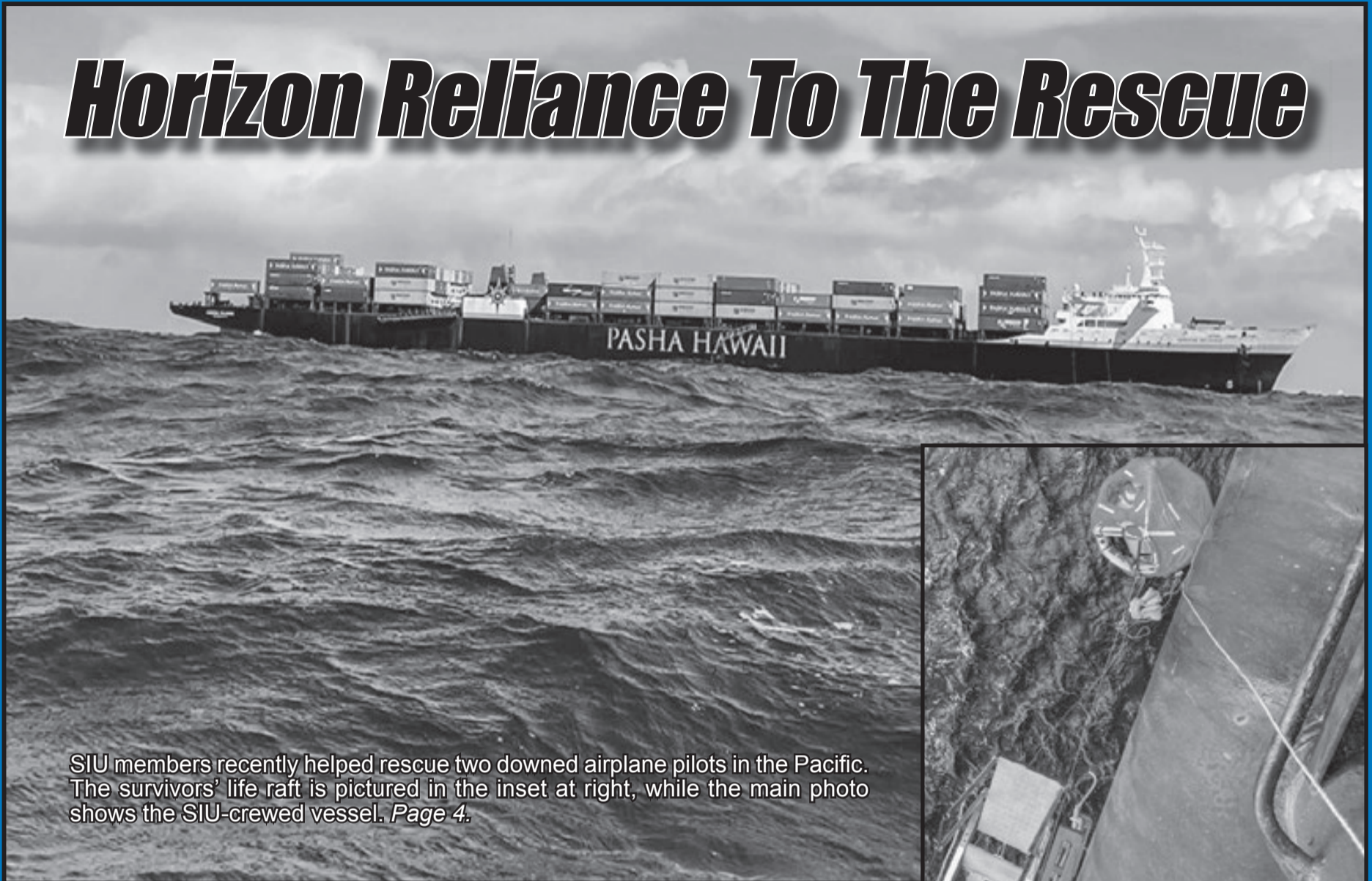


SEAFARERS LOG

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

Horizon Reliance To The Rescue



SIU members recently helped rescue two downed airplane pilots in the Pacific. The survivors' life raft is pictured in the inset at right, while the main photo shows the SIU-crewed vessel. *Page 4.*

Voting Concludes in Union Election



Seafarers cast their respective ballots in the SIU election beginning Nov. 1 and finishing on the last day of 2020. In photo at left, OS Arabi Muthala completes his ballot in Hawaii aboard the *SBX (TOTE)*. The photo above includes (from left) GSTU Nala Johnson and Chief Cook Gregory McNiel, ready to vote aboard the *Washington Express* (Marine Personnel and Provisioning) in La Porte, Texas. *Pages 11-14.*



SIU's Year in Review

The COVID-19 global pandemic affected virtually every part of life in 2020 – but there were many encouraging stories, too. Above, Recertified Bosun Ritche Acuman (right) checks the temperature of an oncoming individual on the *USNS Algol* (Ocean Duchess) in San Francisco. *Page 5.*

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General Election Recap
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SHBP Scholarship Info
———— **Page 6**

President's Report

Seafarers Delivered in 2020

Although the COVID-19 global pandemic is far from finished as of this writing in mid-December, I extend one last 2020 "thank you" to all Seafarers and their families for a job well done in the face of unprecedented challenges. Your work has never been more important, and you consistently have risen to the occasion. Well done, SIU brothers and sisters.



Michael Sacco

At the same time, we all have to continue following safety protocols, thereby protecting ourselves, our loved ones and our shipmates. There is daylight on the horizon in the form of vaccines, but we're not there yet. Stay safe! We've all come too far to let down our guard.

Besides the eventual end of the pandemic, we have other things to look forward to in our union and our industry. As reported elsewhere in this edition, American-flag shipping scored several enormous wins in the newest Defense bill, including a new Tanker Security Fleet and reinforced protections for the Jones Act and cargo preference laws. I am confident that these developments will mean new job opportunities for Seafarers during this decade, and I'm equally sure that they'll boost U.S. national, economic and homeland security.

Additionally, as noted during the December membership meetings and also in this edition, I'm happy to report that SIU-backed candidates fared quite well on Election Day. This, too, bodes well for our industry. The more people in Congress (and other levels of government) who understand our industry, the better. As always, we'll reach out to newly elected representatives to introduce ourselves and to explain why America needs a strong merchant marine.

On that note, some of you may know that President-Elect Biden and Vice President-Elect Harris are longtime friends of the SIU and unwavering backers of the Jones Act. They know our industry and they'll be allies when it comes to protecting workers' rights, too.

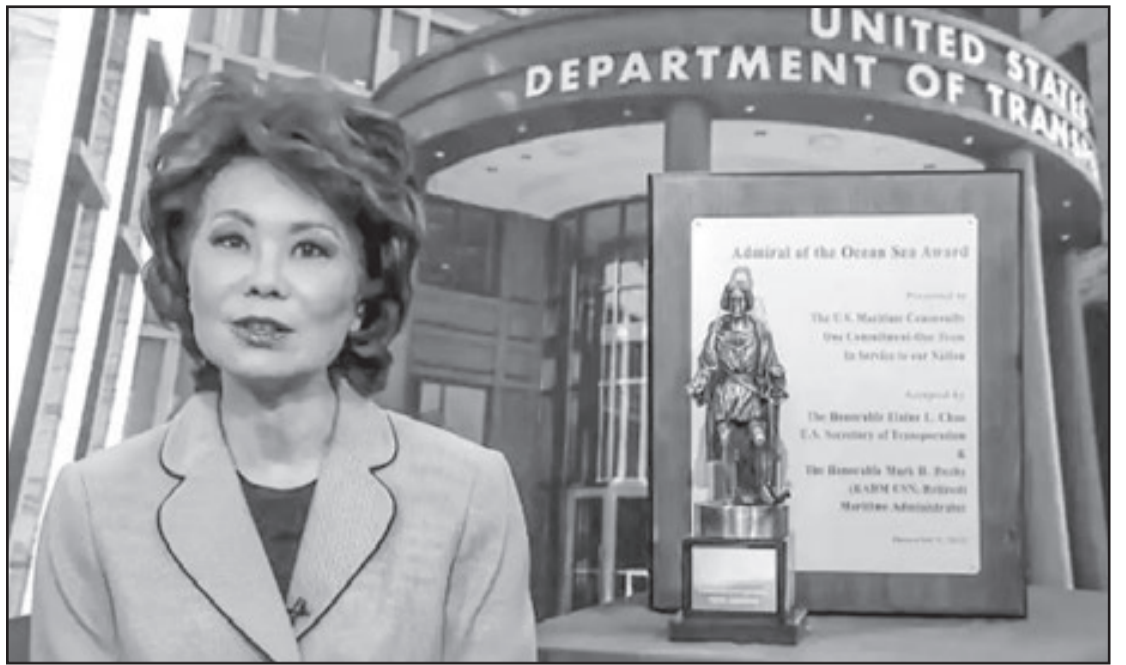
We have a lot of friends in the outgoing administration as well, and if that seems odd or unlikely in any way, remember that maritime is a historically bipartisan issue. We've always had friends from both major political parties, and we'll always work with anyone and everyone who's willing to stand up for the U.S. Merchant Marine and for America's working families.

Regardless of how you voted and for whom, I hope you share my encouragement at the record turnout across our great nation. This happened despite a pandemic that's unprecedented in modern times.

Pre- and post-election polls also showed widespread support for workers' rights and for an economy that boosts the middle class. This is firmly in line with our union's work since our founding in 1938.

I'm not blind to the wide range of emotions that accompanied Election Day and the sometimes-agonizing moments that followed. Just remember that we all love our country and we'll all be better off by finding common ground, working together and treating each other respectfully.

As Seafarers do every day when they've signed aboard a vessel, let's move forward together as one crew in 2021.



U.S. Secretary of Transportation Elaine L. Chao accepts this year's AOTOS award during a virtual ceremony. She credited SIU President Michael Sacco and the union-affiliated school in Piney Point, Maryland, for playing key roles during the global pandemic.

AOTOS Goes Virtual, Honors Entire Industry Sec. Chao Accepts Award on Behalf of American Maritime

The United Seamen's Service (USS) 51st annual Admiral of the Ocean Sea (AOTOS) Award was presented virtually for the first time, in a Dec. 9 ceremony that highlighted the work of the entire American maritime community.

The traditional silver statuette of Christopher Columbus – the first Admiral of the Ocean Sea – was accepted by The Honorable Elaine L. Chao, U.S. Secretary of Transportation, on behalf of the honorees, and the award will have a permanent home displayed at U.S. Maritime Administration headquarters in Washington, D.C.

In accepting the award, Chao specifically praised SIU President Michael Sacco, who delivered the keynote address. "He is always championing the issues and concerns of his rank-and-file members," she told the virtually assembled crowd, adding that she learned a lot about leadership from observing him. She went on to highlight the work done by the SIU to safely reopen the Seafarers-affiliated Paul Hall Center for Maritime Training and Education.

She referred to the U.S.-flag industry as a "partnership" who "work together and so well," before saluting the industry for stepping up and delivering throughout the crisis.

LTG Kenneth R. Wykle, USA, (Ret.), Chair-

man, USS AOTOS Committee, served as the moderator of the program. The event also featured Maritime Administrator Mark Buzby; General Stephen R. Lyons, USA, commander, United States Transportation Command; RAdm. Michael A. Wettlaufer, USN, commander, Military Sealift Command; William Adams, president of the International Longshore and Warehouseman's Union; Thomas B. Crowley Jr., chairman and CEO of Seafarers-contracted Crowley Maritime Corp; and William Woodhour, president of SIU-contracted Maersk Line, Limited.

Wykle said in his opening remarks, "About 13 months ago, we gathered in New York City for the annual AOTOS dinner... Unfortunately, the world changed early this year." He then spoke about the unique nature of this year's event, as well as the challenges that have faced the maritime industry in 2020.

Sacco said, "I have the honor of discussing one of the few bright spots of 2020, and that is the outstanding performance of the U.S. Merchant Marine during this global pandemic. Actually, I salute the world's entire seafarers population for the outstanding job and sacrifices

Continued on Page 5

Labor Department Honors Crowley As Veteran-Friendly Employer

U.S. Secretary of Labor Eugene Scalia recently awarded SIU-contracted Crowley Maritime the Honoring Investments in Recruiting and Employing American Military Veterans (HIRE Vets) Platinum Medallion for its exemplary success recruiting, employing and retaining U.S. military veterans.

The HIRE Vets Medallion Program, created through a 2017 federal law, is the only federal government award recognizing companies for exceptional achievement in veteran employment. Crowley was among a number of other companies who received the award on Veteran's Day, Nov. 11.

By meeting the criteria required for a Platinum Medallion Award, the highest level of the program, Crowley "demonstrated both patriotism and recognition of the value veterans bring to the workplace," according to the Labor Department.

Veterans make up more than 9 percent of the overall company workforce, and 13 percent of Crowley's administrative employees, and the retention rate for veterans exceeds 90 percent. In addition, the company supports an employee resource group led by members of its workforce dedicated to helping veterans and active-duty personnel achieve career success.

"We see the contribution veterans make on a regular basis that help our customers and our com-



Official logo for the DOL award

pany achieve great results," said Crowley's Julius Richardson, talent acquisition business partner who is a Marine Corps veteran and co-chair of the Veterans Employee Resource Group. "We thank the federal government for the recognition, and the biggest thanks goes to our men and women who served our nation, and now make Crowley a great company and a great place to work."

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

SIU-Backed Candidates Fare Well on Election Day

The SIU's political department has completed its review of the results of Election 2020. The findings show overwhelming success for candidates supported by the SIU.

Unlike most federal political action committees, the Seafarers Political Activities Donation – SPAD, the union's voluntary fund – is bipartisan, and the union contributes to incumbents, challengers and candidates running in open seat races.

In the U.S. House of Representatives, SPAD participated in 153 races around the country. In those elections, the SIU-backed candidate won in 149 and lost in four. That's a win percentage of 97.38.

SPAD participated in 13 Senate races around the country. Of those races, the SIU-backed candidate won in every single race (for a win percentage of 100).

The U.S. Electoral College was scheduled to vote Dec. 14 and was expected to certify Joe Biden as president and Kamala Harris as vice president.

In a letter to SIU President Michael Sacco earlier this year, former Vice Presi-

dent Biden wrote in part, "As a lifelong advocate for working families and unions, I write to assure you of my strong and unwavering support for the Seafarers International Union, its members, and the U.S.-flag Merchant Marine fleet. Labor unions built the middle class and the middle class built this country. The basic building blocks of a good life – middle-class jobs at union wages, a 40-hour work week, health insurance, retirement benefits, a voice in the workplace – resulted from workers who organized unions and fought for worker protections. This is the history of the Seafarers International Union. And at a time when our country is facing unprecedented challenges, our economic future today depends on unions like yours – just as it did in the past.

"Just as unions are essential to the middle class, the U.S.-flag Merchant Marine fleet and the men and women who operate U.S.-flag ships are crucial to America's national security, our international trade relationships, and economic development,"

Biden continued. "For this reason, I have been a consistent and strong advocate for the Jones Act and its mandate that only U.S.-flag vessels carry cargo in the coastwise trade. As President, I will continue my strong support for the Jones Act."

He added his ongoing support for cargo preference laws, the U.S. Maritime Security Program, and the U.S. Export-Import Bank, all of which help maintain jobs for U.S. mariners.

AFL-CIO President Richard Trumka, during an online speech that took place Nov. 5, said the union vote made a big difference on Election Day. "Joe Biden's path to the White House ran through America's labor movement," Trumka stated. "Initial topline from our post-election survey show union members went 58 percent for Joe Biden and Kamala Harris. While the general public supported Biden by three points, our members favored him by 21 points.

Simply put, we got out the vote. In Wisconsin. In Michigan. In Pennsylvania. Joe

Biden's firewall was union made!"

He added, "The labor movement is expanding the map. Look at Arizona. Look at Georgia."

Trumka concluded, "There will be work to do over these next few days, and no shortage of work over the next four years. While we don't know the final composition of the Senate, we know our priorities. Our members made it clear. Some 95 percent say that protecting workers' rights is the top priority for this next congress. And yes, that includes 93 percent of our members who went for Trump. The right to collective bargaining. Fair wages and workplace safety. A voice on the job. The belief that all work has dignity and everyone should retire with security. None of that is red or blue. It's simply American. It's what America's labor movement has fought for in 2020 – not just in this election but in our workplaces, too.... None of this will be easy, but union members are not afraid of hard work. We do it every day and we see the job through."

New Defense Bill Constitutes A Huge Victory for Maritime

Legislation Calls for New, 10-Vessel Tanker Security Fleet

A year of unprecedented challenges nevertheless contained some potentially fantastic news for the United States maritime industry.

On Dec. 3, the House and Senate Armed Services committees released the conference report agreement for the William M. "Mac" Thornberry National Defense Authorization Act (NDAA) for Fiscal Year 2021. At press time, both the House and Senate were expected to pass the legislation and send it to the president.

Although President Trump had expressed concerns about the bill completely unrelated to maritime, its prospects appeared favorable.

Highlighting the NDAA is a new, 10-vessel Tanker Security Fleet patterned after the well-proven Maritime Security Program (MSP). The new program would allow owners of eligible product tankers to apply for a \$6 million per year stipend in exchange for making the vessels available to the U.S. Department of Defense in times of war or national emergency.

The legislation also includes a temporary financial boost for MSP participants, in order to offset some costs related to the global COVID-19 pandemic.

The aforementioned components were aggressively backed by the SIU, as is a section that strengthens cargo preference requirements for the movement of military cargoes. Another part of the bill calls for a new study regarding federal compliance with existing civilian and military cargo preference rules.

American shipyards also stand to benefit from the NDAA, because the measure strengthens existing requirements that vessels under charter to the United States be repaired or modified in U.S. yards during the length of the charter.

Moreover, the bill facilitates the purchase of existing, foreign-built vessels to recapitalize the government-owned reserve fleet.

Other highlights include the establishment of a new Maritime Transportation System Emergency Relief program aimed at offering monetary help to the industry during emergencies. According to the bill's text, eligible participants include vessel owners and operators, shipyards, maritime training facilities and others.

Finally, the bill includes new stipulations to reinforce the Jones Act, both when it comes to the law's application to wind farms and when waivers may be requested.

During the December SIU membership meeting in Piney Point, Maryland, SIU Executive Vice President Augie Tellez updated Seafarers on the bill and underscored the vital roles played by U.S. Sen. Roger Wicker (R-Mississippi) and U.S. Sen. Joe Manchin (D-West Virginia) in advancing pro-maritime components.

"This bill is a gigantic win for our industry, and the maritime sections collectively are an equally big victory for our country," Tellez stated.

SIU Political and Legislative Director Brian Schoeneman said, "The wins we've achieved for maritime in this bill highlight the SIU's continuing, effective bipartisan approach. Working closely with members on both sides of the aisle, and in both the House and Senate, made this victory possible."

As previously reported, 34 members of Congress in mid-September sent a bipartisan letter backing the new Tanker Security Fleet to Chairman of the Senate Armed Services Committee James Inhofe (R-Oklahoma), Senate Armed Services Committee Ranking Member Jack Reed (D-Rhode Island), Chairman of the House Armed Services Committee Adam Smith (D-Washington), and House Armed Services Committee Ranking Member Mac Thornberry (R-Texas).

The provision creating the new program would initially involve 10 privately owned, militarily useful U.S.-flag product tankers crewed by American merchant mariners.

"We are deeply concerned about the decline in the number of militarily useful commercial vessels operating under the U.S. flag and, consequently, in the number of trained and qualified American merchant mariners available to crew the vessels needed by the Department of Defense to protect America's interests and to support American troops deployed around the world," the legislators wrote. "A tanker security program ... would begin to rectify this situation, adding additional commercial vessels to the U.S.-flag fleet and creating new jobs for American mariners. This program ... represents an important maritime policy initiative not only for the maritime workforce but for our nation's commercial sealift readiness capability."

The writers pointed out that Lt. Gen. John Broadmeadow (USMC), while serving in 2019 as deputy commander of the U.S. Transportation Command, told Congress "a 10-tanker program will be a welcome start to begin to address the gap in U.S.-flagged bulk fuel delivery."

The letter concluded, "Establishing a tanker security fleet would begin to reduce our military's reliance on foreign-flag vessels by ensuring that a greater portion of the fuel needed by the Department of Defense is transported by American mariners on U.S.-flag vessels. It would not promote or expand the production of petroleum products but would instead begin to end America's almost total reliance on foreign flag-of-convenience vessels to meet the energy needs of the Department of Defense at sea and around the world."



The SIU-crewed *Liberty Pride* takes on military cargo in Italy last year. (Photo courtesy Elena Baladelli, 7th Army Training Command)

SIU Members Transport 420 MRAPs for MSC

SIU members aboard the *MV Liberty Pride*, chartered by the Military Sealift Command (MSC) and operated by Liberty Maritime, arrived in the Port of Livorno, Italy, late last year to complete an on-load with the U.S. Army 839th Transportation Battalion, Military Surface Deployment and Distribution Command (SDDC) and its Italian detachment.

The *Liberty Pride* was in port to on-load 420 MaxxPro Mine-Resistant Ambush Protected (MRAP) vehicles, transferring them from the U.S. Army's prepositioned stocks in Europe to the U.S. Central Command area of operations.

"Our U.S. Navy partners at MSC provided the maximum amount of capability the U.S. can bring to bear regarding sealift for this operation," said Lt. Col. Scott F. Wyatt, 839th Transportation Battalion Commander. "It's been a team effort across the board."

Operations like these require extensive planning between several organizations, both public and private, between the United States and the host-nation, according to MSC.

"Once again, on-site coordination was key in ensuring a timely on-load," said MSC Europe and Africa (MSCEURAF) Marine Transportation Specialist John Myhre. "SDDC's con-

tracted labor worked flawlessly with MSC's chartered vessel. This wouldn't happen without well-trained representation."

Camp Darby, about a five-hour drive from MSCEURAF and located near the Port of Livorno, is home to both the 839th and Army Field Support Battalion-Africa. Its primary mission is to support war reserve material storage, maintenance and the movement of equipment for operations across the globe. Camp Darby's location is well-suited to this role, being close to an MSC office, a port, railroads, highways and airport, making it a prime location for U.S. forces in Italy.

"At the end of the day, our responsibility is to get combat capability to where it needs to be at the right time," said Wyatt. "We couldn't do this without the partnership we have with SDDC and MSC."

SIU-crewed MSC ships play a crucial role in the movement of cargo for U.S. Army partners throughout Europe, from supporting operations such as these to exercises around the globe. For inter-theater lifts, which are long-distance movements of equipment from one fleet to another, MSC uses many SIU-crewed vessels "which significantly reduces operational costs," according to the agency.

Pictured from left are Captain Mark Tuck, Electrician Frederick N Williams, Rescued Pilot Nathaniel Johansson, Rescued Pilot Kelly Michaels, AB Kenneth Benton, Third Mate William Laprade, AB Alicia Plunkett, Steward Maili Wang, Second Engineer William Kytte, Bosun Ruben Datu, Chief Cook Nadzeya Kuptsova, SA Daniel Mergillano, Third Engineer Antonio Macatiag, Chief Engineer Justin Raby, AB James Douglas, Second Mate Joseph Comerford II, AB Alan Lumansoc, Oiler Cresente Gumanas, GDE Alfredo Nieto, Oiler Yahya Shamman, Engine Utility Gabriel Waiwaiole, Third Engineer Elizabeth Jenkins and First Engineer Davie Rivera.



Horizon Reliance Crew Rescues Two

Seafarers came to the rescue after a small plane went down in the middle of the Pacific Ocean.

On Nov. 7, SIU members working aboard the *Horizon Reliance* (Sunrise Operations) helped rescue the crew of the downed aircraft, adrift in a life raft roughly 1,000 nautical miles from Honolulu.

"We were en route to Honolulu, from Los Angeles, when we got the call that a small airplane went down with two pilots on board and no passengers," said AB **Kenneth Benton**. "The two were delivering an airplane to a customer in Australia; they had taken off from Los Angeles when they lost an engine and went down in the middle of Pacific. An Italian vessel [the tanker *Ariel*] tried to rescue but were not capable, and after 19 hours of unsuccessful attempts by the foreign vessel, they allowed our professional crew to step in. With precision, we got the job done with ease, and the two sur-

vivors were of course so very grateful."

The SIU crew of the *Horizon Reliance* included: Bosun **Ruben Datu**, AB **Alan Lumansoc**, AB **Benton**, AB **Blake Braye**, AB **Alicia Plunkett**, Electrician **Frederick Williams**, Engine Utility **Gabriel Waiwaiole**, Oiler **Yahya Shamman**, Oiler **Cresente Gumanas**, Oiler **Stanley Golden**, GUDE **Alfredo Nieto**, SB **Maili Wang**, Chief Cook **Nadzeya Kuptsova** and SA **Daniel Mergillano**.

The rescue was described by the *Horizon Reliance's* master, Mark Tuck: "The winds were northeasterly and sea heights were approximately 2-3 meters. At 0800, the crew rigged a pilot ladder, gangway, and gangway net hanging at water's edge, and painters on the starboard side. Three additional crew were used on the bridge as lookouts and to take bearings to locate and maintain a visual on the life raft. The starboard side was chosen due to the vessel's port gangway being more narrow and possibly more difficult to

assist weakened or hypothermic survivors onto the vessel. Vessel's original plan was to approach from a northwesterly position to place the vessel between the wind and the raft, creating a lee. By the time the *Ariel* handed off the rescue to the *Horizon Reliance*, the raft was bearing 180 and approximately one to two NM distance, we were not receiving a radar signal from the raft and it had to be located visually.

"The *Ariel* remained close to the raft and advised the *Reliance* until we had a visual. I maneuvered the vessel using the wind and a "back and fill" maneuver to maintain position between the wind and life raft, close the range and maintain a bearing that would bring the vessel alongside the raft. As the vessel closed on the raft, we briefly acquired the raft on the radar at about 0.4 NM and determined that we were closing on the raft. The distance slowly closed and two attempts with line throwing apparatus were un-

successful. The third line thrower was a 'dude.' The fourth and last apparatus placed a line near the raft. The pilot had to jump into the water to retrieve the line. There was a very good lee at this time, and the pilot leaving the raft was not in danger of not being able to board the raft after retrieving the line. The line was secured to the raft, and the vessel's crew pulled the raft to a position under the pilot ladder/accommodation ladder rig. There was a 2-3-meter swell wrapping around the vessel and moving down the starboard side. The survivors were told to debark the raft on the crest of the swell and to grab the pilot ladder and not climb, but hold tightly. The crew would then operate the pneumatic winch and raise them to the main deck."

The two men pulled from the life raft, Pilot Nathaniel Johansson and Copilot Kelly Michaels, were determined to be unharmed, and were taken to Honolulu aboard the *Horizon Reliance*.

Industry Pioneer Imperatore Dies at 95

NY Waterway founder and President Arthur E. Imperatore Sr., a visionary entrepreneur who invented the modern commuter ferry system, died Nov. 18 at age 95.

SIU members crew NY Waterway's 30-plus boats, which operate between New York and New Jersey.

"Arthur truly was unique, and he absolutely was a giant in the maritime industry," said SIU Vice President Atlantic Coast Joseph Soresi. "He held the SIU in high esteem and treated his employees with respect. Arthur will be missed."

Imperatore's career spanned more than seven decades and included various ventures from mining to real estate, from sports teams to transportation. He founded NY Waterway in 1986 in Weehawken, New Jersey, and built it into a mass transit system which has transported almost 300 million people to date.

NY Waterway ferries have become a vital component in the Metropolitan Area's mass transit network and a life-saving backup system when other transit modes are disrupted. SIU ferry crews evacuated 150,000 people from Manhattan on 9/11 and have rescued hundreds of people from area waters, including 143 people from Flight 1547, the Miracle on the Hudson, the most successful marine rescue in aviation history.

Despite skeptics who derided his vision as "Arthur's Folly," Imperatore drew from his nearly 40 years of experience in the industry to pioneer a ferry-bus network, leading to the company's resounding success. With his stepson, Armand Pohan, Imperatore ran the company until his death.

It was Imperatore's dream to revitalize

his native New Jersey community, and NY Waterway did just that. Starting with the company's Port Imperial terminus in Weehawken, Imperatore led the development of a thriving residential and commercial community. As his vessels transported passengers to and from New York City, his fleet of buses made the ferry service accessible to the surrounding towns. In this way, the ferry-bus network became the infrastructure that supported waterfront development from Edgewater to Jersey City (the New Jersey "Gold Coast"), boosting both local and state economies. To this day, the ferry-bus network is the international model for effective, coordinated mass transportation systems.

Born on July 8, 1925 to Italian fruit grocer Eugene Imperatore and his wife Teresa (née Sorrentino) in West New York, New Jersey, Imperatore was the ninth of ten children living in a two-bedroom apartment above his father's grocery. He began earning a wage at age five, and by age eight had set a goal of earning 10 cents per week to help support his family. Starting as a delivery boy for his father's grocery, Imperatore also worked as a Western Union messenger and shoeshine boy. His strong work ethic and entrepreneurial drive continued to propel him forward.

Imperatore carried that work ethic and sense of duty into the U.S. Army Air Corps where he served as a navigator on B-24 Liberators and B-29 Superfortresses during WWII. After the war, in 1947, he and his brothers started A-P-A Transport Corp. with two surplus army trucks – and the business grew to become the fourth largest and most profitable interstate freight truck-

ing company in the United States. At A-P-A he instituted stringent productivity and efficiency systems which are emulated today across numerous industries.

The notion that a company's greatest asset is a motivated and involved workforce is a common thread that runs throughout Imperatore's successful enterprises. He was committed to connecting, communicating, and giving back to all of his employees, whom he looked upon as extended family. As an employer, he set the performance bar high to inspire employees to reach the potential he believed they all had – demanding excellence while also leading by example.

Imperatore was widely regarded for his responsible corporate citizenship, family values, and love for country. His support and engagement in charitable causes included medical research, social services and education.

Throughout his life, Imperatore was honored by business and civic organizations for his corporate and humanitarian contributions. Among his awards were three honorary doctoral degrees, the prestigious Horatio Alger Award, and the first U.S. Senate Productivity Award, presented to him by former New Jersey Senator Bill Bradley. Never one to rest on his laurels, Imperatore contemplated the possibilities of what he might yet achieve during his 2017 induction into the New Jersey Hall of Fame, saying, "I talk to God every once in a while. I tell him 'listen, God, I know you might have your eye on me – however, I still have a lot of work to do.'"

He is survived by his wife, Dr. Mei-Ling Yee-Imperatore; his son, Arthur E. Imperatore, Jr.; his daughter, India Imperatore; his



(Photo courtesy NY Waterway)

Arthur Imperatore Sr.

stepson and daughter-in-law Armand Pohan and Nancy O. Rieger; his step-children George (Elizabeth) Carr, Alexander (Renée) Carr, and Arielle Moylen; eight grandchildren; and two step-grandchildren. He was predeceased by parents and his nine brothers and sisters.

A memorial service will be planned for a future date.

SIU's Year in Review: *Pandemic Dominates 2020, But Bright Spots Still Exist*

Identifying a given year's top story – good or bad – sometimes may be difficult, but that's certainly not the case when reviewing 2020.

The COVID-19 global pandemic impacted virtually all aspects of life around the world. By mid-December, the novel coronavirus had claimed 1.55 million lives worldwide (more than 300,000 in the United States). Upwards of 68 million cases had been reported across the globe (15 million in the U.S.).

For the U.S. Merchant Marine in general and the SIU in particular, the pandemic presented a challenge that is unprecedented in modern times. Nevertheless, the industry and the union rose to the occasion, delivering commercial and military cargoes around the world.

The following is a brief recap of some of the year's top stories for the SIU.

Pandemic

The list of adjustments made by Seafarers and the SIU isn't short. At various times, hiring halls were closed to personnel other than staff, though business was still conducted by phone, fax and email. Some halls periodically closed for precautionary reasons. When they were open (which was the norm), strict safety precautions remained in place – including temperature checks, social distancing, use of sanitizer, placement of dividers, wearing masks, and more.

Nevertheless, union representatives and members made it work, utilizing phones and emails and whatever other means of communication facilitated Seafarers shipping out safely and on time.

By the fourth quarter of the year, it had become commonplace for mariners to undergo COVID-19 testing before sailing. Pre-boarding quarantines also became routine. Aboard the vessels themselves, precautions included wearing masks, temperature checks, extra sanitization of common areas, staggered meal times and more.

SIU President Michael Sacco repeatedly praised members for stepping up to meet the

challenge, both in online and printed messages. So did U.S. Transportation Secretary Elaine L. Chao, U.S. Transportation Command commanding officer Gen. Stephen Lyons, and U.S. Maritime Administrator Mark Buzby, each of whom credited crews for living up to their federal designation as essential workers.

The can-do spirit of the SIU arguably was never more evident than during the summer, when the union helped crew up 19 vessels in a pair of turbo activations. These exercises are a critical test of the nation's sealift readiness. The SIU filled more than 200 total jobs in those mobilizations.

One of the biggest pandemic-related challenges faced by mariners around the world is very much ongoing as the calendar turns to 2021. Namely, crew changes have been postponed for periods as long as several months. Complications include local and national transportation restrictions.

American-flag ship operators stepped up to tackle this component by chartering several crew-change flights to and from Diego Garcia, with no monetary assistance from the government.

Travel also is a significant consideration for the SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC), located in Piney Point, Maryland. The school implemented a gradual closure in the spring, during which students could choose between finishing their coursework or leaving the campus and rescheduling later. Then, following months of planning, the school reopened in early August, with myriad safety protocols in place. These included travel-related precautions, since students travel to Piney Point from all over the country (and because they likely sailed to numerous foreign countries).

Tom Orzechowski, the school's acting vice president, credited students and staff for making it all work. As of mid-December, only a single positive case of COVID-19 had been reported on campus, and the individual who contracted the virus promptly isolated and didn't spread it.

If the modified basic formulas for conducting routine business at the hiring halls and at the school gradually became part of the so-called "new normal," there were distinctive considerations for running the SIU election. Union officers are elected once every four years, and the typical system for voting involves casting ballots either at the halls or via mail (absentee voting).

Due to the pandemic, the union's executive board implemented numerous, one-time modifications (with membership approval) in order to promote participation in the election. The most visible change was conducting shipboard voting; union reps visiting the vessels were required to show proof of a recent, negative COVID-19 test.

Other changes included relaxing the requirements for requesting an absentee ballot and also making it easier to qualify to run for office. Election results will be announced in early 2021.

New Ships, Rescues, Outreach

For all the changes brought by 2020, some things felt timeless, including the addition of several new vessels into the SIU-crewed fleet. Those ships included the Matson con/ro vessels *Lurline* and *Matsonia*, Schuyler Line's bulker *SLNC Severn* (more details will be reported next month), and the expeditionary fast transport *USNS Newport*, crewed by members of the SIU Government Services Division.

Similarly, SIU crews took part in several rescues, upholding the finest traditions of the Brotherhood of the Sea. The ships and boats executing the rescues included the *Mahi Mahi*, the *USNS Yukon*, the *Horizon Reliance* and the *Empire State* (a NY Waterway ferry).

Members showed their mettle on shore, too. Among other philanthropic endeavors, Seafarers participated in community outreach projects in Puerto Rico, Hawaii, Florida, Maryland, Washington State, Guam and the U.S. Virgin Islands.

Additionally, the Seafarers Health and Benefits Plan issued what is believed to be a

record \$152,000 in scholarships to members and SIU dependents.

Legislative Wins

All indications were that the year would end with one of the biggest legislative victories that maritime industry had seen in many years. At press time, the annual Defense bill appeared headed for enactment – and it included several crucial components that will boost the U.S. Merchant Marine.

Those elements included a new American-flag tanker program, reinforcement of the Jones Act and cargo preference laws, boosts for domestic shipbuilding and repair and more.

In June, the industry observed the Jones Act's centennial. Throughout the year, various studies underscored how the law remains vital to U.S. national, economic and homeland security.

Also, in the early days of spring, President Trump signed an SIU-backed bill providing the U.S. Merchant Marine of World War II with a Congressional Gold Medal.

Finally, the SIU remained politically active at the local, state and national levels. SIU-backed candidates fared well on Election Day, signaling potential progress for the maritime industry and for America's working families in the new year.

Final Departures

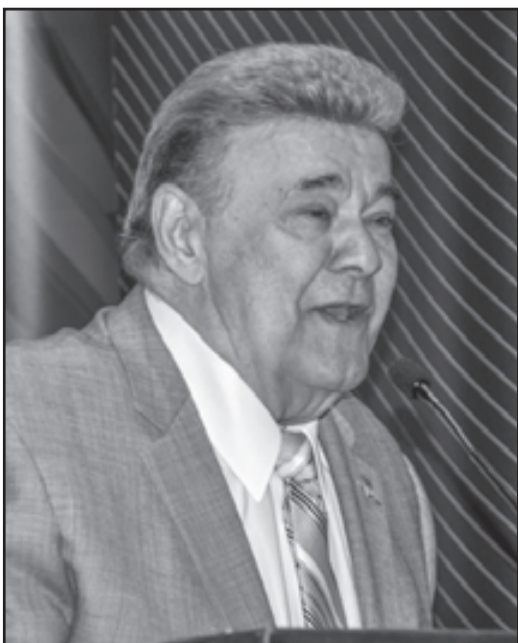
The SIU was saddened to say goodbye to far too many friends in 2020, including the following (any omissions are unintentional): Retired Port Agent Ed Kelly; retired MTD and SIU official Frank Pecquex; BCTGM President David Durkee; retired PHC instructor Bernabe Pelington; GUDE Michael Vaughn, believed to be first active SIU member to perish from COVID-19; U.S. Rep. John Lewis; Jack Martorelli, president, St. Louis Port Council; Robert Chiesa, longtime crewing manager at Waterman; Arthur Imperatore, head of NY Waterway; and Larry Willis, president of the AFL Transportation Trades Department.

SIU President Sacco Delivers Keynote Address During Annual AOTOS Awards

Continued from Page 2

they have made to keep the supply chain moving."

Later in his speech, he said, "My role today is to salute our mariners, but I also want to say a brief word of thanks to our ship operators, our U.S. Longshoremen and our partners at the Maritime Administration, TRANSCOM, the Coast Guard and DOT. Your leadership and your cooperation made it possible for us all to continue getting the job done – safely and on time. Because of your work, readiness has



SIU President Michael Sacco delivered the keynote address for this year's AOTOS ceremony.

been maintained."

He concluded, "Last but not least, I have a request for every seafarer, no matter where you sail. Please, please continue to take this pandemic seriously, just like you've done all along. We can see the lighthouse ahead of the safe harbor, but this isn't the time to drop our guard. You really are essential workers, and your country depends on you. More importantly, I know that you are mothers and fathers, sons and daughters, spouses and close friends. You have every reason to remain vigilant and do everything possible to stay safe."

"Our union brothers and sisters have always answered the call, as they did in 2020," said Crowley, representing Jones Act carriers. "Our nation's mariners play a vital role for the economy and national defense."

Speaking for the U.S.-flag international fleet, Woodhour described how the company worked with its contracted unions to move crew members safely around the world. "Mariners know it is more than a job, delivering vital supplies," Woodhour pointed out.

Adams represented the nation's dockworkers, and spoke about their importance during this crisis: "Our members are essential workers," he declared. "We are heroes without capes. Dock workers kept the supply chain moving."

Buzby jokingly stated "not many jobs in this industry can be done remotely." Then he saluted mariners and the industry saying, "We needed everyone to get the job done and they got it done!"

Lyons thanked mariners and the industry for making sure "the mission never fails. Together, we will deliver."

Wettlaufer applauded mariners for overcoming the challenges before them during the epidemic.

Maersk Sends Holiday Gifts Showing Gratitude Towards Union Crews

SIU-contracted Maersk Line, Limited (MLL) knows that its crews made plenty of sacrifices in 2020, and the company recently said "thank you" in a big way.

In mid-December, MLL sent \$10,000 to each of its American-flag vessels, to be used for crew welfare. Additionally, all mariners in good standing who sailed at least 120 days with MLL in 2020 will receive a holiday gift basket and note of appreciation sent to their home address. (The latter endeavor also supports local small businesses near the company's home office in Norfolk, Virginia. MLL selected arrays of quality, non-perishable products from various companies in Virginia's Tidewater area.)

In a communication to the fleet, MLL President and CEO Bill Woodhour noted the "extraordinary efforts of all serving onboard ships in our fleet throughout the 2020 pandemic." He conveyed the company's "sincere appreciation and gratitude," and encouraged the vessel masters to consult with officers and crew members regarding how to spend the cash donations. He encouraged them to "keep in mind the funds should try to benefit those onboard now and those who will be returning,

as much as possible."

MLL Labor Relations Vice President Ed Hanley praised the crews "for keeping our vessels moving throughout the pandemic – facing unique and extremely challenging circumstances – often including extended periods away from family, quarantine, and/or restriction to ship. While the rest of the world largely adapted to social distancing and working from home, the U.S. Merchant Marine lived up to its reputation and reliably delivered the goods in 2020 including food, medicine, PPE and thousands of other supplies to people suffering around the world from the pandemic. These mariners were on the tip of the sword and helped make it happen – and we wanted to say thank you in an unexpected way."

SIU Vice President Contracts George Tricker stated, "This is an exceptionally generous gesture by Maersk, and I applaud them for showing so much appreciation for the crews. There is no doubt that 2020 has been uniquely challenging, and there's also no doubt that our members and their shipmates delivered. Maersk's kindness is a great tone-setter as we head into the winter holidays."

Steward: Maritime Careers Worth Exploring

Longtime, Enthusiastic Seafarer Featured in Job Corps Newsletter

Recertified Steward **Just B. Self** isn't the type to seek publicity, but when he recently saw an opportunity to help showcase the U.S. Merchant Marine, he readily agreed.

Self launched his maritime career in 1991 after graduating from the Treasure Island (California) Job Corps program. He initially sailed with the National Maritime Union before that organization merged into the SIU in 2001.

In early October 2020, Self was featured in the Treasure Island Job Corps newsletter (whose editors had been reminded about him). He encouraged others to consider following his wake into the maritime industry.

"I always wanted to reach back and help with Job Corps, so I thought the article was good," he said. "I've also always felt that Job Corps would be a good place for the union to get manpower."

Self, 52, said his sailing career has proven very worthwhile. He has spent the vast majority of his years working for Alaska Tanker Company, where he helped found the organization's wellness program. He completed recertification at

the SIU-affiliated school in Piney Point, Maryland, in 2012 and plans to continue shipping for the foreseeable future.

"This line of work has provided pretty much everything I need for my family," he stated. "I like the stability and the flexibility. It allowed me to choose the best place for my family to live, too. I have no plans to leave, unless I hit the lotto or something. This is pretty much it. The work pays the bills."

Reflecting on his initial contacts both with the SIU and NMU, Self said he's grateful for the assistance he received.

"There were a lot of SIU chefs on Treasure Island back in 1991, and they were talking about wellness already," he recalled. "They knew that wellness programs were coming, and all these years later, it's real. They were very helpful to me."

"Switching to the SIU was a good transition for me, and (retired SIU Assistant Vice President) Archie Ware was like an angel," he continued. "We met when he worked in San Francisco, and coincidentally, we'd both end up moving to Jacksonville. He really made a difference in my career."

Self said he particularly values his career's longevity. The lone drawback "was not being home for certain things. Other than that, while the job can be a handful, there's no comparison to the jobs I had before I started sailing. Now, I make more money and work less than when I was on land."

As for advice he'd give to people considering maritime careers, Self said it's important to weigh some of the potential sacrifices involved "if they have young children. But otherwise, I'd say take advantage of this opportunity. Stack your money, get yourself set up, and maintain a positive attitude. Channel your energy and be respectful."

He added that patience can pay off. For instance, Self first sailed as an OS even though he had a chief cook endorsement, because shipping was slow.

"The patrolman told me I'd be all right. 'Just don't go out there acting like you know everything.' He was right. I got to know the steward department from the outside and built a rapport with them. Sometimes you have to do things you don't like in order to get where you want to go. Things worked out."



Recertified Steward Just B. Self says his career "provided pretty much everything I need for my family."

SHBP Offers Scholarships for 2021

The Seafarers Health and Benefits Plan (SHBP) Scholarship Program will offer eight awards totaling \$132,000 for the 2021 calendar year.

Three scholarships will be designated for Seafarers while five will be targeted for spouses and dependents. One of the endowments reserved for Seafarers totals \$20,000 and is intended to help defray the costs associated with attending a four-year, college-level course of study. The remaining two are in the amount of \$6,000 each and are designed as two-year awards for study at a postsecondary vocational school or community college. Each of the five scholarships for spouses and dependents is for \$20,000.

Now is an ideal time to begin the application process. The first step is to obtain a scholarship program booklet. This package

contains eligibility information, procedures for applying for the scholarships and an application form. Union members and their dependents now have three avenues through which they may obtain this booklet.

Prospective applicants may request these booklets via mail by completing and mailing the form provided. Booklets may also be obtained by visiting any SIU hall. Finally, applicants may obtain the booklet online by visiting www.seafarers.org, going to the Member Benefits tab, navigating to the Seafarers Health and Benefits Plan menu and selecting Scholarship Booklet (PDF).

Once the scholarship booklet has been received, applicants should check the eligibility criteria. They should also begin collecting and assembling the remainder of the paperwork needed to submit with the

full application, which must be received by April 15, 2021.

A scholarship selection committee, consisting of a panel of professional educators, will examine the high school grades of all applicants as well as evaluate scores from their Scholastic Aptitude Tests (SAT) and American College Tests (ACT). Accordingly, arrangements should be made by ap-

plicants who have not done so to take these tests no later than February 2021. Doing so will virtually assure that the results reach the evaluation committee in time for review.

Seafarers and dependents who previously applied for the scholarship program and were not selected are encouraged to apply again this year, provided they still meet the eligibility requirements.

Please send me the 2021 SHBP Scholarship Program Booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name
 Street Address
 City, State, Zip Code.....
 Telephone Number ()
 This application is for: Self Dependent
 Mail this completed form to: Scholarship Program, Seafarers Health and Benefits Plan,
 5201 Capital Gateway Drive, Camp Springs, MD 20746

1/21



Spotlight on Mariner Health

Chronic Conditions Pose Assorted Challenges to Health Care System

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

Although the COVID-19 Pandemic continues to dominate the headlines, a host of other chronic health issues are also presenting challenges to the effectiveness and adaptability of our overall health care system.

In addition to COVID-19, the country also has an alarmingly high rate of non-communicable diseases (NCD) that put people at risk. Some examples are cardiovascular diseases, diabetes, obesity, cancer, lung diseases, depression, anxiety, alcohol abuse, and drug abuse. Cardiovascular disease alone causes nearly half of the annual NCD deaths in this country. And when additional chronic illnesses manifest themselves at the same time, the picture for health care gets much more serious. Associated costs are phenomenal.

One in three adults worldwide has multiple chronic conditions. So, in addition to the dollars and cents ingredients, stress is added to this unsavory recipe that ultimately must be consumed by not only the person suffering from several conditions, but also by their family members. In such a scenario, everyone involved potentially could experience loss of work, pain, fatigue, depression, and anxiety.

The personal challenge of living with chronic conditions can also give rise to other stressors including coping with the cost of

medications, frequent hospital visits, and abrupt declines in the quality of life for the individual. Activities which they once did suddenly cannot be done anymore. Things they use to be able to do, they cannot do anymore. To make matters worse, individuals suffering from chronic conditions could require help in executing day to day activities, requiring them to find and set aside funds to pay for in-home assistance.

The former conditions are long-term. Rather than waiting until they develop irreversible health conditions caused by dangerous lifestyle choices (smoking, poor diets and lack of exercise), people should regularly seek guidance and assistance from health care providers. These professionals can provide valuable support – to adults as well as children – in fostering and maintaining healthy lifestyles and addressing issues before they become serious.

Everyone is encouraged to see their family doctors and/or other health care practitioners often. Do lab work when requested and always take medications as prescribed. A final tip would be to remain open to new ideas for different types of treatments.

In the final analysis, managing one's health effectively pays huge benefits. There are less trips to the doctor, fewer labs and tests to accomplish and far less medications to ingest. Collectively, these paybacks translate into reduced costs and a better quality of life.

Cajun Chicken

Servings: 25

Ingredients

10 pounds chicken breast without skin, trimmed of fat
 1/2 cup olive oil
 2 tablespoons thyme, dry crushed fine
 1-1/4 teaspoons salt
 1-1/2 tablespoons paprika, Spanish
 1 teaspoon cayenne pepper
 2 tablespoons granulated garlic
 2 tablespoons oregano, dry crushed fine
 1 teaspoon white pepper, ground
 1 teaspoon cumin, ground
 1/2 teaspoon nutmeg, ground
 2 tablespoons parsley, fresh chopped
 1/4 cup red bell pepper, roasted and diced

Preparation

Place the chicken in a large container with plenty of room. Pour the olive oil all over the chicken. Mix all the remaining dry ingredi-

ents together. Mix the dry seasoning into the chicken.

Place the seasoned chicken in 2" hotel pans. Bake the chicken in a 350°F oven uncovered for about 15-20 min. until internal temp. of 165°F.

Garnish pans with chopped parsley and roasted peppers.

Yield: 5/8 ounce
 Per Serving (excluding unknown items): 205 Calories; 6g Fat (28.6% calories from fat); 34g Protein; 1g Carbohydrate; trace Dietary Fiber; 84mg Cholesterol; 202mg Sodium. Exchanges: 0 Grain (Starch); 4 1/2 Lean Meat; 0 Vegetable; 1 Fat.

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

SIU's Heindel Tackles Crew-Change Crisis

Presented with the sizable task of describing some of the more significant challenges facing the maritime industry, SIU Secretary-Treasurer David Heindel opened with what's arguably the runaway leader in that category: crew-change crises across the globe.

Besides his role with the SIU, Heindel also serves as the head of the International Transport Workers' Federation's (ITF) Seafarers' Section. He figuratively wore that hat as a keynote speaker Nov. 28 during an online address that reached tens of thousands of people in real time. The two-day event was hosted by The Naval Connection, and featured more than 40 "global leaders" from all components of the maritime industry.

The host organization offers wide-ranging services including mariner training, consulting, quality management and

process audits, and more.

Heindel also talked about how new technology will affect the industry; the realities of a career at sea; and how the ITF has worked collaboratively in the shipping industry.

But he began by describing "the most pressing – and least forgivable – challenge faced by our industry.

There are approximately 400,000 seafarers currently suffering because of the pandemic, whether it's due to ship restrictions or pre-work quarantines or other related hardships. Employer organizations estimate that around half of those mariners – 200,000 people – have completed their tours but are unable to return home due to various port state, labor supply state and travel restrictions.

"For those who are unaware, seafarer contracts are often as long as nine months on average," he continued. "Imagine working that long, seven days a week, and rarely or never leaving the ship, but still being stuck when you've finished your contract.

Those travel restrictions cut both ways, too. There are hundreds of thousands of other seafarers who are ready to go back to work but are unable. This means they can't support their families." He then provided several examples of mariners fulfilling their contracts but subsequently being unable to leave the ships for months. In some instances, mariners ended up spending 20 straight months on the vessels.

"This is just the tip of the iceberg," Heindel asserted. "The ITF has numerous examples of other seafarers being held on board ships for more than a year because of the inability or unwillingness of shipowners, charterers or governments to make crew changes happen.

The ITF has received more than 12,700 requests for help from seafarers since the pandemic began. Not all of those requests are about getting on or off the ship. The pandemic also has created problems with non-payment of wages, and lack of provisions on board. And by 'lack of provisions' I don't mean that the crews want big-screen televisions. Some, cannot get basic food and water supplies.

Some of these conditions are what we'd normally call slave labor."

Besides the basic humanitarian considerations, Heindel said there are other problems stemming from the prolonged tours.

"Even in normal times, this industry is characterized by very long hours," he explained. "We're in a dangerous spot with these extended tours, because tired and exhausted crew members are much more likely to be involved in accidents, with potentially disastrous consequences not only for human life but also for the environment."

For remediation, he said mariners "need to be properly identified and respected as key, essential workers. Following ITF and employer lobbying, the United Nations has endorsed this approach, but in many countries it hasn't been enough."

He said the industry also needs "consistency and cooperation with national administrations so commitments by transportation departments are upheld across other governmental agencies. We need foreign affairs agencies of labor supplying

countries and port states to cooperate to assure passports can be renewed and/or extended for those trapped on board vessels and that visas can be issued or extended."

Heindel added, "We need leniency when it comes to international travel so that mariners can go to their jobs and then go home. We need flexibility from governments because society hasn't faced a pandemic like this in a century.

And we need follow-through from all concerned, for all the right reasons."

Some progress has been made, he noted: "Those of us in the industry have done practically everything possible, short of shutting the industry down, to facilitate the easing of the crew change crisis. Now, we need governments to recognize the importance of the industry, the significance of the human capital that keep their supplies and trade moving and keeping their store shelves filled...."

If you retain nothing else from this presentation, please remember that hundreds of thousands of mariners around the world need our help – and the world, in turn, depends on their work."

Changing subjects, he then discussed the ILO Maritime Labor Convention (2006) and its positive impact on mariners; periodic criminalization of seafarers; and maritime piracy. Notwithstanding those and other challenges, Heindel said maritime careers still can be appealing. There is a shortage of seafarers around the world, though.

"For one thing, those jobs aren't going away anytime soon," he said. "There isn't a single country in the world that can support its economy internally without importing some goods or materials from other nations – items that can only be moved by sea in sufficient quantities. And yes, that includes China.

Approximately 170 countries have an investment in seafarers as a workforce, and for island nations in particular, it's imperative that they retain those individuals.

"Personally, I think we can help make it a more attractive career by ensuring that the typical requirements are more realistic, and that all parties feel invested beyond finances," he added. "Right now, a contract is likely to involve a seafarer from South Asia going on a tour of duty lasting nine months, and that will be their only commitment to the shipping company.

We might question what kind of loyalty these seafarers can realistically have, but yet they're delivering the essentials of life for the rest of humanity.

The ITF believes a longer-term vision should involve working together as an industry to shape the future skills needed to crew ships and therefore provide young seafarers, including more women, with skills that can later be transferable to a shore-based job."

He concluded by discussing new technology in the maritime industry.

"As with all transport sectors, there are moves towards more automation on ships," he said. "Seafarers will never stand in the way of progress, but new technology must be used to relieve the burden on mariners and to help them be more effective rather than replacing them."



David Heindel
SIU Secretary-Treasurer

Labor Movement Mourns Passing of TTD President

With his wife and daughter by his side, AFL-CIO Transportation Trades Department (TTD) President Larry Willis on Nov. 29 succumbed to injuries sustained a week earlier in a tragic biking accident. He was 53.

"The collective hearts of America's labor movement, particularly transportation unions, are broken by the tragic death of our brother, TTD President Larry Willis," said AFL-CIO President Richard Trumka. "Larry brought a love of workers and a deep understanding of transportation issues to his leadership of TTD. He paid an incredible attention to detail, always looking for opportunities to win more power and prosperity for the working people who move America. As a lawyer, congressional staff member, policy expert and worker advocate, Larry was respected across the aisle and throughout our movement. Larry's passing is a reminder that we cannot take a single day for granted, and the AFL-CIO will honor his memory by fighting for the issues he championed and the people he loved. Our thoughts and prayers are with Larry's wife and daughter, along with the entire TTD family, during this difficult time."

AFL-CIO Maritime Trades Department Executive Secretary-Treasurer Daniel Duncan stated, "Larry was truly dedicated to improving the lives of working people. He was a pugnacious fighter

in defense of the Jones Act."

TTD Secretary-Treasurer Greg Regan issued this statement of mourning and remembrance:

"We mourn today the shocking loss of a brother and fierce advocate for working people. The transportation labor family and the entire workers' rights community lost a leader, activist, mentor, and friend when Larry ... passed away yesterday.

"For more than 20 years, Larry dedicated his life to the labor movement, working tirelessly to enhance the rights and livelihoods of those who work on the front lines of our transportation system," Regan continued. "In addition to serving as president, a position he was elected to in 2017, Larry also served as secretary-treasurer, chief of staff, general counsel, and legislative counsel and representative at TTD. His mastery of complex legal and regulatory issues set the foundation for TTD's policy leadership, and raised the bar for demanding and enforcing worker protections throughout our nation's transportation system.

"During his tenure at TTD, Larry faced some of transportation labor's most daunting challenges. He met those and other crises head on, showing an unwavering dedication to working people and their unions, and a deep-seated desire to help those suffering

from circumstances beyond their control. In the aftermath of the September 11 terrorist attacks, Larry took on the insurmountable challenge of restoring our transportation industry and balancing the security needs of the country with the due process working people are entitled to, successfully securing protections in our laws that lie at the center of our homeland security regime. During the 2008 financial crisis, he played a pivotal role in shaping the largest economic stimulus package for transportation investments ever passed in the U.S. Even up until the week he left us, Larry continued to push for health care and economic assistance for those impacted by the COVID-19 pandemic, and acted as a steady reminder that recovery from this crisis is not possible without the essential functions performed by transportation workers."

Regan added, "Larry's advocacy style was straightforward and effective: forge meaningful relationships with leaders at all levels of government and across the political spectrum, build power through unity and find ways to work together to lift up all transportation workers. This approach is perhaps best exemplified in the 2018 FAA Reauthorization bill. Under a Republican-controlled Congress and White House, Larry's leadership led transportation labor to endorse one of the most pro-labor FAA reauthorization bills in U.S. history.

"Millions of people have had their lives improved because of the work Larry did, yet most of those people will never know Larry's name," Regan concluded. "For Larry, that didn't matter. He was not motivated by fame or fortune – his end goal was always about doing the most good for the greatest number



TTD President Larry Willis

of people. Though his time with us has been cut short, Larry's legacy will live on in the legislation he helped shape, the policy makers he reached through thoughtful, sophisticated arguments, the colleagues and staff he influenced and mentored, and the working people he dedicated his life to."

Willis graduated from the University of Iowa with a B.A. in Political Science and earned a J.D. from the John Marshall Law School. He was an active member of the D.C. Bar. He is survived by his wife, Amy, and daughter, Samantha.

The TTD includes 33 affiliate unions.

At Sea and Ashore with the SIU



B-BOOKS IN OAKLAND – Being sworn in for their respective full B-books at the hall in Oakland, California, are (center in photo at left) Chief Cook Reynaldo Agapay and (center in photo at right) QEE Sukhbir Bains. SIU VP West Coast Nick Marrone is at left in both photos; SIU Asst. VP Nick Celona is at right.



ABOARD INDIANA HARBOR – Chief Cook Saleh Saleh (above and right in photo at immediate right) shows off some of his Thanksgiving Day handiwork aboard the American Steamship vessel. Thanks to Bosun Jeremy Shennett for the photos.

SEAFARING SELFIE – Thanks to Bosun Brett Tiedeman (left) for this photo from aboard the *Philadelphia Express* (Marine Personnel & Provisioning). He's pictured with AB Christopher Barberan (right) and OS Gideon Korley as they get ready to stow the starboard-side accommodation ladder and pilot ladder after leaving Hamburg, Germany.



ABOARD APL GUAM – Pictured from left in the group photo are Recertified Steward Karl Meyer, SIU Guam Port Agent Fred Sanchez Jr., ACU Jose Ayon-Ayon and Chief Cook Virnabeth Cano. The other photos are from Thanksgiving.



ABOARD MAERSK MICHIGAN – Pictured in the larger group photo are ABDM Felix Garcia, Bosun Gregorio Cudal, AB Ethan Jones, ABDM Fernando Haber, AB Debbie Garcia and AB Ali Mohsin Ali. The other photo includes Chief Steward John Bennett, Chief Cook Hyeyoung Forrer and GVA Roche Bonita. Both snapshots were taken in Singapore Harbor and supplied by vessel master Capt. T. Pham.

At Sea and Ashore with the SIU



BOOKS GALORE IN JACKSONVILLE – The Seafarers in these two photos are shown receiving their respective full B-books at the hiring hall. ACU Jack Gourgue (left) and OMU Blake Caviness are pictured in the photo above, while the image at right includes (from left) OMU Tyrique Batie, SA Ashley Fabor, AB John Paul, AB Travis Williams, AB Thyron Dy, SA Wilfredo Ramos-Silva and Chief Cook Brittany Harris.



FULL BOOK IN MOBILE – AB Joshua Maughon (left) picks up his full B-book at the Mobile, Alabama, hall. He's pictured with Port Agent Jimmy White.

A-BOOK IN WILMINGTON – Chief Cook Al Yandoc (right) receives his A-book at the Wilmington, California, hall. He's pictured with Patrolman Jesse Sunga Jr.

B-BOOK IN JERSEY – SA Angel Berrios (right) picks up his book at the hall in Jersey City, New Jersey. Congratulating him as Port Agent Ray Henderson.



A-BOOK FOR AB – Terrance Jones (left) receives his A-seniority book at the hiring hall in Houston. He's pictured with Patrolman Kelly Krick.



WELCOME ASHORE IN JERSEY – Longtime SIU member George DiCario (right) picks up his first pension check at the hall in Jersey City, New Jersey. He's pictured with SIU VP Atlantic Coast Joseph Soresi.



The SIU crewed *Michigan* is one of Great Lakes Towing's newest tugs (christened in 2019).

Great Lakes Towing Contract Approved

SIU members employed by Great Lakes Towing Company recently approved a new six-year contract that raises wages and maintains benefits. The agreement is retroactive to this past July and lasts through July 14, 2026.

Negotiating on behalf of the SIU were Assistant Vice President Bryan Powell, Port Agent Todd Brdak and Safety Director Gerret Jarman. In a sign of the times, negotiations took place online. The contract, which covers 20 or so Seafarers, garnered unanimous approval. Members were surveyed leading up to negotiations.

Contract highlights include annual wage increases; maintaining top-level benefits for both the Seafarers Pension Plan and the Seafarers Health and Benefits Plan; maintaining contributions to the Seafarers Money Purchase Pension Plan; adding bereavement pay; and continuing training and upgrading opportunities for crew members at the SIU-affiliated school in Piney Point, Maryland.

Great Lakes Towing boasts the largest American-flag tugboat fleet on the Lakes, and provides harbor assist and towing services to ships in more than 40 U.S. Great Lakes ports.

Annual Funding Notice For SIU Pacific District Pension Plan

Introduction

This notice, which federal law requires all pension plans to furnish on an annual basis, includes important information about the funding status of your multiemployer pension plan (the "Plan"). It also includes general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation ("PBGC"), a federal insurance agency. All traditional pension plans (called "defined benefit pension plans") must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is required by federal law. This notice is for the plan year beginning August 1, 2019 and ending July 31, 2020 (the "2019 Plan Year").

How Well Funded Is Your Plan

The law requires the administrator of the Plan to tell you how well the Plan is funded, using a measure called the "funded percentage." The Plan divides its assets by its liabilities on the Valuation Date for the plan year to get this percentage. In general, the higher the percentage, the better funded the plan. The Plan's funded percentage for the 2019 Plan Year and each of the two preceding plan years is shown in the chart below. The chart also states the value of the Plan's assets and liabilities for the same period.

	Funded Percentage		
	2019 Plan Year	2018 Plan Year	2017 Plan Year
Valuation Date	August 1, 2019	August 1, 2018	August 1, 2017
Funded Percentage	Over 100%	Over 100%	Over 100%
Value of Assets	\$106,530,327	\$105,673,021	\$104,556,811
Value of Liabilities	\$99,134,084	\$97,021,217	\$90,405,432

Year-End Fair Market Value of Assets

The asset values in the chart above are measured as of the Valuation Date. They also are "actuarial values." Actuarial values differ from market values in that they do not fluctuate daily based on changes in the stock or other markets. Actuarial values smooth out those fluctuations and can allow for more predictable levels of future contributions. Despite the fluctuations, market values tend to show a clearer picture of a plan's funded status at a given point in time. The asset values in the chart below are market values and are measured on the last day of each plan year. The chart also includes the year-end market value of the Plan's assets for each of the two preceding plan years. The value of the Plan assets shown as of July 31, 2020 is an estimate based on the most accurate unaudited financial information available at the time this notice was prepared. The final audited information on the Plan's assets will be reported on the Plan's 2019 annual report filed with the Department of Labor in May 2021.

	July 31, 2020	July 31, 2019	July 31, 2018
Fair Market Value of Assets	\$101,843,604	\$104,172,254	\$105,757,360

Endangered, Critical, or Critical and Declining Status

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

The Plan was not in endangered, critical, or critical and declining status in the 2019 Plan Year.

Participant Information

The total number of participants and beneficiaries covered by the Plan on the valuation date was 2,150. Of this number, 847 were current employees, 962 were retired and receiving benefits, and 341 were retired or no longer working for the employer and have a right to future benefits.

Funding & Investment Policies

Every pension plan must have a procedure to establish a funding policy for plan objectives. A funding policy relates to how much money is needed to pay promised benefits. Plan benefits are funded by employer contributions and investment returns on those contributions. Commencing January 1, 2016, the shipping companies have agreed to make contributions to the Plan, and may agree through collective bargaining in the future to make additional contributions as necessary to satisfy the minimum funding standards of the Employee Retirement Income Security Act of 1974 ("ERISA") and the Internal Revenue Code ("Code"). The Plan's funding policy is to continue to fund Plan benefits in this manner in accordance with the minimum funding standards of ERISA and the Code.

Pension plans also have investment policies. These generally are written guidelines or general instructions for making investment management decisions. The investment policy of the Plan is to maintain a portfolio of investments which is conservative in nature. The Trustees, working with experienced investment consultants, monitor and make appropriate changes to the Plan's investments, seeking to achieve positive investment results over the long term.

Under the Plan's investment policy, the Plan's assets were allocated among the following categories of investments, as of the end of the 2019 Plan Year. These allocations are percentages of total assets:

Asset Allocations	Percentage
1. Cash (Interest bearing and non-interest bearing)	3.4%

2. U.S. Government securities	0.0%
3. Corporate debt instruments	0.0%
4. Corporate stocks (other than employer securities):	21.8%
5. Real estate (other than employer real property):	8.8%
6. Value of interest in registered investment companies (e.g., mutual funds)	62.1%
7. Other	3.9%

Right to Request a Copy of the Annual Report

Pension plans must file annual reports with the US Department of Labor. The report is called the "Form 5500." These reports contain financial and other information. You may obtain an electronic copy of your Plan's annual report by going to www.efast.dol.gov and using the search tool. Annual reports also are available from the US Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling 202-693-8673. Or you may obtain a copy of the Plan's annual report by making a written request to the plan administrator, Ms. Michelle Chang, at 730 Harrison Street, Suite 400, San Francisco, CA 94107. Annual reports for the 2018 Plan Year and earlier plan years are available now. The annual report for the 2019 Plan Year will be available when it is filed with the Employee Benefits Security Administration in May 2021. Annual reports do not contain personal information, such as the amount of your accrued benefit. You may contact the plan administrator at 415-764-4993 or the address above if you want information about your accrued benefits.

Summary of Rules Governing Insolvent Plans

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

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

This Plan is **not** insolvent and is over 100% funded.

Benefit Payments Guaranteed by the PBGC

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

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

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

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

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

Where to Get More Information

For more information about this notice, you may contact Ms. Michelle Chang, Administrator, SIU Pacific District Pension Plan, at 730 Harrison Street, Suite 400, San Francisco, CA 94107, 415-764-4993. For identification purposes, the official plan number is 001, the plan sponsor is the Board of Trustees of the SIU Pacific District Pension Plan, and the employer identification number or "EIN" is 94-6061923.

Voting in 2020 SIU Election Concludes

Voting concluded at the end of last month (December), and results of the election of officials for the Seafarers International Union's Atlantic, Gulf, Lakes and Inland Waters will be announced, in accordance with the SIU Constitution, upon completion of the tallying committee's work.

Special membership meetings took place last month at union halls listed in the SIU Constitution to elect delegates for a rank-and-file tallying committee. That committee, including two members from each of the union's constitutional ports, will tabulate results of the election, which started Nov. 1 in all SIU halls (and aboard many

ships) and was scheduled to end Dec. 31.

The February issue of the *Seafarers LOG* will carry the election results. The ballot included a list of candidates seeking the posts of president, executive vice president, secretary-treasurer, six vice presidents, six assistant vice presidents and 10 port agents (for a total of 25 positions). Individuals elected in this round of balloting will serve a four-year term lasting from 2021 through 2024.

Seafarers who were eligible to vote in the election were full book members in good standing, according to the union's constitution. Members had the opportunity

to pick up a ballot either in person at one of the 20 union halls around the country and overseas or via mail (absentee ballot). Additionally, because of the COVID-19 pandemic, voting took place on numerous SIU-crewed vessels, following executive board actions that were approved by the membership last year. Those actions included other steps aimed at promoting participation in the election while protecting everyone's safety.

Article XIII of the union's constitution spells out the procedures by which an election will be conducted. The entire text of Article XIII, along with a sample

ballot, a list of voting locations and other related information appears on pages 6-10 of the October 2020 issue of the *Seafarers LOG*.

Additionally, a notice of the election was mailed in October to all members at their last known addresses, with a list of all voting locations as well as a sample of the official ballot.

Editor's note: The photos below, as well as those appearing on Pages 12-14 show rank-and-file members casting their ballots in union halls around the country as well as aboard SIU-contracted vessels.



SA Graeme Dy (right) is sworn in by Port of Jacksonville Safety Director Joseph Koncul prior to casting his ballot.



Peter Bondarenko completes necessary forms before voting in Jacksonville. Bondarenko is employed by Crowley as a dock worker at the Tallyrand Terminal.



Bosun John Telles is ready to drop his ballot in the box in Puerto Rico.



Posing for a photo just prior to submitting their ballots in Puerto Rico (from left) are: Steward Jesus Pacheco, Steward Luis Santiago, OMU Richard "Red" Vega, Steward Fernando Marquez and Bosun Charles Ortiz.



Aboard the *Gem State* in Oakland: (from left to right): Bosun John Young, QEE Douglas Maravelias, QEE Milan Dzurek, GVA Ahmed Hussain, GUDE Greg Tojong, GVA Rodolfo Ludovice, SB Charlito Aseberos, GVA Ali Naser, GUDE Sari Alkarnoon, SB Abdullah Falah.

Rank-and-File Members Cast Union Election Ballots



Piney Point Port Agent Mario Torrey (left) and Bosun Brian Guiry



Piney Point Port Agent Mario Torrey (left) and Chief Cook Walter Lent



Aboard the *Yorktown Express*: Patrolman John Niday and AB Phillip Nichols



Among those pictured aboard the *Ocean Grand*: Patrolman John Niday, Bosun Jovan Williams, AB Washington Williams and AB Jushua Maughon



Aboard the *Yorktown Express*: Port Agent Joe Zavala, QMED Ricky Petaway and AB Ronnie Quess



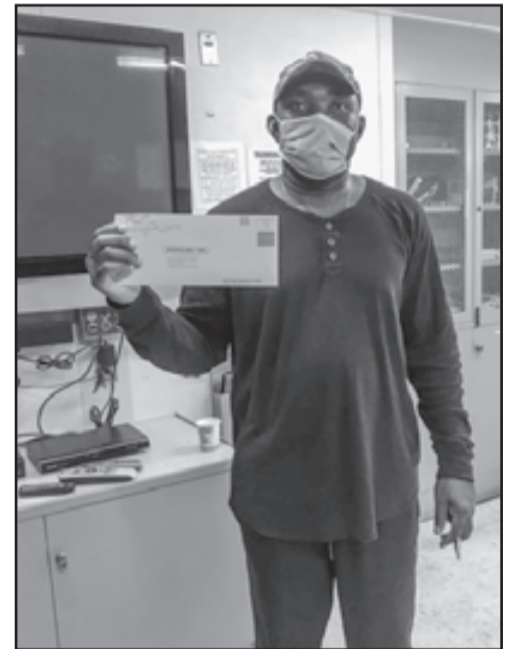
Patrolman John Niday and *Virginia Ann* SB Rose Ward



Aboard the *Cape Henry* in Oakland: Chief Cook Gerardo Melano prepares to vote in the union election for his first time.



Aboard the *Horizon Reliance* in Hawaii: Bosun Ruben Datu



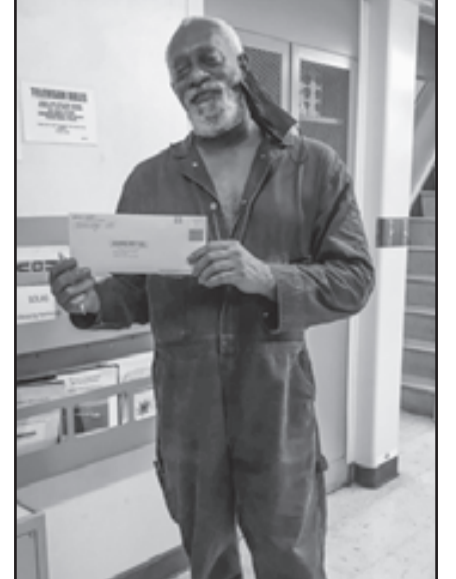
Aboard the *Horizon Reliance* in Hawaii: QEE Frederick Williams



Aboard the *Horizon Reliance* in Hawaii: Chief Cook Nadzeya Kuptsova



Aboard the *Horizon Reliance* in Hawaii: EU Gabriel Waiwai



Aboard the *Horizon Reliance* in Hawaii: OMU Stanley Golden



Near the *Horizon Pacific* in Hawaii: Port Agent Hazel Galbiso and EU Larry Calixto



Aboard the *Horizon Reliance* in Hawaii: SB Maili Wang



Aboard the *Jean Anne* in Hawaii: Bosun Noel Camacho and SREC Ismael Gara-yua



Aboard the *Jean Anne* in Hawaii: QEE Joseph Letang and AB Noel Lau

Rank-and-File Members Cast Union Election Ballots



Aboard the *Mahimahi* in Hawaii: ACU Roberto Firme, Chief Cook Aurelio Esperanza, SREC Frank Mamones



Aboard the *Mahimahi* in Hawaii: Chief Cook Aurelio Esperanza, SREC Frank Ramones, Port Agent Hazel Galbiso



Aboard the *R.J. Pfeiffer* in Hawaii: ACU Mohamed Wasel, Chief Cook Ali Munsar, SREC Barry Alviso



Aboard the *USNS Petersburg* in Oakland: GVA Julian Lacausta, SB Jurally Aseberos, Bosun Roberto Flauta, Port Agent Nicholas Marrone II.

Rank-and-File Members Cast Union Election Ballots



Port of Baltimore: Patrolman Shane Sterry, *Denebola* Bosun Robert White, Port Agent John Hoskins



Port of Baltimore: Patrolman Shane Sterry, *Antares* Bosun David James, Port Agent John Hoskins



Port of Algonac: AB Mukhtar Ali (left) picked up his A-Seniority Book and cast his ballot. Safety Director Gerret Jarman is at right.



Aboard the *Cape Mohican* in Oakland: Patrolman Adrian Fraccarolli, Bosun Anthony Pace, GVA Mohamed Omar.



Aboard the *USNS Algo*: QEE Salah Saleh, GVA Martin Jakob, SB Dante Cruz



QE4 Bevan Cottone (left) receives his full B-book at the Algonac hall prior to voting. Pictured at right is Safety Director Gerret Jarman.



Aboard the *Maersk Columbus*: QEE Jing Huang, SA Teo Flores



Aboard the *Daniel K. Inouye* in Hawaii: ACU Ahmed Omer and SREC Edvaldo Viana



Aboard the *MV Houston* in Hawaii (photo at left): QEP Michael Banks, Bosun Pablo Borja, Chief Steward Lemuel Robinson, QEP Noel Magbitang and GUDE Hermogenes Aquino

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

Kamikaze Attacks Wreak Havoc on Seafarers During WWII Battles in Philippines

Continued from Page 24

ing along toward the Persian Gulf about 850 miles southwest of India. Gunners were at general quarters and the ship had been blacked out for the night when a torpedo hit, exploding in a hold full of smokeless powder, turning the ship instantly into a solid sheet of flame from bow to stern.

Crewmen Trapped

Cadet Maurice W. Price later described how many of the crew were trapped in the quarters and the passageways, with the bodies of merchant seamen and gunners laying here and there across the fire-swept deckplates.

He told how two Japanese subs cruised among the wreckage while the Liberty exploded, taking the oars, masts, sails and other gear from the lifeboats, throwing rations into the sea and leaving the survivors, so they thought, to perish slowly from thirst and starvation.

But in their hurry to get away from the burning ship, which served as a huge beacon as she flamed and exploded in the darkness of the night, the two Japanese U-boats overlooked another lifeboat which had floated free from the hulk.

The boat enabled survivors to arrive safely after a voyage of many days, on some islands south of the Indian coast, where they were later picked up and taken to Colombo.

Bad as were these sinkings, they seemed mild in comparison with the fate of the *SS Jean Nicolet*, a Liberty operated by the Oliver Olson Co. The personnel of this ship suffered diabolical treatment at the hands of a Japanese submarine crew which would have seemed more appropriate to the darkest days of the middle ages.

Saw Long Service

A lazy swell was rolling across the Indian Ocean on the evening of July 2, 1944, as the *Jean Nicolet* steamed her way from the Persian Gulf toward the coast of Africa, with more than 100 crewmen and passengers aboard – the latter including Army personnel and civilians returning to the States after long service in the Persian Gulf.

At exactly seven minutes after seven, two torpedoes hit the ship in number-three hold just forward of the bridge. It should have been enough to blast the freighter apart but these Liberties were staunch vessels and, while she reeled under impact, the engines kept going. In fact, the black gang stayed at their posts for five minutes after the blast, receiving no orders to abandon ship.

When the engine was finally secured and the propeller stopped, all hands abandoned ship without a casualty, the boats and rafts laying some distance off from the deserted hulk. They could see flashes of gunfire from the unseen raider as it shelled the *Jean Nicolet*.

January & February 2021 Membership Meetings

Piney Point.....	Monday: January 4, February 8
Algonac.....	Friday: January 8, February 12
Baltimore.....	Thursday: January 7, February 11
Guam.....	Thursday: January 21, February 25
Honolulu.....	Friday: January 15, February 19
Houston.....	Monday: January 11, **Tuesday: February 16
Jacksonville.....	Thursday: January 7, February 11
Joliet.....	Thursday: January 14, February 18
Mobile.....	Wednesday: January 13, February 17
New Orleans.....	Tuesday: January 12, February 16
Jersey City.....	Tuesday: January 5, February 9
Norfolk.....	Friday: January 8, February 12
Oakland.....	Thursday: January 14, February 18
Philadelphia.....	Wednesday: January 6, February 10
Port Everglades.....	Thursday: January 14, February 18
San Juan.....	Thursday: January 7, February 11
St. Louis.....	Friday: January 15, February 19
Tacoma.....	Friday: January 22, February 26
Wilmington.....	*Tuesday: January 19, Monday: February 22

*Wilmington change due to Martin Luther King Day Observance. **Houston change due to President's Day Observance.

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

Dispatchers' Report for Deep Sea

"Total Registered" and "Total Shipped" data is cumulative from Nov.10-Dec. 9. "Registered on the Beach" data is as of Dec. 9.

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	All Groups A	All Groups B	All Groups C	All Groups A	All Groups B	All Groups C		All Groups A	All Groups B	All Groups C
Deck Department										
Algonac	24	8	2	13	5	1	8	31	13	1
Anchorage	0	2	1	2	1	1	2	1	2	0
Baltimore	1	3	2	2	2	2	0	4	1	2
Fort Lauderdale	18	15	5	10	9	4	10	28	13	6
Guam	5	1	0	1	0	0	0	7	1	0
Harvey	11	7	3	8	3	4	9	15	11	4
Honolulu	10	1	0	6	3	0	1	11	2	1
Houston	46	30	6	31	14	4	18	74	35	6
Jacksonville	31	34	3	29	15	2	23	54	45	4
Jersey City	23	5	5	14	9	2	12	47	12	8
Joliet	6	0	1	3	0	2	0	4	3	1
Mobile	6	3	3	4	1	1	1	16	5	2
Norfolk	11	17	2	13	9	3	11	25	23	7
Oakland	15	9	1	13	3	0	9	19	11	1
Philadelphia	5	4	0	5	1	0	2	4	4	0
Piney Point	1	2	0	0	2	1	1	2	3	0
Puerto Rico	6	4	0	4	4	1	6	16	6	1
Tacoma	21	9	3	16	4	3	9	38	11	5
St. Louis	1	2	3	1	2	1	1	1	0	1
Wilmington	24	6	1	14	5	1	10	49	24	5
TOTALS	265	162	41	189	92	33	133	446	225	57
Engine Department										
Algonac	2	4	2	2	0	2	2	2	4	1
Anchorage	1	0	0	0	0	0	0	1	0	0
Baltimore	2	3	0	3	2	1	2	6	5	0
Fort Lauderdale	7	7	2	5	6	1	6	11	12	2
Guam	1	0	0	0	0	0	0	1	0	0
Harvey	3	2	0	0	4	0	2	6	5	1
Honolulu	7	6	0	5	2	0	2	12	4	1
Houston	17	13	4	7	6	2	9	23	15	4
Jacksonville	22	18	0	13	12	0	17	28	25	0
Jersey City	10	3	2	7	1	2	6	19	7	0
Joliet	1	0	0	1	0	0	0	3	1	1
Mobile	3	5	0	2	4	0	4	1	6	0
Norfolk	9	19	1	4	11	0	4	14	22	4
Oakland	8	7	3	6	3	2	4	10	7	3
Philadelphia	1	2	0	3	0	0	1	1	3	0
Piney Point	0	3	0	0	0	0	0	1	5	0
Puerto Rico	4	5	0	1	4	0	2	10	3	0
Tacoma	12	11	3	8	7	1	6	16	9	3
St. Louis	1	0	0	0	1	0	0	3	0	0
Wilmington	10	11	0	5	5	0	4	18	21	3
TOTALS	121	119	17	72	68	11	71	186	154	23
Steward Department										
Algonac	4	0	0	2	0	0	0	8	2	0
Anchorage	1	0	0	0	0	0	0	1	0	0
Baltimore	2	2	0	5	4	0	3	1	1	0
Fort Lauderdale	8	3	0	4	5	0	8	19	7	1
Guam	2	0	0	0	0	0	1	3	0	0
Harvey	1	0	0	4	1	0	5	5	0	0
Honolulu	7	3	1	2	1	0	1	15	3	1
Houston	15	5	1	9	2	1	4	26	7	1
Jacksonville	19	12	0	14	10	0	13	34	15	3
Jersey City	12	3	0	7	1	0	4	11	3	1
Joliet	0	0	1	0	0	0	0	1	0	0
Mobile	4	3	0	0	0	0	0	6	6	0
Norfolk	13	13	0	12	5	1	6	16	24	3
Oakland	18	5	0	9	3	0	3	25	9	1
Philadelphia	4	1	0	4	1	0	3	0	0	0
Piney Point	3	4	0	4	0	0	1	3	6	0
Puerto Rico	3	4	1	3	2	1	6	4	9	1
Tacoma	12	4	0	4	1	0	3	23	3	3
St. Louis	1	0	0	0	0	0	0	5	0	0
Wilmington	20	7	1	21	6	0	8	33	14	1
TOTALS	149	69	5	104	42	3	69	239	109	16
Entry Department										
Algonac	0	8	5	0	2	5	2	1	19	6
Anchorage	0	0	1	0	0	3	1	1	1	3
Baltimore	0	2	1	0	3	2	2	0	1	1
Fort Lauderdale	0	6	4	0	3	3	2	1	11	4
Guam	0	0	1	0	3	1	0	0	4	1
Harvey	1	3	3	2	0	1	1	4	4	1
Honolulu	0	3	1	0	1	1	0	0	4	3
Houston	4	13	11	3	6	4	1	7	17	17
Jacksonville	3	25	33	0	11	20	6	3	41	51
Jersey City	5	5	10	2	7	4	0	4	16	15
Joliet	0	0	4	0	0	3	1	0	2	5
Mobile	0	1	0	0	0	0	0	0	1	3
Norfolk	1	12	21	0	8	9	4	1	24	35
Oakland	0	11	3	1	1	0	2	3	24	6
Philadelphia	0	0	1	0	0	0	0	0	2	2
Piney Point	0	0	12	0	0	13	1	0	0	3
Puerto Rico	0	0	2	0	0	0	0	1	2	4
Tacoma	5	10	7	4	3	9	1	5	17	10
St. Louis	0	0	0	0	0	0	0	0	0	2
Wilmington	1	10	8	0	12	4	5	4	29	14
TOTALS	20	109	128	12	60	82	29	35	219	186
GRAND TOTAL:	555	459	191	377	262	129	302	906	707	282

Seafarers International Union Directory

Michael Sacco, President

Augustin Tellez, Executive Vice President

David Heindel, Secretary-Treasurer

George Tricker, Vice President Contracts

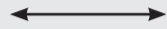
Tom Orzechowski,
Vice President Lakes and Inland Waters

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 Ave., 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 students in the AB-to-Mate class at the union-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland.

Question: What was one of your favorite voyages, and what made it so?



Chenequa Rodriguez
AB

My favorite voyage was in 2012. I was on the *Bobo*. The most memorable part is, that's when I traveled the most – we visited Spain, Estonia, Greece. I got to experience different cultures overseas on that trip. We were in port for two weeks at a time, and were visiting different places.



Carlo Gentile
AB

Going to Saint Petersburg, Russia, because I got to experience the culture more than any other place I've been to. We went to the Hermitage Museum, and also saw the Nutcracker ballet on Christmas. This was on the *Ocean Crescent*, back in 2015. We were carrying gantry cranes back to Norfolk. We were in Russia for three weeks, and I'd never heard of the Hermitage until I was there. (Editor's note: It's the world's second-largest art museum. We had to look it up.)



David Brusco
AB

Probably aboard the *Green Lake*, a RO/RO. Not only was the crew great, I ran into an old shipmate who I went to school with. We went from California to Hawaii to the Far East and just had a blast. The officers were amazing, too. We spent two weeks in Honolulu, two weeks in Busan, Korea. We had port time everywhere.



Ahmed Mohamed Eissa
AB

One of my favorites was on the heavy-lift ship *Ocean Charger*, in 2013 or 2014. We left Norfolk and went around the world, visited a lot of places. We had a lot of good shipmates from the union. We also went through a hurricane in the Indian Ocean. When you see something like that, you think there's no way you can keep floating, but we had a good crew and we worked to get through it.



Diego Barbosa
Bosun

One of my favorites was on board the *Ocean Glory*. Heavy-lift cargo is always versatile – one day you could be loading helicopters, the next day you could be fixing up the ship to carry grain. The run itself was Japan and Korea. We brought back the last explosives and bombs that were left from the Korean War to the U.S. Then we went to Portland and all the way back out. We carried grain to Oman and had to retrofit the ship entirely.



Jorge Santos
AB

I've been to so many places, but one voyage was two years ago, on the *Green Cove*. We went all around the world in 120 days. I got on in Texas and we did some coastwise, then started overseas from Newark. We left Newark in September and came back to Jacksonville in January. That's a very fast ship. We had at least a couple of days in each port, especially in the Middle East and Far East. We experienced new cultures.

Pic From The Past

This photo first ran in the May 1, 1953 LOG. The original caption: Seafarer Anthony Skillman recuperates at his Brooklyn home under the watchful eye of his wife, Catherine, after rescuing a shipmate at sea. Skillman saved Conrad Nilsen, chief mate of the *Beatrice*, when Nilsen was knocked cold by a swell that threatened to sweep him overboard. Skillman injured his back and right side in the rescue.



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

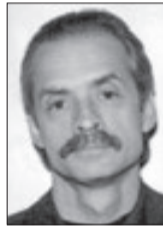
SALVADOR BACLAYON

Brother Salvador Baclayon, 61, signed on with the Seafarers in 1986. A member of the engine department, he first sailed on the *Independence*. Brother Baclayon upgraded often at the Piney Point school. He most recently sailed on the *USNS Petersburg* and resides in Covina, California.



ROBERT BESS

Brother Robert Bess, 65, joined the Seafarers International Union in 1973, initially sailing on the *Sea-Land McLean*. He sailed in all three departments and upgraded at the Paul Hall Center on multiple occasions. Brother Bess last shipped aboard the *Gulf Banker*. He makes his home in Norfolk, Virginia.



LUDIVICO CASTILLO

Brother Ludivico Castillo, 65, began his career with the union in 1991 when he sailed on the *Independence*. He shipped in all three departments and upgraded at the Piney Point school on several occasions. Brother Castillo's final vessel was the *Maunawili*. He lives in Waipahu, Hawaii.

JAMES CORPREW

Brother James Corprew, 68, signed on with the SIU in 2001. He sailed in the engine department and upgraded at the Paul Hall Center on numerous occasions. Brother Corprew's first vessel was the *USNS Indomitable*; his last, the *Cape Edmont*. He calls Norfolk, Virginia, home.

RAY DANIELS

Brother Ray Daniels, 65, started sailing with the union in 1978 when he shipped on the *Maine*. A member of the engine department, he upgraded often at the Piney Point school. Brother Daniels last sailed on the *Franklin J. Phillips* and settled in Suffolk, Virginia.



GEORGE DICANIO

Brother George DiCanio, 55, embarked on his career with the Seafarers in 1990. He spent his entire tenure as part of the shore gang in Elizabeth, New



Jersey. Brother DiCanio upgraded at the Paul Hall Center in 2004. He lives in Brooklyn, New York.

LARRY DOCKWILLER

Brother Larry Dockwiller, 65, signed on with the SIU in 1977 when he shipped on the *Aquarius*. He was a steward department member and upgraded on numerous occasions at the Piney Point school. Brother Dockwiller's final vessel was the *Mobile*. He makes his home in Ruidoso, New Mexico.



JOHN LEWIS

Brother John Lewis, 76, joined the SIU in 1972. Sailing in both the deck and steward departments, he upgraded at the Paul Hall Center on multiple occasions. Brother Lewis' first vessel was the *Missouri*; his last, the *Endurance*. He settled in New Orleans.

GREGORY LYNCH

Brother Gregory Lynch, 64, began his career with the SIU in 1980, initially sailing aboard the *Santa Mariana*. He was a member of the steward department and upgraded at the Piney Point school on several occasions. Brother Lynch most recently shipped on the *Pelican State*. He makes his home in Ocean Park, Washington.



CONRADO MARTINEZ

Brother Conrado Martinez, 66, started sailing with the SIU in 1991. He first sailed on the *Ultrasea*, and shipped in the engine department. Brother Martinez upgraded at the Paul Hall Center on multiple occasions and last worked aboard the *Charleston Express*. He lives in Palm Bay, Florida.

CHRISTOPHER MAYE

Brother Christopher Maye, 60, signed on with the Seafarers in 1988 when he sailed on the *USNS Antares*. Brother Maye was a member of the deck department and upgraded at the Piney Point school in 1989. He most recently sailed on the *USNS John Glenn* and resides in Haworth, Oklahoma.



MICHAEL OSTROWSKI

Brother Michael Ostrowski, 67, donned the SIU colors in 2001. He shipped in the deck department and upgraded at the Paul Hall



Center on multiple occasions. Brother Ostrowski's first vessel was the *Seabulk Pride*; his most recent, the *Horizon Anchorage*. He makes his home in Seattle.

ERROL PINKHAM

Brother Errol Pinkham, 64, signed on with the Seafarers in 1980 when he sailed on the *Santa Mercedes*. Brother Pinkham was a member of the deck department and upgraded at the union-affiliated Piney Point school on numerous occasions. He most recently sailed on the *Yorktown Express* and resides in Colonie, New York.



RAMEND PRASAD

Brother Ramend Prasad, 73, began shipping with the SIU in 1990, initially sailing on the *Independence*. A deck department member, he upgraded at the Paul Hall Center on multiple occasions. Brother Prasad last shipped aboard the *Patriot*. He settled in Ewa Beach, Hawaii.

VICTOR SAPP

Brother Victor Sapp, 60, joined the union in 1979. An engine department member, he first sailed aboard the *El Paso Sonatrach*. Brother Sapp upgraded often at the Piney Point school. He most recently shipped aboard the *Isla Bella* and makes his home in Jacksonville, Florida.



REGINALD WATKINS

Brother Reginald Watkins, 63, joined the SIU in 1981. He shipped in the deck department, sailing first aboard the *American Eagle*. Brother Watkins upgraded at the Paul Hall Center on several occasions. He last sailed on the *Santorini* and lives in Mobile, Alabama.



JAMES WHITE

Brother James White, 65, started sailing with the Seafarers International Union in 1974. He was a member of the engine department and first shipped on the *St. Louis*. Brother White concluded his career on the *Patriot*. He resides Chula Vista, California.

SHAWN WILLIAMS

Brother Shawn Williams, 53, signed on with the union in 1992, initially sailing aboard the *Producer*. He was a deck department member



and upgraded often at the Piney Point school. Brother Williams last shipped aboard the *Liberty Passion* and is a resident of Lake City, South Carolina.

GREAT LAKES

JAMES STANLEY

Brother James Stanley, 65, became a member of the SIU in 1973, first working aboard the *Paul H. Townsend*. He sailed in the deck department, most recently on the *Charles E. Wilson*. Brother Stanley calls Alpena, Michigan, home.



THOMAS STROPICH

Brother Thomas Stropich, 62, embarked on his career with the union in 1982. A deck department member, he upgraded at the Paul Hall Center on numerous occasions. Brother Stropich worked for Upper Lakes Towing for the majority of his career. He settled in Tucson, Arizona.



KENNETH SVEDEK

Brother Kenneth Svedek, 67, started sailing with the Seafarers in 1977. He sailed in the deck department, initially aboard the *Schoellkoff*. Brother Svedek last worked on the *Saturn*. He lives in Pellston, Michigan.

INLAND

DAVID BENSON

Brother David Benson, 62, became a member of the SIU in 1991. He sailed in the deck department and was employed by Crescent Towing and Salvage for the duration of his career. Brother Benson makes his home in New Orleans.

JEFF BRUTON

Brother Jeff Bruton, 67, started his career with the Seafarers in 1996. He sailed in the deck department and upgraded at the Piney Point school on several occasions. Brother Bruton worked for OSG Ship Management throughout his entire career. He lives in New Castle, Delaware.

LAWRENCE BUTLER

Brother Lawrence Butler, 65, joined the union in 1972. Sailing in the deck department, he was initially employed by OSG Ship Management. Brother



Butler upgraded at the Paul Hall Center in 1980. He last worked with Moran Towing of Maryland and resides in Baltimore.

ERIC DOBSON

Brother Eric Dobson, 65, donned the SIU colors in 1994. A deck department member, he upgraded at the Piney Point school on multiple occasions. Brother Dobson sailed with G&H Towing for the duration of his career. He makes his home in St. Thomas, U.S. Virgin Islands.

DANIEL HANBURY

Brother Daniel Hanbury, 60, signed on with the union in 1979. He sailed in the deck department and worked for Crescent Towing and Salvage for his entire career. Brother Hanbury lives in Satsuma, Alabama.



DAVID LING

Brother David Ling, 63, began shipping with the SIU in 1978 when he worked for Quality Quarries. He upgraded at the Paul Hall Center on multiple occasions and was a member of the deck department. Brother Ling concluded his career aboard the *Liberty Island*. He is a resident of Fort Gratiot, Michigan.



STEVEN PETROSKI

Brother Steven Petroski, 63, became a member of the SIU in 1976. He sailed in the deck department and was first employed by Interstate Oil. Brother Petroski upgraded at the union-affiliated Piney Point school in 1982. He concluded his career with American Marine Corporation and makes his home in Cherry Hill, New Jersey.



VINCENT SCOTT

Brother Vincent Scott, 61, started his career with the Seafarers in 1988. He sailed in the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Scott worked for OSG Ship Management for most of his career. He lives in Onancock, Virginia.



Final Departures



DEEP SEA

KENNETH BIDDLE

Pensioner Kenneth Biddle, 76, died November 7. He signed on with the union in 1968 and was an engine department member. Brother Biddle first shipped aboard the *Del Norte*. He last sailed on the *El Morro* before going on pension in 2014. Brother Biddle was a resident of Cookeville, Tennessee.

WILLIAM BRATTON

Pensioner William Bratton, 74, passed away November 3. He began his career with the SIU in 1987 when he shipped with Dixie Carriers. Brother Bratton was a member of the deck department and last sailed on the *Jack Lummus*. He became a pensioner in 2013 and made his home in Monroe, North Carolina.

JACK CALLAWAY

Pensioner Jack Callaway, 89, died November 17. He started shipping with the SIU in 1952 when he sailed on the *Joyce Kilmer*. A deck department member, Brother Callaway last sailed aboard the *Del Mar*. He lived in Boaz, Alabama.



LAWRENCE CONTICELLO

Pensioner Lawrence Conticello, 96, passed away December 1.



He joined the Seafarers International Union in 1947 and initially sailed aboard the *Oremer*. Brother Conticello was a member of the deck department

and last shipped on the *Santa Lucia*. He became a pensioner in 1983 and settled in Towson, Maryland.

EDMOND FRANCOIS

Pensioner Edmond Francois, 81, died November 29. Signing on with the union in 2001, he first shipped on the *St. Louis Express*. Brother Francois sailed in the deck department and last worked on the *Charleston Express*. He went on pension in 2016 and resided in Houston.

SUHERMADHY GHANI

Pensioner Suhermadhy Ghani, 73, passed away November 19. He began sailing with the SIU in 1981 when he shipped out aboard the *Santa Maria*. Brother Ghani was a steward department member and most recently

shipped on the *APL China*. He retired in 2015 and lived in San Francisco.

DAVID MARTZ

Pensioner David Martz, 64, died November 29. He donned the SIU colors in 1975, initially sailing aboard the *Van Defender*. Brother Martz sailed in the deck department and concluded his career aboard the *USNS Denebola*. He went on pension in 2019 and was a resident of Laurel, Delaware.



PATRICK MCCARTHY

Pensioner Patrick McCarthy, 71, passed away October 7. He embarked on his career with the Seafarers in 1990, initially shipping on the *USNS Indomitable*. A deck

department member, Brother McCarthy last sailed aboard the *Taurus*. He began collecting his pension in 2015 and settled in Blaine, Washington.

BOGUSLAW MIKULA

Pensioner Boguslaw Mikula, 66, died November 9. He began his career with the SIU in 2005, initially sailing aboard the *Energy Enterprise*. Brother Mikula was a member of the deck department and concluded his career on the *Maersk Idaho*. He became a pensioner in 2019 and resided in Phoenix.

DOMINGO MIRELES

Pensioner Domingo Mireles, 90, passed away October 28. He signed on with the union in 1990, first sailing aboard the *USNS Algol*. Brother Mireles sailed in both the deck and engine departments and concluded his career aboard the *Cape Vincent*. He began collecting his pension in 2001 and made his home in Beaumont, Texas.



HASKELL MOORE

Pensioner Haskell Moore, 91, passed away October 23. He joined the Seafarers in 1961 and first sailed with Isco Inc. Brother Moore was an engine department member. He last shipped on the *Cape Avinof* and retired in 1994. Brother Moore lived in Sequim, Washington.

ALEJANDRO MURILLO

Pensioner Alejandro Murillo, 88, died November 17. He signed on with the union in 1978 and was a steward department member. Brother Murillo first sailed aboard the *Santa Mercedes*. He last shipped on the *Consumer* and retired in 1998. Brother Murillo settled in Paramount, California.

BILLY NUCKOLS

Pensioner Billy Nuckols, 95, passed away October 9. He began sailing with the union in 1952 when he sailed with Sprogue Steamship. A deck department member, Brother Nuckols last sailed aboard the *Capricorn*. He became a pensioner in 1991 and made his home in Anstead, West Virginia.



JOSE RIVERA

Pensioner Jose Rivera, 80, died November 19. He became a member of the SIU in 1965 when he worked with United States Shipping. Brother Rivera was a steward department member.



He last sailed on the *Sirius* and retired in 2007. Brother Rivera resided in Houston.

DAVID SWITZER

Pensioner David Switzer, 76, passed away November 19. He signed on with the SIU in 1990. Brother Switzer was an engine department member and first shipped on the *Sealift Mediterranean*. He concluded his career aboard the *Honor* and became a pensioner in 2010. Brother Switzer lived in Excello, Missouri.



MICHAEL TANNEHILL

Brother Michael Tannehill, 60, passed away October 2. Born in Pasadena, Texas, he joined the union in 1989. Brother Tannehill first shipped aboard the *Courier*. A member of the deck department, he last sailed on the *Commitment*. He was a Houston resident.

GREAT LAKES

CLARENCE ELDER

Pensioner Clarence Elder, 92, died October 25. He joined the



SIU in 1960 and was first employed by American Steamship. Sailing in the engine department, Brother Elder concluded his career aboard the *St. Clair*. He went on pension in 1991 and lived in Spartanburg, South Carolina.

EDWARD KESTER

Pensioner Edward Kester, 76, passed away May 2. He embarked on his career with the Seafarers in 1964, initially working for American Steamship. A deck department member, Brother Kester last worked for Great Lakes Associates. He retired in 2009 and called Parma Heights, Ohio, home.

GLENN WATTERS

Pensioner Glenn Watters, 90, died November 15. He donned the SIU colors in 1969 when he sailed on the *Reiss Brothers*. Brother Watters was a member of the deck department and last shipped aboard the *Paul H. Townsend*. He began collecting his pension in 1996 and resided in Wichita, Kansas.

INLAND

GEORGE A. BODDEN

Pensioner George A. Bodden, 82, passed away November 16. He joined the Seafarers in 1971 and sailed in the deck department. Brother Bodden worked with Red Circle Transport for his entire career. He retired in 2001 and lived in Tampa, Florida.



MARVIN CATES

Pensioner Marvin Cates, 83, died November 4. A deck department member, he signed on with the SIU in 1968. Brother Cates was first employed by Hvide Marine. He last worked for Allied Transportation and went on pension in 1999. Brother Cates was a resident of Hernando, Mississippi.

WALTER EVANS

Pensioner Walter Evans, 75, passed away November 12. He signed on with the union in 1992. A deck department member, Brother Evans was employed by Higman Barge Lines for the duration of his career. He began collecting his pension in 2007 and lived in Bryan, Texas.

WILLIAM HUNTER

Pensioner William Hunter, 89,

passed away November 11. He joined the union in 1971 when he worked on the *Vantage Endeavor*. Brother Hunter sailed in the deck department and concluded his career with Crowley Towing and Transportation. He went on pension in 1999 and settled in Gulfport, Mississippi.



JAMES KABAKOVICH

Pensioner James Kabakovich, 93, died November 21. He embarked on his career with the SIU in 1962. Brother Kabakovich was a deck department member and worked for McAlister Towing of Baltimore for his entire career. He became a pensioner in 1985 and was a Baltimore resident.

RAYMOND MCKNIGHT

Pensioner Raymond McKnight, 62, passed away November 1. Born in Philadelphia, he joined the Seafarers in 1978. Brother McKnight first worked with National Marine Service and sailed in the deck department. He last worked for Crowley Towing and Transportation and went on pension in 2004. Brother McKnight called Thornhurst, Pennsylvania, home.

PAUL STARVISH

Brother Paul Starvish, 37, died August 24. He signed on with the union in 2007. Brother Starvish was a deck department member and was employed by Penn Maritime for the duration of his career. He was a resident of Fairhaven, Massachusetts.

NMU

VERNAL MARSHALL

Pensioner Vernal Marshall, 88, died October 31. He was an NMU member before the 2001 NMU/SIU merger. Brother Marshall sailed in the engine department and last shipped aboard the *Maersk Iowa*. He retired in 2009 and settled in Brooklyn, New York.

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
Barrick, David	83	09/23/2020
Castro, Juan	96	09/12/2020
Lugo, Jose	87	10/28/2020
Martin, Edward	86	11/12/2020
Reed, Allen	79	11/06/2020
Reyes, Jose	98	11/20/2020
Robinson, George	80	11/19/2020
Sharif, Abdo	83	09/20/2020
Triplett, Norman	83	09/27/2020

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.

OREGON (Intrepid Personnel & Provisioning.), June 23 – Chairman **Gerald Alford**, Secretary **Donald Williams**, Educational Director **Frank Harris**. Vote of thanks given to steward department for a job well done. Educational director reminded crew to upgrade at the Piney Point school. No beefs or disputed OT reported. Members asked for better Wi-Fi on ship.

DEWAYNE T. WILLIAMS (Crowley), August 31 – Chairman **Volodymyr Bendus**, Secretary **Elizabeth Ibanez**, Educational Director **Fredrick Wright**, Deck Delegate **Sean Wilson**, Engine Delegate **Michael Maldonado**, Steward Delegate **Philip Zulueta**. Vessel now receiving Core Plus insurance. Exceptional performance by members by successfully completing ABS and COI inspections. Secretary reported dramatic improvement in onboard sanitation and housekeeping as a result of the joint effort among crew. Educational director announced the reopening of the Paul Hall Center and encouraged members to upgrade as often as possible. Deck delegate echoed secretary's report and commended all crewmembers for doing an amazing job improving the ship. Members requested standard Wi-Fi availability aboard ship and motioned to raise vacation pay to 15 for 30. Next port: Diego Garcia.

ISLA BELLA (TOTE), August 31 – Chairman **Paulin Augustin**, Secretary **Melvin Cooper**,

Educational Director **Enrique Velez**, Deck Delegate **Michael Smith**, Engine Delegate **Kirk Chambers**. Crew went over August LOG and protocols for COVID-19 safety. Chairman informed members that mariners can now use their TWIC cards to go through the pre-check line at all airports. Secretary advised crew to remain six feet apart while in the galley. Educational director reminded members of the August reopening of the Piney Point school and encouraged them to sign up for upgrading courses. No beefs or disputed OT reported. Crew discussed the purchase of American Steamship Company by Rand Logistics. Seafarers' jobs are secure. Members requested lift of ship restriction and would like more vacation days. Next port: Jacksonville, Florida.

USNS MONTFORD POINT (Ocean Shipholdings, Inc.), August 31 – Chairman **William Johnson**, Secretary **Jean Favreaux**, Educational Director **Jose Encarnacion**, Deck Delegate **Allan Coloyan**, Engine Delegate **Richard Digman**, Steward Delegate **Christopher Kluth**. Crew went over email system installation for unlicensed crew. Chairman discussed updates to COVID-19 testing for members returning to next port. He reviewed procedures and dates of certificates/expiring dates for COVID extensions. Steward department prepared two pier-side BBQs while gangway was down. Port stay was enjoyed by all. Educational director stressed

the importance of upgrading at the Paul Hall Center. Crew reviewed ship's fund and discussed MMC renewals. No beefs or disputed OT reported. Steward delegate thanked everyone for helping with stores and BBQ.

HORIZON ANCHORAGE (Horizon Lines, LLC.), September 28 – Chairman **Shawn Strand**, Secretary **Amanda Suncin**, Educational Director **Gary Dahl**, Engine Delegate **Mikel Tittsworth**, Steward Delegate **Paul Diesner**. Payoff at sea scheduled to take place in Tacoma, Washington. Chairman encouraged members to sign up for text alerts from the union. Secretary reminded crew to stay on top of documents. Educational director urged members to upgrade at the union-affiliated Piney Point school and advised them to donate to SPAD (Seafarers Political Activity Donation). No beefs or disputed OT reported. Members discussed policies pertaining to restriction to ship. Crew requested company-provided cold-weather gear while in ports of Alaska and that overtime be counted towards pension benefits. Members asked that vacation days be counted 20 for 30 and physicals to only be required annually.

MARJORIE C (Pasha), September 13 – Chairman **Daniel Davenport**, Secretary **Jatniel Aguilera Santiago**, Educational Director **Jared Cabasug**, Engine Delegate **Oscar Cesena**, Steward Delegate **Reno Duque**. Some old business items already

addressed in shipyard. Wi-Fi in port now working. Chairman thanked members for their cooperation with large riding crew while construction continues at sea with exhaust scrubber unit. He also thanked everyone for following COVID-19 protocols on board, both at sea and in port. Secretary gave thanks to both GVAs who assisted with passageway cleaning and waxing after shipyard period. Educational director advised crew to follow updates for reopening classes at the Paul Hall Center. No beefs or disputed OT reported. Ship is coming after China shipyard period. Much more to tidy up after riding crew leaves the end of October/November. Members would appreciate more work to be done to correct issue with house air conditioning. Next port: San Diego.

GOLDEN STATE (Intrepid Personnel & Provisioning), October 13 – Chairman **Philip McGeoghegan**, Secretary **Michael Carello**, Educational Director **Juan Castillo**, Engine Delegate **David Garrett**, Steward Delegate **Michael McDermott**. Safety mats still need to be ordered. Wi-Fi not available yet and flooring needs to be replaced. Ventilation system needs to be cleaned. Some items have been obtained by officers but not obtained by crew (mattresses/TVs). Chairman discussed pandemic-related issues, reiterated the importance of the Jones Act and also reviewed written resolutions. Secretary reminded crew of risks when

using CBD oils, including the chances of triggering positive drug test results. Educational director stressed various considerations regarding both attending upgrading courses at the Paul Hall Center and renewing documents. No beefs or disputed OT reported. New linens ordered. Vote of thanks given to steward department.

ALASKAN NAVIGATOR (Alaska Tanker Company), October 17 – Chairman **Gregory Hamilton**, Secretary **Albert Sison**, Educational Director **Leland Peterson**, Deck Delegate **Bonifacio Fortes**, Engine Delegate **Louie Smith**, Steward Delegate **Sajid Foster**. Chairman encouraged crew to read OSG's travel memo. Secretary thanked members for keeping mess area tidy and thanked steward assistant for maintaining it. Crew was reminded to follow meal hours and to return utensils and dishes to galley. Educational director urged members to keep up with documents. Most upgrading courses at the Piney Point school are still closed due to COVID-19 pandemic. No beefs or disputed OT reported. Members motioned for same pay scale for all entry level positions across deck, steward and engine departments. Crew requested new blankets and Wi-Fi. Members requested launch service and union patrolman to board ship in Long Beach, California. Vote of thanks given to steward department for job well done. Next port: Long Beach.

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
Gap Closing Courses		
MSC Storekeeper Basic	March 22	April 9
MSC Supply Configuration Management	April 12	May 7
Deck Department Upgrading Courses		
Able Seafarer-Deck (online lecture)	January 18 April 5	January 29 April 16
Able Seafarer-Deck (at Piney Point)	February 1 April 19	February 5 April 23
Engine Department Upgrading Courses		
FOWT	March 15	April 9
Junior Engineer	March 29	May 21
Marine Electrician	March 8	April 9
Marine Refer Tech	January 25	March 5
Machinist	February 15	March 5
Pumpman	March 8	March 12
Welding	January 25 April 12	February 12 April 30
Steward Department Upgrading Courses		
Galley Operations	February 8 May 3	March 5 May 28
Certified Chief Cook	January 25 March 1 April 5	February 26 April 2 May 7
Advanced Galley Operations	March 8	April 2
Chief Steward	May 3	May 28
Safety/Open Upgrading Courses		
Basic Training	January 25 March 8	January 29 March 12

Title of Course	Start Date	Date of Completion
Safety/Open Upgrading Courses		
Basic Training Revalidation	February 5 April 16	February 5 April 16
Government Vessels	February 8 February 15 March 8 March 22	February 12 February 19 March 12 March 26



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, 45353 St. George's Avenue, 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 #863A - Graduated November 6 (above, in alphabetical order): Lucas Anderson, Ramona Cabrera Appleby, Erik Arnold, Christian Branch, Kobe Cisero, Christoher Dhanooolal, Joseph Golden II, Jamel Hollomond, Seth Schrader, Bradley Tucker, Tyler Vitulli and Kevin Williams. (Note: Not all are pictured.)



Apprentice Water Survival Class #863B – Graduated November 20 (above, in alphabetical order): Braxton Clay, Kimoni Dickens Jr., Joy Eady, Jordan Griffin, Mikel Hatcher, Kumasi Johnson, Neil Johnson, Martin Morales and Luke Vandegrift.

Paul Hall Center Classes

UA to FOWT (Basic Motor Plant) – Graduated October 30 (photo at right, in alphabetical order): Joshua Glancy, Albert Granville III, D'mitri Hill, Carleton Jenkins II, Damon Johnson, Frederick Jones Jr., Zion Lyons, David Palumbo, Corey Reseburg, Benjamin Scott, Nicholas Sweeney, Paul Valiente and Scott Waterman.



WATCHKEEPING – Graduated November 20 (above, in alphabetical order): Diego Fernando Barbosa, David Brusco, Carlo Mateo Gentile, Brian Guiry, Ahmed Mohamed Mohamed Eissa, Cheneque Rodriguez and Jorge A. Salas Santos.



Junior Engineer (Basic Electricity) – Graduated October 30 (above, in alphabetical order): Eduardo Arroyo, Charles Collins III, Francois Emmanuel Doucet III, Thedford Jones Jr., Joshua Kraynak, Daniel Jaim Leon-Burges and Ethan Love. Class instructor Roy Graham is at the far left.



UA to FOWT (Steam) – Graduated November 13 (above, in alphabetical order): Joshua Glancy, Albert Granville III, Carleton Jenkins II, Damon Johnson, Zion Lyons, David Palumbo, Corey Reseburg, Benjamin Scott, Nicholas Sweeney, Paul Valiente and Scott Waterman. (Note: Not all are pictured.)



UA to FOWT – Akim Davis-Griffin (above) completed his requirements in this course and graduated November 13.



Junior Engineer (Plant Maintenance II) – Graduated November 20 (above, in alphabetical order): Adewale Adiat, Daveyon Kymyondro Burton, Tianna Evans, Merville Lariosa Gallema, Tony Hamaguchi, Jeffrey Hamer, Lawrence Numfor-Suh, Lorenza Session and Nadiyah Taylor.



Junior Engineer (Basic Electricity) – Graduated November 13 (above, in alphabetical order): Joshua Nino Bonita, Nicolas Brailsford, Ashley Burke, Carlos Louis Guzman, Daryl Hicks, Christopher Hinton and Wordell Prescott. William Dodd, their instructor, is at the far left.

Paul Hall Center Classes



Government Vessels
 – Graduated November 20 (photo at left, in alphabetical order): Carl Anderson, Matthew Austin, Elizebeth Chavez, Terronce Debarros Freeman, Blake Fisher, Cody Fox, Michael Fregolle, Ali Ganjour, Colin Ihlefeld, Khalid Mohamed, Michael Page, Blake Randle, Sarah Ryan, Victor Sam-bula, Murray Stahler and Dewayne Thomas. (Note: Not all are pictured.)



Certified Chief Cook (Module 5) – Graduated November 13 (photo at right, in alphabetical order): Jasmine Donahue, Quandell Freeman, Barton Hatch, Jolanta Czeslawa Jankowski, Jose Outeiral-Rodriguez, Jessica Williams and Al Siquete Yandoc.



Chief Cook Assessment – Graduated November 6 (photo at right, in alphabetical order): Carl Anderson, Elizebeth Chavez, Terronce Debarros Freeman, Ali Ganjour, Khalid Mohamed, Michael Page, Murray Stahler and Dewayne Thomas.



Chief Cook Assessment
 – Graduated November 20 (photo at left, in alphabetical order): Marcus Dalton, Edward Gassman, Rosalinda Lorenzo, James Mikell, Mitchell Morrell, Cesar Augusto Pena Amaro, Bertrand Pluviose and Costadeano Tsantilas.

SEAFARERS LOG

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Steadfast Seafarers Serve in War's Final Stages

Editor's note: This is the ninth 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 segments are available on the SIU website and in print beginning with the May 2020 edition of the LOG. (We are tentatively planning to post a PDF of the entire booklet on the SIU website once all of the text has been published here. There are probably two installments remaining after this month.) This one picks up right after hundreds of soldiers and mariners aboard the Liberty ship SS Marcus Daly died because of a kamikaze attack.

Many a merchant ship was subjected to prolonged battle action during the fighting in the Philippines. The *SS Alcoa Pioneer*, for instance, experienced 103 alerts and 50 direct attacks during her 23-day sojourn in Leyte Gulf.

At 7 a.m. in the morning of November 19, 1944, three Japanese suicide planes broke out of protective cloud cover and dived onto the *Alcoa Pioneer*, whose guns were instantly in action, joining those of nearby ships to hurl a gauntlet of fire that would have discouraged ordinary airmen.

But these kamikaze pilots were eager to die for their fatherland, and enter that land of infinite bliss, promised to them in exchange for blowing an American ship to bits.

Two of them swerved off to dive on the nearby freighters *General Fleischer* and *Cape Romano* but the third kept at the *Alcoa Pioneer* through a hail of fire, crashing onto the bridge deck in an explosion that destroyed all the navigating equipment, demolished the stack, ripped up the decks and started fires all over the ship.

Blanket of Fire

Even as the plane smashed into the ship, every man was at his post, the Navy armed guard at the 20 millimeters and the merchant seamen standing shoulder to shoulder with them as ammunition tenders and replacements.

Captain Andrew Gavin and the other officers were on the bridge as the kamikaze hit, pinning First Mate Daniel Noonan and armed guard Lieutenant Howard Jersild under wreckage.

Pieces of the burning plane and showering shrapnel from the guns started a fire in a gasoline-laden forward hold, but Bosun Clark Smith and AB John Peterson put out the flames, and turned the fire hose on the burning midships section till the flames there were also extinguished.

All guns were kept manned, despite 20 casualties among armed guard and merchant crew. Navy gunners stayed at the forward 20 millimeters though they were badly burned and the gun tubs were punctured with shrapnel holes.

Sharing the battle honors was Captain Gavin's little dog "Skipper." Although hit with shrapnel, Skipper stayed on the bridge beside his master, licking the captain's face as he lay unconscious in the wreckage.

The ship's crew kept discharging cargo as though the vessel were safely at dock back in Frisco, working 18 hours at a stretch and turning to at the guns during the recurrent air raids.

Home for More Cargo

After discharging was finished, the merchant crew made temporary repairs to the midships house and the *Alcoa Pioneer* returned home under her own power, ready to fill up with another load for the fighting fronts!

SIU ships were among the huge fleet that landed Marines and supplies on the volcanic, bloody isle of Iwo Jima.

And they were in the midst of the fighting at Okinawa where, on Easter Day in 1945, began the last great invasion of the

war, a battle that lasted for 82 days and ended only after 90,000 Japanese were killed in a maniacal defense of the "last stop before Japan."

In the 1,400-ship armada that launched this invasion was every type of craft built during World War II, a vast array of freighters, tankers, combat transports, invasion barges and warships.

A measure of the fury with which Japanese airmen sought to throw back the Americans at Okinawa is the staggering total of planes shot down during the fighting there – no less than 4,000 of them!

Kamikaze pilots made no differentiation between merchant ships or men o' war, the one being as good a key to eternal paradise as the other as far as these suicidal people were concerned. Many were the fighting freighters at Okinawa that battled nobly, but still were not spared from the onslaught of the "divine wind."

One of these was the *SS Logan Victory*, which arrived at Okinawa with a load of "hot stuff" for Buckner's battling dough-boys.

Kamikaze's Target

Only a few slingloads of cargo had come out of her holds before there was an air raid alert, followed by the appearance of three kamikazes swooping over the nearby hills.

Gunfire from the nearby *Hobbs Victory* blew one of the attackers to bits, sending its pilot riding the divine wind to the warriors' Valhalla.

The second suicide plane headed for an LST, while the third bore straight at the *Logan Victory*. Every gun that could bear was instantly pouring a hurricane of lead and steel, but it had no effect. Less than a minute later he crashed into the boat deck, exploding and searing the ship in sheets of flame.

Fire soon roared out of the *Logan Victory* as though it were being fanned by a giant bellows in the hold. The midships house was a solid mass of flame as the crew abandoned ship.

The *Logan Victory* blew up at 11 p.m. that night, followed by a veritable rain of steel fragments from the sky around her.

She was in commission only two months to the very day that she ended her career before the kamikaze onslaught by the embattled shores of Okinawa. She was another SIU-SUP ship that, in taking supplies to the beachheads, fought at the very front lines of World War II.

Before concluding this story of SIU ships in the war it would be greatly amiss to overlook the great job done by the many freighters, mostly Liberties, that carried supplies to the Russians by way of the Persian Gulf.

Riding often well below their Plimsoll marks and carrying huge deck loads, they freighted everything from locomotives and bombers to flour, shoes and black powder.

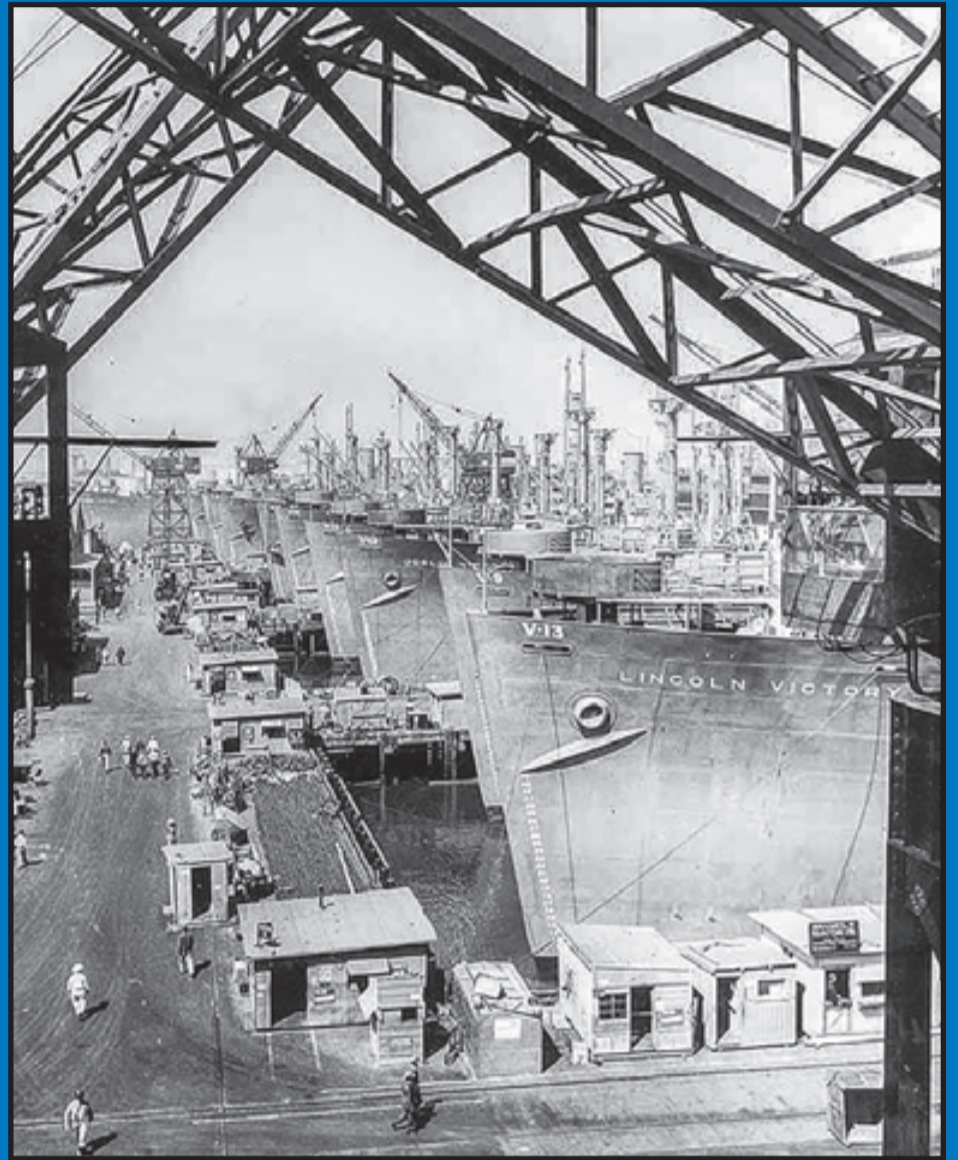
For the most part these ships sailed alone – without convoy on the long road to Iraq and Iran. To minimize losses from subs and raiders, some were dispatched across the South Atlantic to Vape Town, and some down the west coast of South America round Cape Horn; while still others crossed the South Pacific by way of the Tasman Sea, stopping in Australia briefly for bunkers before continuing through Japanese-held waters of the Indies.

Some of the "Persian Gulf ships" were sunk. The *SS La Salle*, an old Waterman ship, disappeared sometime after passing through the Panama Canal bound for Cape Horn, probably the victim of a German raider. Not a word of her fate has ever been reported.

Mighty Delivery Job

Reaching the Persian Gulf, these freighters unloaded their cargoes at small ports, whose facilities were created by American engineers at American expense.

Unloading was done mostly by Army longshoremen and, during the summer



Victory ships are pictured on the U.S. West Coast during the war. Merchant vessels were indispensable to the Allied victory. According to a War Shipping Administration announcement from 1945, "American merchant shipyards have built four ships for every prewar ship we had. Our fleet of Liberty, Victory, C-type and other vessels reached an all-time high of more than 3,500 dry cargo vessels, and more than 900 high-speed tankers.

months, in temperatures so hot the work could only be done at night. Not a few merchant seamen succumbed from the heat of the Gulf.

On the voyage home, which was also undertaken without convoy for the most part, the ships faced additional peril from raiders and subs. A few, like the *Jean Nicolet*, were sent to the bottom by shells and torpedoes.

These ships on the Persian Gulf run contributed vitally to one of the biggest transport jobs the world has ever seen. They sailed their hazardous route to supply the Russian front, carrying a stupendous amount of war cargoes, the full extent of which has never been told.

Way of the Japanese

Voyaging in the Indian Ocean and adjacent waters was especially hazardous during the war, for Japanese subs roamed these seas and, while a German raider would torpedo a ship without warning, the Japanese added a touch of unnecessary cruelty to the sinking of merchant vessels. They exercised their own queer brand of fun on torpedoed ships and crews – fun that was inhuman and bestial.

SIU crewmen of the *SS Bienville*, an unarmed Waterman freighter outward bound from Calcutta for Columbo, experienced this uncalled-for cruelty when their ship was caught by a Japanese task force in the Bay of Bengal on April 6, 1942.

Without even a rifle with which to defend themselves, the *Bienville's* men could do nothing when two Japanese planes came over and planted a brace of bombs squarely on the foredeck, setting the ship afire. The planes were followed by a cruiser, three destroyers and an aircraft carrier.

While the crew huddled helplessly behind whatever slim shelter they could find, the cruiser and a destroyer used the *Bienville* for target practice, throwing shell after shell into the gun-less ship until she finally sank beneath the placid waters of the Bay.

Lifeboat Shelled

One shell hit a lifeboat that was being lowered away, killing all the occupants, and, with the ship in flames fore and aft, one after another of the crew were killed or wounded by flying shrapnel.

Salvo after salvo smashed into the freighter without mercy, slashing the deck plates, smashing the booms, cutting the hull to ribbons and sending rivets and bits of steel bulleting through the air in a deadly hail.

Only half of the *Bienville's* crew was still alive when the freighter went down, and they were sucked under the water by the suction of the cargo-laden hulk.

While the Japanese sailors laughed at the crewmen struggling in the water, the task force steamed off on the quest for other prey.

One lifeboat had floated free and the men climbed into it, while several of the survivors who were terribly wounded begged their mates to throw them over the side.

Of the *Bienville's* crew of 43, only 19 lived to tell the story of this one-sided battle after the lifeboat reached the shore of India some 20 miles away.

About a year after this incident, the *SS Henry Knox*, a Matson Liberty, was push-

Continued on Page 15