

SEAFARERS LOG

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

Unions, Companies Team Up For Puerto Rico Relief Effort

Jones Act Carriers Deliver Supplies

Labor organizations and businesses are working together on a large-scale relief operation dedicated to helping people in Puerto Rico who are recovering from earthquakes that hit the territory beginning late last year. Donations for the outreach have come from numerous organizations; rank-and-file Seafarers are among many volunteers making sure the supplies get delivered. The SIU hall in San Juan hosted a planning meeting early last month with a delegation from the American Federation of Teachers. Pictured from left (photo at top right) are AFT National Representative Alfredo Chuquihuara, AFT Exec. VP Evelyn DeJesus, SIU Port Agent Amancio Crespo and AFT Exec. Asst. Adriana O'Hagan. In photo at immediate right, SIU Bosun Jorge Soler (left) distributes water in his hometown of Gurabo, Puerto Rico. Remaining photo shows (from left) Oiler Oscar Lacayo, Oiler Fernandez Wilcox and AB Vince Adolph aboard the SIU-crewed *National Glory*, which has carried relief supplies. Pages 10-11.



Oakland Hiring Hall Gets Facelift

The hiring hall in Oakland, California, is sporting a new paint job (photo below), and the facility also underwent some minor refurbishments late last year. Seafarers (photo at left) are pictured outside the hall. The building is located at 1121 7th Street.



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President's Report

Ongoing Relief Efforts

As our relief efforts for Puerto Rico continue, I thank every individual and every organization that has stepped up. While the earthquake-induced damage in the territory is extensive, so too are the collective responses of labor and management. We're committed to helping, as much as possible for as long as needed.

Be sure to read our coverage in this edition, and for those of you who use social media, note that we're regularly posting progress reports and other updates on Facebook and Twitter (and occasionally on our regular website).



Michael Sacco

One of the most uplifting aspects of the current outreach is that we all sprang into action – labor and management, together – without being asked. The Jones Act community saw a need and immediately rallied to help our brothers and sisters on the island.

Unfortunately, that need remains significant, mostly in the territory's southern region. Homes, businesses, schools and roads were damaged or destroyed. There are no quick fixes, but we're taking steps to bring as much relief (and restore as much functionality) as possible. Stay tuned.

PRO Act

While we in the labor movement aren't kidding ourselves about the prospects of the Protecting the Right to Organize Act of 2019 quickly advancing in the Senate, the House's passage of this pro-worker bill is still quite noteworthy. It establishes an important building block and lets us see where legislators stand on labor law reform and workers' rights.

The surest way to grow the middle class is through collective bargaining and union representation. Government data and other studies consistently show that union members earn more money and enjoy better benefits than their unrepresented counterparts. Union apprenticeships (many of which are done in partnership with employers) often provide a clear path to rewarding careers, too.

Management also benefits from strong unions. When workers have a voice on the job and are compensated fairly, they're much more likely to be reliable and efficient and to stick around, thereby reducing turnover and its associated costs. Unions provide accountability on both sides as well.

By any reasonable measure, many of America's labor laws are broken. More often than not, the deck is stacked against workers who seek to join or form a union – and there's no recourse against employers who violate their employees' rights in union organizing campaigns and elections.

The PRO Act is good for workers and good for America. The SIU stands behind it and will work to overcome any obstacles to it becoming law.

Gateway to Success

The union-affiliated Paul Hall Center for Maritime Training and Education (based in Piney Point, Maryland) remains an essential tool for Seafarers who want to continue advancing in their careers.

This fact was summed up quite well earlier this year by Seth Harris, former deputy secretary of the U.S. Department of Labor and a onetime SIU field representative. As he noted in testimony before Congress, "SIU members do not have to guess which skills and credentials to pursue. They know exactly what skills and credentials they need to make themselves more valuable to their employers. Their union and the employers with which it works have solved this problem. SIU members also do not navigate career pathways on their own. They had clear and well-established career pathways even before the phrase 'career pathways' had been coined. Those career pathways have been married to a skills acquisition curriculum. As a result, SIU members know exactly how they can climb career ladders by acquiring well-defined competencies and credentials."

That's a terrific endorsement, and on that note I encourage all Seafarers to take advantage of the opportunities in Piney Point.

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

ITF: Save Australian Shipping

An international team of maritime heavyweights recently travelled to Australia and urged the government to save its shipping industry through sound, time-tested policy.

SIU Secretary-Treasurer David Heindel was one of six panelists who testified Feb. 6 before the Australian Senate's Rural and Regional Affairs and Transport References Committee. Heindel also serves as chair of the International Transport Workers' Federation's (ITF) Seafarers' Section.

Also testifying at the hearing in the capital city of Canberra were Jim Given, president of the SIU of Canada and chair of the ITF Cabotage Task Force (which met earlier in the week); Johnny Hansen, president of the Norwegian Seafarers' Union; Joe Fleetwood, national secretary of the Maritime Union of New Zealand; Jacqueline Smith, ITF maritime coordinator; and Deirdre Fitzpatrick, executive director of Seafarers' Rights International.

Collectively, they implored the Morrison government to reverse the decline of the Australian shipping industry and invest in the creation of a new strategic fleet to aid Australia's emergency response capacity to natural disasters. They spelled out models that would help Australia move to protect the nation's economic, environmental, fuel and national security interests by boosting its merchant fleet.

The session began with an extension of solidarity and support to the Australian people for the tragic loss of life and property and catastrophic damage to Australia's unique natural environment caused by recent wildfires across that region. The international group also acknowledged the significant emergency maritime response to the crisis.

Union leaders and researchers appearing before the committee presented details on current maritime cabotage legislation around the world. They explained why a strong domestic maritime industry is critical to safeguarding Australia's economic

and national security – providing jobs, protecting the environment, and providing emergency assistance during natural disasters.

They noted that 91 countries representing 80 percent of the world's coastal UN Maritime States have cabotage laws restricting foreign maritime activity in their domestic coastal trades.

Heindel stated, "Our (U.S.) domestic maritime cabotage laws have produced 40,000 American vessels built in U.S. shipyards. They provide roughly 650,000 sustained American jobs with \$41 billion in labor compensation and ultimately contribute \$150 billion in annual economic output."

He added, "Ultimately, the United States, like any nation, can only truly count on its own civilian mariners to get its troops and supplies to any combat zone. Without U.S. strategic sealift capability, supported by cabotage laws, U.S. enemies would become emboldened, U.S. commitments would become worthless, and American wars would become home games, according to former U.S. Transportation Command leader General Darren McDew. This could be said for any nation and certainly could be problematic for an island nation like Australia or New Zealand. Further, the economic benefits of having citizen crews contributes heavily to the country and local communities in labor income and a sustaining tax base."

Given told the government officials, "The reason for our appearance before you today is to discuss the importance of retaining and reinvigorating a domestic marine shipping industry. I'm regularly reminded of how the Coasting Trade Act in Canada, and the Jones Act in the United States, are so integral to the overall success of our shipping industries and such a large contributor to the economies of both Canada and the United States of America. These policies are often regarded by

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BLS Numbers Are in, But They Fail to Tell the Whole Story

Last year, the percentage of wage and salary workers who were members of unions in the United States – the union membership rate – was 10.3 percent, down by 0.2 percentage point from 2018, the U.S. Bureau of Labor Statistics (BLS) reported Jan. 22 in its 2019 Union Members Summary.

The number of wage and salary workers belonging to unions, 14.6 million in 2019, was little changed from 2018, the agency added. In 1983, the first year for which comparable union data are available, the union membership rate was 20.1 percent and there were 17.7 million union workers.

According to the AFL-CIO, the foregoing numbers reflect the tremendously difficult barriers workers continue to face while seeking to form a union. Additionally, they reveal the unmatched resilience of working people in their desire to win bargaining power on the job.

Despite the latest report, federation officials labeled 2019 as a year of undeniable momentum for collective action and collective bargaining. They listed the following as just a few examples of the extraordinary ways that workers stood together in 2019 to fight for our workplaces and communities:

Following 2018's notable year of teacher activism, thousands of teachers went on strike in states including Colorado and West Virginia. In Chicago, CTU-AFT members walked out for a historic 11 days, winning a 16% salary increase over five years.

More than 30,000 Stop & Shop workers and UFCW members in New England fought and won a three-month battle for better pay and benefits.

Nearly 50,000 UAW members at General Motors Co. walked off the job on Sept. 16, starting one of the longest and largest automotive strikes in decades. After 40 days on the picket line, GM workers secured a contract with higher pay, no change to their health care plan, a defined path for temporary workers and improved time-off policies.

20,000 CWA members in the Southeast went on strike to protest unfair labor practices at AT&T, winning a new contract with higher wages and additional job security.

Graduate student employees across the coun-

try fought for basic workplace protections. Early this year, at Harvard University, thousands of recently organized student employees and UAW members went on strike as they sought a first contract.

Unions used collective political power to expand organizing rights in 2019. The labor movement has elected thousands of union members to public office after passing a 2017 convention resolution, and it continues to pay off.

For example, labor won public sector collective bargaining in Nevada (similar efforts are underway in Colorado and Virginia), farmworker collective bargaining in New York, and logger and wood hauler collective bargaining in Maine.

Moreover, in California, AB 5 is a landmark law to prevent the misclassification of employees as independent contractors that will protect the rights and improve the working conditions of more than 1 million workers.

Meanwhile, public approval of unions continued to rise in 2019, reaching a nearly 50-year high. This comes at a time when union activists in unorganized workplaces are gaining momentum, specifically in the hospitality, electric bus manufacturing, technology, videogame and media industries. It's worth noting many of these dozens of campaigns in digital news have yet to be ratified – meaning there are hundreds, if not thousands, of new union members unaccounted for.

And all of this forward progress is despite a federal government that is actively making it harder to form a union. According to the federation, a highly politicized National Labor Relations Board (NLRB) is abandoning its mission to uphold and protect workers' right to form unions and bargain collectively, as employers are violating the law in more than 40% of all union election campaigns. This comes on the heels of the Janus decision allowing workers a free ride to be covered by union protections without paying dues, throwing out 40 years of legal precedent in an effort to undermine collective bargaining in the public sector. Despite these unprecedented attacks, many of the AFL-CIO's public sector unions still grew in 2019.

Trumka: 'A Win for Workers Everywhere'

House Passes Protecting the Right to Organize Act

AFL-CIO President Richard Trumka called it "the most significant step Congress has taken to strengthen labor laws in the United States in 85 years and a win for workers everywhere."

The U.S. House of Representatives on Feb. 6 passed the Protecting the Right to Organize Act (HR 2474), with bipartisan support. The final tally was 224 in favor and 194 against.

Also known as the PRO Act, the bill would change some of the nation's labor laws by penalizing companies that retaliate against workers who try to organize. The bill aims to strengthen collective bargaining rights, and to weaken state-enacted right-to-work (for less) laws.

For example, there are currently no penalties on employers and no compensation for a worker when an employee is fired or faces retaliation for trying to organize a union. As passed, the PRO Act would call for fines for violations of the National Labor Relations Act. It would require the National Labor Relations Board (NLRB) to go to court for an injunction to reinstate workers if the NLRB believes they illegally have been retaliated against for union activities.

The PRO Act also establishes a timely process for gaining a first contract – including mediation and, if needed, binding arbitration. The bill would permit unions and employers to reach a "fair share" clause requiring all workers covered by a collectively bargained contract to contribute towards the cost of bargaining and administering the agreement in all 50 states.

Among its reforms, the PRO Act would repeal the section of the Taft-Hartley Act that permits states to enact so-called right-to-work laws. It also would outlaw "captive audience" meetings where bosses can force workers to listen to anti-union presentations, often from outside consultants (better known as union-busters).

The bill will also tighten the definitions of independent contractor and supervisor, making sure that eligible workers can organize if they so choose. The legislation would prohibit employers from permanently replacing strikers.

At a press conference in the U.S. Capitol on Feb. 5 conducted by Speaker Nancy Pelosi, Trumka let others know the importance of the bill: "Those who would oppose, delay or derail this legislation, do not ask us – do not ask the labor movement – for a dollar or a door knock! We won't be coming!" he said.

Pelosi said, "I am so proud to stand here with Richard Trumka, the president of the AFL-CIO; Chris Shelton, president of Communication Workers of America; Jennifer Dorning, president of Department for Professional Employees of the AFL-CIO; John Samuelson, president, Transport

Workers Union; Jim Slevin, president, Utilities Workers Union of America; Tim Driscoll, president, International Union for Bricklayers and Allied Craftworkers; and representatives of many other unions who are here with us today."

Also speaking at the press conference were House Education and Labor Committee Chairman Bobby Scott (D-Virginia), U.S. Rep. Frederica Wilson (D-Florida), U.S. Rep. Donald Norcross (D-New Jersey), U.S. Rep. Pramila Jayapal (D-Washington) and U.S. Rep. Andy Levin (D-Michigan).

"We all want to talk about a seat at the table," Pelosi said. "The most important table to us is America's kitchen tables, where families come together to make decisions about their families. And we don't want them to have to struggle unnecessarily, when there is an opportunity for them to do better. And I want to thank the AFL-CIO and all in the labor movement for what they have done to make the future better for so many families in America."

She added, "This is so important to America. It's so important to our economy. Nothing is more important to our economy than the education of our children and also to have purchasing power on the part of the middle class. That can only happen when workers get respected for the work that they do and receive the wages and salaries that they deserve. And so, the PRO Act is a vehicle in that direction."

"I know how important it is to give workers a voice and protect them from unfair labor practices because I lived it," said Norcross, a former business agent for the IBEW Local 351 and president of the Southern New Jersey AFL-CIO. "I fought for New Jerseyans at the negotiating table for decades. Workers win when they can band together and collectively bargain for safer workplaces, higher wages and better benefits. Today, my colleagues and I took a major leap forward in restoring fairness to an economy that's rigged against workers. I urge the Senate to act swiftly and pass the PRO Act to level the playing field for American workers and their families."

Levin, vice chairman of the House Education and Labor Committee, made the following remarks on the House Floor after voting in favor of the bill: "I have spent most of my career helping workers form unions and bargain collectively. The power of workers to unite and demand fair wages, better benefits, and safer working conditions is truly inspiring, and it's essential for working families simply trying to get by. Right now, corporate profits are skyrocketing while the share of health care costs paid by employers is falling. Worker productivity is at its peak, yet



House Speaker Nancy Pelosi (D-California) promotes the PRO Act during a Capitol Hill press conference Feb. 5 in the House Rayburn Room. Behind her are (from left) U.S. Rep. Donald Norcross (D-New Jersey), U.S. Rep. Bobby Scott (D-Virginia), AFL-CIO President Richard Trumka, U.S. Rep. Andy Levin (D-Michigan) and U.S. Rep. Frederica Wilson (D-Florida). The congressional representatives all belonged to unions.

wages are stagnant. The gap between the rich and the poor is the highest ever recorded. It should be no surprise that while all this is happening, union membership is at its lowest point in decades. The PRO Act is about reversing these trends so workers can enjoy their fair share in the economy that they help create. Recent studies have shown that in cities where union membership is strong, children in low-income families go on to ascend to higher income levels than their parents. Isn't that what every parent wants? Creating a pathway to a better life – that is the American dream, and that is the power of a union.

"The PRO Act is about that most American of ideals: freedom," he continued. "All we are

doing today is allowing workers to decide on their own, free of harassment and intimidation, whether or not they wish to form a union and bargain collectively, and to access their other rights under the NLRA. When we pass the PRO Act today, we say loud and clear that we are not on the side of the special interests. We stand proudly on the side of working families."

In a press release, Trumka (a longtime friend of the SIU) said, "I applaud the U.S. House for passing the PRO Act. America's labor laws are no longer an effective means for working people to have our voices heard. The long-overdue PRO

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Lurline in Service

Matson's newest ship, the ConRo *Lurline*, was delivered late last year and is sailing in the Jones Act trade. Pictured aboard the vessel in Oakland, California, on Jan. 23 are (from left) Patrolman Adrian Fraccarolli, Recertified Steward Stephen Valencia, Chief Cook Richard Walker, Asst. Cook Majed Alsunbahi, Capt. John Bloomingdale and Port Agent Nick Marrone II.



Retired Port Agent Kelly Dies at 78

The SIU is mourning the passing of retired Port Agent Ed Kelly, who died of natural causes Feb. 3 in Houston. He was 78.

Kelly, who came from a long line of Seafarers (including his father and five uncles, one of whom was a charter member), began working for the union in 1981. He spent most of his time in Mobile, Alabama, where he served as port agent from 1999 until his retirement in 2007.

“He was a diehard SIU guy – very meticulous, very professional, by the book,” said SIU New Orleans Port Agent Chris Westbrook. “He was a straight shooter and he did his job for the membership. I really liked Ed.”

SIU Senior Political Consultant Terry Turner

stated, “Ed’s reliable political instincts regarding our southern Congressional delegation was only surpassed by his love and dedication to the labor movement.”

Despite his family’s history, Kelly took an unusual route into the maritime industry and labor movement. He had been a schoolteacher and was employed as head coach of the track and cross country teams at the University of South Alabama when he opted for a career change and landed a job as an SIU patrolman.

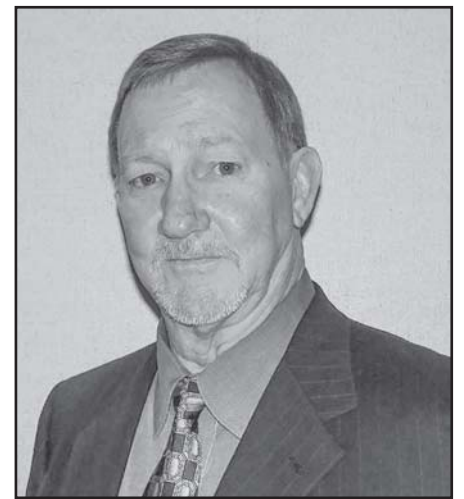
Thinking back on those days, Kelly in 2007 said with a laugh, “At first, I thought, what the heck did I get myself into? But I’ve made friends for life in the SIU. I loved servicing, meeting the members and ‘preaching’ about the SIU. The

union became my home and my family.”

In addition to working at the Mobile hall, Kelly at various times was based in Houston, New Orleans, Jacksonville and Fort Lauderdale, Florida. He was the secretary-treasurer of the Greater Mobile Port Maritime Council (part of the Maritime Trades Department).

A native of Moss Point, Mississippi, Kelly earned a bachelor’s degree from Livingston College (later renamed the University of West Alabama) in 1965. He was an avid golfer, and moved to The Woodlands, Texas, a few years ago.

In lieu of flowers, the family requests that donations be made to the Alzheimer’s Association.



Ed Kelly

SIU Officials, Members Politically Active in Houston



WITH CONGRESSMAN THOMPSON – SIU VP Gulf Coast Dean Corgey (right) is pictured with longtime maritime supporter U.S. Rep. Bennie Thompson (D-Mississippi) at an NAACP event in Houston. The congressman chairs the House Homeland Security Committee.



CONGRESSWOMAN VISITS HALL – U.S. Rep. Sheila Jackson Lee (D-Texas) (fourth from left), an ardent supporter of workers’ rights and the U.S. Merchant Marine, poses at the hiring hall with (from left) Patrolman J.B. Niday, Safety Director Kevin Sykes, SIU VP Gulf Coast Dean Corgey, Capt. Rodney Nix and SIU Asst. VP Mike Russo. (Nix recently retired after a long career at G&H Towing.)



MEETING WITH CITY COUNCILMAN – Michael Kubosh (center) won his runoff election in December and returned to his at-large position on the council. With him are SIU Asst. VP Mike Russo (left) and SIU Safety Director Kevin Sykes.



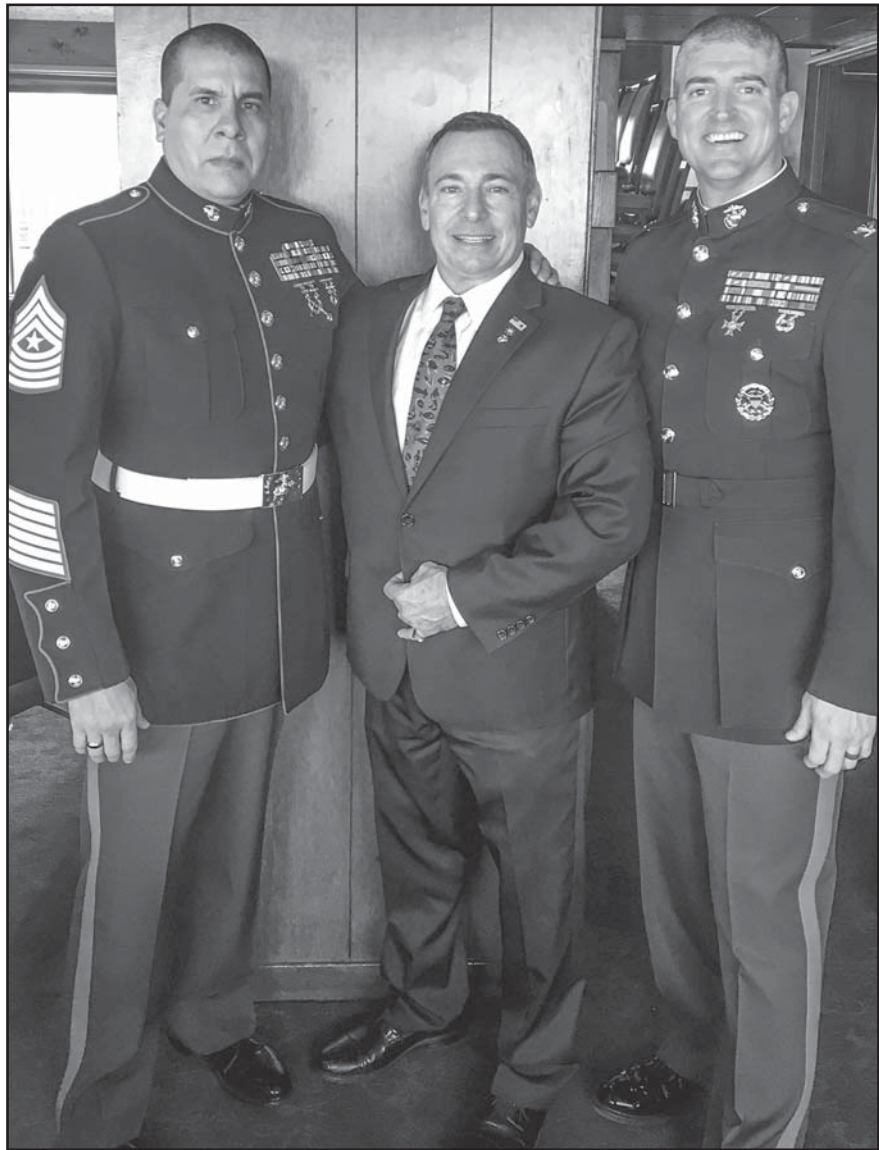
HOSTING EX-IM CHAIR – The SIU-crewed *Ocean Grand* (operated by Crowley) recently welcomed aboard Kimberly Reed, president and chair of the U.S. Export-Import Bank. She said she enjoyed meeting the crew and appreciated the fact the vessel helps provide good-paying American jobs. Pictured from left are the chief mate, Bosun Reny Arzu, SIU VP Gulf Coast Dean Corgey, Reed, AB Joshua Maughon and AB Anwar Martinez.



GRASSROOTS ACTION – Seafarers are starting 2020 the same way they spent much of 2019 – namely, volunteering for grassroots outreach on behalf of pro-labor, pro-maritime candidates. In the photo above, SIU personnel are pictured in January with others from the Gulf Coast Area Labor Federation, preparing for block walks. Seafarer Angelica Gamez is pictured in the photo at the far right.



Meeting with Marines



SIU Asst. VP Nick Celona (center) recently met with Col. Ross Parrish (right) and Sgt. Major Gerardo Ybarra (left) on the West Coast to discuss the vital role of the U.S. Merchant Marine in supplying our troops as America's fourth arm of defense.

Seafarers Scholarship Winner Offers Thanks

Laura Paulina Vega, daughter of Cook/Baker **Robin Palmer** and Retired Electrician **David Vega**, recently completed her education with the help of a Seafarers Health and Benefits Plan (SHBP) scholarship awarded to her in 2014. Vega recently sent a letter of thanks to SIU headquarters.

"Many students do not get the opportunity to focus on their studies due to the financial burden that tuition, books, and transportation places on them," she wrote. "It leads so many young people with potential to struggle and even leave their academic pursuits. I was so very fortunate to have this burden relieved when the Seafarers International Union provided me with the Charlie Logan Scholarship. I have been able to focus on my studies and nurture my academic potential."

She continued, "It is my greatest pleasure to say that in May 2019 I graduated from Towson University, debt-free! I now have a bachelor's degree in Biological Sciences, and I owe much of my success to the fact that I could focus on my schooling, not the hefty price of education."

Commenting on her future plans, Vega wrote: "Today, now that I am debt-free, I intend to go even further and pursue a doctoral degree in medicine. I have been continuing to work hard to continue my education and have been fortunate to shadow doctors and surgeons in the medical field to prepare myself for the rigors of medical school."

She concluded, "I would like to thank the Seafarers International Union scholarship fund for helping me to reach this point in my life and giving me the financial boost I needed to actualize my academic dreams."

The SHBP annually offers eight scholarships totaling \$132,000 to Seafarers and their dependents who are looking to continue their education. Three are awarded to active Seafarers while five are given to dependents.

One of the scholarships for Seafarers totals \$20,000 and is for a four-year course of study at an accredited college or university. The remaining two awards for Seafarers are for \$6,000 each



Laura Paulina Vega
2014 SHBP Scholarship Recipient

and intended for Seafarers interested in pursuing two-year courses of study at community colleges or vocational schools.

Each of the five scholarships for dependents is worth \$20,000. These are awarded to dependents (spouses included) of active as well as retired Seafarers who are pursuing four-year courses of study at accredited colleges or universities.

More information is available at www.seafarers.org. Go to the ABOUT tab, navigate to the Seafarers Health and Benefit Plan menu (Participant Letters and Notices of Material Modification section) and select SHBP Scholarship Application (PDF).



Spotlight on Mariner Health

Medical Dept. Provides Useful Information About Polio Virus

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

Polio (poliomyelitis) is a contagious, viral illness that can cause nerve injury leading to paralysis, shortness of breath, and on rare occasions, death. The last case that occurred naturally in the United States happened in 1979.

Despite a worldwide effort to wipe out polio, the polio virus continues to affect children and adults in parts of Asia and Africa. The Centers for Disease Control advises taking precautions to protect yourself from polio if you are traveling anywhere that is at high risk. Adults that are traveling to these areas and who had the polio vaccine as a child should get a booster shot of inactivated polio virus vaccine (IPV). This will boost their immunity for a lifetime.

Polio can be transmitted through direct contact with someone infected with the virus or through contaminated food and water. The polio virus lives in the throats and the intestines of an infected person. Peo-

ple carrying the virus can spread it for weeks in their stools/feces.

A person who develops symptoms from the polio virus can possibly have one or many of these indicators: possible paralysis, fever, sore throat, headache, vomiting, fatigue, back pain, neck pain, pain in the arms or legs, and muscle weakness.

The most serious form of the disease is rare. The person can have all or some of the symptoms already mentioned and then develop loss of reflexes, floppy limbs, difficulty breathing, and intolerance to cold temperatures.

See your doctor if you suspect any possible link to a polio exposure. Remember that you must complete all of the series of the polio vaccinations in order to be completely immunized.

Treatment for polio is mostly supportive and may include bed rest, pain meds, antispasmodic drugs to relax muscles, portable ventilators to help with breathing, and physical therapy/possibly braces to help with walking.

Get your vaccinations and booster shots as instructed in order to build up your immunity.

Healthy Recipe

Braised Paprika Chicken Thighs
Servings: 12

Ingredients and Seasonings

- 6 pounds chicken thigh without skin, boneless cut in halves
- 1 teaspoon kosher salt
- 1 teaspoon black pepper, ground
- 6 tablespoons olive oil
- 2 tablespoons smart balance
- 2 teaspoons garlic, minced fine
- 4 cups onion, finely chopped
- 3 cups roasted red pepper, finely chopped
- 2 teaspoons rosemary, finely chopped
- 2 tablespoons fresh parsley, chopped
- 1 cup tomato sauce
- 4 tablespoons paprika, sweet
- 2 teaspoons crushed red pepper flakes
- 2 teaspoons marjoram
- 2 cups low sodium chicken broth
- 1 cup reduced fat sour cream
- Cornstarch, mix with cold water

Preparation

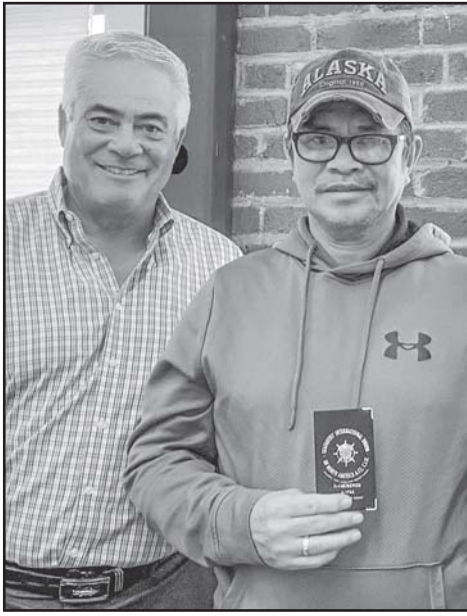
1. Pat chicken pieces dry with paper towels and season with ½ teaspoon salt and pepper.
2. Heat oil and butter in large, heavy casserole or Dutch oven over medium heat. Add onions and sprinkle with sugar. Cook, stirring frequently, until the onions are very soft and light brown, 10 to 15 minutes.

3. Stir in bell peppers, tomato paste, paprika and crushed red pepper. Add the chicken and stir it gently into the onion mixture. Sprinkle with marjoram and add broth. Cover the pot with a tight-fitting lid and simmer over medium low heat until the chicken is very tender, about 50 minutes.
4. When the chicken is done, remove it to a plate. Stir the sour cream into the sauce; return to a simmer and cook, stirring, until the sauce coats the spoon. Reduce heat to low, return the chicken to the sauce and re-heat, about 1 minute. Serve garnished with parsley, dill and/or chives, if desired.

Nutrition Information:

Per Serving (excluding unknown items):
271 Calories; 13g Fat (41.8% calories from fat); 29g Protein; 11g Carbohydrate; 2g Dietary Fiber; 109mg Cholesterol; 486mg Sodium. Exchanges: 0 Grain (Starch); 4 Lean Meat; 1 ½ Vegetable; 1 ½ Fat; 0 Other Carbohydrates.

Provided by Chef Robert "RJ" Johnson of the Paul Hall Center for Maritime Training and Education's Lundeberg School of Seamanship



B-BOOKS IN OAKLAND – Recently receiving their respective B-books at the hiring hall were (photo at left) Chief Cook Charlito Asebero (right, with SIU VP West Coast Nick Marrone) and (photo above, from left) Madina Lawless, Ahmed Saleh and Abdulhamed Musa, also pictured with VP Marrone.

A-BOOK IN ALGONAC – Chief Cook Nasr Al-musab (left) picks up his A-seniority book at the hiring hall late last year. He's pictured with SIU Safety Director Gerret Jarman.

At Sea and Ashore with the SIU



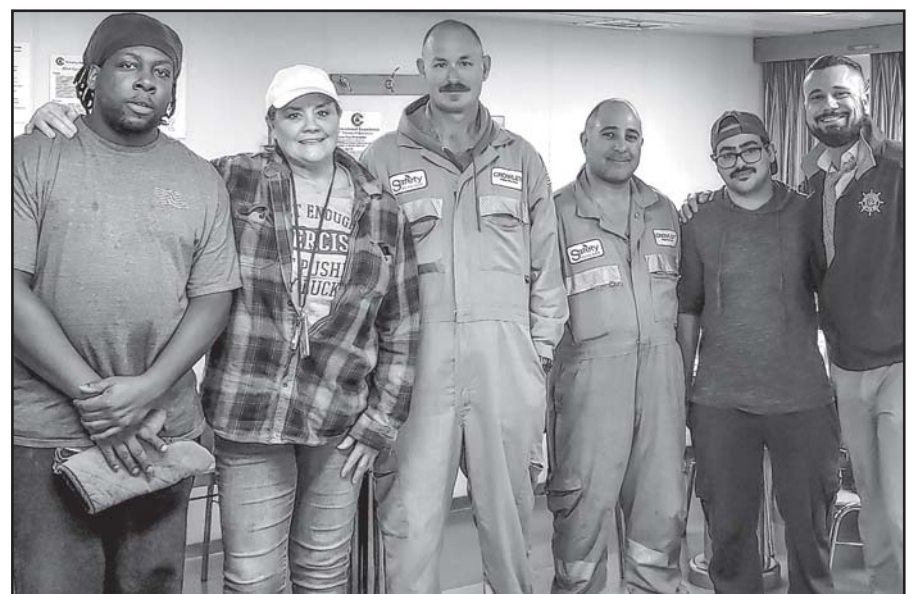
A-BOOK IN SAN JUAN – AB Luis Ramos Rosa (left) receives his A-seniority book from Port Agent Amancio Crespo at the hall.

AT THE BALTIMORE HALL – In photo above, Recertified Bosun Richard Wilson (right) picks up his first pension check. He's pictured with Port Agent John Hoskins. The photo at right shows SA Mohamad Khodeiri (right) receiving his B-book from Safety Director DeCarlo Harris.



AT THE JACKSONVILLE HALL – In the photo at left, AB Edwin Pagan (left) and GUDE Antonio Norflett (right) receive their full books. They are pictured with Port Agent Ashley Nelson. In the other photo, Recertified Steward Edward Porter (left) picks up his first pension check. He's also pictured with Nelson.

SANTA AND A SEAFARER – SA Diane MacDonald (right) visits with a guest in Long Beach, California, prior to Christmas. She reported feeling relieved when told she had been good throughout the year.



ABOARD EMPIRE STATE – Pictured (photo at right) from left to right aboard the Intrepid Personnel and Provisioning vessel (photo above) in Selby, California, are Chief Cook Rondell Richardson, Recertified Steward Donna Rye, AB L Johnson, AB David Pelczmann, SA Raed Ghilan and SIU Port Agent Nick Marrone II.

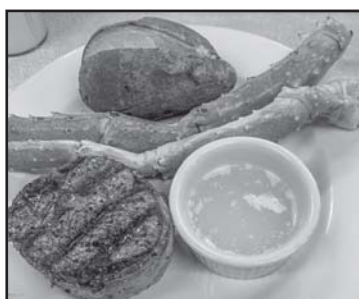
At Sea and Ashore with the SIU



PHILLY FELLOWSHIP & PHILANTHROPY – Seafarers on Dec. 20 celebrated the winter holidays during a gathering at the hiring hall (photos above and at right) and by delivering donated gifts through a local charity (photo at left). The International Union of Operating Engineers Local 25 and the Maritime Port Council of Delaware Valley also played big roles in the “adopt a family” toy drive, which netted bicycles, electronic items, gift cards and more.



INDIANA HARBOR A GREAT FEEDER – During a recent stop at SIU headquarters, Bosun Jeremy Shenett (photo at left) commended the work of Chief Cook Saleh Saleh (photo at immediate right) aboard the *Indiana Harbor* (American Steamship). Some of the chief cook’s inspired creations are shown in the picture of him as well as in the photo immediately below.



WELCOME ASHORE IN HOUSTON – Chief Engineer Bruce Beam (second from left) stops by the Houston hall to pick up his first pension check following a long career at G&H Towing. SIU Asst. VP Mike Russo is at far left, while Patrolman J.B. Niday is at far right.



ABOARD SUNSHINE STATE – Pictured (photo at left) from left aboard the Intrepid Personnel and Provisioning vessel (photo above) in Jacksonville, Florida, are Recertified Bosun Marc Marcus, AB Daniel Harris, AB Randy Shaw and Third Mate Julian Martinez.

Agencies Weigh In On Coronavirus Outbreak

Coast Guard Provides Guidance for Maritime Industry

Editor's note: Visit the SIU website for the latest U.S. Coast Guard Marine Safety Bulletins concerning coronavirus.

By now, all Seafarers are probably aware that a respiratory illness caused by a novel coronavirus (2019-nCoV, hereafter referred to as coronavirus) is front and center on the world stage.

First detected in Wuhan City, Hubei Province, Peoples Republic of China, the virus has since spread globally. Already, as of mid-February, more than 1,000 deaths have been attributed to the virus in China and another 31,000 individuals in that country have been confirmed infected. Because Wuhan City is a major domestic and international transportation hub, odds are high that mariners and maritime commerce as well as airline and aviation workers worldwide could be affected.

A myriad of health agencies and stakeholder bodies have weighed in on the situation and provided an abundance of guidance on how mariners and other transportation-sector workers can best protect themselves from contracting the virus. These include, but are not limited to the World Health Organization (WHO), the Centers for Disease Control (CDC), International Transport Workers' Federation (ITF), the U.S. Coast Guard, and several SIU-contracted companies. Following are some of the actions promulgated by the former entities:

The WHO on Jan. 30, 2020 declared the coronavirus outbreak constituted a Public Health Emergency of International Concern. One day later on Jan. 31, U.S. Health and Human Services (HHS) declared the coronavirus situation to be a Public Health Emergency in the United States. The agency then issued a quarantine order for specific airline passengers returning to the United States from the Hubei Province of China. Also on Jan. 31, President Trump issued a proclamation on the Suspension of Entry as Immigrants and Non-immigrants of Persons Who Pose a Risk of Transmitting 2019 Novel Coronavirus and Other Appropriate Measures to Address This Risk. The proclamation included temporary suspension of foreign nationals (with some exceptions such as vessel crew members) who were physically present in the People's Republic of China (excluding Hong Kong and Macau), during the 14-day period preceding their entry or attempted entry into the United States.

The CDC issued a Level 3 Travel Health Warning to avoid all nonessential travel to China and the U.S. Department of State increased its Travel Advisory for all of China to Level 4 ("Do not travel to China"). The CDC Travel Health Warning contains precautions to protect travelers and others if one must travel to China.

The U.S. Coast Guard in a Marine Safety Information Bulletin dated Feb. 2 issued the following guidance:

- Illness of a person onboard a vessel that may adversely affect the safety of a vessel or port facility is a hazardous condition per 33 CFR 160.216 and must be immediately reported to the U.S. Coast Guard Captain of the Port (COTP) under 33 CFR 160.206. Cases of persons who exhibit symptoms consistent with 2019-nCoV must be reported to the COTP. Such persons will be evaluated and treated on a case by case basis.

- Per 42 CFR 71.21, vessels destined for a U.S. port are required to report to the CDC any sick or deceased crew/passengers during the 15 days prior to arrival at a U.S. port. U.S. flagged commercial vessels are also advised to report ill crewmembers in accordance with the requirements of each foreign port called upon.

The Coast Guard further advised that vessel owners/operators and local stakeholders should

be aware of the following:

- Passenger vessels or any vessel carrying passengers that have been to China (excluding Hong Kong and Macau) or embarked passengers who have been in China (excluding Hong Kong and Macau) within the last 14 days will be denied entry into the United States. If all passengers exceed 14 days since being in China (excluding Hong Kong and Macau) and are symptom free, the vessel will be permitted to enter the United States to conduct normal operations. These temporary measures are in place to safeguard the American public.

- Non-passenger commercial vessels that have been to China (excluding Hong Kong and Macau) or embarked crewmembers who have been in China (excluding Hong Kong and Macau) within the last 14 days, with no sick crewmembers, will be permitted to enter the U.S. and conduct normal operations, with restrictions. Crewmembers on these vessels will be required under COTP authority to remain aboard the vessel except to conduct specific activities directly related to vessel cargo or provisioning operations.

- The Coast Guard considers it a hazardous condition under 33 CFR 160.216 if a crewmember who was in China (excluding Hong Kong and Macau) within the past 14 days is brought onboard the vessel during transit. This requires immediate notification to the nearest Coast Guard Captain of the Port.

- The Coast Guard will continue to review all "Notice of Arrivals" in accordance with current policies and will communicate any concerns stemming from sick or deceased crew or passengers to their Coast Guard chain of command and the cognizant CDC quarantine station, who will coordinate with local health authorities.

- Vessel masters shall inform Coast Guard boarding teams of any ill crewmembers on their vessel prior to embarking the team and Boarding Teams should verify the type of illnesses with CDC if concerns arise.

- Local industry stakeholders, in partnership with their Coast Guard Captain of the Port, should review and be familiar with section 5310 Procedures for Vessel Quarantine and Isolation, and Section 5320 – Procedures for Security Segregation of Vessels in their Area Maritime Security Plan.

- Local industry stakeholders, in partnership with their Coast Guard COTP, should review and be familiar with their Marine Transportation System Recovery Plan.

The ITF is closely following all advice from the WHO regarding the current outbreak. The body has called on all governments and transport companies to implement all measures available to them to limit the risk of transmission of the deadly coronavirus to transport workers globally. This is particularly important for seafarers and port workers, as well as airline, border and cruise workers, who are in the frontline of the outbreak.

WHO has advised governments to prepare for containment, including active surveillance, early detection, isolation, case management, contact tracing and prevention of the onward spread of infections. Governments were also prompted to act immediately and implement strict biosecurity protocols in airports and ports, including procedures to identify potentially infected passengers, crew and seafarers from areas of concern, to contain the outbreak and minimize any chance of exposure and safeguard workers from the deadly outbreak.

Moreover, WHO mandated that airlines, airports, cruise line operators, shipping companies and port operators must provide workers with the latest information regarding the outbreak, follow best practice in regard to health and safety protocols and supply of personal protective equipment,

put into effect procedures to identify symptomatic travelers, crew and/or workers, and set clear guidelines for workers managing suspected cases of infection.

Advice for the maritime industry, seafarers and dock workers

There is currently no vaccine to prevent coronavirus infection. The best way to protect yourself from infection is to avoid being exposed to this virus. In this vein, the International Maritime Health Association issued the following advice specifically for the maritime industry, seafarers and dock workers:

- Do not restrict embarkation/disembarkation of seafarers in non-affected ports.

- Do not restrict necessary ship visits by port agents, chaplains, service personnel and others.

- Do not visit food markets in China and avoid provision of fish and poultry in China.

- Do not consume raw eggs, milk, meat.
- Observe strict food hygiene to avoid cross contamination.

- Ensure facial protection is provided for all crew (5 pieces /per person).

- Provide influenza vaccination, alcohol-based hand sanitizer and facial protection for ship inspectors and other crew who travel to China.

- If a crew member on board falls sick and has been travelling to affected areas 2-12 days before embarkation, the person must stay in his/her cabin.

- If a crew member is sick on board a ship, fill out the maritime declaration of health and notify the relevant port authority and consult a healthcare provider in the next port.

In addition to the foregoing, WHO also released the following list of everyday actions from the United Nations mariners should take that can help prevent the spread of the virus:

- Frequently wash your hands with warm water and soap for at least 20 seconds or use an alcohol-based hand sanitizer.

- Cover your mouth and nose with a flexed elbow or tissue when sneezing or coughing.

- Avoid touching your eyes, nose and mouth with unwashed hands.

- Avoid close contact with anyone who has a fever or cough.

- Seek early medical help if you have a fever, cough and difficulty breathing, and share your travel history with healthcare providers.

- Avoid direct, unprotected contact with live animals and surfaces in contact with animals when visiting live markets in affected areas.

- Avoid eating raw or undercooked animal products and exercise care when handling raw meat, milk or eggs to avoid cross-contamination.

CDC Recommendations

While the immediate risk of this new virus to the American public is believed to be low at this time, everyone can do their part to help respond to this emerging public health threat:

- It's currently flu and respiratory disease season and CDC recommends getting a flu vaccine, taking everyday preventive actions to help stop the spread of germs, and taking flu antivirals if prescribed.

- If you are a healthcare provider, be on the lookout for people who recently traveled from China and have fever and respiratory symptoms.

- If you are a healthcare provider caring for a coronavirus patient or a public health responder, please take care of yourself and follow recommended infection control procedures.

- For people who have had close contact with someone infected with 2019-nCoV who develop symptoms, contact your healthcare provider, and tell them about your symptoms and your exposure to a coronavirus patient.

Other resources

The coronavirus virus outbreak is an emerging, rapidly evolving situation. The WHO (www.who.int/health-topics/coronavirus) and CDC (www.go.usa.gov/wdDsW) will provide updated information, as well as updated guidance, as it becomes available.

U.S. House Passes Significant Legislation, Takes Major Step to Strengthen Labor Laws

Continued from Page 3

Act will provide significant protections for workers exercising our legal right to form a union, a right that's been trampled on for decades by union-busting consultants and anti-worker politicians."

He recently pointed out that unions are now more popular than ever, saying, "A Gallup poll found that 64 percent of Americans approve of unions and research from MIT shows nearly half of non-union workers – more than 60 million people – would vote to join today if given the opportunity. Twenty-five years ago, only one-third of workers said the same thing. What explains the gap between desire for union representation and existing union representation? Simply put, unscrupulous employers and outdated labor laws have created an environment where it has never been harder to form a union."

He continued, "Despite the unrelenting attacks, 2019 was a year of undeniable progress in the labor movement. Nearly 50,000 UAW members at General Motors fought on the

picket line for 40 days over better pay and benefits. Thousands of public-school teachers – proud AFT members – went on strike across the country to demand smaller class sizes, higher wages and better conditions for their students. Thousands more media workers, sick of layoffs and budget cuts, unionized through voluntary recognition. Now these workers are demanding changes in our labor law.

"In short, unions are good for our economy and our society. With the PRO Act, lawmakers can finally make the life-changing promise of a union available to all those who want it. It's time," Trumka said.

With the bill's passage in the House, the PRO Act heads to the U.S. Senate for consideration. *The Washington Post* reports the chair of the Senate Health, Education, Labor and Pensions Committee, Lamar Alexander (R-Tennessee), has said the measure will not be considered this year. Despite this stoppage, the passage of the bill in the House is a crucial first step on a road to becoming law, one that will continue beyond this important upcoming election year.

International Team Urges Australian Govt to Save Country's Shipping Industry

Continued from Page 2

our colleagues in Europe, Africa, Asia and Australia as the gold standard for the protection of seafarers' rights, and the safety of our domestic maritime industries. Not only do strong cabotage laws ensure that domestic seafarers retain their jobs, they are also tremendous catalysts of economic growth for countries with such policies in place."

The case also was made that cabotage not only provides jobs for a country's mariners and shipyard workers, but also safeguards foreign seafarers against exploitation posed by liberalization in the global shipping industry and so-called flag-of-convenience (FOC) vessels, the owners of which usually pay sub-standard wages and flout safety laws.

"Most shipowners want to earn as much money as possible, so if they can use cheaper crews, they will do that," Hansen said. "A lot of Norwegian shipowners changed their flags on their vessels and this issue has been escalating."

Smith told the senators that the only ones benefitting from FOC ships are the shipowners. The delegation also countered arguments from opponents of cabotage laws who take the erroneous view that if laws enable domestic shipping companies to charge higher rates, costs are passed on to consumers.

"What is the true cost, and what is the true cost we should focus on?" Given asked. "Is it the cost to the shipping company? Or the cost to Australia? As politicians, and as community leaders of the country, are the people not more important than the profit, because that is what it boils down to?"

Given said the administration must examine laws through the prism of local jobs, national security, fuel security and protecting the environment.

The delegation also renewed the call from maritime unions attending the ITF Cabotage Task Force meeting in Sydney to act immediately to purchase the *Aurora Australis*, to strengthen Australia's disaster response capacity as a first step in the creation a strategic fleet of Australian-crewed vessels and reinvigoration of Australia's domestic shipping industry. The ship is a multi-purpose research and resupply ship scheduled for retirement later this year.

Seafarers International Union Directory

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



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 (810) 794-4988

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

JACKSONVILLE

5100 Belfort Rd., Jacksonville, FL 32256
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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
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 (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

P.O. Box 75, 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 junior engineer class at the union-affiliated Paul Hall Center for Maritime Training and Education.

Question: Why did you decide to become a mariner?



Kevin Willis
Oiler

I can answer that easily. The pay is much different than on land. The possibility to progress in my career. Before I did this, I was an electrician. The main reason is it's not a 9-to-5 job. I go out and work hard, then play hard. The free time after working hard is great.



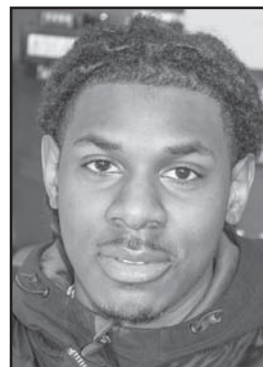
Maksim Shpylyevyy
Oiler

It seemed like a good opportunity for someone my age. I was 18 when I started. There are lots of opportunities to progress. I've gotten to travel and make decent money and also have time off. This lets me set my own schedule instead of a 9-to-5 job.



Joel Boyd
QMED

To better my family. I picked the union and it was a good choice. I travel the world, make good money, meet new people and hone my craft. I've been sailing since 2012 and I aspire to become a third engineer.



Dontrell Riddick
Oiler

I decided to become an SIU mariner because I wanted to be part of a brotherhood. I get to see the world on my own terms, and it's working out great. I've been to northern Europe, the Middle East, Turkey. Lately I've been sailing tankers, so I've been stateside, and that's been fun, too.



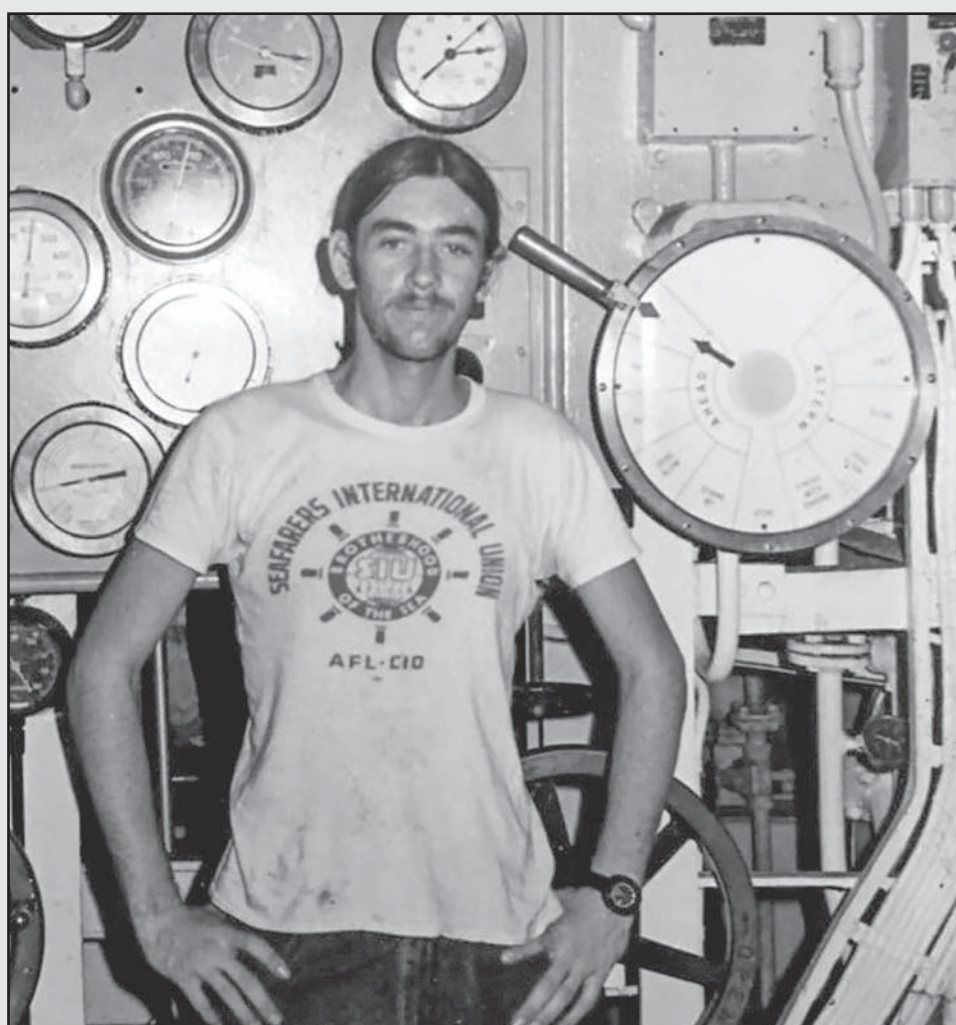
Caleb Donovan
Oiler

I got bored with business sales and decided to find something that would be more interesting and let me travel. After looking around at my options, this seemed the most interesting. I can travel the world and learn a useful skill set. I love it.



Paul Hudgins
Oiler

I wanted to better myself and get away – travel, have a little bit of fun. I want to be an engineer someday, and this was the best way to do it. I joined in 2017 and it's been great. I've been able to see a lot of the world already.



Pic From The Past

Retired Seafarer John Courtney is pictured aboard the *Steel Voyager* (Isco. Inc.) during a 1972 voyage from Saigon to Taiwan. He sailed as an oiler when the photo was taken, but later upgraded to QMED and then engineer. Courtney sailed with the SIU from 1969-1985. He lives in Florida with his wife, Mary, who also sailed with the SIU (most recently as an AB).



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 Auth Way, Camp Springs, MD 20746. Photographs will be returned, if so requested. High-resolution digital images may be sent to webmaster@seafarers.org



The Houston hall collected a large donation in late January.

Unions, Jones Act Carriers Team Up For Humanitarian Aid to Puerto Rico

Voluntary Relief Efforts Follow Series of Earthquakes in U.S. Territory

The SIU and numerous allies have stepped up in a big way to help people in Puerto Rico who are recovering from a series of earthquakes that struck the territory beginning late last year.

The union has facilitated collection, transportation and delivery of donated relief items as small as handheld flashlights and as large as tents big enough to serve as full-sized classrooms. More than \$50,000 worth of supplies had been donated as of early February.

Rank-and-file SIU members have helped collect and load items at hiring halls in Philadelphia, Houston, Jacksonville and Fort Lauderdale, Florida. Members in Puerto Rico not only have helped unload relief supplies at the hall in San Juan, they've also voluntarily distributed water, food and other items throughout the territory.

But the union definitely isn't alone.

"This is a team effort and the SIU is proud to be part of it," stated Seafarers President Michael Sacco. "We are in this for the long haul, and we're committed to helping our brothers and sisters in Puerto Rico."

Working together on the relief operation are the SIU; the Maritime Trades Department and its port councils; the American Federation of Teachers (AFT); the AFL-CIO; the American Federation of State, County and Municipal Employees; the Asociación de Maestros de Puerto Rico (AMPR, part of the AFT); the AMO; the ILA; the Teamsters; Crowley Maritime; TOTE Maritime; SEACOR Holdings; National Shipping of America; and the Bakery Workers. (Others may have joined the informal coalition since press time.)

While the tents by far are the biggest-sized items, the donations have included numerous additional components. The list includes cases of bottled water, cots, folding chairs, camp stoves, tarps, sleeping bags, thermal cups, mosquito nets, gas lanterns, food, hygiene products, propane canisters, diapers, insect repellent, flashlights, water filters, solar-powered lights, medicines, batteries, generators, coolers, battery-powered fans and more. All of the items have been shipped (pro bono) on Jones Act vessels.

SIU Port Agent Amancio Crespo, based in Puerto Rico, has worked with several local labor organizations to distribute goods wherever needed, but especially to the southeastern corner of the island. He said Seafarers and other trade unionists are loading their own pickup trucks with supplies to take them to areas

where damaged roads and infrastructure cannot handle larger trucks hauling containers. Among the first places where union-donated supplies arrived were 10 tent communities near main highways around Ponce, Puerto Rico.

"The only questions union members ask is 'Where can I take help?'" Crespo stated. "Members hear supplies have arrived and they know we have to get them out. ... I do not have words to express our deepest gratitude, but rest assured that your donations and actions do make a big difference, and are being distributed to those in need."

Many of the commercial tents and sidewalls have been manufactured by American Tent, based in Milwaukee. Those tents will serve as temporary classrooms for students and educators in some of the hardest hit areas in the island's south where thousands of homes, schools and commercial buildings were destroyed and damaged. A majority of the 856 schools on the island remain closed due to concerns over structural damage and asbestos, and up to a fifth are considered structurally unsound.

On January 21, AFT President Randi Weingarten travelled to Guánica to witness the devastation firsthand.

"Puerto Rico is confronting a crisis and it is our moral duty to come together to help our fellow American citizens," Weingarten said. "The generosity of thousands of donors has enabled us to work hand-in-hand to find ways to help communities get back on their feet. The true measure of any society is how it treats its most vulnerable, and only by coming together can we begin to repair the damage and build resilience. The earthquakes wreaked havoc, but they couldn't shake the courage and the spirit of the people of Puerto Rico."

"Crowley is proud and honored to collaborate with our longtime labor partners and fellow shipping companies to deliver these much-needed supplies to our fellow U.S. citizens in Puerto Rico," said Crowley Vice President of Labor Relations Ira Douglas. "As the longest-serving U.S. shipper for Puerto Rico, Crowley alongside our allies stepped up to help those in need on the island. By pooling our resources and working together, we can help Puerto Rico recover."

AFSCME issued a statement that read in part: "The thousands of members *Servidores Públicos Unidos de Puerto Rico* (SPUPR), AFSCME Council

95 have been working tirelessly to rebuild and heal Puerto Rico's communities amid unthinkable disaster. They, too, face displacement from their homes, vast power outages and the threat of disease. For their commitment to Puerto Rico at this trying time, they deserve respect and support. We are proud to join this partnership with other committed unions and businesses to continue mobilizing and expanding the amount of resources that we can offer to help the people of Puerto Rico."

Puerto Ricans are still recovering from 2017 Hurricanes Irma and Maria; many roofs still have telltale blue tarps as reconstruction has repeatedly stalled. The AFT and AMPR launched Operation Agua (the SIU also joined the effort), which raised more than \$2 million and distributed more than 100,000 water filters.

AMPR president Elba Aponte Santos said, "This has been a devastating three years for all Puerto Ricans and the experience has drained the social and emotional wellbeing of students and educators. It is incumbent on unions and business to join together to help. We will not rest until communities have recovered and secured the supplies they so desperately need."



SIU Asst. VP Mike Russo helps store some of the newly donated goods at the Houston hall



Paul Hall Center Apprentice Ricardo Valenzuela-Venegas (left) is thanked by a grateful resident of Ponce as he delivers water.



SIU Jacksonville Port Agent Ashley Nelson (left) and Erik DeLoach of Liberty Marine Services prepare tents for shipment.

Chief Cook Christian Borroto Lopez (right in photo at left) distributes water in his hometown, Santa Isabel, near Ponce. SIU personnel (photo above) team up to deliver water to more than 100 families in Ponce. The union group included Port Agent Amancio Crespo, Recertified Bosun Noel Otero, QMED Lazaro Rivera Rodriguez and pensioner Luis Roman.



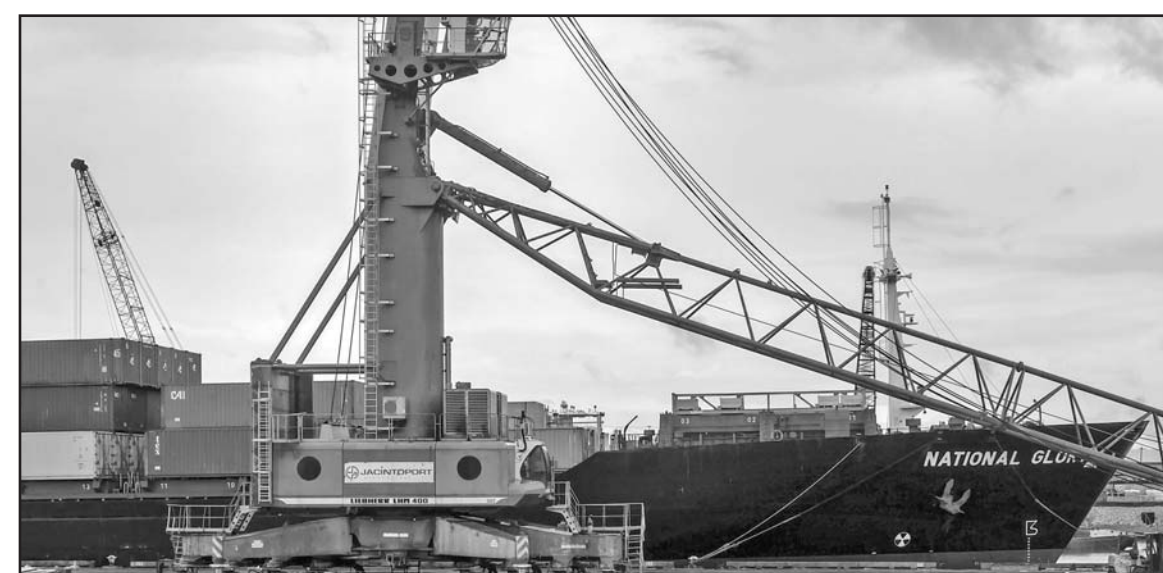
The Bakery Workers delivered this sizable donation at the hiring hall in Philadelphia.



QMED Lazaro Rivera Rodriguez (left) delivers water to a resident in a mountain community in Ponce, Parcelas Amalia Marin.



From left, AB Andre Winningham, Oiler Fernandez Wilcox and AB Stan Bailey help prepare the *National Glory* to sail from Houston with relief supplies.



The Crowley-operated *National Glory* is pictured in late January in Houston. Among other cargo, the vessel transported relief cargoes to Puerto Rico.

School Still Offers Culinary 2.0

The SIU-affiliated Paul Hall Center for Maritime Training and Education continues to offer Culinary 2.0 classes designed to help students boost their skills while complying with a new rule that took effect at the beginning of this 2020. Completing the coursework also is intended to aid individual shipping opportunities.

Shipping Rule 5.A.(6), which went into effect January 1, 2020, states, "Within each class of seniority in the Steward Department, priority shall be given to those seamen who possess an advanced Culinary 2.0 certificate from the Seafarers Harry Lundeberg School of Seamanship, in the event such program is being offered and that the seaman is registered in Group I, Steward Department."

While every new member of the steward department who completes their apprenticeship at the Paul Hall Center's Lundeberg School of Seamanship will have successfully passed Culinary 2.0, it's important to remem-

ber that those already sailing as chief cooks and chief stewards must also take the coursework in order to exercise preference and priority beginning next year (unless they have received training after January 1, 2017 at the Piney Point, Maryland-based campus).

For those seamen currently employed as permanent stewards aboard commercial vessels, they must attend Culinary 2.0 in order to maintain their current employment status.

For those already sailing as chief cooks and chief stewards, there are two new revalidation courses that have been designed to ensure a consistent level of culinary training and efficiency: Orientation/Assessment Chief Steward 2.0 and Orientation/Assessment Chief Cook 2.0. The courses are being offered regularly, but spaces are limited, so members are encouraged to plan ahead and enroll as soon as possible.

For more information, contact your port agent and/or the school's admissions office.

March & April Membership Meetings

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

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

ATTENTION SEAFARERS

Another
New
Ship



SPAD Works For You
Contribute To The
Seafarers Political Activities Donation

SPAD

Dispatchers' Report for Deep Sea

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

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	37	14	1	5	1	0	1	64	21	1
Anchorage	2	2	0	1	2	1	1	3	1	1
Baltimore	3	1	0	1	2	0	0	6	1	0
Fort Lauderdale	12	10	4	19	7	2	6	30	18	5
Guam	1	0	0	5	0	0	0	4	0	0
Harvey	15	7	4	12	3	0	7	20	7	5
Honolulu	10	4	0	7	3	0	3	18	5	0
Houston	48	28	5	42	21	5	18	83	34	3
Jacksonville	29	22	5	28	16	4	18	58	38	7
Jersey City	36	9	4	30	12	2	7	58	19	3
Joliet	6	5	0	0	2	0	0	7	7	0
Mobile	11	3	3	6	4	0	3	18	6	3
Norfolk	20	15	7	25	15	3	16	32	14	9
Oakland	18	5	2	10	5	1	4	27	7	3
Philadelphia	2	1	2	2	1	1	2	5	4	6
Piney Point	5	7	0	3	4	0	3	4	9	1
Puerto Rico	8	8	3	7	1	1	3	13	2	1
Tacoma	19	7	4	16	5	3	8	43	17	7
St. Louis	2	0	2	0	1	2	0	5	0	3
Wilmington	20	9	4	25	5	1	10	48	18	6
TOTALS	304	157	50	244	110	26	110	546	228	64
Engine Department										
Algonac	6	1	2	2	2	2	0	10	1	3
Anchorage	1	0	0	1	0	0	0	1	1	0
Baltimore	1	2	1	3	1	2	0	2	2	0
Fort Lauderdale	14	14	4	10	4	2	0	17	15	3
Guam	1	1	0	0	1	0	0	1	1	0
Harvey	3	1	0	1	1	0	1	4	4	0
Honolulu	2	5	1	6	2	1	0	17	6	0
Houston	11	19	2	13	5	0	4	23	21	4
Jacksonville	17	12	1	23	11	0	14	24	24	1
Jersey City	16	4	0	10	4	0	5	20	10	3
Joliet	4	1	1	0	0	0	0	5	2	1
Mobile	3	3	0	4	5	0	2	3	4	1
Norfolk	10	9	2	12	9	2	4	18	21	5
Oakland	8	2	1	5	2	0	3	14	4	2
Philadelphia	3	2	0	3	2	1	1	4	2	0
Piney Point	1	2	0	0	0	0	1	2	5	0
Puerto Rico	3	4	0	6	2	0	2	3	7	0
Tacoma	10	10	1	10	7	3	5	20	10	3
St. Louis	1	2	1	1	2	0	0	2	0	1
Wilmington	14	10	0	6	7	0	3	19	13	2
TOTALS	129	104	17	116	67	13	45	209	153	29
Steward Department										
Algonac	9	0	0	1	0	0	0	14	2	0
Anchorage	1	2	0	0	0	0	0	1	3	0
Baltimore	1	0	0	2	0	0	0	1	1	0
Fort Lauderdale	9	6	3	6	4	0	0	17	6	3
Guam	1	2	0	1	0	0	0	3	3	0
Harvey	3	1	0	6	1	1	2	5	3	0
Honolulu	13	3	0	4	1	0	3	14	4	1
Houston	15	9	2	20	7	0	7	27	8	2
Jacksonville	15	8	1	17	3	0	9	31	16	1
Jersey City	11	2	0	4	0	0	1	18	2	2
Joliet	2	2	0	1	1	0	0	1	2	1
Mobile	2	2	0	3	0	0	0	5	6	0
Norfolk	20	12	2	13	7	0	4	24	16	3
Oakland	11	3	1	11	2	1	6	28	6	0
Philadelphia	2	2	0	0	1	0	1	5	0	0
Piney Point	5	2	0	3	3	0	2	4	2	1
Puerto Rico	0	3	1	3	3	0	3	2	3	0
Tacoma	8	1	0	10	2	0	2	16	2	1
St. Louis	2	0	0	0	0	0	0	5	0	0
Wilmington	23	7	1	9	6	0	7	37	14	3
TOTALS	153	67	11	114	41	2	47	258	99	18
Entry Department										
Algonac	1	11	15	0	2	2	0	1	18	26
Anchorage	0	1	1	0	1	0	0	0	2	1
Baltimore	0	1	1	0	0	1	0	0	3	2
Fort Lauderdale	0	3	4	0	3	1	1	0	7	8
Guam	0	2	0	0	1	1	0	0	0	2
Harvey	1	3	3	0	2	1	0	2	3	3
Honolulu	1	1	5	0	3	0	1	2	6	5
Houston	4	16	4	4	10	1	4	8	27	14
Jacksonville	0	18	16	0	16	14	6	0	48	48
Jersey City	3	12	3	1	8	1	2	4	20	13
Joliet	0	1	1	0	0	0	0	0	1	4
Mobile	0	0	1	0	0	0	0	0	0	1
Norfolk	1	10	19	0	10	14	1	1	18	41
Oakland	2	10	3	2	7	3	2	2	25	10
Philadelphia	1	0	0	1	0	1	0	1	1	0
Piney Point	0	2	7	0	1	7	6	0	1	4
Puerto Rico	0	0	0	0	0	0	1	0	0	2
Tacoma	5	8	7	2	9	4	2	6	21	16
St. Louis	0	1	1	0	0	0	0	0	1	2
Wilmington	0	19	8	2	12	4	5	7	47	33
TOTALS	19	119	99	12	85	55	31	34	249	235
GRAND TOTAL:	605	447	177	486	303	96	233	1,047	729	346

Digest of Shipboard Union Meetings

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

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

MAERSK PITTSBURGH (Maersk Line, Limited), November 10 – Chairman **Domingo Leon**, Secretary **Darryl Goggins**, Educational Director **Mahare Kidane**, Engine Delegate **Roger Nesbeth**, Steward Delegate **Valerie Russo**. Wi-Fi to be hooked up soon. Bosun thanked crew for a safe voyage. Secretary reminded all members to leave clean rooms for oncoming crew. Educational director advised members to upgrade their skills at the Paul Hall Center. He provided information on sea time inquiries and going on the SIU website. No beefs or disputed OT reported. Crew discussed engine-department manning. Vote of thanks given to deck and engine departments. Members requested raises in pension and vacation benefits. Next port: Charleston, South Carolina.

MAERSK ATLANTA (Maersk Line, Limited), November 16 – Chairman **Thomas Flanagan**, Secretary **Glenn Williams**, Educational Director **Shawn Panschyschak**. Chairman urged crew to be safe. He reminded mariners to have rooms ready upon departure and announced payoff at sea. Secretary gave thanks to deck department for helping out with store, painting the pantry and being good shipmates. Members were instructed to put dirty linen in bags that will be placed on B and C decks. Secretary thanked electrician for helping steward department when needed. No beefs or disputed OT reported. Members asked that union look into transportation for New Jersey. Ship in

need of new washing machine, vacuum cleaner and new juice machine. Steward department was commended for a job well done.

MAERSK DETROIT (Maersk Line, Limited), November 24 – Secretary **Gerald Kirtsey**. Ship in need of new steam cleaner. Chairman reported about Wi-Fi services. Educational director advised members to upgrade at Piney Point. No beefs or disputed OT reported. Members requested 100% dental coverage for members and their families. Crew asked for pension increases and a decrease in time required to qualify. Vote of thanks to the steward department. Next port: New Jersey.

MAERSK HARTFORD (Maersk Line, Limited), December 1 – Chairman **Anecito Limboy**, Secretary **Ali Matari**, Educational Director **Christopher Eason**, Deck Delegate **Dennis Saggese**, Steward Delegate **Edwin Sebastian**. Chairman encouraged members to contribute to the Seafarers Political Activities Donation (SPAD), the union's voluntary political action fund. Educational director reminded crew to go to the Paul Hall Center and upgrade. No beefs or disputed OT reported. Members requested a reduction in required sea time and an increase in vacation days. Vote of thanks given to steward department.

ALASKAN EXPLORER (Alaskan Tanker Company), December 8 – Chairman **Charles Ford**, Secretary **Justo Reyes**, Educa-

tional Director **Winfred Opore**, Engine Delegate **Kevin Kelly**, Steward Delegate **Roberto Martinez**. Crew asked for ETA for DirecTV installation. Bosun thanked steward department for a great Thanksgiving meal. All three departments doing great. Chairman thanked everyone for working hard and staying safe. Educational director reminded members to upgrade at Piney Point. No beefs or disputed OT reported. Crew reviewed meeting minutes from October. Members would like physicals to be required annually and asked for a raise in vacation days. New dryer for crew laundry room to arrive soon. Members discussed importance of donating to the SPAD and brainstormed ideas for Christmas presents. Next port: Long Beach, California.

MAERSK COLUMBUS (Maersk Line, Limited), December 8 – Chairman **Ion Irimia**, Secretary **Fernando Lopes**, Educational Director **Tousif Ahmed**. Chairman encouraged crew to perform at their best while working safely. Educational director advised members to upgrade as often as possible. No beefs or disputed OT reported. Crew requested increases in standby wages, in vacation days and in retirement benefits. Members requested Wi-Fi availability on ship.

STOCKHAM (Crowley), December 9 – Chairman **Munassar Ahmed**, Secretary **Steve Parker**, Educational Director **Randy Slue**, Deck Delegate **Ethan Mims**, Engine Delegate **Mohamed Elazzouzi**, Stew-

ard Delegate **James Abilad**. Members reviewed old business including travel, coveralls, Wi-Fi and steel-toed shoes. Bosun thanked crew for demonstrating teamwork. Secretary thanked members for a pleasant and professional trip. Educational director stressed the importance of unity aboard ship and encouraged members to look out for one another. He urged crew to always set a high standard for their jobs. No beefs or disputed OT reported. Ongoing questions and concerns with old business. Members requested availability of Wi-Fi aboard ship. Vote of thanks given to steward department.

MAERSK DENVER (Maersk Line, Limited), December 15 – Chairman **James Walker**, Secretary **Marcelo Param**, Educational Director **Herman Castro**. Chairman praised crew for their good work while staying safe. He advised members to update documents six months prior to expiration. United States Coast Guard is possibly boarding ship. Secretary and educational director reminded crew to upgrade their skills at Piney Point. No beefs or disputed OT reported. Members are happy with newly installed Wi-Fi. Crew discussed vacation benefits and requested a vacuum.

CAPE MOHICAN (Ocean Duchess, Inc.), December 18 – Chairman **Anthony Pace**, Secretary **Salah Omar**, Educational Director **Lakhibir Pooni**, Deck Delegate **Zaid Said**, Steward Delegate **Mohamed Omar**. Chairman encouraged members

to continue their outstanding service in each of their respective positions. Ship is in ROS docked in Port of Oakland, California. Each position filled accordingly. All Coast Guard and SIU-required documentation properly placed with the chief mate. No beefs or disputed OT reported. New electrician on board. Crew discussed President's Report in the LOG and unanimously agreed with viewpoints expressed by SIU President Michael Sacco. Members are in good spirits.

HONOR (TOTE), December 21 – Chairman **Nathaniel Leary**, Secretary **Vernon Roberts**, Deck Delegate **Joseph Crane**, Engine Delegate **Wayne Linnette**, Steward Delegate **Sheki Bradley**. Chairman reminded members to continue to upgrade at Piney Point and to keep an eye on expiration dates on documents. No beefs or disputed OT reported.

OVERSEAS LOS ANGELES (Overseas Ship Management), December 24 – Chairman **Teodulfo Alanano**, Secretary **Louis Johnson**, Deck Delegate **Russell Hayden**. Members are working safely. Educational director encouraged crew to take advantage of upgrading opportunities at the union-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. Dispute over equal distribution of deck overtime. Members asked union to consider reducing frequency for physicals. Steward department was thanked for good food.

Know Your Rights

FINANCIAL REPORTS. The Constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and union finances. The constitution requires a detailed audit by certified public accountants every year, which is to be submitted to the membership by the secretary-treasurer. A yearly finance committee of rank-and-file members, elected by the membership, each year examines the finances of the union and reports fully their findings and recommendations. The annual financial committee will be elected during the April 6 headquarters membership meeting to review the 2019 records. Members of this committee may make dissenting reports, specific recommendations and separate findings.

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

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

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

Augustin Tellez, Chairman
Seafarers Appeals Board
5201 Auth Way
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 Auth Way
Camp Springs, MD 20746

Welcome Ashore

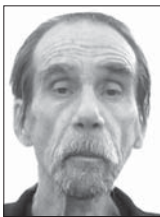
Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently retired from the union. The brothers and 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

PATRICK BISHOP

Brother Patrick Bishop, 65, signed on with the Seafarers in 1977, initially sailing aboard the *John Tyler*. He upgraded his skills at the Piney Point school on numerous occasions and sailed in the engine department. Brother Bishop's final vessel was the *Cape Juby*. He calls Virginia Beach, Virginia, home.



JUAN CASTILLO

Brother Juan Castillo, 67, embarked on his SIU career in 2004 when he sailed on the *Eugene A. Obregon*. He was an engine department member and upgraded at the Paul Hall Center on multiple occasions. Brother Castillo most recently sailed on the *Mykonos* and is a resident of Bronx, New York.



RAYMOND CLOCK

Brother Raymond Clock, 65, joined the union in 1978 when he shipped on the *Chase*. He was an engine department member and upgraded on several occasions at the Piney Point school. Brother Clock last sailed on the *Voyager*. He resides in Seward, Alaska.

J CLOTHIER

Brother J Clothier, 60, began sailing with the SIU in 1998, initially shipping out on the *Cape Juby*. He sailed in the engine department and upgraded at the Paul Hall Center on several occasions. Brother Clothier most recently sailed aboard the *Cornhusker State*. He makes his home in Green Cove Springs, Florida.

HOWARD DANIELS

Brother Howard Daniels, 65, signed on with the union in 1979, initially sailing aboard the *Exchange*. He sailed in the engine department and upgraded on multiple occasions at the Piney Point school. Brother Daniels last shipped on the *Patriot* in 1992. He resides in Suffolk, Virginia.



OBENCIO ESPINOZA

Brother Obencio Espinoza, 66, became a member of the SIU in 1988, initially sailing with Bay Tankers. He upgraded on multiple occasions at the Paul Hall Center and was a steward department member. Brother Espinoza concluded his career on the *Overseas Key West*. He lives in Channelview, Texas.



ment member. Brother Espinoza concluded his career on the *Overseas Key West*. He lives in Channelview, Texas.

JOSE GUZMAN

Brother Jose Guzman, 61, donned the SIU colors in 1991 when he sailed on the *Cape Henry*. He worked in the steward department and upgraded on numerous occasions at the Piney Point school. Brother Guzman's last vessel was the *Gopher State*. He resides in Newport News, Virginia.

ROBERT HINKLEY

Brother Robert Hinkley, 65, joined the Seafarers in 2000 when he sailed aboard the *Eric G. Gibson*. He upgraded at the Paul Hall Center on multiple occasions. The deck department member's final vessel was the *Horizon Consumer*.



Brother Hinkley makes his home in Honolulu.

EFREN ISBERTO

Brother Efren Isberto, 68, signed on with the SIU in 2002, first working aboard the *Defender*. Sailing in the deck department, Brother Isberto concluded his career on the *Horizon Kodiak*. He settled in Des Moines, Washington.



BOBBY JAVIER

Brother Bobby Javier, 68, joined the union in 1992 when he sailed on the *Global Link*. A deck department member, he upgraded on multiple occasions at the Piney Point school. Brother Javier's last vessel was the *Horizon Navigator*. He makes his home in Honolulu.



ROMERO JOMOC

Brother Romero Jomoc, 65, began shipping with the SIU in 2004. His first vessel was the *Paul Buck* and he primarily sailed in the deck department. Brother Jomoc last shipped on the *Intrepid* and is a resident of San Francisco.

KHAMISI KAYANDA

Brother Khamisi Kayanda, 66, embarked on his career with the Seafarers in 1990 when he shipped on the *USNS Silas Bent*. He upgraded his skills on multiple occasions at the Paul Hall Center and was a deck department member. Brother Kayanda most recently sailed aboard the *Florida*. He is a resident of Long Beach, California.

COLLEEN MAST

Sister Colleen Mast, 65, signed on

with the SIU in 1989, initially sailing aboard the *Independence*. She was a steward department member and upgraded at the Piney Point school on several occasions. Sister Mast most recently shipped on the *Horizon Enterprise*. She resides in Oakland, California.



DANIEL MILLER

Brother Daniel Miller, 65, began his career with the SIU in 1978. He was a deck department member and first worked for Union Boat Services. Brother Miller upgraded at the Paul Hall Center in 2004. He last sailed on the *Maersk Carolina* and settled in New York City.



ERROL MULLINGS

Brother Errol Mullings, 71, joined the Seafarers in 1980, initially sailing aboard the *Pacer*. Sailing in the steward department, he concluded his career on the *American Pride*. Brother Mullings lives in Fort Lauderdale, Florida.

NASSER MUZAYYAD

Brother Nasser Muzayyad, 65, donned the SIU colors in 1980 when he shipped aboard the *Overseas Juneau*. He primarily sailed in the steward department. Brother Muzayyad's last vessel was the *Performance*. He makes his home in Melvindale, Michigan.

VIRGINIA PANONCILLO

Sister Virginia Panoncillo, 65, joined the SIU in 1999 when she sailed on the *Independence*. She shipped in the steward department and upgraded often at the Piney Point school. Sister Panoncillo's final vessel was the *Mohawk*. She lives in Cibolo, Texas.

KEVIN QUINLAN

Brother Kevin Quinlan, 59, signed on with the union in 1981, initially sailing on the *Overseas Valdez*. He was a member of the engine department and upgraded on numerous occasions at the Paul Hall Center. Brother Quinlan most recently shipped aboard the *Cape Ray* and resides in Portsmouth, Virginia.



STEVEN RAMOS

Brother Steven Ramos, 65, sailed with the NMU prior to the 2001 NMU/SIU Merger. His first vessel with the SIU was the *Keystone Texas*. Brother Ramos upgraded at the Piney Point

school in 2011 and sailed in the deck department. His final vessel was the *Liberty* and he resides in Pawtucket, Rhode Island.



FORTUNATO RANARIO

Brother Fortunato Ranario, 67, began his career with the SIU in 2005, initially sailing aboard the *Green Lake*. He worked in the deck department and most recently sailed on the *Maersk Peary*. Brother Ranario settled in Bellflower, California.



WOODROW SHELTON

Brother Woodrow Shelton, 65, became a member of the union in 1987. He sailed in the deck department and upgraded often at the Paul Hall Center. Brother Shelton's first vessel was the *Paso Sonatrach*; his last, the *Leo*. He makes his home in Ann Arbor, Michigan.



BERNARD SMALLS

Brother Bernard Smalls, 65, sailed with the NMU prior to the 2001 NMU/SIU Merger. He initially sailed on the *Chelsea* and was a member of the engine department. Brother Smalls upgraded at the Piney Point school on several occasions. He most recently shipped aboard the *Cape Douglas* and resides in Goose Creek, South Carolina.



MICHAEL THOMPSON

Brother Michael Thompson, 65, joined the SIU in 1989 when he sailed aboard the *William Baugh*. He was a deck department member and upgraded on numerous occasions at the Paul Hall Center. Brother Thompson last shipped on the *Maersk Idaho*. He settled in Rochester, Pennsylvania.

DAVID VEGA

Brother David Vega, 68, signed on with the SIU in 1991 when he shipped on the *Richard G. Matthiesen*. He upgraded often at the Piney Point school and sailed in the engine department. Brother Vega last worked on the *Maersk Kensington*. He is a Baltimore resident.



GREAT LAKES

MICHAEL LAFOILLE

Brother Michael Lafoille, 65, began shipping with the Seafarers in 1977, initially sailing aboard the *J.A. Kling*. He shipped in the deck department and upgraded his skills in 2008 at the Paul Hall Center. Brother Lafoille concluded his career on the *St. Clair* in 2012. He resides in Manistique, Michigan.



INLAND

JOHN ACORD

Brother John Acord, 62, donned the SIU colors in 1976, first sailing with International Bulk Transport. He upgraded the following year at the Piney Point school and worked in the deck department. Brother Acord was last employed with Interstate oil. He settled in Mays Landing, New Jersey.



WADE CONNER

Brother Wade Conner, 57, embarked on his career with the SIU in 1989. He primarily sailed in the engine department and upgraded at the Paul Hall Center in 2001. Brother Conner worked for Moran Towing of Texas for the duration of his career. He lives in Orange, Texas.



BARRY SCHUFFELS

Brother Barry Schuffels, 62, started sailing with the union in 1976, initially working for National Marine Service. He upgraded at the Piney Point school on multiple occasions and was a deck department member. Brother Schuffels concluded his career with South Bay Barge and makes his home in Long Beach, California.



ALAN SCOTT

Brother Alan Scott, 66, donned the SIU colors in 1974, initially working for Maritrans. He shipped in the deck department and upgraded at the union-affiliated Paul Hall Center in 1977. Brother Scott last worked for McAlister Towing of Virginia. He calls Norfolk, Virginia, home.



Final Departures



DEEP SEA

SAEED ALAHMADI

Brother Saeed Alahmadi, 59, has passed away. He joined the union in 2003, initially sailing on the *Bernard F. Fisher*. Brother Alahmadi was a steward department member and most recently shipped on the *Ocean Glory*. He called Brooklyn, New York, home.

JOHN BUMGARNER

Pensioner John Bumgarner, 70, died January 13. He signed on with the Seafarers in 1991 when he shipped on the *Charleston*. Brother Bumgarner was a member of the deck department. He concluded his career aboard the *Savannah* before retiring in 2014. Brother Bumgarner was a Baltimore resident.



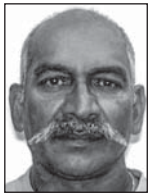
DOMINGO DECOSTA

Pensioner Domingo Decosta, 84, passed away October 1. A steward department member, he joined the union in 1992. Brother Decosta's first vessel was the *Independence*; his last, the *USNS Gilliland*. He made his home in New York.



STANLEY FERNANDES

Pensioner Stanley Fernandes, 69, passed away December 2. He joined the SIU in 2001 when he sailed aboard the *Overseas Chicago*. Brother Fernandes shipped in the deck department. He last sailed on the *Overseas Boston*, and went on pension in 2015. Brother Fernandes resided in Renton, Washington.



JEREMIAH HARRINGTON

Brother Jeremiah Harrington, 59, died February 1. He started sailing with the union in 1979 when he shipped on the *Baltimore*. The deck department member's last vessel was the *Horizon Reliance*. Brother Harrington called Dorchester, Massachusetts, home.



THOMAS MCCORMACK

Pensioner Thomas McCormack, 80, passed away November 13. He became a member of the SIU in 1999. A deck department member, Brother McCormack first sailed on the *Stephen W. Pless*. He last sailed on the *Independence II* before retiring in 2010. Brother McCormack resided in Port St. Lucie, Florida.



SJARIFUDIN NOOR

Pensioner Sjarifudin Noor, 68, has

passed away. He started sailing with the SIU in 1990 when he shipped out aboard the *Richard G. Matthiesen*. Brother Noor was an engine department member and last sailed aboard the *Energy Enterprise*. He became a pensioner in 2015 and lived in Elmhurst, New York.



WILLIAM PAYNE

Pensioner William Payne, 79, died November 15. He donned the SIU colors in 1990 when he shipped on the *Lawrence Gianella*. Brother Payne was an engine department member and concluded his career sailing on the *Horizon Discovery*. He retired in 2007 and settled in Jacksonville, Florida.



URIP SANTOHIR

Pensioner Urip Santohir, 91, passed away January 16. He joined the union in 1969, first sailing on the *Cantigny*. Working in the deck department, Brother Santohir concluded his career on the *Maersk Alaska*. He went on pension in 1996 and was a resident of Dover, Delaware.



HANABLE SMITH

Pensioner Hanable Smith, 75, died January 28. Working for Alcoa Steamship, he signed on with the Seafarers in 1964. Brother Smith

was an engine department member. He last sailed on the *Courier* before boing on pension in 2002. Brother Smith was a resident of Mobile, Alabama.



JOHN THOMAS

Pensioner John Thomas, 81, passed away December 26. He joined the Seafarers in 1962, initially sailing aboard the *Hurricane*. Brother Thomas was a steward department member. He concluded his career on the *Stonewall Jackson* before retiring in 2000. Brother Thomas lived in Virginia Beach, Virginia.



LUKE WELLS

Brother Luke Wells, 57, died December 21. He began sailing with the SIU in 1981 when he shipped out aboard the *Innovator*. He was a member of the deck department and last sailed on the *Maunalei*. Brother Wells lived in Morrisville, Pennsylvania.



GREAT LAKES

EARL DEROSIA

Pensioner Earl Derosia, 95, passed away November 23. He started sailing with the Seafarers in 1977, ini-

tially shipping on the *JAW Iglehart*. Brother Derosia was a steward department member and concluded his career on the *Steel T. Crapo*. He became a pensioner in 1989 and made his home in Fort Lauderdale, Florida.



MESSAID ELJAHMI

Pensioner Messaid Eljahmi, 95, died January 9. He joined the SIU in 1958 and first sailed aboard the *Coeur D. Alene Victory*. Brother Eljahmi sailed in all three departments. He last sailed on the *Southdown Challenger* before retiring in 1989. Brother Eljahmi called Dearborn, Michigan, home.

INLAND

WILLIAM RUSSELL

Pensioner William Russell, 69, died January 20. He joined the SIU in 1979 and was a member of the deck department. Brother Russell's first vessel was the *Manhattan Island*; his last, the *Terrapin Island*. He retired in 2012 and lived in Sandwich, Massachusetts.



REGINALD WALKER

Brother Reginald Walker, 62, has passed away. Born in Washington, D.C., he signed on with the union in 2014. He initially worked for G&H Towing and shipped in the deck department. Brother Walker last sailed

on the *USNS Henson*. He resided in New Caney, Texas.

NMU

MANUEL OLIVEIRA

Pensioner Manuel Oliveira, 95, died January 5. He was an NMU member before the 2001 NMU/SIU merger. Brother Oliveira was born in New Bedford, Connecticut. He began collecting his pension in 1971 and lived in New York.

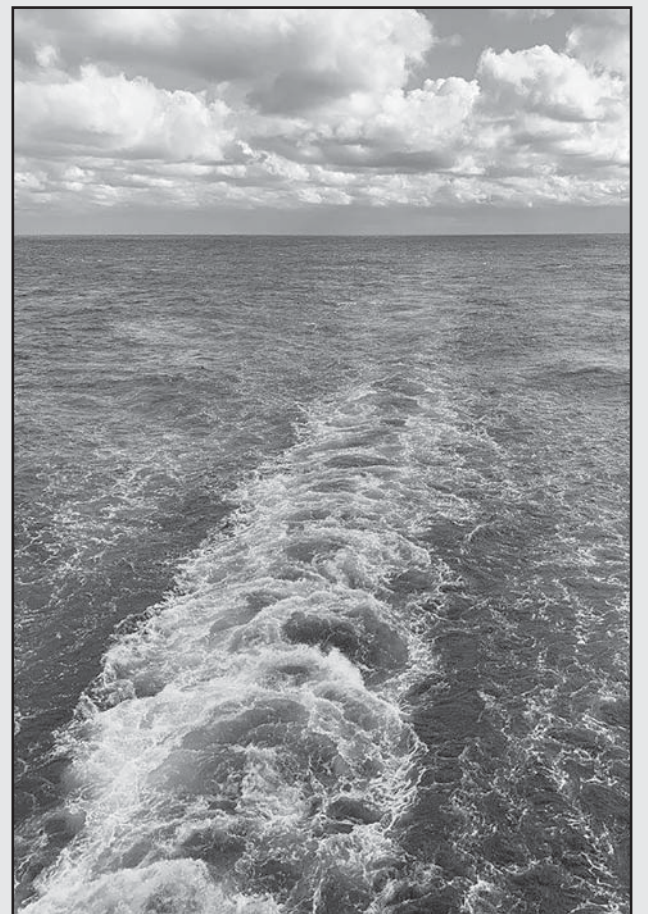
In addition to the foregoing individuals, the following union members have also passed away. Insufficient information was available to develop summaries of their respective careers.

Name	Age	Death Date
Abdullah, Ansari	74	11/12/2019
Ahmed, Joseph	83	10/25/2019
Boyd, Marion	91	01/30/2020
Doruth, Edward	93	02/04/2020
Elbuhel, Pasqual	86	12/02/2019
Erazo, Roberto	79	12/12/2019
Figuroa, Ruben	93	01/23/2020
Frank, Gabriel	91	01/28/2020
Hurst, Bessie	84	02/10/2020
Medina, Enrique	91	01/13/2020
Noble, Lloyd	84	01/28/2020
Perez, Luis	86	12/17/2019
Proctor, Philip	94	01/02/2020
Rojas, Roberto	96	01/21/2020
Silot, Onesimo	88	01/29/2020
Squires, Anthony	70	01/27/2020
Tervalon, Leo	97	01/03/2020
Twite, Mary	84	01/19/2020
Walker, Ozene	104	01/02/2020
Wilson, James	89	01/26/2020



Burial at Sea

In accordance with their wishes, the ashes of both the late SIU Brother Joseph Kalata and those of his wife, Sarah, were committed to the sea together on Jan. 27 from aboard the Seafarers-crewed *M/V Honor* (operated by TOTE Services). Joseph, an AB, passed away in November at age 93. He sailed with the SIU from 1954-1991 and was a Baltimore resident. Sarah preceded him in death by many years. The crew conducted a solemn ceremony while the ship was headed from Southampton, UK to Baltimore, roughly 180 nautical miles east of Cape Henry. Thanks to vessel master Capt. Shawn Hagerty for the photos and information.



Paul Hall Center Classes



Paul Hall Center for Maritime Training and Education



Lifeboat Class
856



Water Survival (Upgraders) – Graduated November 1 (above, from left): Hamlet Michael Ferreras, Jose Gonzalez and Hisham Almraisi.

Important Notice To All Students

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

Apprentice Water Survival Class # 856 – Graduated November 1 (above, in alphabetical order): William Aebi, Jorge Alamo Pagan, Erik Bain, William Flores-Gueits, Jacob Garatti, Austin Leamer, Anthony Solovyov, Blake Stollenwerck, Desmond Unutoa, Ahbram Ventura-Bishop and Roberto Wadsworth.



BAPO – Graduated October 11 (above, from left): Christian Cruz and Hisham Almraisi.



Watchkeeping – Graduated October 25 (above, in alphabetical order): Karleen Grenier, Christopher Hickey, Mason Con Melland, Yuriy Prytchak, Scott Salo and Dexter Madrona Turija. Instructor Brian Moore is at the far left. (Note: Not all are pictured.)



Marine Refrigeration Tech – Graduated October 11 (photo at left, in alphabetical order): Christian Bryant, Laura Hollar, Reginald Hunter, Gajatri Normatova, Martin O'Brien, Orlando Vallangca Pajarillo Jr. and Lamont Lateef Robinson. Their instructor, Christopher Morgan, is at the far left.



Paul Hall Center Classes

UA to FOWT (Motor) – Graduated November 8 (photo at right, in alphabetical order): William Alston III, Joshua Nino Bonita, Kevin Brown, Daveyon Burton, Micah Champion, Timothy Jones, Joshua Mann, Ivan Gabriel Meza, Brandon Reed, Quinton Sashington and Harry Whitney IV.



Basic Training (Basic Firefighting) – Graduated October 25 (photo at right, in alphabetical order): Ali Hussein Ali, Peter Azubike, Faustino Tmodrang Cosby, John Morrison, David Pappas, Daniel Sanchez Matos and Elaine Watts.



Crane Familiarization – Graduated October 11 (above, from left): Chris Marcani, Primus Nkemnyi and Maurice Woodhouse Jr.



Galley Ops (Phase III) – Graduated October 11 (above, from left): David May and Michael Pena. Upon the completion of their training, each plans to work in the steward departments of SIU-contracted vessels.



Advanced Galley Ops – Graduated October 18 (above, from left): Keith Everette Small and Antonio Derrell Holmes.



Chief Cook 2.0 – Graduated October 25 (above, from left): Steven Bowmer, Marilou Dumlao Toledo and Mike Adorno.



Certified Chief Cook (Module 5) – Graduated October 18 (above, from left): Kenneth Cabrera Roman, Mohamed Ahmed Nour and Cesar Andres Rosado.

Paul Hall Center Classes



Galley Ops – Graduated October 11 (photo at left, in alphabetical order): Taleb Yahya Alarqaban, Nasser Yahya Mohamed Alarqaban, Bobby Atkins, Rasheed Lee, Anthony Maltese, Randy Baldoz Sudario and Timmy Williams. (Note: Not all are pictured.)



Certified Chief Cook (Module 1) – Graduated November 1 (above, from left): Malia Arianna Bouchee and Najeeb Ali Ginah.



Chief Steward 2.0 – Graduated October 11 (above, in alphabetical order): Wilfredo Sabido Espinosa, Mayra Evelis Gines, Malcolm Holmes and John Reid Jr.



Chief Steward 2.0 – Graduated November 1 (above, in alphabetical order): Marlon Brown, Douglas Satoshi Flynn, Frank Martin, Clifton Medley III and Jose Rigoberto Norales.



Certified Chief Cook (Module 2) – Graduated September 6 (above, from left): Jaren Daguio Idefonzo and Diana House.

SEAFARERS LOG



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



A small icebreaker clears the bay as other vessels wait for daylight before shifting to the pier.



The vessel anchors off Hammernesodden, Norway.

Maersk Valencia Completes Challenging Offload



The SIU crewed ship sits moored alongside the working pier, which is only 328 feet long.

The SIU crewed *Maersk Valencia* reflagged under the Stars and Stripes last October in Newport News, Virginia.

Two months later, the 574-foot-long container ship deftly handled an interesting offload in Hammernesodden, Norway. The ship on Dec. 8 anchored in an icy inlet "because it was too dangerous to continue to the pier in the dark," according to a note from an official with Maersk Line, Limited (MLL).

A day later and with improved visibility, the vessel (which is operated by U.S. Marine Management for MLL) docked and cargo operations commenced. Despite little daylight and several snow-filled days, the operation successfully concluded Dec. 13. The *Maersk Valencia* then sailed for Nordenham, Germany.

Editor's note: Thanks to vessel master Cap. Chris Bartlett and MLL VP Ed Hanley for supplying the photos on this page



The *Maersk Valencia* is pictured during container offload.



Pictured from left to right are Dayman Joe Eaton, Dayman Rommel Martinez-Arriola, Bosun Harsono Saratoga and Chief Mate Rebecca Main.



AB Patrick Slade (above) keeps the gangway ice-free and clear of snow. The *Maersk Valencia* (below), built in 2006, reflagged U.S. last October.

