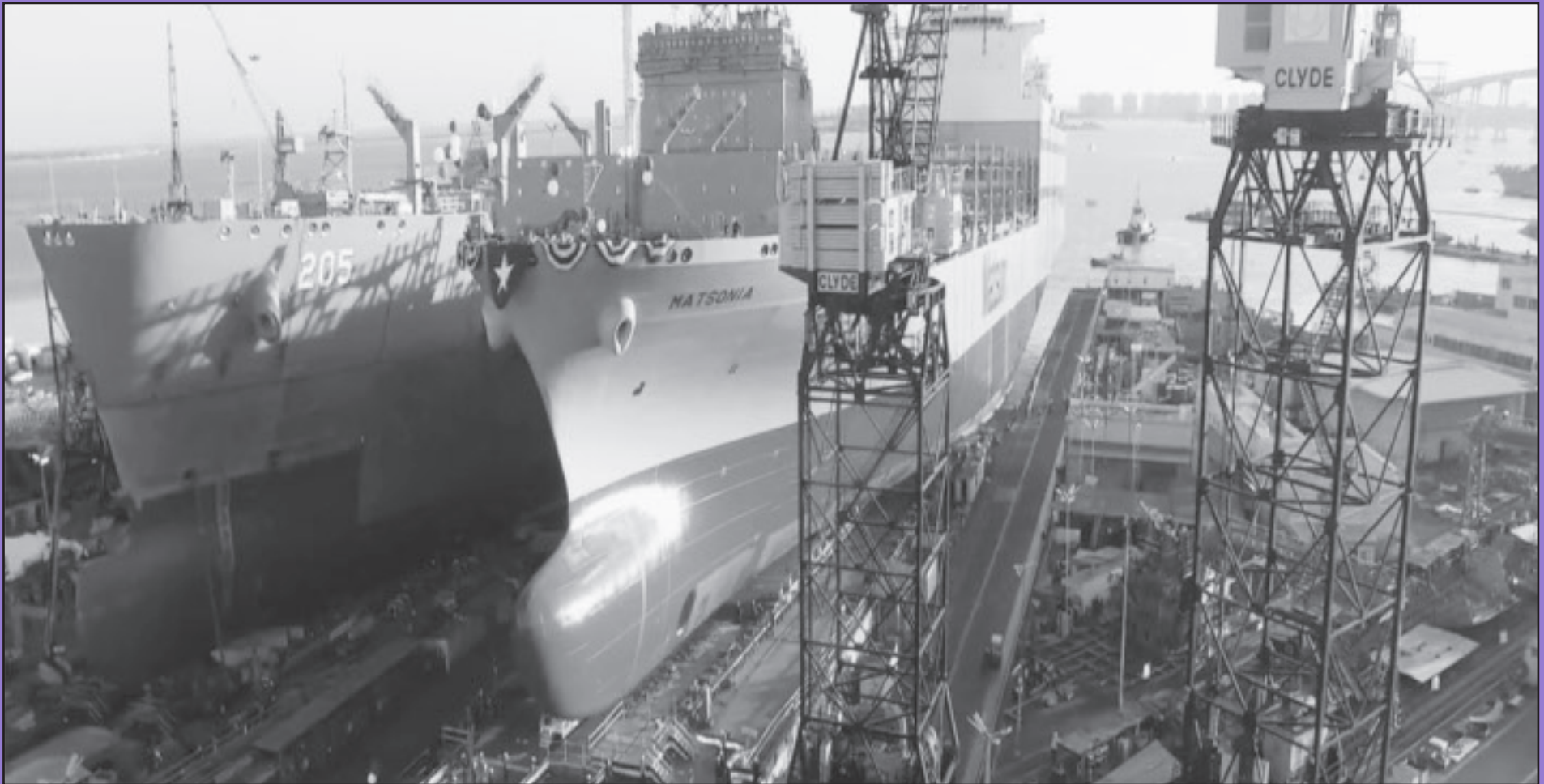


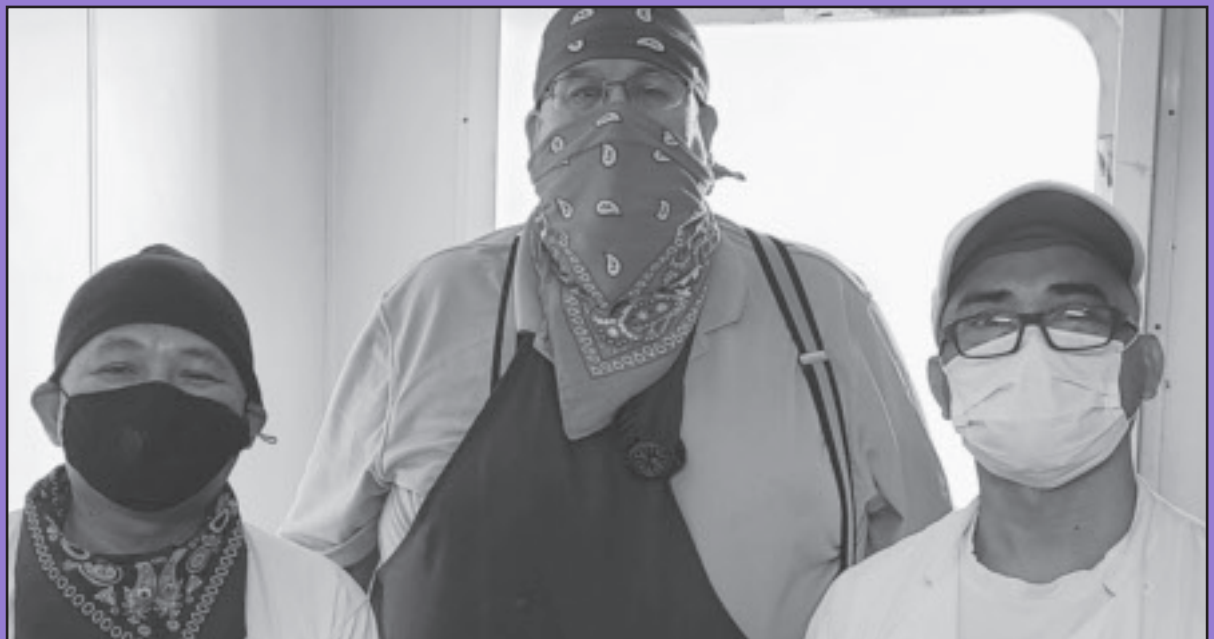
SEAFARERS LOG

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

Matson Christens Con-Ro Matsonia



Seafarers-contracted Matson christened a new combination container/roll-on, roll-off ship July 2 at General Dynamics NASSCO in San Diego. The Jones Act vessel will mean new steward department jobs for the SIU upon its delivery later this year. *Page 4.*



Seafarers Persevere as COVID-19 Hits Home

The novel coronavirus that causes COVID-19 surged in numerous states in late June and July, and American-flag shipping wasn't immune. Despite industry-wide precautions, some SIU members were stricken with the virus, and some of the hiring halls that had reopened June 15 subsequently were closed again, temporarily and for precautionary reasons. Nevertheless, the vast majority of the SIU fleet remains in operation, and the union-affiliated school in Piney Point, Maryland, was scheduled to reopen Aug. 1. Face coverings are part of the routine these days, as demonstrated by (photo above, from left) Chief Cook Perry Asuncion, Chief Steward Steve Bowmer and ACU Roberto Firme aboard APL's *President Truman* on the West Coast, and by (photo at immediate left, from left) Recertified Steward Sam Harris and Chief Steward Kenneth Greenidge, pictured at the Oakland hall, where they volunteered to help with safety screening. *Page 3.*

Senator Backs Jones Act
_____ **Page 2**

SIU Election Updates
_____ **Page 6**

Course Dates
_____ **Page 16**

President's Report

Time to Redouble Safety Efforts

Back in February, if someone had used the expression "COVID fatigue," we'd have looked at them as if they were crazy.

Unfortunately, everyone reading this column knows what it means, and I think it's no exaggeration to say we've all experienced it at least from time to time.

Brothers and sisters, over the years, I have usually written about various aspects of the U.S. Merchant Marine and the labor movement.



Michael Sacco

Vocational training, grassroots political action, new opportunities for growth in our industry, workers' rights – these are the important everyday subjects we tackle.

This month, the topic is of utmost seriousness and magnitude. It is nothing short of a life-and-death matter.

I urge every Seafarer to summon the energy to overcome COVID fatigue and double down on your efforts to keep yourselves, your families and your shipmates safe. Many of you know that the American-flag fleet, including several SIU crewed ships, recently experienced a number of confirmed cases of the coronavirus. Even though

the numbers are relatively small, they aren't insignificant – and it goes without saying that even one case is too many.

In some ways, I think our country collectively let down our guard around Memorial Day weekend. People were tired of the entire experience, and as various states eased into different phases of reopening, it may have been inevitable that we'd have as many individual interpretations of the definition of safety as there are individuals. Look, if I feel this way, I'll bet you might, too: It's fair to say that some of the guidelines have been inconsistent. We've all seen the resulting spikes in various states across the country.

It hasn't been rampant, but that same relaxation of caution seems to have happened on some of the ships. I have no interest in pointing fingers and I believe that the vast majority of our members are in fact being very careful, both at sea and ashore. But with this pandemic, it only takes one careless individual – even somebody visiting from ashore – to infect an entire crew. That's why it's so vital to find a second wind and understand that all of the safety protocols not only are lifesavers, they are going to be part of the "new normal" for the foreseeable future.

This is also the time for our ships' chairmen and shipboard committees to step up as leaders and embrace those responsibilities.

Not to be overlooked in this discussion is mariners' role as part of America's essential workforce. Such a designation isn't lightly made by federal and state governments. And if there were any doubt about how crucial Seafarers' work really is, recall the recent messages of thanks posted by U.S. Secretary of Transportation Elaine Chao, U.S. Transportation Command's commanding officer Gen. Steve Lyons, and U.S. Maritime Administrator Mark Buzby. All of them went out of their way to express respect and gratitude for our crews. They know you are making sacrifices during this emergency to get the job done. They know it's not easy. And they also know they can count on you to uphold the finest traditions of the Brotherhood of the Sea.

We were bound to take some hits from the pandemic. It's a global crisis with no modern-era comparison. But we owe it to ourselves, to our families, and to our shipmates to remain vigilant and do everything possible to remain safe, regardless of location.

Whenever this finally ends – and it will end – I certainly won't miss all the conference calls and masks and barriers and hand sanitizer. But in the meantime, I'm treating the precautions like my life depends on it. Please do the same, and we'll all be around for better days.

U.S. Senator Backs Jones Act

As the United States maritime community celebrated the centennial of the nation's freight cabotage law, numerous legislators issued supportive statements.

U.S. Sen. Gary Peters (D-Michigan) was among those elected officials who praised the Jones Act in early June. He posted a news release that read in part, "June 5, 2020 marks the 100th Anniversary of the enactment of the U.S. Merchant Marine Act of 1920. Commonly referred to as the Jones Act, the Act has served over the last century as the foundation of the Great Lakes and domestic shipping industry. This vital maritime law ensures that cargo moving between domestic ports is carried aboard vessels that are American-built, American-owned, and American-flagged, which in turn strengthens and supports U.S. homeland security while driving economic benefits to local communities. Each and every day, 365 days a year, the Jones Act functions to protect our nation's 95,000 miles of coastline and inland waterways, limiting inland access to foreign vessels and crews while mariners serve as the eyes and ears to strengthen border and homeland security."

The senator continued, "America's dependence on the Great Lakes and the seas is integral to our economic health and our sovereignty. Nowhere is this more evident than in my own state of Michigan. According to The American Maritime Partnership, Michigan's Great Lakes

domestic maritime industry contributes \$2.8 billion annually to our state economy, including 12,140 jobs and \$703.6 million in worker income. With 37 deep-draft ports, Michigan has more than the seven other Great Lakes States combined.

"Over the last 100 years, the men and women of the U.S. maritime workforce have also unfailingly answered the call to duty, providing vital services to support the nation in times of crisis," Peters added. "Their service was never clearer than during the activation of civilian merchant mariners amidst the Second World War. These men and women moved critical supplies to overseas troops and allies, while enduring the highest rate of casualties of any service. More recently our domestic maritime workforce has responded swiftly to a range of crises facing the nation, including facilitating the largest boatlift in world history following 9/11, and the current and ongoing delivery of essential medical supplies and goods to communities in need during the COVID-19 pandemic."

The senator concluded, "On this week's centennial anniversary of the Jones Act, I thank the men and women of the U.S. maritime industry for their service, and I vow to continue to work here in the Senate to uphold the integrity of the Act's protections for our Michigan and Great Lakes workforce."

A 2019 study conducted by PricewaterhouseCoopers for the Transportation Institute showed



U.S. Sen. Gary Peters (D-Michigan)

the Jones Act is responsible for 650,000 American jobs creating more than \$40 billion annually in income. Workers whose jobs are related to the law can be found in all 50 states. Cabotage law is not unique to the United States. The London-based Seafarers' Rights International released a study in 2018 listing more than 90 countries that have some type of cabotage law on their books.

Editor's note: See the July issue of the Seafarers LOG and the SIU website (www.seafarers.org) for additional coverage of the Jones Act's centennial, including statements from other members of Congress.

SCA Honors Maritime Administrator

A longtime maritime stalwart recently received well-earned recognition from a prominent United States shipbuilding group.

The Shipbuilders Council of America (SCA), the national association representing the U.S. shipyard industry, on June 30 honored Maritime Administration (MARAD) Administrator Mark H. Buzby with the SCA Maritime Leadership Award during this year's virtual advocacy meeting. The award is given annually to national leaders who demonstrate exemplary dedication and support of the U.S. shipbuilding and repair industry.

"Rear Admiral Buzby has dedicated his life to military

and public service to protect the United States' national and domestic security, and on behalf of the hundreds of thousands of hardworking men and women of our industry, we are bestowing on him the Shipbuilders Council of America's highest honor – the 2020 SCA Maritime Leadership Award," said Matthew Paxton, president of SCA. "Administrator Buzby personifies this award, which recognizes exemplary support for the crucial contributions shipbuilders, maintainers, and suppliers make to our nation, and we thank him for his decades of maritime leadership."

"I want to thank SCA for this honor," Buzby stated. "I know we share a passionate commitment to a strong and growing U.S. maritime industry, and particularly the necessity to foster and strengthen U.S. shipbuilding, which is an indispensable component of our defense industrial base. I appreciate this recognition and SCA's leadership on behalf of the roughly 400,000 Americans whose jobs depend on this vital industry."

Rear Admiral Buzby (USN, Ret) has served as MARAD's top official since August 2017. Before this appointment, Buzby was president of the National Defense Transportation Association, a position he held since retiring from the U.S. Navy in 2013 with more than 34 years of dedicated service to the United States. Buzby served as commanding officer of the U.S. Military Sealift Command.



RAAdm. Mark Buzby (USN, Ret) U.S. Maritime Administrator

SCA members constitute the shipyard industrial base that builds, repairs, maintains and modernizes U.S. Navy ships and craft, U.S. Coast Guard vessels of all sizes, as well as vessels for other U.S. government agencies. In addition, SCA members build, repair and service America's fleet of commercial vessels.

The council represents 40 companies that own and operate more than 80 shipyards, with facilities on all three U.S. coasts, the Great Lakes, the inland waterways system, Alaska and Hawaii. The SCA also represents 87 partner members that provide goods and services to the shipyard industry.

Note to Our Readers

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

SEAFARERS LOG

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

Volume 82 Number 8

August 2020

The SIU online: www.seafarers.org

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

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

Copyright © 2020 Seafarers International Union, AGLIW. All Rights Reserved.



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

COVID-19 PANDEMIC

Industry Continues Grappling with Challenges

SIU Members Rise to the Occasion, Fulfilling Roles as 'Essential Workers'

Editor's note: SIU members are encouraged to regularly check the union's website for the latest union-specific news about the pandemic. There is a prominent COVID-19 section on the home page. Members also may sign up for text alerts by texting the word "join" (without the quotation marks) to 97779.

The American maritime industry seemingly mirrored the nation at large from mid-June to mid-July when it came to combatting the COVID-19 pandemic. The coronavirus surged in numerous states, and it hit home for the union, too.

As of July 14, there had been more than 3.4 million confirmed cases of COVID-19 in the U.S. and more than 138,000 deaths. Worldwide, those figures were more than 13.1 million cases and at least 571,000 deaths.

The vast majority of the SIU-crewed fleet is still operating, as Seafarers live up to their federally designated role as essential workers. But, SIU members from several ships and tugs recently contracted COVID-19, as did at least a couple of crew members from ATBs. New cases were reported aboard the *USNS Grumman*, whose crew includes members of the SIU Government Services Division. At least two SIU employees and one employee of the SIU-affiliated United Industrial Workers (UIW) were diagnosed with the coronavirus that causes COVID-19.

The uptick in cases caused three hiring halls to close for precautionary reasons within a couple of weeks after they'd reopened June 15. At press time, the halls in Jersey City, New Jersey and Wilmington, California, had again reopened; the hall in Houston was expected to reopen soon.

Perhaps the most prominent recent instance of shipboard COVID-19 in the U.S.-flag fleet occurred in late June, aboard the *Maersk Idaho*. Eleven mariners, including five SIU members, tested positive. One crew member was hospitalized but recovered (see sidebar). Thankfully, the other mariners who tested positive experienced few or no symptoms.

Within the industry, Maersk was hailed for its quick, comprehensive plan to safely vacate the crew, move them to a quarantine facility, professionally clean the vessel, and then bring on a new crew. They worked with the Coast Guard, medical professionals and other authorities to ensure diligence, efficiency and safety. The SIU also worked closely with the crew and company to provide support and to secure additional testing for crews on other American-flag Maersk ships.

Weeks later, all concerned received an unwelcome reminder that even the best plans, no matter how well-executed, cannot ensure total safety from the virus. At least a couple of

Continued on Page 5



Face coverings often are utilized to help curb the spread of COVID-19. While unloading a dummy during boat drills July 7 in Benicia, California, GVA Julian Lacuesta (left) and Bosun Roberto Flauta do their part aboard the TOTE-operated *USNS Petersburg*.

Six Maritime Union Presidents Draft, Sign Message Addressing COVID-19 Aboard At-Sea Vessels

Editor's note: The following message, dated July 10, 2020, is signed by the presidents of six maritime unions, including SIU President Michael Sacco. For a PDF copy, visit the SIU website.

It has become increasingly apparent the COVID-19 crisis is not going away anytime soon. Our members aboard ships in distant waters as well as aboard vessels of all types in inland waters remain in grave danger and the global supply chain is at risk.

Despite continuous appeals for meaningful assistance from both maritime labor and U.S.-flag vessel operators, the federal government has not mandated enforceable standards of shipboard health and safe operations. Further, our advocacy for a consistent, reliable, and rapid testing regimen for mariners remains without definitive support. As the supply chain and military security of the country are becoming increasingly at risk, we have demanded a more active role of government in support of mariners.

Each shipowner/operator has established its own diverging policies and protocol, and they vary greatly from employer to employer, even from ship to ship depending on shipboard culture. In the absence of uniform and government-enforced protocol during vessel in-port time with such critical evolutions as cargo operations, vendor/contractor access and shipyard repairs remain essentially unregulated and haphazard. This is an unacceptable situation that is beyond the control of ship's personnel.

However, as always, the burden on maintaining safety at sea remains in large part with the licensed and unlicensed personnel aboard ship. While every member of a crew recognizes his or her duty to their shipmates, employers and government must share ship safety responsibility through consistent policies and regulations. Health and safety aboard ship is a joint endeavor and should not be placed on the shoulders of mariners alone.

To do our part, we the undersigned urge our Members to take every precaution against the Coronavirus as recommended by company protocol and by such CDC guidelines that are applicable. Masks, social distancing, hand and respiratory hygiene, cleaning and sanitizing must all become routine and strictly maintained, whether aboard ship, in transit to or from a ship, in a hiring hall or at home in preparation for shipping out.

As your representatives, we are working together and using every advantage to both protect your health and safeguard your rights. With infection rates spiking again we must protect our lives and our livelihoods with renewed vigilance and discipline. Employers may intervene with reasonable or ineffective workplace policy; either way we will let them know that our contract rights remain in place. We understand the stress and anxiety of working in persistent and intensified danger and so we support common sense safety practices ashore and at sea. Your dedication, professionalism and perseverance is recognized, and your efforts are best honored by ensuring your own safety and that of others you encounter onboard ship, in your travels, at home or otherwise. Please continue to notify your Union if you have concerns regarding potential or actual COVID-19 exposure or the safety of your vessel.

Wishing all health, safety, and fraternity,

Michael Sacco, President
Augie Tellez, Executive Vice President
Seafarers International Union
bpotter@seafarers.org
atellez@seafarers.org

Marshall Ainley
President
Marine Engineers' Beneficial Association
mainley@mebaunion.org

Paul Doell
President
American Maritime Officers
pdoell@amo-union.org

Anthony Poplawski
President/Secretary-Treasurer
Marine Firemen, Oilers, Watertenders and
Wipers Association
mfow_president@yahoo.com

Dave Connolly
President
Sailor's Union of the Pacific
dave@sailors.org

Don Marcus
President
International Organization of Masters,
Mates & Pilots
dmarcus@bridgedeck.org

Bosun Shares Experience Combatting Coronavirus

Bosun **Romualdo Medina** doesn't know exactly how he contracted COVID-19, but he's certain that any inconveniences are worthwhile sacrifices in order to avoid it.

"I hope every SIU member will take care of themselves and their families," said Medina, who was stricken by the coronavirus in June aboard the *Maersk Idaho*. "Wear a mask, and stay home if you can when you're not working. I don't know when we're going to get out of this. It looks like a long haul."

A Seafarer since 1994, Medina knows from firsthand experience that sometimes even the most cautious individuals end up with COVID-19. He wasn't reckless at any point during the *Idaho's* voyage from the U.S. to Europe and back, and he'd been mindful of safety before joining the ship. But, on the return from Bremerhaven, Germany, roughly four days out from New Jersey, his health began to deteriorate.

"I started feeling bad and tried something like a Tylenol or aspirin, but there was no relief. I couldn't breathe normally. At first, I thought it was just sinuses, but then I felt a little bit of fever. Then things began to get complicated."

Very little time elapsed between the onset of Medina's symptoms and his reporting them to the chief mate. From there, he remained quarantined but learned that others aboard the ship also weren't feeling well. Eventually, 11 mariners (including five SIU members) were diagnosed as COVID-19 positive.

Medina also experienced an unusual – and painful – side effect: hiccups that persisted on and off for days.

But that wasn't his only complication. When the ship arrived in Newark, New Jersey, on June 19, he arranged for a clinic visit. However, the facility was closed for the weekend by the time Me-

dina arrived around 9 p.m.

"By that time, I was in pain, so I took a taxi to the nearest hospital," he recalled. "I knew if I went back to the ship, it wasn't going to be a happy ending."

Although it took several hours for him to be seen at the hospital (New Jersey and New York were still epicenters of the pandemic at that time), it could be argued that he arrived just in time.

"By that point, I could hardly breathe," the bosun said. "I was spitting blood. Finally, I got some medicine, and got tested for COVID. They took so many X-rays and did so much bloodwork – all that stuff."

He was hospitalized for more than a week, then relocated to a quarantine hotel for two more weeks. He returned to his home in Houston July 14, feeling fine and with multiple "negative" test results confirmed.

"One good thing was I was never put on any kind of oxygen," he recalled. "The doctor said I have good lungs; I don't smoke. But I am diabetic, and that's why I was really worried about complications. Thank God it didn't get to that point."

Medina said he appreciated that personnel from the Houston hiring hall stayed in touch with him throughout his experience, and he added that the difficulties didn't change his outlook on sailing.

"This career has been something very economically consistent for me and my family" he noted. "I used to suffer a lot of layoffs and inconsistent employment in my prior field, which was architectural design. I decided to join the union and get my AB ticket and all my endorsements. This has helped me raise my family: three beautiful children."

He added this advice to fellow members: "If you start feeling weird when you're on the ship, go see the captain and get a test."



The *Matsonia's* (vessel at right in photo at immediate left) addition to the union fleet means new jobs for SIU members sailing in the steward department. In photo above, Peggy Forest, wife of Matson President Ron Forest, does the honors for the christening.

Matson Christens *Matsonia* in San Diego New Jones Act Con-Ro Vessel Joins SIU Fleet

New steward-department jobs for SIU members are on the horizon following the recent christening of an historic vessel.

SIU-contracted Matson, Inc., christened the second of two Kanaloa Class vessels, the *Matsonia*, in a ceremony at General Dynamics NASSCO – a union shipyard – in San Diego on July 2.

The Jones Act vessel, the largest combination container/roll-on, roll-off (Con-Ro) ship ever built in the United States along with its sister ship the *Lurline*, is the second of two new builds for Matson by NASSCO.

“The SIU looks forward to providing our typically outstanding steward department personnel when the ship is delivered later this year,” stated SIU Vice President Contracts George Tricker. “We applaud the company for its commitment to American-flag shipping and U.S. crews, and we appreciate the terrific work by union shipyard workers who handled the construction.”

The *Matsonia* is slated for delivery in the fourth quarter of 2020.

“Matson is already benefiting from the speed, capacity and improved environmental profile of the three new ships we’ve put into service since 2018,” said Matt Cox, Matson’s chairman and chief executive officer,

after the shipyard ceremony. “*Matsonia* will be our fourth new ship, completing a three-year fleet renewal program that positions us well to serve the needs of our communities in Hawaii for many years to come.”

During the ceremony, Peggy Forest, wife of Matson President Ron Forest, officially christened the vessel by breaking a ceremonial bottle of champagne against the ship’s hull.

“As a proud U.S. company and Jones Act carrier, our investment in this new ship is about much more than maintaining a high level of service to Hawaii. It also helps drive substantial economic benefits and opportunities in communities around the Pacific, where this vessel will operate,” Cox added. “The construction of *Matsonia* represents over a year’s work for about 2,000 professionals here at NASSCO: engineers, tradesmen and lots of support people and countless others who produced the materials used to build this ship that are sourced here in the U.S. Over its expected lifespan, this ship will generate approximately 4.5 million man-hours of work opportunity for the U.S. mariners who will operate it and decades of steady work for all of the dockworkers and terminal personnel that move the cargo on and off our ships.”

He concluded, “These are all living-wage jobs, supporting the families of these American workers and the taxes they pay. Multiply that by all the ships NASSCO and other U.S. shipyards are building, and you get a sense of the value of the maritime industry to our country and its economy. In California alone, there are more than 51,000 jobs tied to the American maritime industry, providing over 3.6 billion dollars in labor income with a total economic impact in the state of more than twelve billion dollars.”

Dave Carver, president of General Dynamics NASSCO, said, “The *Matsonia* is a reflection of the highest standards of shipbuilding and we are proud to celebrate her launching. This extraordinary vessel is a testament to the hard work, unity and strength of our thousands of dedicated shipbuilders who made this possible.”

Matsonia is an iconic name in Matson’s long history, dating to the construction of Matson’s first ship of that name in 1912. Three more ships were given the name in subsequent years; this vessel will be the fifth.

Named in honor of the ocean deity revered in native Hawaiian culture, Matson’s two Kanaloa Class vessels constructed at NASSCO are built on a 3,500 TEU vessel

platform. At 870 feet long, 114 feet wide (beam), with a deep draft of 38 feet and weighing in at over 50,000 metric tons, the *Matsonia* will join the Seafarers-crewed *Lurline* (delivered in late 2019) as Matson’s largest ships.

They are among Matson’s fastest vessels, with a top speed of 23 knots. Both new Kanaloa Class vessels have an enclosed garage with room for approximately 500 vehicles, plus ample space for rolling stock and break-bulk cargo. They also feature state-of-the-art green technology, including a fuel-efficient hull design, environmentally safe double-hull fuel tanks, fresh water ballast systems and the first Tier 3 dual-fuel engines to be deployed in containerships regularly serving West Coast ports, according to Matson.

The Jones Act, America’s freight cabotage law, supports the domestic maritime industry that 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 U.S. waters daily.

With Seafarers Aboard Tanker *Washington*



The photo above was taken July 4 as the vessel was headed to Valdez, Alaska. Pictured from left to right are: Recertified Bosun Modesto Rabena Jr., Chief Steward Sajid Foster, Chief Cook Melissa McCartney, QEP Dirole Bonifacio, AB Pablo Borja, AB Adam Riley, Steward Assistant Kevin Arroyo and AB Michael Elmore Jr. Thanks to Recertified Bosun Rabena for the photo.

U.S. Congressman Rob Wittman Underscores Need for Strong U.S. Sealift, Revitalized RRF

Longtime friend of maritime U.S. Rep. Rob Wittman (R-Virginia) recently penned an op-ed emphasizing the importance of strong sealift – which should include revitalizing and maintaining the U.S. Ready Reserve Force (RRF).

Wittman, who is the ranking member on the Seapower and Projection Forces Subcommittee in the House, wrote, “Today, our entire military, a force with over 1.3 million active service members and tens of thousands of vehicles and aircraft, relies on an aging fleet of 61 logistics ships to transport and sustain the force. By comparison, during World War II, the United States built over 2,700 Liberty ships to transport troops and supplies and had a service squadron of 365 logistics ships just to service the Pacific theater.”

He continued, “Compounding the problem of inadequate numbers, many ships in our logistics fleet are already past due for replacement. The average age of the ships in the Ready Reserve Force, which constitute the majority of our nation’s surge sealift capability, is 45 years. That is more than double the age at which most commercial cargo ships are retired and the fleet is showing its age. In September of 2019, the U.S. Transportation Command (TRANSCOM) conducted an exercise to test the readiness of the organic surge fleet, attempting to get just under half of the fleet underway. The of-

icial TRANSCOM after action report noted a cumulative success rate of only 40 percent and this exercise did not even test the loading and unloading of cargo.”

He also gave a brief history lesson to underline the importance of a robust, militarily-useful surge fleet: “Since our founding, America has been a maritime nation. Trade across the vast ocean expanses to Europe and Asia has defined our economic development and driven our national security strategies. Over 200 years ago, the original six frigates of the United States Navy were constructed to protect American commerce from attacks by pirates in the Mediterranean. Since then, a powerful Navy, capable of protecting global commerce and projecting power around the globe, has become the cornerstone of our national defense. This strategy has also meant fighting the vast majority of the nation’s armed conflict far from our shores, protecting the homeland from the terrible destruction that was a defining characteristic of war in the 20th century.

“The reasoning that led George Washington to approve those first six frigates remains true today – American commerce and diplomacy must be supported by a military capable of global power projection to maintain international order, deter conflict, and, if necessary, defeat hostile powers,” Wittman continued. “To be a credible deterrent, American forces must

be engaged around the globe and be able to sustain those efforts, during peace or war, far from our shores. While the Department of Defense is investing heavily in technology to compete in a new era of great power competition, it has given short shrift to its ability to transport and sustain forces. Our continued lack of investment in logistics will reduce the effectiveness of our maritime forces in combat but, more worrying, is the debilitating effect it will have on our land forces.”

He then referenced a more modern example of the indispensable role of the RRF, writing, “Operation Iraqi Freedom provides some informative lessons on the importance of a capable logistics fleet. In preparation for the invasion of Iraq, the U.S. military moved over 2 million tons of cargo and equipment. This massive effort began in late 2001 and did not culminate until combat operations began in March of 2003. The long buildup masked the inadequacy of the U.S. military sealift capacity with an estimated 85 percent of all sustainment material transported by civilian vessels. A multi-year logistic buildup across uncontested seas is a luxury the U.S. simply won’t enjoy in the event of conflict in the Indo-Pacific. Our armed forces, particularly the Army, simply lack the logistic capability to effectively project power across the Pacific.”

He concluded, “To help address these issues, Congress has given the Navy funding to purchase commercial cargo ships to help bridge the gap until the or-



U.S. Rep. Rob Wittman
R-Virginia

ganic surge fleet can be rebuilt to meet the requirements outlined in the National Defense Strategy. Inexplicably, the Department of Defense has not purchased a single commercial vessel and still doesn’t have even a plan to reconstitute the logistics fleet. Our national security is founded on an ability to project power and maintain our forces around the globe. A capable logistics force is the foundation of power projection and we neglect it at our own peril.”

Mariners Show True Colors, Meet Varied Challenges Posed by COVID

Continued from Page 3

the replacement crew members tested positive, so the vessel went into a quarantined state at a Florida anchorage.

Despite the challenges, there were positive developments as well. They included a return to work for many Seafarers employed by NY Waterway, which operates passenger ferries between New York and New Jersey. The company’s waterborne operations essentially shut down when those states were at their combined nadir.



Recertified Bosun James Blich, pictured at the hall in Jacksonville, Florida, encourages fellow members to be cautious. “People think this is a joke. People are dying out here! It’s important we are all wearing our masks!” he said.

Additionally, and following months of intensive preparation, the SIU-affiliated Paul Hall Center for Maritime Training and Education was scheduled to reopen Aug. 1. The school (located in Piney Point, Maryland) initially scheduled several upgrading courses and plans to resume training apprentices in September.

Moreover, most of the hiring halls stayed open without interruption, as members and staff easily adjusted to new safety protocols. Those steps include the by-now-standard face coverings, social distancing, temperature checks, hand sanitizing, and use of protective barriers.

Progress was made with overseas crew changes for American-flag ships as the SIU continued working with other unions, vessel operators, the Maritime Administration and the State Department to facilitate those reliefs. Operators also have chartered two private planes for reliefs in Diego Garcia.

The international maritime community hasn’t always been as fortunate. The International Maritime Organization and International Transport Workers’ Federation are leading the fight on behalf of foreign crews who in many cases have worked for months beyond their scheduled reliefs, mostly due to travel restrictions.

It also has been a busy legislative stretch for U.S. maritime. At press time, floor action was expected on the National Defense Authorization Act, which funds most key commercial maritime government programs. Additionally, Rep. Sean Patrick Maloney (D-New York) and Peter DeFazio (D-Oregon) last month introduced a new bill to provide financial relief for maritime stakeholders who’ve been impacted by the pandemic.

The House is scheduled to adjourn for recess on July 31, while the Senate will depart on Aug. 7. Both chambers are slated to return Sept. 8 before adjourning in early October for the run-up to the November 3 presidential election.

Seafarers’ Jobs Secure as Rand Logistics Completes American Steamship Company Purchase

SIU members employed by American Steamship Company (ASC) are working under the terms of a contract extension following the company’s recent acquisition by Rand Logistics, Inc. A union negotiating committee (which includes six rank-and-file members) has started bargaining with the new owner.

“We are optimistic about the eventual outcome of negotiations, and are very confident about the job security of SIU members sailing with ASC,” stated SIU Vice President Great Lakes Tom Orzechowski. “Despite the ownership change, things are basically business as usual.”

Rand finalized the purchase in mid-May, acquiring ASC from GATX Corporation. Rand is part of American Industrial Partners, and provides dry bulk shipping services throughout the Great Lakes region.

“The combination of Rand and ASC moves almost 50 million tons annually of dry bulk commodities such as iron ore, coal and limestone on vessels ranging in size from 634 feet to over 1,000 feet,” Rand announced in a news release. “The combined company’s diverse fleet will offer customers unprecedented flexibility through its integrated transportation network and range of vessel options.”

“This transaction is a game-changer for both Rand and our customers. Our combined 24-vessel fleet gives us the capability to meet almost every type of dry bulk transportation need on the Great Lakes,” said Peter Coxon, chief executive officer of Rand. “ASC brings a rich history, superior assets, a safe and efficient operation, and a great team which complement our operations and will benefit our customers in

so many tangible ways, such as increased overall transportation capacity through fleet synergies and greater number of loading opportunities. Our vendors will also benefit from the consolidation of tens of millions of dollars of operating and capital spending each year.”

“ASC is thrilled to be a part of the creation of a truly unique company with the scale and flexibility to meet the diverse needs of the Great Lakes region,” said David Foster, president of American Steamship Company. “ASC brings new asset classes to the combined company along with the efficient, highly qualified crews and shoreside personnel that operate them, all making the combined company one of the premier marine transportation companies in North America.”

Meanwhile, the Lake Carriers’ Association (LCA) in early July reported that shipments of iron ore on the Great Lakes totaled 4 million tons in June, a decrease of 29.9 percent from 2019. Shipments were 29.7 percent below the month’s five-year average.

Year-to-date, the iron ore trade stood at 17.2 million tons, 14.9 percent below the previous year’s total of 20.2 million tons. Iron shipments were below their five-year average by 13.4 percent for the first half of the year.

The Lakes sailing season began in late March, around the same time much of the country was implementing stay-at-home guidelines and other steps to slow the spread of COVID-19.

Lakes vessels, many of them crewed by SIU members, carry (among other cargoes) iron ore for steel, stone and cement for construction, grain, coal, sand, and salt.

Secretary-Treasurer Sends Important Message To Seafarers Concerning Upcoming SIU Election

Editor's note: This article was posted on the SIU website on June 24 and also was promoted via the union's text-alert service and on social media. Some of the information previously was published in the Seafarers LOG.

As you probably know, 2020 is an election year for the SIU. Due to the pandemic, the union has relaxed a requirement to run for office.

Specifically, and, as you may have seen in prior communications, 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. On the latter point, 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.

While not required to do so, we encourage members to use certified or registered mail to submit your nominations/credentials. If you use regular/traditional mail, please follow up with my office to verify that we have received your submission, as mail deliveries have been delayed at times during this pandemic.

Additionally, there are sea-time requirements for nominees (100 days in the deep

sea division during the period between January 1, 2020 and the date nominations begin [July 15, 2020] or 65 days in the inland or Great Lakes divisions). If someone wants to run for office but cannot meet those requirements due to circumstances related to COVID-19, you are encouraged to nominate yourself anyway. The credentials committee will review each case and may relax the requirements. Note that you must have been registered to ship during the relevant time period and be able to show that you were not able to accumulate sufficient sea time because crew changes were limited due to the COVID-19 pandemic.

Also, during our election years, my July membership report normally features the details of our nominations, procedures, etc. Since our July 2020 meetings are cancelled due to the pandemic, I am including that information here.

Nominations For Officers, Assistant Vice Presidents, and Port Agents

In accordance with the provisions of Article XIII, Section 1, of our Constitution, letters of nominations must reach Headquarters between July 15 and August 15, 2020. Following are the constitutional provisions regarding nominations:

Article XIII, Section 1 – Nominations

Except as provided in Section 2(b) of this Article, any full book member may submit his name for nomination for any office, or the job of Assistant Vice-President or Port Agent by delivering or causing to be delivered in person, to the office of the Secretary-Treasurer at Headquarters, or

sending a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer at the address of Headquarters. This letter shall be dated and shall contain the following:

- (a) The name of the candidate.
- (b) His home address and mailing address.
- (c) His book number.
- (d) The title of the office or other job for which he is a candidate, including the name of the Port in the event the position being sought is that of Port Agent.
- (e) Proof of citizenship.
- (f) Proof of seatime and/or employment as required for candidates.
- (g) In the event the member is on a vessel, he shall notify the Credentials Committee what vessel he is on. This shall be done also if he ships subsequent to forwarding his credentials.
- (h) Annexing a certificate in the following form, signed and dated by the proposed nominee:

"I hereby certify that during the past thirteen (13) years I have not been convicted of, or served any part of a prison term resulting from a conviction for robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum Griffin Act, or conspiracy to commit such crimes. In addition, I certify that I support the Constitution of the United States of America, its institutions and form of government."

Dated

Signature of Member
Book No.

Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

Any full book member may nominate any other full book member in which event such full book member so nominated shall comply with the provisions of the Article as they are set forth herein relating to the submission of credentials. By reason of the above self nomination provision the responsibility, if any, for notifying a nominee of his nomination to office shall be that of the nominator.

All documents must reach Headquarters no earlier than July 15 and no later than August 15 of the election year.

The Secretary-Treasurer is charged with safekeeping of these letters and shall turn them over to the Credentials Committee upon the latter's request.

Lastly, information about the balloting process, including absentee ballots, will be forthcoming.

Fraternally submitted,
David Heindel
Secretary-Treasurer

SIU Absentee-Ballot Procedures

Editor's note: The union's executive board is constantly reviewing the latest developments with the pandemic and how it affects shipping. Modifications already have been made in order to promote maximum participation in the SIU election. If any changes are made to the absentee-ballot procedures, they will be announced in print and online, and again will be aimed at facilitating utmost rank-and-file involvement.

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, Maryland 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, Maryland 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.

Scholarships Slated for Award in Near Future

The 2020 edition of the Seafarers Health and Benefit Plan's (SHPB) annual Scholarship Program has been postponed because of the COVID-19 Pandemic, but grants are scheduled to be awarded this summer.

According to Seafarers Plans Administrator Maggie Bowen, the program's deadline – which in years past was April 15 – in June was extended until July 15. She added that members of the program's selection committee, due to concerns about COVID-19, postponed their meeting that's usually held in May, opting instead to convene around

August 14.

Despite the former delay, scholarships totaling \$132,000 will still be awarded to eight individuals (three active Seafarers and five dependents) deemed most deserving by the committee. Once selected, these individuals will be awarded scholarships of \$6,000 or \$20,000 apiece to pursue two- and four-year degrees, respectively, at accredited community colleges, vocational schools, colleges or universities.

Award recipients will be announced in a future edition of the *Seafarers LOG*.

Welcome Ashore in Tacoma



Recertified Steward Steve Dickson (left) picks up his first pension check outside the hiring hall. The longtime Seafarer is pictured with SIU Safety Director Ben Anderson.

Absentee Voting Has Deep Roots in U.S. History

While it might be making recent headlines, there's very little about absentee voting that is new.

According to the Constitutional Accountability Center, "One of the earliest known instances of absentee voting occurred during the American Revolution. In December 1775, a group of soldiers from the Continental Army sent a letter back to their town asking if their votes could be counted in a local election. And at the town meeting held to discuss the issue, the town agreed to count the votes, 'as if the men were present themselves.'"

During the War of 1812, Pennsylvania allowed soldiers to cast absentee ballots if they were stationed more than two miles from their home. After the end of the Civil War, the states gradually passed new laws to expand absentee voting to civilians. Between 1911 and 1924, 45 of the 48 states adopted some kind of absentee voting.

By World War II, every state let soldiers vote absentee, and the military was responsible for about 3.2 million absentee ballots cast, nearly seven percent of the total electorate in the 1944 presidential election.

For a more recent example, in the 2016 election, about 24 percent of all ballots were cast in the mail, according to the federal Election Assistance Commission.

As of press time, 34 states (plus D.C.) offer "no-excuse" absentee ballots, and will mail residents an early ballot upon request: Alaska, Arizona, California, Col-



orado, 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.

Requests for an absentee ballot may be made online by visiting absentee.vote.org, and filling out a short request form.

Colorado, Hawaii, Oregon, Utah and Washington already 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.

SIU Crew, Coast Guard Rescue 3 Sailors

The *Mahi Mahi*, operated by SIU-contracted Matson and partially crewed by Seafarers, worked with the Coast Guard to rescue three stranded mariners from a doomed trimaran in the Pacific Ocean on July 8.

The SIU crew aboard the *Mahi Mahi* included Recertified Chief Steward **Gregory Broyles**, Chief Cook **Carmelo Bartolome Dela Cruz** and ACU **Kevin Robinson**.

The 50-foot trimaran *Third Try*, which was on a non-stop circumnavigation of the globe, had not reported in for a few days. On the morning of July 7, the Joint Rescue Coordination Center (JRCC) issued a SAFETYNET broadcast notifying merchant vessels in the region of the situation, and the *Mahi Mahi* agreed to divert and travel along the *Third Try*'s suspected route.

At 3 p.m. on July 7, watchstanders at the JRCC received

an alert from an Emergency Position Indicating Radio Beacon (EPIRB) registered to the *Third Try*. The SAFETYNET broadcast was updated with the new location, and the Coast Guard launched an HC-130 Hercules aircrew with a life raft aboard in response. They also notified the *Mahi Mahi* of the new location.

The aircrew located the damaged vessel and determined that the sailors needed to be rescued. Early on July 8, the *Mahi Mahi* arrived on station, 825 miles northeast of Oahu, and rescued the three men from the trimaran.

"One of our greatest challenges out here in the Pacific is distance," said Lt. Diane French, a JRCC command duty officer. "First responders are often days away and we regularly rely on merchant vessel crews like the *Mahi Mahi*'s to assist with search and rescue cases. We are always grateful for their help."

TWICs May Be Used to Obtain 'TSA PreCheck'

The Transportation Security Administration (TSA) on July 8 announced a potential benefit of carrying a Transportation Worker Identification Credential (TWIC).

The agency indicated that all active TWIC holders as well as Hazardous Materials Endorsement (HME) holders who are U.S. citizens, U.S. nationals or lawful permanent residents are immediately eligible for TSA "PreCheck," which can considerably shorten waiting times in airport lines.

"This new benefit immediately allows nearly 3.5 million individuals to obtain TSA PreCheck at no additional cost beyond what they have already paid for their credentials," said TSA Executive Assistant Administrator for Operations Support Stacey Fitzmaurice.

As noted in a news release from the agency, TWIC and HME holders "have already paid for, and successfully completed, a security threat assessment comparable to the TSA PreCheck security threat assessment."

A TWIC is required by the Maritime Transportation Security Act for workers who need access to secure areas of the nation's maritime facilities and vessels. The HME program is for individuals seeking to obtain, renew or transfer an HME on a state-issued commercial driver's license (CDL), allowing them to transport hazardous materials in commerce.

TWIC and HME holders can obtain TSA PreCheck expedited screening by entering the identification numbers printed on their TWIC card or state-issued CDL during the airline reservation process. Active TWIC holders enter their TWIC credential identification number (CIN) in the known traveler number (KTN) field of their airline reservation. The CIN is printed on the back of each TWIC in the lower left-hand corner.

According to the release, "TSA PreCheck is an expedited screening program offered by TSA that allows travelers to leave on their shoes, light outerwear and belt, keep their laptop in its case and their food and 3-1-1 compliant liquids/gels bag in a carry-on, in select TSA airport checkpoint screening lanes. More than 200 airports participate in TSA PreCheck nationwide and dozens of airlines participate in the popular program."

More information is linked in a July 8 news post on the SIU website and on the TSA website (www.tsa.gov).

Family Tradition



SA Ahmed Korish (right) receives his B-book at the Algonac, Michigan, hiring hall. At left is his father, AB Omar Korish.



Stay Connected



We are relying on our devices more than ever.

Now is the time to save on the monthly service charge for eligible wireless plans, take advantage of additional savings on select accessories, and get up to \$45 waived activation and upgrade fees.

Discover more **exclusive wireless savings** for union members at unionplus.org/att

Learn more at unionplus.org



8/20

³ 15% ON THE MONTHLY SERVICE CHARGE OF QUALIFIED WIRELESS PLANS: Available only to current members of qualified AFL-CIO member unions, other authorized individuals associated with eligible unions and other sponsoring organizations with a qualifying agreement. Must provide acceptable proof of union membership such as a membership card from your local union, a pay stub showing dues deduction or the Union Plus Member Discount Card and subscribe to service under an individual account for which the member is personally liable. Offer contingent upon in-store verification of union member status. Discount subject to agreement between Union Privilege and AT&T and may be interrupted, changed or discontinued without notice. Discount applies only to recurring monthly service charge of qualified voice and data plans, not overages. Not available with unlimited voice or unlimited data plans. For Family Talk, applies only to primary line. For all Mobile Share plans, applies only to monthly plan charge of plans with 1GB or more, not to additional monthly device access charges. Additional restrictions apply. May take up to 2 bill cycles after eligibility confirmed and will not apply to prior charges. Applied after application of any available credit. May not be combined with other service discounts. Visit unionplus.org/att or contact AT&T at 866-499-8008 for details.

SIU-ATT-6-29-2020

Historian Recalls SIU in WWII

Continued from Page 20

though there was not the least hurry about delivery for their cargoes of war.

Beauregard Takes the 'Road'

Captain William Patterson and his SIU crew took the Waterman Company's SS *Beauregard* out of New York for Halifax on May 1, 1942, joining an eight-knot convoy from there to Hull, England, where the cargo was taken out and the ship re-loaded with tanks and other equipment for which the Russians were said to be in desperate and urgent need.

By September, the *Beauregard* was in Lock Ewe, Scotland. Then to Glasgow for some repairs. After that to Belfast, where the crew were surprised to meet 12 other ships of the original group with which they had left the States. To Russia now? Not at all, for the dispatch of ships in those days was not so simple as all that.

It was now the middle of October, and during the next eight weeks the tired old *Beauregard* was sent, in turn, to

Kirkwall, The Firth o' Forth, and Edinburgh, where the outmoded tanks were taken off and replaced with newer models.

Sailing for Russia at long last the ship arrived in Murmansk on Christmas Day, and then on for a month the crew sweated out 130 air raids, shooting down one Nazi bomber with a rocket gun.

The *Beauregard* returned to the States just one month short of a year-long trip.

Other SIU ships like the *Schoharie*, and the *Gateway City*, wasted weeks in cruising between Scotland and Iceland, or laying idle at Reykjavik.

The *Gateway City* rode at her anchor chain for 107 days in Iceland while the crew, who were forbidden to go ashore lest they divulge matters of "military importance" to Axis spies, made skiffs out of dunnage and padded around to other ships in the harbor, including the Russians.

The "Russies" liked checkers and chess, and the men from the *Gateway City* answered many challenges from the Russian crewmen (and women).

Correction

Editor's note: The July issue of the LOG included a pension write-up with erroneous information. The corrected version follows:

Brother Charles Kennedy, 66, joined the union in 1975, initially sailing aboard the *Yukon*. He worked in the engine department and upgraded at the Paul Hall Center on numerous occasions. Brother Kennedy most recently sailed aboard the *Overseas Key West* and lives in Mobile, Alabama.



Dispatchers' Report for Deep Sea

"Total Registered" and "Total Shipped" data is cumulative from June 17-July 15. "Registered on the Beach" data is as of July 15.

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	18	5	0	22	6	0	8	46	13	4
Anchorage	2	2	0	2	3	0	2	3	2	0
Baltimore	2	1	0	2	2	0	1	3	3	0
Fort Lauderdale	20	5	4	15	6	0	10	29	11	9
Guam	3	0	1	1	0	0	0	9	2	1
Harvey	9	2	9	6	4	1	10	19	4	10
Honolulu	6	2	0	4	2	0	4	10	8	0
Houston	33	14	8	24	13	5	19	59	25	8
Jacksonville	33	17	5	16	16	1	18	53	37	12
Jersey City	27	8	3	12	10	1	16	51	14	5
Joliet	2	1	0	1	0	0	0	2	4	0
Mobile	9	2	2	4	1	2	2	11	2	1
Norfolk	24	13	7	13	12	3	21	40	19	8
Oakland	12	3	2	11	4	1	6	19	5	2
Philadelphia	1	0	2	2	2	1	3	2	1	3
Piney Point	1	2	6	0	1	0	0	4	3	8
Puerto Rico	7	3	1	7	3	0	4	13	3	0
Tacoma	19	5	3	15	3	2	9	44	7	7
St. Louis	1	0	1	0	0	0	0	3	2	2
Wilmington	23	9	3	21	8	3	15	56	17	6
TOTALS	252	94	66	178	96	27	149	476	182	88
Engine Department										
Algonac	2	1	1	6	0	0	3	5	4	2
Anchorage	0	1	0	0	0	0	0	0	1	0
Baltimore	2	2	0	1	2	0	2	4	2	0
Fort Lauderdale	5	8	2	3	7	1	3	14	13	1
Guam	1	0	1	1	0	0	0	0	0	1
Harvey	2	2	1	1	2	0	1	5	1	1
Honolulu	6	2	0	6	2	0	4	8	10	1
Houston	11	10	2	9	6	0	3	24	15	2
Jacksonville	22	11	0	7	14	0	12	36	21	1
Jersey City	4	8	0	6	3	0	2	12	10	0
Joliet	1	1	1	1	0	1	1	6	2	1
Mobile	0	4	2	0	2	0	1	4	6	1
Norfolk	11	13	0	8	10	2	9	22	23	3
Oakland	2	5	3	4	2	1	4	9	8	2
Philadelphia	1	1	0	0	1	0	2	2	2	1
Piney Point	2	2	0	1	2	0	1	2	5	1
Puerto Rico	4	1	1	5	1	0	3	5	1	1
Tacoma	17	3	1	10	6	1	5	28	10	6
St. Louis	0	1	1	2	0	1	1	2	1	0
Wilmington	9	3	2	7	7	0	4	37	10	4
TOTALS	102	79	18	78	67	7	61	225	145	29
Steward Department										
Algonac	3	2	1	5	1	0	2	11	2	1
Anchorage	0	1	0	0	0	0	0	1	1	0
Baltimore	0	0	0	1	0	0	0	0	0	0
Fort Lauderdale	8	6	0	8	1	0	2	13	7	0
Guam	2	1	0	0	0	0	0	2	2	0
Harvey	5	1	0	4	1	0	2	6	2	0
Honolulu	8	2	1	5	0	0	3	12	3	1
Houston	8	5	1	7	1	1	1	23	12	1
Jacksonville	21	9	4	15	3	2	8	36	13	6
Jersey City	5	2	0	6	0	0	4	14	4	0
Joliet	1	0	0	1	0	0	1	1	1	2
Mobile	5	1	0	5	0	0	1	4	5	0
Norfolk	16	8	1	4	6	1	11	28	19	3
Oakland	13	4	0	13	2	0	2	27	7	1
Philadelphia	3	0	0	2	0	0	2	4	0	0
Piney Point	5	1	0	5	3	0	1	6	4	1
Puerto Rico	2	2	0	2	3	0	2	4	2	0
Tacoma	7	2	2	7	1	0	6	18	1	3
St. Louis	2	1	0	0	1	0	0	4	0	0
Wilmington	17	6	2	14	6	2	9	28	14	3
TOTALS	131	54	12	104	29	6	57	242	99	22
Entry Department										
Algonac	0	11	13	0	6	6	8	2	22	19
Anchorage	0	0	1	0	2	1	1	0	1	2
Baltimore	0	2	1	0	1	1	0	0	3	0
Fort Lauderdale	0	4	6	0	3	5	3	0	4	5
Guam	0	3	0	0	0	2	0	0	4	0
Harvey	1	2	4	1	1	1	1	1	2	3
Honolulu	0	3	2	0	3	1	2	0	4	5
Houston	2	8	4	2	4	3	4	3	15	11
Jacksonville	3	20	19	1	13	8	4	6	41	27
Jersey City	3	15	6	1	11	4	2	4	25	4
Joliet	0	1	1	0	0	1	1	0	1	4
Mobile	0	0	0	0	0	0	0	1	0	1
Norfolk	0	11	20	0	7	16	8	1	21	33
Oakland	3	7	7	3	5	2	2	5	22	10
Philadelphia	1	1	0	0	2	0	1	1	2	0
Piney Point	0	2	3	0	2	4	3	1	2	5
Puerto Rico	2	0	0	1	0	0	1	1	0	0
Seattle	8	7	4	4	7	6	2	7	19	10
St. Louis	0	0	0	0	0	0	0	0	0	0
Wilmington	1	9	8	4	11	3	3	3	32	22
TOTALS	24	106	99	17	78	64	46	36	220	161
GRAND TOTAL:	509	333	195	377	270	104	313	979	646	300

August & September Membership Meetings

Pandemic permitting, the union plans to resume conducting membership meetings beginning this month. Those attending are reminded to bring face coverings. Safety protocols are in place at the halls and will remain in effect during the meetings. Seafarers are urged to check the SIU website and/or check with their hiring halls to verify that the membership meetings listed here are still happening.

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

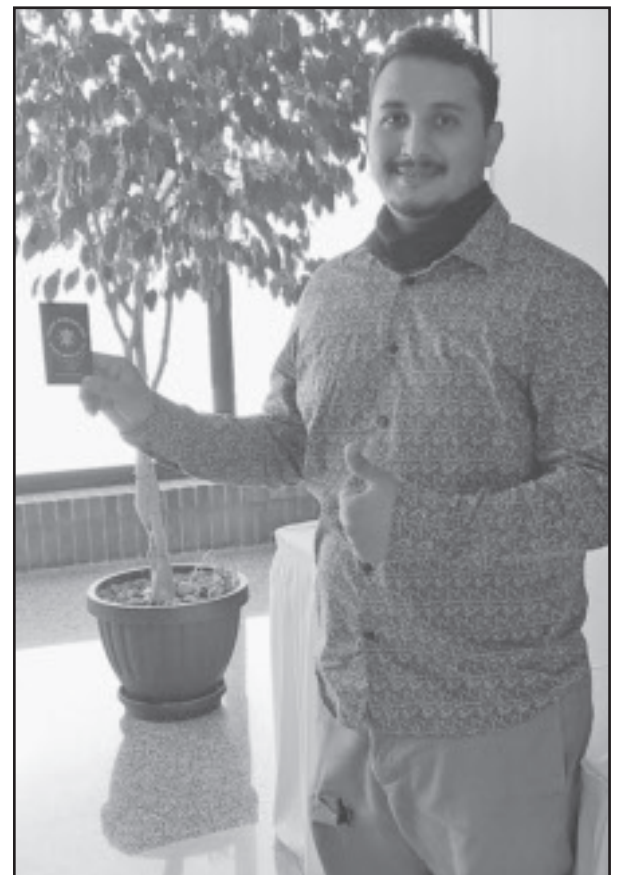
*Piney Point change due to Labor Day observance

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



ABOARD HORIZON PACIFIC – The Sunrise Operations vessel was one of the first SIU crewed ships to be serviced after restrictions lifted in mid-June. Pictured in Oakland, California, are (above, center) Bosun Richard Grubbs, (above, left) Port Agent Nick Marrone II (left) and AB Ahmed Ahmed, and (photo immediately above, from left) Marrone II, Chief Cook Keith Hall, AB Mariano Gutierrez-Garcia, SA Neil Ball, QEE Jason Powell, Patrolman Adrian Fraccarolli, Grubbs, OMU Rodolfo Caldo and EU Larry Calixto.

At Sea and Ashore with the SIU



ABOARD USNS ALGOL – Crew members from both the *USNS Capella* and *USNS Algol* are pictured aboard the latter vessel in San Francisco. From left, Chief Steward Dante Cruz, Recertified Bosun Ritche Acuman, Chief Steward Matthew Caroll, GUDE Mohsin Mohamed, GUDE Mousa Sailan, GUDE Edsel Felipe and QEE Lamar Pinckney. Both vessels are operated by Ocean Duchess.

A-BOOK IN ALGONAC – AB Abdulghafor Ahmed displays his newly acquired A-book July 1 at the hiring hall.



ABOARD PERLA DEL CARIBE – Chief Steward Ingrid Ortiz is pictured aboard the TOTE Services ship in San Juan, Puerto Rico. Thanks to SIU Port Agent Amancio Crespo for the photo.

ABOARD PRESIDENT ROOSEVELT – Standing (from left) aboard the APL vessel in Oakland, California, are ACU Walter Harris, Chief Cook George Farala and Recertified Steward Sergio Castellanos. SIU Port Agent Nick Marrone II is in foreground.

At Sea and Ashore with the SIU



ABOARD GRAND CANYON STATE – Seafarers meet in Alameda, California, in mid-June as the union resumes vessel servicing. ROS crews from the *Gem State* and *Keystone State* joined fellow Seafarers and SIU representatives aboard the *Grand Canyon State*. All three ships are operated by Pacific-Gulf Marine. The photo above includes SIU Oakland Patrolman Adrian Fraccarolli, Chief Steward Charlito Aseberos, QEE Jessie Turner, Bosun Georgho Savencu, Bosun John Young, GUDE Yousif Malahi, QEE Sukhbir Bains, GUDE Sari Alkarnoon, Chief Steward Abdullah Falah, GUDE Ali Naser, GUDE Douglas Maravelias, GVA Deja Nae Gardener-Johnson, GVA Rodolfo Ludovice, Bosun Michael Carvalho and GVA Ahmed Hussain.



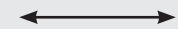
ABOARD MAERSK MICHIGAN – Vessel master Capt. T. Pham provided these snapshots in June, while the ship was on a Far East run, delivering fuel for the U.S. Military Sealift Command. Pictured from left in photo at top left are AB Tomas Calderon Robinson, AB Osei Baffoe, AB Gregory Baker, AB Jessica Kanehl, AB Dean Crisostomo and Bosun Gregorio Cudal. Pictured from left in photo at immediate left are GVA Ibrahim Ghalib, Pumpman Walden Galagac, QMED Theodore Gonzales and QMED John Morrison. The photo directly above includes (from left) Chief Steward Elizabeth Byrd and Chief Cook Dustin Haney.



CELEBRATING DAY OF SEAFARER – The SIU-crewed *Safmarine Mafadi* (Maersk Line, Limited) receives local acknowledgement in Bremerhaven for the International Maritime Organization's "Day of the Seafarer" (June 25). This year's theme was, "Seafarers Are Key Workers." The related campaign emphasized how mariners are on the front line of the COVID-19 pandemic, playing an essential role in maintaining the flow of vital goods.

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 Corgy, 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 three members who ship from Baltimore (first three responses) and three who ship from Algonac, Michigan.

Question: What are some steps you're taking to remain safe during the pandemic, and why are they important?



Joshua Gail
AB

Our biggest risk as ABs is the gangway watches. We have people coming aboard, dropping off supplies. We set up a station with hand sanitizer, and we provide masks for anyone coming aboard. Most of the time, we meet them off the ship; they don't even come aboard. We're also doing questionnaires and we all have our masks. If one of us gets [the virus], the whole ship is getting it. We're touching the same things all day, so we have to be really mindful.



Paul Gohs
Recertified Bosun

Increased hand washing and wearing a mask whenever being out in public. Definitely more sanitation at home and on the ship – wiping things down and keeping them clean. Temperature checks are good, too. In the hall, you're going to want to follow all those practices. It's important to reduce exposure and the possibility of infection. You have to protect your family and your fellow Seafarers. You may have [the coronavirus] and not know it, so I wish more people would wear masks. I'm starting to see [mask wearing] drop off here in Michigan.



Devin Hoerr
AB

I was on the *Global Sentinel* when the pandemic started. It kind of snowballed while I was out there. It hasn't been too bad in the area where I live in Pennsylvania, but I'm socially distancing myself in public and limiting the social events I go to. That's important to stop the spread. I'm wearing a mask when I feel it's needed – definitely in public, at grocery stores, gas stations.



Saleh Ahmed
Recertified Bosun

I'm keeping distance from friends, staying close to family all the time. Try not to go to any restaurants or anyplace with large gatherings. Wash hands and sanitize all the time, wear the mask. It's a new thing but we're taking it step by step. I know a couple of guys who got sick after being at gatherings, and it's a reminder to avoid things like that. That way nobody will get the virus.



Timothy Van Pelt
QMED

I just got a job on the *SBX*, which is an MSC contract. While I was on the ship, we had people doing crew changes, but they went into a 17-day quarantine where they were tested twice. We have plenty of hand sanitizer and temperature checks. Everybody coming aboard had to wear a mask for a week. We just need to follow the simple rules we were taught as kids about keeping our hands clean. In my opinion, it's imperative that mariners not only take care of themselves during the pandemic and aboard ship, but also off the ship. At work, we live in a medically remote environment.



Chris Ceyzyk
QMED

Being on a ship can be one of the safest places in that it's a quarantined environment. It's a nice benefit to our job. I'm like everybody else, I wear a mask, social distancing, and try not to face people. In other words, I try to offset myself when I'm talking to someone. I can't honestly say I always wear a mask, but I try. These steps are important to me because we live in a society that looks out for other people. You're wearing that mask to look out for other people – older individuals, people with compromised immune systems. That's important to me.

Pic From The Past

This undated file photo featuring three late titans was a big hit recently on the SIU's Facebook page. From left are SIUNA VP Ed Pulver, Paul Hall Center Trainee Commandant Ken Conklin, and SIU Exec. VP Joseph Sacco.



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

Welcome Ashore

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



DEEP SEA

CESAR DELA CRUZ

Brother Cesar Dela Cruz, 70, signed on with the SIU in 1985. He was a member of the steward department and upgraded at the Piney Point school on numerous occasions. Brother Dela Cruz's first vessel was the *Sugar Island*; his last, the *SBX*. He makes his home in Ewa Beach, Hawaii.



STEPHEN DINNES

Brother Stephen Dinnes, 65, joined the Seafarers in 1975 and first sailed on an Anchorage Tankship vessel. An engine department member, he frequently upgraded his skills at the Paul Hall Center. Brother Dinnes last sailed on the *OMI Hudson*. He resides in Mary Esther, Florida.



REGINA FLORES

Sister Regina Flores, 70, started her career with the union in 1997, initially sailing aboard the *Independence*. She upgraded at the Piney Point school in 2001 and sailed in both the deck and steward departments. Sister Flores' final vessel was the *Honor*. She makes her home in the Bronx, New York.



PHILIP PARENT

Brother Philip Parent, 70, signed on with the Seafarers in 1985. He was an engine department member and first sailed on the *Dewayne Williams*. Brother Parent upgraded often at the Paul Hall Center. He last sailed aboard the *Baldomero Lopez* and resides in Incline Village, Nevada.



JANET PRICE

Sister Janet Price, 65, joined the Seafarers International Union in 1980, initially sailing on the *El Paso Southern*. She was a steward department member and upgraded at the Paul Hall Center on numerous occasions. Sister Price most recently sailed on the *Diamond State*. She makes her home in Ponte Vedra Beach, Florida.

SIMEON RIVAS

Brother Simeon Rivas, 65, began his career with the union in 1991, first shipping aboard the *Independence*. He sailed in both the deck and en-

gine departments. Brother Rivas upgraded at the Piney Point school on several occasions. He last sailed on the *Maersk Atlanta* and lives in the Bronx, New York.

FRANCIS ROMAN

Brother Francis Roman, 58, started sailing with the SIU in 2001 when he shipped on the *Kodiak*. A member of the deck department, he last sailed on the *Cape Douglas*. Brother Roman settled in Palm Coast, Florida.



WALTER SAINVIL

Brother Walter Sainvil, 70, began his career with the Seafarers International Union in 1999 when he shipped on the *Sgt. Matej Kocak*. He upgraded at the Piney Point school on numerous occasions and sailed in both the deck and engine departments. Brother Sainvil most recently sailed aboard the *Green Bay*. He makes his home in Brandon, Florida.

JOHN SILVA

Brother John Silva, 65, signed on with the union in 2001 when he sailed aboard the *Franklin J. Phillips*. He was a member of the steward department and upgraded at the Piney Point school in 2002. Brother Silva's final vessel was the *USNS Pathfinder*. He resides in St. Petersburg, Florida.

EARL THOMAS

Brother Earl Thomas, 65, began sailing with the Seafarers in 1998, initially shipping on the *USNS Altair*. A steward department member, he upgraded his skills at the Paul Hall Center on multiple occasions. Brother Thomas last sailed on the *USNS Waters*. He lives in Norfolk, Virginia.

JAMES TRACEY

Brother James Tracey, 60, started his career with the union in 1979, first sailing aboard the *Banner*. He was a member of the deck department and upgraded at the Piney Point school on numerous occasions. Brother Tracey most recently shipped on the *Endurance* and calls Waltham, Massachusetts, home.

INLAND

CHRISTI CALVERT

Sister Christi Calvert, 62, signed on with the union in 1978. She worked for Crowley Towing and Transportation for her entire career. Sister Calvert shipped in the deck department and upgraded at the Piney Point school on multiple occasions. She makes her home in San Clemente, California.



TIMOTHY COCHRAN

Brother Timothy Cochran, 63, embarked on his career with the SIU in 1995. He was first employed with Hvide Marine and sailed in the engine department. Brother Cochran's final vessel was the *Hermes*. He resides in Groves, Texas.

ALLEN COLE

Brother Allen Cole, 62, signed on with the SIU in 2004 when he sailed aboard the *Abby G*. He sailed in the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Cole concluded his career with Crowley Towing and Transportation. He lives in Indiantown, Florida.



FRANCIS COYLE

Brother Francis Coyle, 62, joined the union in 1978. He first shipped with National Marine Service and was a member of the deck department. Brother Coyle upgraded at the union-affiliated Piney Point school on numerous occasions. He was last employed with Interstate Oil and calls Bellmawr, New Jersey, home.

JAMES DALEY

Brother James Daley, 66, joined the SIU in 1977. A deck department member, he worked for Crowley Towing and Transportation for the duration of his career. Brother Daley upgraded at the Paul Hall Center on multiple occasions. He makes his home in Jacksonville, Florida.



EDWARD EHRHARDT

Brother Edward Ehrhardt, 62, signed on with the Seafarers in 1987. He sailed in the engine department and worked for McAllister Towing of Virginia. Brother Ehrhardt remained with the same company for the duration of his career. He settled in Panama, Florida.



LARRY EVANS

Brother Larry Evans, 62, began sailing with the SIU in 1976. A deck department member, he upgraded at the Paul Hall Center on multiple occasions. Brother Evans was employed by G&H Towing for the majority of his career. He lives in Friendswood, Texas.

WILLIAM FOLEY

Brother William Foley, 64, joined the SIU in 1976, first sailing aboard Westchester Marine's *William*. He primarily shipped in the engine department and upgraded often at the Paul Hall Center. Brother Foley's final vessel was the *Pride*. He settled

in St. Petersburg, Florida.

GENE HUDGINS

Brother Gene Hudgins, 62, signed on with the SIU in 1977. He was a member of the deck department and first worked with Steuart Transportation. Brother Hudgins upgraded at the Paul Hall Center in 1981. He last worked with STC Little Curtis Company and makes his home in Mathews County, Virginia.



JOHN KING

Brother John King, 65, became a member of the union in 1973, initially sailing with H&M Lake Transport. He sailed in the deck department and was last employed by OLS Transport. Brother King resides in Sault Ste. Marie, Michigan.



MICHAEL LEAGER

Brother Michael Leager, 65, joined the Seafarers in 1973 when he worked for Interstate Oil. A deck department member, he continued to work for the same company for the majority of his career. Brother Leager makes his home in Stroudsburg, Pennsylvania.

DAVID LEGROW

Brother David Legrow, 65, embarked on his career with the SIU in 2007. He shipped in the deck department and upgraded at the Piney Point school on multiple occasions. Brother Legrow was employed with Penn Maritime for the duration of his career. He lives in Titusville, Florida.



RICHARD LORD

Brother Richard Lord, 62, began sailing with the union in 1977. A deck department member, he was first employed by G&H Towing. Brother Lord upgraded his skills at the Paul Hall Center on numerous occasions. He was most recently employed by OSG Ship Management and settled in Turnersville, New Jersey.



WILLIAM MILLER

Brother William Miller, 65, became a member of the SIU in 1980. He was a deck department member and worked for Virginia Pilot Corporation for the



duration of his career. Brother Miller lives in Fort Myers, Florida.

DAVID STECKEL

Brother David Steckel, 65, signed on with the union in 1977 when he worked for Interstate Oil. A deck department member, he upgraded at the Piney Point school on multiple occasions. Brother Steckel was last employed by McAllister Towing of Philadelphia. He resides in Wenonah, New Jersey.



PAUL STINGLEN

Brother Paul Stinglen, 66, began his career with the SIU in 1974, initially sailing aboard the *Independence*. He upgraded at the Paul Hall Center in 2001 and was a member of the deck department. Brother Stinglen last sailed with Penn Maritime. He lives in Cape Coral, Florida.



ELVIS SUMARIA

Brother Elvis Sumaria, 56, joined the Seafarers in 2002 when he shipped on the *Sugar Island*. He worked in the engine department and most recently sailed on the *Dodge Island*. Brother Sumaria is a Los Angeles resident.



MARC TOMUSCHAT

Brother Marc Tomuschat, 55, embarked on his career with the SIU in 1994, initially sailing with McAllister Towing of Virginia. He shipped in both the deck and steward departments and upgraded often at the Paul Hall Center. Brother Tomuschat was most recently employed by Intrepid Personnel and Provisioning. He lives in Scarborough, Maine.



DONALD WILLIS

Brother Donald Willis, 62, began sailing with the union in 1977. A deck department member, he first worked with Allied Transportation. Brother Willis upgraded at the union-affiliated Piney Point school on several occasions. He last sailed with OSG Ship Management and is a resident of Beaufort, North Carolina.



Final Departures



DEEP SEA

ALEX ALEXANDER

Pensioner Alex Alexander, 91, died May 10. He signed on with the SIU in 1951 and first shipped with Delta Lines. Brother Alexander was a member of the steward department. He concluded his career on the *Producer* and became a pensioner in 1987. Brother Alexander resided in New Orleans.



SANTIAGO ARROYO

Pensioner Santiago Arroyo, 102, passed away June 3. He joined the SIU in 1973. A steward department member, Brother Arroyo first sailed aboard the *Fairland*. He last shipped on the *San Pedro* before retiring in 1987. Brother Arroyo was a resident of Puerto Rico.

PATRICK BISHOP

Pensioner Patrick Bishop, 65, died May 23. He signed on with the Seafarers in 1977; his first vessel was the *John Tyler*.



Brother Bishop worked in the engine department. He most recently sailed aboard the *Cape Juby* and became a pensioner in 2020.

Brother Bishop made his home in Virginia Beach, Virginia.

HEATH BRYAN

Pensioner Heath Bryan, 75, passed away June 20. He began sailing with the SIU in 1970 when he worked for Vivian Tankships. Brother Bryan was a steward department member. He last shipped aboard the *Seabulk Challenge* before going on pension in 2009. Brother Bryan was a resident of Ft. Lauderdale, Florida.

DAN BUCKLEY

Pensioner Dan Buckley, 67, died May 29. He became a member of the union in 1971, initially sailing aboard the *Western Hunter*. Brother Buckley primarily sailed in the deck department. He last shipped aboard the *Liberty Wave* before becoming a pensioner in 2019. Brother Buckley lived in Metairie, Louisiana.

RODWELL FORBES

Pensioner Rodwell Forbes, 82, passed away June 19. He embarked on his career with the SIU in 2001 when he sailed aboard the *USNS Capable*. Brother Forbes was an engine department member and last shipped on the *Energy Enterprise*. He retired in 2015 and resided in Metairie, Louisiana.

DONALD HOPKINS

Pensioner Donald Hopkins, 82, died June 11. He joined the union in 1959, initially working with Paco Tankers. Brother Hopkins sailed in

the engine department. He last shipped on the *Vail* and became a pensioner in 2002. Brother Hopkins was a Baltimore resident.



SHERWIN JONES

Brother Sherwin Jones 37, passed away June 1. He started his career with the Seafarers International Union in 2006 when he sailed aboard the *USNS Impeccable*. Brother Jones was a deck department member and most recently worked for Watco Transloading LLC. He was a resident of Brooklyn, New York.

STANLEY LA GRANGE

Pensioner Stanley La Grange, 68, died June 6. Signing on with the SIU in 1972, he was first employed by CSX Lines. Brother La Grange was a deck department member. He last sailed aboard the *Green Island* and went on pension in 2003.



Brother La Grange lived in Houston.

MICHAEL LINUS

Pensioner Michael Linus, 76, passed away June 14. He started sailing with the union in 1974 and shipped in the steward department. Brother Linus's first vessel was the *President Kennedy*; his last, the *Tacoma*. He retired in 2009 and made his home in Kalispell, Montana.

WILFREDO MIRANDA

Pensioner Wilfredo Miranda, 81, died April 26. A steward department member, he joined the SIU in 1969 when he shipped aboard the *Steel Engine*. Brother Miranda's final vessel was the *Expedition*. He went on pension in 2003 and was a



Puerto Rico resident.

KENNETH PINCHIN

Pensioner Kenneth Pinchin, 71, passed away June 12. He signed on with the union in 1998 when he shipped aboard the *USNS Altair*. An engine department member, Brother Pinchin last shipped on the *Florida*. He retired in 2014 and settled in Pompano Beach, Florida.



FRANKLIN ROBERTSON

Brother Franklin Robertson, 61, died April 7. Born in Seaboard, North Carolina, he embarked on his career with the SIU in 1978. Brother Robertson first shipped on the *Philadelphia* and worked in the steward department. He last sailed on the *Motivator* and made his home in Norfolk, Virginia.

JAMES SHORT

Pensioner James Short, 78, passed away June 10. He was born in Wise, Virginia, and became a member of the SIU in 2001.



Brother Short sailed in both the steward and engine departments. His first vessel was the *Patriot*; his last, the *SBX*. Brother Short retired in 2013 and called Kirby, Texas, home.

GUY WILSON

Brother Guy Wilson, 60, died February 29. A deck department member, he joined the Seafarers International Union in 2001. Brother Wilson's first vessel was the *Cape Orlando*. He last shipped on the *Horizon Pacific* and was a resident of Modesto, California.

INLAND

GUISEPPE BOCCANFUSO

Pensioner Giuseppe Boccanfuso, 96,

passed away June 12. He embarked on his career with the SIU in 1970 when he worked for Michigan Tankers. Brother Boccanfuso sailed in the steward department. He was last employed with Crowley Towing and Transportation before going on pension in 1997. Brother Boccanfuso resided in Torrance, California.



CHARLES BRANCH

Pensioner Charles Branch, 80, died March 9. He signed on with the Seafarers in 1962. Brother Branch first worked for G&H Towing. He concluded his career with the same company before retiring in 2001. Brother Branch lived in Shelbyville, Texas.



FREDDIE CANTRELL

Pensioner Freddie Cantrell, 67, passed away June 15. He began sailing with the union in 1975 when he worked for Allied Transportation. A deck department member, Brother Cantrell was last employed with Penn Maritime. He became a pensioner in 2015 and settled in Greeneville, Tennessee.



RICHARD FOLEY

Pensioner Richard Foley, 81, died May 25. He was born in Brooklyn, New York, and started sailing with the SIU in 2001. Brother Foley first shipped aboard the *Cape Jacob* and sailed in the deck department. He concluded his



career working for Crowley Towing and Transportation and went on pension in 2009. Brother Foley resided in Waco, Texas.

FREDERICK SHIFERDEK

Pensioner Frederick Shiferdek, 76, passed away June 17. He joined the SIU in 1966 and first sailed with United States Shipping Company. Brother Shiferdek was a deck department member. He last sailed with Crowley Towing and Transportation before retiring in 2005. Brother Shiferdek was a resident of Yulee, Florida.



NMU

MAURICE MARTIN

Pensioner Maurice Martin, 80, died June 16. He was an NMU member before the 2001 NMU/SIU merger. Brother Martin sailed in the deck department and last shipped aboard the *Blue Bayou*. He called Port Arthur, Texas, home.



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
Alves, Joseph	88	06/15/2020
Bush, Ward	94	06/01/2020
Chimeno, Rodolfo	95	05/15/2020
Ebanks, Leroy	89	04/21/2020
Evora, Joaquim	88	02/21/2020
Greenidge, Kenneth	99	05/22/2020
James, Robert	77	04/14/2020
Johnson, Richard	95	06/08/2020
McFarlin, Roderick	77	04/29/2020
Medina, Luis	92	06/12/2020
Muhammad, Lateef	93	06/11/2020
Newman, Trotti	91	05/25/2020
Williams, Paul	91	06/19/2020

Aboard Cape Henry



The FOS crew is pictured in early June, returning to San Francisco after a successful post-repair sea trial. Vessel is operated by Matson.

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.

MAERSK OHIO (Maersk Line, Limited), April 14 – Chairman **James Joyce**, Secretary **Christina Mateer**, Educational Director **Vicente Dunbar Reve**, Steward Delegate **Quinsha Davis**. Crew was commended for a safe voyage. Special thanks given to gangway gang. Soiled linen should be bagged and taken to laundry room as directed by secretary. Educational director reminded members to upgrade at the Paul Hall Center and to keep documents in order. No beefs or disputed OT reported. Crew discussed text message inquiry regarding health aboard ship. More info to follow. President's report from latest edition of *Seafarers LOG* posted in mess hall. Steward department was thanked for excellent Easter meal. Members voiced safety concerns and requested increase in pension. Captain working on Wi-Fi. Next port: Norfolk, Virginia.

TAINO (Crowley), May 2 – Chairman **Donley Johnson**, Secretary **Kimberly Strate**, Educational Director **Jesus Martinez Ortiz**, Engine Delegate **Angel Cintron**. Brief meeting held to discuss restrictions to ship. No beefs or disputed OT reported. Crew went over text message communications from SIU headquarters. Members requested "All Ports" posting on website portals. Crew was praised for outstanding job sanitizing ship. Next port: Jacksonville, Florida.

AMERICAN PRIDE (Crowley), May 9 – Chairman **Felsher Beasley**, Secretary **Richard Jones**, Engine Delegate **Marcus Brown**, Steward Delegate **Santiago Amaya**. Members went over ship restrictions and are hopeful for compensation. All is well with crew. Educational director reiterated importance of keeping documents current, particularly dur-

ing current COVID-19 pandemic. No beefs or disputed OT reported. Crew read communications and noted the 100th Anniversary of the Jones Act, America's freight cabotage law. Members asked for more clarity regarding ship restrictions. Crew requested increase in pension and vacation benefits. Next port: Port Everglades, Florida.

MAERSK HARTFORD (Maersk Line, Limited), May 9 – Chairman **Anecito Limboy**, Secretary **Ali Matari**, Educational Director **Shawn Pantschyschak**, Deck Delegate **Kirk Willis**. Chairman reminded mariners to leave clean rooms and fresh linen for joining crew. He encouraged members to support the SIU and donate to SPAD (Seafarers Political Activities Donation, the union's voluntary political action fund). Crew was thanked for garbage separation. Educational director advised members to stay updated about class schedules. Engine delegate reported beef with OT for QMED. Crew requested increase in vacation days as well as faster internet on board. Contract clarifications needed for the roles of electrician and QMED. Next port: Port Elizabeth, New Jersey.

CALIFORNIA (Crowley), May 10 – Chairman **Kenneth Abrahamson**, Secretary **Raymond Lackland**, Educational Director **Joshua Zelinsky**, Deck Delegate **Leonard Ajoste**, Engine Delegate **Alvin Cabahit**. Crew received bigger TVs and cable boxes for rooms. Wi-Fi now available. Chairman discussed how to do paperwork and file for vacation during COVID-19 pandemic. Red Circle crew extended through June 30, 2022. Deck delegate reminded members to separate trash in proper containers. Crew read various communications and President's Report

Aboard USNS Brittin



Pictured aboard the U.S. Marine Management vessel earlier this year in the Middle East are (from left) AB Adolfo Figueroa, AB Clayton Walker and OS Antonio Hamilton. Thanks to Third Mate Matt Thomas (SIU hawsepiper) for the photo.

from *Seafarers LOG*. Members are now able to communicate with family via email and Facetime with improved Wi-Fi. Next port: Long Beach, California.

ALLIANCE FAIRFAX (Maersk Line, Limited), May 10 – Chairman **Emmanuel Gazzier**, Secretary **Robert Seim**, Deck Delegate **Mark Butler**, Engine Delegate **Hilario Martinez**. Chairman advised members to keep union dues paid. Educational director reminded crew to keep credentials up to date. No beefs or disputed OT reported. Crew read and posted recent information about pandemic.

MAGNOLIA STATE (Crowley), May 31 – Chairman **Octavio Ruiz**, Secretary **Jerome Jordan**, Educational Director **David Garrett**, Engine Delegate **Luis Sepulveda**, Steward Delegate **Munasser Ahmed**. Chairman advised crew to leave clean rooms for relief members. Deck department was thanked for working together to keep ship clean. Educational director encouraged members to take advantage of upgrading opportunities at the Paul Hall Center. No beefs or disputed OT reported. Crew discussed Wi-Fi access aboard ship. Vote of thanks given to steward department. Crew requested boost in vacation benefits.

AMERICAN FREEDOM (Crowley), June 14 – Chairman **Joshua Mensah**, Secretary **Francisco Madsen**, Educational Director **Felix Garcia**, Deck Delegate **Ryan Legario**, Engine Delegate **Daniel Daligcon**, Steward Delegate **Daniel Mergillano**. New mattresses to be ordered. Educational director urged members to upgrade their skills at the union-affiliated Piney Point school upon its reopening (classes resume in August). No beefs or disputed OT reported. Crew requested increase in pension while decreasing sea time requirements. Next port: Long Beach, California.

Know Your Rights

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

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

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

Title of Course	Start Date	Date of Completion
Deck Department Upgrading Courses		
Able Seafarer Deck	August 24	September 11
AB to Mate Modules <i>Module dates vary throughout the year. Once accepted, students will be advised of dates. Classes are only open to students in AB to Mate program and modules must be taken in order.</i>		
Module 3	August 17 August 24 August 31 September 3 September 7	August 21 August 28 September 2 September 4 September 11
Module 4	September 15 September 21 October 12	September 18 October 09 October 16
Module 5	October 19 October 26 November 2 November 4 November 10	October 23 October 30 November 3 November 6 November 20
Module 6	November 23	December 18
Engine Department Upgrading Courses		
FOWT	October 19	November 13
Junior Engineer	September 21 October 26	November 13 December 18
Steward Department Upgrading Courses		
Galley Operations	September 28 November 16	October 23 December 11
Certified Chief Cook	September 7 October 12 November 16	October 9 November 13 December 18
Chief Steward	August 3	September 11

Title of Course	Start Date	Date of Completion
Safety Upgrading Courses		
Basic Training	August 24	August 28
Safety/Open Upgrading Courses		
Basic Training	August 24	August 28
Basic Training Revalidation	August 17 August 21 August 31 September 4 September 11 September 14 September 18	August 17 August 21 August 31 September 4 September 11 September 14 September 18
Basic Training/Adv. FF Revalidation	August 10	August 14
Government Vessels	August 10 August 24	August 14 August 28



UPGRADING APPLICATION

Name _____
 Address _____
 Telephone (Home) _____ (Cell) _____
 Date of Birth _____
 Deep Sea Member Lakes Member Inland Waters Member

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

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

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

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

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

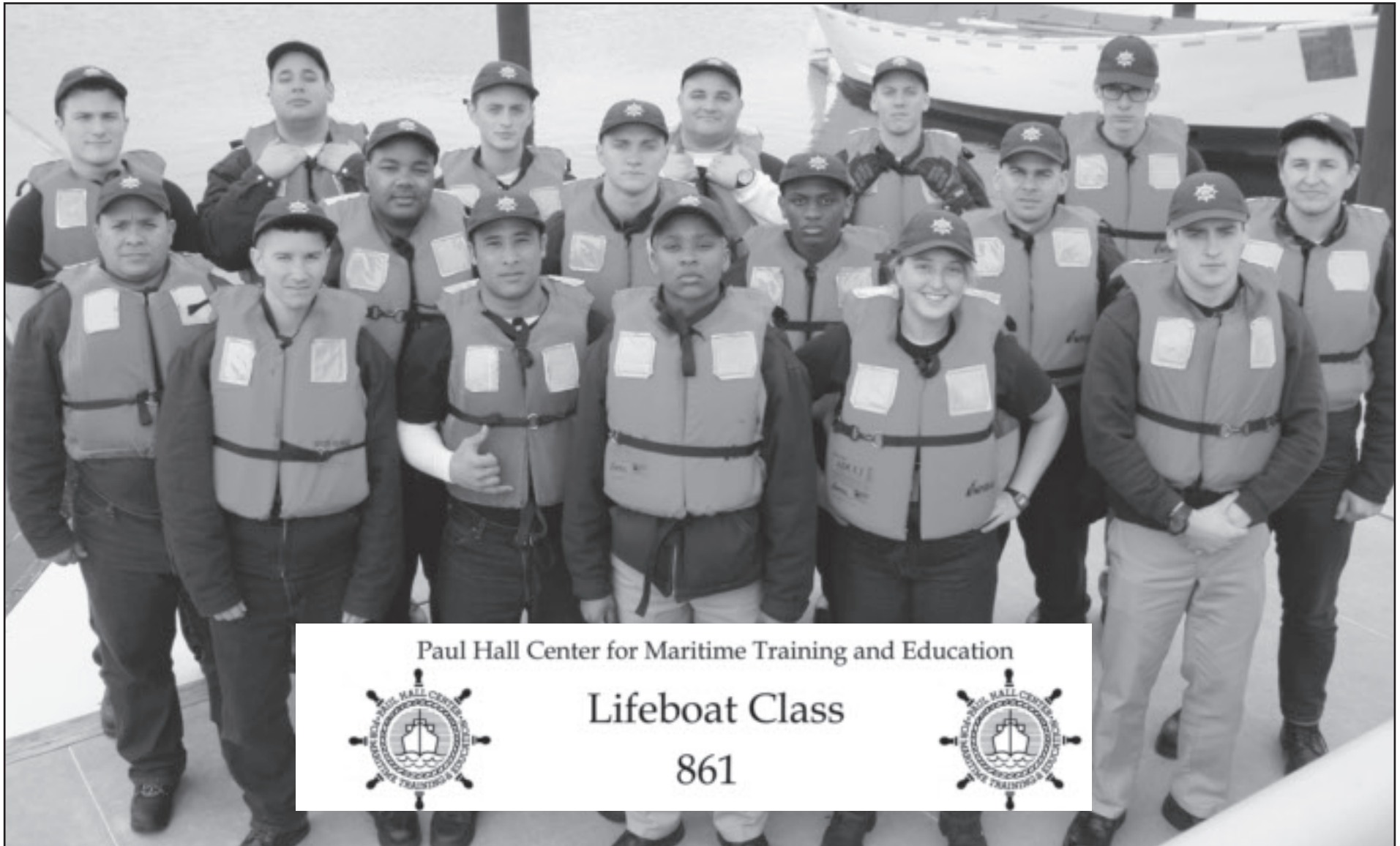
COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

LAST VESSEL: _____ Rating: _____
 Date On: _____ Date Off: _____
 SIGNATURE _____ DATE _____

NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point. Not all classes are reimbursable. Return completed application to: Paul Hall Center for Maritime Training and Education Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075; or fax to (301) 994-2189.

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

Paul Hall Center Classes



Apprentice Water Survival Class #861 – Graduated March 20 (above, in alphabetical order): Joshua Aldana, William Borders, Howard Brand, Johnathan Bumgarner, Dennison Forsman, Carter Fuller, Talon-Angie Garces, Aniah Harold, Ramon Hilerio Rosa, Jafet Mislá-Mendez, Ehukai W.B. Rawlins, Gabriel Rawls, Kenneth Von Kaenel, Tristan Webber, Anthony Williams, Sarah Wilson and Johnny Young.



Apprentice Water Survival Class #862 – Graduated April 17 (above, in alphabetical order): Sarah Awad, Devin Brashear, Richard Diaz, Christopher Emanuel, Michael Garcia, Mynisha George, Caleb Jackson, James Lagroue, Scott Miller, Raymond Murphy, Tanner Page, Alexandra Resto, Luke Satsuma, Mitchell Seman, Yacoub Shack, Kelvin Ivan Soto-Melendez, Anoalo Stanley, Michael Taylor and Matthew Vargas.

Paul Hall Center Classes



Water Survival (Upgraders) – Graduated March 20: Darryl Brown (above, left) and Willie Smith Jr.



Basic Motor Plant – Graduated March 20 (above, in alphabetical order): Mohamed Alghazali, Andrew Blacker and Basheer Ghazali.



Government Vessels (Phase 1) – Graduated March 6 (photo at left, in alphabetical order): Jessica Davis, Shamir Jameil Ford, Tyler Foster, Austin Jandreau, Taylor Rabb and Chadon Williams

Important Notice To All Students

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



Government Vessels (Upgraders) – Graduated March 6 (above, in alphabetical order): Francia Helena Alvarez, Annie Bivens, Monserrate Blas Jr., Jackson Blaty, Virnabeth Tomo Cano, Susan Villar Emmons, Ardeccia Hill, Jewel Lamb, Petronio Paragas and Willie Smith Jr. (Note: Not all are pictured.)

Paul Hall Center Classes



Certified Chief Cook (Module 2) – Graduated April 3: Seth Duke Alejandro Alonzo (above, left) and Neyda Oviedo-Bermudez.



Chief Cook 2.0 – Graduated March 13 (above, in alphabetical order): Angel Bernardez, Edward English and Shantay Chanell Joquin.



Chief Steward 2.0 – Graduated March 6 (photo at left, in alphabetical order): Stephen Avallone, Solomon Darku, Shari Hardman and Gregory Lynch.



School Adopts, Releases COVID 19-Specific Rules for Students

COVID Rules and Regulations 2.0 have been adopted by the Paul Hall Center for Maritime Training and Education.

According to officials at the Piney Point, Maryland-based campus, these new rules, which must be strictly adhered to by all concerned, override any prior rules and regulations until further notice.

Due to the ongoing pandemic, the following rules and regulations must be adhered to for your safety, as well as all staff, visitors, guests and contractors safety:

1. Once you arrive on campus and check in, you WILL NOT be permitted to leave base. This includes during exercising (walking, running, riding bikes, etc.) Please pack and prepare for your time at the school, just as if you were going to a ship. If you choose to leave base without prior approval, you will be denied access when returning. Under certain circumstances, you may be allowed to leave base, with PRIOR approval from the Assistant Vice President, for approved clinic runs or similar. Additionally, there will be no store (Walmart/Target) or church runs.
2. When arriving, you must fill out and sign the health questionnaire which will be provided to you upon check-in at the front desk. You will also be shown a campus safety and sanitation video and will be asked to sign a statement indicating that you have seen the video.

3. When inside of any buildings and in common areas on campus, you must wear a protective face covering/mask which is secured behind both ears or head. You will not be required to wear face masks when in your hotel room/personal space or outside. Face coverings that are NOT acceptable include:
 - Bandanas
 - T-shirts
 - Any covering with inappropriate art, words, references. In the event you do not have a proper face covering/mask, they will be available for sale in the sea chest.
4. You will be required to adhere to campus wide social distancing guidelines. Maintain at least a 6-foot distance between yourself and other individuals. This includes while on break from class.
5. Students will be permitted to order needed supplies online, and have them delivered to the school address.
6. Be sure you have all needed medications with you, and have enough supply to last you through the extent of your stay on campus.
7. Mooney's Pub/Port of Call Bar will remain closed due to COVID and renovation until further notice.
8. The Health Spa is open, with restrictions (no more than 10 people at a time). All guidelines must be followed when in the health spa including wearing a mask.
9. The pool will be open with social dis-

tancing in place.

10. If at any time you develop symptoms or feel/become sick please report it to a staff member and report to the nurse immediately for further direction.
11. All students' temperatures will be taken upon arrival to the school and daily in the morning in the classroom. In addition, students are subject to random temperature checks throughout the day. If it is found you have a temperature of 100.4 F or above you may be denied access to the facility and/or class. Please keep in mind you cannot miss more than 10% of any class or you must repeat the class and you will NOT be permitted in class with a fever. NOTE: When a remote temperature gun is being used, any temperature that measures over 99 degrees F will be considered a fever. This will require an additional test and other possible screening. Readings from temperature guns are typically around one degree lower than what would be indicated on a standard oral thermometer.
12. NO spouses, family members or guests will be permitted on campus, at any time.
13. All meal hours will be assigned and strictly adhered to by all students. You WILL NOT be permitted into the galley/cafeteria outside your assigned meal time.

The following rules govern student-

transportation to and on the Paul Hall Center campus:

1. All students traveling in a school vehicle must wear a protective mask during transport.
2. All students will be subject to temperature checks prior to entering a school vehicle for transport. If it is found that you have a temperature at or above the readings described above, you will be denied transport. Denial of transport is for the safety of all school staff, students and guests.
3. In the event you are denied transport in a school vehicle, you will be provided with an information sheet from the driver. The information sheet will list local testing sites, emergency rooms and hotels for your convenience.
4. If you travel using your personal vehicle, you will be subject to temperature screenings at the front gate. If it is found you have a temperature at or above the readings above, you will be denied access to the campus.
5. In the event you are denied access to the campus, security will provide you with an information sheet containing local testing sites, hotels and emergency rooms for your convenience.
6. In the event you are denied transport or access to campus, please contact the Travel department toll free at 877-789-7829

SEAFARERS LOG

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

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

Recalling the Service of WWII Seafarers

*Editor's note: This is the fourth 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. Earlier installments are available on the SIU website and in print beginning with the May 2020 edition of the LOG. This one picks up after a recap of numerous sinkings including that of *Waterman's Afoundria* near Haiti, in May 1942. The ship was carrying bombs and beans when it was struck by a torpedo; all hands were saved.*

It is, unfortunately, impossible in this account even to mention all of the Union's contracted ships that went down in these tropic waters, but not to be forgotten are some of the "oldtimers" including the *Barbara*, sunk with considerable loss of life among passengers and crews; the *Alcoa Carrier*, *Alcoa Partner*, *Edith*, *Lebore*, *Alaskan* and *Antinous*.

To these ships and the men who sailed them across "U-boat Lake," in most cases without guns or armed escort, it's "hail and farewell. Yours was a job well done."

To Malta and Suez

October of 1942 was one of the most critical periods of history.

Field Marshal Erwin Rommel and his Afrika Korps were less than 60 miles from Alexandria, striking for Suez and domination of the Middle East. They had destroyed 200 tanks, two-thirds of all the 8th Army possessed and victory seemed to be almost theirs.

Hard pressed were the desert-hardened fighters of the British Army and its Allies. It looked as though nothing could stop the German panzers from running through Egypt to the Suez Canal.

And then the 8th Army stiffened, giving Rommel a stiff right to the chin at Alam El Halfa. Taking a deep breath, they swung hard and hit the Germans with a succession of hard body bows at El Alamein, after which the Afrika Korps turned back and, chased by the "desert rats," headed pell-mell toward the west across the burning sands.

Aid to Desert Rats

That the 8th Army accomplished this victory in the face of defeat may well have been made possible by the historic voyage of the *SS Seatrain Texas* and her SIU crew.

This train-carrying freighter had just returned to New York from England in the summer of 1942, when she was rushed to dock and started taking on a load of Sherman tanks which had been diverted from our own armed forces on an emergency order from President Roosevelt.

She was ordered to rush the tanks to the British at Suez without so much as an hour's delay, for two American ships carrying Shermans for the 8th Army had just recently been sunk – their precious cargoes entirely lost beneath the seas.

With 180 tanks and 165 Army technicians aboard, the *Seatrain Texas* left New York as soon as loading was complete, with Capt. Albert Dalzell in command. Hazardous as the ocean lanes were at that period of the war, there was no time to wait for convoys.

Proceeding at top speed, the *Seatrain Texas* zig-zagged through the dangerous Caribbean with guns manned every minute and double lookouts on watch continuously day and night. Then came the precarious dash across the long and lonely South Atlantic, where Nazi raiders were known to be operating.

Stopping at Cape Town only long enough for fuel, the *Texas* coursed along the east coast of Africa to rendezvous with a British corvette, her only escort of the entire voyage, at "torpedo point" off Madagascar.

From Ship to Battle

Furrowing the warm seas as they speeded north, the two ships passed a convoy which had left the States three weeks before the *Texas* slipped her hawsers from the Jersey pier, and they arrived at Suez a full seven days ahead of



Smoke is visible from a merchant ship bombed in an Allied convoy to the Soviet Union in October 1942. The convoy, including SIU crewed vessels, fought through a four-day attack by German torpedo planes and U-boats to deliver cargo to a Soviet Arctic port.

the convoy.

Unloading gear was already rigged as the *Seatrain Texas* came to anchor. Tank drivers of the 8th Army were there to meet her, and as soon as the broad, heavy Shermans hit the shore they were rumbling off toward the fighting fronts not many miles away.

Said the Seatrain Lines of this exploit, "It was the men of the *Seatrain Texas* as well as *Montgomery* who turned the tide in North Africa." They helped put Rommel to rout and, perhaps without exaggeration, played an important part in changing the course of history.

No better accolade for the ship and her crew could have been given. Theirs had been an historic mission ably fulfilled.

Action-packed voyages in the Mediterranean were not unusual for SIU-manned ships, from the time of the Malta convoys till after Italy had surrendered.

The Liberty ship *Daniel Huger* of the Mississippi Shipping Company, for instance, was loaded with 6,000 tons of high octane gasoline in barrels when she was caught in an air raid in Bone, Algeria, in 1943 and hit by a bomb which wounded several gunners and started a fire in the 'tween decks.

Battled Gasoline

Although the ship threatened to blow up at any minute, with flames from exploding gasolines roaring 300 feet into the air, the crew stayed by their posts till the order came to abandon ship.

Later a fire brigade arrived and crewmen volunteered to help the shoreside fire-fighters put out the flames and save ship and cargo. Several of the crew dared death to enter the hold adjacent to the fire and spray foamite over the red-hot bulkheads.

When the Alcoa-operated *William Wirt* was attacked by Nazi bombers in the Mediterranean, the War Shipping Administration later said of its crew that "although it was the first experience in action for the majority of merchant seamen stationed with the guns, they served like seasoned veterans." The same commendation could be made of many another SIU crew.

After the *SS Maiden Creek*, a C-3 operated by Waterman, was torpedoed near the coast of North Africa in 1944, crewmen returned to the ship when it was seen she wouldn't sink immediately, and volunteers went below to break out towing hawsers from the after-chain locker.

As they were at work below, a second torpedo struck the vessel in the stern, with six sailors losing their lives and 12 others being

injured as this SIU crew attempted to save their vessel and its valuable cargo of war supplies.

SIU men played an important role in another thrill-packed theater of war, when the *SS Robin Locksley* of the Seas Shipping Company helped to rush food, gasoline and ammunition to beleaguered Malta, that brave bastion of the middle Mediterranean, which proudly bore the title of the "most bombed spot on earth."

German and Italian airmen had tried futilely to blast this 17-mile long island out of the war with innumerable raids, for Malta had three flying fields and British planes were using them to exact costly tolls from Axis convoys supplying Rommel in North Africa.

But for several small and heavily protected Allied convoys that reinforced the island by running the "bomb blockade," Malta might have fallen and the conquest of Africa been made immensely more costly in men and material.

It was on November 17, 1942, that the *Robin Locksley*, the *Bantam* (Dutch) and the *Denbighshire* (Br.) left Port Said for Malta.

Importance of the convoy is emphasized by the size of the escort they had: five cruisers and seven large destroyers!

The first heavy attack was by seven Junkers 88s, which were driven off by intense ack-ack fire, but three torpedo planes came in soon after and hit the cruiser *Arctura*. In this attack the *Robin Locksley* was given credit for downing one of the torpedo raiders.

On the 19th, a flight of 27 Nazi troop-carrying planes bound for Africa made the mistake of passing over the convoy, and long range Beaufighters from Malta which were flying cover for the fleet at the time knocked down four of the transports with their human cargoes.

Heavy seas and frequent overcast helped the convoy to reach Malta without loss on November 20, delivering a cargo that helped immeasurably to keep the island fortress in the war. The *Robin Locksley* and her companion ships skirted subs and bombs to arrive safely back in Port Said.

The Russian Run

As long as men from World War II still go to sea, there will be told stirring tales of the Russian run – the long, cold, hazardous voyage to Murmansk and the ports of the White Sea.

Close to 350 American ships made the run to Russian with bombs, guns, tanks, ammunition, gasoline, beans, bandages, dried eggs, sugar, shoes, grain, and even gin for the big brass.

Up to March of 1943, 32 American ships

out of 143 setting out for the Barents Sea had been lost. Many of these, and not a few of those lost later, were manned by men of the SIU, for the number of ships crewed by Seafarers on the legendary run to Russia was almost legion.

Greatest danger on this northern voyage came when the convoys approached North Cape, the Arctic tip of Scandinavia, which posed the last great hurdle before they reached their destination on the upper rim of the world.

Some convoys delivered their cargoes without loss, but most of them saw action from planes, subs, and Nazi surface craft. Added to this were the natural hazards of bitter cold, storms, ice and fog.

Nearly every ship setting out for Russia was given a load of explosives to carry: anywhere from several hundred to a thousand tons. It was "sudden death" that could – and more than once did – send ship and crew to kingdom-come in a sudden fearful roar.

Seamen in convoy PQ-18, which included the *Schoharie*, *Virginia Dare*, *William Moultrie*, and other SIU ships, will never forget the end of the freighter *Mary Luckenbach*.

Wiped Off the Sea

During the heavy air attack, a torpedo bomber either crashed on her deck or dropped its torpedo like a bomb. No one can ever tell exactly what happened, for the vessel was completely obliterated.

When the *William Moultrie* steamed over the spot (she was in column behind the *Luckenbach*) crewmen could not spot a single bit of wreckage from the unfortunate vessel – not even a board or shattered piece of life raft.

The Skipper of the nearby freighter *St. Olaf* entered in his log that the *Mary Luckenbach* "flew into a million parts like a giant hand grenade."

Following the famous "Fourth of July" convoy – which was decimated by planes and subs when deserted by its escort – convoy PQ-18 was heavily protected, but still had to fight its way through to the White Sea.

Of 40 merchant ships in this convoy, 13 were sunk in bitter attacks that included as many as 40 torpedo bombers at one time, and which lasted even to the moment the fleet arrived in Archangel.

Sailing the "road to Russia" was frequently quite exasperating to crews whose ships either sat at anchor for weary, uneventful weeks, or went wandering around over the ocean as

Continued on Page 9