsz

Please contact, your brother Clarence at 1935 Chene Avenue, Apt. 1603, Detroit, Mi. 48207.

Larry S. Castillo

Please contact, your sister, Modesta C. Vicente, at 1269 W. 26th Street, San Bernardino, Calif. 92405.

Patrick Joseph Hawley

Please contact, Mel Howley, 5259 Rundview Rd., Calgary Alta, Canada, T1Y-1J6.

Clyde Krist

Please contact, Minnie, Houston, Texas. Tel. (713) 472-0580.

Danny Romeo Dizon

Please contact, Sally McCants, as soon as possible. Tel. (415) 431-7006—(415) 692-5600 X4631.

Tom Cook

Please contact Nancy Smith, important. (212) 663-3638—789 West End Ave., New York, N.Y. 10025.

KNOW YOUR RIGHTS

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

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

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

Angus "Red" Campbell
Chairman, Seafarers Appeals Board
275 - 20th Street, Brooklyn, N.Y. 11215

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

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard your ship or 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.

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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.

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

If at any time a member feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Frank Drozak at Headquarters by certified mail, return receipt requested. The address is 675 - 4th Avenue, Brooklyn, N.Y. 11232.

Sick of 9 to 5, Pam Monaco Went to Sea

IF there's any one thing that sets a Seafarer apart from people in other professions it's a feeling of restlessness. Talk to a merchant seaman for any length of time and you usually hear that no matter how anxious they were to get home after a long spell aboard ship, after a while they're restless to be back at sea.

That restlessness first took hold of Pam Monaco, AB, who graduated from the SIU's "A" Seniority Upgrading program this month, about four years ago. She'd been sitting behind a desk, eight hours a day, five days a week, since graduating from high school. But she wanted to see something of the world. And going to sea seemed to be a good way to do it.

Back in 1977 Pam, now 23, didn't know much about seafaring—or how to go about starting a seafaring career. Her first idea was to work on a passenger ship but, at the time, the only U.S.-flag cruise vessels were the West Coast Prudential (now Delta) ships and jobs were scarce.

When she wandered into the SIU hall in San Francisco, she was given an application for the entry trainee program at Piney

Point. The waiting list for the HLS was pretty long, too. But in September, 1978, Pam got her acceptance notice.

The four-month program went quickly for Pam. "Everything was so new to me," she said, "including being away from the West Coast for the first time."

After completing the trainee program, she made her first trip as pantryman aboard a Sea-Land containership on a Far-East run. But the steward department wasn't her niche—"I've never been much of a cook," she says—and she started taking a close look at the deck and engine departments.

When she switched to the deck department "I was very nervous. But I had to find out if I could do it." She's been working on deck ever since.

She says she loves the sea as well as travelling, visiting new places, even for only a day at a time. "A lot of the oldtimers talk about the old days, when they'd be in port for a week or two," she said, noting that the new ships usually spend no more than 12 hours in port. But to today's generation of Seafarers the fast turnaround is a matter of course



Pamela Monaco

and any time in a new, unfamiliar place is welcome.

Pam, who's spent all her seafaring time so far on Sea-Land containerships, is looking forward to shipping on different types of vessels under SIU contract. She's also looking forward to being back aboard ship where she doesn't have to explain the nuts-and-bolts of her job to people over and over again. "When I'm with my friends who don't know anything about seafaring, I have to constantly explain things to them," she said.

Looking back on the "A" Seniority, Upgrading program,

Pam said she enjoyed it and learned a lot about the Union during her stay in Piney Point and New York. But as soon as she gets back to her home port of San Francisco, she'll be ready to ship out again. She's restless to be back at sea.

Personals

Joseph Robert Dorsz

Please contact your brother Clarence at 1935 Chene Avenue, Apt. 1603, Detroit, Mi. 48207.

Larry S. Castillo

Please contact your sister, Modesta C. Vicente, at 1269 W. 26th Street, San Bernardino, Calif. 92405.

Patrick Joseph Hawley

Please contact, Mel Howley, 5259 Rundlevie Rd., Calgary Alta, Canada, T1Y-1J6.

Clyde Krist

Please contact, Minnie, Houston, Texas. Tel. (713) 472-0580.

Danny Romeo Dizon

Please contact, Sally McCants, as soon as possible. Tel. (415) 431-7006—(415) 692-5600 X4631.

Tom Cook

Please contact Nancy Smith, important. (212) 663-3638—789 West End Ave., New York, N.Y. 10025.

KNOW YOUR RIGHTS

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

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

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

Angus "Red" Campbell
Chairman, Seafarers Appeals Board
275 - 20th Street, Brooklyn, N.Y. 11215

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

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard your ship or 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

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Drozak Attacks Coast Guard at Poet Hearings

Continued from Page 3

drydock in Texas for necessary repairs. This same situation occurred again at Philadelphia just before the POET left on its fatal voyage.

The radio officer of the POET reported that both the existing radio equipment and the replacement set on board were unsatisfactory. It is not clear whether the ship sailed after repairs were made or whether a new set was installed. No inspection was made of the equipment to be sure it met federal requirements.

THE search for the POET revealed weaknesses both in the shipping company's procedures and in the Coast Guard's normal search routine. The POET departed Philadelphia on October 24, 1980. The last message received from the ship was at approximately 8 o'clock that morning.

For ten days the shipping company heard nothing from the POET yet failed to notify the Coast Guard. The company's operating manual required its ships to report their position every 48 hours, but the owners of the POET neglected to enforce this requirement.

A captain who served on a previous voyage of the POET said he was not aware of the requirement and only reported his position twice a week. Because the company allowed its ships to violate the reporting requirement, it was unconcerned about not hearing from the POET, even though there were storms and heavy winds and seas on the POET's route. The POET was also supposed to report its position every 48 hours to the AMVER system. This was done faithfully during the six months prior to the POET's disappearance.

The POET was due to pass the Gibraltar Straits area about November 3 and dock in Port Said, Egypt, on November 9. When it was not sighted at Gibraltar, the company notified the Coast Guard, which in turn sent messages to all vessels inquiring whether they had seen the missing ship. Five days later it sent out planes to search. Why it waited five days to commence the search has not been adequately explained. The search started 15 days after the last message was received from the POET.

THE Coast Guard claims that it is not unusual for a vessel to go unreported for several days,

but this is usually the case with small vessels. The POET was a large ship of over 500 feet. The Coast Guard also stated that to make a track for the search required five days, yet AMVER knew the projected route and could have provided this information within an hour or two.

The Coast Guard said that the area it had to search was vast, yet that area was made even larger because of the delay in starting the search. During two of those days, seas were reported up to 40 feet and winds were as much as 40 knots on the POET's scheduled route, further enlarging the potential search area.

Only five days after it began, the Coast Guard wanted to end the search. At the insistence of the SIU and others, the search was extended until November 17, an additional four days.

Several problems were revealed by this situation. First, although vessels report to AMVER every 48 hours, the government does not require its agencies to notify the Coast Guard when a vessel fails to report. Rather, the Coast Guard relies on the company for notification.

Second, the Coast Guard does not consider a vessel to be overdue until it fails to reach the port as scheduled. Even though the POET did not pass the Gibraltar Straits as planned on November 3, the Coast Guard did not officially consider the POET overdue until it failed to reach Egypt on November 9. Third, the Coast Guard has indicated that it did not have sufficient equipment to conduct this search and had to call upon the U.S. Navy and the Canadian government for assistance.

Finally, the POET carried two emergency radio transmitters that were supposed to be activated automatically upon hitting water. However, this type of equipment only transmits vertical signals so that airplanes can receive them. Other vessels were unlikely to have heard the equipment. Nothing was heard from the POET.

ON the basis of this evidence, we believe the following steps should be considered to avert a similar tragedy in the future:

- 1) Coast Guard inspectors need better training, perhaps augmented by experience aboard merchant vessels.
- 2) Records of outstanding violations should be in the

hands of every Coast Guard and American Bureau of Shipping inspector, and those records should be reviewed to determine whether the violations have been corrected.

- 3) Inspections should include dismantling of selected items of equipment and structural parts for in-depth examination.
- 4) Shipping companies should regularly maintain and repair their vessels, not waiting for inspection time to perform housekeeping tasks.

- 5) The National Cargo Bureau needs additional personnel so that a single inspector can supervise every step of cargo loading and stowing. No ship should be allowed out of port in a condition made dangerous by improper cargo stowing, even if the condition could be corrected once the ship leaves port.

- 6) The Federal Communications Commission should be notified whenever major repairs or replacements are made to radio equipment so that an inspection can guarantee that the equipment meets the commission's standards.

- 7) The Coast Guard's definition of an "overdue" vessel must be changed, so that searches for missing ships can begin before scheduled arrival at the destination port.

- 8) AMVER should be required to notify the Coast Guard when a vessel fails to report. The Coast Guard should not have to rely solely on the shipping company for notification.

- 9) Adequate and proper

equipment must be provided to the Coast Guard for search and rescue operations.

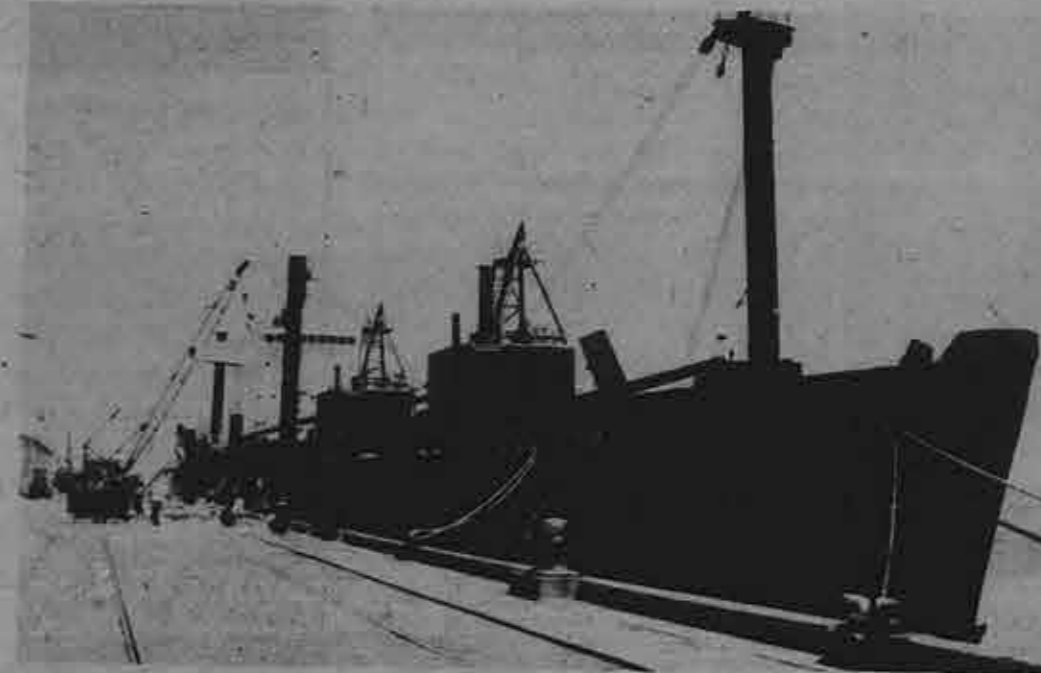
- 10) Emergency radio transmitters should be designed to send out signals in all directions so that ships as well as planes will hear them.

TWO final points concern how casualties are investigated. The Coast Guard has adopted a rule which does not permit unions to participate in Marine Boards of Inquiry. Even though we have successfully challenged this rule in court, the rule remains on the books. Our participation in the case of the POET's inquiry added substantially to the facts. This rule should be thrown out.

The Coast Guard should also divorce itself from conducting investigations of major marine casualties. Because it is the principal agency charged with searching for and rescuing ships and mariners, to have it investigate casualties is asking it to be both judge and jury. In the worst cases, it even passes judgment on the actions of its own personnel in accidents involving Coast Guard vessels.

By law, the National Transportation Safety Board investigates major casualties in the transportation field. It should also conduct investigations of maritime accidents, and the Coast Guard should be called upon only to testify, not to assess blame or conduct investigations of other participants.

Our comments and observations are derived from our experiences with maritime casualties. We are testifying with the view that our comments will be productive to this Committee in changing existing practices so that future maritime catastrophes might be prevented.



This is the last photo ever taken of the Poet just a few weeks before her tragic last voyage. (photo by Charles Cheevers of Alpoqa, Fla.)

Pensioner's Corner



John Francis Kozar, 55, joined the SIU in 1944 in the port of New York sailing as an oiler. Brother Kozar also sailed for Cities Service and as a 3rd assistant engineer with MEBA District 2. He was born in Bethlehem, Pa. and is a resident of Taylor, Pa.



Walter Francis Kruszewski, 63, joined the SIU in 1944 in the port of Boston sailing as an AB. Brother Kruszewski hit the bricks in the 1961 Greater N.Y. Harbor beef. He was born in Brooklyn, N.Y. and is a resident of Uncasville, Conn.



Arthur Oscar Roy, 56, joined the SIU in 1945 in the port of New York sailing as a bosun. Brother Roy also sailed during the Vietnam War. He is a veteran of the U.S. Navy in World War II. Seafarer Roy was born in New Hampshire and is a resident of Nashua, N.H.



Pedro Saquilayan, 63, joined the SIU in the port of New York in 1953 sailing as a chief cook and steward delegate. Brother Saquilayan sailed 35 years. He is a veteran of the U.S. Army Air Forces in World War II. Seafarer Saquilayan is also a radio mechanic. Born in the Philippine Islands, he is a resident of Staten Island, N.Y.C.



Luis Ramon Serrano, 65, joined the SIU in the port of New York in 1955, sailing as a FOWT. Brother Serrano sailed 33 years. He walked the picketline in the 1965 District Council 37 strike. Seafarer Serrano is also an auto mechanic. A native of San Sebastian, P.R., he is a resident of Catano, P.R.



Lorenzo Vittorio Stirpe, 59, joined the SIU in the port of Mobile in 1960 sailing as a FOWT. Brother Stirpe sailed 39 years and also sailed during the Vietnam War. He attended the 1970 Piney Point Crew Conference No. 7. Seafarer Stirpe is a veteran of the U.S. Navy in World War II. He was born in Rochester, N.Y. and is a resident of Mobile.



John Arthur Waith, 64, joined the SIU in 1941 in the port of New York sailing as a 2nd cook. Brother Waith was born in New York City and is a resident of Trinidad, W.I.



Orient Wheeler, 56, joined the SIU in 1945 in the port of New Orleans sailing as an FOWT. Brother Wheeler was born in Mississippi and is a resident of Shreveport, La.



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Archibald Bell Jr., 52, joined the SIU in the port of Baltimore in 1955 sailing as a chief pumpman and QMED. Brother Bell is a veteran of the U.S. Marine Corps in World War II. He was born in Des Moines, Ia. and is a resident of Carson City, Nev.



Victorio Emanuel D'India, 63, joined the SIU in 1941 in the port of Boston sailing as an FOWT. Brother D'India was born in Boston and is a resident of Philadelphia.



Luther Gadson, 56, joined the SIU in 1947 in the port of Baltimore sailing as a chief steward. Brother Gadson attended the 1970 Piney Point Crews Conference. He is a veteran of the U.S. Navy in World War II. A native of Rounds, S.C., he is a resident of Baltimore.



Frank Vernon Fromm, 52, joined the SIU in 1939 in the port of Mobile sailing as a bosun. Brother Fromm was born in Hoboken, N.J. and is a resident of Lindenhurst, L.I., N.Y.



Eual Granger, 65, joined the SIU in the port of Lake Charles, La. in 1955 sailing as a recertified bosun. Brother Granger graduated from the Recertified Bosuns Program in 1976. He sailed with G&H Towing in 1977. Seafarer Granger is a veteran of the U.S. Army. Born in Louisiana, he is a resident of Sulphur, La.



Nick Mutin, 65, joined the SIU in 1944 in the port of Boston sailing as a chief steward. Brother Mutin was born in Ohio and is a resident of Houston.



Joseph Martello, 65, joined the SIU in 1939 in the port of New Orleans sailing as a chief electrician. Brother Martello worked on the New Orleans Shoregang in 1979. He was born in Italy and is a resident of Harahan, La.



Jessie Ray Lee Cushion, 65, joined the Union in Port Arthur, Tex. in 1961 sailing as a mate, pilot and captain for Sabine from 1953 to 1961, D.M. Picton in 1961 and for Moran Towing of Texas from 1962 to 1981. Brother Cushion is a veteran of the U.S. Coast Guard in World War II. He was born in Walden County, Fla. and is a resident of Buna, Tex.



George Burton Milburn, 57, joined the Union in the port of Norfolk in 1967 sailing as a captain for the Steuart Oil Transportation Co. from 1956 to 1981. Brother Milburn was born in Dryden, Md. and is a resident of Tall Timbers, Md.



William Louis Ostendorf, 58, joined the Union in the port of Baltimore in 1956 sailing as a captain on the *Tug Sandy Point* from 1938 to 1981. Brother Ostendorf is a veteran of the U.S. Navy in World War II. He was born in Baltimore and is a resident of Baltimore.



Herbert Wilson Taylor, 64, joined the Union in the port of Norfolk in 1963 working for the UIW and Curtis Bay Towing Co. from 1937 to 1981. Brother Taylor was born in Norfolk and is a resident of Chesapeake, Va.



Wilbur Dean Purdy, 57, joined the SIU in 1943 in the port of Galveston sailing as a chief steward. Brother Purdy was born in Louisville and is a resident of New Orleans.



William M. Drew, 50, joined the SIU in the port of New York in 1955 sailing as a QMED. Brother Drew is a veteran of the U.S. Navy. He was born in Bangor, Me. and is a resident of Meriden, Conn.



Dalton Harry Morgan, 65, joined the SIU in 1944 in the port of New Orleans sailing as a deck engineer. Brother Morgan sailed 44 years. He is a veteran of the U.S. Army in World War II. Seafarer Morgan was born in Louisville and is a resident of Denham Springs, La.



FEB. 1-28, 1981

Dispatchers Report for Great Lakes

	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Algonac (Hdqs.)	30	9	0	19	15	0	52	15	3
ENGINE DEPARTMENT									
Algonac (Hdqs.)	21	7	2	13	10	0	35	11	6
STEWARD DEPARTMENT									
Algonac (Hdqs.)	4	4	1	7	3	0	11	9	1
ENTRY DEPARTMENT									
Algonac (Hdqs.)	31	45	8	0	0	0	59	72	20
Totals All Departments	86	65	11	39	28	0	157	107	30

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



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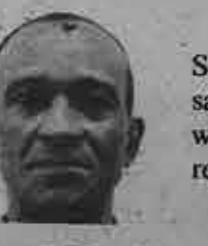
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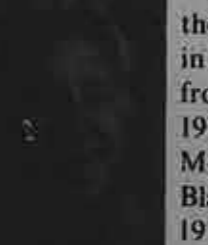
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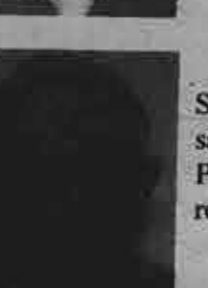
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William M. Drew, 50, joined the SIU in the port of New York in 1955 sailing as a QMED. Brother Drew is a veteran of the U.S. Navy. He was born in Bangor, Me. and is a resident of Meriden, Conn.



Dalton Harry Morgan, 65, joined the SIU in 1944 in the port of New Orleans sailing as a deck engineer. Brother Morgan sailed 44 years. He is a veteran of the U.S. Army in World War II. Seafarer Morgan was born in Louisville and is a resident of Denham Springs, La.

Dispatchers Report for Great Lakes

FEB. 1-28, 1981

	*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
Algonac (Hdqs.)	30	9	0	19	15	0	52	15	3
Algonac (Hdqs.)	21	7	2	13	10	0	35	11	6
Algonac (Hdqs.)	4	4	1	7	3	0	11	9	1
Algonac (Hdqs.)	31	45	8	0	0	0	59	72	20
Totals All Departments	86	65	11	39	28	0	157	107	30

**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.

'Shanghaied' to Canada, SIU Style

Chapter 1

by Saki Jack Dolan

Actually, I have never been shanghaied literally but, between my friends Joe Di Giorgio and Ed Mooney, I have come about as close to being "shanghaied" as one can here in this country legally.

In the winter of 1962, November to be exact, I was at the Union Hall in Brooklyn to pick up my vacation check when I see my old pal Ed Mooney working the counter. He spots me at the same time and meanders over and says: "Saki Jack, meet me in Joe DiGiorgio's office in five minutes, it's very important."

I should have said no, and got the hell out of there. But then I never was known for the smarts or had enough sense to get in out of the rain, so I go up to Joe's office.

Joe greets me with: "Saki, you ole son of a gun—Mooney and I were just talking about you." Well, in about ten minutes between Ed and Joe, old Saki Jack is on the way home to get his gear with a plane ticket to Toledo, Ohio.

It seems there was a converted T-2 tanker up on the Lakes loaded with Marshall Plan junk heading for the Persian Gulf. The Chief Steward had just quit, and I was elected to make the trip. The agent in Toledo met me at the airport and took me to the ship. It was the first time I ever saw a T-2 tanker converted into a cargo ship. It looked to me like an old Liberty Ship with a bellyache.

The name of the scow was the *SS Bridgehampton*. It had just been taken over by Kulukundis, who was at the time very short of funds. It was tough to get anyone to take Kulukundis ships in those days as you were not guaranteed anything, no allotments, pay, draws, nothing.

When I got aboard, I found out from the Steward, a fellow named Walsh out of Baltimore, that most of the crew were riding it to Halifax and quitting. The inland locks were about ready to close for the Winter season, and we had to get out by Christmas, or spend the Winter iced-in on the Great Lakes.

After taking on stores, we weighed anchor and made for Montreal. We were the last ship through the locks, and as we went through each lock, they closed them behind us for the Winter.

The last lock is just in Montreal city limits, and it was snowing as we eased through about the middle of December.

We tied up late in the afternoon and everyone took off for shore. It was really snowing hard. On the dock was a load of Jeeps and trucks we were to load next day. Well, this did not happen. The snow turned into a real lolapalooza. By daylight the snow was three feet deep and still coming down. You know damn well the longshoremen would not

work. Hell, they won't even work in the rain let alone a snow-storm. So we just laid there waiting for the storm to slow down. It finally did after about six days. Then the longshoremen came aboard one day and go out on strike! They refused to return until Kulukundis put their wages in the local bank in escrow. This took several days of negotiating before they finally started loading.

I didn't mind that at all, as I had been in Montreal and knew it was a great port to be in, if you had dough, and I had a pocket full. One of the officials from New York flew up and talked the crew into taking the ship as far as Halifax. Myself and several members that were not married at the time volunteered to stay with the ship till the end of voyage. There were only about eight of us, all out of Baltimore except me. The Bosun-Dayman was Tom Pons; Hogan-OS, a Wiper called 'Squirrel', the Chief Cook (Mother Ringo), and three others. The Captain was John Horan out of New York and a real fine man. The Chief Engineer was named Singletery—out of New York (more about him later).

After much yaking on the phone by the SIU Patrolman with Kulukundis in New York, the company finally sent enough money to get us cleared out of Montreal for Halifax just before Xmas. We made for Halifax (my favorite port in the world at the time). Well, believe me, the word was all over the world by now that Kulukundis Company was going broke. So when we anchored, the Captain called in for a water-taxi to go ashore and find out what the hell the score was. The water-taxi stayed about ten feet off the gangway, and would not come an inch closer until you showed CASH MONEY (even the Captain could not get credit).

The next day all the crew quit except a few of us and the Officers (who agreed to stay for the trip). SIU Headquarters told us they could not get anyone to take the ship, so we went ashore to see the Canadian SIU Agent, and American Consul about signing on Canadian seamen. It all got straightened out, and we had almost a full Canuck crew. And believe me they were damn good friendly seamen, well liked by all hands.

We elected our Dayman Tom Pons as Ship's Delegate, and there never was any better. There were always plenty of beefs. Tom would dress up like he was going to Church and would borrow my briefcase, and you would swear he was a Philadelphia lawyer going to try a murder trial. He really was good. He conned the Mate for more days off to go ashore on Union business than any delegate on any ship I was ever on. Believe me, I've seen the best. Tom had personality, charm, and a



"Saki" Jack Dolan

line of Blarney that would make a Leprechaun happy.

We finally got enough money to pay the tugs to take us to a dock and we were only a block from the Halifax Railway Station. The Captain called a meeting and read a wire from Kulukundis stating we would not be sailing for about a month, and they had no money to send us. This was great news, what with all hands broke but for a few of us, and two days before Xmas!

An Isthmian scow came in port and they sent the Ship's Delegate to our ship. They had heard all about our trouble and invited all hands up to the Peppermint Lounge for a party New Year's Eve. Well, naturally with all hands being broke, this was just fine with us. But we celebrated Xmas on our own ship.

You cannot believe how wonderful the people of Halifax treated us when they found out about our dilemma. Luckily we had taken on stores in Montreal, and I had ordered everything (and Mother Ringo was an excellent cook). My gang got together and we decorated the Salon and Crew Mess just like on the Delta Passenger Ships out of New Orleans. I had a few hundred bucks with me (but told no one). So, I went ashore and bought all kinds of balloons and decorations for the ship. (I put in plenty of OT, and collected it all later on).

We had a grand time. I and Hogan the OS got bombed, and Hogan hit me in the mouth with a metal pitcher. I had to go get about ten stitches in my lip. It really was a grand Xmas and all hands were really happy as you can be away from your loved ones on Xmas Day. I came back from the hospital and Hogan shook hands and off we went to town to get bombed again

together. All in all it was a fine Xmas.

I had money in the bank in Brooklyn, and went to the Bank of Canada and sent for \$500. I came back to the ship and was up in my foc'sl when the gangway-watch came for me at about 4:30. He says: "Saki-Jack, there's a Police launch along-side looking for you." I wondered what the hell the Police wanted with me in Canada as I couldn't remember getting in trouble uptown the night before.

Well, it seems the bank was ready to close and called the Harbor Police and told them to hurry and get me to the bank as my money was there. They took me aboard and rushed me to the bank which was right on the waterfront (this is what you call Canadian Hospitality).

There was a Chinese restaurant across from the RR station that had two work-shifts with about ten girls on each shift. All hands loved this and everyone had a girlfriend within a day or two. And you really must see to believe how wonderful these Canadian girls treated us (all hands were broke), we went and met our girl after her shift at the restaurant and went to a pub, and usually to a 'speak' (there are plenty in Canada) and drank till we had to go aboard to work. The girls never said no about anything. This port was paradise for a free and easy seaman. Halifax and about any port in Canada was always great in my book, as I had been in most of them on ships many times. All the crew were happy about Halifax and some even returned to marry Canadian girls and bring them home.

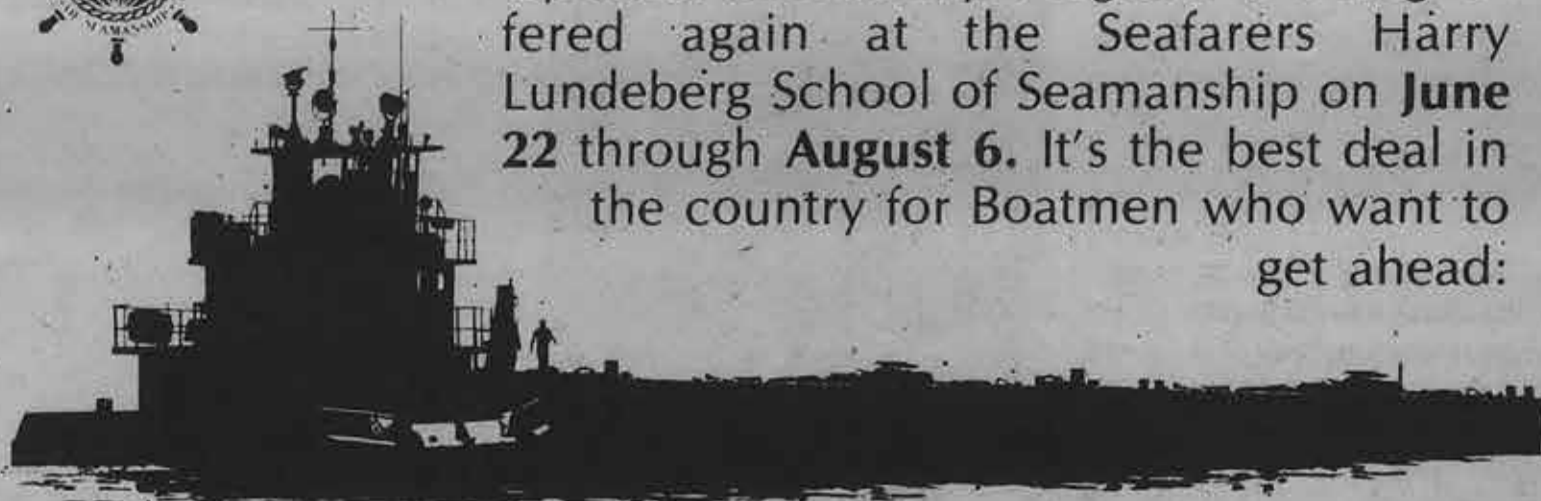
New Year's Eve all hands went up to the Peppermint Lounge with their gals in tow. The crew off the Isthmian ship in port had made a deal with the owner that we could have anything we wanted and they would pay for it. We all had a grand time and all hands got bombed. Naturally we ended up in a real great donnybrook, and we really wrecked the joint. The Fuzz came and half the crew from both ships ended up in the clink. Next day we had to get the American Consul to get everyone out. The owner came to the ship with his lawyer, and gave the Captain a nice bill to be paid before we could sail. The old man paid it and asked: "Did all hands have a good time?"

Just a few days later the Captain got word we would get the money to sail to Port Said immediately.

We sailed with the tide next morning, and after just one and a half days at sea the ship caught fire, and the crew could not put it out.

In Chapter 2, I'll tell all about a real raging fire at sea, and how after three days we, with the help of several Canadian Corvettes managed to put it out, and get back to Halifax.

THIS INDUSTRY IS GOING PLACES DON'T MISS THE BOAT



The Transportation Institute *Towboat Operator Scholarship Program* is being offered again at the Seafarers Harry Lundeborg School of Seamanship on **June 22 through August 6**. It's the best deal in the country for Boatmen who want to get ahead:

DON'T DELAY

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Towboat Operator Regular Course is scheduled for **May 11 through July 2**.

Dispatchers Report for Inland Waters

FEB. 1-28, 1981

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	3	3	0	0	0	0	6	7	2
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	2	3	0	1	2	9	3	6
Mobile	0	0	0	0	0	0	0	1	0
New Orleans	2	4	5	1	2	1	4	3	11
Jacksonville	1	6	2	0	3	0	2	4	3
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	2	5	0	3	1	0	4	14	4
Seattle	0	0	1	0	0	0	0	0	0
Puerto Rico	0	0	1	0	0	0	0	0	3
Houston	3	4	7	3	2	0	12	6	10
Port Arthur	18	3	6	15	0	3	42	8	14
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	4	5	6	6	2	1	6	5	14
Piney Point	3	0	0	2	1	0	1	0	0
Paducah	4	0	0	2	1	2	9	2	57
Totals	41	32	62	32	13	9	95	53	124
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	0	0	0	0	0	1	0	1
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	0	2	0	0	1	1	0	1
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	1	0	0	0	1	1	1
Jacksonville	1	0	1	0	0	0	2	1	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	1	0	0	0	0	0	2
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	1	1	0	0	0	0	1
Port Arthur	1	0	1	0	0	0	2	0	1
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	1	0	0	1	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	1	1	4
Totals	6	0	7	2	0	1	8	2	13
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	0	0	0	0	0	1	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	4	0	0	2	0	0	3	0	1
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	0	1	0	0	1	3	1	0
Jacksonville	0	1	0	0	1	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	1	0	0	0	0	0	3
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	1
Port Arthur	0	0	2	2	0	0	1	0	2
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	1	0	0
Piney Point	1	1	0	1	0	0	1	0	0
Paducah	1	0	2	0	0	0	1	0	8
Totals	8	1	6	5	1	1	10	1	15
Totals All Departments	55	33	75	39	14	11	113	56	152

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

Legal Aid

In the event that any SIU members have legal problems in the various ports, a list of attorneys whom they can consult is being published. The member need not choose the recommended attorneys and this list is intended only for informational purposes.

NEW YORK, N.Y.
Schulman & Abarbanel
350 Fifth Avenue
New York, N.Y. 10001
Tele. # (212) 279-9200

BALTIMORE, MD.
Kaplan, Heyman, Greenberg,
Engelman & Belgrad
Sun Life Building
Charles & Redwood Streets
Baltimore, Maryland 21201
Tele. # (301) 539-6967

HOUSTON, TEX.
Archer & Peterson
Americana Building
811 Dallas Street
Houston, Texas 77002
Tele. # (713) 659-4455

TAMPA, FLA.
Hamilton & Douglas, P.A.
2620 W. Kennedy Blvd.
Tampa, Florida 33609
Tele. # (813) 879-9482

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

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

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

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

LOS ANGELES, CALIF.
Fogel, Julber, Reinhardt &
Rothschild
5900 Wilshire Boulevard
Los Angeles, California 90036
Tele. # (213) 937-6250

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

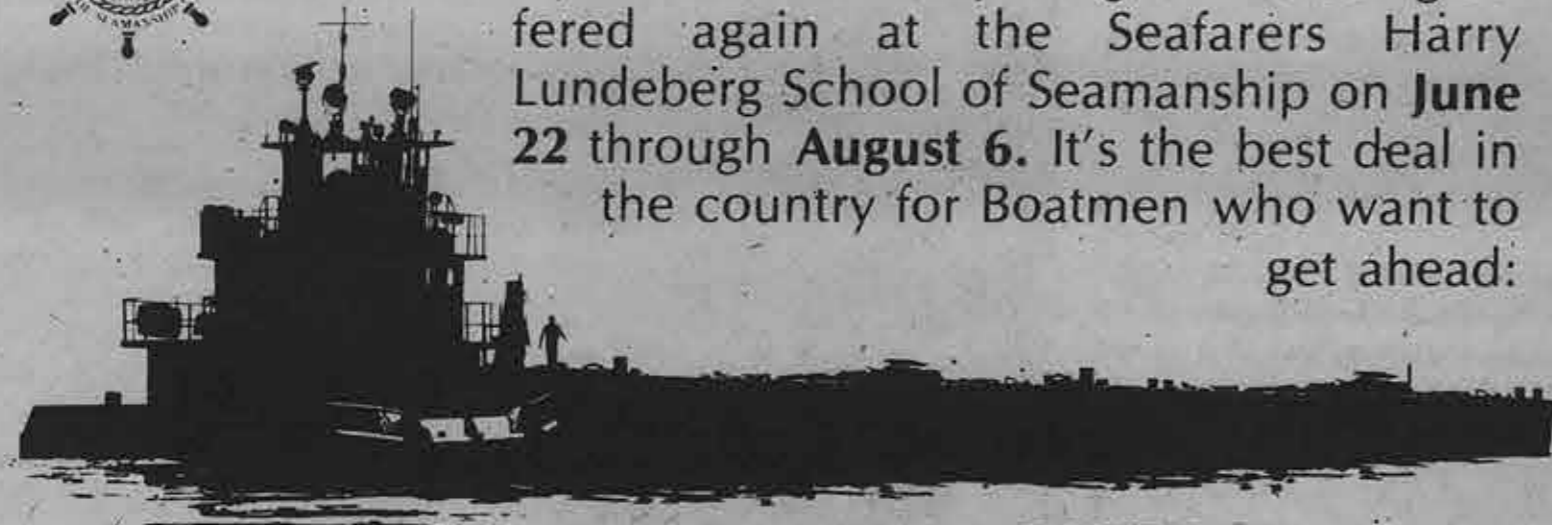
DETROIT, MICH.
Victor G. Hanson
19268 Grand River Avenue
Detroit, Michigan 48822
Tele. # (313) 532-1220

GLOUCESTER, MASS.
Orlando & White
Two Main Street
Gloucester, Massachusetts 01930
Tele. # (617) 283-8100

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

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

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Dispatchers Report for Inland Waters

FEB. 1-28, 1981

Table with columns for Port, Class A, Class B, Class C, DECK DEPARTMENT, ENGINE DEPARTMENT, STEWARD DEPARTMENT, and Registered on Beach.

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

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BALTIMORE, MD. Kaplan, Heyman, Greenberg, Engelman & Belgrad Sun Life Building Charles & Redwood Streets Baltimore, Maryland 21201 Tele. #(301) 539-6967
HOUSTON, TEX. Archer & Peterson Americana Building 811 Dallas Street Houston, Texas 77002 Tele. #(713) 659-4455
TAMPA, FLA. Hamilton & Douglas, P.A. 2620 W. Kennedy Blvd. Tampa, Florida 33609 Tele. #(813) 879-9482
SAN FRANCISCO, CALIF. John Paul Jennings, Henning, Walsh & Ritchie 100 Bush Street, Suite 440 San Francisco, California 94104 Tele. #(415) 981-4400

- Philip Welton, Esq. Welton & Van Dam No. 1 Ecker Bld. San Francisco, Calif. 94105 Tele. #(415) 777-4500
ST. LOUIS, MO. Gruenberg & Sounders 721 Olive Street St. Louis, Missouri 63101 Tele. #(314) 231-7440
NEW ORLEANS, LA. Barker, Boudreaux, Lamy, Gardner & Foley 1400 Richards Building 837 Gravier Street New Orleans, Louisiana 70112 Tele. #(504) 586-9395

- LOS ANGELES, CALIF. Fogel, Julber, Reinhardt & Rothschild 5900 Wilshire Boulevard Los Angeles, California 90036 Tele. #(213) 937-6250

- MOBILE, ALA. Simon & Wood 1010 Van Antwerp Building Mobile, Alabama 36602 Tele. #(205) 433-4904
DETROIT, MICH. Victor G. Hanson 19268 Grand River Avenue Detroit, Michigan 48222 Tele. #(313) 532-1220

- GLoucester, MASS. Orlando & White Two Main Street Gloucester, Massachusetts 01930 Tele. #(617) 283-8100

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

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

Yoke's on Frank Perdue, AFL-CIO Calls National Boycott

Chicken may be an economical buy in these times of soaring food costs but the AFL-CIO says Perdue poultry products are too costly at any price.

During their recent mid-winter meeting in Bal Harbour, Fla., the AFL-CIO Executive Council urged union members to boycott the famous fowl until Perdue ceases its unfair and illegal anti-union behavior. The Executive Council's action was an official sanction of the boycott against Perdue launched by the United Food & Commercial Workers Union last September.

In their boycott statement the Executive Council grilled Perdue for a policy of "ruthless anti-union tactics" which have interfered with "every effort of its 6,000 employees to exercise their

rights to union representation." The Council further scored barnyard bigwig Perdue for running "a campaign to destroy trade unionism in the American poultry industry."

Perdue's union-busting tactics included purchasing several union-contracted processing plants, closing them for "modernization" and re-opening the factories non-union. In addition, the chicken company fired 57 union supporters during a UFCW organizing drive at a processing plant in Accomac, Va., last year.

Those discharges fired the unfair labor practice strike at the Accomac plant which is now in its seventh month. And when those 57 workers were "permanently replaced" by the company unfair labor practice charges were filed

with the National Labor Relations Board. Hearings on the charges will begin next month.

A national campaign to alert consumers about the AFL-CIO boycott against Perdue is in the



Supperchicken kicked off a boycott of Perdue poultry in front of a suburban Maryland grocery store. The United Food and Commercial Workers has charged Perdue with unfair labor practices in closing plants and intimidating workers to fight unionization. From left to right are: Mike Fusco, UFCW Local 400 business agent (Supperchicken); Dave Laws, secretary-treasurer, Local 400; Local 400 President Tom McNutt and Tom Bradley, president of Maryland-D.C. AFL-CIO.

Monthly Membership Meetings

Table with columns for Port, Date, Deep Sea, Lakes, Inland Waters, and UIW.

Personals

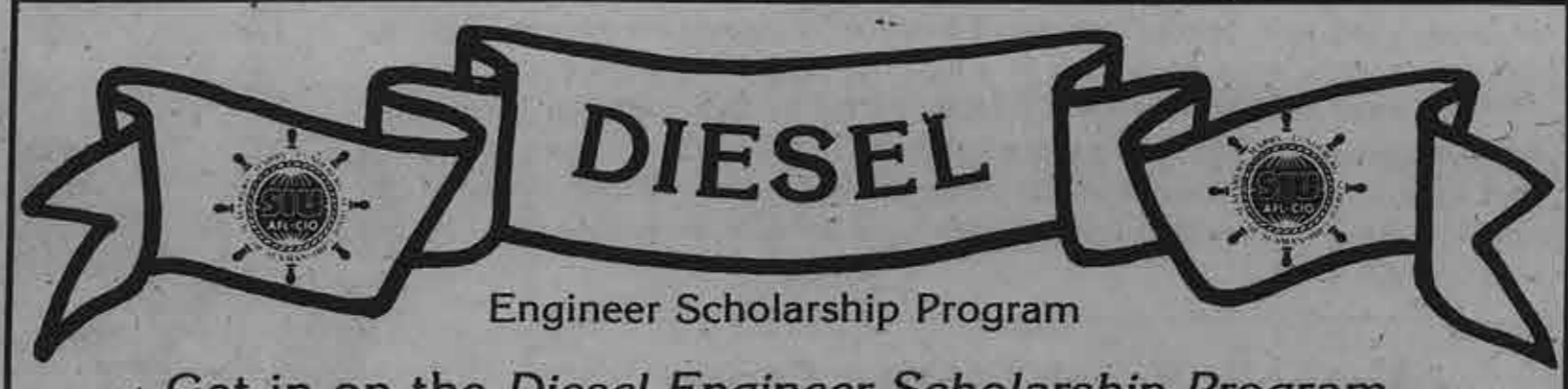
Norberto Pineda Please contact, your wife, as soon as possible, urgent!

Leroy Drew Please contact, your daughter, Wanda E. Hall, 15300 Waterloo #28, Houston, Texas 77053. Tel. (713) 434-2921. Anyone who would have any information please call collect.

Steven J. Argay Please contact, your friend, Chris D. Johnson at Box 791, Southold, N.Y. 11971.

All Seafarers Capt. Julius Moore asks that he be contacted by any Seafarer who knows the whereabouts of the 1977 Green Camaro auto with Virginia License plates that was owned by the late Douglas P. Moore. Capt. Moore can be telephoned collect at (703) 635-2772.

Ray Fuller Please contact, Mrs. P. O'Donnell, c/o Meehan, 2 Sebago Road, Carmel, N.Y. 10512.



Get in on the Diesel Engineer Scholarship Program. Apply for the course soon. Take and pass the pre-test at your local Union Hall and you can be scheduled for the course beginning June 22.

SHLSS offers four Diesel Scholarship and Diesel Regular courses a year. The last class is scheduled for October.

Sign Up Today!

For more information contact SHLSS or your SIU Representative.

Coast Guard Still Working On Poet Investigation Report

The U.S. Coast Guard is still formulating its report on its findings on the investigation of the loss of the SS *Poet*. The report will be published this summer.

The *Poet*, with a crew of 34 including 24 SIU members, left Philadelphia Oct. 24, 1980 with a load of 13,000 tons of corn for Port

Said, Egypt. She was never heard from again.

The company, Hawaiian Eugenia, did not notify the Coast Guard for 10 days that they had not been in contact with the ship. The Coast Guard then delayed for five days before starting a search.

The belated search, though very thorough, found absolutely no clues of the *Poet's* fate. No wreckage of any kind was spotted.

In the December issue of the *Log*, we published the photos of all but two of the lost Seafarers. Since then, the wife of one of these members, Carl Goff, has sent her husband's photo for publication.

Brother Goff was sailing as AB on the *Poet* when she left Philadelphia on the tragic voyage. He had been a member of the SIU since 1973, and was a resident of Warren, R.I. He is survived by his wife, Hilda, and three daughters, Cynthia, Barbara and Paula.



Oiler Larry Mays lights off steam in the engine room of the tanker *Overseas Valdez* as he starts up cargo pumps. The ship was in the port of New York recently lightering at Stapleton Anchorage off Staten Island, N.Y. Larry's got plenty of seatime under his belt having been a member of the SIU since 1952 and in the Navy for seven years before that. A native of Hamilton, Ala., Larry now makes his home in Houston, Tex.



Carl Goff was AB on the *Poet*



DEEP SEA

Help Your Brother Down the Road to Sobriety

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

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

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

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

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

Alcoholic Rehabilitation Center

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

Name Book No.

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

Telephone No.

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

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



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In the December issue of the *Log*, we published the photos of all but two of the lost Seafarers. Since then, the wife of one of these members, Carl Goff, has sent her husband's photo for publication.

Brother Goff was sailing as AB on the *Poet* when she left Philadelphia on the tragic voyage. He had been a member of the SIU since 1973, and was a resident of Warren, R.I. He is survived by his wife, Hilda, and three daughters, Cynthia, Barbara and Paula.



Oiler Larry Mays fights off steam in the engine room of the tanker *Overseas Valdez* as he starts up cargo pumps. The ship was in the port of New York recently lightering at Stapleton Anchorage off Staten Island, N.Y. Larry's got plenty of seafare under his belt having been a member of the SIU since 1952 and in the Navy for seven years before that. A native of Hamilton, Ala., Larry now makes his home in Houston, Tex.



Help Your Brother Down the Road to Sobriety

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

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

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

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

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

Alcoholic Rehabilitation Center

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

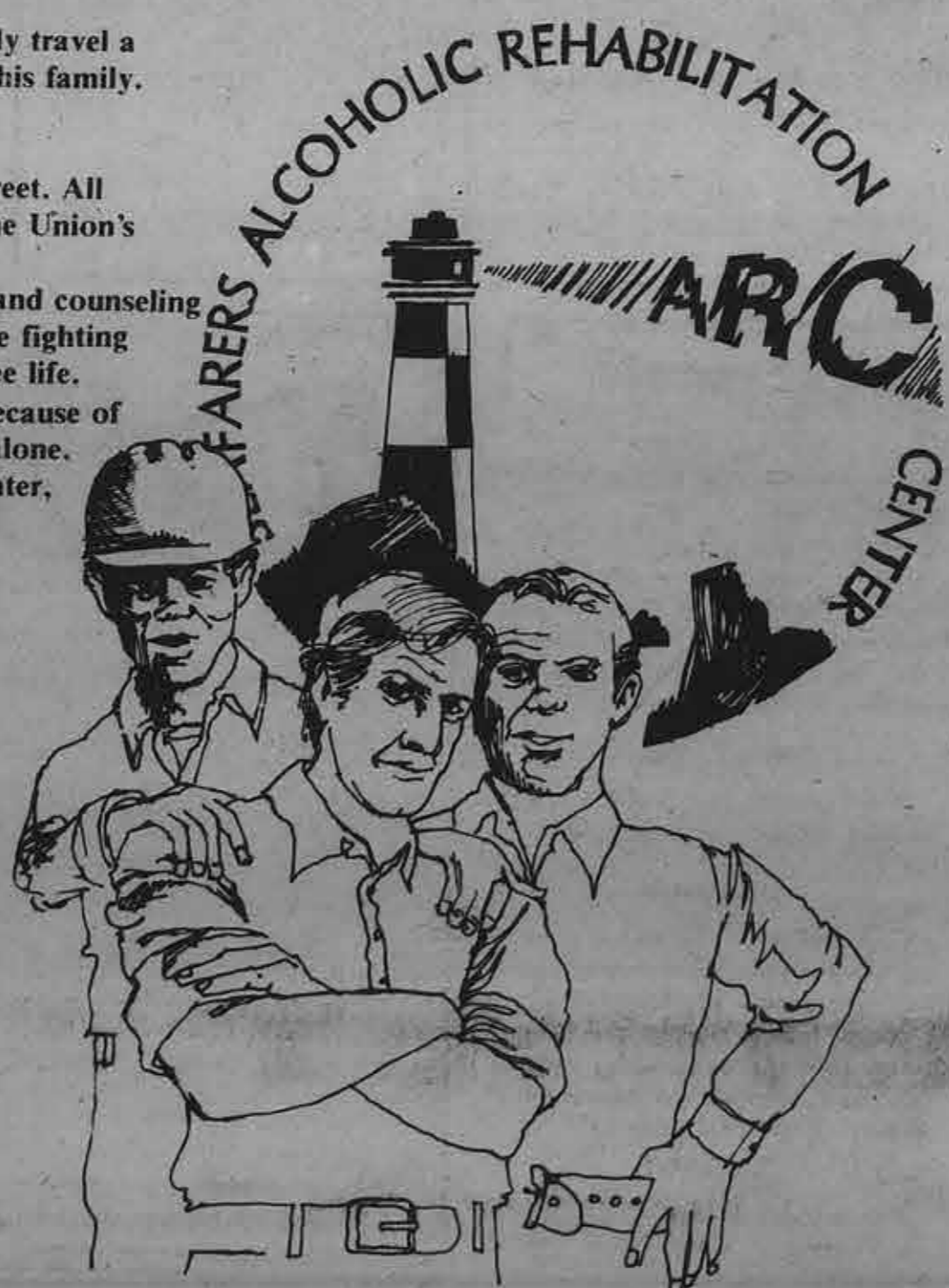
Name Book No.

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

Telephone No.

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

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



Robert Leake

Seafarer Robert Leake, 26, graduated from the HLS in 1978. He upgraded to AB in 1980. Brother Leake sailed on the *LNG Capricorn* (Energy Transport) as an OS. And he has the LNG all ratings, CPR, first aid, lifeboat and firefighting endorsements. Leake lives in Hazlet, N.J. and ships out of the port of New York.

Eric A. Wallace

Seafarer Eric A. Wallace, 24, is a 1977 HLSS grad. Brother Wallace upgraded to FOWT in the port of New York in 1978. He also carries the deck engineer endorsement. And he holds the CPR, lifeboat and firefighting tickets. Wallace resides and ships out of the port of Mobile.

Hugh O'Boyle

Seafarer Hugh O'Boyle, (S.D.I.) 22, graduated from the HLS in 1979. Brother O'Boyle got his oiler ticket in the port of New York. He holds the CPR, fire fighting and lifeboat documents. O'Boyle lives in the Sunset District of the port of San Francisco and shall ship out of that port.

Michael Houlihan

Seafarer Michael Houlihan, 25, is a 1977 graduate of the HLSS. He now sails as an AB. Brother Houlihan upgraded to AB in 1979. He earned his firefighting, lifeboat and CPR endorsements. Houlihan ships out of the port of Philadelphia.

Alexander Calimer

Seafarer Alexander Calimer, 20, was graduated by the HLS in 1978. He upgraded to FOWT the same year in the port of New York. Brother Calimer was born in Baltimore and lives and ships out of the port of Seattle.

Robert Pagan Jr.

Seafarer Robert Pagan Jr., is a 1977 graduate of Piney Point. Brother Pagan upgraded to AB last year. He has the CPR, lifeboat and firefighting tickets. Pagan lives one block from the SIU Headquarters in Brooklyn, N.Y. and ships out of the port of New York.

Paul Russell

Seafarer Paul Russell, 25, joined the SIU in 1977 sailing in the inland field. Brother Russell got his deep-sea training at the Point in 1978, and upgraded to FOWT the same year. The next year he upgraded to welder and QMED. He holds the LNG, lifeboat, firefighting, CPR and diesel technician endorsements. And he lives in Chesapeake, Va. and ships out of all ports.

Timothy L. Smith

Seafarer Timothy L. Smith, 26, graduated from Piney Point in 1978. Brother Smith upgraded to AB in 1979. He has the CPR, firefighting and lifeboat tickets. Smith was born in Portland, Ore. and he ships out of the port of Seattle.

Pamela Monaco

Seafarer Pamela Monaco, 23, graduated from the Harry Lundberg School of Seamanship (HLSS) Entry Trainee Program, Piney Point, Md. in 1978. Sister Monaco upgraded to AB in 1980. She earned the firefighting, lifeboat and cardio-pulmonary resuscitation (CPR) endorsements. Born in San Francisco, Monaco ships out of that port city.

Mark Williams

Seafarer Mark Williams, 23, is a 1975 graduate of the HLSS Trainee Program. He upgraded to fireman-watertender (FOWT) in 1978. Brother Williams holds the CPR, lifeboat and firefighting tickets. Williams ships out of the port of Baltimore.

Bob Senaz

Seafarer Bob Senaz, 23, graduated from Piney Point in 1979. Brother Senaz upgraded to 3rd cook there in 1980. He has the firefighting, lifeboat and CPR endorsements. Senaz lives in Queens, New York and ships out of the port of New York.

Ogden Challenger Committee



Recertified Bosun Richard "Blacky" Thoe (seated) ship's chairman of the *ST Odgen Challenger* (Ogden Marine) gives us the wink at a payoff recently, at the Exxon Dock, Bayway, N.J. With him are part of the Ship's Committee and a crewmember of (l. to r.) Chief Steward Tony De Boissiere, secretary-reporter, Ramon Ila of the deck department and Chief Cook William Karpiak, steward delegate.

Responsibility. Respect.
And more money, too.

THEY'RE THE THINGS YOU EARN
WHEN YOU'RE THE CHIEF PUMPMAN.

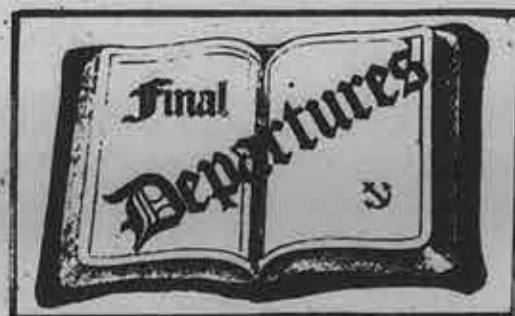
You're an SIU Seafarer—
the most professional maritime
worker in the world.

Make it pay.

Sign up for the Pumproom
Maintenance and Operations
Course at SHLSS.



Course Starts June 8



Pensioner Asher Lee Godfrey, 82, succumbed to heart failure in the Lawndale Hospital, Philadelphia on Jan. 14. Brother Godfrey joined the Union in the port of Philadelphia in 1960 sailing as a FOWT for the Red Star Line from 1931 to 1940 and for Curtis Bay Towing. Boatman Godfrey was born in Frankford, Del. and was a resident of Philadelphia. Interment was in Carey Cemetery, Frankford. Surviving are his widow, Blanche and a daughter, Mrs. Harriet Freer, also of Philadelphia.



Johnny Robert Hagen, 28, died in Tampa, on Dec. 2, 1980. Brother Hagen joined the SIU in the port of New Orleans in 1968 sailing as an AB and cook. He was a 1968 Piney Point graduate. Seafarer Hagen was born in Tampa and was a resident there. Cremation took place in the Tri-County Crematory, Tampa. His ashes were scattered at sea. Surviving are his parents, Mr. and Mrs. Francis and Jackie Hagen of Tampa and a brother, William, also of Tampa.



Joseph Haton Hanks Sr., 53, died from an abscess in St. Mary's Hospital, Port Arthur on Jan. 19. Brother Hanks joined the Union in Port Arthur in 1962 sailing as a deckhand, tankerman and assistant engineer for Sabine Towing from 1955 to 1980. Boatman Hanks was born in Crowley, La. and was a resident of Orange, Tex. Interment was in Hillcrest Cemetery, Orange County, Tex. Surviving are his widow, Ruth; five sons, Joseph Jr., Arthur, Keith, Robert and Richard and three daughters, Linda, Dianne and Jessica.

Karl Howard Peters, 25, died of injuries in the Bayside Hospital, Virginia Beach, Va. on June 15. Brother Peters joined the SIU in 1979. He was born in Texas and was a resident of Virginia Beach. Burial was in Druid Ridge Cemetery, Pikesville, Md. Surviving are his parents, Mr. and Mrs. William J. and Barbara Peters of Virginia Beach.

Capt. Joseph Marino, 50, died of heart failure in the Northeast Medical Center, Boston on July 20. Brother Marino joined the former Atlantic Fishermen's Union in the port of Gloucester, Mass. in 1964. He was born in Gloucester and was a resident of Gloucester. Burial was in Calvary Cemetery, Gloucester. Surviving are his widow, Serafina; a son, Joseph Jr., a daughter, Michelle and his parents, Mr. and Mrs. Tony and Jennie Marino.



Sammie Aulds, 58, died of heart failure at home in Dayton, Tex. on Jan. 1. Brother Aulds joined the Union in the port of Houston in 1975 sailing as a cook for IOT. He was a veteran of the U.S. Navy in World War II. Boatman Aulds was born in Wilton, Okla. Burial was in Palms Park Cemetery, Dayton. Surviving are his widow, Lillie; two sons, Sammie Jr. and Reuben of Harris Creek, Tex. and two daughters, Vinla Regina and Laverne Steele.



Pensioner George Leon Bender, 77, passed away from a heart attack in the Overlook Hospital, Summit, N.J. on Nov. 6, 1980. Brother Bender joined the Union in the port of New York in 1963 sailing as a deckhand for the Erie-Lackawanna Railroad, Hoboken, N.J. from 1922 to 1969. He was born in Reading, Pa. and was a resident of New Providence, N.J. Surviving are his widow Gertrude and a son, George.



Pensioner Beirly Ashby Bodden, 81, passed away from arteriosclerosis in St. Joseph Hospital, Tampa; on Nov. 19, 1980. Brother Bodden joined the Union in the port of Tampa in 1956 sailing as an AB for 19 years. He was born in Grand Cayman Is., B.W.I. and was a resident of Tampa. Burial was in Sunset Memorial Cemetery, Hillsboro County, Fla. Surviving are his widow, Edna; a son, four daughters, 18 grandchildren and 16 great-grandchildren.



Pensioner William George Carter, 85 succumbed to a heart attack in West Jersey Hospital, Camden, N.J. on Aug. 23, 1980. Brother Carter joined the Union in the port of Philadelphia in 1961 sailing as a cook for Taylor and Anderson Towing. He was a veteran of the U.S. Marine Corps in World War I. Boatman Carter was born in Virginia and was a resident of Haddon Heights, N.J. Interment was in Lakeview Cemetery, Cinniminnison, N.J. Surviving are his widow, Hazel and two daughters, June and Kathryn.



Pensioner Manley Joseph Costa, 80, passed away from cancer in the Norfolk USPHS Hospital on Jan. 4. Brother Costa joined the Union in the port of Norfolk in 1961 sailing as a deckhand for McAllister Brothers. He was born in Spain and was a naturalized U.S. citizen. Burial was in Forest Lawn Cemetery, Norfolk. Surviving are his widow, Mary; a daughter, Mrs. Mary L. Childress and a grandson, Joe Casais Jr., both of Norfolk.



Pensioner Agnar Martin Andersen, 86, passed away from a heart attack in the Lund (Sweden) Hospital on Oct. 14, 1980. Brother Andersen joined the SIU in 1941 in the port of New York sailing as an AB. He sailed 37 years. Seafarer Andersen was born in Finnsnes, Norway, was a naturalized U.S. citizen and was a resident of Malmo, Sweden. Burial was in St. Pauli Cemetery, Malmo. Surviving are his widow, Fernande and a brother, Gerald of Heggen Finnsnes, Norway.



Pensioner Rudolph "Clifford" Evans, 69, died of a heart attack at home in the Bronx, N.Y. on Aug. 31, 1980. Brother Evans joined the SIU in the port of New York in 1955 sailing as a 3rd cook. He sailed for 24 years. Seafarer Evans was born in New Providence, the Bahamas and was a naturalized U.S. citizen. Interment was in Mt. Hope Cemetery, Hastings-on-the-Hudson, N.Y. Surviving are his widow, Margaret and a son, Alonzo of Nassau, the Bahamas.



Pensioner Thomas Rex Golden, 72, died of heart failure in St. Mary's Hospital, Port Arthur on Nov. 9, 1980. Brother Golden joined the Union in Port Arthur in 1955 sailing as a cook for Sabine Towing from 1942 to 1945 and from 1955 to 1972. He was born in Hillsboro, Tex. and was a resident of Groves, Tex. Burial was in Oakknoll Cemetery, Belleville, Tex. Surviving is his widow, Margaret.



Pensioner Alphonse Campbell, 78, passed away from natural causes in St. Vincent's Medical Center, Richmond, S.I., N.Y. on Dec. 3, 1980. Brother Campbell joined the former MC & S in 1945 in the port of New York. He was born in Atlanta, Ga. and was a resident of Staten Is., N.Y. Burial was in Douglass Cemetery, Staten Is. Surviving is his widow, Willie Mae.



Timmy Ray Ramsey, 20, was dead on arrival at the Memphis (Tenn.) Hospital from multiple injuries sustained in a car crash on Nov. 5, 1980. Brother Ramsey joined the Union in the port of Paducah, Ky. in 1978 sailing as a deckhand and mate for Orgulf Transportation from 1978 to 1980. He was born in Union City, Tenn. and was a resident of Memphis. Burial was in Forest Hill Cemetery, Memphis. Surviving are his widow, Sharon and his parents, Mr. and Mrs. Charles and Betty R. Ramsey of Memphis.



Pensioner Peter Pedersen, 90, passed away from heart failure in the Chateau Convalescent Center, Bryn Mawr, Pa. on Dec. 19, 1980. Brother Pedersen joined the Union in the port of Philadelphia in 1961 sailing as a deckhand for Sheridan Transportation and Taylor and Anderson. He sailed 28 years. Boatman Pedersen was born in Norway and was a naturalized U.S. citizen. He was a resident of Darby, Pa. Interment was in Glenwood Cemetery, Proomall, Pa.



Pensioner Jim Harper Morgan, 69, succumbed to cancer in the Wilson (N.C.) Memorial Hospital on Jan. 4. Brother Morgan joined the Union in the port of Norfolk in 1961 sailing as a mate for McAllister Brothers from 1951 to 1974. He was a former member of the UMWA in 1953. Boatman Morgan was born in Greene County, N.C. and was a resident of Norfolk. Burial was in Evergreen Memorial Gardens Cemetery, Wilson. Surviving are two sisters, Mrs. Bessie M. Wood of Lucama, N.C. and Mrs. Mattie De Busk of Norfolk.



Pensioner Emil Gottfried Pearson, 88, passed away on Oct. 31, 1980. Brother Pearson joined the Union in the port of New Orleans in 1957 sailing as a chief engineer for Coyle Lines. He sailed for 20 years. Boatman Pearson was born in Sankt Olaf, Sweden. Interment was in Sweden. Surviving is a cousin, Erik Linholm of Kristianstad, Sweden.



Pensioner Theodore Joseph Fortin, 82, passed away from heart failure in the New Orleans USPHS Hospital on Dec. 3, 1980. Brother Fortin joined the SIU in 1944 in the port of Boston sailing as a chief steward. He was a veteran of the U.S. Navy in World War I. Seafarer Fortin was born in Massachusetts and was a resident of Harahan, La. Burial was in the Garden of Memories Cemetery, Metairie, La. Surviving is his widow, Christine.



Pensioner Conrad Weeks, 93, passed away from natural causes in North Central Hospital, Bronx, N.Y. on Dec. 27, 1980. Brother Weeks joined the MC & S in 1943 on the West Coast sailing as a chief cook. He sailed 40 years. Weeks was born in Barbados, B.W.I. and was a resident of the Bronx, N.Y. Interment was in Woodlawn Cemetery, the Bronx. Surviving are a sister, Geraldine of New York City and a niece, Beatrice Lewis of the Bronx.



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Timmy Ray Ramsey, 20, was dead on arrival at the Memphis (Tenn.) Hospital from multiple injuries sustained in a car crash on Nov. 5, 1980. Brother Ramsey joined the Union in the port of Paducah, Ky. in 1978 sailing as a deckhand and mate for Orgulf Transportation from 1978 to 1980. He was born in Union City, Tenn. and was a resident of Memphis. Burial was in Forest Hill Cemetery, Memphis. Surviving are his widow, Sharon and his parents, Mr. and Mrs. Charles and Betty R. Ramsey of Memphis.



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Pensioner Jim Harper Morgan, 69, succumbed to cancer in the Wilson (N.C.) Memorial Hospital on Jan. 4. Brother Morgan joined the Union in the port of Norfolk in 1961 sailing as a mate for McAllister Brothers from 1951 to 1974. He was a former member of the UMWA in 1953. Boatman Morgan was born in Greene County, N.C. and was a resident of Norfolk. Burial was in Evergreen Memorial Gardens Cemetery, Wilson. Surviving are two sisters, Mrs. Bessie M. Wood of Lucama, N.C. and Mrs. Mattie De Busk of Norfolk.



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Pensioner Conrad Weeks, 93, passed away from natural causes in North Central Hospital, Bronx, N.Y. on Dec. 27, 1980. Brother Weeks joined the MC & S in 1943 on the West Coast sailing as a chief cook. He sailed 40 years. Weeks was born in Barbados, B.W.I. and was a resident of the Bronx, N.Y. Interment was in Woodlawn Cemetery, the Bronx. Surviving are a sister, Geraldine of New York City and a niece, Beatrice Lewis of the Bronx.



Russell Paul Schaefer Sr., 55, died of burns in the University of Southern Alabama Medical Center, Mobile on Jan. 5. Brother Schaefer joined the Union in the port of Mobile in 1958 sailing as an AB for GATCO in 1973, Mobile Towing from 1957 to 1981 and Crescent Towing in 1979. He was a veteran of the U.S. Navy in World War II. Boatman Schaefer was born in Pierpoint, Ohio and was a resident of Theodore, Ala. Interment was in Serenity Cemetery, Theodore. Surviving are four sons, Russell Jr. of Canton, Ohio, Joseph, Lawrence and William and two daughters, Wendy of Albuquerque, N.M. and Noel.



Pensioner Robert - Clarence Smith, 57, died of a heart attack in the Jo Ellen Smith Hospital, New Orleans on Nov. 13, 1980. Brother Smith joined the Union in the port of New Orleans in 1955 sailing as an oiler and engineer for Crescent Towing and IOT from 1954 to 1972. He was a former member of MEBA. Boatman Smith was a veteran of the U.S. Navy in World War II. Born in Chunky, Miss. he was a resident of New Orleans. Burial was in Fellowship Baptist Church Cemetery, Meridian, Miss. Surviving are his widow, Audrey; a son, Wesley and two daughters, Darlene and Janice.



Tony Miguel Valdez, 42, died in Louisville (Ky.) University Hospital of multiple injuries after being struck by a car on Dec. 9, 1980. Brother Valdez joined the Union in the port of Paducah in 1977 sailing as a lead deckhand for Southern Ohio Towing. He was a veteran of the U.S. Navy during the Vietnam War. Boatman Valdez was born in Eagle Pass, Tex. and was a resident of Louisville. Cremation took place in Pooks Crematory, Marshall County, Ky. Surviving is his widow, Juanita.



Pensioner Francis Detroyet Finch, 71, succumbed to cancer in the Mobile Infirmary on Aug. 13, 1980. Brother Finch joined the SIU in 1946 in the port of Mobile sailing as a bosun. He was born in Mississippi and was a resident of 8 Mile, Ala. Interment was in Forest Lawn Cemetery, Saraland, Ala. Surviving are his widow, Roselle and his mother, Blanche of Mobile.

Capt. Nicholas J. Novello, 62, died of heart failure in Gloucester, Mass. on Aug. 25. Brother Novello joined the former Atlantic Fishermen's Union in the port of Gloucester in 1964. He was a resident of Gloucester. Interment was in Calvary Cemetery, Gloucester. Surviving is his widow, Rosalie.



Pensioner Charles Edward Mendoein Lippold, 61, died of a heart attack in the San Francisco USPHS Hospital on Dec. 22, 1980. Brother Lippold joined the MC & S in the port of San Francisco sailing as a chief cook for the Matson Line. He first sailed on the West Coast in 1942. Lippold was a Portland, Ore. fireman from 1944 to 1955. Born in Iowa, he was a resident of Port Arena, Calif. Cremation took place in the Olivet Crematory, Colma, Calif. His ashes were scattered at sea. Surviving is a son, Roland of Redmond, Ore.



Pensioner Stephen Viddertsky, 79, passed away from pneumonia in the Good Samaritan Hospital, West Islip, L.I., N.Y. on Aug. 17, 1980. Brother Viddertsky joined the Union in the port of New York in 1960 sailing as a deckhand for the New York, New Haven and Hartford Railroad from 1922 to 1965. He was a former member of the MM & P from 1934 to 1960. Boatman Viddertsky was born in New York City and was a resident of the Bronx, N.Y. Interment was in St. Raymond's Cemetery, Bronx. Surviving is a son, Thomas of the Bronx.



Pensioner Eladio Juan Grajales, 66, was dead on arrival of heart disease at the West Jefferson Hospital, Marrero, La. on Nov. 6, 1980. Brother Grajales joined the SIU in 1944 in the port of Boston sailing as a chief steward and ship's delegate. Seafarer Grajales hit the bricks in the 1961 Greater N.Y. Harbor beef and the 1962 Robin Line strike. He was born in Ponce, P.R. and was a resident of Gretna, La. Interment was in St. Patrick's No. 1 Cemetery, New Orleans. Surviving are his widow, Amela; a son, Joseph of New York City and a daughter, Mrs. America Gacharna of Metairie, La.



Pensioner Otha Bryars, 60, died of heart disease in the Bay Minette (Ala.) Infirmary on Oct. 31, 1980. Brother Bryars joined the SIU in 1942 in the port of Mobile sailing as a FOWT. He was born in Perdido, Ala. and was a resident there. Interment was in the Guys Chapel Methodist Cemetery, Rabun, Ala. Surviving are his widow, Myrtice and six sons, Charles, Wayne, Kenneth of Montgomery, Ala., Michael, Franklin and Chester.

Pensioner Sam Larsen, 78, passed away from kidney failure in the Calumet (Mich.) Public Hospital on July 18. Brother Larsen joined the Union in the port of Frankfort, Mich. in 1966. He was born in Norway and was a resident of Calumet. Burial was in Lakeview Cemetery, Calumet. Surviving are his widow, Laura and a son, Arthur, of Tacoma, Wash.



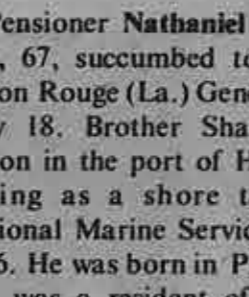
Hilton Seymour Midgett, 62, died of cancer in the Norfolk USPHS Hospital on Dec. 22, 1980. Brother Midgett joined the Union in the port of Norfolk in 1966 sailing as a deckhand and launchman for the Virginia Pilots Assn. from 1961 to 1974. Boatman Midgett was a veteran of the U.S. Coast Guard. He was born in North Carolina and was a resident of Norfolk. Burial was in the Miller Family Cemetery, Buxton, N.C. Surviving are his mother, Emma, a son, Dewayne and a brother, Jarris.



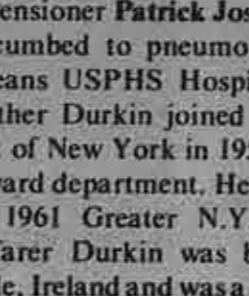
Pensioner Emery John Abshire, 66, died of a hemorrhage in St. Mary's Hospital, Port Arthur, Tex. on Dec. 9, 1980. Brother Abshire joined the Union in Port Arthur in 1963 sailing as a captain on the *Tug Hercules* (Sabine Towing). He sailed for Sabine from 1941 to 1977. In 1938, he was an AB for Harms Marine Service. Boatman Abshire was a former member of the NMU. A native of Gaydon, La., he was a resident of Port Arthur. Burial was in Greenlawn Cemetery, Port Arthur. Surviving is his widow, Sylvia.



Pensioner Joe Benjamin Brown, 71, passed away from natural causes in the Jewish Hospital and Medical Center, Brooklyn, N.Y. on Dec. 31, 1980. Brother Brown joined the SIU in 1946 in the port of New York sailing as a chief cook. He sailed 38 years. And walked the picketline in the 1961 N.Y. Harbor strike. Born in Birmingham, Ala., he was a resident of Brooklyn. Interment was in Rosehill Cemetery, Linden, N.J. Surviving are his widow, Lillian; a son, John and five daughters, Joanne, Cheryl, Sheila, Mary and Drucilla.



Pensioner Nathaniel Valentine Sharon, 67, succumbed to cancer in the Baton Rouge (La.) General Hospital on July 18. Brother Sharon joined the Union in the port of Houston in 1960 sailing as a shore tankerman for National Marine Service from 1948 to 1976. He was born in Plaquemine, La. and was a resident of Baton Rouge. Boatman Sharon was a veteran of the U.S. Army in World War II. Burial was in Resthaven Cemetery, Baton Rouge. Surviving are his widow, Edna and two daughters, Marylan and Cheryl.



Pensioner Patrick Joseph Durkin, 74, succumbed to pneumonia in the New Orleans USPHS Hospital on Oct. 21. Brother Durkin joined the SIU in the port of New York in 1951 sailing in the steward department. He hit the bricks in the 1961 Greater N.Y. Harbor beef. Seafarer Durkin was born in Carracastle, Ireland and was a resident of New Orleans. Durkin was a naturalized U.S. citizen. Interment was in the Gate of Heaven Cemetery, Mt. Pleasant, N.Y. Surviving is a sister, Mrs. Kathleen Flatley of the Bronx, N.Y.



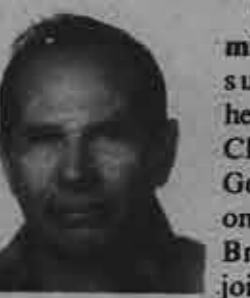
Albert Andrew Bluit, 28, died in Buffalo, N.Y. on July 27, 1980. Brother Bluit joined the Union in the port of Algonac, Mich. in 1979. He sailed as a deckhand. Laker Bluit began sailing in 1970 for Sea-Land and sailed on the Lakes since 1974. He sailed on the *M/V Nicolet* (Gartland Steamship) *SS Consumers Powers* and *SS Detroit Edison* (American Steamship) and on the barge *Buckeye* (Lake Transport). Bluit was born in New York City and was a resident of Centerport and Montauk, L.I., N.Y. Cremation took place in the Buffalo Crematory. Among those surviving are his parents, Mr. and Mrs. Thomas P. and Agnes Bluit of Brooklyn, N.Y.; a brother, Kenneth of Montauk, L.I., N.Y.; his uncle, SIU Algonac Port Agent Jack Bluit and his cousin, Tom Bluit.



Pensioner George J. O'Rourke, 81, passed away from injuries in Orange (N.J.) Memorial Hospital after being hit by a car on Feb. 9. Brother O'Rourke joined the SIU in 1943 in the port of New York sailing as a bosun. He sailed for 31 years. Seafarer O'Rourke was born in Ireland and was a resident of West Orange, N.J. Burial was in Gate of Heaven Cemetery, East Hanover, N.J. Surviving is his son, George of West Orange.



Pensioner Jerry Felix Pontiff, 71, died of heart failure on Feb. 4. Brother Pontiff joined the SIU in 1944 in the port of New Orleans sailing as a chief steward. He was born in Thibodaux, La. and was a resident of Marrero, La. Interment was in Westlawn Park Cemetery, Gretna, La. Surviving are his widow, Effie and a sister, Mrs. Adolph Shapiro of New Orleans.



George Altamirano Saddy, 59, succumbed to heart failure in the Chalmette (La.) General Hospital on Dec. 12, 1980. Brother Saddy joined the SIU in the port of New Orleans in 1968 sailing as an AB for Delta Line. Seafarer Saddy was born in Nicaragua, Central America and was a resident of St. Bernard, La. He was a naturalized U.S. citizen. Burial was in Lakelawn Cemetery, New Orleans. Surviving are his widow, Rosa, two sons George Jr. and Humberto and a sister, Layla of Bluefield, Nicaragua.



AB Rick Wright operating a crane on the deck of the *Transcolorado*.



The bulk carrier *Transcolorado* (Hudson Waterways) dockside at the Military Ocean Terminal in Bayonne, N.J.



OMU Alan Black takes five aboard the *Transcolorado*.

Transcolorado Heads to Med with MSC Cargo



Wiper James Murray (front) and Electrician John Persley want to make sure that the *Transcolorado's* apples and oranges aren't lemons.

The SS *Transcolorado* (Hudson Waterways) paid an infrequent visit to the New York area last month. The Military Ocean Terminal in Bayonne, New Jersey (MOTBY) was the freighter's calling point.

The *Transcolorado* is chartered to the Military Sealift Command (MSC). Her heavy-lift deck booms make her well suited for carrying military type cargo to ports all over the world. The vessel was just returning from the Far East via the U.S. West Coast and the Panama Canal. Her next trip is expected to bring her to ports-of-call in Europe and the Mediterranean.



SIU member Jurgen Gehre shipped Chief Electrician on the *Transcolorado*.



Loading stores before the *Transcolorado* started on her Far East run is Messman Tony Montalban.



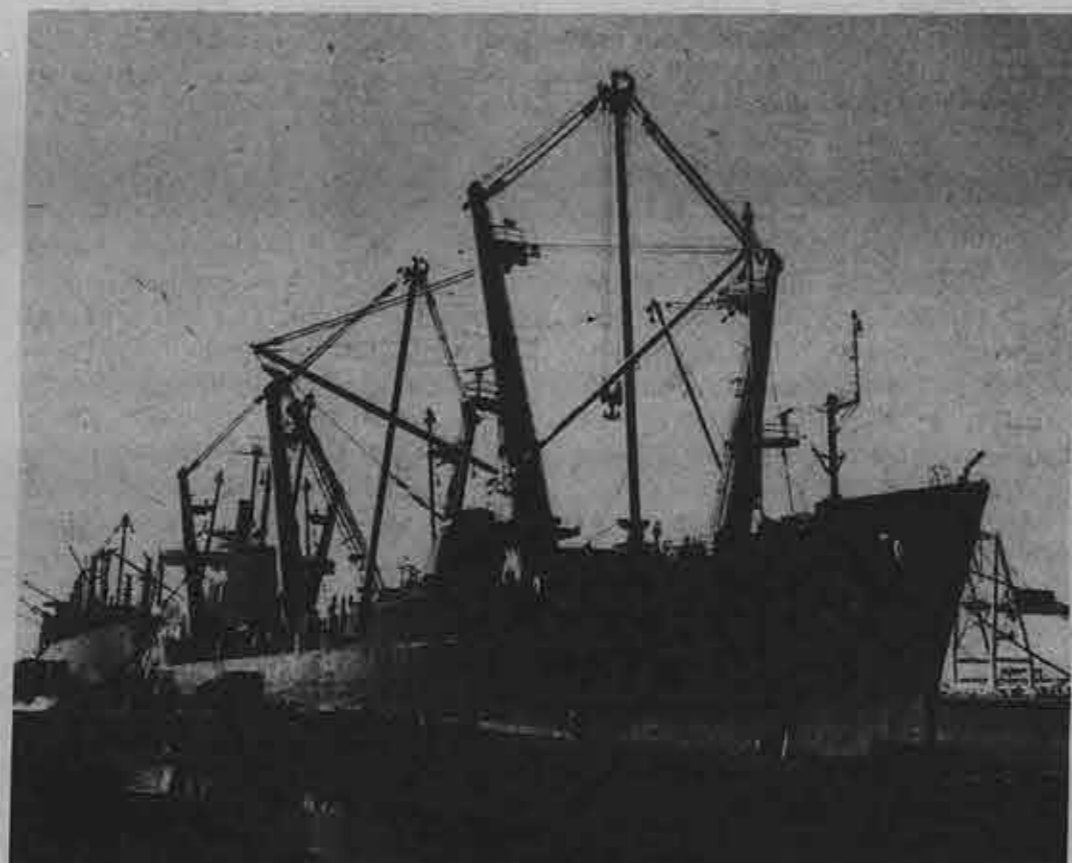
The *Transcolorado* loading military equipment at the Military Ocean Terminal in Bayonne. The vessel operates under charter to the Military Sealift Command.



There was plenty to do aboard the *Transcolorado* before the ship bid farewell to Bayonne—just ask Pantryman Adolphe Lamonthel!



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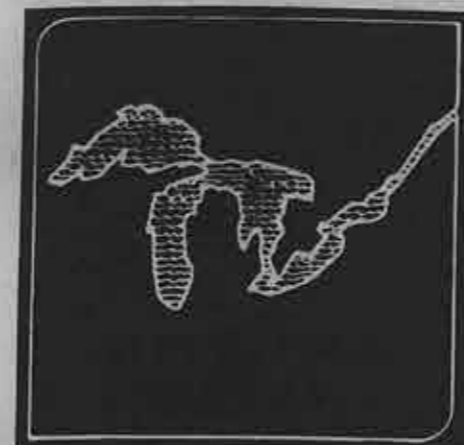
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The Lakes Picture

Algonac

The long-awaited demise of the C&O railroad carferries has taken yet another twist. The railroad has already abandoned the Milwaukee run and they're expected to abandon the Manitowoc run by June 20. That will leave the C&O carferries with one run, out of Kewaunee, Wisc., which will be abandoned sometime in 1983.

The abandonment of carferry services by the C&O could mean more jobs for Seafarers. The SIU-contracted Ann Arbor carferries, which run out of Frankfort, are expected to pick up the cargo slack when the C&O carferries stop running. The SIU crewed carferries, will not, however, continue the passenger end of the C&O's business.

That's where the new twist comes in. A lot of small businesses in Luddington, Mich., depend on the trade of those passengers. Since definite plans for the abandonment of the C&O carferries were announced, the Luddington business community has been pressuring the state of Michigan to move the SIU carferries to Luddington which they claim is a bigger, better port.

The Union's position is that it is more economical for the state to leave the carferries at the port of Frankfort and that a move will cause many problems.

The state has already lost a lot of money maintaining the C&O carferries. In fact they've been spending \$25,000 a month to keep one of the ferries idle.

Financially-pressed Michigan couldn't afford the cost of keeping the C&O afloat and they can't afford to justify the cost of unnecessarily moving the SIU carferries from Frankfort to Luddington.

It's fit-out time on the Great Lakes and it looks like another tight season for Lakes shipping. All the SIU-contracted vessels which ran last year are expected to operate this year as well but Algonac Port Agent Jack Bluit is "anticipating a tight season, at least until July." Bluit expects "75 percent of SIU seniority men will return to work," adding that "most Great Lakes companies, especially the steel companies, cut back on the number of vessels they'll be running." The reason is the continued slowdown in the auto and steel industries.

Almost all SIU Great Lakes contracts expire on June 15 of this year. The Union has sent letters of notification to all applicable Great Lakes shipowners concerning the start of contract negotiations.

Duluth

The fit out of SIU-contracted ships is progressing here. The *Merle M. McCurdy* (Kinsman) was completely fit out as of April 3. On that same date the afterends of the *Frank R. Denton* and the *C.L. Austin* (both Kinsman) fit out. Two American Steamship Co. thousand footers, the *Belle River* and the *Indiana Harbor* also fit out here early in April.

Chicago

The port of Chicago now has a field representative who'll be helping SIU members and their families with a wide range of problems and will also be maintaining contact with state and local elected representatives. He's Joe Fedora and we welcome him aboard.

St. Lawrence Seaway

The 1981 navigation season officially began with the opening of the St. Lawrence Seaway on March 25. This was the second earliest opening in the Seaway's 22 year history, coming one day later than 1980's opening date.

Seaway authorities said the waterway opened earlier than originally predicted because mild weather has caused rapid melting of ice. A second reason was said to be that maintenance work at two U.S. locks near Massena, N.Y., was completed earlier than expected. Shipping on the Seaway will be restricted to daylight hours until all navigational aids are in place, probably in about a week.

Winter Navigation

The controversy on a year-round shipping season for the Great Lakes—which has involved everybody from Congress and N.Y. Governor Carey to ex-Yippie leader Abbie Hoffman—among others, appears to have died a quiet death.

The Army Corps of Engineers sent a report to Congress "without recommendation" meaning the Corps refused to endorse a year-round shipping season.

There's general agreement that, in the words of an editorial which ran in the March 25 edition of the *Detroit Free Press* "what rear-round shipping will do is benefit a single steel company unduly, at great cost to the taxpayers."

No winter shipping on the Lakes "will mean a lot of business for the railroads," says SIU Port Agent Jack Bluit. "A lot of coal, grain, ore, etc., that move on Lakes' ships will be diverted to the railroads during the Lakes off-season." However, Bluit adds, all traditional ship cargo "will return to the ships when the Lakes re-open."

Shipping Programs

Parallel programs, aimed at improving the fortunes of Great Lakes shipping, have been introduced in Congress by Rep. James Oberstar (D-Minn.) and at a meeting of the Great Lakes Task Force.

Rep. Oberstar's bill, a compilation of several different bills introduced but not enacted during the last session of Congress would, in part:

- eliminate the interest owed to the government on the St. Lawrence Seaway debt so only the original investment need be repaid;
- require tariffs of those routing cargo through Canada to equalize the competitive edge Canadian shippers have over their U.S. counterparts;
- set up an interagency task force to conduct a two-year environmental study of the affects of winter shipping on the Lakes.

The Great Lakes Task Force's program includes, among other points:

- requiring 10 percent of all government-impelled cargoes to move through Great Lakes ports;
- government support of a program to move U.S. export coal through Great Lakes ports because such a program "is in the best interests of the country;"
- accelerated processing of port and channel dredging projects;
- a per diem subsidy system for U.S. bulk carriers which would apply to U.S. operators when engaged in U.S.-Canadian cross-Lakes trade but not when hauling strictly domestic cargo.

A MESSAGE FROM YOUR UNION



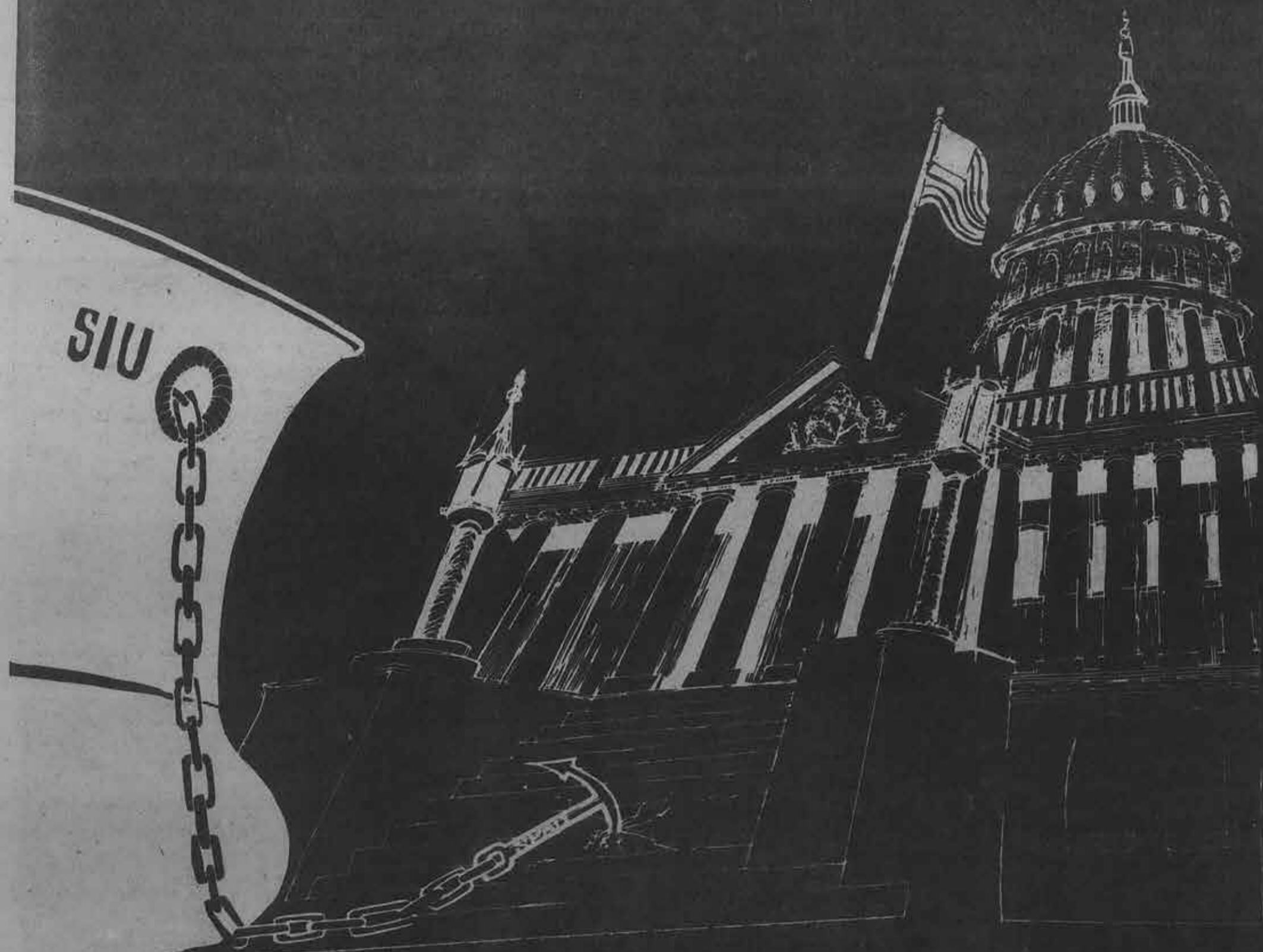
DON'T GET TANGLED UP WITH DRUGS IF CAUGHT, YOU LOSE YOUR PAPERS FOR LIFE!

Frank EVERS

Keep US Anchored in Washington



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April 1981



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