

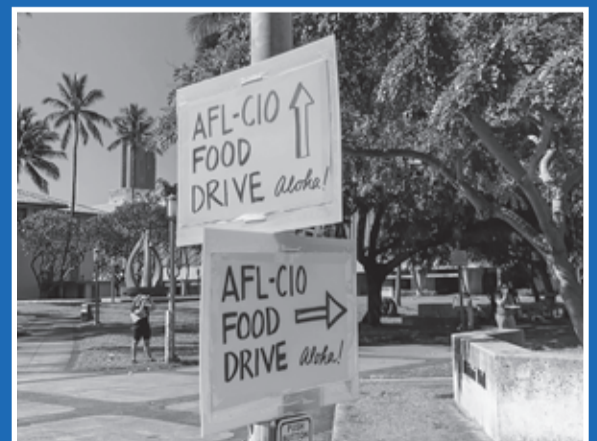
# SEAFARERS LOG

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

## SIU Delivers During Pandemic

### *Seafarers Adapt to Worldwide Challenges*

As the United States continues grappling with the COVID-19 pandemic, dedicated SIU members are still on the job – in addition to assisting others in their respective communities. Virtually no part of life has been unaffected by the global outbreak, but despite a few vessels laying up in late April, the vast majority of SIU-crewed ships are still operating. In the large group photo at immediate right, Seafarers aboard the *USNS Maury* (operated by Ocean Shipholdings) demonstrate social distancing during a group photo. Pictured from left are (first row) OMU Kevin Willis, OMU Zachary Cartwright, MDR Brandon Maeda, SK Michael Dupee, (second row) Bosun Kwesi Adu-Gyamfi, (third row) SA Pedro Maysonet, AB Christian Nunez, GVA Mason Kamhed, GVA Arabi Muthala, (back row) Steward/Baker Christopher King and OMU Karl Morrow. In photo directly below, Recertified Bosun Ritche Acuman (right) checks the temperature of an on-coming individual at the gangway of the *USNS Algol* (Ocean Duchess) in San Francisco. Acuman built the testing area in part to block the wind. In the remaining photos at the lower right, SIU personnel pitch in with a Honolulu food drive to assist local residents. Pictured from left in the group photo are SIU Safety Director Amber Akana, Dion Dizon of the Hawaii AFL-CIO, and SIU Port Agent Hazel Galbiso. Page 3.



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## President's Report

### Worthy Addition to Next Stimulus

For all the alterations to day-to-day life brought on by the COVID-19 pandemic, one thing that hasn't changed is the SIU's constant effort to promote and protect the U.S. Merchant Marine. As reported elsewhere in this edition and on our website, American maritime remains fully engaged in standing up for the Jones Act (which turns 100 this month), the Maritime Security Program, cargo-preference laws – and, most importantly to me, for the dedicated mariners who continue to deliver during this time of crisis.

There is another important topic, however, that is flying at least a little bit under the radar as Congress weighs the potential contents of its next stimulus package. That subject is retirement security, and no matter what happens this summer, it's certainly an issue we are bound to hear discussed during election season.



Michael Sacco

We are fortunate in the SIU. Again as reported elsewhere in this issue, the Seafarers Pension Plan is fully funded and in great shape. (Members have additional avenues toward retirement security, including the Seafarers Money Purchase Pension Plan, and the Seafarers 401K Plan.)

But that doesn't mean the future is guaranteed, or that many millions of our fellow Americans aren't concerned about having enough money for retirement. Age doesn't matter. True, a 25-year-old may not be

looking at retirement income the same way a 55-year-old would, but planning a secure future is something that affects everyone.

Thanks to the struggles of union members following World War II, blue-collar workers gave up part of their contracted pay raises to invest in pensions for retirement. Dr. Martin Luther King Jr. recognized this when he said, "The Labor Movement was the principal force that transformed misery and despair into hope and progress. Out of its bold struggles, economic and social reform gave birth to unemployment insurance, old-age pensions, government relief for the destitute, and above all, new wage levels that meant not mere survival but a tolerable life."

For many union members, multiemployer pension plans were created. These programs typically covered highly mobile workers who moved from one employer to another, often for short periods of time. Some of the industries included transportation, building and construction, entertainment, retail and others. In these industries, the workers would belong to one union but have different employers throughout their careers. The average plan would have between 500 to 2,000 participants, with between 20 to 40 contributing employers.

Pensions supplemented by Social Security and savings were considered a mainstay of the middle-class.

However, the financial downturns at the beginning of this century hit companies and workers hard. Industry deregulation and other factors led to companies merging or going out of business. Changes in the law allowed creative usage of bankruptcy by firms to discard their pension obligations. Therefore, fewer companies with downsized workforces were paying less into these plans.

While many of the nearly 1,400 multiemployer plans weathered these storms, just over 100 have not been as fortunate.

With that in mind, the AFL-CIO has endorsed passage of the Rehabilitation of Multiemployer Pensions Act, also known as the Butch Lewis Act. The bill addresses the multiemployer pension crisis facing more than one million Americans, serving as an important backstop to ensure that retirees do not lose the pensions they earned through decades of hard work.

The Butch Lewis Act would address the pension crisis by creating a new office within the Treasury Department called the Pension Rehabilitation Administration (PRA). The PRA would allow pension plans to borrow money needed to remain solvent and continue providing security for retirees and workers for decades to come. In order to do this, the PRA would sell Treasury-issued bonds to large investors in the open market, such as financial firms. The PRA would then lend the money from the sale of bonds to the financially troubled pension plans with long-term, low-interest loans, buying time for the pension plans to continue providing benefits while refocusing their investments for long-term health.

The Butch Lewis Act was awaiting action by the U.S. Senate after being approved in the House of Representatives last summer. It's now a candidate for addition to the next stimulus package, and that's a move that makes sense for our country.

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

# Defense Scholar: Time is Now To Refocus on U.S.-Flag Fleet

Loren Thompson, the chief operating officer for the Lexington Institute, recently wrote an op-ed for the Forbes website strongly stating that the current coronavirus pandemic should refocus the government's attention to rebuilding the U.S.-flag fleet.

In an April 17 article titled "Coronavirus Makes the National Security Case for Rebuilding U.S. Maritime Power Compelling," Thompson states as China continues to expand its maritime footprint around the world, especially in shipbuilding and global port operations, America is sailing away.

"The problem here isn't that China is competing with U.S. maritime interests and winning," he notes. "The problem is that official Washington has largely deserted the field, failing to frame policies that can maintain a reasonable balance of maritime interests."

After recalling how U.S. maritime capabilities were severely lacking at the start of both World War I and II, Thompson reflects how in the present time, "This could be disastrous for the United States. In a major conflict, the U.S. might lack the capacity to import essential goods from other countries, it might lack the shipping tonnage to sustain a protracted sealift effort, and it might lack the merchant seamen to operate what vessels it does possess.

"Without a reasonably robust American-flagged commercial fleet, there won't be enough experi-

enced seamen to sustain a military sealift operation in wartime," he adds.

Thompson saluted the efforts to support and protect the Jones Act (the nation's freight cabotage law) and the Maritime Security Program (which provides annual stipends for 60 militarily useful U.S.-flag vessels capable of being deployed in military or national emergency operations), but they are not enough: "Such policies are helpful but inadequate."

He proposes Congress "bolster the American commercial oceangoing fleet and mariner community by raising the cargo preference requirement for all federally assisted loads to 100 percent."

In addition, he believes there should be a comprehensive domestic shipbuilding program and an effort to "defray the differential operating costs of U.S. ships once they went to sea, since some nations impose virtually no requirements on the credentialing and work conditions of merchant mariners."

Thompson wraps up his case by stating, "As policymakers rethink economic priorities in the aftermath of the coronavirus crisis, now would be a good time to recommit to being a first-class commercial seafaring nation."

The Lexington Institute is a Virginia-based public policy think-tank that focuses on national security-related issues.

## U.S.-Flag Maritime Industry United in Opposing Oil Companies' Scheme for Jones Act Waiver

Union and non-union mariners, shipowners, dredgers, schools, barge operators, pilots, suppliers and other stakeholders within the U.S.-flag maritime industry – large and small – recently joined together to send a letter to President Donald Trump indicating their vehement opposition to waiving the Jones Act, the nation's freight cabotage law.

The letter was sent to the White House on April 2, one day before the president met with executives from oil and petroleum companies who publicly expressed their desire to waive the 100-year-old law. SIU President Michael Sacco was among the letter's nearly 250 signers.

According to numerous sources, including ones from the meeting, the waiver request didn't happen.

"Waiving the Jones Act means outsourcing American maritime jobs to foreign shipping companies that do not pay U.S. taxes," the letter reads. "Many of the foreign vessels would have been made in China and are operated by foreign crews

who do not pay U.S. taxes and cannot be counted on to go into harm's way for America's interests."

The letter further notes, "The American domestic maritime industry produces 650,000 jobs nationwide that have been designated by the Department of Homeland Security as part of the essential critical infrastructure workforce."

Referring to the current coronavirus pandemic and the economic downturn it has caused, the letter continues, "A Jones Act waiver in these circumstances – replacing American mariners and American ships with foreign mariners and foreign ships in our home waters – is unnecessary and contrary to our collective need to come together as a nation to fight this virus."

The SIU has long fought for the Jones Act, which continues to receive bipartisan support on Capitol Hill despite continuous efforts by outside forces to cripple the law. More than 90 countries have some type of cabotage law on their books.

### With Seafarers Aboard Maersk Michigan



Part of the SIU crew is pictured aboard the vessel in April while delivering cargo in the Far East. Included are Pumpman Walden Galacgac, AB Donald Bernard, Chief Steward Elizabeth Byrd, AB Zachary Ballard, GVA Ibrahim Ghalib, AB Hussen Mohamed, AB DM Fernando Haber, QMED Theodore Gonzales, AB DM Tomas Calderon Robinson and QMED Raymond Roldan. Thanks to vessel master Capt. T. Pham for the photo and IDs.



# COVID-19 PANDEMIC



The *Global Sentinel* deck gang is pictured behind a flag painting done by Thor Young. (See page 4 for additional photos from the *Sentinel*.)

## SIU Weathering COVID-19 Pandemic Union Ramps Up Crew Changes; USCG Eases Requirements

With the world still reeling from the COVID-19 pandemic, SIU crews around the globe continued delivering the goods as of early May.

At press time, a few SIU-crewed ships were on the verge of laying up due to lack of cargo – a direct result of the novel coronavirus that had infected more than one million people worldwide while claiming more than 66,000 lives in the United States. However, the vast majority of Seafarers-crewed vessels and tugs were still operating.

Two noteworthy exceptions are the cruise ship *Pride of America* and the passenger ferries of NY Waterway. The cruise ship has been idled in Honolulu since mid-March, and it remains the only known vessel where any SIU members (a minimal number) have been diagnosed with the virus. Most of NY Waterway's ferries are out of service because of quarantines in New York and New Jersey.

With U.S. unemployment having already reached Great Recession levels and threatening to worsen, the U.S. Merchant Marine's essential nature has been underscored while mariners remain on the job. Perhaps the two most visible examples were the CIVMAR-crewed hospital ships *USNS Mercy* and *USNS Comfort*, both of which were mobilized fairly

early in the crisis. However, in terms of scope and sheer numbers, the larger contribution to U.S. national, economic and homeland security is being made by various cargo ships, tankers, tugs, barges and other platforms.

Meanwhile, the SIU in late April implemented protocols for larger-scale crew changes following an initial month-long moratorium that was designed to protect members' safety. Preparations also were being made to reopen the hiring halls whenever it's safe to do so (there is no target date for now), and modifications were made to some of the Seafarers Plans in order to assist participants.

The U.S. Coast Guard and Transportation Security Administration, respectively, also made numerous alterations covering testing for credentials, renewals, TWICs and more. Similarly, the State Department announced that U.S. Passport Services will accommodate mariners whose current valid passports expire within 13 months, and those who need a passport for international voyages. (Editor's note: All of these developments are reported in detail on the SIU website. Check the COVID-19 section on our home page.)

While Seafarers largely seem to have adapted to myriad changes caused by the pandemic, one contentious subject exists in

the SIU Government Services Division. The SIU (along with the MM&P and MEBA) filed a grievance against the Military Sealift Command because of a restriction-to-ship order that the unions charge is not being applied to non-crew members.

In part, the SIU grievance (which only applies to federal-sector mariners) reads, "The SIU recognizes we are living through extraordinary and distressing times and we support all reasonable efforts to keep the CIVMAR crews safe, but this restriction is not achieving that goal and is causing extreme distress to the unlicensed members we represent."

Meanwhile, at least one SIU-crewed ship initially didn't feel much of a disruption. The *Global Sentinel* (SubCom) had been at sea from Feb. 20 through most of April, laying cable on the West Coast.

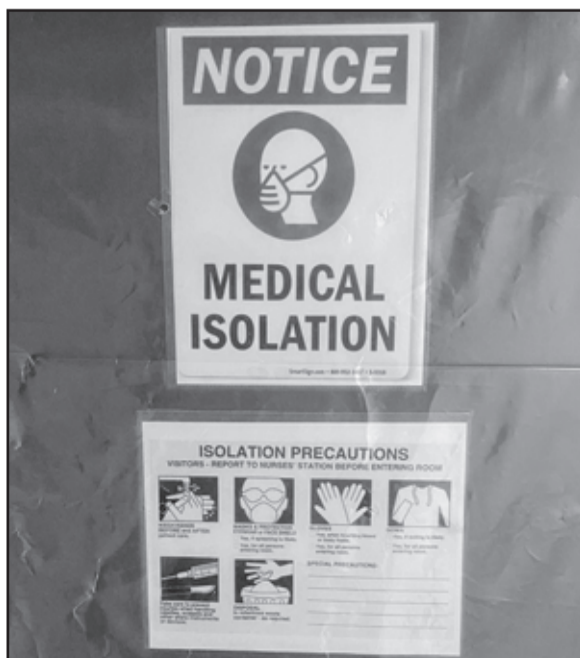
"We are one of the safest ships out there," noted Recertified Bosun **Lee Hardman**. "We are about to touch dry land and then head out for 70 more days. The crew that is coming on has been quarantined for 14 days in a hotel. The entire ship is grateful and thanks the union for their support."

He added, "The crew has been great and just rolled with the punches."



AB Alicia Plunkett makes the most of extra shipboard time on the *USNS John Glenn* (Ocean Shipholdings) in Saipan.

At press time, SIU headquarters continued operating with a skeleton crew, as did the SIU-affiliated Paul Hall Center for Maritime Training and Education. The school was still training approximately 30 apprentices, but all upgrading courses had concluded.



Precautionary setups are now the norm on SIU-crewed ships, including the *USNS Maury*.



Modifications are happening in hiring halls for whenever the facilities can safely reopen. These late-April photos from Houston show new dividers at the counter (bottom right), fresh paint (left), and wider spacing of seating arrangements (top right).





# New Wisconsin Maritime Coalition Announced

In late April, labor and business leaders from around the Badger State stood up the Wisconsin Domestic Maritime Coalition (WIDMAC) as the voice of the domestic maritime industry in Wisconsin. The coalition, comprised of leading unions and employers from throughout the state, launched with an announcement of 41% growth of domestic maritime industry jobs in Wisconsin. These jobs are critical to the state's supply chain, enabling the delivery of vital resources and supplies that businesses and citizens need during the COVID-19 pandemic.

According to the findings of a new report conducted by PricewaterhouseCoopers on behalf of the Transportation Institute (TI), Wisconsin ranks among the top 20 states in the nation for the number of domestic maritime jobs, employing 9,670 individuals and generating more than \$635.3 million in worker income. This thriving industry produces \$2.2 billion annually for the Wisconsin economy – an 88% increase since the previous study was completed. The backbone of the domestic maritime in-

dustry is the Jones Act, serving as a pillar of economic strength and job creation for Wisconsin. Specifically, this law states that the transportation of cargo between U.S. points is reserved for ships that are crewed, built, owned and flagged American.

The new coalition will educate state leaders, media, and policymakers on the importance of this vibrant, growing industry, fighting for the nearly 10,000 domestic maritime workers in the state who continue to keep America's supply chain moving forward in a safe and efficient manner.

"It's a fact – the Jones Act is a jobs creator and economic driver for Wisconsin," said Michael Gerhardt, president of WIDMAC and vice president of the Dredging Contractors of America. "Shipyards alone account for more than 8,000 jobs and \$437.2 million in worker income, having delivered over 1,800 American-made vessels for the U.S. government and private sector, including over 60 dredges. Deep-draft commercial ports and small recreational harbors are dredged and kept open by

second- and third-generation family-owned, entrepreneurial U.S. companies, enabling domestic shipping companies to move millions of tons of cargo each year, which boosts local economies and strengthens the overall health of the state."

James Weakley, president of the Lake Carriers' Association, said, "Great Lakes vessels carry the raw materials that drive the nation's economy. Our lakers are crucial to keeping the American economy running, and maritime workers across Wisconsin have stepped up to meet demand during the COVID-19 pandemic. Our ships are made and maintained in Wisconsin shipyards and move iron ore, grain, and coal from Wisconsin ports and deliver salt, cement, stone, and fuel to Wisconsin docks. With many of our sailors living in Wisconsin, we proudly stand up for this vibrant, all-American maritime economy."

"The state of Wisconsin is a leader in the domestic maritime industry, supporting over 9,000 family-wage jobs and contributing over \$2.2

billion to the economy," said James L. Henry, TI chairman and president. "The findings in our most recent study and growing impacts in Wisconsin demonstrate the strength and necessity of the Jones Act."

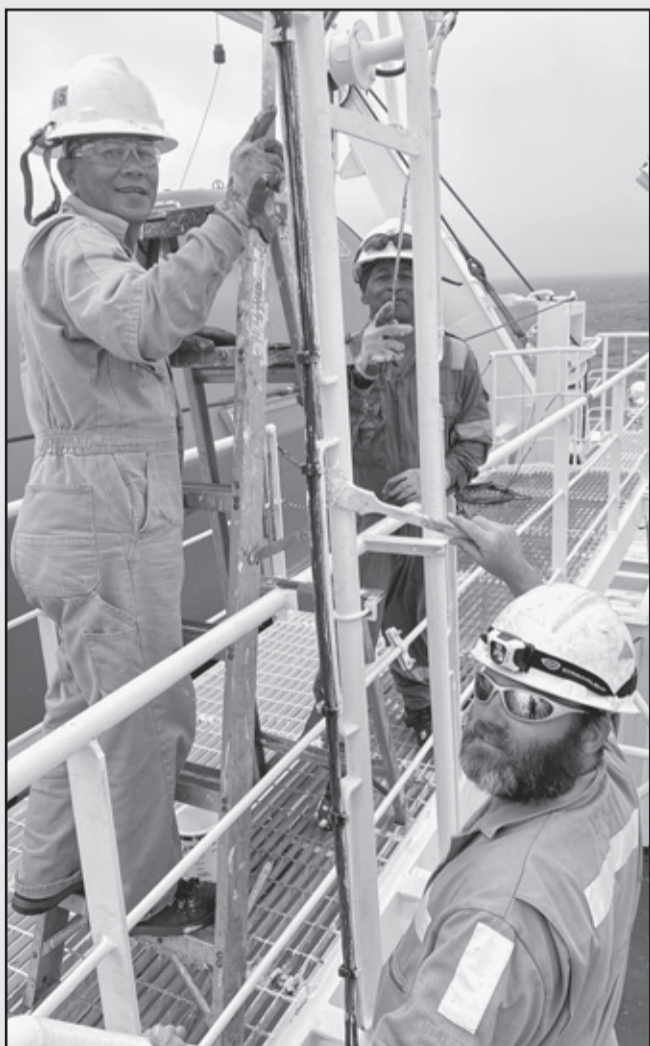
"These numbers show how the Jones Act is crucial to not only national security but also economic security and job growth. We're proud to see the domestic maritime industry's investments in Wisconsin lead to job growth like this," said Michael Roberts, president of the American Maritime Partnership.

Thanks to the Jones Act, the domestic maritime industry now employs approximately 650,000 Americans across all 50 states, creates \$41 billion in labor income for American workers, and adds more than \$154.8 billion in annual economic output each year. Nationally, there are more than 40,000 American vessels – built in American shipyards, crewed by American mariners, and owned by American companies – that operate in our waters 24-hours a day, seven days a week.

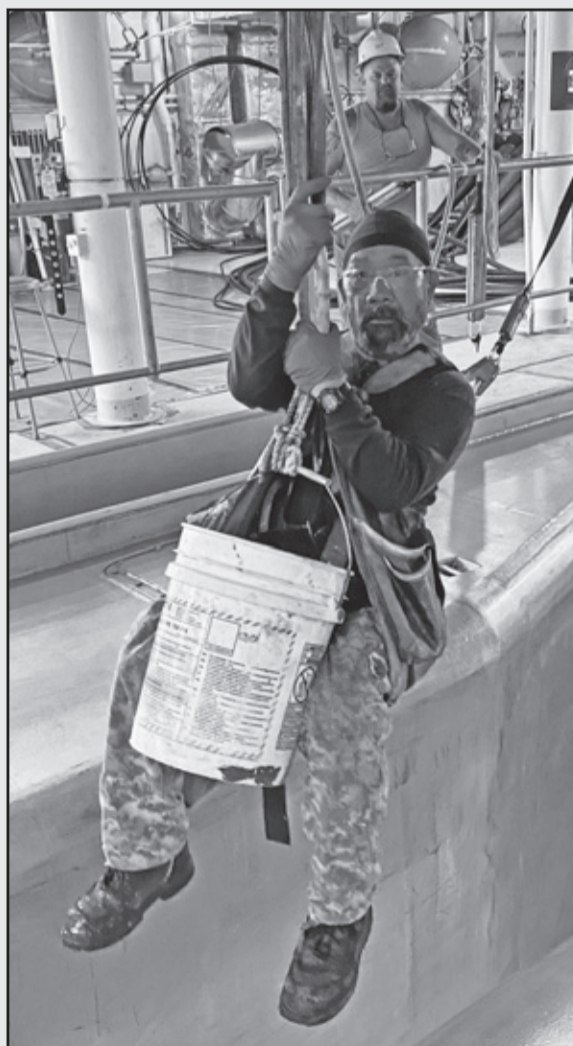
## With Seafarers Aboard Global Sentinel



Galley gang, led by Chief Steward Josh Hinton



ABs Mike Pockat, Ivan Perez and Alex Reyes



AB Tony Arizala



Chief Electrician Aleksey Vigovskiy





# USA Maritime to Congress: Prioritize Sealift

A major maritime coalition recently urged the United States Congress to support America's sealift capability.

USA Maritime, to which the SIU is affiliated, sent a communication in late April to the majority and minority leaders in both the House and Senate. The letter was signed by the SIU and other affiliates. It was delivered to the respective offices of Senate Majority Leader Mitch McConnell (R-Kentucky), Senate Minority Leader Charles Schumer (D-New York), House Majority Leader Nancy Pelosi (D-California), and House Minority Leader Kevin McCarthy (R-California).

The letter reads as follows:

"On behalf of the undersigned maritime labor organizations and U.S.-flag shipping companies belonging to the USA Maritime Coalition and operating and crewing all U.S.-flag vessels enrolled in the Maritime Security Program, we respectfully ask Congress for urgently needed assistance to sustain our industry's essential role in protecting and enhancing our nation's economic and military security, and to ensure the continued retention and employment of the essential American maritime workforce who crew our U.S.-flag vessels. Assistance as requested below will ensure that the militarily-useful commercial vessels enrolled in the Maritime Security Program (MSP) and their U.S. citizen crews remain in a state of operational readiness available to provide the commercial sealift readiness capability as needed by the Department of Defense. We respectfully

ask that such assistance be a priority as Congress considers the next Coronavirus Aid, Relief and Economic Security Act.

"The worldwide impact of COVID-19 is having a significant and extremely negative effect on the operation of U.S.-flag vessels in the international trades. The COVID-19 emergency has essentially stopped the global commercial seaborne trade and halted most U.S. military and civilian government cargo on which the U.S. maritime industry largely depends. This situation, which shows no realistic signs of ending any time in the immediate future, puts at severe risk the ongoing ability of our industry to provide the sealift readiness capability and surge support relied upon by the Department of Defense and to support American troops deployed anywhere in the world. Moreover, without the assistance we are requesting, there is a serious risk that the already dangerous shortfall in the number of trained and qualified American merchant mariners will worsen, thereby jeopardizing sealift readiness.

"As you know, Congress has repeatedly reaffirmed its strong support for the Maritime Security Program and the critical importance of maintaining its maritime security fleet of 60 militarily-useful United States-flag and United States citizen-crewed commercial vessels. Congress has demonstrated this support most recently by including language in the last national defense authorizations legislation to extend the program through fiscal year 2035. Equally important, at the same time Congress

adjusted the annual stipend that supplements the revenue derived through the carriage of commercial and government cargoes in order to ensure the continued operation of the vessels enrolled in the maritime security fleet. Taken together, these three components – the annual stipend available under MSP, the carriage of commercial cargo, and the carriage of government cargoes – are the primary means by which the U.S.-flag international fleet ensures that our country can depend on the U.S.-flag vessels, worldwide intermodal logistics networks and U.S. citizen crews needed to provide the requisite commercial sealift readiness capability when needed by our nation.

"Absent significant action by Congress, vessels enrolled in the MSP are facing protracted lay-up, and the American mariners who crew these vessels are facing long-term unemployment. The assistance we are requesting will significantly mitigate the impact of the coronavirus on the U.S.-flag international fleet, the U.S. citizen merchant mariners who have been recognized as part of America's essential workforce, and the commercial sealift capability provided by our industry under the Maritime Security Program. While the stipend plus an emergency relief payment will leave significant carrier expenses uncovered, including those related to the worldwide coronavirus pandemic, the emergency readiness payment will permit the MSP vessels to remain 100% militarily ready, including full crewing, during the crisis.

"Specifically, we respectfully ask Congress to approve an emergency relief payment to offset the negative impacts of COVID-19. This payment is essential to maintain the U.S.-flag vessels enrolled in the MSP in a constant state of operational readiness, which includes the continued full employment of a vessel's crew. We urge Congress to authorize and appropriate \$109.8 million to provide \$1.83 million to each MSP vessel for the period April 1, 2020 to the end of the current fiscal year, as well as to authorize \$1.82 million per vessel with a total authorization of \$109 million for the period October 1, 2020 to March 31, 2021 to be appropriated as needed.

"Without this additional assistance, coupled with the loss of revenue associated with the carriage of commercial and government cargoes, vessel operators will not be able to maintain laid-up vessels in the readiness status needed by the Department of Defense, and the licensed and unlicensed American merchant mariners will be facing protracted unemployment.

"Maritime labor and the U.S.-flag shipping companies stand together during this difficult time for our industry and our country. We will continue to do what we can to meet this current challenge. However, we need your help and we again ask Congress to provide the financial assistance discussed above to protect the jobs of American merchant mariners and to ensure the continued viability and effectiveness of the Maritime Security Program and the international U.S.-flag shipping industry."

## GOP Senators Urge President to Leave Jones Act Alone

Seven United States Senators — all Republicans — called on President Trump to keep the Jones Act intact, and even look for ways to strengthen it, during the nation's coronavirus pandemic.

The elected officials represent various parts of the nation. The signatories to the letter supporting the Jones Act are Roger Wicker and Cindy Hyde-Smith of Mississippi, Bill Cassidy and John Kennedy of Louisiana, Lisa Murkowski and Dan Sullivan of Alaska, and Deb Fischer of Nebraska.

Dated April 27, the letter to the president reads: "We appreciate the strong leadership you have shown during the ongoing COVID-19 crisis. As the nation prepares to reopen the economy, we urge you to oppose any proposal that would weaken the Merchant Marine Act of 1920, commonly referred to as the Jones Act (P.L. 66-261). Undermining this law would cost American jobs and damage the domestic maritime industry.

"The Jones Act has enhanced American prosperity and national security for 100 years. It ensures that maritime transportation between two U.S. ports is carried out by vessels that are U.S.-built, U.S.-owned and U.S.-crewed. The law is fully consistent with your Buy American, Hire American agenda.

"Unfortunately, opponents of the Jones Act have used the COVID-19 crisis as an opportunity to attempt to undermine existing law. There is absolutely no connection between the Jones Act and COVID-19. In fact, the law has helped produce the types of vessels and qualified mariners necessary to support a variety of crisis response operations. If anything, the Administration and Congress should look for ways to strengthen the Jones Act.

"We ask that you join us in opposing any efforts to weaken the Jones Act."

As noted in the letter, passage of the Jones Act occurred 100 years ago. Since the SIU was chartered in 1938, the union has fought constantly for the nation's freight cabotage law, which declares any cargo moved from one American port to another must be carried by U.S.-crewed, U.S.-built, U.S.-owned and U.S.-flagged vessels. More than 90 nations have some form of cabotage laws in existence.



## UNREP in the Atlantic



SIU CIVMARS from the union's Government Services Division help in sending fuel and stores from the USNS Supply to the destroyer USS Donald Cook (foreground). The underway replenishment took place April 28 in the North Atlantic. (Photo by Lt. Lauren Spaziano, U.S. Naval Forces Europe-Africa/U.S. Sixth Fleet)

## BLS Says 30 Million People Are Jobless

Another 3.84 million Americans filed for jobless benefits nationwide in the last full week of April, the Bureau of Labor Statistics (BLS) announced on April 30. That pushed the number of jobless individuals due to closures caused by the coronavirus pandemic to more than 30 million.

The Economic Policy Institute (EPI) warns that 30 million may actually be an undercount. Its survey of jobless people in the weeks before late April found 40% of those seeking to claim benefits from the various states couldn't get through as the unemployment systems were overloaded and crashed.

The BLS figure was seasonally adjusted, but the actual number of claims in the week ending April 25 was 3.49 million. That's 792,000 fewer claims than the week of April 18. But the BLS also used a base of 145.79 million people in the workforce, and 30 million is more than 20% of that. The BLS says,

however, the "seasonally adjusted" figure – not the actual number of jobless claims – is just short of 20 million.

Michigan (21.8%) and Vermont (21.2%) now exceed the reported national jobless rate, the BLS said. They're followed by Connecticut and Pennsylvania (18.5%), Nevada (16.8%), Rhode Island (16.7%) and Washington (16%). Nevada's entire Las Vegas strip, which is highly unionized, is shut.

EPI says even 30 million reported jobless may be too low.

"Millions of the newly jobless are going without benefits as the unemployment system buckles under the weight of new claims, according to our new national survey, conducted in mid-April," EPI senior analysts Elise Gould and Ben Zipperer reported. "For every 10 people who said they successfully filed for unemployment benefits during the previous four weeks, three to four additional people tried to apply but could not get

through the system to make a claim and two additional people did not try to apply because it was too difficult to do so."

Which means, they added, that only "half of potential unemployment insurance applicants are actually receiving benefits."

The system needs basic reforms, Gould and Zipperer declared, starting with a change to a new basic assumption: That everyone who seeks benefits is jobless and deserves them, rather than having to prove they're jobless before getting any cash. Proof can wait until later, "when the flood of claims slows down," they added.

For the week of April 18, that flood continued in Florida, which saw 326,251 more residents seek jobless benefits than did so in the week ending April 11. The next four states with rising numbers of claims – Connecticut, West Virginia, Louisiana and Texas – had an increase of slightly more than 119,000 new claims, combined.



# Secretary-Treasurer Sends Message to SIU Members Concerning Union Elections

*Editor's note: This letter was mailed to active Seafarers in mid-April and also is available on the SIU website.*

April 17, 2020

Dear SIU Brothers and Sisters:

In addition to 2020 being a presidential election year, we are also scheduled to conduct our union election. While we still plan to run the SIU election as usual pursuant to the union's constitution, we are taking extra steps in light of the COVID-19 pandemic to help ensure the ongoing safety of all concerned while also promoting maximum participation.

With that in mind, the union's executive board has approved lenience for prospective candidates who are unable to pay their dues on time for the second and/or third quarters of this year because of the pandemic. Our constitution specifies that candidates must have been in continuous good standing for at least three years (12 calendar quarters) immediately prior to the nomination period (which is July 15-August 15). Per executive board action, any candidate who was in good standing for at least 10 consecutive quarters as of the end of the first quarter of 2020 will not be precluded from nomination because of late dues payments in the second or third quarters this year.

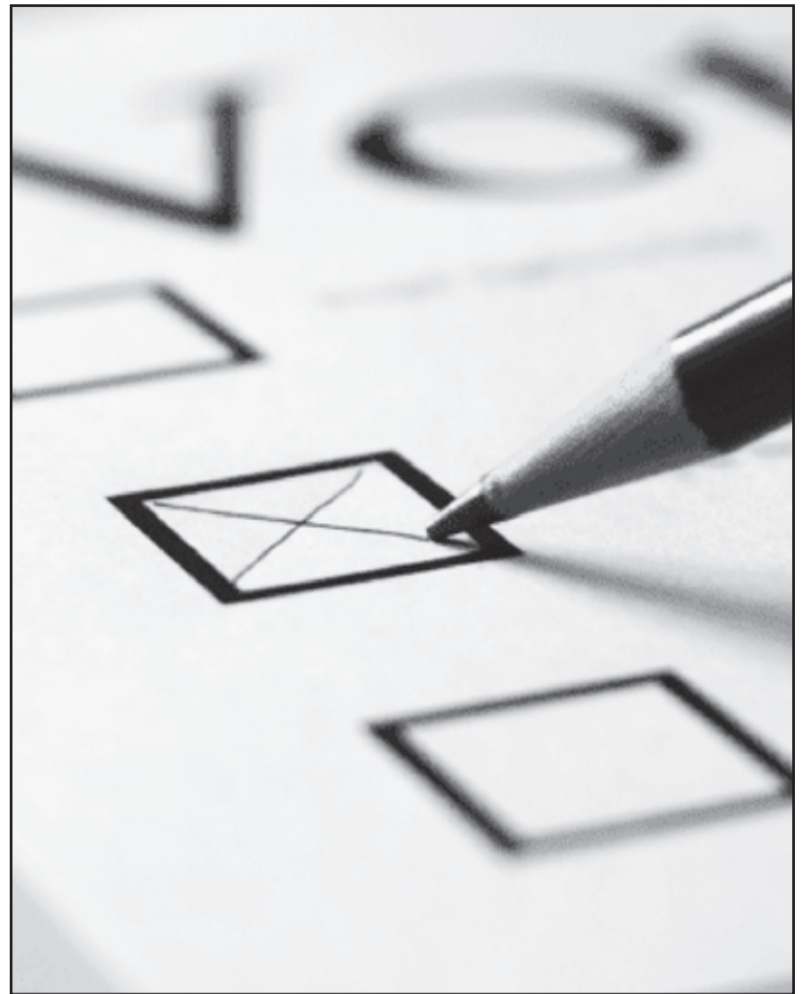
Please also note that the board has cancelled the May membership meetings, again due to the pandemic. Normally, the president's pre-balloting report is read at the May meetings. The report will be available on the SIU website and in the May edition of the *Seafarers LOG*. I urge you to look up the full report as it contains valuable information relative to our elections and specifically the upcoming nominations' period. In addition, Articles XII and XIII of the constitution contain all the relevant information, and the full constitution is also available on the SIU website.

We will ensure that all of our election-related communications are available online. That information also will be available at the hiring halls upon reopening.

We are in regular contact with the U.S. Department of Labor to help ensure that we're following "best practices" and keeping individual safety at the forefront while also facilitating a democratic election with robust participation. We will continually monitor the situation regarding this pandemic and we will try to remain as flexible as is needed, which might mean that additional changes may become necessary as time goes on.

Lastly and as a reminder to anyone who's unaware, we have added a COVID-19 section on our home page, with the intent of making our pandemic-related announcements easy to find.

Fraternally,  
David Heindel  
Secretary-Treasurer



## Officials Release Procedures For Requesting Absentee Ballots For Upcoming SIU Elections

Elections for the SIU Atlantic, Gulf, Lakes and Inland Waters are scheduled for later this year. As in past SIU election years, a comprehensive guide will be published in the *Seafarers LOG* prior to the balloting.

In the case of members eligible to vote who believe they will be at sea during the Nov. 1 through Dec. 31, 2020 voting period or who otherwise think they will need absentee ballots, absentee ballots will be available.

The SIU constitution ensures that members who are eligible to vote and who find themselves in this situation may vote. Procedures are established in the SIU constitution to safeguard the secret ballot election, including the absentee ballot process.

Here is the procedure to follow when requesting an absentee ballot:

1. Make the request in writing to the SIU office of the secretary-treasurer, 5201 Capital Gateway Drive, Camp Springs, MD 20746.
2. Include in the request the correct address where the absentee ballot should be mailed.
3. Send the request for an absentee ballot by registered or certified mail.
4. The registered or certified mail

envelope must be postmarked no later than midnight, Nov. 15, 2020 and must be received at 5201 Capital Gateway Drive, Camp Springs, MD 20746 no later than Nov. 25, 2020.

5. The secretary-treasurer, after confirming eligibility, will send by registered mail, return receipt requested, to the address designated in the request, a ballot, together with an envelope marked "Ballot" and a mailing envelope no later than Nov. 30, 2020.

6. Upon receiving the ballot and envelope, vote by marking the ballot. After voting the ballot, place the ballot in the envelope marked "Ballot." Do not write on the "Ballot" envelope.

7. Place the envelope marked "Ballot" in the mailing envelope which is imprinted with the mailing address of the bank depository where all ballots are sent.

8. Sign the mailing envelope on the first line of the upper left-hand corner. Print name and book number on the second line. The mailing envelope is self-addressed and stamped.

9. The mailing envelope must be postmarked no later than midnight, Dec. 31, 2020 and received by the bank depository no later than Jan. 5, 2021.



**MY UNION.  
MY VOTE.**

### Notice/Reminder

#### Headquarters Located on Capital Gateway Drive Due to State-Ordered Address Change

Both the union and the Seafarers Plans now have a new address despite not having physically relocated their headquarters operations.

As previously reported in the *Seafarers LOG*, because of a Maryland State Gov-

ernment-ordered action, the street name changed from Auth Way to Capital Gateway Drive. The numerical portion of the address, as well as all phone and fax numbers for the building, remain unchanged. Thus, as of April 22, the new address became:

5201 Capital Gateway Drive  
Camp Springs, Maryland 20746

The old address, as members and most other stakeholders are aware, was 5201 Auth Way, Camp Springs, Maryland 20746. It had remained unchanged since 1982, when the SIU relocated to Maryland from New York.

The union nor Seafarers Plans sought this address change. In fact, both petitioned responsible officials

against it, but to no avail. Other organizations along the same street in Prince George's County also are being forced to comply with the alteration. The street itself already had been named Capital Gateway Drive beyond the Seafarers building, which is next to a subway station.

Mailings from headquarters were sent to SIU pensioners and other interested parties, alerting them of this change.



# At Sea and Ashore with the SIU



**ABOARD USNS BENAVIDEZ** – Thanks to American Maritime Officers member and Paul Hall Center alumna Capt. Jennifer Senner for these photos from the U.S. Marine Management vessel, taken in Vlissingen, Netherlands. The deck gang (photo above) includes Bosun Wallace William, AB Glen McCullough, AB Deontre Blount, AB William Zambula, AB Damon Zschoche, OS Vincent Williams, OS Lynne Hazelip and OS Jia'mall Whitaker-Brickers. Engine crew (photo below) includes EO Kurtis Solberg, QMED/E Donna Sylvia, QMED Scott Reynolds, QMED Arvin Heras, QMED Bobby Dunn, Jr. and Wiper Derreqwan Carroll. Last but definitely not least is the steward department (photo at right), which includes Chief Steward Penny Taylor, Chief Cook Jack Boscia, ACU Elena Hoener, SA Tracy Ward and SA Kaberlyn Daniel.



**AT THE HONOLULU HALL** – Both of these snapshots were taken well before the COVID-19 pandemic. In photo above, AB Dominador Hugo (right) receives his A-seniority book. Congratulating him is Shureen Yatchmenoff, administrative assistant. In the photo below, AB Robert Hinkley (left) picks up his first pension check. At right is Port Agent Hazel Galbiso.

**ABOARD WASHINGTON EXPRESS** – On April 12, Seafarers aboard the *Washington Express* (Marine Personnel & Provisioning) extended their Easter greetings to fellow “brothers and sisters of the sea, working out there despite the hard times.” These snapshots were taken while the vessel was on its run in Northern Europe (all IDs are from left). In photo directly above are Chief Cook Pauline Crespo, Recertified Bosun Zeki Karaahmet and SA Nikia Cooper. Pictured in the photo at top right are AB Michael Rattigan, Cooper and AB Glenn Davis. In the photo at immediate right are Capt. Adam Labrato, Cooper, Crespo and Chief Steward Jasmine Garrett.





## SHBP Offers COBRA Continuation Coverage to Union Members

The Seafarers Health and Benefits Plan (SHBP) is notifying you of the right to elect to purchase continuation of health coverage if you lose coverage, or experience a reduction in coverage due to certain qualifying events. This continuation of coverage is known as COBRA.

Generally, if you are the employee, you will be eligible to purchase COBRA coverage for a certain period of time if you lost coverage because you did not have enough days of covered employment (unless the job was lost due to gross misconduct). If you are the family member of a covered employee,

you may also elect COBRA for a certain period of time when the employee loses coverage; or if you are going to lose coverage because of a divorce or the death of the employee; or in the case of a child of an employee, the child reaches an age at which the Plan no longer considers him or her to be a "dependent child." In the case of a divorce or the death of an employee, you must notify the Plan within 60 days of the divorce or death in order to be eligible to purchase continuation coverage. If you do not notify the Plan in a timely manner, you may not be eligible to receive further coverage. If you are the

spouse or dependent child of an employee, you may also elect COBRA if you experience a reduction in coverage when the employee retires.

When you retire, if you were eligible for benefits from the SHBP at the time of your retirement, you will be eligible to purchase COBRA continuation coverage for yourself and/or your family members, even if you are eligible for retiree health benefits. This will enable you and/or your family to continue to receive the same level of benefits that you had prior to your retirement for a certain period of time. If you meet the eligibility requirements for

retiree health benefits, you will begin to receive those benefits when the COBRA period ends. The Plan will now accept money orders as payment for the COBRA premium.

For more information about continuation coverage rights under COBRA, please refer to the Plan's "Guide to Your Benefits." The guide is also available in PDF format on the SIU website, [www.seafarers.org](http://www.seafarers.org), under "Member Benefits-Seafarers Benefit Plans-Seafarers Health and Benefits Plan." If you have questions regarding this notice or COBRA, contact the Plan at 800-252-4674.

## Annual Funding Notice Seafarers Pension Plan

### Introduction

This notice includes important information about the funding status of your multiemployer pension plan (the "Plan"). It also includes general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation ("PBGC"), a federal insurance agency. All traditional pension plans (called "defined benefit pension plans") must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is required by federal law. This notice is for the plan year beginning January 1, 2019 and ending December 31, 2019 ("Plan Year").

### How Well Funded Is Your Plan

The law requires the administrator of the Plan to tell you how well the Plan is funded, using a measure called the "funded percentage." The Plan divides its assets by its liabilities on the Valuation Date for the plan year to get this percentage. In general, the higher the percentage, the better funded the plan. The Plan's funded percentage for the Plan Year and each of the two preceding plan years is shown in the chart below. The chart also states the value of the Plan's assets and liabilities for the same period.

	Funded Percentage		
	2019	2018	2017
Valuation Date	January 1, 2019	January 1, 2018	January 1, 2017
Funded Percentage	131.9%	142.9%	133.6%
Value of Assets	\$1,547,219,772	\$1,634,843,633	\$1,467,872,431
Value of Liabilities	\$1,172,841,327	\$1,143,708,805	\$1,098,922,827

### Year-End Fair Market Value of Assets

The asset values in the chart above are measured as of the Valuation Date. They also are "actuarial values." Actuarial values differ from market values in that they do not fluctuate daily based on changes in the stock or other markets. Actuarial values smooth out those fluctuations and can allow for more predictable levels of future contributions. Despite the fluctuations, market values tend to show a clearer picture of a plan's funded status at a given point in time. The asset values in the chart below are market values and are measured on the last day of the Plan Year. The chart also includes the year-end market value of the Plan's assets for each of the two preceding plan years. The December 31, 2019 fair value of assets disclosed below is reported on an unaudited basis since this notice is required to be distributed before the normal completion time of the audit which is currently in progress.

	January 1, 2019	January 1, 2018	January 1, 2017
Fair Market Value of Assets	\$1,760,410,000	\$1,547,219,772	\$1,634,843,633

### Endangered, Critical, or Critical and Declining Status

Under federal pension law, a plan generally is in "endangered" status if its funded percentage is less than 80 percent. A plan is in "critical" status if the funded percentage is less than 65 percent (other factors may also apply). A plan is in "critical and declining" status if it is in critical status and is projected to become insolvent (run out of money to pay benefits) within 15 years (or within 20 years if a special rule applies). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status or critical and declining status, the trustees of the plan are required to adopt a rehabilitation plan. Funding improvement and rehabilitation plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time. The plan sponsor of a plan in critical and declining status may apply for approval to amend the plan to reduce current and future payment obligations to participants and beneficiaries. **The Plan was not in endangered, critical, or critical and declining status in the Plan Year.** If the plan is in endangered, critical, or critical and declining status for the plan year ending December 31, 2020, separate notification of the status has or will be provided.

### Participant Information

The total number of participants and beneficiaries covered by the plan on the valuation date was 19,832. Of this number, 7,491 were current employees, 7,084 were retired and receiving benefits, and 5,257 were retired or no longer working for the employer and have a right to future benefits.

### Funding & Investment Policies

Every pension plan must have a procedure to establish a funding policy for plan objectives. A funding policy relates to how much money is needed to pay promised benefits. The funding policy of the Plan is to provide benefits from contributions by signatory employers under the terms of collective bargaining agreements between the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters and the employers. The Plan may receive the portion of the employer's contributions made to the Seafarers Health and Benefits Plan which the Trustees determine is necessary to provide for pension benefits based on the recommendation of the Plan's Actuary.

### Investment Objectives

Assets of the Plan shall be invested with sufficient diversification so as to minimize the risk of large losses unless it is clearly prudent under the then current circumstances not to do so. Plan assets shall be invested in a manner consistent with the fiduciary standards of ERISA and supporting regulations, and all transactions will be undertaken on behalf of the Plan in the sole interest of Plan participants and beneficiaries. Assets of the Plan shall be invested to maintain sufficient liquidity to meet benefit payment obligations and other Plan expenses.

### Investment Guidelines

With respect to any Investment Manager who is appointed by the Trustees, the Investment Manager is a bank (trust company), insurance company, or registered investment advisor under the Investment Advisers Act of 1940. Full discretion, within certain guidelines, is granted to each Investment Manager with regard to the sector and security selection and the timing of any transactions.

### Asset Allocation

The Fund's assets are invested in the following asset classes and maintained within the corresponding ranges. The Trustees make appropriate adjustments if one or more of the limits are breached.

Asset Class	Target	Range
Domestic Equities	50%	40% - 60%
Fixed Income and Cash Equivalents	40%	30% - 50%
Real Estate	10%	0% - 20%

### Standards of Investment Performance

Each Investment Manager is reviewed regularly regarding performance, personnel, strategy, research capabilities, organizational and business matters and other qualitative factors that may affect its ability to achieve the desired investment results. Consideration will be given to the extent to which performance results are consistent with the goals and objectives set forth in the Investment Policy and/or individual guidelines provided to an Investment Manager. The Plan's investment policy outlines prohibited investments as well as limits regarding the percentage of the fund that may be invested in any one company and industry. Minimum credit quality guidelines are established and provided to investment managers. No investment may be made which violates the provisions of ERISA or the Internal Revenue Code. The Trustees review the Plan's investment policy on a regular basis and make periodic changes when, based on

all available information, it is prudent to do so. Under the Plan's investment policy, the Plan's assets were allocated among the following categories of investments, as of the end of the Plan Year. These allocations are percentages of total assets.

Asset Allocations	Percentage
1. Cash (Interest-bearing and non-interest bearing)	0
2. U.S. Government securities	15
3. Corporate debt instruments (other than employer securities):	
a. Preferred	6
b. All other	0
4. Corporate stocks (other than employer securities):	
a. Preferred	0
b. Common	25
5. Partnership/joint venture interests	6
6. Real estate (other than employer real property)	1
7. Loans (other than to participants)	0
8. Participant loans	0
9. Value of interest in common/collective trusts	37
10. Value of interest in pooled separate accounts	0
11. Value of interest in master trust investment accounts	0
12. Value of interest in 103-12 investment entities	0
13. Value of interest in registered investment companies (e.g., mutual funds)	10
14. Value of funds held in insurance co. general account (unallocated contracts)	0
15. Employer-related investments:	
a. Employer Securities	0
b. Employer real property	0
16. Buildings and other property used in plan operation	0
17. Other	0

For information about the plan's investment in any of the following type of investments as described in the chart above – common/collective trusts, pooled separate accounts, master trust investment accounts, or 103-12 investment entities, contact: Margaret Bowen, Plan Administrator, at 301-899-0675, or by writing to: Plan Administrator, 5201 Capital Gateway Drive, Camp Springs, Maryland 20746.

### Right to Request a Copy of the Annual Report

Pension plans must file annual reports with the US Department of Labor. The report is called the "Form 5500." These reports contain financial and other information. You may obtain an electronic copy of your Plan's annual report by going to [www.efast.dol.gov](http://www.efast.dol.gov) and using the search tool. Annual reports also are available from the US Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling 202-693-8673. Or you may obtain a copy of the Plan's annual report by making a written request to the plan administrator. Annual reports do not contain personal information, such as the amount of your accrued benefit. You may contact your plan administrator if you want information about your accrued benefits. Your plan administrator is identified below under "Where To Get More Information."

### Summary of Rules Governing Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multiemployer plans that become insolvent, either as ongoing plans or plans terminated by mass withdrawal. The plan administrator is required by law to include a summary of these rules in the annual funding notice. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for that plan year. An insolvent plan must reduce benefit payments to the highest level that can be paid from the plan's available resources. If such resources are not enough to pay benefits at the level specified by law (see Benefit Payments Guaranteed by the PBGC, below), the plan must apply to the PBGC for financial assistance. The PBGC will loan the plan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan's financial condition improves. A plan that becomes insolvent must provide prompt notice of its status to participants and beneficiaries, contributing employers, labor unions representing participants, and PBGC. In addition, participants and beneficiaries also must receive information regarding whether, and how, their benefits will be reduced or affected, including loss of a lump sum option.

### Benefit Payments Guaranteed by the PBGC

The maximum benefit that the PBGC guarantees is set by law. Only benefits that you have earned a right to receive and that cannot be forfeited (called vested benefits) are guaranteed. There are separate insurance programs with different benefit guarantees and other provisions for single-employer plans and multiemployer plans. Your Plan is covered by PBGC's multiemployer program. Specifically, the PBGC guarantees a monthly benefit payment equal to 100 percent of the first \$11 of the Plan's monthly benefit accrual rate, plus 75 percent of the next \$33 of the accrual rate, times each year of credited service. The PBGC's maximum guarantee, therefore, is \$35.75 per month times a participant's years of credited service.

*Example 1:* If a participant with 10 years of credited service has an accrued monthly benefit of \$600, the accrual rate for purposes of determining the PBGC guarantee would be determined by dividing the monthly benefit by the participant's years of service (\$600/10), which equals \$60. The guaranteed amount for a \$60 monthly accrual rate is equal to the sum of \$11 plus \$24.75 (.75 x \$33), or \$35.75. Thus, the participant's guaranteed monthly benefit is \$357.50 (\$35.75 x 10).

*Example 2:* If the participant in Example 1 has an accrued monthly benefit of \$200, the accrual rate for purposes of determining the guarantee would be \$20 (or \$200/10). The guaranteed amount for a \$20 monthly accrual rate is equal to the sum of \$11 plus \$6.75 (.75 x \$9), or \$17.75. Thus, the participant's guaranteed monthly benefit would be \$177.50 (\$17.75 x 10).

The PBGC guarantees pension benefits payable at normal retirement age and some early retirement benefits. In addition, the PBGC guarantees qualified preretirement survivor benefits (which are preretirement death benefits payable to the surviving spouse of a participant who dies before starting to receive benefit payments). In calculating a person's monthly payment, the PBGC will disregard any benefit increases that were made under a plan within 60 months before the earlier of the plan's termination or insolvency (or benefits that were in effect for less than 60 months at the time of termination or insolvency). Similarly, the PBGC does not guarantee benefits above the normal retirement benefit, disability benefits not in pay status, or non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay, or severance pay.

For additional information about the PBGC and the pension insurance program guarantees, go to the Multiemployer Page on PBGC's website at [www.pb.gc.gov/multiemployer](http://www.pb.gc.gov/multiemployer). Please contact your employer or plan administrator for specific information about your pension plan or pension benefit. PBGC does not have that information. See "Where to Get More Information About Your Plan," below.

### Where to Get More Information

For more information about this notice, you may contact the Plan Administrator at: Seafarers Pension Plan, Attn: Margaret Bowen, 5201 Capital Gateway, Camp Springs, Maryland 20746; 301-899-0675. For identification purposes, the official plan number is 001 and the plan sponsor's employer identification number or "EIN" is 13-6100329.



## Summary Annual Report – SIU Pacific District Supplemental Benefits Fund, Inc.

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund, Inc., EIN 94-1431246, for the year ended July 31, 2019. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Supplemental vacation pay benefits under the plan are provided by the SIU Pacific District Supplemental Benefits Fund, Inc., a Trust Fund.

### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$1,611,056 as of July 31, 2019, compared to \$1,198,443 as of August 1, 2017. During the plan year the plan experienced an increase in its net assets of \$412,613. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$14,680,171, including employer contributions of \$14,593,925, realized gains of \$2,326 from the sale of assets, earnings from investments of \$82,706 and other income of \$1,214.

Plan expenses were \$14,267,558. These expenses included \$363,757 in administrative expenses and \$13,903,801 in benefits paid to participants and beneficiaries.

### Your Rights to Additional Information

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

included in that report.

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment; and
4. Transactions in excess of 5% of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Fund, Inc., the plan's administrator at 730 Harrison Street, Suite 400, San Francisco, California 94107, telephone number 415-764-4990. The charge to cover copying costs will be \$6.25 for the full annual report, or \$.25 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, Suite 400, San Francisco, California 94107 and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

## Summary Annual Report for SIU Pacific District Seafarers' Medical Center Fund

This is a summary of the annual report of the SIU Pacific District Seafarers' Medical Center Fund, EIN 94-2430964, for the year ended June 30, 2019. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Medical exam benefits paid under the plan are provided by the SIU Pacific District Seafarers' Medical Center Fund, a trust fund.

### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$108,088 as of June 30, 2019 compared to \$(108,229) as of July 1, 2018. During the plan year the plan experienced an increase in its net assets of \$216,317. During the plan year, the plan had total income of \$735,543, including employer contributions of \$732,554, earnings from investments of \$74 and other income of \$2,915.

Plan expenses were \$519,226. These expenses included \$230,708 in administrative expenses and \$288,518 in benefits paid to participants and beneficiaries.

### Your Rights to Additional Information

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

1. An accountant's report;
2. Financial information and information on payments to service providers; and
3. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Seafarers' Medical Center Fund, the plan's administrator, at 730 Harrison Street, Suite 400, San Francisco, California 94107, telephone 415-392-3611. The charge to cover copying costs will be \$2.50 for the full annual report, or \$.25 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, Suite 400, San Francisco, California 94107, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

## Annual Funding Notice MSC Supplementary Pension Plan

### Introduction

This notice includes important information about the funding status of your multiemployer pension plan (the "Plan"). It also includes general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation ("PBGC"), a federal insurance agency. All traditional pension plans (called "defined benefit pension plans") must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is required by federal law. This notice is for the plan year beginning January 1, 2019 and ending December 31, 2019 ("Plan Year").

### Funded Percentage

The law requires the administrator of the Plan to tell you how well the Plan is funded, using a measure called the "funded percentage." The Plan divides its assets by its liabilities on the Valuation Date for the plan year to get this percentage. In general, the higher the percentage, the better funded the plan. The Plan's funded percentage for the Plan Year and each of the two preceding plan years is shown in the chart below. The chart also states the value of the Plan's assets and liabilities for the same period.

	2019	2018	2017
Valuation Date	January 1, 2019	January 1, 2018	January 1, 2017
Funded Percentage	314.91%	275.26%	164.79%
Value of Assets	\$6,561,949	\$6,668,926	\$6,678,855
Value of Liabilities	\$2,083,726	\$2,422,758	\$4,053,069

### Fair Market Value of Assets

The asset values in the chart above are measured as of the Valuation Date. They also are "actuarial values." Actuarial values differ from market values in that they do not fluctuate daily based on changes in the stock or other markets. Actuarial values smooth out those fluctuations and can allow for more predictable levels of future contributions. Despite the fluctuations, market values tend to show a clearer picture of a plan's funded status at a given point in time. The asset values in the chart below are market values and are measured on the last day of the Plan Year. The chart also includes the year-end market value of the Plan's assets for each of the two preceding plan years.

The December 31, 2019 fair value of assets disclosed below is reported on an unaudited basis since this notice is required to be distributed before the normal completion time of the audit which is currently in progress.

	December 31, 2019	December 31, 2018	December 31, 2017
Fair Market Value of Assets	\$6,700,795	\$6,478,947	\$6,843,579

### Participant Information

The total number of participants and beneficiaries covered by the plan on the valuation date was 735. Of this number, 308 were current employees, 300 were retired and receiving benefits, and 127 were retired or no longer working for the employer and have a right to future benefits.

### Funding & Investment Policies

Every pension plan must have a procedure to establish a funding policy for plan objectives. A funding policy relates to how much money is needed to pay promised benefits. The funding policy of the Plan is to make contributions in accordance with the existing Collective Bargaining Agreement, but in no event less than the minimum amount annually as required by law.

Pension plans also have investment policies. These generally are written guidelines or general instructions for making investment management decisions. The investment policy of the Plan is to provide a source of retirement income for its participants and beneficiaries while attaining an annual investment return of 6%. To preserve capital, some of the assets are invested in a general account with Prudential Life Insurance Company that pays a guaranteed rate of interest each year. Approximately 30% of the remainder of the Plan's assets is invested in equity securities with the balance invested in fixed income securities.

Under the Plan's investment policy, the Plan's assets were allocated among the following categories of investments, as of the end of the Plan Year. These allocations are percentages of total assets:

Asset Allocations	Percentage
1. Cash (Interest bearing and non-interest bearing)	0
2. U.S. Government securities	9
3. Corporate debt instruments (other than employer securities):	
Preferred	12
All other	0
4. Corporate stocks (other than employer securities):	
Preferred	0
Common	21
5. Partnership/joint venture interests	0
6. Real estate (other than employer real property)	0
7. Loans (other than to participants)	0
8. Participant loans	0
9. Value of interest in common/collective trusts	3
10. Value of interest in pooled separate accounts	0
11. Value of interest in master trust investment accounts	0
12. Value of interest in 103-12 investment entities	0
13. Value of interest in registered investment companies (e.g., mutual funds)	5
14. Value of funds held in insurance co. general account (unallocated contracts)	50
15. Employer-related investments:	
Employer Securities	0
Employer real property	0
16. Buildings and other property used in plan operation	0

### 17. Other

For information about the plan's investment in any of the following types of investments common/collective trusts, pooled separate accounts, or 103-12 investment entities – contact Margaret Bowen, 5201 Capital Gateway Drive, Camp Springs, Maryland 20746-4275, 301-899-0675.

### Endangered, Critical, or Critical and Declining Status

Under federal pension law, a plan generally is in "endangered" status if its funded percentage is less than 80 percent. A plan is in "critical" status if the funded percentage is less than 65 percent (other factors may also apply). A plan is in "critical and declining" status if it is in critical status and is projected to become insolvent (run out of money to pay benefits) within 15 years (or within 20 years if a special rule applies). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status or critical and declining status, the trustees of the plan are required to adopt a rehabilitation plan. Funding improvement and rehabilitation plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time. The plan sponsor of a plan in critical and declining status may apply for approval to amend the plan to reduce current and future payment obligations to participants and beneficiaries.

**The Plan was not in endangered, critical, or critical and declining status in the Plan Year.** If the plan is in endangered, critical, or critical and declining status for the plan year ending December 31, 2020, separate notification of the status has or will be provided.

### Right to Request a Copy of the Annual Report

Pension plans must file annual reports with the US Department of Labor. The report is called the "Form 5500." These reports contain financial and other information. You may obtain an electronic copy of your Plan's annual report by going to [www.efast.dol.gov](http://www.efast.dol.gov) and using the search tool. Annual reports also are available from the US Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling 202-693-8673. Or you may obtain a copy of the Plan's annual report by making a written request to the plan administrator. Annual reports do not contain personal information, such as the amount of your accrued benefit. You may contact your plan administrator if you want information about your accrued benefits. Your plan administrator is identified below under "Where To Get More Information."

### Summary of Rules Governing Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multiemployer plans that become insolvent, either as ongoing plans or plans terminated by mass withdrawal. The plan administrator is required by law to include a summary of these rules in the annual funding notice. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for that plan year. An insolvent plan must reduce benefit payments to the highest level that can be paid from the plan's available resources. If such resources are not enough to pay benefits at the level specified by law (see Benefit Payments Guaranteed by the PBGC, below), the plan must apply to the PBGC for financial assistance. The PBGC will loan the plan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan's financial condition improves.

A plan that becomes insolvent must provide prompt notice of its status to participants and beneficiaries, contributing employers, labor unions representing participants, and PBGC. In addition, participants and beneficiaries also must receive information regarding whether, and how, their benefits will be reduced or affected, including loss of a lump sum option.

### Benefit Payments Guaranteed by the PBGC

The maximum benefit that the PBGC guarantees is set by law. Only benefits that you have earned a right to receive and that cannot be forfeited (called vested benefits) are guaranteed. There are separate insurance programs with different benefit guarantees and other provisions for single-employer plans and multiemployer plans. Your Plan is covered by PBGC's multi-employer program. Specifically, the PBGC guarantees a monthly benefit payment equal to 100 percent of the first \$11 of the Plan's monthly benefit accrual rate, plus 75 percent of the next \$33 of the accrual rate, times each year of credited service. The PBGC's maximum guarantee, therefore, is \$35.75 per month times a participant's years of credited service.

*Example 1:* If a participant with 10 years of credited service has an accrued monthly benefit of \$600, the accrual rate for purposes of determining the PBGC guarantee would be determined by dividing the monthly benefit by the participant's years of service (\$600/10), which equals \$60. The guaranteed amount for a \$60 monthly accrual rate is equal to the sum of \$11 plus \$24.75 (.75 x \$33), or \$35.75. Thus, the participant's guaranteed monthly benefit is \$357.50 (\$35.75 x 10).

*Example 2:* If the participant in Example 1 has an accrued monthly benefit of \$200, the accrual rate for purposes of determining the guarantee would be \$20 (or \$200/10). The guaranteed amount for a \$20 monthly accrual rate is equal to the sum of \$11 plus \$6.75 (.75 x \$9), or \$17.75. Thus, the participant's guaranteed monthly benefit would be \$177.50 (\$17.75 x 10).

The PBGC guarantees pension benefits payable at normal retirement age and some early retirement benefits. In addition, the PBGC guarantees qualified preretirement survivor benefits (which are preretirement death benefits payable to the surviving spouse of a participant who dies before starting to receive benefit payments). In calculating a person's monthly payment, the PBGC will disregard any benefit increases that were made under a plan within 60 months before the earlier of the plan's termination or insolvency (or benefits that were in effect for less than 60 months at the time of termination or insolvency). Similarly, the PBGC does not guarantee benefits above the normal retirement benefit, disability benefits not in pay status, or non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay, or severance pay.

For additional information about the PBGC and the pension insurance program guarantees, go to the Multiemployer Page on PBGC's website at [www.pb.gc.gov/prac/multiemployer](http://www.pb.gc.gov/prac/multiemployer). Please contact your employer or plan administrator for specific information about your pension plan or pension benefit. PBGC does not have that information. See "Where to Get More Information About Your Plan," below.

### Where to Get More Information

For more information about this notice, you may contact the office of the Plan Administrator at: Margaret Bowen 5201 Capital Gateway Drive, Camp Springs, Maryland 20746, 301-899-0675. For identification purposes, the official plan number is 001 and the plan sponsor's employer identification number or "EIN" is 51-6097856. Annual Funding Notice MSC Supplementary Pension Plan EIN#51-6097856





# UNION PLUS CAN HELP

**COVID-19 has impacted all of us.  
Union Plus can help.**

Our Union Plus program partners have accommodations for members struggling during this public health crisis. Participants in our Union Plus Mortgage, Credit Card, Personal Loan, or Supplemental Insurance programs may be eligible for additional hardship assistance through the Union Plus Mortgage Assistance Program and Union Plus Hardship Help.

Visit [unionplus.org](https://unionplus.org) and follow Union Plus on Facebook at [facebook.com/unionplus](https://facebook.com/unionplus) for ongoing program updates and resources.

Be well and stay healthy,

The Union Plus team

For details visit  
[unionplus.org](https://unionplus.org)



**UNIONPLUS**

6/20



# Historian Recalls Role Played By Seafarers During WWII

Continued from Page 20

## Caribbean 'Carnival'

Just as the Atlantic seaboard in 1942 was called "U-boat Lane," so could the Caribbean and the Gulf have been called "U-Boat Lake" – for the German undersea raiders roamed these waters at will, becoming so bold in their hunt for prey that they sank ships in the very mouth of the Mississippi, in the narrow passage between Key West and Havana, and at the entrance to the Texas oil ports.

The height of bold audacity was reached on the evening of July 2, 1942, when a sub entered the harbor of Puerto Limon, Costa Rica, and sank the *SS San Pablo*.

During the first two months of war, six American ships were torpedoed and sunk in the Caribbean and the Gulf. Six more were sent to the bottom in April; and in May the Germans had a month-long field day, sinking no less than five ships on the 4<sup>th</sup>, two on the 6<sup>th</sup>, and three on the 12<sup>th</sup>.

The total bag for the month of May in American vessels alone across the Gulf and the Caribbean was 31 ships. By the end of June 1942, a total of 167 Allied freighters and tankers had been sent to the bottom in these warm, southern waters!

It was the SIU-manned *Robert E. Lee*, a former Eastern Steamship Lines passenger ship, that was sunk when almost within the "safety" of the mighty Mississippi – on July 30, with considerable loss of life among both passengers and crew.

A surprisingly large number of these U-boat victims were cargo carriers manned by SIU seamen and it would seem, from a study of the war records, that the Germans had a special liking for Waterman, Bull, and Alcoa ships. An entire fleet of them was lost in 1942. Limited space permits describing only a few of the many dramatic incidents involving SIU ships during this phase of the war. A book would be needed to tell about them all.

For the undersea raiders it was a Roman holiday – simpler than knocking off clay pigeons at a shotgun shoot.

So it was with the *Elizabeth* and *Clare* of the Bull Line, as they plodded along the southwest coast of Cuba on the night of May 20, 1942. A bright moon lit up the sea and silhouetted the two ships as they headed south with their holds full of general cargo for the Islands.

On the *Clare's* bridge, the Skipper watched a light that had been reported a minute or so before by one of the lookouts. He couldn't tell whether it might be a small Island freighter or a fishing boat, for it was moving across their bow and lay some distance off.

## Lost in the Dark

A rain squall blanketed the moon just as the Skipper was trying to identify the unknown craft, which seemed to be pursuing an erratic course.

Up forward in the hot fo'castle, Fireman Ernest Torres was stretched out in his bunk, clad only in a pair of shorts. It was stickily hot and he was trying to read. He had almost decided to take his mattress on deck and stretch out on number one hatch, rain or no rain.

Just then a bright searchlight blossomed out on the vessel ahead, playing over the *Clare* from bow to stern with a blinding intensity. Almost immediately a torpedo smashed into the hull at number one hold; just where Fireman Torres was about to stow his mattress for a cool snooze.

"It made one hell of a noise," says Torres. "The explosion threw me out of my bunk and onto the deck. The old *Clare* shivered like a shimmy dancer. All the lights went out and I ran like hell to my lifeboat station. I had the book in my hand all the time, but I never even thought of going back for my clothes or my papers. The spray from the explosion gave me a shower bath when I ran down the deck."

So violent had been the blast that water cascaded down the vents into the fireroom.

There was no panic on the ship and the Captain visited all the crew's quarters to make sure that no men were trapped in their rooms, after which he gave the order to abandon ship. Both boats lowered away and the men pulled as hard as they could for the shore.

## Elizabeth Gets Hit

They hadn't taken many strokes before the *Elizabeth*, still following along behind and caught proverbially "between the devil and the deep," received a torpedo amidships, accompanied by a bright flash that momentarily lit up the vessel and then was gone.

From the boats the crew of the *Clare* could see little lights blinking on the *Elizabeth* as her men ran out of the deck house doors and pushed aside blackout baffles on their way to the boats.

Several of the men laughed at the sight, for it seemed amusing in a way to see other guys get it, too. "I bet they don't save any silk stockings for the girls in Puerto Rico," someone said.

"It ain't funny," said an Oiler. "If they got hit in the engine room there's some good guys goin' down."

# Dispatchers' Report for Deep Sea

"Total Registered" and "Total Shipped" data is cumulative from April 3-May 4. "Registered on the Beach" data is as of May 5.

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	A	B	C	A	B	C		A	B	C
<b>Deck Department</b>										
Algonac	19	4	0	6	2	1	1	30	12	2
Anchorage	1	0	0	0	2	0	1	4	3	2
Baltimore	1	0	2	0	0	2	2	6	2	1
Fort Lauderdale	9	8	2	10	5	0	4	29	16	5
Guam	2	0	0	0	1	0	0	5	2	0
Harvey	8	3	2	4	0	1	1	21	11	3
Honolulu	2	1	0	3	0	0	1	9	3	0
Houston	23	7	5	28	17	3	26	56	23	7
Jacksonville	22	17	4	13	11	0	13	49	36	7
Jersey City	15	7	3	13	5	1	9	51	23	6
Joliet	4	1	0	4	3	0	1	2	2	0
Mobile	4	2	0	1	1	1	1	9	2	5
Norfolk	14	8	3	7	5	1	4	35	19	8
Oakland	7	4	0	6	0	0	3	21	9	1
Philadelphia	2	2	2	1	0	1	1	6	4	2
Piney Point	0	7	2	2	1	1	2	2	5	3
Puerto Rico	4	0	0	2	2	0	3	10	3	1
Tacoma	16	6	2	14	7	1	8	36	5	9
St. Louis	3	0	0	2	0	0	0	3	0	1
Wilmington	17	7	2	17	6	2	9	37	30	7
<b>TOTALS</b>	<b>173</b>	<b>84</b>	<b>29</b>	<b>133</b>	<b>68</b>	<b>15</b>	<b>90</b>	<b>421</b>	<b>210</b>	<b>70</b>
<b>Engine Department</b>										
Algonac	4	4	1	0	1	0	0	6	4	1
Anchorage	1	1	0	0	1	0	0	1	0	1
Baltimore	0	2	0	1	1	0	2	2	3	1
Fort Lauderdale	3	5	0	3	2	1	4	14	14	1
Guam	1	0	0	0	0	0	0	2	0	0
Harvey	2	1	0	2	0	0	0	4	5	1
Honolulu	3	3	0	3	0	0	1	10	3	0
Houston	16	7	2	7	7	2	6	25	16	2
Jacksonville	11	10	3	13	6	1	7	23	26	2
Jersey City	10	5	0	7	5	0	3	19	7	2
Joliet	0	1	0	1	1	0	0	1	0	2
Mobile	0	2	0	1	2	0	0	3	5	0
Norfolk	5	15	0	3	8	1	1	17	28	5
Oakland	6	3	0	1	3	1	1	9	10	2
Philadelphia	1	0	0	0	0	0	0	3	4	0
Piney Point	1	4	0	1	1	0	1	1	7	0
Puerto Rico	1	2	0	1	1	0	2	5	1	0
Tacoma	8	7	2	4	3	1	4	20	14	4
St. Louis	1	1	1	0	0	0	0	3	3	1
Wilmington	10	6	0	6	5	0	3	16	19	2
<b>TOTALS</b>	<b>84</b>	<b>79</b>	<b>9</b>	<b>54</b>	<b>47</b>	<b>7</b>	<b>35</b>	<b>184</b>	<b>169</b>	<b>27</b>
<b>Steward Department</b>										
Algonac	3	0	0	2	0	0	0	5	1	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	1	0	0
Fort Lauderdale	8	3	0	4	3	0	2	11	6	0
Guam	0	1	0	0	0	0	0	0	2	0
Harvey	4	2	0	5	2	0	2	6	2	0
Honolulu	3	1	1	2	2	0	3	14	0	1
Houston	11	3	0	18	2	0	7	26	11	0
Jacksonville	12	5	1	9	5	1	10	24	14	4
Jersey City	10	2	1	4	2	1	4	15	3	1
Joliet	0	0	1	0	0	1	0	0	0	0
Mobile	0	1	0	1	1	0	1	3	3	0
Norfolk	5	7	2	9	8	1	3	14	9	3
Oakland	15	5	0	8	3	0	10	22	7	0
Philadelphia	1	0	0	2	0	0	0	1	0	0
Piney Point	3	4	1	0	0	1	0	5	8	0
Puerto Rico	1	1	0	0	1	0	1	5	2	0
Tacoma	6	2	0	3	1	0	3	20	4	4
St. Louis	4	0	0	2	0	0	0	4	1	0
Wilmington	19	8	2	11	5	0	4	31	13	2
<b>TOTALS</b>	<b>105</b>	<b>45</b>	<b>9</b>	<b>80</b>	<b>35</b>	<b>5</b>	<b>50</b>	<b>207</b>	<b>86</b>	<b>15</b>
<b>Entry Department</b>										
Algonac	1	6	7	0	2	0	0	2	16	15
Anchorage	1	0	1	0	0	0	0	1	0	3
Baltimore	0	1	0	0	0	0	0	0	3	0
Fort Lauderdale	1	3	1	0	3	0	1	1	6	7
Guam	0	0	0	0	0	0	0	0	1	2
Harvey	0	1	2	0	1	1	0	0	2	4
Honolulu	0	4	2	0	0	2	0	0	8	7
Houston	2	7	5	0	4	3	1	11	17	10
Jacksonville	3	21	17	0	10	7	2	4	43	31
Jersey City	0	10	5	1	6	1	1	0	21	10
Joliet	0	0	1	0	0	0	0	0	0	3
Mobile	0	1	0	0	0	0	0	1	2	0
Norfolk	0	12	7	0	5	10	5	0	21	28
Oakland	1	6	6	1	9	4	3	2	14	14
Philadelphia	0	0	0	0	0	0	0	0	1	1
Piney Point	0	1	11	0	0	10	3	0	0	12
Puerto Rico	0	0	0	0	0	0	0	1	0	1
Tacoma	7	9	9	5	8	1	5	7	13	14
St. Louis	0	0	0	0	0	0	0	0	1	2
Wilmington	4	13	5	0	10	4	7	5	29	18
<b>TOTALS</b>	<b>20</b>	<b>95</b>	<b>79</b>	<b>7</b>	<b>58</b>	<b>43</b>	<b>28</b>	<b>35</b>	<b>198</b>	<b>182</b>
<b>GRAND TOTAL:</b>	<b>382</b>	<b>303</b>	<b>126</b>	<b>274</b>	<b>208</b>	<b>70</b>	<b>203</b>	<b>847</b>	<b>663</b>	<b>294</b>



## 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) 549-4000

## Inquiring Seafarer

*This month's question was answered by members either outside or headed to the hiring hall in Oakland, California. In what may be an Inquiring Seafarer first, the question is the same as last month's query.*

### Question: What are some of your thoughts about the pandemic?



**Casey Coddington**

*AB*

It's kind of scary. My family is overseas, but luckily, they're in the Philippines. I'm more afraid of being here, because there are so many more cases in the U.S. People are trying to get back to work. We've got to be flexible; I understand that. These guys here in Oakland are manning the phones and they've been a big help.



**Richard Grubbs**

*Bosun*

Right now, for those of us who are on the shore it's absolute torture. We're kind of in a comatose mode, trying to get through day by day. That's how it feels. You're just taking it day by day. It's such a worry about what the future will hold. We wonder if anything will be back to normal again. I feel sorry for people whose lives and livelihoods have been turned upside down.



**Nicholas Johnson**

*GUDE*

It could be a good and a bad thing. A lot of people are getting to spend time with their families and loved ones. It might have delayed our plans to ship, but I believe everybody is where they're supposed to be. A lot of people are struggling, but there's always been people out of work. It's all how a person wants to take it – what they want to make of it.



**Kevin Brown**

*OMU*

It's a hard time right now for everybody, but it's especially hard for us sailors. Once you're on a ship, you're isolated already and away from your family. Then when you get back home, you can't even do things you normally do. I feel really proud that we do a job where a lot of our vessels deliver essential cargoes. We have an essential purpose. I feel a sense of pride in that.



**Larry Tharp**

*AB*

People need to come together mentally and spiritually. We can stay away from each other but still stay in contact. I'm getting closer with my kids. They're grown and headed in different directions, but we've had family meals and cleared up a lot. It's actually drawing my family closer. There are more important things than petty differences we had before.



**Joe Gallo**

*Recertified Steward*

As merchant mariners, we have a duty to support and defend our country in peace and in war. And we have a privilege at this time to show the United States that after 245 years of proud tradition, we are at the helm. All individuals on ships and on the shore should be ready to man the ships until properly relieved. This is our duty. This is Brotherhood of the Sea. I understand there are some contractual issues to be ironed out, but duty comes before contract. We'll sort all of that stuff out a later time. We are, in this war, the first line of defense.



## Pic From The Past

Retired Recertified Bosun Ronald Mena submitted this 1959 photo of his late father, Pedro Mena, sailing as a deck-hand aboard the SS *Mayflower*.



*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](mailto: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

### RENE ALFARO

Brother Rene Alfaro, 72, joined the Seafarers International Union in 2003, initially sailing on the *Matej Kocak*. He was a steward department member and upgraded at the Paul Hall Center on multiple occasions. Brother Alfaro most recently sailed on the *SBX*. He makes his home in Loxahatchee, Florida.

### SHIRLEY BELLAMY

Sister Shirley Bellamy, 67, started sailing with the union in 1997 when she shipped on the *Global Mariner*. A member of the steward department, she upgraded often at the Piney Point school. Sister Bellamy last sailed on the *Alliance Fairfax* and settled in Jacksonville, Florida.



### MARCO GALLIANO

Brother Marco Galliano, 71, signed on with the SIU in 1970 when he sailed aboard the *Summit*. He was a member of the deck department and upgraded at the Piney Point school on numerous occasions. Brother Galliano's final vessel was the *Liberty Pride*. He makes his home in Spring Hill, Florida.

### MUHARAM HUSIN

Brother Muharam Husin, 74, began sailing with the Seafarers in 1981, initially shipping on the *Golden Monarch*. A deck department member, he upgraded his skills often at the Paul Hall Center. Brother Husin last sailed on the *Maersk Kensington*. He resides in Woodside, New York.

### ALICE KWASNJUK

Sister Alice Kwasnjuk, 65, started her career with the union in 1999, first sailing aboard the *Kinsman Independent*. She upgraded at the Piney Point school on numerous occasions and was a member of the steward department. Sister Kwasnjuk's final vessel was the *John Paul Bobo*. She makes her home in Aitkin, Minnesota.

### RODOLFO OPINALDO

Brother Rodolfo Opinaldo, 71, embarked on his career with the SIU in 2002 when he sailed aboard the *Gus W. Darnell*. He worked in the engine department and upgraded at the Piney Point school on several occasions. Brother Opinaldo last shipped on the *Magnolia State*. He calls Hayward, California, home.

### LETICIA PERALES

Sister Leticia Perales, 65, signed on with the Seafarers in 1980, when she sailed on the *El Paso Southern*. She was a steward department member and upgraded often at the Paul Hall Center. Sister



Perales most recently sailed aboard the *Seabulk Trader*. She resides in El Paso, Texas.

### DAVID PERRY

Brother David Perry, 70, joined the SIU in 2004, first sailing aboard the *Atlantic Forest*. He was a deck department member and upgraded at the Piney Point school in 2016. Brother Perry last sailed on the *USNS John Glenn* and settled in Abbeville, Louisiana.



### KAMIN RAJI

Brother Kamin Raji, 69, started shipping with the union in 1989, initially sailing on the *Independence*. He upgraded on multiple occasions at the Paul Hall Center and sailed in the deck department. Brother Raji's final vessel was the *Maersk Atlanta*. He lives in Jersey City, New Jersey.

### HERMAN STITH

Brother Herman Stith, 66, joined the union in 1997. He was a member of the steward department and first sailed aboard the *Cape May*. Brother Stith upgraded at the Piney Point school on numerous occasions. He most recently shipped on the *Maersk Carolina* and settled in Norfolk, Virginia.

### WALTER TAULMAN

Brother Walter Taulman, 71, donned the SIU colors in 1992 when he sailed aboard the *Indian Ocean*.



A deck department member, he upgraded at the Paul Hall Center on multiple occasions. Brother Taulman's final vessel was the *Maersk Kensington*. He makes his

home in Houston.

### ROBERT VAZQUEZ

Brother Robert Vazquez, 59, signed on with the union in 1989, first sailing on the *Rover*. He upgraded on multiple occasions at the union-affiliated Piney Point school and was a deck department member. Brother Vazquez's last ship was the *Maersk Yorktown*. He resides in New York.



### CORNELIO VILLANO

Brother Cornelio Villano, 73, joined the union in 1985, initially sailing aboard the *Independence*. He worked in the deck department and upgraded at the Paul Hall Center on numerous occasions. Brother Villano



most recently sailed aboard the *Maersk Michigan* and lives in Stockton, California.

### CHARLES WASHINGTON

Brother Charles Washington, 65, began shipping with the union in 1991 when he sailed aboard the *Independence*. He worked in the steward department and upgraded often at the Piney Point school. Brother Washington last shipped on the *Cape Victory*. He resides in Ewa Beach, Hawaii.

### JOHN WELLS

Brother John Wells, 68, embarked on his career with the Seafarers in 1970, first sailing on the *Sea Ohio*. He sailed in the deck department and upgraded at the Paul Hall Center on several occasions. Brother Wells' last vessel was the *USNS Seay*. He settled in Moira, New York.

### STEPHEN WILLIAMS

Brother Stephen Williams, 65, signed on with the SIU in 1977. A deck department member, he initially sailed aboard the *Penn*. Brother Williams upgraded at the Piney Point school within his first year. He most recently shipped aboard the *Wilson* and makes his home in Jacksonville, Florida.

## GREAT LAKES

### STEPHEN AIKENS

Brother Stephen Aikens, 70, joined the SIU in 1976 when he sailed aboard the *E.M. Ford*. A deck department member, he concluded his career on the *J.A.W. Iglehart*. Brother Aikens resides in Clovis, California.

## INLAND

### ROBERT BAUMANN

Brother Robert Baumann, 65, signed on with the union in 1976. He first worked for Orgulf Transport and shipped in the deck department. Brother Baumann was last employed by Mariner Towing in 1987. He makes his home in Stratford, New Jersey.

### MARK FITHIAN

Brother Mark Fithian, 68, embarked on his career with the SIU in 1974. He was first employed with Gulf Atlantic Transport and sailed in the deck department. Brother Fithian upgraded at the Paul Hall Center in 1993. He last sailed on the *Manhattan Island* and lives in The Villages, Florida.



### ISMAEL GRACHICO

Brother Ismael Grachico, 67, joined the union in 2003. He first shipped aboard the *Sugar Island* and was a

member of the deck department. Brother Grachico's final vessel was the *Dodge Island*. He calls Portland, Oregon, home.



### TIMOTHY HAGAN

Brother Timothy Hagan, 65, signed on with the SIU in 1974, working with Inland Tugs. A deck department member, he upgraded at the Piney Point school on numerous occasions. Brother Hagan's final vessel was the *Developer*. He makes his home in Deming, Washington.



### PHILIP INMAN

Brother Philip Inman, 65, joined the SIU in 1975, first working for Stone Towing Line. He upgraded at the Paul Hall Center on several occasions and shipped in the deck department. Brother Inman last sailed with Express Marine. He settled in Wilmington, North Carolina.



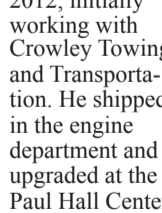
### GREGORY LUCE

Brother Gregory Luce, 62, became a member of the SIU in 1977. Sailing in the deck department, he was initially employed by Mariner Towing. Brother Luce last worked with Turecamo Maritime and makes his home in Philadelphia.



### CLIFTON NOE

Brother Clifton Noe, 62, signed on with the union in 1999 when he worked for Allied Transportation. A deck department member, he upgraded at the Piney Point school on numerous occasions. Brother Noe's final vessel was the *Resolve*. He resides in Smyrna, North Carolina.



### PABLO LUIS PEREZ NOBREGAS

Brother Pablo Luis Perez Nobregas, 68, began sailing with the union in 2012, initially working with Crowley Towing and Transportation. He shipped in the engine department and upgraded at the Paul Hall Center on numerous occasions. Brother Perez Nobregas most recently shipped aboard the *Innovation*. He calls Cape Coral, Florida, home.



### BRUCE RAQUET

Brother Bruce Raquet, 62, started his career with the SIU in 2009, initially sailing aboard the *Noble*

*Star*. He upgraded often at the Paul Hall Center and shipped in the deck department. Brother Raquet most recently sailed on the *Courage*. He lives in High Springs, Florida.

### MELVIN ROLON HUERTAS

Brother Melvin Rolon Huertas, 66, began sailing with the Seafarers in 1986. He was first employed by Crowley Puerto Rico and sailed in the deck department. Brother Rolon Huertas continued to work for the same company for the duration of his career. He lives in Staten Island, New York.

### MITCHELL ROBERTS

Brother Mitchell Roberts, 58, signed on with the SIU in 1990. He was a member of the deck department and upgraded at the Paul Hall Center on numerous occasions. Brother Roberts worked for OSG Ship Management for the majority of his career and settled in Grantsboro, North Carolina.



### EMMANUEL ROLDAN

Brother Emmanuel Roldan, 63, became a member of the union in 1989, initially sailing with OSG Ship Management. He upgraded at the Piney Point school on multiple occasions and sailed in the deck department. Brother Roldan worked for the same company for most of his career. He resides in Kissimmee, Florida.

### MICHAEL SCHMIDT

Brother Michael Schmidt, 63, joined the Seafarers in 1978 when he worked for HVIDE Marine. A deck department member, he upgraded on several occasions at the union-affiliated Piney Point school. Brother Schmidt was last employed by Crowley Towing and Transportation. He makes his home in Lynden, Washington.



### LOUIS SMITH

Brother Louis Smith, 62, embarked on his career with the SIU in 1997. He shipped in the engine department and was employed with McAllister Towing of Virginia for the duration of his career. He lives in Hudgins, Virginia.

### WILBERT WILSON

Brother Wilbert Wilson, 64, began sailing with the union in 1989. A deck department member, he was employed by Orgulf Transport for the duration of his career. Brother Wilson calls Fayette, Mississippi, home.





# Final Departures



## DEEP SEA

### ABDULLA ALMANSOOB

Pensioner Abdulla Almansoob, 84, died March 30. He signed on with the SIU in 1976 and first shipped on the *Overseas Juneau*. Brother Almansoob was a member of the steward department. He concluded his career on the *El Faro* and became a pensioner in 2001. Brother Almansoob resided in Dearborn, Michigan.



### GERONIMO BARRENG

Pensioner Geronimo Barreng, 66, passed away January 31. He joined the SIU in 1980. A steward department member, Brother Barreng first sailed aboard the *Oceanic Independence*. He last shipped on the *USNS Petersburg* and went on pension in 2005. Brother Barreng was a Honolulu resident.

### RICHARD HOUGHTON

Pensioner Richard Houghton, 81, died April 22. He became a member of the union in 1961, initially working for Taylor Marine Towing. Brother Houghton sailed in the deck department. He last shipped aboard the *Liberty Sun* before becoming a pensioner in 2004. Brother Houghton lived in Highlands, Texas.



### JOE LOCKETTE

Pensioner Joe Lockette, 67, passed away April 29. He signed on with the Seafarers in 2002; his first vessel was the *Developer*. Brother Lockette primarily worked in the deck department. He most recently sailed aboard the *Green Cove* and became a pensioner in 2017. Brother Lockette was a Houston resident.

### ANSELMO LOPEZ

Pensioner Anselmo Lopez, 78, died April 7. He joined the SIU in 1991, initially sailing on the *Independence*. Brother Lopez was a steward department member and last shipped on the *Maersk Georgia*. He began collecting his pension in 2008 and settled in Brooklyn, New York.



### LYNN MCGIVENS

Pensioner Lynn McGivens, 81, passed away April 9. She began sailing with the union in 1962

when she shipped on the *Overseas Ulla*. Sister McGivens was a member of the steward department. She concluded her career on the *USNS Bellatrix* and retired in 2005. Sister McGivens lived in New Orleans.

### JOSEPH MOORE

Pensioner Joseph Moore, 78, died February 24. He signed on with the Seafarers in 1963 when he sailed aboard the *Inger*. Sailing in the deck department, Brother Moore last shipped on the *Liberty Sun*. He became a pensioner in 2004 and resided in Independence, Louisiana.



### MARIANO MOREIRA

Pensioner Mariano Moreira, 91, passed away April 4. He began his career with the SIU in 1989, initially sailing aboard the *USNS Altair*. Brother Moreira was a steward department member, and last sailed aboard the *Overseas Joyce*. He became a pensioner in 1987 and made his home in Lawrenceville, Georgia.

### SUZANNE SANTORA

Pensioner Suzanne Santora, 77, died April 14. She joined the SIU in 1998, first sailing on the *Charles L. Brown*. Sister Santora shipped in the steward department. She concluded her career aboard the *Liberty Island* and retired in 2007. Sister Santora called Hanover, Maryland, home.



### JOSEPH SPELLER

Pensioner Joseph Speller, 86, passed away March 18. He started sailing with the union in 1957 when he worked for Ore Navigation. Brother Speller was a steward department member and last shipped on the *Galveston Bay*. He began collecting his pension in 1996 and settled in Brooklyn, New York.



### RANDOLPH TANNIS

Pensioner Randolph Tannis, 79, died February 27. He donned the SIU colors in 1970, initially sailing aboard the *Western Clipper*. Brother Tannis was an engine department member and last sailed on the *Maersk Missouri*. He retired in 2006 and made his home in Staten Island, New York.

## GREAT LAKES

### KIRK DIENER

Pensioner Kirk Diener, 71, passed away March 4. He signed on with the Seafarers in 1974, initially sailing on the *Detroit Edison*. Brother Diener was a steward department member and concluded his career on the *American Mariner*. He went on pension in 2013 and called Indiana River, Michigan, home.



### WILLIAM STRAUB

Pensioner William Straub, 73, died March 14. He donned the SIU colors in 1968 when he worked for Esco Dredge and Oil. Brother Straub was a member of the engine department and last sailed aboard the *St. John*. He retired in 2009 and lived in Erie, Pennsylvania.

## INLAND

### JUAN CANALES

Pensioner Juan Canales, 81, passed away April 5. He started sailing with the SIU in 1976, initially sailing aboard the *Eagle Traveler*. Brother Canales shipped in the deck department. He concluded his career on the *USNS Soderman*, and went on pension in 2003. Brother Canales resided in San Juan, Puerto Rico.



### HOWARD COOK

Pensioner Howard Cook, 60, died

March 28. Signing on with the SIU in 2000, he first worked for G&H Towing. Brother Cook was a member of the engine department. He continued to work for the same company for the duration of his career and became a pensioner in 2020. Brother Cook lived in La Marque, Texas.

### NASA JENNETTE

Pensioner Nasa Jennette, 89, passed away April 8. He was a deck department member and began sailing with the union in 1967. Brother Jennette worked with IBCO for the duration of his career. He retired in 1991 and resided in Buxton, North Carolina.

### WILSON REX

Pensioner Wilson Rex, 91, died April 10. He embarked on his career with the SIU in 1981 when he worked for Interstate Oil. Brother Rex was a deck department member. He last sailed with OSG Ship Management and became a pensioner in 1999. Brother Rex lived in West Sand Lake, New York.



### RANDALL SCOTT

Pensioner Randall Scott, 66, passed away April 12. He donned the SIU colors in 2003, first sailing with Crowley Towing and Transportation. Brother Scott shipped in the deck department and remained with the same company until his retirement in 2016. He made his home in Tallahassee, Florida.

### CRAIG SMITH

Pensioner Craig Smith, 69, passed away March 21. He joined the

Seafarers in 1973, initially working with Allied Transportation. Brother Smith was a deck department member and last sailed with Crowley Towing and Transportation. He went on pension in 2015 and settled in Salem, Oregon.



## NMU

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
Campbell, Harold	81	04/28/2020
Cimaglia, Nicholas	81	04/04/2020
Coleman, Clifford	91	04/03/2020
Dunwoody, Peter	67	03/18/2020
Feliciano, Paulino	90	04/11/2020
Foster, Edward	83	02/29/2020
Hunt, Sidney	87	02/08/2020
Jackson, Rubin	87	03/12/2020
Jones, William	97	04/15/2020
Knox, Quinton	97	04/05/2020
Lake, Julio	86	04/20/2020
Laurent, Verdell	87	04/11/2020
Lawrence, Henry	90	04/04/2020
Levy, Theodore	91	03/31/2020
Lizano, Fernando	84	04/08/2020
Martinez, Roman	84	04/15/2020
Muehlberger, Floyd	82	03/03/2020
Rosario, Amilcar	98	04/25/2020
Santiago, George	73	04/08/2020
Surillo, Manuel	75	04/04/2020
Vazquez, Tomas	87	04/19/2020
Villa, Julio	92	04/25/2020
Yip, Jow	94	02/06/2020
Zorrilla, Daniel	90	04/11/2020



## Absentee Voting Information

With the COVID-19 pandemic dominating the news cycle, it can be easy to forget that 2020 is an election year. (Okay, maybe not *easy*, but at least possible.) The following information (accurate as of press time) outlines which states allow for some form of alternative voting.

### Absentee Voting Laws

Thirty-four states offer "no-excuse" absentee ballots, and will mail residents an early ballot upon request: Alaska, Arizona, California, Colorado, District of Columbia, Florida, Georgia, Hawaii, Idaho, Illinois, Iowa, Kansas, Maine, Maryland, Michigan, Minnesota, Montana, Nebraska,

Nevada, New Jersey, New Mexico, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Dakota, Utah, Vermont, Virginia, Washington, Wisconsin and Wyoming. You can request your absentee ballot online by visiting [www.absentee.vote.org](http://www.absentee.vote.org), and filling out a short request form.

Colorado, Hawaii, Oregon, Utah and Washington send ballots to all eligible voters, so residents do not need to request one.

All states permit residents who will be outside their home county to vote absentee, as well as voters with an illness or disability. Indiana, Kentucky, Louisiana, Mississippi, South

Carolina, Tennessee, Texas and West Virginia also offer the option to elderly voters.

### Early In-Person Voting Laws

Thirty-nine states, the District of Columbia, Puerto Rico, Guam, American Samoa and the Virgin Islands offer the option to vote early and in-person. Only Alabama, Connecticut, Kentucky, Mississippi, Missouri, New Hampshire, Pennsylvania, Rhode Island, South Carolina, do not offer early voting.

Early voting periods range in length from four days to 45 days; the average length is 19 days. Visit [www.vote.org](http://www.vote.org) for your specific county's laws.



# 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 TEXAS CITY** (Overseas Shipholding Group), January 19 – Chairman **Jovan Williams**, Secretary **Keesha Holloway**, Educational Director **James Rodweller**, Deck Delegate **Romulo Gutierrez**, Engine Delegate **Gerardo Gamboa**, Steward Delegate **Randall Campbell**. Chairman commended crew for a job well done with cargo. Everyone worked safely. Steward department thanked for doing a great job. Educational director advised members to upgrade at the Paul Hall Center in Piney Point, Maryland, and to check the member portal. No beefs or disputed OT reported. Crew requested refrigerators and fans for all rooms. Members need new bath towels.

**NATIONAL GLORY** (Crowley), February 2 – Chairman **Jerrold Foke**, Secretary **Rose Ward**, Educational Director **Linarys Castillo Ortiz**, Deck Delegate **Vince Adolph**. Chairman reminded members to address issues and follow proper protocols so problems do not escalate. No beefs or disputed OT reported. Vote of thanks given to steward department. Members request TV in crew lounge and stronger Wi-Fi availability. Ship continuing to deliver relief supplies to Puerto Rico following Hurricane Maria and recent earthquake. Next port: San Juan, Puerto Rico.

**WASHINGTON** (Intrepid Personnel & Provisioning), February 2 – Chairman **Modesto Rabena**, Secretary **Samuel Harris**, Educational Director **Edgardo Barrios**, Deck Delegate **Dionisio Bermudez**, Engine Delegate **Philip Francia**, Steward Delegate **Gary Loftin**. Chairman advised crew to encourage family members to apply for the apprenticeship program. He urged members to keep up with documents. Educational director recommended crew upgrade at the union-affiliated Piney Point school. No beefs or disputed OT

reported. Crew requested internet and Wi-Fi installation aboard ship. Next port: Oakland, California.

**ALASKAN NAVIGATOR** (Alaska Tanker Company), February 23 – Chairman **Adel Ahmed**, Secretary **John Hale**, Educational Director **Leland Peterson**, Steward Delegate **Keith Small**. Chairman reminded members to renew documents and keep up with dues. He discussed the transition from Alaska Tanker Company to Overseas Shipholding Group. Educational director advised crew to view upcoming classes at the Paul Hall Center online. No beefs or disputed OT reported. Members request increase pertaining to extra meal for steward department. Crew asked for increased optical benefits and vacation days along with improvements to pension plan. Next port: Long Beach, California.

**MAERSK MONTANA** (Maersk Line, Limited), February 23 – Chairman **Arsenio Omabao**, Secretary **James Cameron**, Educational Director **Steven Miller**, Deck Delegate **Julius Morala**, Engine Delegate **Antonio McAdams**, Steward Delegate **Richard Torres**. Chairman urged members to take necessary courses at the Piney Point school. Secretary thanked SA and GVA for keeping house clean. He reminded members to leave clean rooms for oncoming crew. Educational director instructed crew to pay close attention to expiration dates on credentials. He encouraged everyone to renew well in advance. Vote of thanks given to steward department. No beefs or disputed OT reported. Secretary advised members to read the president's report in latest *Seafarers LOG*. Crew requested increases to health, pension and vacation benefits. Members asked for upgrades to Wi-Fi. Bosun reiterated importance of donating to SPAD (Seafarers Political Activities Donation), the union's voluntary political action fund.



## Easter Cookout on USNS Button

Recertified Bosun Greg Jackson submitted these photos from the Crowley-operated vessel, where the steward department treated everyone to an Easter cookout. Pictured in the larger group photo immediately below (no particular order) are: Chief Steward Lamond Fulton, Chief Cook Steve Riley and SAs Sam Ortiz, Mario Sclot, Jasmine Donahue and Johans Rivera. Jackson said the feast "was very much appreciated by all crew members."



The photo directly above includes (from left) Chief Mate/SIU Hawsepiper Michael J. Parks, AB Samuel Thatcher and Capt. Mark A. Schwa mm. Thatcher designed and built the cornhole boards, with support from Parks.

## Know Your Rights

**FINANCIAL REPORTS.** The Constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and union finances. The constitution requires a detailed audit by certified public accountants every year, which is to be submitted to the membership by the secretary-treasurer. A yearly finance committee of rank-and-file members, elected by the membership, each year examines the finances of the union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

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

**SHIPPING RIGHTS.** A member's shipping rights and seniority are protected exclusively by contracts between the union and the employers. Members should get to know their shipping rights. Copies of these contracts are posted and available in all union halls. If members believe there have been violations of their shipping or seniority rights as contained in the contracts between the union and the employers, they should notify the Seafarers Appeals Board by certified mail, return receipt

requested. The proper address for this is:

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

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

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

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

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

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

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

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

**SEAFARERS POLITICAL ACTIVITY**

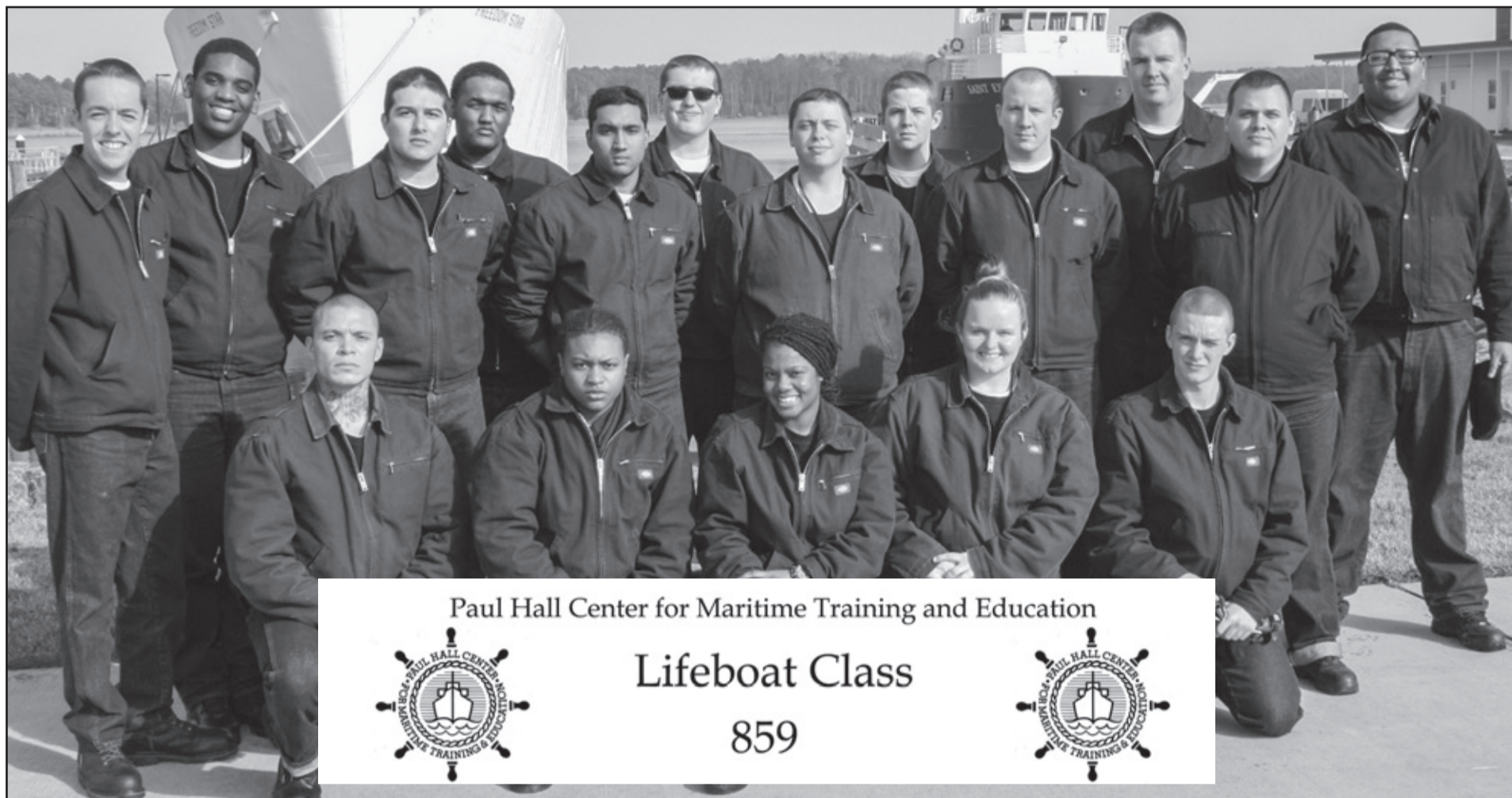
**DONATION (SPAD).** SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American merchant marine with improved 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 Classes



**Apprentice Water Survival Class #859** – Graduated January 24 (above, in alphabetical order): Lexter A. Alfaro-Rivera, Robert Dagata, Jessica Davis, Shamir Jameil Ford, Tyler Foster, Keon Hatcher, Austin Jandreau, Stephen Jarrell, Tanner Jefferies, Anson Johny, Roger Mathews, Kalin Mitchell, Peter Pataki, Taylor Rabb, Raul Soto, Chadon Williams and Woodrow Williams.



**Water Survival (Upgrader)** – Graduated February 21 (above): Ameer Amin Hussein Ali.



**GMDSS** – Graduated February 28 (above, in alphabetical order): Diego Fernando Barbosa, David Brusco, Carlo Mateo Gentile and Ian Michael McDonough. Class instructor Patrick Shoенberger is at the far left.



**RFPNW (Phase III)** – Graduated February 21 (above, in alphabetical order): Diqan Adamson, Andre Barbary Jr., Kaleb Josef Bogan, Christian Spiros Cavathas, Zaid Cooper, Jacob Couvillon, Nicholas Kai Fortunato, Solomon Foster Jr., Allen Gilmore, Christian Kalinowski, Chauncey Malcolm Kaniloa Kukahiko, James Moody II, Draven Nolan, Marcell Gabriel Santos-Pascual, Jonathan Silva, Kenneth Smith Jr., and Luis Ricard Venegas Nolasco. Upon the completion of their training, each plans to work in the deck departments of union-crewed vessels.



# Paul Hall Center Classes



**BAPO (Phase III)** – Graduated February 21 (photo at left, in alphabetical order): Ja'shon Adams, Jalen Denson, Christopher Fisher, Troy Hubbard, Robert Mason III, Zeke Alec Pasquarelli, Jahmiah Peets, Shannon Peterson and Anthony Rahsell Timmson-Brown. Christopher Morgan, their instructor, is at the far left. Once their training is completed, each plans to work in the engine departments of union-crewed vessels.



**Medical Care Provider** – Graduated February 7 (above, in alphabetical order): Diego Fernando Barbosa, David Brusco, Carlo Mateo Gentile and Kevin Hunt.



**Government Vessels (Apprentices)** – Graduated February 7 (above, in alphabetical order): Brandon Bradley, Eliezer Estremera, Alexis Guillory, Reinaldo Rivera, Johanns Rivera-Rivera and Kevin Santiago De Jesus.



**Government Vessels (Upgraders)** – Graduated February 7 (above, in alphabetical order): Michael Bonifacio Adote, Saleh Musa Ali, Santiago Aquino, Arkady Bichevsky, Eric Ivan-Ray Castle, Agustin Clotter, Antonio Jones, Richard Lawson, Mark Lettman, Juan McCakeren, Fayez Mohamed Mussa, Mohamed Ali Saleh Nagi, Bashir Mohamed Nasser, Steven Roberts and Marquisha Keyonna Simmons.



# Paul Hall Center Classes

**Junior Engineer** – Graduated February 7 (photo at right, in alphabetical order): Joel Boyd, Caleb Donovan, Paul Hudgins, Jacob Laroche, Tyriq Mills, Re'sean Peters, Dontrell Riddick, Andy Salado, Maksim Shpylyevyy, Daniel Lowie Rivera Surell and Kevin Willis. Instructor Bill Dodd is at the far left.



**Tankship Familiarization DL** – Graduated February 14 (above, in alphabetical order): Saleh Musa Ali, Eduardo Arroyo, Carlton Banks, Thomas Drummond III, Mark Feldhaus, Daniel Fields, Lance Gibson, Wayne Gomillion Jr., Brandy Griffin, Mohamad Mahmoud Kammoun, Joshua Kraynak, Salah Ahmed Muthana, Bashir Mohamed Nasser, James Sanchez, Shewanna Jones Stephenson, Travis Arnez Sumpter, Victor Jose Velez Perez and Wilfredo Velez. (Note: Not all are pictured.)



**Tankship Familiarization LG** – Graduated February 7 (above, in alphabetical order): Eduardo Arroyo, Frederick Ashby, Thomas Drummond III, Lance Gibson, Wayne Gomillion Jr., George Kee Jr., Joshua Kraynak, Dennis Naing Morallo, James Sanchez, Shewanna Jones Stephenson, Travis Sumpter and Victor Jose Velez Perez. (Note: Not all are pictured.)



# Paul Hall Center Classes



**Tankship Familiarization DL** – Graduated February 28 (above, in alphabetical order): Mark Bolin, Todd Colabella, Kevin Hale, Frank Harris III, Dominic Hix, Mason Con Melland and Gavin Scott. (Note: Not all are pictured.)



**Basic Training (Advance Firefighting Revalidation)** – Graduated February 14 (above, in alphabetical order): Karen Gossett, Richard Huffman, Gilbert Johnson, Tyrone Leonard and Joseph Longo.



**Combined Basic & Advanced Firefighting** – Graduated February 14 (photo at left, in alphabetical order): Austin Anderson, Diego Fernando Barbosa, David Brusco, Eric Garcia, Carlo Mateo Gentile, Michael Hodges, Kevin Hunt, Melvin Hunter Jr., Antonio Jones, Vicente Ordonez, John O'Shaughnessy and Andrzej Tlalka.



**Basic Self Unloading** – Graduated February 14 (above, in alphabetical order): Gerald Birgy, Maurice Antonio Brodie, Hayder Jebur, Brian Smith and Parker Tiffany. Class instructor Don Jaegle is at the far left.



**Galley Ops (Phase III)**– Graduated February 21 (above): Osmar Luis Ramos. Upon the completion of his training, Ramos plans to work in the steward department aboard SIU contracted vessels.



**Galley Operations** – Graduated February 21 (above, in alphabetical order): Hussein Monsar Al-Qari, Roche Aurea Bonita, Claribel Cabral, Atrenique Tramani Deamus, Agnes Jocson Gamboa, Maurice Henry Jr., and Sharde Merria Ross. (Note: Not all are pictured.)



**Chief Cook 2.0** – Graduated February 28 (above, in alphabetical order): Monserrate Blas Jr., Daniel Kane, Rashaad Jalloud Mangram, Saleh Mohsin Saleh and Milton Sivells.



# SEAFARERS LOG

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

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## SIU Played Vital Role in WWII

*Editor's note: This is the second installment from a 1951 booklet titled "The Seafarers in World War II." Penned by the late SIU historian John Bunker, the publication recapped SIU members' service in the war. More than 1,200 SIU members lost their lives to wartime service in the U.S. Merchant Marine. The first installment was published in the May 2020 LOG and is available on the SIU website. This one picks up aboard the SIU-crewed *Seatrain Texas*, which had just arrived on a site strewn with wreckage off the East Coast (around the Carolinas). The date was June 19, 1942.*

### U-Boat Lane

The men stopped at one wave-washed collection of flotsam, lifted an inert body aboard and then went to another, where a grimy seaman half lifted himself out of the water, trying to grip the gunwales of the boat.

### Strong Hands Help

Strong hands bore him to safety, while those on the *Seatrain's* bridge used megaphones to direct the crew to where a third and fourth body could be seen half-alive, half-dead in the winter sea.

In a matter of minutes, the boatmen had done their work, and were back at the vessel's side to be hoisted aboard with their human cargo.

At first the survivors were too weak to talk, but when they had been warmed with hot coffee and wrapped in blankets, they revealed that their ship had been the *City of Atlanta*.

They told how the one-time passenger vessel had been torpedoed without warning early that morning – how she had gone down so fast that there had hardly been time to jump over the side ... how the burning hulk had rolled over to starboard onto the only lifeboat that cleared the ship, crushing its unfortunate men beneath the sea.

For a while after the sinking, they recounted, some of the crew had floated around on bits of wreckage while they joked and sang in an attempt to keep their spirits up.

Then, one by one, all but five of them had sunk beneath the cold, dark waters. And of the five who were still afloat at daybreak, only three were alive when the *Seatrain Texas* hove by. The others lay astride their bits of wreckage, but had died sometime during the morning hours.

Living to tell the story of the *City of Atlanta*, one of the most costly sinkings along the Atlantic Coast, were Oiler Robert Fennell, Jr., Seaman Earl Dowdy, and Second Mate George Tavelle.

Captain Albert Dalzell and Chief Engineer Tom Kenney of the *Seatrain Texas* heard their story without wanting to believe it could be true.

### Tragic Coincidence

For the Chief it was a hard story to hear. His father was Chief Engineer of the *City of Atlanta*.

Both Capt. Dalzell and Chief Kenney had started their seafaring careers on the *City of Atlanta* many years before, when she was a well-known coastwise passenger liner. Capt. Dalzell's father had commanded her for many years before Capt. Leemon Urquhart took over.

"U-boat lane" they called Atlantic coastal waters now. Nazi submarines ambled down the seaboard on sinking sprees that cost hundreds of lives, and sent scores of ships to the bottom with a huge loss in precious cargoes.



The SIU-crewed *Seatrain Texas* docks in Northern Ireland in October 1943. (Photo courtesy National Archives)

There was no naval defense worthy of the name, and it was to be five months yet before the first convoy was organized for protection of shipping along the seaboard, in the Gulf and the Caribbean. Merchant ships, in the meantime, sailed unescorted and, in most cases, unarmed – with the U-boats so bold, they shelled their prey even within sight of the Delaware Capes.

As the rate of sinkings increased, no seaman could be sure that his ship would reach its destination. Legion were those that didn't, but they kept sailing, nonetheless, and none of them idled in port for lack of crews. In some cases, there were even more men willing to "ship out" at SIU Halls than

swimming soon."

This call came two minutes later: "Torpedoed twice. Ship still afloat but listing badly. Captain requests assistance immediately." He then gave the ship's position a number of times.

The third and last message was heard at 1:22 a.m. "Cannot stay afloat much longer."

No more reports came through, for soon after the radio man had tapped out this message on his key the *Venore* sank and Sparks, true to the tradition of his calling, stayed at his post too long to escape.

Several lifeboats were launched by the *Venore's* crew and the survivors were picked up 38 hours later.

**"In some cases, there were even more men willing to ship out at SIU Halls than there were ships for them to sail."**

- John Bunker, SIU Historian

there were ships for them to sail.

At the old New York Hall of the SIU, at number two Stone Street, across from famous Bowling Green, men reported for the hourly "calls" as though there was no war within ten thousand miles. They manned the ships and kept the cargoes moving.

On January 25, torpedoes struck again, sinking the 550-foot *Venore* off Cape Hatteras with a loss of 18 men. She, too, was a well-known SIU ship.

The end of this vessel is dramatically told in the terse, urgent calls for help sent out by her radio operator.

At 12:47 a.m. he flashed this SOS: "Two crashes so far. Will keep informed. Think

Sinking declined along the Atlantic seaboard after coastal convoys were inaugurated in May of 1942, but the U-boats prowled these waters off and on right up till the end of the war.

In fact, the collier *Black Point* was torpedoed just a few miles from the big naval base at Newport, Rhode Island, on the fifth of May, 1945, the last American ship to be lost in the war.

Many more SIU vessels were to be numbered among the 154 Allied ships sunk along the coast and in the northwest Atlantic between January and June of 1942.

Among them were the *Robin Hood*, *Alcoa Guide*, *Oakmar*, *Marore*, *Major*

*Wheeler* and *Pipestone County*. The *Major Wheeler* – of the Bull Line – completely disappeared, never to be heard from again, while the *Robin Line Pipestone County*, a well-liked freighter among men who sailed SIU ships, was sunk en route from Trinidad to Boston, about 200 miles due west of Bermuda. Two of her boats spent 16 days at sea before being picked up.

### Chilore Gets it

U-boats continued their attacks despite the use of convoys, and the SIU-manned *Chilore* of the Ore Shipping Company was hit while in a heavily protected convoy under escort of surface ships, planes and blimps.

Known as convoy KS 520, this fleet of 19 merchantmen left Lynnhaven Roads in the Chesapeake on July 14, 1942. When it was off Cape Hatteras the next day it ran into a flock of torpedoes.

No one even saw a tin fish until the *Chilore* got smacked, to be followed a minute or so later by the tanker *Mowinckel*. The *Bluefields*, a small Nicaraguan freighter carrying explosives, was blown up while the escort ran around dropping depth charges and the escorting bombers spattered the water with bombs and machine gun fire.

It was the freighter *Unicoi*, however, which got credit for sinking the doughty sub, along with an Army patrol bomber.

The *Chilore* and *Mowinckel* dropped out of the convoy and headed for the nearby shore under their own power, but both of them ran into a minefield and suffered more explosions. The big *Chilore* capsized and sank while being towed toward Baltimore several days later.

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