

SEAFARERS LOG

OFFICIAL PUBLICATION OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS, AFL-CIO

SIU Crews Step Up During Exercise



Seafarers from the *USNS Bob Hope* (photo at left) and *USNS Yuma* (above) earlier this year did their parts to help ensure the success of Defender-Europe 21, a large-scale exercise involving numerous countries. The *Bob Hope* (operated by U.S. Marine Management) is pictured in late March in Jacksonville, Florida, in preparation for the exercise (U.S. Army photo by Kimberly Spinner). The *Yuma*, crewed by CIVMARS from the SIU Government Services Division, is shown in early May in Albania, during the deployment (photo courtesy U.S. Military Sealift Command). *Page 7.*

More Contracts Ratified



This has been an exceptionally active year for the union's contracts department, and that pattern continued with the recent ratifications of three more collective bargaining agreements. New pacts are in place at Matson, Intrepid Personnel and Provisioning, and Argent Marine. Without exception, the new contracts boost wages and maintain or improve benefits. Pictured above are Seafarers aboard the Matson ship *Matsonia* (from left): Steward/Baker Raymond Lackland, Chief Cook Nadzeya Kuptsova and ACU J. Recaido. All voted in favor of the new Matson contract. *Page 4.*



Great Grub on Maersk Michigan

AB Fernando Haber appears pleased with the July 4 offerings aboard the Maersk Line, Limited, vessel. Additional photos of the crew and holiday spread are on *Page 4* (and on the SIU Facebook page).

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President's Report

Excellent Opportunities

Although the global COVID-19 pandemic is ongoing, there's a lot of discussion about what various workplaces will look like when it's finally, fully behind us. Employers and employees alike have seen the benefits of telework – and, if they're being honest, they've seen the drawbacks, too.



Michael Sacco

I'm sure there won't be a one-size-fits-all answer, simply because there are so many variables. Some jobs flat-out require hands-on, in-person work. Others could mostly be done without a traditional office, while many more are somewhere in between.

Since I got vaccinated, I've taken advantage of several chances to informally chat with workers from outside the maritime industry. Those conversations help me get a real-world feel for how our shipboard jobs compare to others that are out there.

While we're always striving for improvement, I believe – more strongly than ever – that we've got a lot to offer. With very few exceptions, our contracts steadily boost wages and help ensure safe working conditions. Our benefits are second-to-none. The Seafarers Health and Benefits Plan, for instance, processed nearly 11,000 claims for members and dependents in June alone, and those claims were worth millions of dollars.

The Seafarers Pension Plan is in fantastic shape, and eligible members can also take advantage of vacation benefits.

Best of all in my view, Seafarers can upgrade at our affiliated school in Piney Point, Maryland: the Paul Hall Center for Maritime Training and Education. The school is an open gateway for higher-paying jobs. We fought hard to make the school a reality, and I hope you share my pride in it.

Upgrading takes sacrifice, but in the long run it pays off. And I don't think you can find a similar opportunity in other industries, no matter where you go. Take advantage of the opportunities to increase your knowledge and make more money. Brothers and sisters, that's a winning formula, and it's a big part of what the SIU and the school offer.

You Delivered

The pandemic in some ways may feel like one big blur, but I want to point out that Seafarers delivered throughout this ordeal – and you continue getting the job done today. Going back to when this all started, we haven't had a single ship lay up due to lack of manpower. On that note, I thank our rank-and-file membership, our port agents, patrolmen and staff, and our area vice presidents and assistant vice presidents. As always, it has taken a total team effort to get the job done. And as always, you've come through.

Eye-Popping Numbers

If you've read these columns for any length of time, you know I pick my spots when it comes to tossing out statistics. They can be a little too convenient at times, and context is very important. (You may have heard the very old saying that there are three kinds of lies: lies, darn lies, and statistics.)

Nevertheless, this data hits like a sledgehammer, and I don't think it's open to misinterpretation. A closely estimated 99.5 percent of all COVID-19-related deaths in the United States occur among unvaccinated people, while 0.5 percent (half of one percent) of COVID deaths occur among vaccinated people.

As you let that sink in, consider it part of my monthly plea to anyone who's able to take the vaccine but hasn't yet done so. I got vaccinated and I believe the vaccines are safe and effective. They're essential to our continued ability to deliver. More importantly, they are proven life-savers.

Shipbuilders Honor U.S. Legislators

Association Bestows 'Maritime Leadership Awards' to Industry Stalwarts

Two legislators with long, steady histories of backing the United States maritime industry were honored recently in the nation's capital.

The Shipbuilders Council of America (SCA), the national association representing the U.S. shipbuilding, maintenance, and repair industry, on June 17 presented U.S. Sen. Richard Shelby (R-Alabama) and U.S. Rep. John Garamendi (D-California) with the SCA Maritime Leadership Award. According to the association, "The award is given annually to national leaders who demonstrate exemplary dedication and support for the U.S. shipbuilding and repair industry."

"The American maritime industry is fortunate to have had Sen. Shelby as a strong advocate in the U.S. Senate throughout his impressive career," said SCA President Matthew Paxton. "With this award, we recognize Sen. Shelby and his significant contributions and unwavering support for the industry, maritime workers, and the defense sector as he completes his final term."

As the vice chairman of the U.S. Senate Appropriations Committee, Shelby has been instrumental in support for naval shipbuilding as a critical component of the U.S. defense industrial base. He has also been a strong advocate for the domestic maritime industry as a whole, by voicing his support for the positive impact of U.S. shipbuilding on jobs and the economy throughout the country.

Shelby stated, "I am honored to receive this award on behalf of the Shipbuilders Council of America. The security of the nation must be our top priority, and the maritime industry is a critical part of our national defense. Our shipbuilders provide significant and essential support in the maintenance and modernization of our naval forces, our Coast Guard, and our commercial industry – creating thousands of good-paying jobs and driving economic growth in the process. I look forward to continuing to prioritize the work of our nation's shipbuilding industry."

After presenting Garamen-



U.S. Sen. Richard Shelby (R-Alabama)



U.S. Rep. John Garamendi (D-California)

di's award, Paxton said, "Rep. Garamendi has been a strong champion of the Jones Act and U.S. shipbuilding throughout his entire time in Congress. He understands the breadth of the domestic maritime industry and how the industry's success is critical to our economic and national security, which can most recently be seen in his efforts to ensure the domestic maritime industry has a leading role in the development of offshore wind."

"I'm honored to receive the 2021 Maritime Leadership Award," Garamendi said. "Supporting the U.S. maritime industry is critically important for our economy and national security. That's why I've spent my tenure in Congress fighting to end Congressional neglect of our maritime industry by introducing my 'Energizing American Shipbuilding Act,' which would recapitalize America's domestic shipbuilding and maritime industries by requiring increasing percentages of liquefied natural gas (LNG) and crude oil exports to be transported on U.S.-built ships. As a senior member of the House Committee on Transportation and Infrastructure, I will always fight to support our vital maritime industry."

Garamendi has been a strong proponent of the nation's shipyard industrial base and American maritime industry as a member of the House Transportation and Infrastructure Committee and four of its subcommittees, including the Subcommittee on Coast Guard and Maritime Transporta-

tion. In these roles, he advances his "Make it in America" agenda to create new middle-class jobs and rebuild infrastructure using American materials and workers. His role in developing legislation for the annual National Defense Authorization Act (NDAA) helped reaffirm Congressional support for the Jones Act and resulted in significant funds being put into the domestic maritime industry.

Garamendi has also been a champion of the defense industry, as well as the country's veterans and active duty members of the military, during his time serving as the Chairman of the Armed Services Subcommittee on Readiness, which oversees more than one-third of the Department of Defense's authorization.

Both legislators were given the awards during the SCA annual membership meeting.

SCA members "constitute the shipyard industrial base that builds, repairs, maintains and modernizes U.S. Navy ships and craft, U.S. Coast Guard vessels of all sizes, as well as vessels for other U.S. government agencies. In addition, SCA members build, repair and service America's fleet of commercial vessels," the association noted. "The Council represents 40 companies that own and operate over 82 shipyards, with facilities on all three U.S. coasts, the Great Lakes, the inland waterways system, Alaska and Hawaii. SCA also represents 87 partner members that provide goods and services to the shipyard industry."

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The Seafarers International Union engaged an environmentally friendly printer for the production of this newspaper.

Union Wins Major Arbitration Award

The SIU in late June won an arbitration decision that is expected to result in thousands of dollars' worth of overtime being paid to eligible Seafarers employed by Crowley Maritime and its subsidiaries.

New York-based arbitrator Jay Nadelbach on June 25 sided with the union in its efforts to secure compensation for mariners who were restricted to ship in domestic ports at any time from July 12, 2020 through August 25, 2020. It is unknown when payments will begin.

SIU Vice President Contracts George Tricker stated, "I truly believe that this case was nothing more than an honest difference of opinion about interpreting contractual language. It has been obvious throughout the pandemic that the company has the members' safety and best interests at heart. Nevertheless, I obviously agree with the arbitrator's decision, and look forward to eligible members being compensated."

As noted both during the March 23 hearing (conducted online) and in the ruling, this grievance proved unique. It centered on a pandemic-induced circumstance that simply hadn't been considered before last year – namely, that American mariners could be restricted to ship in U.S. ports.

Representing the SIU during the hearing were

Tricker and, from the union's legal department, Leslie Tarantola, Stan Dubin and Zachary Chase. The union and the company are in the process of identifying all unlicensed mariners who were aboard the company's vessels during that specific time, while the vessels were in domestic ports. The union will forward settlement checks to the respective ports where the mariners are registered, for distribution.





Health care professionals board a foreign-flag ship near New Haven, Connecticut, earlier this summer to administer COVID-19 vaccinations to crew members who want them. (Photo courtesy Hill Health Center)



AB Patricia Placek gets vaccinated while upgrading at the SIU-affiliated school in Piney Point, Maryland

Recent Cases Remind All: Pandemic Not Done

CDC Continues Strong Advocacy for COVID-19 Vaccinations

Worldwide progress against the COVID-19 pandemic is ongoing, but the union recently got some unwelcome reminders that it's definitely not finished.

Six Seafarers from the *Maersk Montana*, two from the *Millville* (Keystone) and three from the *USNS Curtiss* (Crow-

ley) tested positive for the novel coronavirus while aboard the respective vessels (as did some officers from each ship). All of them bounced back, but three from the *Maersk* ship had been hospitalized in Bahrain, including two who spent time in the intensive care unit.

Perhaps as if to underscore the im-

portance of vaccines, four of the five relief crew members sent for the *Montana* tested negative for COVID-19 before boarding. All had been vaccinated. The lone individual who wasn't vaccinated, tested positive (and therefore didn't sign onto the ship).

Across the United States, more than 159.3 million people had been fully vaccinated around press time, and nearly 25 million others had received the first dose of a two-shot regimen against the virus. Within the SIU, most (though not all) personnel at union headquarters, the hiring halls and the union-affiliated school in Piney Point, Maryland, had been fully vaccinated before Independence Day.

As previously reported, recently updated rules at the Paul Hall Center for Maritime Training and Education allow fully vaccinated individuals to leave the base, though numerous safeguards remain in place. The school also continues working with local health agencies to facilitate vaccinations for students and staff who want them.

Two other pandemic-related topics dominated recent headlines: the delta variant, and the question about whether vaccine boosters are needed.

On July 9, the U.S. Centers for Disease Control and Prevention (CDC) along with the U.S. Food and Drug Administration (FDA) issued a joint statement that rules out any current need for booster shots. The statement reads, "The United States is fortunate to have highly effective vaccines that are widely available for those aged 12 and up. People who are fully vaccinated are protected from severe disease and death, including from the variants currently circulating in the country such as Delta. People who are not vaccinated remain at risk. Virtually all COVID-19 hospitalizations and deaths are among those who are unvaccinated. We encourage Americans who have not yet been vaccinated to get vaccinated as soon as possible to protect themselves and their community.

"Americans who have been fully vaccinated do not need a booster shot at this time," the statement continued. "FDA, CDC, and NIH (National Institutes of

Health) are engaged in a science-based, rigorous process to consider whether or when a booster might be necessary. This process takes into account laboratory data, clinical trial data, and cohort data – which can include data from specific pharmaceutical companies, but does not rely on those data exclusively. We continue to review any new data as it becomes available and will keep the public informed. We are prepared for booster doses if and when the science demonstrates that they are needed."

Also on July 9, the CDC updated its "Guidance for COVID-19 Prevention in K-12 Schools," essentially advocating for a return to in-person instruction this fall.

In part, the updated guidance reads, "Vaccination is currently the leading public health prevention strategy to end the COVID-19 pandemic. Promoting vaccination can help schools safely return to in-person learning as well as extracurricular activities and sports. Masks should be worn indoors by all individuals (age 2 and older) who are not fully vaccinated. Consistent and correct mask use by people who are not fully vaccinated is especially important indoors and in crowded settings, when physical distancing cannot be maintained."

Moreover, as of mid-July, delta variant of COVID-19 was present in all 50 states and already had become dominant in many parts of the country. It had grown in prevalence by a factor of five in less than one month.

"Although we expected the delta variant to become the dominant strain in the United States, this rapid rise is troubling," CDC Director Rochelle Walensky said during a White House news briefing in early July.

Elsewhere, the International Transport Workers' Federation (ITF) continues spearheading efforts to improve vaccine access for mariners around the world. That work has proven successful in the U.S., where at least 20,000 foreign crew members had been vaccinated in 72 American cities as of early July, according to SIU Secretary-Treasurer David Heindel, who also chairs the ITF Seafarers' Section.

Presidential Encouragement



SIU President Michael Sacco addresses Seafarers, apprentices and other attendees July 6 at the membership meeting in Piney Point, Maryland. He encouraged people to get vaccinated against COVID-19 and also stressed the importance of taking advantage of the upgrading opportunities at the union-affiliated school.

Three New Contracts Undergo Ratification

Seafarers could be forgiven for wondering if there's a calendar somewhere that lists 2021 as the year of the contract.

Three more SIU agreements recently were ratified, on top of a half-dozen that were finalized earlier in the year – and more are on the way. The most recent pacts cover members at Matson Navigation, Intrepid Personnel and Provisioning (Crowley ATBs), and Argent Marine, respectively.

Matson

A new five-year agreement between Matson Navigation and the SIU has been reached. The new contract took effect July 1.

Highlights include yearly increases in wages and wage-related items, plus increased pension contributions and a conditional cost-of-living adjustment. In addition, members will receive increases to meal allowances, and gain the newest federal holiday, Juneteenth, which occurs on June 19 every year.

Representing the SIU on the negotiat-

ing committee were Vice President West Coast Nick Marrone and Port Agent Nick Marrone II. Also involved in their own respective negotiations were two SIUNA-affiliated unions: the Sailors' Union of the Pacific, represented by President Dave Connolly, and the Marine Firemen's Union, represented by President/Secretary Treasurer Anthony Poplawski.

Intrepid/Crowley ATB

SIU boatmen have ratified a new three-year agreement covering more than 250 Seafarers employed by Intrepid Personnel and Provisioning aboard company-operated articulated tug and barge units. The contract includes wage gains plus boosts to maternity leave benefits, subsistence and the reimbursement for safety shoes. Modifications to work schedules have been incorporated along with the consolidation of work rules. The agreement maintains Seafarers Health and Benefits Plan medical coverage at the top level (Core Plus), along with pension benefits.

The SIU negotiating team included Assistant Vice President Michael Russo, Assistant Vice President Kris Hopkins, Captain **Larry Soulier**, Chief Mate **Coronado Hickman**, AB **Chad Cunningham** and Engineers **Chris Surehoffer** and **Jimmy Broussard**.

Russo said, "It was a difficult negotiation, but the committee stood fast and we were able to hammer out a deal that was beneficial to all the members."

Argent Marine

The SIU also recently secured a new three-year contract with Argent Marine. The contract, negotiated by SIU Vice Pres-

ident of Contracts George Tricker and SIU Assistant Vice President Kris Hopkins, includes wage increases all three years, and maintains pension contributions throughout.

Hopkins described the bargaining as "tough but successful." He added, "Any time we can negotiate gains for our members, it is a good thing, and shows the company wants to do right by their employees."

Earlier in the year, the union secured new contracts with Inland Lakes Management, American Steamship Company, Crescent Towing, Seabulk Towing, OSG (inland), and Penn Terminal, among others.



Tolan is pictured near a Sea-Land ship many years ago (above) and, in the other snapshot, more recently.

Industry Pioneer Tolan Dies at 88

David J. Tolan, a longtime Sea-Land executive who helped modernize the American maritime industry, died July 6 in Cary, North Carolina. He was 88.

A former mariner, Tolan came ashore in 1957 to work for Alcoa Steamship Co., and became an industry stalwart for decades. His tenure included serving as senior vice president of labor relations at SIU-contracted Sea-Land from 1985 until he retired in 1999 (he subsequently opened a consulting business). Tolan's other posts with Sea-Land included executive vice president of the Americas Division and vice president of human resources.

Tolan also headed up organizations that negotiated key agreements with shipboard and shore-side labor unions, including the U.S. Maritime Alliance, the Carriers Container Council, and the American Maritime Association (which includes companies that are signatory to the SIU's standard contracts). He is also considered one of the pioneers of containerization.

SIU Executive Vice President Augie Tellez worked with Tolan many times.

"He was an honest guy," Tellez said. "He didn't play games and you always knew where he was coming from. I thought he was fair and he understood that a contract had to be a win-win."

Former Horizon Lines CEO Chuck Raymond told the *Journal of Commerce (JOC)*, "Dave was able to achieve incredible results through his creativity, energy and strong and compassionate understanding of the workplace and the special role laborers played in shipping worldwide."

Tolan received the Admiral of the Ocean Seas award from the United Seamen's Service in 2000. During the ceremony, he stated, "I've been involved with labor at every level for a long time and I have learned that the most important message we can give to the unions is



that real job security could only come from their ability and willingness to adapt to change."

One online remembrance of Tolan credited him with being "especially influential in building positive longshore labor relations on the East and Gulf Coasts after decades of strife."

A New York City native, Tolan sailed as a deck officer for six years. He graduated from the State University of New York Maritime College at Fort Schuyler.

Anthony Scioscia, who also worked as a senior labor relations official with Sea-Land, told the JOC that Tolan "was instrumental in aligning the union activities to the new container movement, including not just the longshore labor unions, but the seagoing unions as well. His efforts brought the labor movement and management into sync in terms of containerization and in doing so, he was very effective. The unions ... might not have agreed with him, but they certainly respected him."

Aboard Maersk Michigan

The Independence Day spread aboard the Maersk Line, Limited vessel was a big hit, as reflected by these photos (submitted by vessel master Capt. T. Pham). Visit the SIU Facebook page for additional snapshots.



QMED Joshua Bonita, QMED Fontanos Eillison, Capt. T. Pham



Chief Steward Gerard Cox, GVA Gene Ajoste



AB Carlos Zapata

Trumka Underscores PRO Act's Benefits

The head of America's largest labor federation recently said it's time to enact pro-worker legislation that would reshape the country for the better.

AFL-CIO President Richard Trumka, a longtime friend of the SIU, spoke June 29 during an online meeting organized by Jobs With Justice, a workers' rights organization. He recalled his own experience as a coal miner, and then explained the urgency of passing the Protecting the Right to Organize (PRO) Act, which is the labor movement's top legislative priority.

The U.S. House of Representatives already passed the bill, and President Biden is an outspoken advocate of it. However, support in the Senate has been stuck at slightly less than a majority, and the threat of a filibuster also looms.

Trumka said the AFL-CIO, to which the SIU is affiliated, believes that "the single best agent for change is the PRO Act. We must pass the PRO Act so that the 60 million workers who want to join a union right now can do so freely and fairly. We also recognize that the majority of working people are women and people of color. And when working people organize, the power of our unity eclipses the differences between us. That's why passing the PRO Act is not just about rising wages, it's about racial justice and gender justice, immigrant rights and LGBTQ rights. Collective action and collective power would lift more families and communities to a better life, in urban centers and Appalachia, in big tech and the American south. Like the New Deal and the civil rights movement, the PRO Act will have a multiplying effect, boosting efforts to fight climate change, win racial justice and fix our democracy."

But, he added, the labor movement can't do it alone. "We need a broader coalition to win — one as big and broad as the hopes and aspirations of the American people," Trumka stated. "You can't change America if you don't change our labor laws.... What we do in these next



AFL-CIO President Richard Trumka (left), pictured in a file photo, gave an impassioned speech earlier this summer about the value of the PRO Act. SIU President Michael Sacco (right) utilized one of his recent LOG editorials to strongly back the pro-worker legislation.

weeks and months and over the next year may well set the table for decades. And I am absolutely convinced that we have the public's support, the president's support and the resources and brainpower in each of our organizations to come together and shock the world."

Despite skepticism about the bill's prospects, Trumka said he's optimistic.

"Let me say this as clearly as I can," he de-

clared. "We passed the PRO Act in the House. The president has urged Congress to send it to his desk. And for that we need 50 votes in the Senate. Fifty real votes. Fifty senators that are not playing procedural games or looking to run out the clock. That's all we need. It's written right there in the Constitution plain as day — the Senate runs by a simple majority.

"This is not the time for excuses or equivo-

cation," he continued. "We need consistent, relentless forward motion.... Though on any given day we will have targets, this fight has to be a national fight in every state. Though we have a calendar, we must commit to fighting until we win. And we must be ready to lift up those who join us and hold those who stand in our way accountable, no matter which political party they come from."

He reminded attendees that the federation scheduled an action week for late July and encouraged broad participation.

Earlier in his speech, Trumka said the collective strength available through unions is what sold him on membership. He saw the benefits of a union contract in his own home and in his community in Pennsylvania.

"But in the years since, those rights have been hacked away," he said. "Workers who try to improve their lives are far too often met with retaliation, intimidation, loss of employment, and the list goes on. And this silencing of working people has profoundly hurt our country and threatened our democracy."

The erosion of workers' rights that has corresponded with drops in union membership harms America, Trumka said. Such deterioration has led to "wages held down for decades as profits skyrocket, and runaway inequality. Inequality of income, opportunity and most of all, power. Our democracy is hanging on by a thread as private equity billionaires fund legal attacks on voting rights and inspire actual terrorist attacks on our Capitol.

"This must change," he said. "America must build a future based on democracy — political democracy and democracy at work. We must make big, structural change that empowers all working people.... The stakes are as high as they could be: our economic future, our democracy. The PRO Act is the path to a brighter day, a stronger country and a future worthy of our children."

Aboard Cape Intrepid



Pictured aboard the Ocean Duchess vessel during a shipyard activation period (June 25-July 2) in Portland, Oregon, are (from left in each photo) (above) Chief Steward Ingra Maddox, Chief Cook Keesha Holloway and SA Abduljalil Ahmed; (below, left) GVA Ahmed Kassem and OS Malek Ahmed; and (below, right), (a Seafaring selfie) AB Antoine Kelly, GVA Ahmed Kassem, OS Malek Ahmed and Recertified Bosun LBJ Tanoa.



Week Highlights Need for Mariners, Ships

In early May, the United States Transportation Command (USTRANSCOM) announced it was partnering with the Center for International Maritime Security (CIMSEC) to solicit articles on strategic sealift. These articles were posted online during what was dubbed "Strategic Sealift Week" in late June, and included insights from eight different subject matter experts.

They examined different components of the American maritime industry, but concluded — without exception — that U.S. mariners and American-flag bottoms remain crucial to protecting national, economic and homeland security.

Salvatore R. Mercogliano focused on the history of the merchant marine, and the importance of civilian crews operating militarily-useful ships. Mercogliano, a former merchant mariner and an adjunct professor at the U.S. Merchant Marine Academy, pointed out, "Following the Vietnam War, the fleet of troopships and government-owned freighters were largely eliminated, with movement of personnel shifting to aircraft and contracts awarded to American shipping companies to handle cargo. [The Military Sealift Command] also rediscovered an old mission when the oiler *Taluga* was transferred to their control and the Navy crew replaced by merchant mariners. Civilian crews on Navy supply ships date back to the age of sail, and in the modern Navy to 1899, when the fuel ship *USS Alexander* received a merchant marine crew. That mode of crewing ended at the start of the First World War. But with the Navy facing personnel issues and the priority to crew warships over auxiliaries, the Navy resurrected this concept.

"Over the span of decades, civilian crewing of auxiliaries grew with MSC operating not only shuttle ships — those that provide fuel and supplies from shore facilities — but to station ships providing underway replenishment to strike groups," he continued. "The first MSC station ship went online in 1991. By the time of the Iraq War in 2003, half of the oilers, store and ammunition station ships supporting strike groups were operated by MSC. In 2010, the last Navy auxiliary transitioned over to civilian merchant marine crews. This change, along with a realignment of missions in the mid-1990s that transferred container operations to U.S. Transportation Command, oriented MSC to more of a Navy fleet support vice cargo mission."

James Caponiti addressed the importance of civilian mariners. Caponiti, a 37-year veteran of the Maritime Administration, said, "The availability of a trained and qualified mariner pool sufficient to support the activation and operation of the U.S. Government's surge sealift assets is a key element of U.S. strategy and planning. This organic lift includes the Maritime Administration's (MARAD) Ready Reserve Force (RRF) which currently numbers 41 ships and the Military Sealift Command's (MSC) 19 Large Medium-Speed Roll-on Roll-off ships (LMSRs). These vessels are maintained by commercial ship managers in prescribed levels of readiness and outposted in reduced operating status (ROS) in commercial berths or in government facilities, available to be activated when crises arise. To promote readi-

ness and to enable rapid transition to operational capability, ROS vessels are partially crewed while idle. Once activated and fully crewed, all of these assets, RRF and LMSR alike, fall under MSC's operational control. The surge sealift capabilities comprised from these vessels enable deployment of combat forces in the early stages of a conflict. Of course, the vessels themselves are essentially useless without trained civilian crews to maintain and operate them.

"The government relies on a partnership with U.S.-flag operators and maritime labor organizations to assure access to commercial sealift capability and civilian merchant mariners," he continued. "The investment also works to ensure the continued viability of both a U.S.-flag fleet engaged in international trade and the pool of seafarers to crew those vessels. Without a viable U.S.-flag commercial fleet, and the American merchant mariners this fleet supports, the United States would be unable to deploy and effectively sustain its military forces on a global basis."

Dan Gouré, Ph.D., a vice president at the public-policy research think tank Lexington Institute, described the importance of recapitalization. "Over the past several decades, the number of hulls in the government-owned portion of the strategic sealift fleet (the RRF and MSC) has declined and those that remain are aging badly," he explained. "In testimony, the then-MARAD Administrator (Mark) Buzby warned the House Armed Services Committee that the RRF and MSC surge sealift fleets, about half of the total strategic sealift capability available to the military, are aging severely and in need of recapitalization. To underscore the problem, MARAD and MSC conducted a 'turbo activation' exercise designed to test their ability to surge for a major contingency in September 2019. Of the 39 vessels that were called on to support the exercise, only 25 were ready for tasking and just 16 were able to operate at the expected level of performance. (Seafarers LOG editor's note: None of the perceived shortfalls during the activation involved the crews, but instead the vessels themselves.)

"This test simulated what is possibly the most serious vulnerability the U.S. military faces in preparing for a high-end conflict," he continued. "The lack of adequate strategic sealift could outright negate the billions of dollars the U.S. military is investing in next-generation platforms and weapons systems. The military will not be able to get these 'wonder weapons' to the fight or support them if they are deployed. According to the U.S. Army's G-4 logistics directorate: 'Without proactive recapitalization of the Organic Surge Sealift Fleet, the Army will face unacceptable risk in force projection capability beginning in 2024.'"

He concluded, "It should seem obvious that the recapitalization of the strategic sealift force should be at the top of the Pentagon's list of modernization objectives. If DoD truly desired to fully secure its strategic sealift capability, it would actively work to do so by recapitalizing the U.S. sealift fleet with ships designed and built in the United States."

Maj. John Bowser stressed the importance of the nation's sealift capabilities, citing potential conflict with China.



UMWA President Cecil Roberts (left) and MTD Executive Secretary-Treasurer Daniel Duncan rally with striking Mine Workers in Alabama

USW Local 13-423 Secretary-Treasurer Karla Konning (left) and President Darrell Kyle (center) receive the MTD strike fund donation from Fr. Sinclair Oubre.

MTD Stands in Solidarity with Union Strikers

The Maritime Trades Department (MTD) recently expressed its support for 1,100 striking Mine Workers (UMWA) in Brookwood, Alabama, who have entered their third month on the picket lines against Warrior Met Coal.

The SIU is an affiliate of the MTD, which is a constitutional department of the AFL-CIO. SIU President Michael Sacco also serves as MTD president.

MTD Executive Secretary-Treasurer Daniel Duncan joined several picket sites, then participated in a solidarity rally on June 23 just west of Birmingham, Alabama. He told the Mine Workers (an MTD affiliate) that the department,

its affiliates and its port councils would stand with them until they return to work. In addition to the words and action, the MTD presented UMWA President Cecil Roberts with a check for the strike fund.

The miners have been on strike since April 1, seeking better pay and benefits. The UMWA negotiated a contract with Warrior Met five years ago that reduced wages and benefits in order to keep the mines operating when that company took over for bankrupt Walter Energy. The coal is used for steel production in Asia, Europe and South America.

The union noted on its website, "While upper management was getting

bonuses, UMWA miners took pay and benefit cuts."

Just a day before Duncan was in Alabama, about one dozen of the strikers marched in front of three hedge fund headquarters along Wall Street in New York City. Dressed in the union's camouflage logo T-shirts, they were joined on those lines by Association of Flight Attendants-CWA President Sara Nelson and Retail, Wholesale and Department Store Union President Stuart Applebaum. (Applebaum was returning the solidarity shown by the Alabama UMWA members during the recent effort to organize an Amazon distribution center in nearby

Bessemer.)

UMWA District 20 International Vice President Larry Spencer announced during the rally that talks would resume in July.

Meanwhile, 650 United Steelworkers (USW) from Local 13-423 have been walking picket lines since May 1 when ExxonMobil locked them out of its Beaumont, Texas, refinery.

The MTD also sent support to the local's strike fund as the USW is an affiliate. Father **Sinclair Oubre**, an SIU member who is the Diocesan Director for the Apostleship of the Sea in Beaumont, presented the MTD donation to Local 13-423's officers.

New SAB Allows For Extended Tours

As announced during the July membership meetings, the Seafarers Appeals Board (SAB) recently took action that extends the maximum tour of duty for A- and B-seniority Seafarers above entry ratings. This step was taken due to ongoing effects of the global COVID-19 pandemic.

Full text of the new regulation follows.

SEAFARERS APPEALS BOARD Action Number 484 (Setting Specific Parameters for Action 481)

WHEREAS, Article IX entitled Shipping Rules, Sections 7. and 9. grant the sole and exclusive authority to administer and/or amend the shipping rules to the Seafarers Appeals Board; and

WHEREAS, by prior action the Seafarers Appeals Board has amended the Shipping Rules to secure and maintain an adequate supply of qualified and trained personnel aboard various U.S.-flagged vessels, in particularly Action Number 481 which suspended Shipping Rules 2, 4 and 5 to be in sync with established Coronavirus Precautionary Protocols; and

WHEREAS, pursuant to this grant of authority and in accordance with the current state of emergencies declared by the Federal Government and by the majority of U.S. States and taking into account world-wide conditions and emergencies resulting from the COVID-19 pandemic the Seafarers Appeals Board has decided, while adhering to the provisions of Action 481, to implement specific altered tours of duty within suspended Shipping Rules 2, 4 and 5.

NOW THEREFORE, with the afore-

mentioned in mind the Seafarers Appeals Board hereby takes the following additional actions regarding specified "A" Seniority Permanent & Trip Reliefs and "B" Seniority.

■ **Amend Article IX, Rule 2. Shipping Procedure, G. (17.). (a)** to provide for the following specific extension of "B" Seniority maximum employment as specified below.

(17.) (a) Except as specifically provided for herein or by SAB action, seamen with Class "B" seniority ratings, shipped pursuant to these Rules, may retain such jobs for three hundred and sixty (360) days and shall request a relief before their one hundred and eightieth (180th) day of employment. At the termination of such round trip or on the first opportunity following the three hundred and sixtieth (360th) day on the job, such seamen shall sign off their vessels and the vacant job shall be referred to the Union hiring hall. Such retention may be extended sixty (60) days when mutually agreed to between the Union and the Company.

The remainder of this rule shall remain in full force and effect within the alterations of SAB Action 481

■ **Amend Article IX, Rule 5 Preference and Priority, A., (13.) Trip Reliefs and Permeant Ratings** to extend the maximum tour of duty for "A" Seniority Seamen. This Action shall not amend the seventy-five (75) day criteria for designation as "Permanent" nor the list of those that may be deemed as permanent.

(a) The following specified ratings enumerated in this subsection (a), possessing Class "A" seniority, upon completing a tour of duty aboard a specified vessel of no less, or as close to, seventy-five (75)

days and no more, or as close to, one hundred and eight (180) days, shall be designated as having permanent status for such vessel and shall request a relief of no less, or as close to, forty-five (45) days and no more, or as close to, sixty (60) days depending on the vessel's schedule of operations, upon the vessel's arrival at a port in the Continental United States or Puerto Rico or other mutually agreed to port. Subsequent tours aboard the vessel for permanent personnel shall be between seventy-five (75) and one hundred and eighty (180) days duration as agreed by the seaman and the Company at time of their sign-on for each tour. Transportation expenses for the seaman requesting a relief and the seaman providing a relief shall be borne by the Company.

The remainder of this rule shall remain in full force and effect within the alterations of SAB Action 481

■ **Amend Article IX, Rule 5 Preference and Priority, A., (13), (r), (2) & (4) Tanker Employment (2) ["A" Seniority]** During the specific period of employment their tours of duty shall be scheduled at approximately a two-to-one employment ratio with time on of no less, or as close to seventy-five (75) days and no more, or as close to one hundred and eighty (180) days of employment between periods of time off of no less, or as close to forty-five (45) days and no more, or as close to sixty (60) days of time off. Work schedules may be modified subject to the vessel's operational necessities, and as mutually agreed to between the Union and the Company. Transportation expenses for the seaman requesting a relief and the seaman providing a relief shall be borne by the Company.

(4) Seamen possessing Class "B" employment seniority employed above the Entry Level aboard tanker class vessels in the domestic trades upon mutual consent may request a relief of forty-five (45) days upon completion of no less than ninety (90) days employment. Subsequent tours of duty shall be no less than

ninety (90) days and no more than one hundred and eight (180) days, based on vessel necessity.

The remainder of this rule shall remain in full force and effect within the alterations of SAB Action 481

■ **Amend Article IX, Rule 5 Preference and Priority, A., (13), (t), (2) & (4) Freightship Employment**

(2) ["A" Seniority] During the specific period of employment their tours of duty shall be scheduled at approximately a two-to-one employment ratio with time on of no less, or as close to seventy-five (75) days and no more, or as close to one hundred and eighty (180) days of employment between periods of time off of no less, or as close to forty-five (45) days and no more, or as close to sixty days (60) of time off. Work schedules may be modified subject to the vessel's operational necessities, and as mutually agreed to between the Union and the Company. Transportation expenses for the seaman requesting a relief and the seaman providing a relief shall be borne by the Company.

(4) Seamen possessing Class "B" employment seniority employed above the Entry Level may request a relief of forty-five (45) days upon completion of no less than ninety (90) days of employment. Such relief will only be provided in a domestic port and subject to the vessel's operational necessities. Transportation if any shall be borne by the seaman requesting and the seaman providing relief. Subsequent tours of duty shall be no less than ninety (90) days and no more than one hundred and eight (180) days, based on vessel necessity.

The remainder of this rule shall remain in full force and effect within the alterations of SAB Action 481

This action will be reviewed every fourteen days and will be kept in place until such time that the parties have determined that the current emergency no longer exists.

SIU Crews Help Ensure Success of Military Exercise

A pair of SIU crewed vessels, the *USNS Bob Hope* and *USNS Yuma*, played key roles in the recently completed Defender-Europe 21, an annual, large-scale U.S. Army Europe and Africa-led, multinational, joint exercise.

Conducted from March through June, Defender-Europe 21 was designed to build strategic and operational readiness and interoperability between U.S. and NATO allies and partners by testing America's ability to move troops, cargo and vehicles overseas. The exercise involved some 30,000 U.S. troops (members of the National Guard and U.S. Army Reserve included) along with allied and partner forces from 27 nations.

The *Bob Hope*, a large, medium-speed, roll-on, roll-off ship (LMSR) operated by U.S. Marine Management, in early March sailed out of the Pacific northwest before loading in the Ports of Jacksonville, Florida, and Portsmouth, Virginia, on its way across the Atlantic to the Adriatic Sea in Durres, Albania. The vessel's cargo comprised more than 700 pieces of Army light infantry brigade equipment including Humvees, trucks, and light artillery. The *USNS Yuma*, an expeditionary fast transport vessel crewed by members of the SIU Government Services Division, also participated in the exercise.

Once the *Bob Hope* and its cargo arrived in Europe at its predetermined location, crew members aboard the vessel and personnel from several other deployed military units took part in a Joint Logistics Over the Shore Operations (JLOTS) exercise. Such exercises test and hone the Army's and Navy's capabilities to conduct ship-to-shore logistics and open a strategic port to support surge forces and equipment. JLOTS maneuvers allow U.S. strategic sealift ships to anchor near coastlines and download combat equipment and forces for transport to shore when existing ports are inadequate or damaged, or if access is denied. JLOTS watercraft can also be used to reposition units and materials within a theater.



The *Bob Hope* prepares to discharge military equipment onto floating platforms during Defender-Europe 21.

During this JLOTS exercise, the *Bob Hope* discharged more than 800 pieces of equipment using Navy floating causeway ferries and Army Logistics Support Vessels to deliver cargo to the shore. Equipment was also transported by the *UNSN Yuma* and a British roll-on/roll-off ship to Zadar, Croatia, demonstrating distributed logistics as part of the JLOTS exercise. The Navy also used the Amphibious Bulk Liquid Transfer System to stream fuel from a barge to a tank on shore, the Army's Fuel System Supply Point.

Personnel from the U.S. Transportation Command (USTRANSCOM) also participated in the JLOTS, and the role they played was vital. Essentially, USTRANSCOM was tasked with assessing the capability and interoperability of the Army and Navy in delivering this critical capability to a geographic combatant commander.

"Our ability to integrate the Army and

Navy for ship-to-shore logistics is essential, and JLOTS is one way we exercise and improve this capability," said U.S. Army Gen. Stephen R. Lyons, commander of USTRANSCOM, in a command new release on Defender-Europe 21. "We must be ready to respond to crisis on a moment's notice and project the Joint Force anywhere across the globe."

With 85 percent of U.S. forces based in the United States, nearly 90 percent of military equipment is expected to deploy via sealift in a major conflict. JLOTS exercises test the Joint Force's ability to move from the U.S. to various locations around the world and open a logistics hub to provide vital supplies, equipment, and forces to support military operations or humanitarian assistance during disaster relief missions.

"The strategic significance of exercising a port opening alongside our allies and

partners in southeastern Europe and surging forces and equipment onward underscores USTRANSCOM's mission to provide a large-scale response anywhere in the world, in order to assure our allies, deter our adversaries, and ensure our national leaders always have options," added Lyons.

SIU members aboard the *Bob Hope* just before, during and just after the exercise period included: Bosun **Bryan Hayden**; ABs **Joseph Eaton**, **Harsono Saratoga**, **Rommel Ines Martinez-Arriola** and **Damon Zschoche**; Ordinary Seamen **Xavier Brown**, **Elbert Irvine III** and **Tomesha Wood**; QMED **Ryan Palmer**, QEE **Terrell Cuffee**, QE4s **Gabriel Freeman** and **Jason Fuller**, Wiper **Abdulrehman Shayef**, Chief Cook **Joseph Huls**, ACU **Brandy Griffin**, SAs **Raenell Brewster**, **Kaberlyn Daniel**, and **Arkala Williams**; SB **Kenneth Epps** and Storekeeper **Joedy Lee**.

Heartfelt Gift from the Crew of the MV Capt. David I. Lyon



While the *MV Capt. David I. Lyon* (Sealift) was in Palau earlier this summer, the crew chipped in and had a local "storyboard" made for Jeannie Lyon, mother of the vessel's namesake. The wooden board is 18 by 27 inches and depicts the story of the breadfruit tree. Capt. David Lyon, a logistics officer from Peterson Air Force Base, Colorado, was killed in action in Afghanistan Dec. 27, 2013. The ship was named in his memory in January 2015.



Artist's rendering (above) of future *USNS Robert F. Kennedy*. In photo at right, longtime shipyard employee Francisco Medina (right) oversees the ceremonial cut of the first piece of steel for the new ship. (All images courtesy General Dynamics NASSCO)

Construction Starts on USNS Kennedy

New jobs for CIVMARS from the SIU Government Services Division are on the horizon following the recent start of construction on the *USNS Robert F. Kennedy* in San Diego.

The *Kennedy* is being built at General Dynamics NASSCO, a union shipyard, for the U.S. Military Sealift Command (MSC). It's the fourth in a series of six John Lewis-class fleet oilers. The others are the *USNS John Lewis*, *USNS Harvey Milk*, *USNS Earl Warren*, *USNS Lucy Stone* and *USNS Sojourner Truth*.

Designed to transfer fuel to U.S. Navy carrier strike group ships operating at sea, the 742-foot vessels have a full load displacement of 49,850 tons, with the capacity to carry 162,000 barrels of oil, a significant dry cargo capacity, aviation capability and up to a speed of 20 knots. Each ship will have accommodations for up to 125 individuals.

Due to COVID-19 precautions, the

shipyard hosted a hybrid online/in-person ceremony to kick off construction. Francisco Medina, a longtime NASSCO employee, initiated the first cut of steel that will be used to construct the vessel.

"Today, we celebrate a time-honored tradition that marks the beginning of production for the ship and to celebrate the life and service of the ship's namesake *Robert F. Kennedy*," said Dave Carver, president of General Dynamics NASSCO. "This ship represents the thousands of men and women who have worked hard to make this ship class a success."

Kennedy was a Navy veteran, former U.S. Attorney General and U.S. Senator from New York. "*USNS Robert F. Kennedy* will provide significant contributions to the fleet, serving as the primary fuel pipeline to refuel ships at sea. The building of the John Lewis-class ships marks an important milestone in enhancing our Navy's fleet

capabilities and providing critical support to our Sailors," said John Lighthammer, a program manager for the Navy.

According to the U.S. Congressional Research Service, "Although the role of fleet oilers might not be considered as glamorous as that of other Navy ships, fleet oilers are critical to the Navy's ability to operate in forward-deployed areas around the world on a sustained basis. The U.S. Navy's ability to perform UNREP operations in a safe and efficient manner on a routine basis is a skill that many other navies lack. An absence of fleet oilers would significantly complicate the Navy's ability to operate at sea on a sustained basis in areas such as the Western Pacific or the Indian Ocean/Persian Gulf region."

The *USNS John Lewis* was launched earlier this year, while the *USNS Harvey Milk* and *USNS Earl Warren* are under construction.



General Dynamics NASSCO President Dave Carver joins the ceremony virtually.



Spotlight on Mariner Health

Hypertension: Know the Risks

Editor's note: This article was provided by the Seafarers Health and Benefits Plan Medical Department.

There are several important considerations about blood pressure that can help individuals avoid related problems.

Remember that blood pressure is more than just a number that is written in one's medical chart. Hypertension is one of the most pressing public health challenges around the world. It is clearly recognized as the biggest contributor to the burden of disease in society today.

A person's blood vessels are like a series of pipes in a home. These pipes/blood vessels deliver needed blood, nutrients, and oxygen to all the organs in the body. If the pressure in the vessels becomes too high, it can damage that vessel or what it connects to — such as the heart, brain, and kidneys.

Blood pressure must be controlled to maintain the health of the body and the organs in that body. High blood pressure is a big deal!

Blood pressure tends to increase as people age. It rarely causes any symptoms until it is too late. Keeping a check on one's blood pressure is key to maintaining his or her overall health.

Hypertension affects about 121 million adults in the United States, per the American Heart Association. It is defined as a systolic blood pressure (top number) of 130 or higher or a diastolic pressure (bottom number) of 80 or higher that stays high over a period of time.

It is recommended that people who

have a family history of high blood pressure, heart disease, stroke, or kidney disease pay very close attention to their blood pressure and follow up with their doctor for any treatments. People can reduce the risk of hypertension by maintaining a healthful body weight, exercising, not smoking, and avoiding stressors.

Managing hypertension will protect a person's brain and reduce the risk of stroke. It also decreases the likelihood of dementia and boosts cognitive function.

Limiting one's fat and sodium intake are very important in a person's diet. Balancing sodium and potassium intake is crucial to help in the regulation of blood flow through the blood vessels and cells in the body.

The DASH or Mediterranean diet offers a healthy balance of nutrients, potassium-rich foods, and low-fat dairy products.

Little changes in one's daily routines can make a big difference in a person's life. Control body weight, and get some type of exercise daily. Walking will increase heart rate and cardiac output to help nourish the vessels and organs of the body. It also helps to relieve stress.

Moreover, smokers have higher blood pressure, on average, than non-smokers.

There are many new medications on the market today to help with the control of hypertension. Follow your doctor's advice and keep appointments so that he or she can monitor you and adjust medications as needed. Stay active and be informed on your blood pressure so that you can be healthy!

Healthy Recipe

Baked Cod with Coconut Basil Sauce Servings: 25

Main Ingredients

- 7 1/2 pounds cod fillet
- 1/4 cup gallic pepper seasoning
- 1 tablespoon kosher salt
- 3 tablespoons olive oil

Sauce Recipe

- 1/4 cup garlic, minced fine
- 3/4 cup onion, small chopped
- 3/4 cup red bell pepper, chopped
- 1 quart coconut milk
- 1/4 cup chili paste
- 2 tablespoons ginger root, peeled and grated
- 1 1/2 teaspoons lime juice
- 1 1/2 teaspoons kosher salt
- 1/4 cup green onion, sliced
- 1/2 cup basil, fresh, chopped

To Make Sauce:

Preheat sauce pan over medium heat. When several drops of water sprinkled in pan skitter and dissipate, add garlic, onions and peppers. Saute for 3-4 minutes until softened. In a bowl, mix coconut milk, ginger, chili paste, lime juice and salt. Add to pan and cover. Then reduce heat to low and cook sauce for 5-7 minutes. Reduce sauce slightly and thicken. Turn off heat. Add scallions and basil leaves. Taste and adjust seasonings as needed.



To Cook The Cod:

Cut the cod into 5oz. fillets. Drizzle olive oil evenly over the cod. Season with garlic pepper and kosher salt. Place the seasoned cod into 2" hotel pans. Bake in a 350° F oven for 15 minutes, uncovered. Internal temp. of 145° F. Pour off any excess liquid from the cooked fish. Sauce each fillet with the coconut basil sauce. Serve hot.

Per Serving (excluding unknown items): 229 Calories; 12g Fat (46.1% calories from fat); 26g Protein; 5g Carbohydrate; 2g Dietary Fiber; 59mg Cholesterol; 435mg Sodium. Exchanges: 0 Grain (Starch); 3 1/2 Lean Meat; 1/2 Vegetable; 0 Fruit; 2 Fat.

(Recipe courtesy of Paul Hall Center's Seafarers Harry Lundeberg School of Seamanship)

REC New York Closes Doors for Relocation

Regional Exam Center (REC) New York's historical location in the Battery Park building is undergoing a major renovation that is expected to last a minimum of 12 months. During the renovation, REC New York is being relocated to an alternate office space in lower Manhattan. To affect this move, the REC examination room was closed on Monday, June 28, 2021, and is expected to reopen in the new location on Monday, July 26, 2021. During this closure, mariner applications may still be e-mailed to RECNY@uscg.mil.

Mariners seeking to complete examinations during this period should consider testing at another REC. Additional REC locations and application submission information can be found on the National Maritime Center (NMC) website.

The new location for REC New York is 201 Varick St., 9th Floor, Suite 904, New York, NY 10014. The NMC will issue additional information and update the NMC website confirming the reopening date, examination room hours, how to schedule an exam, and building access provisions for the new facility.

The NMC Customer Service Center remains open from 8 a.m. to 5:30 p.m. EST, Monday through Friday. Mariners may reach our call center at 1-888-IASKNMC (427-5662) and IASKNMC@uscg.mil.

Note to Our Readers

Without exception, anyone entering an SIU hiring hall or signing onto a vessel has passed a number of safety protocols, often including testing for COVID-19, two-week quarantines, vaccination and verifying health-related items on a questionnaire. For that reason, not everyone you see pictured in the LOG is wearing a mask. In addition, in many cases, people have briefly removed their masks only long enough to snap a quick photo. We cannot stress enough the importance of following all safety protocols for your protection and the protection of those around you.

August & September Membership Meetings

- Piney Point.....Monday: August 2, *Tuesday: September 7
- Algonac.....Friday: August 6, September 10
- Baltimore.....Thursday: August 5, September 9
- Guam.....Thursday: August 19, September 23
- Honolulu.....Friday: August 13, September 17
- Houston.....Monday: August 9, September 13
- Jacksonville.....Thursday: August 5, September 9
- Joliet.....Thursday: August 12, September 16
- Mobile.....Wednesday: August 11, September 15
- New Orleans.....Tuesday: August 10, September 14
- Jersey City.....Tuesday: August 3, September 7
- Norfolk.....Friday: August 6, September 10
- Oakland.....Thursday: August 12, September 16
- Philadelphia.....Wednesday: August 4, September 8
- Port Everglades.....Thursday: August 12, September 16
- San Juan.....Thursday: August 5, September 9
- St. Louis.....Friday: August 13, September 17
- Tacoma.....Friday: August 20, September 24
- Wilmington.....Monday: August 16, September 20

* Piney Point change due to Labor Day observance.

Each port's meeting starts at 10:30 a.m

ATTENTION SEAFARERS

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SPAD

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Dispatchers' Report for Deep Sea

"Total Registered" and "Total Shipped" data is cumulative from June 11-July 12. "Registered on the Beach" data is as of July 12.

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	19	9	3	14	4	0	4	33	11	3
Anchorage	2	3	1	2	1	0	1	1	3	1
Baltimore	5	0	0	3	0	0	0	5	0	0
Fort Lauderdale	28	10	4	12	9	4	9	40	17	5
Guam	2	0	1	1	0	1	0	7	0	0
Harvey	13	4	3	7	4	0	3	19	4	5
Honolulu	9	2	0	6	3	1	3	13	3	0
Houston	45	22	9	25	21	3	19	72	28	10
Jacksonville	33	19	8	17	15	6	16	66	35	8
Jersey City	38	11	4	21	7	2	8	57	12	5
Joliet	2	2	2	4	3	1	1	3	0	1
Mobile	8	3	0	8	5	2	5	13	4	0
Norfolk	19	11	7	16	5	1	5	36	21	8
Oakland	14	3	2	9	1	1	1	26	5	5
Philadelphia	3	1	0	0	1	0	0	9	2	1
Piney Point	1	2	1	1	2	2	2	2	0	0
Puerto Rico	8	2	0	3	3	0	4	14	5	0
Tacoma	24	10	3	21	6	3	11	39	14	7
St. Louis	6	3	1	1	1	0	2	8	2	1
Wilmington	30	8	4	22	13	1	9	46	11	6
TOTALS	309	125	53	193	104	28	103	509	177	66
Engine Department										
Algonac	5	0	2	4	1	2	3	6	2	2
Anchorage	1	0	0	0	0	0	0	3	1	0
Baltimore	4	0	0	1	0	0	0	5	0	0
Fort Lauderdale	7	9	2	6	4	0	3	11	9	5
Guam	0	0	0	0	0	0	0	2	1	0
Harvey	4	2	1	3	0	0	0	7	4	2
Honolulu	2	3	0	2	1	0	0	9	4	0
Houston	17	11	2	16	4	1	10	25	21	3
Jacksonville	18	11	1	16	12	0	14	33	15	4
Jersey City	7	6	2	7	3	2	4	11	7	2
Joliet	4	0	0	1	0	0	1	5	0	2
Mobile	3	2	0	1	4	0	1	3	2	1
Norfolk	16	11	2	7	4	3	4	18	25	4
Oakland	7	1	3	1	0	1	1	10	7	4
Philadelphia	3	0	1	1	0	0	0	3	1	1
Piney Point	0	2	0	1	3	0	1	2	4	0
Puerto Rico	6	3	1	1	2	0	1	9	7	1
Tacoma	15	4	4	8	4	1	8	25	10	3
St. Louis	1	1	1	0	0	1	0	3	4	0
Wilmington	9	10	1	9	6	0	6	15	12	1
TOTALS	129	76	23	85	48	11	57	205	136	35
Steward Department										
Algonac	5	2	0	2	2	0	2	8	4	0
Anchorage	1	0	0	0	0	0	0	1	0	0
Baltimore	0	0	0	0	0	0	0	2	1	0
Fort Lauderdale	10	9	0	4	2	0	4	19	9	0
Guam	2	0	0	0	0	0	0	3	1	0
Harvey	7	3	0	2	0	0	0	9	3	0
Honolulu	9	2	0	8	1	0	1	12	5	0
Houston	15	8	0	13	7	0	6	29	9	0
Jacksonville	17	12	3	16	9	3	17	39	15	3
Jersey City	8	2	1	5	3	0	1	15	4	1
Joliet	0	0	0	2	0	0	0	1	1	0
Mobile	0	3	0	2	1	0	2	4	3	0
Norfolk	15	14	2	9	6	3	3	26	20	3
Oakland	13	6	1	5	3	0	2	20	8	1
Philadelphia	2	0	0	4	0	1	2	1	0	0
Piney Point	2	1	0	2	1	0	1	5	2	0
Puerto Rico	5	3	0	3	3	0	0	6	6	0
Seattle	9	2	0	10	1	0	3	13	3	1
St. Louis	0	0	0	1	0	0	0	2	0	0
Wilmington	21	9	0	10	8	0	10	28	10	1
TOTALS	141	76	7	98	47	7	54	243	104	10
Entry Department										
Algonac	1	9	6	1	9	2	7	2	15	12
Anchorage	1	1	2	0	1	0	1	1	2	2
Baltimore	0	0	2	0	1	0	0	0	0	2
Fort Lauderdale	0	2	3	0	4	1	1	0	3	5
Guam	0	2	0	0	0	1	0	0	3	1
Harvey	2	2	1	0	1	0	0	2	4	4
Honolulu	2	3	0	4	0	1	1	7	5	
Houston	2	7	6	0	8	2	0	5	19	7
Jacksonville	0	18	52	0	15	38	15	5	37	83
Jersey City	1	19	8	4	8	3	1	2	20	11
Joliet	0	0	1	0	1	2	2	0	1	1
Mobile	0	0	1	0	0	1	0	0	0	1
Norfolk	1	8	14	2	11	3	4	0	16	27
Oakland	1	16	4	0	5	0	0	1	29	8
Philadelphia	0	1	1	0	1	1	1	0	1	3
Piney Point	0	2	22	0	0	22	7	0	2	18
Puerto Rico	1	2	4	1	0	1	1	0	3	4
Tacoma	3	12	8	2	8	8	5	9	20	11
St. Louis	0	0	1	0	0	0	0	0	0	2
Wilmington	2	14	8	2	8	4	3	3	29	14
TOTALS	16	117	147	12	85	89	49	31	211	221
GRAND TOTAL:	595	394	230	388	284	135	263	988	628	332

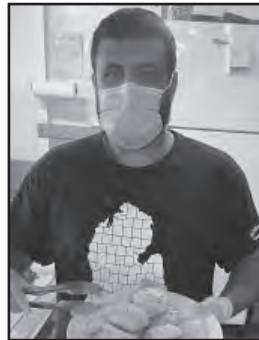
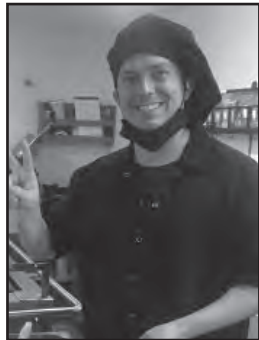
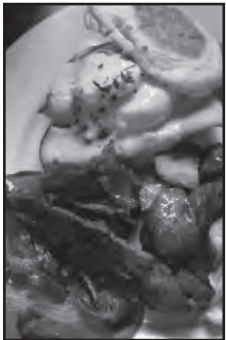
At Sea and Ashore with the SIU



STEPPING UP FOR COMMUNITY – Seafarers in Oakland are participating in a months-long collection and drop-off for Covenant House California, a self-described “non-profit youth homeless shelter that provides sanctuary and support for homeless and trafficked youth, ages 18-24.” Some of the volunteers are pictured at the Oakland hiring hall in late June. The drive runs through August.



ABOARD TUG PATRIARCH – Pictured aboard the Crowley boat in Jacksonville, Florida, are (seated, from left) Second Mate Jose LeBron, Chief Engineer Ruben Ortiz, SIU Port Agent Ashley Nelson, (standing) AB Raymond Petterson, Barge Maintenance Peter Bondarenko, AB Ronald Boatwright, Barge Maintenance Owen “Rick” O’Keefe, Chief Mate Angel Ayala and Capt. Charles Williams.



ABOARD FREEDOM – Steward department personnel have made extra efforts aboard the TOTE Services ship, including a Father’s Day menu featuring eggs Benedict (above, left), lamb chops, purple cabbage, dinner rolls, jambalaya, double-layer coconut cake and much more. Later in the month, Chief Steward Pauline Crespo (second from left) prepared homemade Shrimp Empanadas. Chief Cook Steve Laubach is pictured second from right, while the remaining photo shows SA Mahfoud Alesfoor.



ABOARD GRAND CANYON STATE – Seafarers are pictured aboard the Pacific Gulf Marine vessel July 1 on the West Coast. The ship was decommissioned later in the week. Snapshot includes mariners from the *Gem State*, *Keystone State* and *Grand Canyon State*, as follows (from left): front row, SB Abdullah Falah, GUE Sari Alkarnoon, GVA Ahmed Hussain, GVA Ali Naser, (second row) SIU Safety Director Adrian Fraccaroli, GVA Greg Tojong, QEE Jessie Turner, (third row) Bosun Michael Carvalho, SB Charlito Aseberos, GUE Emmanuel Nuez, (fourth row) Bosun John Young, SIU Port Agent Nick Marrone II, Bosun Gheorghe Savencu and QEE Sukhbir Bains.



BOOKWAVES PROJECT CONTINUES – At the San Juan hall in late June, SIU members took action, unloading another Crowley Maritime Corporation container packed with books as part of the ongoing Book-Waves operation, a joint effort between the SIU, American Federation of Teachers and Asociación de Maestros de Puerto Rico, among others. In the photo: SIU Port Agent Amancio Crespo, Bosun Raul Colon, QMED Edwin Morales, Chief cook Jesus Pacheco, ABM Jorge Corrales, SA Eliezer Estremera, ABW Edwin Pagan Jr., SA Ricardo Ramos, SA Juan Santiago, AB Carlos Diaz and AB Edwin Pagan.



AT SAN JUAN HALL – In photo above, Seafarer Emir Omar Quinones (right) – better known to some as Bam Bam Jr. – displays certificates of completion for certified chief cook along with his registration at the hiring hall. SIU Port Agent Amancio Crespo (left) helps with photo op. In the photo below, Seafarer William Munoz (right) proudly displays his full B-book. He is also pictured with Crespo.



RECONNECTING WITH RETIREE – The SIU delivers in more ways than one. Asst. VP Mike Russo (left) brings a pension application to former Chief Cook Davie Guyton, who sailed with the union from the early 1990s until 2008. Guyton was at a VA Hospital but was hopeful of an imminent discharge.

SIU TRADITIONS – It’s no exaggeration to say the SIU runs in the family for these gents, pictured in Piney Point, Maryland. From left are Recertified Steward Jatniel “Bam Bam” Aguilera, SIU Executive VP Augie Tellez and Recertified Steward Edwin Bonefont. Tellez’s and Bonefont’s respective familial predecessors were charter members, while Bam Bam’s son also has joined the union.



WITH OSG IN-LAND CREWS – AB/Tanker-man Ed Putro (left) and STOS Daryl Ballance pose for a snapshot with their favorite publication in Philadelphia. OSG inland crews recently ratified a new three-year contract.





WELCOME ASHORE IN PHILLY – Longtime member Robert Ott (left), who started sailing with the SIU in 1974, is pictured at the Philadelphia hall, receiving his first pension check from SIU Port Agent Joe Baselice. Ott most recently sailed as a QEE, and he also spent time as an instructor in Piney Point.



ABOARD LURLINE – Pictured from left aboard the Matson ship in late June following a servicing on the West Coast are ACU Majed Alsunbahi, Chief Cook Richard Walker, Recertified Steward Donald Spangler and SIU Safety Director Adrian Fraccaroli.

At Sea and Ashore with the SIU

ABOARD GLOBAL SENTINAL – Recertified Bosun Lee Hardman submitted these photos (below and top right) and the following note from the SubCom vessel: “We recently crossed the Equator laying cable and had a shellback ceremony for all the polywogs. There were a lot of them. Fun was had by all after a long mission.” He also commended the steward department for a tasty Independence Day spread.



BACK ON RECRUITING TRAIL – More signs of life slowly getting back to normal: SIU Patrolman J.B. Niday (left) recently attended a recruiting event at a San Jacinto College facility in the Houston area. He’s pictured with G&H Inland Captain Chris Bartholmey (Piney Point Class #624). (If you know anyone who’s interested in the apprentice program and/or anyone who already sails and may be interested in joining the union, please direct them to <https://mymaritimecareer.org/>)



SHIPYARD PERIOD – The SIU-crewed *Pride of America* earlier this year spent time in a shipyard in Portland, Oregon, for routine work. Crew members are pictured next to the NCL America vessel. At press time, it wasn’t known when the ship would resume offering cruises around the Hawaiian Islands. (Thanks to Engine Storekeeper Tanya Awong for the photo.)

Seafarers International Union Directory

Michael Sacco, President
 Augustin Tellez, Executive Vice President
 David Heindel, Secretary-Treasurer
 George Tricker, Vice President Contracts
 Tom Orzechowski,
 Vice President Lakes and Inland Waters
 Dean Corgey, Vice President Gulf Coast
 Nicholas J. Marrone, Vice President West Coast
 Joseph T. Soresi, Vice President Atlantic Coast
 Kate Hunt, Vice President Government Services



HEADQUARTERS

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 Camp Springs, MD 20746 (301) 899-0675

ALGONAC

520 St. Clair River Dr., Algonac, MI 48001
 (810) 794-4988

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 (907) 561-4988

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 Cliffline Office Ctr. Bldg., Suite 103B
 422 West O'Brien Dr., Hagatna, Guam 96910
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HONOLULU

606 Kalihi St., Honolulu, HI 96819
 (808) 845-5222

HOUSTON

625 N. York St., Houston, TX 77003
 (713) 659-5152

JACKSONVILLE

5100 Belfort Rd., Jacksonville, FL 32256
 (904) 281-2622

JERSEY CITY

104 Broadway, Jersey City, NJ 07306
 (201) 434-6000

JOLIET

10 East Clinton St., Joliet, IL 60432
 (815) 723-8002

MOBILE

1640 Dauphin Island Pkwy, Mobile, AL 36605
 (251) 478-0916

NEW ORLEANS

3911 Lapalco Blvd., Harvey, LA 70058
 (504) 328-7545

NORFOLK

115 Third St., Norfolk, VA 23510
 (757) 622-1892

OAKLAND

1121 7th St., Oakland, CA 94607
 (510) 444-2360

PHILADELPHIA

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

PINEY POINT

45353 St. George's Avenue, Piney Point, MD
 20674
 (301) 994-0010

PORT EVERGLADES

1221 S. Andrews Ave., Ft. Lauderdale, FL 33316
 (954) 522-7984

SAN JUAN

659 Hill Side St., Summit Hills
 San Juan, PR 00920
 (787) 721-4033

ST. LOUIS/ALTON

4581 Gravois Ave., St. Louis, MO 63116
 (314) 752-6500

TACOMA

3411 South Union Ave., Tacoma, WA 98409
 (253) 272-7774

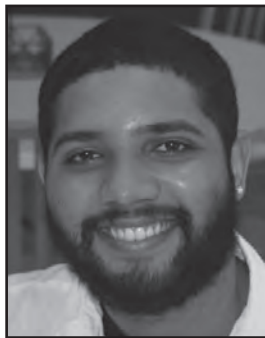
WILMINGTON

510 N. Broad Ave., Wilmington, CA 90744
 (310) 549-4001/4002

Inquiring Seafarer

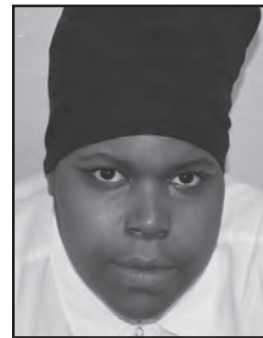
This month's question was answered by Seafarers who were enrolled in the chief cook class at the Paul Hall Center for Maritime Training and Education.

Question: What are some things you like about your job?



Emir Quinones

I like feeding people and seeing them happy. The steward department is really the heartbeat of the ship, and that's what I like the most.



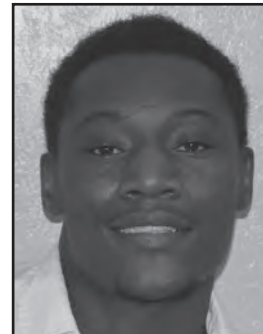
Arielle Collier

I like the chance to meet new people and to learn different skills. It's enjoyable to be around other people and still be independent. I also get to travel for free.



Kristine Lacy

I enjoy learning, and there's a lot of learning to do. I also enjoy seeing other countries and meeting many different people.



Jenell Jones

I have a passion for cooking. Growing up, that was a way to stay out of trouble. Now, it's also a way to get to travel the world. I recently had a daughter, and I want to give her a better life. This career will enable me to do so.



Laura Davies

I really like the money – if I'm ever having a bad day, I just think about all the money piling up at home. Also, it's the scenery. I don't think I will ever get enough pictures of all the incredible sunrises, sunsets and ever-changing cloud formations.



Zarya Ward

Gaining new life experiences and being able to satisfy other people on the ship – because without us, they don't eat.



Kenisha Neal

I like the diversity and I like the travel experience. And of course, it's also a very lucrative business.



Pic From The Past



Then-Senator Joe Biden (center) and others endure 95-degree heat and lots of humidity on June 19, 2007, during a pro-worker rally in the nation's capital. SIU Asst. VP Pat Vandegrift (a port agent at that time) is pictured at right, along with students from the SIU-affiliated school in Piney Point, Maryland.

If anyone has a vintage union-related photograph he or she would like to share with other Seafarers LOG readers, please send it to the Seafarers LOG, 5201 Capital Gateway Drive, Camp Springs, MD 20746. Photographs will be returned, if so requested. High-resolution digital images may be sent to webmaster@seafarers.org

Welcome Ashore

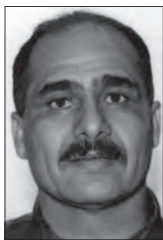
Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently retired from the union. The brothers and sisters of the SIU thank those members for a job well done and wish them happiness and good health in the days ahead.



DEEP SEA

KASIM AHMED

Brother Kasim Ahmed, 65, joined the Seafarers International Union in 1981, initially sailing aboard the *Santa Mariana*. He upgraded at the Piney Point school on multiple occasions and shipped in all three departments. Brother Ahmed's final vessel was the *Indiana Harbor*. He is a resident of Palos Hills, Illinois.



ROGELIO AGUSTIN

Brother Rogelio Agustin, 71, began sailing with the SIU in 2003. A deck department member, he first shipped on the *Maersk Alaska*. Brother Agustin upgraded his skills at the Paul Hall Center on multiple occasions. He last sailed on the *Maersk Kensington* and lives in Norwalk, Connecticut.



GABRIEL ARHIN

Brother Gabriel Arhin, 70, donned the SIU colors in 1996 when he shipped aboard the *USNS Cappella*. He sailed in the engine department and upgraded at the Paul Hall Center for Maritime Training and Education on numerous occasions. Brother Arhin most recently shipped on the *Cape Texas*. He makes his home in Alief, Texas.



ALLAN CONATSER

Brother Allan Conatser, 65, embarked on his career with the Seafarers in 2001, initially sailing on the *Lawrence Gianella*. He was a member of the deck department and last shipped on the *Black Eagle*. Brother Conatser lives in Pahrump, Nevada.



RICARDO ELLIS

Brother Ricardo Ellis, 65, joined the union in 1984 when he sailed with Or-gulf Transport. He sailed in all three departments and upgraded at the Piney Point school on multiple occasions. Brother Ellis most recently shipped aboard the *Pennsylvania* and settled in the Bronx, New York.



PATRICIA GERAS

Sister Patricia Geras, 68, signed on with the SIU in 1994, initially shipping aboard the *Independence*. She was a steward department member and upgraded at the Piney Point school on several occasions. Sister Geras last sailed on the *National Glory* and resides in Clifton, Colorado.



ANTHONY HULSEY

Brother Anthony Hulsey, 64, started his career with the Seafarers in 2001 and first shipped aboard the *Tonsina*. He sailed in the engine department, most recently aboard the *Overseas Martinez*. Brother Hulsey lives in Springfield, Oregon.



RAFAEL IRIZARRY

Brother Rafael Irizarry, 66, signed on with the SIU in 2001. He initially sailed aboard the *Maersk Vermont* and was a steward department member. Brother Irizarry upgraded at the Piney Point school on numerous occasions. He last shipped on the *Safmarine Ngami* and is a resident of the Bronx, New York.



JAMES MAY

Brother James May, 72, joined the SIU in 2010 when he sailed on the *Pride of America*. He sailed in both the deck and engine departments and upgraded at the Paul Hall Center on multiple occasions. Brother May last shipped on the *Independence* and makes his home in Pensacola, Florida.



ROBERT OTT

Brother Robert Ott, 65, signed on with the union in 1974, initially shipping on the *Jacksonville*. He sailed in both the deck and engine departments and upgraded often at the Paul Hall Center (in addition to teaching there). Brother Ott last shipped aboard the *Cape Mohican*. He calls Woodbury Heights, New Jersey, home.



ROBERT SERATT

Brother Robert Seratt, 67, joined the Seafarers International Union in 1975. He was a deck depart-

ment member and upgraded at the Piney Point school in 1978. Brother Seratt's first vessel was the *Long Lines*; his last, the *Overseas Boston*. He lives in Trout Creek, Montana.



JOSE PAQUITO VALENTON

Brother Jose Paquito Valenton, 66, began his career with the SIU in 2006 when he sailed aboard the *Pride of Aloha*. He was a member of the engine department and concluded his career aboard the *Global Sentinel*. Brother Valenton resides in Elk Grove, California.



STEVEN WASCH

Brother Steven Wasch, 66, embarked on his career with the SIU in 1991. He first sailed on the *USNS Wilkes* and primarily sailed in the steward department. Brother Wasch upgraded often at the Paul Hall Center. He concluded his career on the *Overseas Los Angeles* and lives in Redding, California.



GREAT LAKES

CLAYTON CHURCH

Brother Clayton Church, 68, joined the Seafarers in 1978. He initially shipped on the *John Boland* and sailed in both the deck and engine departments. Brother Church's final vessel was the *St. Clair*. He resides in Lenoir, North Carolina.

ERIC JOHNSON

Brother Eric Johnson, 76, signed on with the union in 2005 when he sailed aboard the *Detroit Princess*. He upgraded at the Piney Point school on several occasions and shipped in both the deck and engine departments. Brother Johnson was most recently employed by Great Lakes Towing. He calls Sylvania, Ohio, home.



WAYNE ROBITAILLE

Brother Wayne Robitaille, 65, donned the SIU colors in 1998. He was employed with Upper Lakes Towing for the duration of his career. Brother Robitaille lives in Gladstone, Michigan.

INLAND

CRAIG AMACKER

Brother Craig Amacker, 66, embarked on his career with the SIU in 1994. A deck department member, he was employed by Westbank Riverboat Services for the duration of his career. Brother Amacker makes his home in Madisonville, Louisiana.



JOSEPH BLANKS

Brother Joseph Blanks, 63, joined the Seafarers International Union in 1977 when he sailed aboard a Hudson Waterways boat. He was a member of the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Blanks was last employed by American Marine. He resides in Oceanside, California.



MILBURN BUCKLER

Brother Milburn Buckler, 63, joined the Seafarers in 1995. He was a member of the deck department and upgraded at the Paul Hall Center in 1996. Brother Buckler worked for the Association of Maryland Pilots for his entire career. He resides in Lusby, Maryland.



ELIJAH COLLINS

Brother Elijah Collins, 66, signed on with the union in 1998 and first sailed with Penn Maritime. He was a deck department member and upgraded at the Piney Point school in 1999. Brother Collins was last employed by Harley Marine. He makes his home in Virginia Beach, Virginia.



NATHAN ELDRIDGE

Brother Nathan Eldridge, 57, joined the SIU in 1983. He sailed in the deck department and first shipped with Delta Queen Steamboat Company. Brother Eldridge most recently worked on the *Liberty Island* and resides in Moss Point, Mississippi.



WILLIAM FOWLER

Brother William Fowler, 70, began sailing with the Seafarers in 1975.

Initially working for National Marine Services, he shipped in the deck department. Brother Fowler was last employed by Port City Marine Services. He lives in Courtland, Mississippi.

JOHN HITCHCOCK

Brother John Hitchcock, 65, became a member of the SIU in 1990. He was a member of the engine department and upgraded at the Piney Point school in 1997. Brother Hitchcock worked for Moran Towing of Maryland for the duration of his career. He calls Seward, Alaska, home.



STEPHEN KIDD

Brother Stephen Kidd 63, donned the SIU colors in 1978, first working for Interstate Oil. He sailed in the deck department and was last employed by OSG Ship Management. Brother Kidd makes his home in Bridgeton, New Jersey.



WILLIAM KILLIAN

Brother William Killian, 66, embarked on his career with the SIU in 1975 when he worked with Steuart Transportation. He upgraded at the Piney Point school in 1978 and primarily sailed in the deck department. Brother Killian last worked for Mariner Towing. He is a resident of Bristol, Rhode Island.

DOMINIC LASENNA

Brother Dominic Lasenna, 65, joined the Seafarers in 1978, initially working for Crowley Puerto Rico Services. He was a member of the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Lasenna was last employed by Crowley Towing and Transportation. He lives in Jacksonville, Florida.



RICHARD PITRE

Brother Richard Pitre, 69, signed on with the Seafarers in 1970. He worked with Dravo Basic Materials for his entire career. Brother Pitre lives in Kissimmee, Florida.

ARNAZ STAMPLEY

Brother Arnaz Stampley, 62, began his career with the union in 1986. He was a member of the deck department and was first employed by Dravo Basic Materials. Brother Stampley last worked with Martin Marietta. He is a New Orleans resident.

Final Departures



DEEP SEA

THOMAS BONNER

Pensioner Thomas Bonner, 88, died May 31. He became a member of the SIU in 1952, initially sailing aboard the *Alcoa Pegasus*. Brother Bonner was a deck department member. He last shipped on the *Eugene A. Obregon* before retiring in 1992. Brother Bonner made his home in Eight Mile, Alabama.



FLAVIO CASTILLO

Brother Flavio Castillo, 64, passed away December 26. Born in Honduras, he joined the Seafarers in 1990. Brother Castillo's first vessel was the *Independence* and he sailed in all three departments. He most recently sailed aboard the *Maersk Wisconsin* and lived in Houston.



DANIEL ECKERT

Pensioner Daniel Eckert, 70, died April 9. He signed on with the union in 1978 and was a deck department member. Brother Eckert first shipped on the *Overseas Aleutian*. He last sailed on the *Achiever* and went on pension in 2015. Brother Eckert was a resident of Webster, Texas.



JOHN GALLAGHER

Pensioner John Gallagher, 97, passed away May 26. He began his career with the SIU in 1951. Brother Gallagher's first vessel was the *Walker D. Hines*. He sailed in the deck department and last shipped on the *USNS Regulus*. Brother Gallagher became a pensioner in 1991 and resided in Sellersville, Pennsylvania.



ORLANDO GONZALEZ

Pensioner Orlando Gonzalez, 93, died May 22. He started shipping with the SIU in 1959 when he sailed on the *Corsair*. An engine department member, Brother Gonzalez concluded his career on the *Discovery*. He retired in 1992 and lived in New Orleans.

KAYED HRBY

Pensioner Kayed Hrby, 78, passed away December 15. He joined the SIU in 1967 when he sailed with

Isthmian Lines. Brother Hrby sailed in all three departments. He last shipped on the *Overseas Juneau* and retired in 2007. Brother Hrby lived in the Bronx, New York.



JEROME KEBBELL

Pensioner Jerome Kebell, 77, died June 19. Sailing in the steward department, he began his career with the SIU in 1990 when he shipped on the *USNS Stalwart*. Brother Kebell's final vessel was the *USNS Bold*. He became a pensioner in 2008 and resided in Virginia Beach, Virginia.



JAMES KEITH

Pensioner James Keith, 68, passed away June 14. He donned the SIU colors in 1978 when he sailed on the *Overseas Ohio*. Brother Keith primarily sailed in the deck department and concluded his career aboard the *USNS Bellatrix*. He retired in 2018 and was a New Orleans resident.



FORTAN MARTINEZ

Pensioner Fortan Martinez, 67, died June 8. He joined the Seafarers in 1992, initially shipping on the *Independence*. Brother Martinez sailed in all three departments and most recently shipped on the *Ocean Crescent*. He became a pensioner in 2019 and settled in Houston.



JOSE MARTINEZ

Brother Jose Martinez, 40, has passed away. He started his career with the SIU in 2007 when he sailed aboard the *President Adams*. Brother Martinez worked in both the deck and engine departments. He last shipped on the *Maersk Hartford* and resided in Honduras.



LAWRENCE MILLER

Pensioner Lawrence Miller, 73, died May 22. Signing on with the union in 2005, he first sailed on the *Pride of America*. Brother Miller



was an engine department member and last worked aboard the *Bal-domero Lopez*. He went on pension in 2015 and resided in Lakewood, Washington.

OREN PARKER

Pensioner Oren Parker, 85, passed away June 4. He began shipping with the SIU in 1993 when he sailed aboard the *USNS Regulus*. Brother Parker was a steward department member. He retired in 2006 after concluding his career on the *Liberty Glory*. Brother Parker lived in Bay Saint Louis, Mississippi.



ROGER PHILLIPS

Pensioner Roger Phillips, 75, died May 16. He donned the SIU colors in 2000 and initially sailed aboard the *Global Sentinel*. Brother Phillips sailed in the engine department and concluded his career aboard the *Ocean Atlas*. He went on pension in 2011 and was a resident of Rosenberg, Texas.



PHILEMON QUITORIANO

Pensioner Philemon Quitariano, 69, passed away June 15. He was a deck department member and joined the SIU in 1992 when he sailed aboard the *Independence*. Brother Quitariano's final vessel was the *Horizon Reliance*. He became a pensioner in 2020 and made his home in Rancho Santa Margarita, California.



LEON SCOTT

Pensioner Leon Scott, 87, died May 19. He embarked on his career with the Seafarers in 1978 when he shipped on the *Santa Mariana*. Brother Scott was a member of the steward department. He last shipped on the *President Roosevelt* before retiring in 2002. Brother Scott lived in Cordova, Tennessee.

DAVID SEXTON

Brother David Sexton, 67, passed away June 1. He started sailing with the Seafarers International Union in 2005, initially shipping aboard the *Florida*. Brother Sexton was an engine department member. He most recently shipped on the *Cape Washington*



and lived in Smithfield, Virginia.

SANTOS VELASQUEZ RUIZ

Brother Santos Velasquez Ruiz, 56, died February 25. He began his career with the SIU in 2020 and initially sailed on the *Green Ridge*. Brother Velasquez Ruiz was a member of the deck department and most recently sailed on the *Patriot*. He resided in Kenner, Louisiana.



MARTIN ZEIDENBERG

Pensioner Martin Zeidenberg, 71, passed away January 11. He signed on with the union in 2001 and first worked on the *Patriot*. Brother Zeidenberg sailed in the deck department and concluded his career aboard the *Horizon Reliance*. He began collecting his pension in 2014 and made his home in the Philippines.



GREAT LAKES

JAMES SORENSON

Pensioner James Sorenson, 66, died June 5. He signed on with the union in 1973 and sailed in both the deck and engine departments. Brother Sorenson shipped with Arnold Transit for the duration of his career. He went on pension in 2013 and was a resident of St. Ignace, Michigan.

INLAND

EDWARD BALAJEWSKI

Pensioner Edward Balajewski, 94, passed away February 20. He signed on with the SIU in 1966 when he was employed by Meyle Towing. Brother Balajewski last worked with Taylor Marine Towing and retired in 1988. He resided in Philadelphia.

STEVIE ELLIOTT

Pensioner Stevie Elliott, 65, died April 25. He joined the Seafarers in 1977 when he worked for Higman Barge Lines. Brother Elliott worked in the deck department and remained with the same company for the duration of his career. He retired in 2018 and called Wiergate, Texas, home.



JAMES GILSON

Pensioner James Gilson, 70, passed away May 20. He signed on with the SIU in 1997. A deck department member, he worked for Crowley Towing and



Transportation for his entire career. He became a pensioner in 2015 and lived in Norris, Tennessee.

JEFFREY LEE

Pensioner Jeffrey Lee, 66, died May 30. He began sailing with the union in 1977, initially working with Crowley Puerto Rico Services. A deck department member, Brother Lee continued to work for the same company for the duration of his career. He went on pension in 2016 and lived in Cypress, California.



RAYMOND MCMULLEN

Pensioner Raymond McMullen, 94, passed away June 4. He joined the union in 1961 when he sailed with P.F. Martin. Brother McMullen was last employed by McAllister Towing of Philadelphia. He retired in 1986 and settled in Woodbury, New Jersey.

DONALD OAKLEY

Pensioner Donald Oakley, 71, died May 5. He signed on with the SIU in 1972, initially working for Steuart Transportation. Brother Oakley sailed in the deck department. He was last employed by STC Little Curtis and retired in 2011. Brother Oakley was a resident of Bartow, Florida.



NMU

JOSEPH BROWN

Pensioner Joseph Brown, 94, passed away April 26. He began sailing with the NMU in 1943, prior to the 2001 NMU/SIU merger. Brother Brown's first vessel was the *Francis Scott Key*; his last, the *American Lark*. He retired in 1969 and settled in Philadelphia.



In addition to the foregoing individuals, the following union members have also passed away. Insufficient information was available to develop summaries of their respective careers.

NAME	AGE	DOD
Bush, Fred	93	04/03/2021
Carrasquillo, Angel	97	05/01/2021
Carter, Emmett	91	05/28/2021
Cole, Darrell	82	03/17/2021
Donato, Miguel	86	04/19/2021
Garcia, Jose	90	05/13/2021
Jones, Vernon	95	06/13/2021
Larkin, Thomas	87	04/16/2021
Payton, Hirby	103	05/07/2021
Perez, George	87	02/23/2021
Powell, Darryl	74	06/04/2021
Tatum, Mitchell	84	12/04/2020
Terry, Necho	92	05/19/2021
Torres, Luis	92	06/03/2021

Digest of Shipboard Union Meetings

The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted.

Ships' minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships' minutes. The minutes are then forwarded to the Seafarers LOG for publication.

MONTFORD POINT (Ocean Shipholdings Inc.), April 16 – Chairman **Kenneth Steiner**, Secretary **Jean Favreaux**, Educational Director **Jose Encarnacion**, Deck Delegate **Jon Sunga**, Engine Delegate **Montree Nakwichet**, Steward Delegate **Joseph Arigo**. Crew still waiting for email access and satellite TV parts. Members reviewed upcoming vessel schedule. Chairman reminded crew to stay on top of documents. Secretary praised everyone for a job well done and suggested a shoreside barbecue at next port of call. Educational director urged members to take advantage of the upgrading opportunities at the Piney Point school and to sign up for classes early. Major portion of ship's fund will go towards entertainment system. No beefs or disputed OT reported. Crew went over relief guidelines applying during the pandemic. Members discussed vaccine opportunities and inquired about pension benefits.

GOLDEN STATE (Intrepid Personnel & Provisioning), April 28 – Chairman **Philip McGeoghegan**, Secretary **Michael Carello**, Educational Director **Juan Castillo**, Steward Delegate **Jeffrey Phillips**. No Wi-Fi aboard ship. Laundry items have been ordered. Crew discussed latest President's Column in *Seafarers LOG*. Secretary reiterated the importance of the Jones Act and encouraged members to contribute to SPAD (Seafar-

ers Political Activities Donation), the union's voluntary political action fund. Educational director recommended upgrading courses at the Paul Hall Center for Maritime Training and Education. He advised members to check for courses early, as class space may be limited. No beefs or disputed OT reported. Repairs needed on A-deck flooring. Pantry and crew lounge also in need of repairs. Crew requested new mattresses, refrigerators in all rooms and Wi-Fi availability. Members want increases to vacation days and a day's pay in lieu of days off.

HORIZON KODIAK (Horizon Lines), May 16 – Chairman **Darryl Smith**, Secretary **Antoinette Amato**, Educational Director **Jason Powell**. Members went over old business including reimbursement for safety shoes. Members are to take receipts to union for reimbursement if such is denied on board. Unlicensed laundry room access expanded to 24 hours. Chairman reminded members to keep current on union dues and to contribute to Maritime Defense League and Seafarers Political Activities Donation. Members are to ask for tour of duty slip before disembarking the vessel. Chairman advised crew to register for the Johnson and Johnson vaccine. Vaccines will be administered on board to those who want them while in Tacoma. Educational director reminded crew to check for upgrading courses well

in advance as they may fill quickly. No beefs or disputed OT reported. Crew read and discussed President's Report. Members requested electronic access to physical paperwork, satellite TV in crew lounge, 60-day minimum reliefs or 30-45 vacation checks and an increase to vacation days. Vote of thanks given to steward department for good food and clean house. Deck department praised for dedication to plankton tow, which contributes to ship's fund. Next port: Anchorage, Alaska.

EMPIRE STATE (Intrepid Personnel & Provisioning), June 3 – Chairman **Abdulkarim Mohamed**, Secretary **Troy Smith**, Educational Director **Mohsen Mohamed**. Crew members are awaiting Wi-Fi availability. Chairman read the latest LOG column from SIU President Michael Sacco. Everything going well as reported by secretary. Educational director recommended crew to upgrade and take any and all classes needed. No beefs or dispute OT reported. Members requested 90-day reliefs be made optional to those who are permanent. Crew was encouraged to donate to SPAD. Among current shipboard personnel, 85 percent are vaccinated.

MAERSK HARTFORD (Maersk Line, Limited), June 13 – Chairman **Sergio Gonzalez Lopez**, Secretary **James McLeod**, Educational Director **Steven Miller**. Chair-

man thanked crew for a safe voyage and job well done. He encouraged everyone to continue working safely and to stay on top of documents. Votes of thanks given to all departments. Members were reminded to leave clean rooms and fresh linen for oncoming crew. Educational director urged members to upgrade at the Paul Hall Center for Maritime Training and Education. No beefs or disputed OT reported. Members were advised to regularly read the *Seafarers LOG* and were reminded how to find it online. Crew requested increases in vacation time as well as pension and health benefits. Next payoff scheduled for Norfolk, Virginia. Restrictions to ship have been lifted and members can now go to shore. Special thanks to the steward department for good food and an overall job well done. Next port: Norfolk.

OCEAN FREEDOM (Crowley), June 17 – Chairman **Jovan Williams**, Secretary **Jason Jambeter**, Educational Director **Daryl Hicks**, Deck Delegate **Robert O'Connell**, Engine Delegate **Reinaldo Roman**. Ship received new linen and a new dryer. Chairman advised mariners to continue practicing social distancing and to wear masks when going ashore. He thanked the steward department for their hard work. Educational director reminded crew to keep documents current and to continue upgrading. No beefs or disputed

OT reported. Doctor to come aboard ship June 21 to offer Johnson and Johnson vaccine to members who want it. Next port: Beaumont, Texas.

OHIO (Intrepid Personnel & Provisioning), June 21 – Chairman **Paul Narro**, Secretary **Louins Johnson**, Educational Director **Melvin Ratcliff**, Deck Delegate **Rafael Cortina Tuells**, Engine Delegate **Kevin Johnson**. New microwave and XBOX game purchased. Ship computer is up and running. Chairman encouraged members to upgrade at the Piney Point school and to renew documents prior to expiration. Crew should continue to practice social distancing. Special thanks given to the steward department. Secretary reminded everyone to make sure laundry machines are emptied after each use and thanked crew for keeping house clean. He discussed vaccines and thanked the bosun and his day worker for food waste buckets. Educational director urged crew to keep an eye on expiration dates and to make sure they request upgrading classes early since they are filling up fast. No beefs or disputed OT reported. Chairman discussed the President's Report in the *Seafarers LOG* and emphasized the importance of vaccinations. Crew requested new mattresses and Wi-Fi aboard ship. Members would like to purchase produce and milk every two weeks and asked for a new TV in crew lounge.

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 year, which is to be submitted to the membership by the secretary-treasurer. A yearly finance committee of rank-and-file members, elected by the membership, each year examines 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. A member's shipping rights and seniority are protected exclusively by contracts between the union and the employers. Members should get to know their shipping rights. Copies of these contracts are posted and available in all union halls. If members believe there have been violations of their shipping or seniority rights as contained in the contracts between the union and the employers, they should notify the Seafarers Appeals Board

by certified mail, return receipt requested. The proper address for this is:

Augustin Tellez, Chairman
Seafarers Appeals Board
5201 Capital Gateway Drive
Camp Springs, MD 20746

Full copies of contracts as referred to are available to members 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 an SIU member works and lives aboard a ship or boat. Members should know their contract rights, as well as their obligations, such as filing for overtime (OT) on the proper sheets and in the proper manner. If, at any time, a member believes that an SIU patrolman or other union official fails to protect their contractual rights properly, he or she should contact the nearest SIU port agent.

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

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

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

EQUAL RIGHTS. All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU Constitution and in the contracts which the union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, color, sex, national or geographic origin.

If any member feels that he or she is denied the equal rights to which he or she is entitled, the member should notify union headquarters.

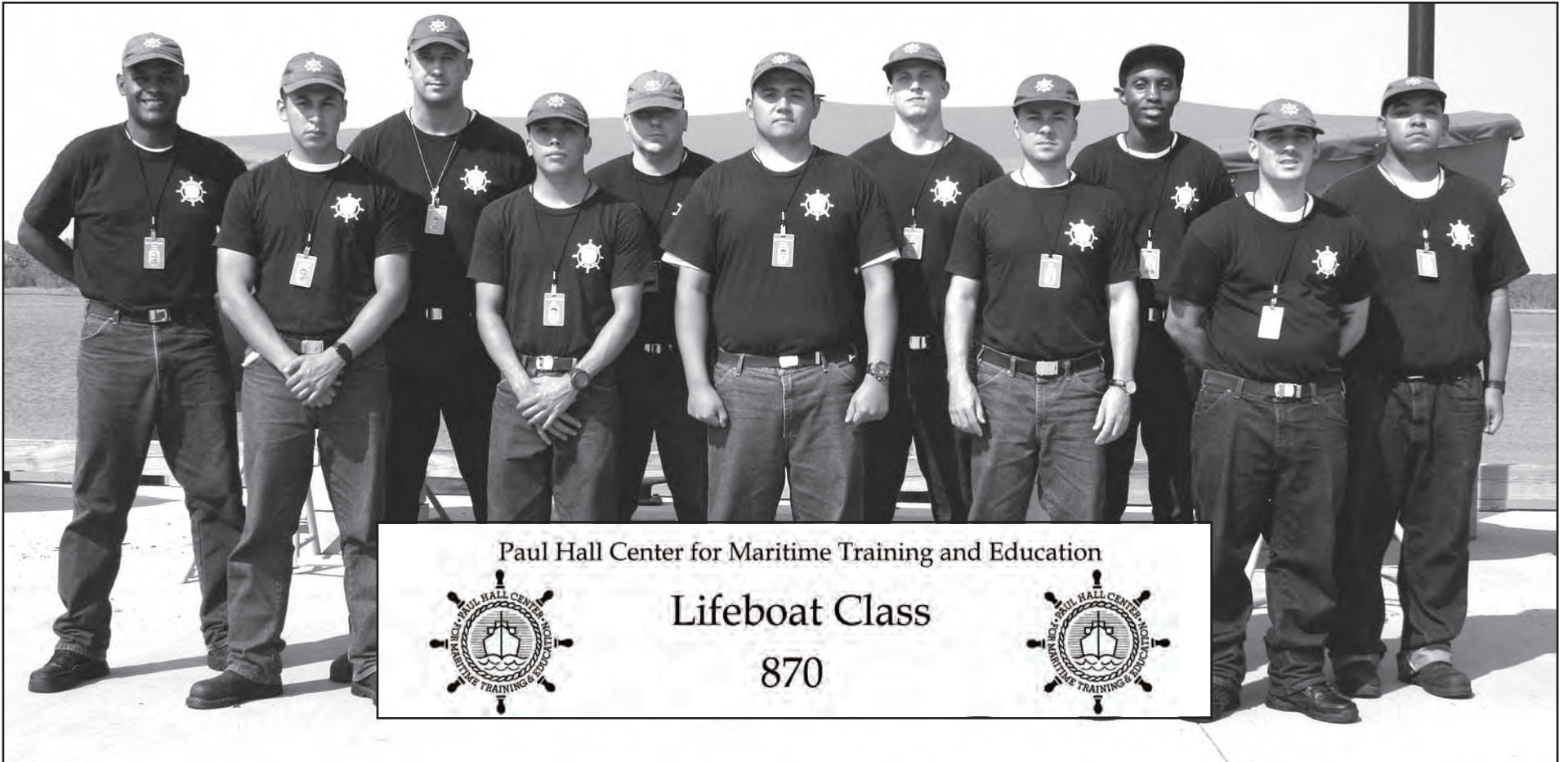
SEAFARERS POLITICAL ACTIV-

ITY 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, the member should notify the Seafarers International Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. A member should support SPAD to protect and further his or her economic, political and social interests, and American trade union concepts.

NOTIFYING THE UNION — If at any time a member feels that any of the above rights have been violated, or that he or she has been denied the constitutional right of access to union records or information, the member should immediately notify SIU President Michael Sacco at headquarters by certified mail, return receipt requested. The address is:

Michael Sacco, President
Seafarers International Union
5201 Capital Gateway Drive
Camp Springs, MD 20746

Paul Hall Center Classes



Apprentice Water Survival Class #870 - Graduated June 18 (above, in alphabetical order): Paul Ackerman III, Donovan Armstrong, Brandon Coleman, Quinn Duarte, Johncarlo Garibaldi, Carlos Ruben Gomez Hernandez, Jason Mananga Nsuami, Colin Sabitsky, Brandon Santiago Escobar, Jason White and Sean Wilson.



Government Vessels – Graduated June 11 (above, in alphabetical order): Gregory Crowder, Patrick Dean, Porcia Johnson, Joseph Eligino Lacaden, Yoland Vina Legaspi, Mohamed Ali Noman, James Osborne, Angela Porter, Reymond Potofsky and Tyrane Savage. (Note: Not all are pictured.)



FWOT – Graduated June 24 (above, in alphabetical order): Brianna Ashley, Nicholas Banks, Thomas Bateman, Toren Bolden, Darnel Bruno, Erl Jan Encina, D'mitri Hill, Dequan Jamez Markell Joe, Kenneth Kauffman, Tyler Maddox, Timothy McDonald, Zeke Alec Pasquarelli, Shannon Peterson and Oscar Jan Bonite Vencer.



Tank Ship Familiarization – Graduated July 2, above, in alphabetical order: Adewale Isaac Adiat, John Billington, Jose Luis Borrero Rodriguez, Rudy Cesar, David Connelly, David Denizac, Andrew Gronotte, Robert Haggerty, Deidra Hunter, Julio Cesar Ibanez Kunz, Loretta James, Alfredo Catha Nieto, Carlos Alberto Parrilla and Zeke Alec Pasquarelli.

Paul Hall Center Classes



Government Vessels – Graduated July 2 (above, in alphabetical order): Bradley Albert, Xavier Burgos, Arlando Espin, Christopher Ferguson, Garrett Hargis, Emerson Jones, Salvatore Macaluso, Joseph Marino, Andrea President, Kyunjre Randall, Darian Riddle, Christian Sucher, Kenneth Townsend Jr., and Joel Williams. (Note: Not all are pictured.)



Government Vessels – Graduated June 16 (above, in alphabetical order): Julian Javier Abreu, Guy Butler Jr., Douglas Cash Jr., Elizabeth Remotigue Ibanez, Nala Johnson, Sean Jones, Norasith N. Phetphommasouk, Alicia Plunkett, Keith Steele, Tyler Willette, Nathan Williams, Paris Williams and Hans Guenther Winkler.

Advanced Shiphandling – Graduated July 2 (photo at right, in alphabetical order): Lindsey Austin, Myles Cameron, Robert Christiansen, Jonathan Hendrickson, Earnest Paulk III, Jared Waford Smith, Chirel Thornton, Kevin Vogt and Emmanuel Wilson.



Importance Notice To All Students

Students who have registered for classes at the Paul Hall Center for Maritime Training and Education, but later discover - for whatever reason - that they can't attend, should inform the admissions department immediately so arrangements can be made to have other students take their places.

Paul Hall Center Classes



Combined Basic & Advanced Firefighting – Graduated July 2 (above, in alphabetical order): Jose Argueta, Mark Canada, Derek Chestnut, Randall Craig, John Daunoras, Scott Fuller, Travis Golightly, Byron Graham, Ahmed Mohamed Mohamed Eissa, Joseph Nicodemus, Javonne Simmons and Kevin Tyson.



Advanced Galley Ops – Graduated June 25 (photo at left, in alphabetical order): Aurelio Dela Cruz Esperanza, Paisami Gay, Solymar Herrera Carreras, Rondell Richardson, Brittany Steward and Sheneisha Thompson



Certified Chief Cook – Graduated June 11 (photo at right, in alphabetical order): Brandon Bradley, Arielle Collier, Laura Davies, Brice Jackson, Jemell Jones, Kristine Lacey, Kenisha Neal, Emir Omar Quinones Torres, Zarya Ward and Hans Guenther Winkler. (Note: Not all are pictured.)



Chief Cook Assessment Program – Graduated June 25 (above, in alphabetical order): Bradley Albert, Xavier Burgos, Arlando Espin, Andrea President, Kyunjre Randall and Joel Williams.



Chief Cook Assessment Program – Graduated June 25 (above, in alphabetical order): Julian Abreu, Douglas Cash Jr., Norasith N. Phetphommasouk, Tyler Willette, Nathan Williams and Paris Williams.

Unions Welcome Ever Given's Release *Officials Sound Alarm for Mariner Rights Worldwide*

Maritime unions on July 7 applauded the release of the *MV Ever Given* from detention in the Suez Canal by Egyptian authorities, but warned that more must be done to safeguard seafarers' rights and welfare during the pandemic.

Stephen Cotton, general secretary of the International Transport Workers' Federation (ITF) (to which the SIU is affiliated), said the release "will be an enormous relief for the crew on board and their families. But while we celebrate this outcome, our attention is still on the 200,000 seafarers trapped working on vessels unable to go home due to the worsening crew change crisis."

He continued, "Thankfully the crew of the *Ever Given* have been well-cared for and well-represented by their unions – the National Union of Seafarers of India, and the Maritime Union of India – who have worked closely with the shipowner and ship manager to support the crew during this trying time. From the moment that the *Ever Given* ran into trouble in the Suez Canal, the crew's unions have been by their side. The crew have been furnished with supplies, support, and had their unions standing up for them nationally and internationally."

Cotton concluded, "By being unionized, the crew have been supplied with provisions, legal representation, crew change opportunities, and counselling support for them and their families. If this hadn't been a case of a ship with a union agreement, we could have seen a very different outcome."

The Panamanian-flagged ship got stuck in the Suez Canal earlier this year and blocked it for nearly a week, generating worldwide headlines.

National Union of Seafarers of India (NUSI) General Secretary-Treasurer Abdulgani Y. Serang emphasized that there were no charges or negative findings about the crew's professionalism, but expressed disappointment that Egyptian authorities used the crew as leverage in financial negotiations with the ship's insurer.

"We are pleased that this ordeal is finally over for the crew," he said. "Their professionalism has been confirmed by a lack of adverse findings. Like all seafarers, it is through their passion and commitment that they are able to rise to the challenge and make the sacrifices required to move the world. This has been a very stressful time for the crew and their families, who have had to suffer the uncertainty of whether their loved ones would become ... human pawns in a wider game being played over compensation."

Serang added, "Society needs to reflect on how so much attention was placed on the commercial aspects of this incident – on the possible impacts on prices and supply of consumer goods – and so little attention paid



The flag-of-convenience cargo ship *Ever Given* (photo above) in late March became wedged inside the Suez Canal, one of the world's most important shipping waterways.

to the sacrifice, pain and uncertainty faced by the seafarers whose welfare ought to be at the center of the story."

During the ship's time at anchorage, unions and employers secured access to crew change for those on board so they could be replaced on the vessel at conclusion of their contracts, as per normal practice in the industry. Eight of the original crew signed off during that time, and 17 of the original crew remain on board in line with their contracts.

ITF Seafarers' Section chair David Heindel (who is also secretary-treasurer of the SIU) said the *Ever Given* was an important reminder about the fragility of the international shipping system, which carries 90 percent of world trade, and the people at the heart of it: the mariners.

"I think I speak for all seafarers when I say it is a relief that the *Ever Given* crew are being released and allowed to continue their lives, but it shouldn't have taken this long," said Heindel. "It's fortunate that the crew have had the strong backing of their shipowner, ship manager and of course their unions and the global ITF family. Many seafarers aren't that lucky."

"Bernhard Schulte Shipmanagement

are one of the better companies in the industry and should be commended for their sustained advocacy for the crew," he continued. "But so too should the crew. The tale of the *Ever Given* shows the value of workers standing together and being active in their unions."

Heindel and other ITF officials pointed out that while the *Ever Given* case made the news, there's an ongoing problem with crew changes that often remains out of the spotlight.

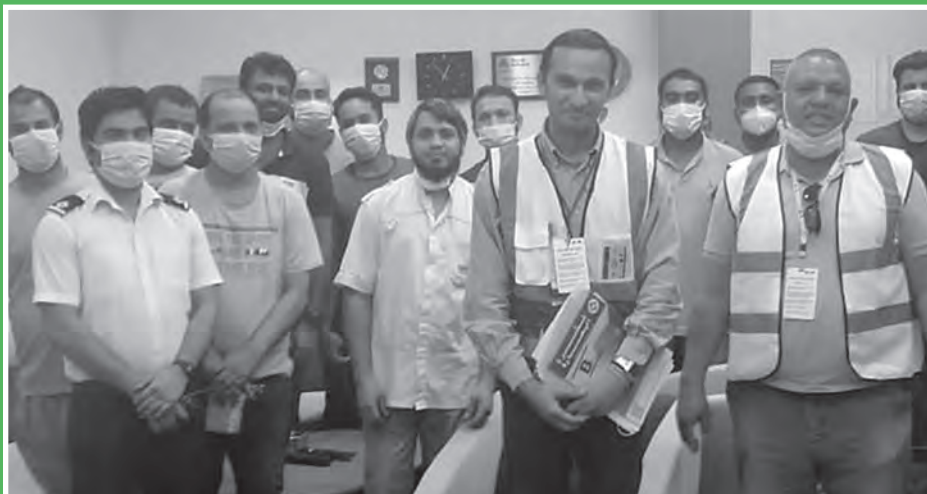
"Right now, more than 200,000 seafarers' rights are being disregarded by many of the world's governments as the crew change crisis drags on," Heindel said. "Most governments still have not restored the pre-pandemic exemptions from travel and border restrictions, and increasingly fatigued seafarers are languishing at sea working beyond their contracts with little hope of relief. Seafarers are being stretched to the limit because of the government-made crew change crisis. We still urgently need exemptions for seafarers from border restrictions, and still urgently need a global roll-out of life-saving COVID vaccines."

He concluded, "Frankly speaking, if governments don't take action to ease the

mounting pressure on seafarers, the risk of events like the *Ever Given* happening, or worse, will become more and more likely. As the *Ever Given* shows, it doesn't take a lot to stop global trade."



Stephen Cotton
ITF General Secretary



Union representatives and *Ever Given* crew members meet aboard the ship earlier this year.



Abdulgani Y. Serang
NUSI General Sec.-Treas.



David Heindel
ITF Seafarers' Section Chair