

SEAFARERS LOG



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

Suez Snafu Shines Spotlight On Vital, Unheralded Industry



The maritime industry rarely makes headlines unless there's a crisis, and that proved true in late March when the flag-of-convenience ship *Ever Given* got stuck in the Suez Canal. For several days afterward, news outlets around the world took note of the industry's critical contribution to everyday life. Several SIU-crewed ships were caught in the backup, including the *Maersk Denver*; Recertified Bosun James Walker is pictured (inset photo at left) aboard that ship, while the dominant image is a panoramic shot of the backup as seen from the *Maersk Ohio* (Bosun Nathaniel Sherrill took the photo). *Page 3.*



Progress Made with Vaccinations

COVID-19 vaccine availability in the U.S. continued ramping up last month, and many Seafarers took advantage of the opportunity to help protect themselves, their loved ones and their shipmates. The SIU also continued pushing for governments to prioritize mariners for the vaccines. That work particularly paid off in Puerto Rico, where numerous Seafarers completed their respective vaccinations in April. That group included AB Jorge Nunez (photo at top left), SIU Port Agent Amancio Crespo (bottom left), and (group photo above) AB Edwin Pagan, ABM Raul Colon, ABM Jose Nunez, Bosun Jorge Soler, Jr. Engineer Richard Vega, Bosun Adrian Surrillo Diaz, Recertified Bosun Isaac Vega, Recertified Bosun Rafael Franco, QMED Jep Sumpter, ABM Luis Ramos Rosa and others. *Page 7.*

President's Report

Rolling Up Our Sleeves

At long last, I'm happy to report that I have completed my COVID-19 vaccinations. There's no shortage of "getting back to normal" things I'm looking forward to as the year progresses, but visiting with all of my family tops the list.



Michael Sacco

Vaccines are an everyday topic around the world. Personally, I've learned a lot about vaccines in general and COVID-19 vaccines in particular by reading material from the CDC, FDA and other sources I trust, from watching the news, and from listening to people discuss their experiences.

Through the process of getting that education, I of course am aware that many people still have concerns and hesitations about getting vaccinated. Everyone will have to decide for themselves, but if you have any doubts at all, I strongly encourage you to prioritize getting the facts. The CDC website is a great resource. Every major news organization covers the situation. We have also reported about vaccination safety on our website and in the *LOG*, in an attempt to take a sometimes-overwhelming topic and boil it down to essentials.

To me, while there are questions about how long the vaccines will remain effective, I do not doubt their safety at all. I understand people may be wary because the vaccines were developed relatively quickly, but in doing my own research, I was reassured by several key points. First, we basically had scientists all over the world working on it around the clock, with no shortage of resources. Second, even though the COVID-19 pandemic itself is unprecedented in modern times, those scientists were not starting from scratch. Because of other, older variations of coronavirus, they had been working on a blueprint for such a vaccine for many years. In fact, they already developed a successful vaccine for an earlier coronavirus that surfaced in 2012, for example.

As of this writing in mid-April, more than 170 million doses of COVID-19 vaccines have been administered in the U.S. This has happened under what the CDC describes as "the most intense safety monitoring in U.S. history."

The agency further recommends you get a COVID-19 vaccine as soon as you are eligible, and the SIU wholeheartedly backs that advice. I'm encouraged by how many of our members already have either gotten vaccinated or have registered for the vaccine, and I look forward to those numbers steadily growing.

Another concern I've read is that the vaccines have only been given the green light for "emergency use authorization" by the FDA. That's because of basic protocols; vaccines can't be fully, formally approved until longer-term clinical trials are completed.

The standards for emergency use authorization are anything but lax. They're vigorous, in fact, when it comes to safety, effectiveness and manufacturing quality. The vaccines were evaluated in tens of thousands of participants in trials, and they're working as intended.

No matter how much I read or watch, I'll only have a layman's understanding of these vaccines. In no way am I pretending to be an expert. But you don't have to be an expert to logically conclude that the vaccines are safe and effective. They most likely will prevent an individual from getting COVID-19, and if they don't, the vaccines at least will almost certainly prevent severe cases.

We'll be having this discussion for a while. It's still relatively new, not just for our union or our industry, but for our country and indeed our world. But I'm already firmly convinced that the vaccines are the way to go. I urge you to get the facts, roll up your sleeves and get the vaccine, for your safety and for the safety of your families and shipmates.

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Volume 83 Number 5

May 2021

The SIU online: www.seafarers.org

The Seafarers LOG (ISSN 1086-4636) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters, AFL-CIO; 5201 Capital Gateway Drive; Camp Springs, MD 20746. Telephone (301) 899-0675. Periodicals postage paid at Southern Maryland 20790-9998. POSTMASTER: Send address changes to the Seafarers LOG, 5201 Capital Gateway Drive, Camp Springs, MD 20746.

Communications Director, *Jordan Biscardo*; Assistant Communications Director & Managing Editor/
Production, *Jim Guthrie*; Assistant Editor, *Nick Merrill*; Photographer, *Harry Gieske*; Administrative Support,
Jenny Stokes; Content Curator, *Mark Clements*.

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PRINTED BY
TRADE TRADITION COUNCIL
WASHINGTON D.C.



The 2021 Salute to Congress event took place online (screen grab above and at bottom of page) and counted the SIU among its sponsors

'Salute to Congress' Event Recognizes DeFazio, Buzby

Honorees Enthusiastically Praise U.S. Merchant Marine

The global COVID-19 pandemic continues affecting most if not all parts of life, and it prominently figured in the respective remarks of this year's Salute to Congress honorees.

The annual event, sponsored by the Propeller Club of the United States, is considered one of the maritime industry's most prestigious gatherings. This year's honorees are U.S. Rep. Peter DeFazio (D-Oregon) and Rear Adm. (ret) Mark Buzby, who recently retired as head of the U.S. Maritime Administration. They were recognized in a well-attended Zoom meeting April 1.

Answering a question from the *Seafarers LOG*, DeFazio said the pandemic has underscored the importance of the U.S. maritime industry.

"People are waking up after this COVID crisis and saying, 'Wait a minute, we don't have N-95 masks? We don't have gowns? Why?' Because it's all been offshored," DeFazio said. "Then they realize we're having trouble moving the goods because we're depending on foreign carriers. We need to be much more self-sufficient, including having a very robust maritime industry, and not just a one-way maritime industry (that only imports goods)."

DeFazio said that maintaining a strong U.S.-flag fleet with American crews "is about really good jobs, it's about national security, and it's absolutely critical to the nation. In a time of crisis, are we going to call on the Chinese to transport our troops?"

He expressed great confidence in the new administration and stated that, after successfully fending off attacks on the Jones Act in recent years, "now we're going to build on it."

The congressman also said America must immediately move forward with rebuilding its infrastructure.

"The world is leaving us behind in the dust or the concrete and the leaking water mains,

or the obsolete ports that can't handle [newer ships]," he said. "There are ways to fund this.... We've got to get this done."

Buzby, speaking with a World War II U.S. Merchant Marine poster directly behind him, said that when the pandemic began more than a year ago, "I don't think one of us knew what direction it would take.... The rapidity ... was eye-watering for us all. But a great team backed me up at MARAD. We came together early in all of this and [identified] agency's role. Sitting back was not an option."

He applauded all segments of the industry for quickly getting together (usually via phone or video conference) "to share what we knew and what we could do. What evolved was a tremendous forum that allowed information to be shared in real time. We shared resources in a way that I think really cut through red tape to an extent I have not seen before."

Buzby repeatedly credited maritime unions for their efforts, and said the overall response to the pandemic-related challenges "shined a good light on how strong and close our industry is and how well we work together. This was a level of cooperation I've never seen before."

Both he and DeFazio pointed out that the maritime industry didn't get any financial relief from the various packages enacted by the previous or current congresses.

"Yet we were able to keep the goods flowing and never stopped, when other industries were brought to their knees," Buzby said. "That was happening on the backs of people working on the piers and working on ships. They have the same steely determination on their faces today" as the one seen on the World War II poster.

Buzby also credited former Secretary of Transportation Elaine L. Chao for being "a stalwart" in defending and promoting the U.S.-flag maritime industry while he served at MARAD.



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Suez Incident Causes Shipping Backlog

SIU Ships Affected; ITF Weighs in on High-Profile Mishap

Worldwide attention focused on the maritime industry in late March, as the runaway-flag vessel *Ever Given* became wedged tight inside the Suez Canal, one of the world's most important shipping waterways.

On March 23, the *Ever Given* was transiting the Suez Canal when it was caught in a sandstorm. The vessel lost control and ran aground, forcing the ships behind it to quickly stop to avoid a collision. Mariners aboard the vessel directly behind the *Ever Given*, the SIU-crewed *Maersk Denver*, reacted quickly to the situation.

"The *Denver* crew really came through," said Recertified Bosun James Walker. "The *Denver* was right behind the *Ever Given*. The captain and crew were able to get the ship stopped and tied to the side of the canal."

But there was almost a second collision on March 23, as Walker explained: "Our biggest threat wasn't running into the *Ever Given*, it was being hit from behind by the *Asia Ruby III*. The ship came within 10 feet of our stern." The *Asia Ruby III*, a Singapore-flagged bulk carrier, reportedly suffered a loss of electrical power and nearly collided with the *Maersk Denver*.

The *Maersk Denver*, along with the rest of the vessels in the canal at the time, was towed astern out of the canal, back to anchor

and awaited the reopening of the canal. The crew was told that their vessel would be the first one into the canal upon reopening, and the *Denver* was the first U.S.-flag vessel to enter the canal northbound.

For the other vessels waiting to pass through the canal – including the SIU-crewed *Maersk Seletar*, *Maersk Ohio* and *Sagamore* – the incident was a story of patience. The crews of those ships could do nothing but wait, hoping that the *Ever Given* would be freed soon, as the shipping companies weighed their options. Some vessels were ordered to redirect, and sail around the southern tip of Africa to avoid waiting for passage through the canal, but most simply waited for good news.

When the *Ever Given* was freed from the canal on March 29, more than 360 vessels were at anchorage on either side of the waterway, an unprecedented backlog with an economic impact on trade estimated at greater than \$9.5 billion. The backlog of waiting vessels was finally cleared on April 3, and investigations into the incident are still ongoing as of press time.

The *Ever Given* flies the flag of Panama and employs a crew from India. The ship is owned by a Japanese company and managed by one based in Singapore.

When the canal was cleared, International Transport Workers' Federation (ITF) General Secretary Stephen Cotton stated, "We welcome news that the *Ever Given* has been freed. That's fantastic for the sake of all the seafarers on this ship and others who have been waiting to transit the Suez Canal."

The ITF's union affiliates, including the SIU, represent more than a million seafarers and tugboat workers worldwide.

"We want to acknowledge the tireless efforts of the workers aboard the tug boat and towage vessels, and those performing the critical groundworks essential to resolving this situation," said Cotton. "This operation has shown us how important tugboats are. There will be dozens of ships across the world that are right now beached, stuck or floating without engine power that are being assisted by tugboat and towage workers working around the clock. They should take pride in how their profession has helped resolve this situation in the world's busiest waterway. I hope these workers get the recognition they deserve."

He added, "We express our solidarity with the seafarers, both on the *Ever Given*, and on the cargo ships who have been queued on either side of it. Seafarers have been expected to keep the world moving during this pandemic by getting all of us the supplies, food, and medicines we need, and then they have had this major blockage to add to their worries."

Cotton said that if ships were required to round the Cape of Good Hope, circumnavigating the African continent, the route would have added at least 26 days on to the typical cargo vessel's journey, and more than \$800,000 in fuel costs.

SIU Secretary-Treasurer David Heindel, chair of the ITF Seafarers' Section, said a full investigation was needed to examine if crew fatigue or other issues had been a factor in the events surrounding the vessel's stranding, as it had been in other maritime accidents.

"Let's not rush to judgement until all the facts are laid bare," he said. "An open and transparent investigation into the circumstances surrounding this event should be conducted, drawing on necessary input and expertise from the crew and their unions. Of course, the industry needs to learn any lessons that emerge from this incident. Too



Bosun Cleofe Castro is pictured aboard the *Maersk Seletar* as he and fellow crew members await the clearing of the Suez Canal.

often, seafarers are unfairly blamed for incidents at sea. When proper investigations are conducted, we are able to stand back and see the systematic factors which drive bad outcomes."

Heindel said the federation's initial belief was that the ship ran aground due to high winds, but there has also been speculation that there may have been an engine failure. Such reports remained unconfirmed.

"My hope is that this highly publicized event at the world's busiest waterway can give everyone an opportunity to see what tremendous sacrifice seafarers make on a daily basis. The crew change crisis is still happening," he concluded.



The view from the *Maersk Denver*, as the foreign-flagged *Asia Ruby III* narrowly avoids a collision due to its own reported mechanical failure

White House Identifies Key Offshore Wind Project Goals

The Biden White House in late March released its plans for kickstarting offshore domestic wind farm projects that would "create thousands of jobs across the country with the choice to join a union."

Meeting with state officials, industry executives and labor leaders on March 29 were Transportation Secretary Pete Buttigieg, Commerce Secretary Gina Raimondo, Energy Secretary Jennifer Granholm, Interior Secretary Deb Haaland and National Climate Advisor Gina McCarthy.

The cabinet officials outlined a program to move the nation toward greater availability of offshore domestic wind farms to meet the country's energy needs.

In its related statement, the White House noted, "Federal leadership, in close coordination with states and in partnership with the private sector, unions and other key stakeholders, is needed to catalyze the deployment of offshore wind at scale."

It laid out three objectives for the program: advance ambitious wind energy projects to create good-paying union jobs; investing in American infrastruc-

ture to strengthen the domestic supply chain and deploy offshore wind energy; and supporting critical research and development and data-sharing.

Under its "advance ambitious wind energy projects to create good-paying union jobs" section, the Biden administration has "a target of employing tens of thousands of workers to deploy 30 gigawatts of offshore wind by 2030. Meeting this target will trigger more than \$12 billion per year in capital investment in projects on both U.S. coasts, create tens of thousands of good-paying union jobs, with more than 44,000 workers employed in offshore wind by 2030 and nearly 33,000 additional jobs in communities supported by offshore wind activities."

Included in its call for a massive supply chain for such an operation are "new port upgrade investments totaling more than \$500 million; one-to-two new U.S. factories for each major wind farm component including wind turbine nacelles, blades, towers, foundations, and subsea cables; additional cumulative demand of more than seven million tons of steel – equivalent to four years of output for a typical U.S. steel mill, and the construction of four-to-six specialized turbine

installation vessels in U.S. shipyards, each representing an investment between \$250 and \$500 million."

After the plan's release, Buttigieg said, "Tackling the climate crisis is vital to our nation's future. The Biden-Harris administration is taking actions that show how creating jobs and addressing climate change can and must go hand-in-hand. Today's announcement makes a critical investment in our nation's ports, which in turn builds up the resilience and sustainability of America's economy."

During the 2009 Maritime Trades Department (MTD) convention, the organization passed a resolution calling on Congress to "ensure that the development and operation of offshore renewable energy will benefit American workers and American companies constructing and servicing such facilities." It also called upon MTD affiliates and Port Maritime Councils to "do everything within their power to ensure that the cabotage and other federal laws are applied to the development of offshore renewable energy in all respects." (The SIU is an MTD affiliate, and SIU President Michael Sacco also is president of the MTD.)

New Contract With ASC Includes Noteworthy Gains

After many arduous sessions of hard bargaining between the union and company over a nine-month period, the SIU on March 9 reached a tentative agreement with American Steamship Company (ASC) on a new four-year contract (2021-2025), which was subsequently ratified by the SIU membership employed by ASC.

The union successfully fought off repeated attempts by the company to enact major, unprecedented concessions.

The new agreement provides a modified manning nomenclature and wage-scale model, with significant increases to all wage rates varying by position (averaging 14%), effective immediately, and annual increases to all wage rates in each subsequent year of the contract term. The pact maintains the current Seafarers Health and Benefits Plan and Seafarers Pension Plan benefits at the top level (Core Plus), and the current level of the Seafarers Money Purchase Pension Plan benefit. The agreement also provides for increased room and board allowance, shipwreck compensation, and other enhancements.

The SIU bargaining committee consisted of Assistant Vice President Bryan Powell, Associate General Counsel Stan Dubin, Port Agent Todd Brdak, Port Agent Chad Partridge, Safety Director Gerret Jarman, Patrolman Tyson Little, Recertified Bosuns Paul Gohs, Foaad Saleh and Salah Ahmed, and QMED Ricardo Frederick.

Update to Marine Safety Information Bulletin Clarifies Mask Mandates for Maritime Industry

The U.S. Coast Guard on March 22 issued a change to its previously released Marine Safety Information Bulletin (MSIB) 02-21, which outlined the requirement for people to wear masks while aboard vessels and at transportation hubs. The change reflects the inclusion of mask requirements at seaports and provides additional information on the applicability for mask wear throughout the maritime transportation system.

Under its original guidance (released Feb. 1), which implemented a previously issued federal order from the U.S. Centers for Disease Control and Prevention (CDC), vessel and transportation hub operators were directed to take steps to reduce the spread of COVID-19 by ensuring that everyone on a vessel wear a mask when boarding and/or disembarking for the duration of the travel. The original order caused confusion in some segments of the maritime industry, partly because it appeared inconsistent with the executive order upon which it was based. Nevertheless, depending on the circumstances, according to the CDC order and updated MSIB, best practices should include:

- Boarding only those persons who wear masks;
- Instructing persons that Federal law requires wearing a mask on the conveyance and failure to comply constitutes a violation of federal law;
- Monitoring persons on board the conveyance for anyone who is not wearing a mask and seeking compliance from such person;
- At the earliest opportunity, disembarking any person who refuses to comply; and
- Providing persons with prominent and adequate notice to facilitate awareness and compliance of the requirement of this order to wear a mask. Digital platforms, such as on apps, websites, or email; posted signage in multiple languages with illustrations; printing the requirement on transit tickets; or other methods were suggested as possible avenues through which adequate notice could be given.

Under the new guidance, operators of sea ports (maritime transportation hubs) now must also use best practices to ensure that any person entering or conducting business on the premises of the port wear masks. Depending on the circumstances, best practices for enforcing the latest mandate include, in essence, the same steps listed above.

The CDC Mask Order exempts the following categories of persons:

- A child under the age of 2 years;
- A person with a disability who cannot wear



Assistant Cook Alan Birnbaum (photo at right), a member of the SIU Government Services Division, wears a mask aboard the *USNS Amelia Earhart*. (U.S. Navy photo) The pandemic has resulted in masks being created with emblems for many organizations and professions, including the U.S. Merchant Marine (photo above).



a mask, or cannot safely wear a mask, because of the disability as defined by the Americans with Disabilities Act (42 U.S.C. 12101 et seq.);

- A person for whom wearing a mask would create a risk to workplace health, safety, or job duty as determined by the relevant workplace safety guidelines or federal regulations.

The latest CDC update stipulates that vessel or facility operators, owners, or companies should provide clear guidance as to when wearing a mask would create a risk to workplace, health, safety or job duty for crew members and facility personnel. The company guidance should address specific tasks that cannot be accomplished safely while wearing a mask. A blanket policy cannot be issued to exempt all persons from wearing a mask at all times. Crew members and facility personnel may be exempt from wearing a mask only when actively performing the task and should immediately wear a mask when the task is complete. Since passengers should refrain from instances where wearing a mask may present a risk, this exemption does not extend to passengers.

Despite the foregoing mandates, the requirement to wear a mask shall not apply under the following circumstances:

- While eating, drinking, or taking medication, for brief periods;
- While communicating with a person who is hearing impaired when the ability to see the mouth is essential for communication;
- If unconscious (for reasons other than sleeping), incapacitated, unable to be awakened, or

otherwise unable to remove the mask without assistance, experiencing difficulty breathing or shortness of breath or feeling winded, the mask may be removed temporarily until able to resume normal breathing with the mask. Vomiting or other illness may also require removal of the mask, according to the agencies. Other medical conditions and equipment may interfere with the ability to wear a mask;

- When necessary to temporarily remove the mask to verify one's identity such as during Transportation Security Administration screening or when asked to do so by a ticket or gate agent or any law enforcement official

Moreover, people on board the following categories of vessels and vehicles are also exempt from the requirement to wear a mask:

- Private vessels operated only for personal, non-commercial use;
- Commercial motor vehicles or trucks, if the driver is the only person in the vehicle or truck, or the vehicle or truck is operated by a team who all live in the same household and are the only persons in the vehicle;
- People on board the following categories of conveyances are exempt from the requirement to wear a mask:
- Private conveyances operated only for personal, non-commercial use;
- Commercial motor vehicles or trucks, if the driver is the only person in the vehicle or truck, or the vehicle or truck is operated by a team who all live in the same household and are the only persons in the vehicle;
- Vessels operated or chartered by the U.S.

Department of Defense (DOD) as long as the operator of the conveyance follows all DOD requirements to prevent spread of COVID-19 that are equivalent to the requirements in CDC's Order.

Under Title 42 of the United States Code section 268, the Coast Guard is charged with assisting in enforcement of CDC quarantine orders. Operators of vessels and sea ports that fail to implement appropriate public health measures, including the mask-wearing order above, may be subject to civil or criminal penalties. Furthermore, based on the scientific determination of the CDC, the Coast Guard announced that it "finds that failure to implement appropriate health measures creates an undue safety risk by increasing the risk of transmission of COVID-19 between passengers, the crew of the vessel, and port workers."

The union and its contracted companies fought against the essentially full-time shipboard mandate, because the SIU believes it isn't always necessary for the crews while at sea. The union also questions whether it is being consistently enforced when non-crew members are on the vessels in port.

The SIU (and others) pointed out to the Coast Guard and the U.S. Transportation Command that most members in the deep-sea sector already quarantine prior to boarding a vessel, and also normally must show proof of a negative COVID-19 test before climbing the gangway. This system has helped minimize the number of positive cases aboard ship.

CDC, U.S. Coast Guard Provide Q&As Addressing Mask Wear on Vessels

Editor's note: The following list of questions and answers on the mask order are provided to afford clarity to mariners with specific concerns. They were provided by the CDC and U.S. Coast Guard.

Q: Does the mask order apply to all commercial maritime conveyance activity in the United States?

A: Yes, the mask order applies to all persons traveling on commercial maritime conveyances into, within, or out of the United States and to all persons at U.S. seaports. The term commercial maritime conveyance means all forms of commercial maritime vessels, including but not limited to cargo ships, fishing vessels, research vessels, self-propelled barges, and all forms of passenger carrying vessels including ferries, river cruise ships, and those chartered for fishing trips, unless otherwise exempted.

Q: Which maritime vessels are exempted from CDC's mask order?

A: Only the following maritime conveyances are exempted:

- Private maritime conveyances operated solely for personal, non-commercial use (e.g., personal watercraft),
- When the operator is the sole occupant on board the maritime conveyance, Mobile offshore drilling units and plat-

forms, to include floating and fixed Outer Continental Shelf facilities as defined in 33 CFR 140.10, and

- Certain maritime conveyances excluded from the definition of vessels under 42 CFR 70.1:
 - Fishing boats including those used for shell-fishing (Fishing vessels, fish processing vessels, and fish tender vessels as defined under 46 U.S.C § 2101 do not fall under this exemption including shell-fishing vessels. A "fishing boat" is an auxiliary craft as defined under 46 U.S.C § 4502(k) carried on board a fishing vessel.);
 - Tugs which operate only locally in specific harbors and adjacent waters (Tugs which operate only locally in specific harbors and adjacent waters means tug vessels operating exclusively within a worksite and that have been issued a worksite exemption by the U.S. Coast Guard);
 - Barges without means of self-propulsion;
 - Construction-equipment boats and dredges; and
 - Sand and gravel dredging and handling boats.

Operators of the former maritime conveyances and other persons on board must observe CDC's mask order while awaiting, boarding, or disembarking at the seaport.

Q: How is CDC defining the term seaport in the mask order?

A: The term *seaport* means any port of entry or any other place where persons await, board, or disembark all forms of maritime commercial conveyances (e.g., a marina or dock).

Q: Are mariners on non-passenger commercial maritime conveyances exempt from wearing a mask under the exemption for "a person for whom wearing a mask would create a risk to workplace health, safety, or job duty as determined by the relevant workplace safety guidelines or federal regulations"?

A: No, this exemption does not exempt mariners from the mask order simply by virtue of working on a non-passenger related commercial maritime conveyance. To be exempt, the mariner would need to be performing a duty that would, if a mask were worn, create a risk to workplace health, safety, or job duty as determined by the relevant workplace safety guidelines or federal regulations. The exemption only applies while performing that duty.

Q: Mariners on many non-passenger-related commercial maritime conveyances (e.g., cargo and towing ships) live on board for weeks with little contact outside the crew. How should the mask order be applied onboard these conveyances during a voyage?

A: Mariners on non-passenger commercial ships should be guided by CDC's Interim Guidance for Ships on Managing Suspected or Confirmed Cases of Coro-

navirus Disease 2019 (COVID-19) in following the requirements of the mask order. Per the Interim Guidance, crew should wear masks when outside of their single occupancy cabin unless work duties prevent their safe use or necessitate personal protective equipment due to worksite hazards. Mariners would not be expected to wear a mask while they are alone and are eating, sleeping, or resting. Additionally, mariners must wear masks when other persons (e.g., visitors, pilots, inspectors) join the ship for any period of time and when mariners disembark the ship. During these activities, masks should be worn in addition to maintaining a distance of six feet between individuals.

Q: Do I need to wear a mask in my stateroom?

A: CDC guidance states that a mask should be worn when outside of individual cabins. The Coast Guard interprets this as a mask is not required within a private cabin.

Q: Do I need to wear a mask while on watch?

A: The CDC has noted that transportation hub employees do not need to wear a mask if they are the only person in the work area. The Coast Guard interprets this to mean that a mask is not required when one person is not in the same space as another person. As such, if a mariner is alone at their watch station, with no other person in the room with them, then a mask is not required.

AFL-CIO Leads National Day of Action for PRO Act

Editor's note: The following article was written by Mark Gruenberg, head of the Washington, D.C., bureau of People's World and editor of Press Associates Inc., a union news service in Washington, D.C. It has been edited to conform to local style and sensitivities.

The AFL-CIO on April 8 spearheaded a "National Day of Action" to organize workers to lobby senators to pass the Protect the Right to Organize (PRO) Act.

The mobilization was backed by dozens of AFL-CIO member unions, as well as Pride at Work, Unemployed Workers United, the Asian Pacific American Labor Alliance, the Working Families Party, the Alliance for Retired Americans, the Coalition of Labor Union Women, the Coalition of Black Trade Unionists, Social Security Works, and many more organizations. To accomplish its objective, federation officials set up an automated system on its website to make it easy for participants to call senators and join in the lobbying action regardless of their locations.

If four Democratic holdouts and one

Independent can be turned around, the act will become law.

The holdouts include Sens. Mark Kelly and Kyrsten Sinema, both from Arizona, Mark Warner from Virginia, Joe Manchin from West Virginia, and Independent Angus King from Maine, who caucuses with the Democrats.

"All of us deserve to enjoy America's promise in full – and our nation's leaders have a responsibility to deliver it," said President Joe Biden in a March 9 statement before the start of floor debate in the House on the measure. "That starts with rebuilding unions."

"Unions give workers a stronger voice to increase wages, improve the quality of jobs and protect job security, protect against racial and all other forms of discrimination and sexual harassment, and protect workers' health, safety, and benefits in the workplace," he said. "Unions lift up workers, both union and non-union. They are critical to strengthening our economic competitiveness. But too many employers and states prevent them from doing so through anti-union attacks. They know

that without unions, they can run the table on workers—union and non-union alike. We should all remember the National Labor Relations Act didn't just say we shouldn't hamstring unions or merely tolerate them. It said we should encourage unions. The PRO Act would take critical steps to help restore this intent."

The measure would make organizing unions easier, ban such common corporate tactics as mandatory anti-union meetings, and make union recognition elections faster.

It also would force the sunlight of disclosure on so-called "persuaders," a.k.a. union-busters, increase fines for corporate labor law-breaking, make it easier to get court orders against such tactics, and order arbitration if, after the union wins and is recognized, the two sides can't reach a first contract in a reasonable time.

Winning passage in the Senate is proving difficult, and unless Democrats in that chamber do away with or evade the filibuster, the minority Republicans may be able to kill it.

"We're not going to let a minority in

the Senate stop" the PRO Act, AFL-CIO President Richard Trumka vowed at a press conference with lawmakers and the Leadership Conference on Civil and Human Rights during House debate on the measure.

Trumka implied the PRO Act's political foes would face trouble at the polls. "If people (lawmakers) know corporations are too strong and workers are not strong enough, and they make corporations stronger" anyway, by defeating the PRO Act, "they do so at their peril," Trumka warned.

"And in an era of extreme polarization, nearly two-thirds of Americans -- 65% -- approve of labor unions, so it's not surprising workers would form unions if they were given the chance. That's 60 million people knocking on our doors. The PRO Act would let them in."

The federation says the PRO Act would "empower workers to organize and bargain, hold corporations accountable for union-busting, and repeal 'right to work' laws, which were created during the Jim Crow era to keep white and Black workers from unionizing together."

Pandemic Forces AFL-CIO To Alter Annual Observance Of Workers Memorial Day

The labor movement once again was slated to observe Workers Memorial Day on April 28 (after press time), the latest chapter of an annual grassroots mobilization designed to remember workers killed or injured on the job and to continue the fight for strong safety and health protections.

While the global pandemic presented logistical challenges for this year's commemorations (there are usually various in-person events across the country), the key messages of Workers Memorial Day were expected to be amplified online, in print and (safely) also during some gatherings. Additionally, the AFL-CIO's annual "Death on the Job" report was due for publication by the end of April.

Prior to April 28 (the anniversary of the establishment of the Occupational Health and Safety Organization, in 1971), AFL-CIO President Richard Trumka sent a letter to federation affiliates (including the SIU) that explained the background – and ongoing importance – of Workers Memorial Day.

"Fifty years ago, the Occupational Safety and Health Act went into effect

after the tireless efforts of the labor movement, who drew major attention to work-related deaths and injuries, organized for safer working conditions and demanded action from their government," Trumka noted. "The OSH Act and Mine Safety and Health Act promised workers the right to a safe job. Unions and our allies have fought hard to make that promise a reality – winning protections that have made jobs safer and saved lives. After years of struggle, we won new rules to protect workers from deadly silica dust and beryllium, a stronger coal dust standard for miners, and stronger anti-retaliation protections for workers who report job injuries and defended them from corporate attacks. But there is much to be done before the promise to keep all workers safe on the job can be fulfilled."

Trumka, a longtime ally of the SIU, then pointed out that "decades of evidence shows that unionized workplaces are safer workplaces. This year, America's labor movement and our allies are launching a full-scale national campaign to pass the Protecting the Right to Organize (PRO) Act, which would give the tens of millions

of workers who want to form a union a fair path to do so. The popularity of unions is at 65% – one of the highest marks since the OSH Act was implemented in 1971 – and 60 million non-union workers say they would vote for a voice on the job today if given the chance."

The federation president said that the COVID-19 pandemic showed both the power of collective bargaining and the work that remains. He said workers and their unions won significant job-safety protections, "but the pandemic also exposed the weaknesses in the safety agencies' abilities to ensure workers are protected on the job and the structural failures that have prevented workers from organizing in their workplaces to demand safer working conditions. We must continue to fight and push forward to ensure safe jobs for all workers through strong unions and strong laws."

He concluded, "Each year, thousands of workers are killed and millions more suffer injury or illness because of our jobs. Far too many workers die from preventable hazards and many more workers get sick from exposure to toxic chemicals. Many employers and workers never see OSHA in their workplace. Penalties are still too low to be a deterrent. Workplace safety agencies have been decimated by a reduction in staff and a stagnant budget. Workers are not adequately protected without retaliation to speak out against unsafe working conditions and to freely join a union. In the fiftieth year of OSHA this April 28, we focus on the need to renew the promise of safe jobs for all of America's workers. The labor movement will renew our commitment to safe jobs for all and mobilize to pass the PRO Act, so that workers have a right to form a union and have a safety voice on the job.... The labor movement also will work to strengthen OSHA and MSHA, increase their budgets, enforcement and other resources, and call for them to renew their commitment to protecting workers for the next 50 years."



AFL-CIO President Richard Trumka (left) recently weighed in on the importance of workplace safety. He's pictured with SIU President Michael Sacco at a 2017 meeting of the Maritime Trades Department, AFL-CIO.

Buttigieg: 'I Strongly Support the Jones Act'

U.S. Secretary of Transportation Pete Buttigieg emphatically voiced his backing of America's freight cabotage law – and U.S. mariners – during a recent hearing on Capitol Hill.

Buttigieg spoke March 25 as the House Transportation and Infrastructure Committee conducted a hearing titled, "The Administration's Priorities for Transportation Infrastructure."

Rep. Kai Kahele (D-Hawaii) said to the secretary, "President Biden has expressed his strong support for the Jones Act, and as Chinese companies with state support become increasingly dominant in the shipping, shipbuilding, industry and maritime supply chain ... will you continue to support the Jones Act and support a major investment in the U.S. shipbuilding industry, to support good-paying union jobs, ensure the national security of the nation, and protect the stability of the U.S. shipbuilding industry?"

Buttigieg responded, "I strongly support the Jones Act. As you mentioned, that's the President's view as well because it makes sure that cargoes moved between U.S. ports travel on vessels that are built, owned, and crewed by Americans. The Jones Act also ensures that we don't lose our domestic shipbuilding capability so that we're not in the situation, as you pointed out, where Chinese-flagged vessels could wind up being the only place we could turn to carry our domestic commerce on the Mississippi River or between Florida and New York. That, obviously, would have national security implications, that are not acceptable."

Buttigieg added, "If we lose our national maritime industry, it might not return, and the consequences would be devastating. So, I'm going to continue to ensure that the U.S. Maritime Administration and DOT are doing our part, recognizing that there are many U.S. agencies that are involved in the Jones Act. And we'll be doing everything we can to support that industry, as well as our Merchant Marine."

The Jones Act enjoys bipartisan support, and is widely recognized as vital to U.S. national, economic and homeland security. Since its inception, the Jones Act time and again has proven its value as an indispensable law that benefits American workers and the American economy.

PricewaterhouseCoopers, in its 2019 study for the Transportation Institute titled "Contributions of the Jones Act Shipping Industry to the U.S. Economy," found that the law helps maintain around 650,000 American jobs while contributing billions of dollars each year to the U.S. economy. Another benefit is that the Jones Act helps maintain a pool of well-trained, reliable, U.S. citizen mariners who are available to sail on American-flag military support ships during times of crisis.

Nearly 100 countries around the world also maintain cabotage laws.



Pete Buttigieg
U.S. Transportation Secretary



The abandoned boat



Pictured aboard the CS *Dependable* with Andrew Baillie (fourth from left) following his rescue in the Pacific are AB Evgeni Baechko, Second Mate Harry Klausner, Chief Mate Terry Simmons, Captain Yann Durieux, UA/GVA Sarah Wilson, Bosun Ronnie Rodriguez, Bosun Mate Steven Whiting and MDR Luke Mueller.

CS Dependable Crew Rescues Boater in Pacific

How's this for a sign of the times: Mariners from the SIU-crewed cable ship *Dependable* on March 21 rescued a boater in the middle of the Pacific Ocean – and the individual quickly reassured his liberators that he'd recently tested negative for COVID-19.

While the pandemic added a new wrinkle to the rescue, the rest of the operation, though challenging, seemed relatively routine, according to Bosun **Ronnie Rodriguez**.

The bosun teamed up with Bosun Mate **Steven Whiting** to hoist boater Andrew Baillie, 71, to safety aboard the SubCom-operated ship. With an assist from Paul Hall Center Apprentice **Sarah Wilson**, they also managed to salvage some of Baillie's belongings before he left his sailboat *Catamaran 2*, which had become unseaworthy.

"He made it safe and sound," said Rodriguez, who joined the SIU in 2007. "At first

it was hard to get to him, but it was a smooth rescue overall."

The *Dependable* is crewed by members of the SIU and the Seafarers-affiliated American Maritime Officers (AMO), respectively.

Vessel master Capt. Yann Durieux reported that the ship received a distress call from the boat shortly before 2 a.m., while the *Dependable* was headed to Hawaii. They reached the disabled craft approximately 40 minutes later.

"It took a bit of time to approach, as the sailor needed to keep making way until the last minute," Durieux wrote. "He feared the boat would break apart if not heading into the waves. We recovered (some of) his gear and the sole individual on board. Great team effort."

The captain said notifications were sent "for the navigational safety of others" regarding the abandoned, damaged boat, which had

been en route to Ecuador from San Pedro, California.

Rodriguez was in his room when he was notified of the distress call. He summoned additional crew members "and went to the port gangway," he recalled. "We saw what looked like a sailboat. The captain got close to it and we put the gangway down partially, in semi-rough seas. When we got close, I threw a line to tie his luggage, but it was too rough. He had two bags he put into a garbage bag, and threw it to us on the gangway. The ship kept bouncing around, but we finally got him off the sailboat. I held the bosun mate and he grabbed the man. It was a struggle to pull him onto the gangway but easy after that."

Baillie, an Argentinian who is a U.S. citizen, was predictably thankful, and he spent the next week or so aboard the *Dependable* while it finished the voyage to Hawaii.

"I felt bad for him because that was a nice sailboat," Rodriguez recalled, "but those are just material things that can be replaced."

This was the second rescue Rodriguez experienced. The first, in 2016, also involved the *Dependable*, which saved 14 Indian fishermen whose vessel sank near Mumbai.

In both cases, he said, the training he and many of his shipmates received at the SIU-affiliated Paul Hall Center (PHC) in Piney Point, Maryland, truly made a difference.

"It definitely helped," said Rodriguez, a graduate of PHC Apprentice Class 701. "I tell all these guys when they come aboard, it starts at the school. All the drills, all the studies – it'll haunt you if you don't complete it. You never know; we may have to abandon ship, for example. You'd better know what you're doing. Definitely, for sure, the school has a lot to do with how we're succeeding."



Spotlight on Mariner Health

Heartburn: Tough to Avoid, But It's Usually Manageable

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

Heartburn is a burning pain in your chest, just behind your breastbone. The pain occurs when the stomach acid backs up into the tube that carries food from your mouth to your stomach (esophagus).

Normally when you swallow, a band of muscle around the bottom of the esophagus relaxes to allow food to flow down into your stomach. Then, the muscle will tighten up again. If the lower esophageal sphincter relaxes due to weakness, then the stomach acid will flow back up (acid reflux) and cause heartburn.

Heartburn is a common problem with most people and no cause for alarm, usually. People can manage it with a change in their diet, lifestyle modifications, more daily exercise, use of certain medications, and limiting alcohol and not smoking.

Symptoms can occur as: a burning pain in the chest that usually happens after eating and mostly at night, pain that worsens when you lie down, and a bitter or acidic

taste in your mouth.

Make an appointment with your doctor if you find these symptoms persist or get worse. For instance, if you experience heartburn more than twice a week, or have any difficulty swallowing, any nausea or vomiting, or weight loss because of a poor appetite, an appointment is in order.

Certain foods and drinks may cause heartburn, including spicy meals or snacks, onions, citrus products, tomatoes, fatty or fried foods, peppermint, chocolate, alcohol, sodas, coffee, and high-fat meals.

Being overweight or pregnant can also increase your risk of having heartburn.

Reflux is potentially serious in the long run. If the condition is prolonged, it causes irritation to the lining of the esophagus. Again in this case, an appointment with a doctor is a must. He or she may prescribe medications to decrease the acid. Special diets also can promote healing of the esophagus.

Be alert to any problems with heartburn and act on them quickly in order to decrease the likelihood of future difficulties.

Healthful Recipe Seared Salmon with Strawberry Basil Relish

Servings: 24

Ingredients

24 whole salmon fillet, 6oz each
1/4 cup smart balance
1 teaspoon granulated garlic
1 tablespoon kosher salt
1 teaspoon black pepper, ground

Relish

5 cups fresh strawberries, chopped
1 teaspoon kosher salt
1/4 cup fresh basil leaf, chopped
1/4 cup honey
1/4 teaspoon black pepper, ground

Salmon Recipe

Brush fillets with melted butter; sprinkle with granulated garlic salt and pepper. Heat a large skillet over medium-high heat. Add fillets, skin side up, in batches if necessary; cook 2-3 minutes on each side or until fish just begins to flake easily with a fork.

Place the seared salmon into 2" hotel pans, bake in a 350F oven for 5-7min.; until the fish is cooked and at the proper internal temp.

Relish Recipe

In a bowl, toss strawberries with basil,



honey salt, and pepper. Top the cooked salmon with the relish.

Per serving (excluding unknown items): 218 calories; 6g fat (25.5% calories from fat); 34g protein; 5g carbohydrate; 1g dietary fiber; 88mg cholesterol; 428mg sodium. Exchanges: 0 grain (starch); 5 lean meat; 0 fruit; 0 fat; 0 other carbohydrates.

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

COVID-19 Vaccination Efforts in Full Swing

Consistent with the goals laid out by the Biden Administration, the SIU has been leading the charge for mariners to get vaccinated against the COVID-19 pandemic. That aim became easier last month, as Biden announced that every adult in the U.S. became eligible to register for a vaccine.

While the statistics change daily, as of April 8, an estimated 64.4 million people in the U.S. had been fully vaccinated; overall, 171 million doses had been administered.

As of that same date, more than 558,000 Americans had died from COVID-19 since the pandemic's onset last year.

The SIU has worked with government officials at every level, and with international organizations, to try and get mariners placed in a higher priority group than they already were, and found success in

places such as Puerto Rico, Hawaii and Norfolk. In particular, the SIU and other labor groups in Puerto Rico were highly successful in requisitioning and distributing vaccine doses to mariners and other union employees who work and/or live in the island territory. Nearly 100 percent of the mariners who wanted a vaccine in Puerto Rico have been fully vaccinated, as reported by SIU Port Agent Amancio Crespo, who coordinated much of the effort personally.

In March, the Biden Administration instructed local governments to ensure that all Americans were eligible to receive a vaccine by May 1, though many state and local governments were already ahead of schedule.

At press time, there are three different vaccines approved by the U.S. Centers for Disease Control and Pre-

vention (CDC) to protect against the virus. For mariners, both the SIU and the CDC advise requesting the Janssen/Johnson and Johnson vaccine, as it is a single-dose vaccine that does not require a second dose after three weeks. While the long-term efficacy of the vaccines is unknown, what is certain is that all of the vaccines have been thoroughly researched and approved by the CDC as safe and effective.

Side effects of the COVID-19 vaccines are reported to be relatively mild and short-lived, lasting up to 48 hours, and can occur after the first or second dose. Once vaccinated, it can take up to 12 days for protection to be in full effect; however, at this time, vaccinated persons must still wear face masks and follow all state and local health and safety guidelines. Physical distancing, washing hands with soap and water or the use of hand sanitizer, good respiratory hygiene, and use of a mask remain the main methods to prevent spread of COVID-19.

Abundant information about the vaccines is available on the CDC website: <https://www.cdc.gov/>

Additionally, the International Chamber of Shipping, the International Transport Workers' Federation (ITF), Intertanko and the International Maritime Health Association have teamed up to publish "Coronavirus (COVID-19) Vaccination for Seafarers and Shipping Companies: A Practical Guide." The document – available in PDF form on the SIU website – is a quick read containing lots of potentially useful and interesting information for the maritime community. It is linked in the COVID-19 SAFETY UPDATES section of the SIU website.



SIU Port Agent Amancio Crespo (left) and Recertified Bosun Rafael Franco converge in San Juan for their second vaccinations.



QMED Jep Sumpter gets vaccinated in San Juan.

Different types of COVID-19 vaccines



Nucleic acid (mRNA or DNA):
Pfizer BioNTech; Moderna

These contain genetic material from the virus that instructs human cells to make the spike protein. Once made, the viral genetic material is destroyed. The body then recognises the protein produced as foreign and stimulates an immune response. This type of vaccine is safe and does not affect the person's genes in any way. It is easy to develop and the technology has been used in cancer patients for many years.



Viral Vector:
Oxford/AstraZeneca; Sputnik V/Gamaleya; Johnson & Johnson;
CanSinoBIO

These contain a safe version of a live virus that does not cause harm, with genetic material from the COVID-19 virus inserted. Hence the first virus becomes a viral vector. Once inside the cells, the genetic material carried gives cells instructions to make a protein, usually the spike protein, unique to the COVID-19 virus. Using these instructions, the cells make copies of the protein that are recognised as foreign and stimulate an immune response. This technology has been successfully used in the Ebola vaccine and gene therapy.

A description of the two main types of COVID-19 vaccines and the differences between them, courtesy ITF.



AB Ricky Martinez (above) and Recertified Bosun Noel Otero (photo at immediate right) happily review their respective vaccination records aboard TOTE's *Perla Del Caribe*.



What to Do with Your Vaccination Record Card

Once mariners receive their COVID-19 vaccination, they will also be given a paper vaccination record card. The card primarily serves as a reminder of when to schedule your second dose if you receive the Pfizer or Moderna vaccine, but also potentially may be used as proof of your vaccination date.

While the debate continues on the possibility of a U.S. government-backed vaccine passport, it would be

prudent to make a copy of your COVID-19 vaccine card and keep it in a safe place. Experts recommend taking a photo of your vaccine card with your cell phone, or otherwise scanning a digital copy into a personal computer. After that, if you want to laminate your card, or otherwise protect it from damage, there are many affordable options available.

The CDC is also encouraging everyone who receives their vaccine to sign up for v-safe, a smartphone-based monitoring program used by the CDC to collect data on users' post-vaccination symptoms and remind recipients of a two-dose vaccine when to schedule their second appointment. However, it may also serve as proof of vac-

cination in the future.

In addition, the SIU would suggest that you add a copy of your vaccine record to your existing medical records with the SHBP Medical Department. Feel free to bring your vaccine record to a hiring hall to have a copy made for your records. And, in case you've already damaged or lost yours, don't worry: contact your vaccine provider, or your state health department, to get a new card.

While it is currently unknown if you will need to add a periodic COVID-19 vaccine to your list of reoccurring vaccinations, what is certain is that you should hold on to your paper vaccination record card like you would for any other important medical document.

Maritime Mourns Passing Of AMO Exec. VP Finnigan

Former SIU Deep Sea Mariner Dies at Age 57

SIU members and officials were saddened to learn of the unexpected passing of American Maritime Officers (AMO) Executive Vice President Mike Finnigan, who succumbed to a brain hemorrhage March 19 at his home in Palm Coast, Florida. He was 57.

Well-known and highly regarded throughout the maritime industry, Finnigan took office in January 2019 after most recently sailing as a deep-sea captain. He was an SIU member for several years beginning in the late 1980s, and sailed with the union as a bosun and AB before joining the AMO in 1994.

SIU Executive Vice President Augie Tellez said he enjoyed working with

Finnigan.

"I worked with him as soon as he took office, and he definitely was willing to listen and learn," Tellez stated. "He had a very noticeable enthusiasm for our industry and in particular for the men and women of the U.S. Merchant Marine. Mike was a straight shooter and he absolutely will be missed."

"Mike was by far the best I had seen in this job in my 48 years of administrative service to AMO," said AMO National President Paul Doell. "Mike was a brilliant colleague with great instinct, a big heart and a wide-open office door. He was an immediate friend to everyone his job here introduced him to, and we will miss him greatly."

Finnigan, the son of a tugboat cap-

tain, grew up in his native Essex, Connecticut. Survivors include his wife of 15 years, Susan Ziegler Finnigan, along with his mother, brothers and sisters and many nieces and nephews. Capt. William C. Barrere will complete Finnigan's term. Barrere has been a member of the SIUNA-affiliated AMO since 1985, and had been working as the union's West Coast representative since September 2016.

"Mike Finnigan would be pleased with this appointment of his friend Willie Barrere as his relief," Doell said. "Willie is thoughtful, thorough and transparent in his conversations with AMO members aboard ship and ashore – values Willie and Mike shared."



Mike Finnigan, AMO Exec. VP

World Govts Need to Step Up, Confront Issues

IMO Warns Crew-Change Crisis Far from Finished



Kitack Lim
IMO Secretary-General

The crew change crisis caused by COVID-19 restrictions continues to cause challenges, despite some improvement in the numbers, the top official of the International Maritime Organization (IMO) has warned.

In a recent statement, Secretary-General Kitack Lim said that based on industry analysis, the numbers of mariners requiring repatriation after finishing their contracts had declined – from a high of around 400,000 in September 2020 – to around 200,000 as of March 2021, with a similar number waiting to join ships. He cautioned that the crisis is far from over, and added that "issues around vaccination need to be resolved."

Mariners worldwide should be designated as key workers "to ensure priority vaccination and access to safe transit and travel," Lim said.

He credited various components of the maritime industry for "collaboration and cooperation" that has mitigated some of the challenges caused by the pandemic,

and applauded crews for getting the job done despite unprecedented circumstances.

"The maritime sector has continued to deliver the vital supplies that people need," Lim stated. "Seafarers have worked tirelessly, at the heart of this trade, to keep goods flowing. Despite difficulties with port access, repatriation, crew changes and more, there can be no denying that seafarers have gone beyond the call of duty."

He added that despite whatever progress has been made, "we cannot be complacent. Fewer than 60 countries so far have heeded our call for seafarers to be designated as key workers. More countries need to do so if we are to resolve this crisis and ensure seafarers are treated fairly and so that their travel to and from their place of work is properly facilitated. There is still a long way to go before we are back to a normal crew change regime."

Lim said that as vaccine availability increases in many countries, he urges governments to prioritize mariners.

"Governments should also identify and prepare for the challenges of the vaccination of seafarers who spend long periods of time away from their home countries," he continued. "We need to continue to work together to develop relevant protocols and guidance around vaccine certification. This is particularly important as any barriers to travel created by national vaccine protocols may further complicate an already difficult crew-change situation."

Lim concluded, "On our voyage through this pandemic, which has been challenging for the whole world, I recognize that many seafarers have endured intense hardship as they have worked to keep trade flowing. I wholeheartedly thank seafarers for this. We will continue to work with our sister United Nations agencies, with industry bodies and with governments to address the ongoing needs of seafarers. We will also be looking towards taking the lessons learned going forward, so we can be better prepared in the future."

Powell Retains Position As Port Authority Official

SIU Assistant Vice President Bryan Powell recently was re-appointed to his position on the board of directors of the Detroit/Wayne County Port Authority. The Wayne County (Michigan) Commission unanimously approved the four-year appointment (2021-2025) on March 18.

Powell has served on the board since early 2017, and in the capacity of vice chairman since March 13, 2020.

The Detroit Wayne County Port Authority (DWCPA) is self-described as "a government agency advancing southeast Michigan's maritime and related industries with the purpose of delivering prosperity and economic benefit to citizens and businesses. For more than 35 years, the DWCPA has worked to bolster the community by being the connection between the maritime industry and the Great Lakes region, raising awareness of the importance of the Port of Detroit and how the cargo and vessel activity generates economic impact for the State of Michigan."

Port Authority Board Members serve four-year terms, without compensation.

Powell launched his career with the SIU at the union-affiliated Paul Hall Center, attending the apprenticeship pro-

gram in 1993. He then came ashore in 1999 to work as a union official. He is active with the Detroit Metro AFL-CIO and Michigan State AFL-CIO, as well as the Michigan Building and Construction Trades Council, AFL-CIO.



Bryan Powell
SIU Asst. VP

Congratulations on Safety Award

Congrats are in order for SIU members on the deck crew aboard the Ocean Shipholdings, Inc.-operated *USNS Pathfinder* who won the company's monthly safety award. Among those designated for recognition were Chief Mate David Johansen, Bosun Kelly Doyle, AB Antonio Gonzales-Esteves, STOS Mohtasim Muthala and STOS Macrino Campomanes. Pictured in these photos are some of those individuals. Shown in the photo at top left (from left) are Doyle and AB Brandon Kernodle Balboa Panama. Pictured in the other photo (from left) are AB Rodante Niebles, OS Armando Pillagara, AB Mark Bolitho, OS Macarino Campomanes and Bosun Doyle.



Paul Hall Center Modifies Some Requirements for Galley Training

In an effort to facilitate important training for mariners while also helping promote career advancement, the SIU-affiliated Paul Hall Center for Maritime Training and Education has adjusted some of its requirements for steward-department coursework.

Effective immediately, the path for entry-level students in the Paul Hall Center's apprentice program to advance to chief cook consists of first completing Phase 1 of the program, then accumulating at least 200 days of sea time, obtaining two letters of recommendation (one each from a chief steward and a captain), and applying for (and graduating from) the Certified Chief Cook course.

Components of the Galley Operations course now are included in Phase 1 and in the Chief Cook Assessment program.

For a copy of a letter sent from the school to prospective steward-department upgraders, visit the News section of the SIU website. The letter is linked in a March 18 post.

Questions may be addressed to the admissions department at (301) 994-0010, option 2, or at upgrading@seafarers.org.

Survey Aims to Assist Mariners

Seafarers are asked to consider participating in an anonymous online survey ("Mariner Mental Health Needs during COVID-19") conducted by the University of Washington. As noted on the landing page: "Results from this survey will be used by federal agencies, vessel owners/operators, mariner unions, maritime training institutions, seafarer welfare organizations and MTS stakeholders to develop effective solutions that benefit our mariners' mental health."

The landing page further points out, "This survey is supported by Centers for Disease Prevention & Control (CDC) and the COVID-19 Working Group (C-19 WG) of the federal interagency U.S. Committee on the Marine Transportation System (CMTS). The Ship Operations Cooperative Program (SOCP), whose members include vessel owners/operators, mariner unions, maritime academies, maritime training institutions, classification societies, other maritime industry stakeholders and government agencies, is actively supporting this project."

To access the survey – which closes on May 30, 2021 – visit the SIU website and type "survey" into the search feature, or look for a March 30 post in the News section.

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, 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.

Correction

The April 2021 edition of the *LOG* incorrectly reported that the yearly finance committee would be elected at the April membership meeting in Piney Point, Maryland. The committee in fact will be elected at the May 3 meeting there, which was the schedule all along.

April & May Membership Meetings

Piney Point.....	Monday: May 3, June 7
Algonac.....	Friday: May 7, June 11
Baltimore.....	Thursday: May 6, June 10
Guam.....	Thursday: May 20, June 24
Honolulu.....	Friday: May 14, June 18
Houston.....	Monday: May 10, June 14
Jacksonville.....	Thursday: May 6, June 10
Joliet.....	Thursday: May 13, June 17
Mobile.....	Wednesday: May 12, June 16
New Orleans.....	Tuesday: May 11, June 15
Jersey City.....	Tuesday: May 4, June 8
Norfolk.....	Friday: May 7, June 11
Oakland.....	Thursday: May 13, June 17
Philadelphia.....	Wednesday: May 5, June 9
Port Everglades.....	Thursday: May 13, June 17
San Juan.....	Thursday: May 6, June 10
St. Louis.....	Friday: May 14, June 18
Tacoma.....	Friday: May 21, June 25
Wilmington.....	Monday: May 17, June 21

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

Dispatchers' Report for Deep Sea

"Total Registered" and "Total Shipped" data is cumulative from March 12 - April 12. "Registered on the Beach" data is as of April 12.

Port	Total Registered			Total Shipped			Registered on Beach			
	All Groups			All Groups			Trip Reliefs	All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	17	11	2	9	12	2	6	51	13	3
Anchorage	3	2	2	1	1	0	2	6	4	2
Baltimore	1	3	1	1	3	1	3	3	3	0
Fort Lauderdale	19	10	4	13	3	2	8	31	20	7
Guam	4	0	1	3	0	0	3	4	0	1
Harvey	10	4	2	9	4	1	5	16	5	4
Honolulu	13	0	1	4	1	0	1	16	4	2
Houston	44	19	7	20	16	1	12	84	30	10
Jacksonville	30	25	8	15	17	9	24	63	46	13
Jersey City	32	11	7	29	7	1	19	49	14	9
Joliet	3	5	2	4	3	1	0	1	6	0
Mobile	5	1	2	8	3	2	4	6	3	6
Norfolk	28	4	3	20	6	2	9	41	17	10
Oakland	10	3	1	8	2	0	5	17	4	1
Philadelphia	4	1	1	1	0	1	2	6	3	3
Piney Point	2	4	0	2	3	0	1	2	5	1
Puerto Rico	5	3	0	4	4	0	3	10	3	1
Tacoma	31	2	4	11	6	2	10	52	10	7
St. Louis	1	4	0	0	3	1	1	4	5	0
Wilmington	22	8	2	18	7	2	9	42	15	6
TOTALS	284	120	50	180	101	28	127	504	210	86
Engine Department										
Algonac	0	0	3	4	1	2	2	8	1	3
Anchorage	0	0	0	0	0	0	0	0	1	0
Baltimore	1	1	0	1	1	0	0	2	1	0
Fort Lauderdale	8	5	2	5	4	0	3	11	15	3
Guam	1	2	1	0	0	0	0	2	2	1
Harvey	1	2	0	1	1	0	1	4	3	0
Honolulu	4	3	0	5	0	0	0	9	6	1
Houston	10	10	2	6	3	1	6	26	15	2
Jacksonville	21	15	2	18	10	4	11	29	30	5
Jersey City	7	3	3	7	2	1	4	18	6	3
Joliet	2	0	0	1	1	1	0	2	1	0
Mobile	0	3	0	2	3	0	0	3	7	0
Norfolk	11	10	3	11	2	2	5	16	21	6
Oakland	6	5	2	4	2	0	4	9	5	2
Philadelphia	3	1	0	0	1	0	0	5	1	0
Piney Point	1	2	1	1	2	0	2	2	2	1
Puerto Rico	5	2	0	0	2	0	3	8	5	0
Tacoma	10	7	4	2	5	1	2	17	7	4
St. Louis	1	3	0	0	0	0	0	1	3	1
Wilmington	11	4	0	10	2	1	6	22	11	0
TOTALS	103	78	23	78	42	13	49	194	143	32
Steward Department										
Algonac	2	2	0	4	3	0	2	11	4	0
Anchorage	0	0	0	0	0	0	0	0	2	0
Baltimore	2	1	0	1	1	0	1	0	0	0
Fort Lauderdale	6	7	1	4	6	0	1	13	7	3
Guam	1	0	0	1	1	0	0	0	1	0
Harvey	4	0	1	3	0	0	1	8	2	1
Honolulu	6	4	0	2	0	0	0	10	6	0
Houston	15	8	0	9	5	0	3	28	10	0
Jacksonville	11	14	3	9	9	0	3	20	22	5
Jersey City	11	0	2	8	0	0	3	19	3	2
Joliet	1	1	1	1	0	0	0	1	1	1
Mobile	3	3	0	0	3	0	1	4	6	0
Norfolk	16	7	2	5	6	1	6	23	19	3
Oakland	12	4	1	10	5	0	6	25	6	1
Philadelphia	2	0	0	0	0	0	0	4	0	0
Piney Point	2	2	1	2	1	1	2	5	3	0
Puerto Rico	4	2	0	1	2	0	2	6	5	0
Tacoma	8	1	0	10	3	0	2	14	1	1
St. Louis	1	0	0	1	0	0	0	3	0	0
Wilmington	18	10	0	10	2	0	4	35	14	1
TOTALS	125	66	12	81	47	2	37	229		

At Sea and Ashore with the SIU



ABOARD WILLIAM BUTTON

– Recertified Bosun Greg Jackson submitted these photos of Seafarers aboard the Crowley vessel. Jackson in particular commended the deck department for going "above and beyond" while the vessel spent time in two different shipyards. He's in the center of the group photo above with fellow deck gang members including AB Harry Phillip, AB Noel Gemo, AB Robert Taylor, AB Octavio Henriques, AB Seamus Woods, OS Blake Stollenwerck, OS Peter Festa and OS Frank Muna. Chief Cook James Martin and Chief Steward Ed Bonefont are pictured in photo at right while the photo at left includes QMED Deralle Watson, Storekeeper Jason Devine, Electrician Braden Horne, GUDE David Argo, Pumpman Orlando Pajarillo and QMED Isaiah Thomas.



UPGRADING AT THE POINT – Chief Cook Pauline Crespo submitted these photos while attending class at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. In photo at left, Crespo (right) is pictured with Pastry Chef/Instructor Hillary Dyson at the end of the class. Chief Cook Arjay Hermoso (left in center photo) and Chief Cook Anthony Jackson present their sweet and sour pork creations before serving it for lunch. The snapshot at right features Paul Hall Center Apprentices Laura Katschman, Isis Vasquez-Soto and Sira-Claire Hauanio.



ALGONAC MEETING – Seafarers safely gather for the March membership meeting in Michigan. Pictured from left in photo at left are UIW VP Monte Burgett, SIU Asst. VP Bryan Powell and SIU Port Agent Todd Brdak.

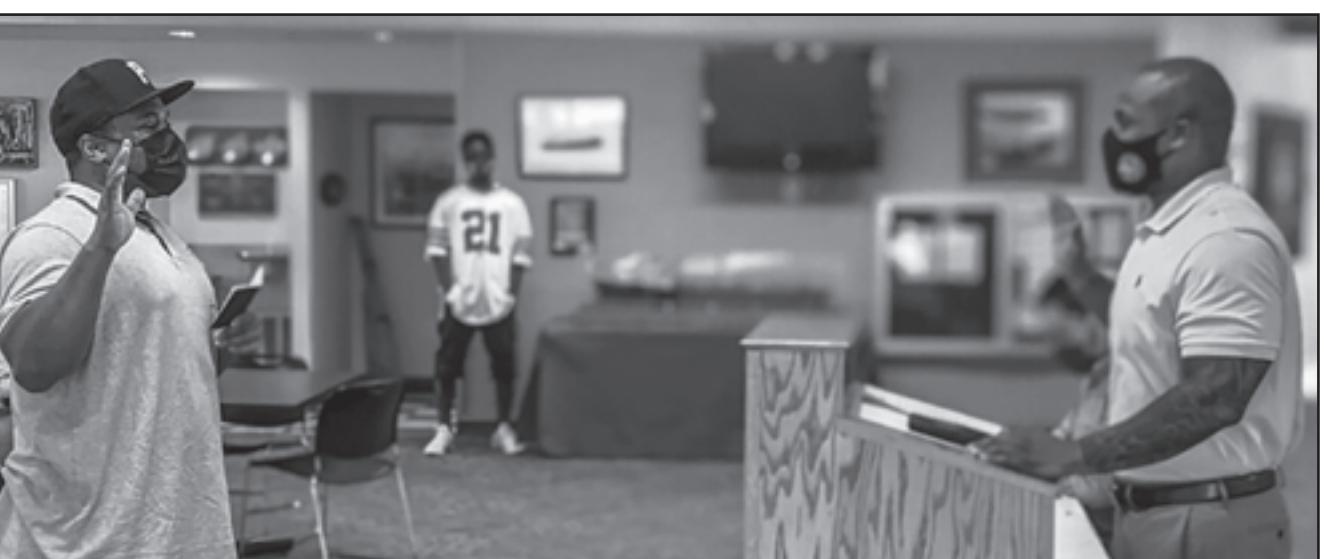


ABOARD MAERSK OHIO – Vessel master Capt. Christopher Kavanagh (SIU hawsepiper) applauded his crew for their work during a recent shipyard period in Bahrain. "They did a commendable job," he said. "I don't think I could have handpicked a better crew. We had a little celebration to acknowledge a safe, successful yard period." Pictured from left in the group photo are Cadet Liam Cashmore, 3/M Sam Osgood, C/M Jen Phurpean, AB Cheryl Lee, AB Aaron Shorter, AB Kevin Salter, AB Andre Irby, AB Jakeem Simmons and Bosun Nathaniel Sherrill.

At Sea and Ashore with the SIU



JACKSONVILLE MEETING – These photos were taken during the March membership meeting. In photo at right, STOS Gladys Williams (left) receives her full book. Port Agent Ashley Nelson is at right. Chief Cook Gregory Brown is at left in photo below, receiving his A-book as Nelson gives the oath. The photo above shows a strong turnout.



FULL BOOK IN OAKLAND – Oiler Samuel Ayers (left) receives his full B-book last month at the membership meeting. He's pictured with SIU Port Agent Nick Marrone II.

WELCOME ASHORE IN TACOMA – AB Mott Arnold (left in photo above, left) and OMU Omer Sharif (left in other photo) pick up their respective first pension checks at the hiring hall. SIU Port Agent Warren Asp is at right in both photos.

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

5201 Capital Gateway Drive
Camp Springs, MD 20746 (301) 899-0675

ALGONAC

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

ANCHORAGE

721 Sesame St., #1C, Anchorage, AK 99503
(907) 561-4988

BALTIMORE

2315 Essex St., Baltimore, MD 21224
(410) 327-4900

GUAM

P.O. Box 3328, Hagatna, Guam 96932
Cliffline Office Ctr. Bldg., Suite 103B
422 West O'Brien Dr., Hagatna, Guam 96910
(671) 477-1350

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 upgraders who are attending classes at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Maryland.

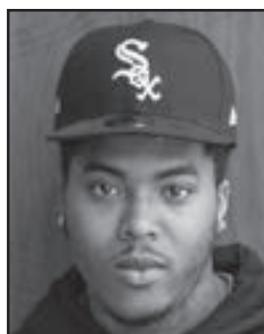
Question: How did you decide to pursue a career in maritime?



Thomas Koncul

GUDE

I'm following in the footsteps of my brother (SIU Jacksonville Safety Director Joseph Koncul). I've heard lots of stories from my brother, and I hope to provide a stable income for myself with this career.



Randy Slue

GUDE

I found out about the SIU through my dad. He told me about the travel opportunities a career in the SIU provides, not to mention the pay. I've already been all over Europe during my career, and I'm just getting started.



Joesef Shaibi

GUDE

My dad sailed with the SIU for over 30 years. I was inspired by his sea stories, so I decided to sail and see the world for myself. I was also really drawn to the work schedule, being home a lot while you make good money.



Blake Washington

GUDE

A friend of mine introduced me to his uncle, who told me all about the union. I've got a daughter, and I want to provide a good life for her. I didn't want to work two jobs anymore, either.



Liam Flanagan

GUDE

I saw the opportunity to make a career doing something not a lot of people get to do. My uncle is an engineer with the AMO, and he suggested I look into starting my career with the SIU.



Calvetta Taylor

GUDE

I heard about the SIU from family friends. I wanted to be an inspiration to my brothers and sisters, and travel the world while making a good living for myself. I've been all over the world already while sailing with the union.

Pic From The Past

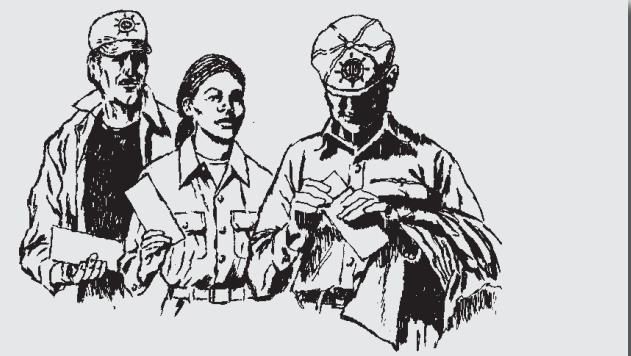


The late NMU Bosun John Ivo Valjalo is pictured in 1962 aboard the SS *American Clipper* as the ship arrives in Boston from Liverpool. According to caption information on the back of the Kodachrome print, the temperature was 22 below zero.

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

ALI ALHADDAD

Brother Ali Alhaddad, 66, donned the SIU colors in 1999 and first sailed aboard the *Independence*. He sailed in the steward department and upgraded at the Piney Point school on numerous occasions. Brother Alhaddad last shipped aboard the *President Kennedy*. He makes his home in Hamtramck, Michigan.

ABDULRAHMEN AL-OKAISH

Brother Abdulrahmen Al-Okaish, 67, joined the Seafarers in 1991, initially sailing on the *Independence*. He upgraded at the Paul Hall Center on multiple occasions and primarily sailed in the deck department. Brother Al-Okaish last shipped on the *North Star*. He resides in Dearborn, Michigan.

GLORIA BAKER

Sister Gloria Baker, 65, began sailing with the union in 2001 when she shipped aboard the *Maersk Arizona*. She was a member of the steward department and upgraded often at the Piney Point school. Sister Baker's final vessel was the *Overseas New York*. She makes her home in Jacksonville, Florida.

JOHN FITZGERALD

Brother John Fitzgerald, 62, signed on with the SIU in 1979 when he sailed on the *Point Margo*. He was a member of the steward department and upgraded often at the Paul Hall Center. Brother Fitzgerald most recently shipped aboard the *Seabulk Arctic*. He lives in Jacksonville, Florida.

HAMDI HUSSEIN

Brother Hamdi Hussein, 68, became a member of the Seafarers International Union in 1992 when he shipped on the *Global Sentinel*. He sailed in the steward department and upgraded at the union-affiliated Piney Point school on multiple occasions. Brother Hussein's final vessel was the *Magnitude*. He settled in Philadelphia.

RODRIGO JIMENEZ

Brother Rodrigo Jimenez, 66, donned the SIU colors in 1993, initially sailing aboard the *Independence*. He worked in both the deck and steward departments and also worked on shore gangs. Brother Jimenez upgraded at the Paul Hall Center on numerous occasions. He most recently shipped

on the *Maersk Ohio* and resides in Bellaire, Texas.

LARRY JOLLA

Brother Larry Jolla, 66, signed on with the union in 1995 when he worked on the *Eugene A. Obregon*. A steward department member, he upgraded often at union-affiliated Piney Point school. Brother Jolla concluded his career aboard the *Washington Express*. He lives in Mableton, Georgia.

CLARENCE LANGFORD

Brother Clarence Langford, 67, joined the Seafarers in 1975. He was an engine department member and upgraded his skills at the Paul Hall Center on numerous occasions. Brother Langford's first vessel was the *Cove Navigator*; his last, the *Inspiration*. He makes his home in St. Augustine, Florida.



JOHN LEAHEY

Brother John Leahey, 65, began his career with the SIU in 1994 when he sailed aboard the *Independence*. He sailed in both the steward and engine departments and upgraded often at the Piney Point school. Brother Leahey last shipped on the *Overseas Tampa*. He lives in Houston.

KENNETH LEWIN

Brother Kenneth Lewin, 65, signed on with the Seafarers in 2001. He was a deck department member and upgraded at the Paul Hall Center on multiple occasions. Brother Lewin's first vessel was the *USNS Bowditch*; his last, the *Gem State*. He is a resident of Tahoma, California.

RODOLFO LUDOVICE

Brother Rodolfo Ludovice, 72, started shipping with the SIU in 2007, first sailing aboard the *Pride of America*. He sailed in both the deck and engine departments and most recently sailed on the *Gem State*. Brother Ludovice resides in San Francisco.

JOSE MACADAAN

Brother Jose MacAdaan, 65, joined the union in 2001 and first sailed on the *Cape Horn*. He upgraded at the union-affiliated Piney Point school within his first year of membership and shipped in both the deck and engine departments. Brother MacAdaan's final vessel was the *Horizon Reliance*. He is a resident of Long Beach, California.



JOSEPH MCGEE

Brother Joseph McGee, 67, donned the SIU colors in 1979 when he shipped aboard the *Capricorn*. He upgraded often at the Paul Hall Center and sailed in both the deck and engine departments. Brother McGee last

RUDOLPH MILLER

Brother Rudolph Miller, 69, signed on with the union in 2000, initially sailing on the *Global Mariner*. An engine department member, he upgraded at the Piney Point school on multiple occasions. Brother Miller most recently shipped on the *West Virginia*. He lives in Hollywood, Florida.



ABDULHAMID MUSAED

Brother Abdulhamid Musaed, 66, joined the SIU in 1979. He sailed in all three departments and upgraded at the Paul Hall Center in 2001. Brother Musaed's first vessel was the *Westward Venture*; his last, the *Ocean Freedom*. He resides in Birmingham, Alabama.

LAMAR PARKER

Brother Lamar Parker, 62, began his career with the Seafarers in 1989 when he was employed by Delta Queen Steamboat Company. He sailed in the engine department and upgraded often at the Piney Point school. Brother Parker last shipped on the *Cape Kennedy* and makes his home in Jackson, Louisiana.

JEFFRY STUART

Brother Jeffry Stuart, 67, became a member of the SIU in 1991. He upgraded at the Paul Hall Center on numerous occasions and was an engine department member. Brother Stuart's first vessel was the *Cape May*; his last, the *Gopher State*. He lives in Key Largo, Florida.

NATHANIEL TURMAN

Brother Nathaniel Turman, 69, started sailing with the union in 2004 when he worked on the *Green Lake*.



An engine department member, he upgraded at the Piney Point school on multiple occasions. Brother Turman's final vessel was the *Maersk Atlanta*. He resides in Spring Valley, California.

FRANK VOGLER

Brother Frank Vogler, 62, donned the SIU colors in 1982. He primarily sailed in the deck department and upgraded at the Paul Hall Center on numerous occasions. Brother Vogler's first vessel was the *Gemini*; his last, the *Maersk Columbus*. He is a resident of Brooklyn, New York.



WAYNE WILSON

Brother Wayne Wilson, 71, joined the Seafarers International Union in 1993, initially sailing on the *American Merlin*. He shipped in the steward department and upgraded his skills at the Piney Point school on multiple occasions. Brother Wilson last shipped on the *Maersk Durban*. He is a resident of Jacksonville, Florida.

EUSEBIO ZAPATA

Brother Eusebio Zapata, 61, signed on with the union in 1988 when he shipped on the *Economy*. He sailed in both the deck and engine departments and upgraded at the Paul Hall Center on multiple occasions. Brother Zapata's last vessel was the *Cape Kennedy*. He is a Houston resident.



GREAT LAKES

NASSER ALJALHAM

Brother Nasser Aljalham, 65, began sailing with the SIU in 2000. He was a steward department member and initially sailed aboard the *John Boland*. Brother Aljalham's final vessel was the *American Republic*. He makes his home in Dearborn, Michigan.

INLAND

ERIC CORGEY

Brother Eric Corgey, 62, signed on with the Seafarers in 1979. A deck department member, he upgraded at the union-affiliated Piney Point school on multiple occasions. Brother Corgey worked for G&H Towing for the duration of his career. He is a resident of Poolville, Texas.

MONTE CROSS

Brother Monte Cross, 65, joined the SIU in 1975. He sailed in the deck department and first shipped with Moran Towing of Texas. Brother Cross upgraded often at the Paul Hall Center. He last worked for G&H Towing and resides in Woodlyn, Pennsylvania.



RICHARD FINLEY

Brother Richard Finley, 65, began his career with the union in 1975, first working for Steuart Transportation. He sailed in the deck department and upgraded at the Piney Point school on numerous occasions. Brother Finley was last employed by OSG Ship Management. He makes his home in Du-shore, Pennsylvania.

MATTHEW FURMAN

Brother Matthew Furman, 62, joined the SIU in 1978 when he worked with Interstate Oil. He was a deck department member and concluded his career with OSG Ship Management. Brother Furman resides in Cape Coral, Florida.

ALAN WATTS

Brother Alan Watts, 66, embarked on his career with the Seafarers in 1977. He sailed in the deck department and was initially employed by Steuart Transportation. Brother Watts upgraded at the Paul Hall Center on multiple occasions. He last worked for Moran Towing of Maryland and lives in Joppa, Maryland.

PATRICK WILLIAMS

Brother Patrick Williams, 63, donned the SIU colors in 1975, initially working with Interstate Oil. A deck department member, he upgraded at the Piney Point school on numerous occasions. Brother Williams concluded his career with OSG Ship Management. He calls Glen Burnie, Maryland, home.



GREGG WOLFFIS

Brother Gregg Wolffis, 68, began his career with the Seafarers in 2014. He sailed in the deck department and upgraded at the Paul Hall Center on numerous occasions. Brother Wolffis was employed with Crowley Towing and Transportation for his entire career. He resides in Bell, Florida.

Final Departures



DEEP SEA

EMILIO ABABA

Pensioner Emilio Ababa, 70, died March 20. He embarked on his career with the SIU in 1996 when he sailed on the *Independence*. Brother Ababa worked in all three departments and last shipped on the *Horizon Enterprise*. He retired in 2015 and lived in Ewa Beach, Hawaii.



LAWRENCE CRAIG

Pensioner Lawrence Craig, 91, passed away February 23. He joined the Seafarers International Union in 1952, initially sailing aboard the *Mobilian*. Brother Craig was a member of the engine department and last shipped on the *Robert E. Lee*. He became a pensioner in 1999 and settled in Brooksville, Florida.

RAUL GUERRA

Pensioner Raul Guerra, 67, died February 6. He signed on with the union in 1973 and was a deck department member. Brother Guerra first shipped with G&H Towing. He last sailed on the *Overseas Harriette* before going on pension in 2007. Brother Guerra resided in Texas City, Texas.



WALTER HARRIS

Pensioner Walter Harris, 80, passed away March 17. He began sailing with the SIU in 1978 when he shipped aboard the *Bradford Island*. Brother Harris worked in the deck department and last sailed on the *Decisive*. He became a pensioner in 2006 and was a Baltimore resident.

MARCOS HILL

Pensioner Marcos Hill, 73, died March 17. He joined the Seafarers International Union in 1968, initially sailing with Penn Tanker. Brother Hill was an engine department member and last shipped on the *Horizon Falcon*. He went on pension in 2011 and made his home in New Orleans.

THOMAS JOHNSON

Pensioner Thomas Johnson, 87, passed away February 22. He embarked on his career with the Seafarers in 1956 when he shipped on the *Steel Design*. Brother Johnson primarily sailed in the deck department. He last shipped on the *Quality* before retiring in 1995. Brother Johnson lived in Elizabeth City, North Carolina.

LLOYD LAWRENCE

Pensioner Lloyd Lawrence, 73, died March 14. He donned the SIU colors in 1972, first working for Inland Tugs. Brother Lawrence sailed in both the deck and steward departments. His final vessel was the *Green Cove* and he became a pensioner in 2012. Brother Lawrence resided in Dade City, Florida.



FRANCES MAIELLO-WADSWORTH

Pensioner Frances Maiello-Wadsworth, 78, passed away February 23. She signed on with the union in 1991 and sailed in both the steward and engine departments. Sister Maiello-Wadsworth's first vessel was the *Abby G*. She last shipped aboard the *William Baugh* and retired in 2007. Sister Maiello-Wadsworth made her home in Wilmington, North Carolina.

HENRY MANNING

Pensioner Henry Manning, 73, died March 4. Signing on with the union in 1967, he first sailed on the *Ocean Pioneer*. Brother Manning was a steward department member and last worked aboard the *Charleston Express*. He went on pension in 2012 and was a Houston resident.

ABDUL MUFLIHI

Pensioner Abdul Muflahi, 72, passed away January 25. He became an SIU member in 1981, initially shipping on the *Massachusetts*. Brother Muflahi sailed in the steward department. He last sailed aboard the *Evergreen State* and went on pension in 2014. Brother Muflahi lived in Coldwater, Michigan.

NASSER MUZAYYAD

Pensioner Nasser Muzayyad, 66, died December 28. He joined the SIU in 1980 and first sailed aboard the *Overseas Juneau*. Brother Muzayyad sailed in both the steward and engine departments. He last sailed aboard the *Performance* and retired in 2020. Brother Muzayyad lived in Melvindale, Michigan.

MICHAEL NASH

Pensioner Michael Nash, 92, passed away February 14. He donned the SIU colors in 1951, initially sailing with Colonial Steamship Company. Brother Nash sailed in the deck department and concluded his career working on a shore gang. He went on pension in 1986 and was a resident of Maitland, Florida.

NORMAN OBEHI

Pensioner Norman Obeli, 75, died March 23. He signed on with the Seafarers in 2001 and first shipped

on the *Liberator*. Brother Obeli worked in both the deck and engine departments. He last sailed on the *Maersk Alabama* before retiring in 2013. Brother Obeli lived Ridgewood, New York.

CHARLES O'BRIEN

Pensioner Charles O'Brien, 85, passed away February 15. He began his career with the SIU in 1958 when he sailed with Boston Towing Boat Company. Brother O'Brien worked in both the deck and engine departments and also worked on shore gangs. He became a pensioner in 1991 and resided in Staten Island, New York.

CLARENCE PRYOR

Pensioner Clarence Pryor, 85, died April 1. He started shipping with the SIU in 1954, originally working for Waterman Steamship Corporation. A deck department member, Brother Pryor concluded his career on the *Humacao*. He retired in 1997 and settled in Citronelle, Alabama.

RODNEY ROBERSON

Pensioner Rodney Roberson, 60, passed away February 15. He signed on with the union in 1989, initially sailing aboard the *USNS Assurance*. A deck department member, Brother Roberson last worked for Watco. He became a pensioner in 2019 and resided in Claymont, Delaware.

TOM SAENZ

Pensioner Tom Saenz, 83, died March 10. He joined the Seafarers in 1963 and was an engine department member. Brother Saenz's first vessel was the *Jefferson City*; his last, the *Overseas Vivian*. He retired in 1995 and made his home in Houston.

KAREL SUMILAT

Pensioner Karel Sumilat, 74, passed away March 9. Signing on with the union in 1990, he first shipped aboard the *Independence*. Brother Sumilat was a member of the deck department and last sailed on the *Commitment*. He went on pension in 2008 and called Elmhurst, New York, home.

HAROLD WARD

Pensioner Harold Ward, 72, died February 20. He began his career with the SIU in 1970, first sailing aboard the *Steel Voyager*. Brother Ward was a steward department

member and last shipped with USS Transport. He became a pensioner in 2014 and resided in Mobile, Alabama.

GORDON WHEELER

Pensioner Gordon Wheeler, 90, passed away February 26. He joined the union in 1951, initially sailing aboard the *Alcoa Puritan*. Brother Wheeler was a member of the steward department and last shipped on the *Atlantic*. He retired in 1994 and was a Houston resident.

JOHN ZIMMERMAN

Pensioner John Zimmerman, 73, died November 19. He signed on with the union in 1978 and was a member of the deck department. Brother Zimmerman's first vessel was the *Mohawk*; his last, the *Trader*. He went on pension in 2012 and lived in Ewa Beach, Hawaii.

GREAT LAKES

CORLISS MACRURY

Pensioner Corliss MacRury, 94, passed away March 1. She joined the SIU in 1980 when she worked for H&M Lake Transport. A steward department member, Sister MacRury concluded her career aboard the *Charles E. Wilson*. She retired in 1995 and made her home in Fort Gratiot, Michigan.

LEONARD VALENTINE

Pensioner Leonard Valentine, 82, died March 28. He embarked on his career with the Seafarers in 1972. Brother Valentine was a member of the deck department and was employed by Luedtke Engineering for the duration of his career. He went on pension in 2000 and lived in Saint Ignace, Michigan.

INLAND

JAMES ANDERSON

Pensioner James Anderson, 67, passed away February 27. A deck department member, he signed on with the SIU in 1993 when he worked for Riverbus Inc. Brother Anderson's final vessel was the *Riverlink* and he retired in 2015. He was a resident of Egg Harbor City, New Jersey.

KENNETH BRADY

Brother Kenneth Brady, 63, died January 11. He signed on with the SIU in 1981. A deck department member, Brother Brady's first ship was the *Gulf Merchant*. He last worked for OSG Ship Management and resided in Portsmouth, Virginia.

JAMES FERGUSON

Pensioner James Ferguson, 75, passed away October 8. A deck department member, he began sailing with the union in 1988. Brother Ferguson was employed by Crowley Towing and Transportation for the duration of his career. He went on pension in 2012 and lived in Highlands, Texas.

GERALD MILLER

Pensioner Gerald Miller, 77, died March 22. He signed on with the SIU in 1967 and was first employed by Whiteman Towing. Brother Miller shipped in the engine department. He last worked for Crescent Towing and Salvage, and retired in 2004. Brother Miller was a resident of McIntosh, Alabama.

MARVIN NETZEL

Pensioner Marvin Netzel, 86, passed away February 10. He joined the union in 1968 and sailed in the deck department. Brother Netzel worked with Dixie Carriers for his entire career. He retired in 1996 and settled in Iowa Park, Texas.

NMU

ANGEL CRUZ

Pensioner Angel Cruz, 74, died March 5. He joined the union during the SIU/NMU merger in 2001. Brother Cruz sailed in both the deck and engine departments. He last sailed on the *Delaware Bay* before going on pension in 2004. Brother Cruz was a New York resident.

RAUL FLORES

Pensioner Raul Flores, 71, passed away March 5. He was an NMU member before the 2001 NMU/SIU merger and sailed in both the deck and engine departments. Brother Flores's final vessel was the *Maersk Vermont*. He became a pensioner in 2006 and was a resident of Elizabeth, New Jersey.

ION ION

Pensioner Ion Ion, 83, died February 7. He joined the union during the SIU/NMU merger in 2001. Brother Ion sailed in the deck department. He last sailed on the *Innovator* before going on pension in 2002. Brother Ion lived in Signal Hill, California.

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
Alexander, Warren	83	03/07/2021
Brown, Lee	90	03/09/2021
Cairns, Andrew	89	02/13/2021
Connolly, Norman	94	01/18/2021
Cotton, Clarence	79	01/11/2021
De Grace, Marciano	82	03/08/2021
De Luise, Gennaro	90	03/14/2021
Edwards, James	78	01/25/2021
Ford, Anthony	82	12/12/2020
Giller, Norman	96	03/25/2021
Johnson, James	80	03/01/2021
Rickl, Louis	88	02/20/2021
Saralegui, Carlos	91	12/12/2020
Smith, Stanley	94	03/23/2021
Trejos, Carlos	90	02/22/2021

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.

OVERSEAS TAMPA (Overseas Ship Management), February 14 – Chairman **Romualdo Medina**, Secretary **Derrick Moore**, Educational Director **Tsawang Gyurme**, Deck Delegate **Lawrence Hernandez**, Engine Delegate **Ghadir Sarkis**. New mattresses and WiFi needed aboard ship. Crew requested regular servicing from port agent or patrolman. Educational director encouraged members to attend safety training courses at the union-affiliated Paul Hall Center in Piney Point, Maryland. No beefs or disputed OT reported. Members requested increase in allowance for safety shoes. Crew thanked steward department for a job well done.

ALASKAN NAVIGATOR (Alaska Tanker Company), February 21 – Chairman **Gregory Hamilton**, Secretary **Albert Sison**, Educational Director **Leland Peterson**, Deck Delegate **Donny Castillo**, Engine Delegate **Anne Scott**, Steward Delegate **Dindo Refforsado**. Pay vouchers are not accurately printing tax deductions due to a computer glitch. Crew requested clarification on compensation procedures for missing-man wages. Deck and engine departments were thanked for their efforts. Educational director urged members to check for class availability at the Piney Point school. Courses are printed in the *LOG* and are posted on the SIU website. No beefs or disputed OT reported. Company covers travel expenses from

hiring hall to ship location but are exclusively using major international airports. Traveling to major airports can be both timely and expensive for members. Drinking fountain in crew mess and toilet in crew room are both in need of repair. Bosun plans to call and request a patrolman to visit ship in Washington. Next port: Valdez, Alaska.

MATSON TACOMA (Horizon Lines), February 27 – Chairman **Darryl Smith**, Secretary **Lovie Perez**, Educational Director **Dylan Sapp**, Engine Delegate **David Smart**. Members were instructed to secure everything in preparation for bad weather. Company is still restricting crew to ship. Members were directed to record restriction time and submit it with the overtime time sheet. Chairman reminded crew to wear masks aboard ship and when going ashore. Members were encouraged to donate to SPAD (Seafarers Political Activity Donation), the union's voluntary political action fund, and to sign up for SIU text alerts. Secretary recommended visiting the SIU online portal for current updates on documents such as medical, direct deposit, vacation pay, etc. Educational director urged crew to enroll at Piney Point for LNG certificate as new LNG ships are figuratively on the horizon. Members were reminded to bring back all dishes from rooms. Crew requested improved WiFi aboard ship. Members reviewed vacation check procedures and

suggested reducing the 60-day requirement to 30 to 45 days.

USNS PATHFINDER (Ocean Shipholdings Inc), February 28 – Chairman **Kelly Doyle**, Secretary **Loretta Stewart**, Deck Delegate **Mark Bolitho**, Engine Delegate **Ronald Sease**. Chairman informed crew there would be no port access in Norfolk, Virginia, at least through March 2. All departments received top scores from Naval Oceanographic Office (NAVO) survey. Secretary reiterated importance of dues payments. Educational director encouraged crew to upgrade at the Paul Hall Center. No beefs or disputed OT reported. Members discussed COVID-19 vaccines and asked for clarification on extra pay for gangway up. Next port: Norfolk, Virginia.

USNS POLLUX (TOTE), March 1 – Chairman **Chris Nagle**, Secretary **Robinson Eromosele**, Educational Director **Marcelo Solano**. Crew emphasized importance of good pension and requested an increase to current prescription glasses allowance. Chairman discussed vacation rollover at the end of the contract year. No beefs or disputed OT reported. Members expressed views pertaining to maternity leave and feel that spouses should qualify for time off.

MIDNIGHT SUN (TOTE), March 7 – Chairman **Christopher Pompel**, Secretary **Dennis Skretta**, Educational Director **Michael McGlone**,

Deck Delegate **Bakr Elbana**, Steward Delegate **Robert Haggerty**. Ice machine in crew mess has been replaced. Payoff at sea scheduled for March 11. Chairman reminded members to use the proper chain of command if problems occur and to be sure documents are up to date. He recommended turning papers in early to avoid potential delays caused by the pandemic. Educational director encouraged members to read the *Seafarers LOG* and to check SIU website for classes being offered at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. No beefs or disputed OT reported. Members discussed pension-related issues. Next port: Anchorage, Alaska.

OVERSEAS CASCADE (Overseas Ship Management), March 11 – Chairman **Orvin Mejia**, Secretary **Anthony Jacobson**, Educational Director **Mario Standberry**, Deck Delegate **Ricardo Guevara**, Engine Delegate **Daryl Spicer**, Steward Delegate **Larry Bachelor**. Bosun thanked gallery gang. Secretary discussed procedures for medical benefit claims and reminded members to leave clean rooms for oncoming crew. Educational director urged members to upgrade at the SIU-affiliated Piney Point school. Members were reminded to stay on top of documents. No beefs or disputed OT reported. Crew asked for more involvement with contract negotiations, a lower age requirement for pen-

sion and for WiFi to be added to ship. Next port: Mobile, Alabama.

GREEN LAKE (Central Gulf Lines), March 20 – Chairman **Anthony Newbill**, Secretary **Reshawn Solomon**, Deck Delegate **Dean Diaz**, Engine Delegate **Antonio De Luna**, Steward Delegate **Jasmin Franklin**. Chairman congratulated all departments for a job well done and reminded members to keep documents up to date. He also discussed facts pertaining to COVID-19 vaccination shots. Members were encouraged to upgrade at Piney Point and to check portal and *Seafarers LOG* for updated information. No beefs or disputed OT reported. Members requested TV in rooms, DVD players, a deep fryer and bottled water. Crew needs latex gloves and other company-supplied PPE. Dishwasher in need of repair. Members asked for a reduction to retirement qualification days and 30 for 30 vacation days. Next port: Port Hueneme, California.



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. The annual financial committee will be elected during the May 3 headquarters membership meeting to review the 2020 records. 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 ACTIVITY DONATION (SPAD). SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American merchant marine with improved employment opportunities for seamen and boatmen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the union or of employment. If a contribution is made by reason of the above improper conduct, 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 Upgrading Course Dates

The following is a list of courses that currently are scheduled to be held at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland during the next several months. More courses may be added. Course additions and cancellations are subject to change due to COVID-19 protocols. All programs are geared toward improving the job skills of Seafarers and promoting the American maritime industry.

Seafarers who have any questions regarding the upgrading courses offered at the Paul Hall Center may call the admissions office at (301) 994-0010.

Title of Course	Start Date	Date of Completion
Gap Closing Courses		
MSC Supply Configuration Management	October 4	October 15
MSC Ship Clip	October 18	October 29
Deck Department Upgrading Courses		
Able Seafarer-Deck	July 26 September 27	August 13 October 15
Lifeboat/Water Survival	September 27 October 25 November 22	October 8 November 5 December 3
RFPNW	August 23 November 15	September 10 December 3
Radar/ARPA	July 26	August 6
Fast Rescue Boat	June 21 August 9	June 25 August 13
GMDSS	July 12	July 23
Celestial Navigation	November 15	December 10
Advanced Shiphandling	June 21	July 2
Advanced Meteorology	July 12	July 16
Advanced Stability	July 5	July 9
Engine Department Upgrading Courses		
Advanced Reefer Containers	July 12	July 23
FOWT	May 31 July 26	June 25 August 20
Junior Engineer	May 31 September 6	July 23 October 29
Marine Electrician	September 6	October 8
Marine Reefer Tech	July 26	September 3
Advanced Reefer Containers	July 12	July 23
Machinist	October 18	November 5

Title of Course	Start Date	Date of Completion
Engine Department Upgrading Courses		
Pumpman	May 24 November 8	May 28 November 12
Welding	May 24 June 28 August 30	June 11 July 16 September 17
Engineroom Resource Management	December 6	December 10
Steward Department Upgrading Courses		
Certified Chief Cook	May 10 June 14 July 19	June 11 July 16 August 20
Advanced Galley Operations	May 31 July 26 September 27	June 25 August 20 October 22
Chief Steward	June 28 August 23 October 18	July 23 September 17 November 12
Safety/Open Upgrading Courses		
Combined Basic/Advanced Firefighting	June 28 September 6	July 2 September 10
Medical Care Provider	July 5 September 13	July 9 September 17
Basic Training	May 24 June 7 July 26	May 28 June 11 July 30
Basic Training Revalidation	June 4 June 25 August 30	June 4 June 25 August 30
Basic Training/Adv. Firefighting Revalidation	June 7 October 25	June 11 October 29
Government Vessels	May 10 May 24 June 7 June 14 June 28 July 2 July 19	May 14 May 28 June 11 June 18 July 2 July 23
Tank Ship Familiarization DL	May 10 July 5 October 18	May 14 July 9 October 22
Tank Ship Familiarization LG	June 28 August 23 September 27 December 13	July 2 August 27 October 1 December 17

UPGRADING APPLICATION

Name _____
 Address _____

Telephone (Home) _____ (Cell) _____
 Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

If the following information is not filled out completely, your application will not be processed.

Social Security # _____ Book # _____
 Seniority _____ Department _____
 Home Port _____
 E-mail _____
 Endorsement(s) or License(s) now held _____

Are you a graduate of the SHLSS/PHC trainee program? Yes No
 If yes, class # and dates attended _____

Have you attended any SHLSS/PHC upgrading courses? Yes No

With this application, COPIES of the following must be sent: One hundred and twenty-five (125) days seafire for the previous year, MMC, TWIC, front page of your book including your department and seniority and qualifying sea time for the course if it is Coast Guard tested. Must have a valid SHBP clinic through course date.

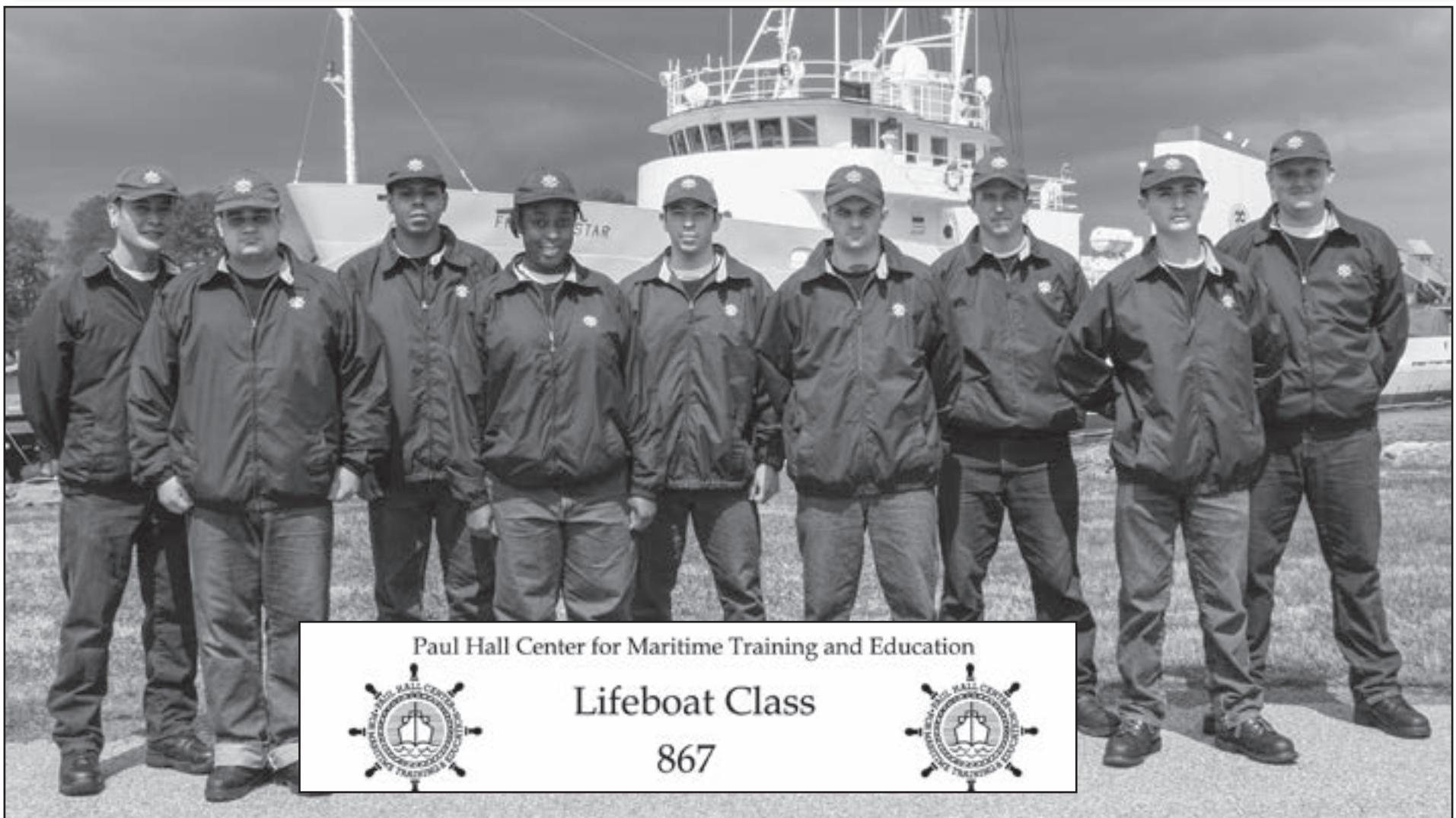
I authorize the Paul Hall Center to release any of the information contained in this application, or any of the supporting documentation that I have or will submit with this application to related organizations, for the purpose of better servicing my needs and helping me to apply for any benefits which might become due to me.

COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
LAST VESSEL: _____	Rating: _____	
Date On: _____	Date Off: _____	
SIGNATURE _____	DATE _____	

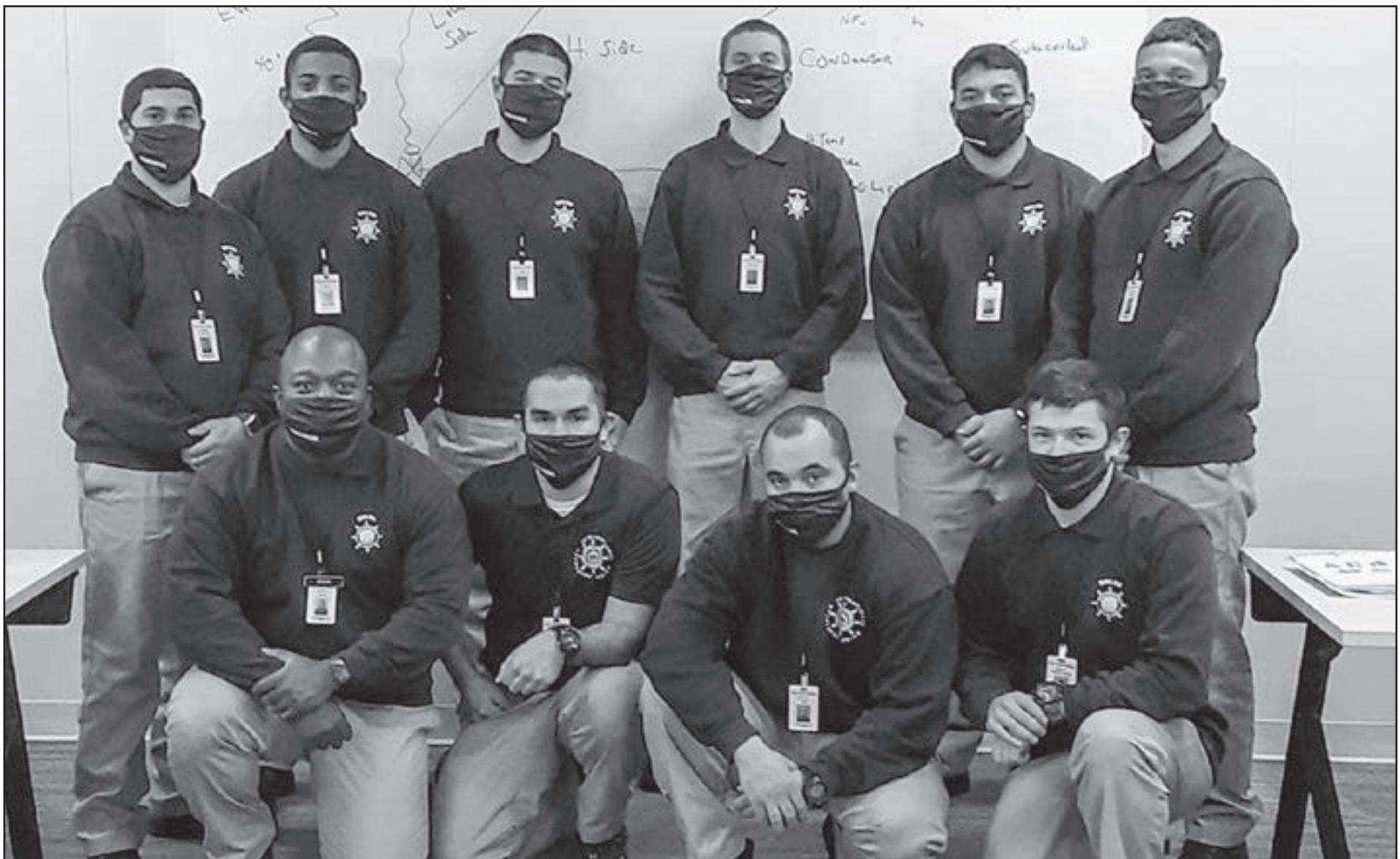
NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point. Not all classes are reimbursable. Return completed application to: Paul Hall Center for Maritime Training and Education Admissions Office, Email: upgrading@seafarers.org Mail: 45353 St. George's Ave., Piney Point, MD 20674 Fax: 301-994-2189.

The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, or any race, nationality or sex. The school complies with applicable laws with regard to admission, access or treatment of students in its programs or activities.

Paul Hall Center Classes



Apprentice Water Survival Class #867 – Graduated March 26 (above, in alphabetical order): Michael Casas, Jeyke Franciz Chiovarou, Matthew De Maria, Richard Dolan, Ashley Graham, Nathaniel Howard, Cristian L. Irizarry Aviles, Nicholas King and Michael Reardon.



BAPO (Phase III) – Graduated March 5 (above, in alphabetical order): Cristian Curet-Lara, Dennison Neil Forsman, Michael Jamal Garcia, Gabriel Kalima, Aaron Juan Moore Jr., Jose Pena, Makanaonalani Sing, Michael Taylor, Ahbram Ventura-Bishop and Jeffery Wixted. Upon the completion of their training, each plans to work in the engine departments of SIU-contracted vessels.

Important 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



RFPNW (Phase III) – Graduated Feb. 26 (above, in alphabetical order): Brandon Hoisington, Roger Mathews, Tanner Page, Luke Isamu John Satsuma and Johnny Young. Each plans to work in the deck department of union-contracted vessels upon the completion of their training.



Pumpman – Graduated March 12 (above, in alphabetical order): Marcus Brown, Kirk Chambers, Olivier Luc Especa, Patrick Montgomery and Dhahabi Abdulla Quraish. Instructor William Dodd is at the far left.



Government Vessels – Graduated March 26 (above, in alphabetical order): Ronald Byrd, Daniel Flanagan, Jequinn Greenman, Crystal Higgs, Hubert Lawrence, Isaac Nugen and Liam Richey.

Paul Hall Center Classes



Marine Refrigeration – Graduated March 5 (above, in alphabetical order): Joel Bell Jr., Joel Boyd, Terren Fields, Nicolae Marinescu, Kyle Miller, Robert Neff, Charlie Wescott III, Kyle Williamson and Kevin Willis. Instructor Christopher Morgan is at the far left.



Chief Cook Assessment Program – Graduated March 5 (above, in alphabetical order): Jamal Campbell, Jonah Chambly, Ryan Hatch, Kevin Hubble, Alexander Kostik, Bryce Ness and Timothy Scott. (Note: Not all are pictured.)



Galley Operations – Graduated March 3 – (above, in alphabetical order): Leo De Los Reyes Bierneza, Kaberlyn Daniel, Anthony Parks, Wilma Smith, Nikia Stripling and Johathan Yates.



Galley Ops (Phase III) - Apprentice Devin Brashear, above, graduated from this course March 5. Once he completes his training, he plans to work in the steward departments of SIU-contracted vessels.

SEAFARERS LOG



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

**Text "Join" to 97779
To Sign Up for
SIU Text Alerts**

'Be Ready for Life-Changing Adventure'

Alaska Resident Wins Crowley Safety Champion Award

The latest recipient of a prestigious annual safety honor clearly has found a home in the U.S. Merchant Marine.

AB Austin Duckworth recently earned the Crowley Petroleum Services Safety Champion award – the highest individual accolade available in the company's safety recognition program.

Crowley Vice President Boren Chambers said Duckworth is "a good shipmate that looks out for his fellow crew."

Duckworth, who often sails on the ATB *Gulf Reliance/650-2*, stated, "I feel good about receiving the award from Crowley because I know how they really try and uphold their safety standards. So many people have helped me, taught me and showed me how things should be done. I would say they are the real reason I won. In this environment, we all know not to be scared to say something if there's anything that seems unsafe."

The award is a milestone for someone who grew up fishing and working on the water in Ketchikan, Alaska, but didn't immediately pursue his dream of entering the U.S. Merchant Marine. Duckworth, 28, had successfully completed a deckhand certification program offered by his high school, but after graduation, he worked at a local fishing lodge for a few years. The supportive owners inspired him to continue his education – and Duckworth did so at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland.

Duckworth readily credits the Lund Maritime Scholarship program for facilitating his training in Piney Point. Coordinated by SEA Link, Inc., which is based in Alaska, the program is open to local high school and GED graduates.

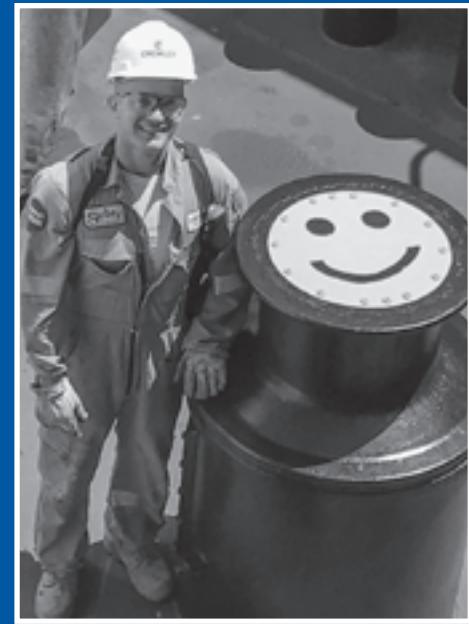
Thinking back to the days before he first shipped out as an OS aboard the *USNS Effective* in 2016, Duckworth recalled, "I didn't really know what to truly expect before entering this industry besides being gone for longer periods of time and making good money while traveling the world. But today, if someone wanted to enter this industry, I would say be ready for life-changing adventure. You do have to prepare to be gone for long stretches, and also have an understanding that there are more opportunities out there if you're willing to work for them."

Similarly, when recalling his extensive training at the Paul Hall Center's Lundeberg School in 2015 and 2016, he recommends taking courses there – and being ready to fully apply oneself.

"Piney Point's expectations were to follow directions, understand the fundamentals of shipping and working in this industry and be able to overcome any discrepancies among one another to work together as a team," Duckworth said. "If you have the time and your schedule permits it, you should take advantage of the free classes and housing (for eligible members) that Piney Point offers."

As for shipboard work, it also agrees with Duckworth, who spent his first few years with the SIU sailing aboard military-support ships and tankers. He eventually chose to work closer to home, and found employment on Crowley ATBs in the Pacific Northwest.

"I love the fact that I am able to pump the barge with one other person and we can move millions of gallons from one place to another in just a matter of days, sometimes even hours," he said.



Seafarer Austin Duckworth (both photos above) is pictured on the job in Alaska. (Photos courtesy Crowley)

"My most memorable voyage would be our trips out to Dutch Harbor (Alaska), taking the inside passageways to keep clear from storms and being able to see all the wildlife, and rocks protruding from the mountain formations going directly into the ocean."

He added that he has found SIU representatives helpful, and he's had only positive experiences with the union.

As for the award, the company reported that Duckworth "was chosen for his outstanding performance throughout the year,"

which included earning a monthly safety honor. As part of this recognition, Duckworth was presented with a challenge coin, and received a video call from shoreside management personnel.

For Duckworth, it's an accolade that may not be his last. He plans to remain in the industry and eventually sail as a deep-sea captain.

"I love being able to see the world and what beauties are on every continent and being paid while doing it," he concluded.



The West Virginia State Capitol is located in Charleston.

West Virginia Legislators Issue Resolution Backing Jones Act

A new, bipartisan resolution in the West Virginia government strongly supports the nation's freight cabotage law.

The concurrent resolution backing the Jones Act was adopted by the state senate March 19, and then was passed by the House on March 31. Its primary sponsor is State Senator Eric Nelson (R).

Text of the senate document follows. The house version is virtually identical.

Expressing support for the Jones Act and celebrating the centennial anniversary of the Jones Act.

Whereas, West Virginia is committed to creating and maintaining a safe, effective, and efficient transportation system that enhances opportunity for the people and communities of West Virginia and the United States; and

Whereas, The current pandemic has demonstrated the critical importance of maintaining resilient domestic industries and transportation services to the citizens and workforce of West Virginia; and

Whereas, The Merchant Marine Act of 1920, known as the Jones Act and codified in Title 46 of the United States Code, requires that vessels carrying cargo between locations in the United States be owned by American companies, crewed by American mariners, and built in American shipyards; and

Whereas, America's ability to project and deploy forces globally, and supply and maintain military installations domestically, depends on the civilian fleet of Jones Act vessels and mariners; and

Whereas, Mariners aboard Jones Act vessels

strengthen America's homeland security as added eyes and ears monitoring the nation's 95,000 miles of shoreline and 25,000 miles of navigable inland waterways; and

Whereas, West Virginia is home to over 3,300 maritime jobs supported by the Jones Act, which generates \$171.7 million in labor income; and

Whereas, Maritime industry jobs create ladders of opportunity through high-paying, family wage careers that offer significant career advancement without generally necessitating advanced formal education and extensive student loans; and

Whereas, The more than 40,000-vessel strong Jones Act fleet supports nearly 650,000 family wage jobs and over \$154 billion in economic output nationally, and \$800 million to the West Virginia economy; therefore, be it

Resolved by the Legislature of West Virginia:

That the Senate expresses its support for the Jones Act and celebrates the centennial anniversary of the Jones Act; and, be it

Further Resolved, That the Senate affirms its resolute support for the Jones Act and in fostering a strong domestic maritime industry that is critical to West Virginia's and the nation's economic prosperity and national security; and, be it

Further Resolved, That the Clerk of the Senate is hereby directed to forward a copy of this resolution to each member of the West Virginia Congressional Delegation.