

SEAFARERS LOG

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

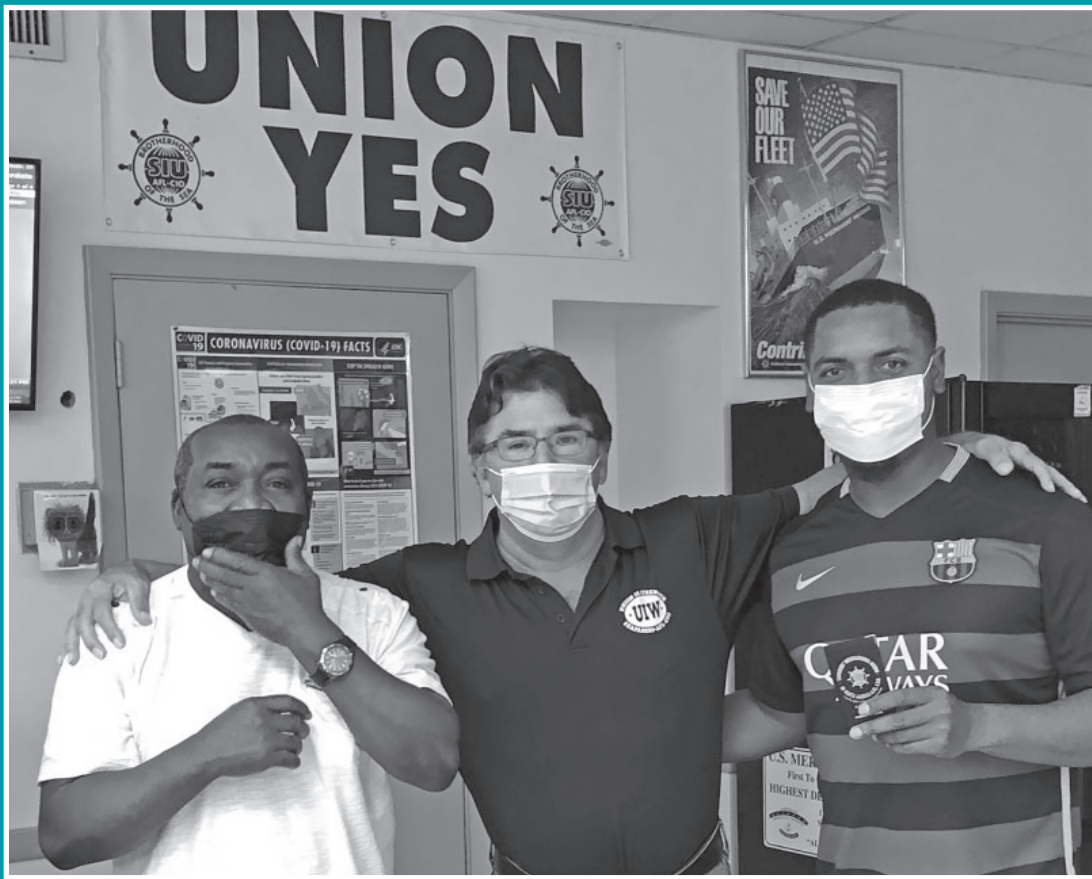
Labor Movement Loses a Giant



Richard L. Trumka
1949-2021



The SIU is mourning the loss of AFL-CIO President Richard Trumka, who unexpectedly passed away Aug. 5. Trumka, 72, led the federation as its top official since 2009. He's pictured at left and in the foreground of the photo above, right, with President Barack Obama at the 2009 AFL-CIO convention. *Page 5.*



AB Continues Family Tradition

Second-generation Seafarer AB Richard Palacios (right) receives his full book at the hall in Fort Lauderdale, Florida. His dad, AB Fabian Palacios, is at left, while SIU Asst. VP Kris Hopkins is in the middle.

Vaccination Requirements Ramp Up Across Country

As the U.S. grapples with COVID-19 variants, many private-sector employers have mandated vaccinations for their respective workers. Numerous unions, including the SIU, support vaccinations themselves but believe they should be a point of negotiation. Pictured below, QE3 Reynaldo Lacayo gets vaccinated in Piney Point, Maryland. *Page 3.*



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President's Report

Remembering Rich Trumka

Whether you're reading this column online or in print, you know that the entire labor movement is mourning the unexpected passing of our friend and leader, AFL-CIO President Richard Trumka.

As someone who worked with and knew Rich since the 1970s, I want each of you to know that all of the tributes written and spoken about him are accurate and well-earned. He was one-in-a-million, and I'm blessed to have been not only his colleague, but his friend.

If you met Rich even once, you know that when it came to personal energy, he was an 11 on a scale of 1-to-10. For that reason, I hesitate to describe him as rejuvenated following last year's presidential election, but there's no doubt he had taken his work and his leadership to another level. He was exceptionally fired up about the very real opportunities we have before us for labor-law reform and for growing our movement.

There's a decent chance you saw him on television in recent months, promoting workers' rights and trade unionism. Be 100 percent certain that those appearances were exclusively about the work at hand, rather than having anything to do with personal publicity. Rich was all about workers and their families.

In practical terms, you cannot say that someone is one-in-a-million and then expect our movement to not miss a beat. That's just not realistic. Throughout the AFL-CIO – from headquarters to the affiliate unions like the SIU, to the state labor federations and central labor councils to individual locals – we all have to step up to help fill that void. It's a tall order.

Nevertheless, I am completely confident in new AFL-CIO President Liz Shuler, who, like Rich, came up through the ranks and earned everything she got. Liz is the one who reminded us that we're allowed and expected to mourn, but we're not permitted to slack off. As she said, Rich wouldn't allow it.

Please take the time to read our coverage of Rich, and also know that he absolutely had a special affection for the SIU. Whenever we asked for help or invited him anywhere, he made it happen. I've got a framed photo of him in my office with a bunch of our officials playfully grabbing him during the 1999 AFL-CIO convention. Rich signed it, "8 Seafarers against 1 Mine Worker. Seems about right!"

Even when he was kidding, his fighting spirit came through. And those odds wouldn't have been fair, anyway – to us. Rich could overcome any challenge.

Rest in peace, my dear friend. You are missed.



The SIU is mourning the loss of AFL-CIO President Richard Trumka (right) who unexpectedly passed away Aug. 5. Trumka, 72, led the federation as its top official since 2009. He was a longtime friend of SIU President Michael Sacco (left); the two are pictured above in 2017, during the AFL-CIO convention in St. Louis.



The official party pose for a photograph at the commissioning ceremony in San Diego for the *USNS John Lewis* on July 17. (U.S. Navy Photo)

Newest Replenishment Oiler Christened

The newest ship to enter the Military Sealift Command (MSC) fleet was christened at General Dynamics NASSCO – a union shipyard – on July 17.

The fleet replenishment oiler *USNS John Lewis*, which will carry CIVMARS from the SIU Government Services Division as part of its crew, was celebrated in a ceremony attended by family of the ship's namesake, the late U.S. Rep. John Lewis. The event marked the first anniversary of Lewis' death from pancreatic cancer.

The christening also saw a bipartisan congressional delegation made up of 30 members including House Speaker Nancy Pelosi (D-California), Rep. Maxine Waters (D-California), Rep. Hakeem Jeffries (D-New York), Rep. Sheila Jackson Lee (D-Texas), Rep. Jackie Speier (D-California), and Rep. Nikema Williams (D-Georgia), Lewis' successor.

Other dignitaries included former Secretary of the Navy Ray Mabus; Vice Adm. Ross Myers, commander, Fleet Cyber Command and commander, Tenth Fleet; Vice Adm. Roy Kitchener, commander, Naval Surface Forces; MSC commanding officer Adm. Michael Wettlaufer; and actress and social activist Alfre Woodard Spencer, the ship's sponsor.

Lewis served 17 terms as a congressman and was known as the dean of the Georgia congressional delegation. A civil rights activist, he was awarded the Presidential Medal of Freedom for his long service in government by then-President Barack Obama in 2011.

"How perfect the motto of this ship: unbreakable perseverance," said Pelosi in her keynote address. "Everyone who sees this ship will be reminded of John's perseverance... God truly blessed America with the dedication and leadership of John Lewis."

The 746-foot *Lewis* is the first of the new John Lewis-class previously known as the TAO(X). This class of oilers has the ability to carry 162,000 barrels of diesel ship fuel, aviation fuel and dry-stores cargo. The upgraded oiler is built with double hulls to protect against oil spills and strengthened cargo and ballast tanks, and will be equipped with basic self-defense capabilities. The Lewis-class of oilers will replace the current Kaiser class fleet replenishment oilers as they age out of the MSC fleet.

"As the global maritime environment is increasingly crowded and contested, the *John Lewis* will continue to support our national security strategy in building partner-



Ship's sponsor Alfre Woodard Spencer christens the *USNS John Lewis* in San Diego. (U.S. Navy Photo)

ships with our friends and allies, and enable Naval forces to rapidly respond to crises, deter adversaries, and maintain forward presence to protect the homeland," said Wettlaufer. "*USNS John Lewis*, with current and future ships that make up our combat logistics force, are absolutely fundamental to that mission as they provide fuel, parts, provisions, and mail for Naval forces around the globe."

Six more Lewis-class oilers are on order for the Navy. In July 2016, US Secretary of the Navy Ray Mabus said that he would name the Lewis-class oilers after prominent civil rights activists and leaders including Harvey Milk, Earl Warren, Sojourner Truth, Lucy Stone and Robert F. Kennedy.

"We miss John on this platform, but we will never be without him," said Woodard Spencer. "May this ship inspire and free the spirit of those who serve on her and those of us on land!"

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

SIU Vessel Hosts Sec. Buttigieg

DOT Secretary Pete Buttigieg (right) tours the SIU-crewed *Cape Washington* July 30 in Baltimore, with SIU Exec. VP Augie Tellez (left). Acting Maritime Administrator Lucinda Lessley is directly behind them. SIU Baltimore Port Agent John Hoskins also was on the scene.



Arbitrator's Ruling Mandates Vaccinations

Other Businesses, DOD Also Begin Requiring Preventive Shots

An arbitrator on July 30 ruled in favor of the American Maritime Association's (AMA) insistence that they can require all mariners sailing aboard the companies' respective vessels be fully vaccinated against COVID-19.

The SIU challenged the AMA's mandate by demanding expedited arbitration, primarily because they unilaterally imposed it rather than bargain over its effects with the union.

AMA companies are signatory to the union's standard freightship and tanker agreements. Those contracts specify that with these kinds of grievances, "the matter shall be referred to an impartial arbitrator whose decision shall be final and binding," which means the union cannot appeal the decision.

In an Aug. 2 web post, the union said, "While we are disappointed in the arbitrator's ruling, we aren't necessarily surprised. Earlier in the week, the U.S. Department of Justice released an 'opinion letter' saying there's nothing in federal law that prevents private-sector employers from requiring vaccines. That is consistent with other court decisions and developments across the country, both in the public and private sectors."

At press time, details about how the AMA vaccine mandate will be implemented were still being worked out. Members are asked to keep an eye on the SIU website.

Among other points, the arbitrator said he based his decision on the unique nature of the maritime industry, including the fact that crews live together on the vessels. He cited the danger of the Delta variant, plus other recent legal rulings and opinions that support vaccination mandates. He emphasized that his decision aims to maximize safety, and also noted the complications and costs of having vessels quarantine when positive cases occur aboard ship. He acknowledged the sacrifices of mariners and their important roles as part of the essential workforce.

Many other companies – plus the U.S. Defense Department – also have either started enforcing vaccine mandates or informed employees that the requirements are imminent. Among others, the following businesses were requiring vaccines as of early August: Anthem (health insurance), Cisco Systems (tech company), DoorDash (corporate employees), Equinox (gym brand), Facebook, Frontier Airlines, Google, Microsoft, Morgan Stanley, the

New York Times, Tyson Foods, Uber (corporate), United Airlines, Walgreens (corporate), Walt Disney, Walmart, and the *Washington Post*.

On Aug. 9, U.S. Secretary of Defense Lloyd Austin III issued a "memorandum for all Department of Defense employees." In part, the memo read, "As many of you know, President Biden asked me to consider how and when we might add the coronavirus disease 2019 (COVID-19) vaccines to the list of those required for all Service members. So, over the last week, I have consulted closely with the Chairman of the Joint Chiefs of Staff, the Secretaries of the Military Departments, the Service Chiefs, and medical professionals. I appreciate greatly the advice and counsel they provided."

"Based on these consultations and on additional discussions with leaders of the White House COVID Task Force, I want you to know that I will seek the President's approval to make the vaccines mandatory no later than mid-September, or immediately upon the U.S. Food and Drug Agency (FDA) licensure, whichever comes first," he continued. "By way of expectation, public reporting suggests the Pfizer-BioNTech

vaccine could achieve full FDA licensure early next month."

The secretary added, "To defend this Nation, we need a healthy and ready force. I strongly encourage all DoD military and civilian personnel – as well as contractor personnel – to get vaccinated now and for military Service members to not wait for the mandate. All FDA-authorized COVID-19 vaccines are safe and highly effective. They will protect you and your family. They will protect your unit, your ship, and your co-workers. And they will ensure we remain the most lethal and ready force in the world."

During the August membership meeting in Piney Point, Maryland, SIU President Michael Sacco continued encouraging Seafarers to get vaccinated. It's a position he has stood by since the vaccines received emergency-use authorization.

"It's the safe way – the only way – to be in this industry," Sacco stated. "I won't steer you wrong."

As of Aug. 9, nearly 36 million cases of COVID-19 had been reported in the United States since February 2020. Almost 617,000 Americans had died from the coronavirus during that same period.



SIU President Michael Sacco, speaking at the August membership meeting in Piney Point, Maryland, encourages Seafarers to get vaccinated against COVID-19.



FOWT Frankinns Joseph displays his vaccination document after receiving an injection at the Paul Hall Center for Maritime Training and Education, administered by a local health care professional.



Vaccine mandates are on the way for military personnel, but many from the armed forces already have taken the shots. Here, Spc. Tyler Boyer administers the COVID-19 vaccine at Fort Carson, Colorado, in early August. (U.S. Army photo by Sgt. Andrew Greenwood)

Labor Board Hearing Officer: Amazon's Law-Breaking Should Lead to Vote Rerun

Amazon's labor law-breaking during the widely watched unionization vote at its giant Bessemer, Alabama, warehouse earlier this year should lead to a rerun of the Retail, Wholesale and Department Store Union's (RWDSU) election try there, a National Labor Relations Board hearing officer ruled.

According to a report by the Press Associates union news service, details of the Aug. 3 decision were not released, but RWDSU President Stuart Appelbaum announced its bottom line. Amazon promptly said it would appeal the ruling to the board's regional director in Atlanta. That office covers Bessemer and the Birmingham area.

"Throughout the NLRB hearing, we heard compelling evidence how Amazon tried to illegally interfere with and intimidate workers as they sought to exercise their right to form a union," Appelbaum said. "We support the hearing officer's recommendation the NLRB set aside the election results and direct a new election. As President Biden reminded us earlier this year, the question of whether or not to have

a union is supposed to be the workers' decision and not the employer's. Amazon's behavior throughout the election process was despicable. Amazon cheated, they got caught, and they are being held accountable."

Press Associates further reported that the RWDSU's complaint to the NLRB, and evidence at a hearing in May, showed 23 company violations of labor law, including illegal threats to lay off 75% of the 5,600 workers, cut health benefits, and even close the warehouse. The firm, owned by Jeff Bezos, one of the three richest people in the U.S., spent millions of dollars a day on union-busting after the RWDSU's drive began.

The RWDSU also cited Amazon's successful pressure on outside agencies for aid against the union. In one case, Amazon got Bessemer authorities to shorten traffic light timing at the parking lot exit outside the warehouse so union advocates had less time to approach workers sitting in their cars waiting for the light to change.

Additionally, Amazon convinced the Postal Service to put a mail ballot drop

box under a tent, emblazoned with the company logo and erected in the parking lot. That prompted one tweeter replying to the RWDSU's announcement to wonder how Amazon achieved that feat after Postmaster General Louis DeJoy had yanked thousands of blue mailboxes from mostly Democratic central cities nationwide the year before, especially from majority-minority neighborhoods. The Bessemer workforce is majority Black.

Regardless of the ultimate outcome at Bessemer, where the multimillion-dollar company campaign beat the RWDSU, the drive there has set off interest in unionizing among other Amazon workers.

Leading the charge: Workers at Ama-

zon's warehouse on Staten Island, New York, where the firm fired worker Christian Smalls, who led a brief lunch-hour walkout last year over company failure to protect workers from the coronavirus. New York Attorney General Letitia "Tish" James is probing whether Amazon broke state labor law by firing Smalls.

Amazon also fired fellow Staten Island worker Christian Bryson after he got into a dispute with a non-walkout worker. In December, an NLRB administrative law judge ruled that firing was illegal.

The national publicity also prompted the Teamsters, to announce a multi-year plan to unionize the giant warehouse, product distributor and retailer.





SIU VP Government Services Nicholas Celona (right) is pictured at an industry event in New York in 2019, with his predecessor: the recently retired SIU VP Kate Hunt.



SIU VP Government Services Nicholas Celona (third from right) already has met with numerous CIVMARS, including aboard the *USNS Miguel Keith* on the West Coast. Among those also pictured are SIU Asst. VP Joe Vincenzo (right) and SIU Government Services Representative Jesse Ruth (second from left).

Celona Appointed as SIU VP Gov't Services

Former Port Agent Crespo is Union's Newest Assistant VP

The union's executive board has announced the appointments of two long-time officials to new positions following the recent retirement of SIU Vice President Government Services Kate Hunt (see story, page 6).

Nicholas Celona succeeds Hunt as vice president, while Amancio Crespo fills Celona's former spot as an assistant vice president.

Both Celona and Crespo are well acquainted with the union. Celona is a 1977 graduate of Paul Hall Center Trainee Class 229. Crespo graduated from the trainee program in 1990. Both sailed for several years before coming ashore to work for the union.

"My goals are to promote, protect and defend the U.S. Merchant Marine and the SIU Government Services Division, which in turn will help ensure our national security," Celona said. "We have to make sure that supplies get through to our troops."

Born and raised in Brooklyn, New York, Celona graduated from Lafayette

High School in 1976 and soon thereafter found a home with the SIU. After completing the trainee program, he sailed in the engine department until 1982, upgrading several times along the way (most recently to chief electrician). He sailed on vessels operated by Sea-Land, Maritime Overseas, Delta Line, American Hawaii Cruises, Bay Tankers and others.

"The sense of adventure from shipping out was life-changing as a young man," he recalled. "I fell in love with it right away. When I was called ashore to work as an official, I did everything possible to help the membership and our union to grow."

Celona worked as a patrolman in New Orleans from 1983-88 and was involved in multiple inland beefs. He spent 1989 serving as the port agent in Piney Point before what turned out to be a long-term move to the West Coast. Celona was the union's San Francisco port agent from 1990-94; he became an assistant vice president in 1994.

Among other activities, he served as a

delegate on the San Francisco-Alameda Labor Council, secretary-treasurer of the local port council, and a governor-appointed member of the board of directors of the Cow Palace (a popular, multi-purpose arena in Daly City, California).

Always politically active, Celona organized the union's annual Thanksgiving gatherings in San Francisco and Oakland, which ran for 29 straight years before temporarily being derailed due to the pandemic. Those feasts evolved into a Who's Who of politics, with regular appearances from Kamala Harris, Nancy Pelosi, John Garamendi, Eric Swalwell, Jackie Spier and many others.

Based on his extensive work with the military, Celona in 2002 was sworn in as an honorary U.S. Marine, a rarity.

He will be based in New Orleans.

Crespo sailed for six years, both in the deck and steward departments, and also worked on a shore gang before serving as a patrolman beginning in 1997. A Brooklyn native (he is good-natured about not having the accent), he became the union's

port agent in San Juan, Puerto Rico, in 2005 and has held that post ever since.

Crespo played a major role in helping open the new hiring hall in Puerto Rico in 2018, and he also has stepped up on numerous occasions to spearhead local relief efforts following storms that have battered the island territory, including in the aftermath of Hurricane Maria in September 2017. He plays a leading role in the union's participation in "BookWaves," a joint effort between the SIU, American Federation of Teachers and Asociación de Maestros de Puerto Rico, among others, to provide free educational reading material to school-age children.

He has a bachelor's degree in criminal justice from Caribbean University and is a U.S. Army veteran who never misses a chance to promote the union and the maritime industry.

"I'm looking forward to continuing to work on behalf of our union members and the industry," Crespo stated. "It's all about family – every time I can do something for our members, it's worthwhile."



Newly appointed SIU Asst. VP Amancio Crespo



SIU Asst. VP Amancio Crespo (kneeling, center) has led the union's participation in a philanthropic outreach benefiting schoolchildren in Puerto Rico and elsewhere. He's pictured with Seafarers who also volunteer in the effort.



Trumka (left) and SIU President Michael Sacco in 2008



Pictured at a 2012 Maritime Trades Department meeting (from left) are SIU VP Gulf Coast Dean Corgey, SIU Exec. VP Augie Tellez, AFL-CIO President Richard Trumka and SIU VP Contracts George Tricker.

SIU Mourns Loss of Richard Trumka

AFL-CIO President Had ‘Soft Spot for Seafarers’

Somehow, AFL-CIO President Richard Trumka managed to be simultaneously larger-than-life and eminently approachable.

Likely due to the former quality, the initial reaction among SIU officials and staff to unofficial news of Trumka’s death on Aug. 5 primarily consisted of disbelief. Trumka’s high-energy personality and regular appearances on television (promoting workers’ right) as recently as that same week seemingly precluded his departure, and there had been no hints of health problems.

Unfortunately, confirmation soon followed: Trumka, 72, succumbed to a heart attack while on a camping trip with family.

Outpourings of sympathy began the same day, including comments from President Biden, Senate Majority Leader Charles Schumer (D-New York), and fellow labor leaders from throughout the movement.

SIU President Michael Sacco enjoyed a genuine friendship with Trumka.

“Rich and I worked together for decades, going back to the 1970s, when we were involved in labor disputes in Missouri, Kentucky and Illinois,” Sacco stated. “Throughout his entire career, no one worked harder for America’s working families.”

“Rich was fearless and down-to-earth, and even though he had plenty of formal education, at his core he remained a working-class union guy and a family man,” Sacco continued. “He never forgot his roots with the Mine Workers. Those of you who were lucky enough to hear Rich give a speech in person know that he commanded a room like few others. His passion and intelligence and foresight always came through loud and clear.”

He concluded, “The labor movement that Rich led and loved will move forward with heavy hearts – but we will move forward.... That’s how we honor his legacy.”

SIU Executive Vice President Augie Tellez said, “If you ever heard Rich address a crowd, you immediately knew what this man was about.

His passion, fervor and compassion for the working men and women of this country was the hallmark of his being. Little doubt was left as he bared his soul in the struggle for equality both economically and socially. He was truly an American hero. He had a soft spot for the Seafarers going back to his Mine Worker days in the 70s, and many of us got to know him personally. The world has lost a good man, but there is no doubt at all that his legacy will be carried on by millions.”

SIU Secretary-Treasurer David Heindel stated, “With heavy hearts, we learned of the passing of Brother Trumka. Rich was a true leader and inspiration to many. Our heart goes out to Rich’s family as well as the 12 million brothers and sisters in his extended family of the Federation. He will be missed.”

President Biden described Trumka as “a dear friend, a great American, and a good man. I will miss him as will the countless workers whose lives he made better, and the labor movement he led with daring vision. As I told his family after we heard the news, Jill and I send our love –today and always.”

On the Senate floor the morning of Aug. 5, Schumer said, “The working people of America have lost a fierce warrior, at a time when we needed him most. Just yesterday, Rich was lending his support to the striking miners in Alabama. Following in his father’s footsteps, he worked in the mines. He went to Penn State, earned his law degree – but he didn’t practice, didn’t go to some fancy place, he went right to work for the United Mine Workers, which he led for so many years.”

“He had in his veins, in every atom of his body, the heart, the thoughts, the needs of the working people of America,” Schumer continued. “He was them. Rich Trumka was the working people of America. He never had any airs, he never put it on, and he cared about his fellow workers so. He was a great leader, and he knew that the labor movement and working people had



This photo was taken in 1991 at the Greater St. Louis Area and Vicinity Port Council dinner. Trumka (right) was president of the Mine Workers at that time. He’s with U.S. Air Force Gen. Hansford T. Johnson, one of the other honorees.

to expand and be diverse. One of his passions as a leader was immigration reform, which I talked to him about repeatedly, because they were working people, too. No matter where they came from, or what they look like.... We have just lost a giant, and we need him so. We will remember him forever, and his memory will, I know, importune all of us to do even more for the working people of America who Rich Trumka so dearly and deeply loved.”

Trumka served as president of the federation since 2009. In 1982, at age 33, he ran on a reform ticket and was elected the youngest president of the United Mine Workers of America (UMWA).

There, he led one of the most successful strikes in recent American history against the Pittston Coal Company, which tried to avoid paying into an industry-wide health and pension fund.

Trumka was elected AFL-CIO secretary-treasurer in 1995, and held that post until 2009, when he was elected president.

His commitment to improving life for working people began early. He grew up in the small coal-mining town of Nemaquin, Pennsylvania. Nearly all the men in his family, including his father and grandfather, were coal miners. Trumka followed them into the mines, working there as he attended Penn State and Villanova University Law School.

Acting AFL-CIO President Liz Shuler said, “Rich was a legend, from his early days as president of the United Mine Workers of America to his unparalleled leadership as the voice of America’s labor movement. Rich loved workers. And he knew there was nothing more powerful

than workers standing together for a better life.

“If you ever watched Rich at a rally or on a picket line, his face would light up with excitement and hope,” she continued. “He never forgot who he was working for. He never forgot who he was fighting for. America’s working people were his guiding light for more than 50 years.... We are not done yet. Rich would never allow it. Now more than ever, we must come together, as one federation, to carry out the mission Rich devoted his life to.”

UMWA President Cecil Roberts said Trumka “was more than the leader of the American labor movement, he was an unequalled voice for the workers around the world.... Richard and I were partners in leadership at the UMWA for many years, but we were more than that. He was my brother, he was my friend, he was my confidant.”

American Federation of Teachers President Randi Weingarten stated, “Rich Trumka was our brother in the truest sense of the word. His sudden passing is a tremendous loss for the entire labor movement, and for working families across the country. From his first mining job in the late 1960s, to joining the staff of the United Mine Workers of America and eventually becoming president, to his fierce and courageous leadership of the AFL-CIO for more than a decade, Rich fought his entire life for dignity and respect for American workers. He practiced what he preached, and he brought the voices of working people to the forefront of our nation’s consciousness with deep humility and an abiding belief in the power of collective action. President Trumka was a beloved colleague and friend, and his legacy will endure for generations.”



Longtime friends SIU President Michael Sacco (left) and AFL-CIO President Richard Trumka share a laugh in 2015 before the start of an MTD meeting.

'We are Losing Our Tiger Mother'

Groundbreaking SIU VP Hunt Retires, Caps Dedicated Career

The maritime industry proved a natural fit for Kathleen "Kate" Hunt, but that doesn't mean her career was easy.

She played pioneering roles along the way, including service as the first female patrolman for the National Maritime Union (NMU) and the first female member of the SIU executive board. She weathered a rocky stretch (not of her doing) at the NMU and later handled major responsibilities for two SIU-affiliated unions.

Hunt happily declared herself "finished with engines, my friend" when describing her decision to retire as vice president of the SIU Government Services Division, effective Aug. 1. She had been a vice president since 2018.

"I've worked since I was 14 years old," Hunt said. "I've never not worked. But initially, I will be sitting on a beach in Rhode Island, just looking out on the horizon. After that, I'm looking forward to a lot of family time. We've got lots of toddlers and babies in my family; I'd like to help my nieces and nephews, and just hang out with them. I'd also like to travel a little when the time is right."

Hunt comes from a maritime family (her father was an NMU port agent, and many other relatives sailed), so it wasn't shocking that she landed a job with a steamship authority in the 1970s. But her next move – sailing in the deck department of ferries in Cape Cod, Massachusetts, beginning in 1976 – was very uncommon for women in that era.

She came ashore as a patrolman four years later and continued serving as an NMU official until that union merged into the SIU in 2001, at which time she wasn't sure about her future.

"God bless (SIU President) Mike Sacco. He let me keep working," Hunt recalled. "He just wants people that like to work and do their jobs, so I did."

After the merger, Hunt was assigned as a representative for the SIU's Government Services Division, working with the SIU crews aboard Military Sealift Command vessels, NOAA research vessels and other government-owned ships. She'd done similar work for the NMU.

Hunt also worked as a representative of the Seafarers Entertainment and Allied Trades Union (SEATU), serving members employed in the Northeast while being based at the SIU's New York-area office.

In August 2016, Hunt was appointed by the SIU's Executive Board to serve as the national director of the United Industrial Workers (UIW). In this capacity, Hunt oversaw dozens of UIW shops in the continental United States and Alaska and in the United States Virgin Islands. She held that post until her appointment (and subsequent reelection in 2020) as a vice president.

"Kate is one of the hardest-working officials we've ever had," said SIU President Michael Sacco. "She's been a tremendous asset to the members, and she did a great job representing them aboard the ships."

"Kate is a complete professional," said SIU Secretary-Treasurer David Heindel. "Whatever task she took on was handled thoroughly and with the membership's inter-

est in mind. She fought with vigor and usually came out with a win. Fitting into a male-dominated industry never distracted her. If anything, it played to her advantage. I would like to wish her a well-earned retirement and best wishes in her next phase of life. I'm betting she will be following Bruce Springsteen around the country while he's on tour."

Nicholas Celona, Hunt's successor as vice president, said, "It's an honor and a privilege to have known Kate and to have been a colleague. I hope she enjoys her next chapter of life, with fair winds and following seas."

SIU Assistant Vice President Government Services Division Joe Vincenzo stated, "Well done and a well-deserved retirement, Kate. It was a pleasure and privilege working with you over the years on UIW and Government Services contracts, issues and membership services. Enjoy that margarita on the beach!"

Capt. Andrew M. Lindey, vessel master aboard the *USNS Comfort*, included this succinct message when forwarding Hunt's farewell email to the crew: "We are losing our Tiger Mother."

Capt. Keith A. Walzak of the *USNS Grumman* described Hunt as "always on our side and at our call."

In a written communication to Hunt, Chief Steward **Valerie McCaskill** said, "I just wanted to take a moment to thank you for being such an inspiration to the industry and myself. In the short time I was able to spend with you at the NOAA union contract negotiations, I learned so much from you. But the thing that truly captivated me was how you walked in the room with such authority, humility, and grace that commanded presidential respect and admiration from all. I was blown away. I had never seen that before and yet I loved every minute. From that day forward you have changed my perspective on how to represent women in the industry. Own who you are, command respect with humility, and never settle for their best offer but demand they give you what you deserve! Thank you for being such a phenomenally fierce powerhouse!"

Looking ahead, Hunt said she has "full faith and confidence that Nick and the team that's already in place will be member-service oriented and do great things."

She cited the successful resolution of the "gangways up" beef as one of her biggest accomplishments (it involved prolonged restriction to ship during the pandemic), and also commended the work of former SIU Assistant Vice President Government Services Chet Wheeler and counsel Deborah Kleinberg (both are retired) for helping improve shipboard habitability standards.

"I think we led the way on that front," Hunt said. "We were and still are the lead on making sure that the standards aboard the ships are fair and equitable and decent, and that's also true of the hotels (where CIVMARS stay). You can't negotiate wages in the federal sector, so it's working conditions that we always focused on."

She added that while there are some differences in the federal maritime sector as compared to the private sec-



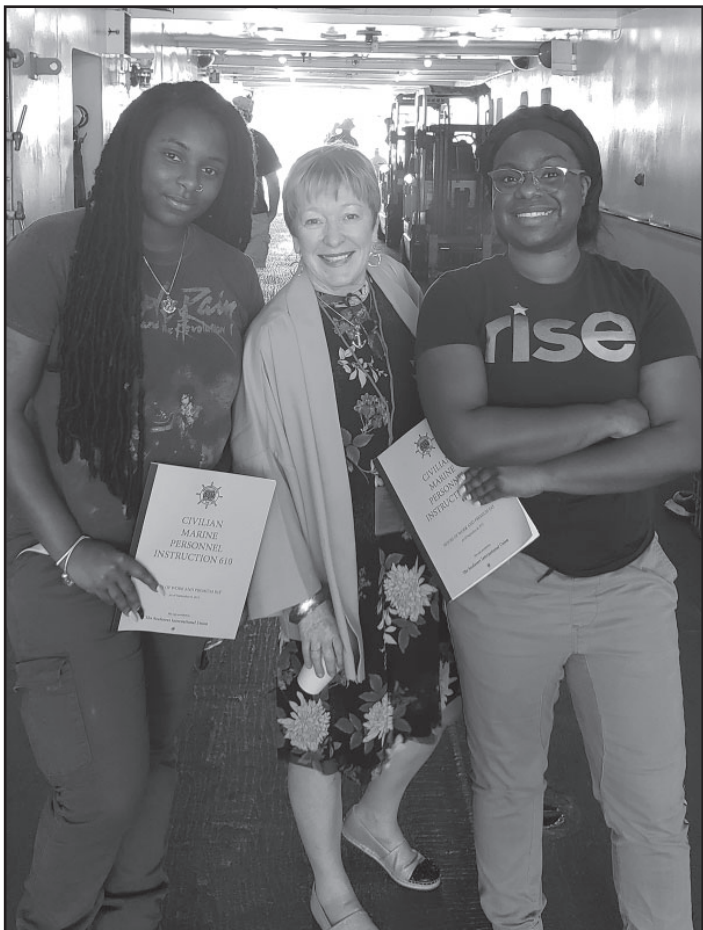
Hunt addresses Seafarers at the July membership meeting in Piney Point, Maryland.

tor, "Seamen are seamen. And it always makes me happy when I go aboard a ship and you see someone you helped. I'd see guys years later who had redeemed themselves and had a decent career. I was always really proud we helped guys hold onto their jobs and maintain their careers."

Asked what advice she'd give to people entering the industry, Hunt provided a twofold answer. First, she said, "Join the union!" Second, "Just do your job."

Hunt said she will miss her colleagues, including fellow officials, members, and personnel from the government and the military.

"I really have been very blessed," she said. "All I ever wanted to do was be a good shipmate, and I think I've been that. I'm really at peace with my decision to retire. My only regret is that it's been a year since I've been on a ship."



In this file photo from 2019, Hunt (center) stands with SIU Government Services Division members aboard the *Joshua Humphreys* in Norfolk, Virginia.



Hunt in 2018 became SIU VP Government Services Division. Prior to that, she served as National Director of one of the SIU's affiliated organizations, the United Industrial Workers. In photo above, Hunt (left) is pictured with SIU/UIW President Michael Sacco (center) and her UIW National Director successor Karen Horton-Gennette.

Crowley Wins Vessel Acquisition Management Pact

A recent contract award should mean ongoing job security for SIU members.

In late July, SIU-contracted Crowley Maritime announced that it had received a “multi-year, \$638 million contract for vessel acquisition management by the U.S. Maritime Administration (MARAD).”

The company will assist the agency “in the enhancement of the Ready Reserve Force (RRF), helping reduce the overall age of the fleet and increase ship reliability,” Crowley reported. That means acquiring newer ships – and, after those vessels enter the fleet, Crowley will maintain and operate them for MARAD.

“To carry out the contract, Crowley will use a new, proprietary information technology system to assess, research and make purchasing recommendations,” the company noted. “Once the vessels are acquired, Crowley will oversee any required re-flagging, re-classification, modification and maintenance to ensure they are fit for service in compliance with U.S. Coast Guard, American Bureau of Shipping, and Defense Department requirements.”

“A successful vessel acquisition management program is important to the U.S. as a maritime nation, the maritime industry and Crowley as we mutually invest in the strength of our nation,” said Mike Golonka, vice president, government ship management in Crowley Solutions. “We want to share our innovative, successful approach to vessel ownership and lifecycle engineering with the U.S. government.”

MARAD describes the RRF as “a subset of vessels” within the agency’s National Defense Reserve Fleet “ready to support the rapid worldwide deployment of U.S.



The SIU-crewed *Cape Wrath* (left) and *Cape Washington*, both operated by Crowley, are pictured in Baltimore. The vessels are part of the Ready Reserve Force.

military forces. As a key element of Department of Defense strategic sealift, the RRF primarily supports transport of Army and Marine Corps unit equipment, combat support equipment, and initial resupply during critical surge periods – the period of time before commercial ships can be secured for similar support. The RRF provides nearly 50% of government-owned

surge sealift capability and has rightfully been called ‘America’s Sea Power Reliant Partner.’”

The program began with a half-dozen vessels in 1977 and now consists of more than 40, most of them roll-on/roll-off ships.

RRF ships “are expected to be fully operational within their assigned five- and 10-day readiness status and then sail

to designated loading berths,” according to MARAD. “Prior to being activated, commercial U.S. ship managers provide systems maintenance, equipment repairs, logistics support, activation, manning, and operations management by contract. The RRF is periodically tested by DOD-driven activations of ships for military cargo operations and exercises.”



Spotlight on Mariner Health

Updated News about Type 1 Diabetes

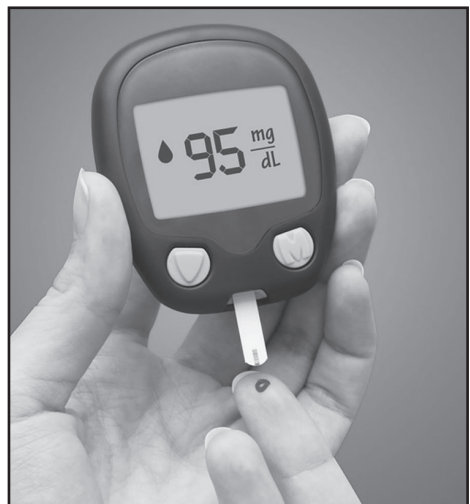
Editor’s note: This article is provided by the Seafarers Health and Benefits Plan Medical Department.

Type 1 diabetes is an autoimmune disease in which immune cells attack and destroy the insulin-producing cells (beta cells) of the pancreas. The loss of insulin leads to the inability to regulate blood sugar levels. Patients are usually treated by insulin-replacement therapy.

Type 1 diabetes may occur at any age and in people of every race, shape, and size.

In Type 1, the body does not produce insulin. The body breaks down the carbohydrates you eat into blood glucose that will be used for energy. Insulin is a hormone that the body needs in order to get glucose from the bloodstream into the cells of the body.

There is no cure for Type 1 diabetes. There is strong evidence that Type 1 happens when an individual with a certain combination of genes comes into contact with a particular environmental influence. Scientist are still working on this theory.



Remember that in Type 1 diabetes, the immune system is unable to tell the difference between harmful germs and the body’s cells, so the immune system attacks the body’s own insulin-producing beta cells. Studies are underway to identify methods for persuading an improperly functioning immune system to accept the beta cells as part of the body, rather than attacking them.

When the pancreatic beta cells (the cells that make insulin) have been destroyed, one solution may be to replace the beta cells with new ones. There are potential obstacles to this approach, though. For example, a patient would require that islets be received from more than one donor. Patients also would have to take immunosuppressant medications for the rest of their lives. Related financial costs can be substantial.

Meanwhile, insulin can be delivered by daily multiple injections, insulin pens, and by portable insulin delivery devices called pumps.

According to the National Institutes of Health, more than 30 million people in the U.S. have some form of diabetes.

Symptoms of diabetes, according to the U.S. Centers for Disease Control and Prevention, may include frequent urination, thirst, weight loss, numbness or tingling in the hands or feet, fatigue, dry skin, blurry vision, increased infections, and sores that heal slowly. People who have Type 1 diabetes may also experience nausea, vomiting, or stomach pains. Type 1 diabetes symptoms can develop in just a few weeks or months and can be severe. Type 1 diabetes usually starts in childhood or teenage years, but can happen at any age.

Seafarers are encouraged to see their respective health care providers for appointments, prescriptions, newest treatments and testing products to help make life easier with diabetes.

Healthy Recipe

Grilled Grouper with Pesto Drizzle

Servings: 25

Ingredients

10 pounds grouper fillet
4 tablespoons Mrs. Dash seasoning
1 tablespoon granulated garlic
1/4 cup smart balance, melted

Pesto Recipe:

1 1/2 ounces Toasted pine nuts, or almonds
3 each garlic cloves, minced
1/2 ounce salt
10 1/2 fluid ounces olive oil
3 ounces basil leaves, washed and dried well
2 ounces parsley
2 ounces parmesan cheese, grated

To Make Pesto:

Place nuts, garlic, half of the salt, and half of the olive oil into a blender or food processor fitted with the blade attachment. Blend to a paste, about 1 minute.

Begin adding basil leaves and parsley gradually and blend on and off to incorporate the greens into the emulsion. Add the additional oil gradually until the paste is thoroughly combined.

Adjust the seasoning with salt as needed. Add the parmesan cheese and blend just before serving. Pesto should be stored under refrigeration with a layer of oil across the surface.

To cook the Fish:

Cut the fish into 5 6-oz. filets, season the fish on both sides with the Mrs. Dash and granulated garlic.

Grill the fish 1-2 min. on each side



on a well-oiled med-high temped grill or in a sautee pan; place in 2-inch hotel pans, drizzle with olive oil and put 1/4 cup water in each pan.

Cook in a 325° F oven for 10 min. or until flaky and an internal temp of 145° F is reached. Drizzle the prepared pesto over top of the cooked fish. Serve.

Nutrition Information

Per Serving (excluding unknown items): 288 Calories; 15g Fat (46.7% calories from fat); 37g Protein; 1g Carbohydrate. Trace Dietary Fiber; 69mg Cholesterol; 360mg Sodium. Exchanges: 0 Grain (Starch); 5 Lean Meat; 0 Vegetable; 2 1/2 Fat.

(Provided by Paul Hall Center’s Seafarers Harry Lundeberg School of Seamanship)

Mississippi Legislature Backs Jones Act

Mississippi's State House and State Senate recently adopted pro-Jones Act resolutions.

The statements are basically identical and read as follows:

WHEREAS, Mississippi's access to over 1,000 miles of the Mississippi River, Gulf Intracoastal Waterway, and the Tennessee-Tombigbee Waterway makes it a critical hub in the nation's transportation system; and

WHEREAS, the current global pandemic has demonstrated the critical importance of maintaining resilient domestic industries and transportation services to the citizens and workforce of Mississippi; and

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

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

WHEREAS, mariners aboard Jones Act vessels strengthen America's homeland security as added eyes and ears monitoring the nation's 95,000 miles of

shoreline and 25,000 miles of navigable inland waterways; and

WHEREAS, Mississippi is home to 13,460 maritime jobs supported by the Jones Act, the sixth-highest per capita among all states, that generate \$728.8 million in labor income; and

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

WHEREAS, the more than 40,000 vessel-strong Jones Act fleet supports nearly 650,000 family-wage jobs and over \$154 billion in economic output nationally and \$3.05 billion to the Mississippi economy;

NOW, THEREFORE, BE IT RESOLVED BY THE HOUSE OF REPRESENTATIVES OF THE STATE OF MISSISSIPPI, That the House of Representatives affirms its resolute support for the Jones Act and celebrates the centennial anniversary of its passage which has fostered a strong domestic maritime industry that is critical to Mississippi's and the nation's economic prosperity and national security.

(Editor's note: The next paragraphs are from the Senate's version.)

NOW, THEREFORE, BE IT RE-



The Mississippi State Capitol is located in Jackson.

SOLVED, That the Senate of the State of Mississippi affirms its resolute support for the Jones Act and celebrates the centennial anniversary of its passage which has fostered a strong domestic maritime industry that is critical to Mississippi's

and the nation's economic prosperity and national security; and

BE IT FURTHER RESOLVED, That copies of this resolution be furnished to each member of the Mississippi congressional delegation.

Defense Expert Cites Urgent Need To Revitalize U.S. Shipbuilding

The situation isn't hopeless, but the United States had better get moving if it wants to reclaim its status as a leading shipbuilder.

That's the conclusion reached by Loren Thompson, a highly regarded national defense expert who runs the non-profit Lexington Institute. Thompson's commentary appeared on the *Forbes* website in late July.

He began with a quick recap of America's maritime history, then said that modern-day "U.S. shipbuilding and maritime trades ... have virtually collapsed over the last generation. A nation that led the world in commercial shipbuilding at key junctures in its history today builds less than 10 vessels for oceangoing commerce in a typical year. China builds over a thousand such ships each year."

Those weren't the only sobering statistics offered by Thompson, who holds doctoral and master's degrees in government from Georgetown University and who has taught at Harvard.

"The entire U.S.-registered fleet of oceangoing commercial ships numbers fewer than 200 vessels, out of a global total of 44,000," he wrote. "And despite trade flows to and from America exceeding a trillion dollars annually – the vast preponderance of which travel by sea – U.S.-registered ships carry barely 1% of that traffic. That is quite a decline from the year I was born, 1951, when the U.S. Merchant Marine transported a third of all global trade."

The writer then pointed out that China possesses the world's largest fleet of warships (around 350), while the U.S. Navy is "struggling to get above 300.... The Navy's request for ship construction funds next year envisions building only four combat vessels (out of eight total), a level of effort that if sustained would guarantee Chinese maritime dominance by 2030."

Ironically, he added, the largest exporter of containerized cargo to the U.S. "is a shipping company owned outright by the Chinese government."

Thompson also touched on the shipboard manpower crisis in the U.S. Merchant Marine before returning to the subject of China.

"We know that Beijing's long-term goal

is to dominate global supply chains for vital industrial goods, so the fact China is outproducing America in large commercial vessels 100-to-1, that it increasingly dominates traffic, and that it is securing control of ports along key trade routes, should have elicited a policy response from Washington," he wrote. "So far, it has not. Meanwhile, Beijing's ability to dominate the future naval balance in its own region – the industrial heartland of the new global economy – is increasingly evident."

Thompson identified the decline of domestic shipbuilding as "just one facet of America's broader deindustrialization, a process that has seen the land of Edison and Westinghouse gradually abandon the production of every industrial product from smartphones to aluminum since the Cold War ended."

For example, he said, the nation has only a single manufacturer of large aircraft.

He also criticized former President Ronald Reagan's decision to eliminate shipbuilding subsidies "without seeking reciprocal action from other nations. That move was never revisited, even though the shipbuilding industry lost 40,000 workers during the Reagan years. Time will tell whether the Biden administration has the sense to revise naval shipbuilding plans, which at the moment could spell doom for some of the surviving U.S. shipyards."

Moreover, Thompson said the Trump administration's last industrial-base report to Congress correctly stated that the largest contributing factor of declining U.S. competitiveness in global shipbuilding has been state intervention from competitor countries.

"In other words," Thompson wrote, "China and other shipbuilding nations subsidize their industries, at the expense of America's shipbuilders. So, what is Washington going to do about it?"

He concluded by identifying three options: "institute expanded cargo preferences for U.S.-built and -manned vessels, directly subsidize U.S. shipbuilders, or persist in our current dream-like state until the destruction of U.S. maritime supremacy is complete. I'm not holding my breath waiting for an effective policy response from Washington."

USA Maritime Coalition Letter To Congress: Reverse 'Disastrous Reductions in Cargo Preference'

A major American maritime coalition has urged Congress to shore up support for vital cargo preference laws.

USA Maritime, to which the SIU is affiliated, sent a letter to U.S. Rep. Peter DeFazio (D-Oregon) in late July. DeFazio chairs the House Committee on Transportation and Infrastructure.

The coalition, which also includes vessel operators, other unions, and related associations, asked DeFazio to push for inclusion of cargo preference requirements "in any future infrastructure programs enacted into law. For example, the Biden Administration's American Jobs Plan represents a significant investment in infrastructure across the United States. By adding U.S. flag cargo preference shipping requirements, Congress will ensure that cargoes shipped for the infrastructure programs authorized and funded through the American Jobs Plan will be carried by American ships with American crews. As such, the program would not only rebuild America's critical infrastructure, but it would also ensure that American taxpayer dollars benefit working families and their communities by providing cargo to U.S.-flag vessels and jobs to U.S. citizen mariners."

Next, USA Maritime asked Congress to consider "reversing the disastrous reductions in cargo preference that were enacted during the 112th Congress. Those reductions had a catastrophic impact on the U.S.-flag internationally sailing fleet. In the years following the enactment of the Moving Ahead for Progress in the 21st Century Act (MAP-21), the U.S.-flag international fleet saw a reduction in size of over 25%. The commensurate loss of jobs was significant, and the impact on American national security and readiness has been serious."

That law also reversed time-tested agreement among various stakeholders that facilitated reimbursement to the U.S. Maritime Administration for certain costs related to cargo preference. The agreement helped ensure "that the increased U.S.-flag cargo preference shipping requirements will enhance commercial sealift readiness without negative consequences to international aid programs," the coalition pointed out.

"By repealing the changes made by MAP-21, and potentially increasing cargo preference requirements to 100%, Congress can undo the damage caused by MAP-21 while working to strengthen and expand the U.S.-flag international fleet," the letter concluded.

According to the Maritime Administration, "Just as many other seafaring nations have learned, history has taught us that cargo preference, the reservation of certain cargoes to U.S.-flag ships, is necessary for our national defense and a key driver of domestic and foreign commerce."

There are multiple cargo preference laws and regulations. Collectively, they require that all U.S. military cargo and all cargo generated by the U.S. Export-Import Bank is carried aboard American-flag ships, while at least half of government-impelled agricultural cargo and civilian-agencies cargo is transported on those vessels.

NMC Releases Notices Covering Email Renewal Exams, REC Appointments

Editor's note: The National Maritime Center posted both of the following notices in July. Seafarers are reminded that they may renew their respective merchant mariner credentials without any loss of valid time on the current documents (meaning the new credential becomes valid upon the original expiration date of the old one). Also, the links mentioned in these notices are available both on the SIU website and on the NMC site.

Email Renewal Exam Update

The National Maritime Center (NMC) launched a centralized electronic delivery process (via e-mail) for renewal examinations in May 2020. Over 1,200 mariners have completed more than 3,000 examination modules using this process, and the feedback regarding the improved communications and significant reduction in processing time is overwhelmingly positive. The process allows mariners to request, complete, and submit renewal examinations for grading by e-mail. The NMC discourages requests to mail hardcopy examinations. These requests introduce significant delays in processing that are beyond our control.

Approval to test (ATT) letters for renewal examinations issued on or after May 1, 2020, include directions on how to obtain an electronic examination, which are also found on the NMC Examinations Page website.

E-mail process for renewal examinations:

After receiving an ATT letter, mariner requests their examination by e-mail to NMCRenewalExams@uscg.mil or by contacting the NMC Customer Contact Center. If the examination fee was not previously paid, mariner must provide a Pay.Gov payment receipt with the request.

NMC e-mails the mariner an Adobe PDF copy of the examination module(s), a fillable answer sheet for each module, and directions for completing the process.

Mariner completes the answer sheet for each module and returns via e-mail in accordance with the directions.

NMC receives the answer sheets, scores them, and notifies the mariner by e-mail of the results, including required retests or re-examinations, routinely within 2 business days.

Mariners may be approved for both original and renewal examinations on one ATT letter. They may only use the e-mail process for the renewal examination and must schedule original examinations at a Regional Examination Center (REC). See the REC webpage for instructions on scheduling original examinations.

If you have any questions, concerns, or feedback regarding this process, contact the NMC Customer Service Center by e-mailing IASKNMC@uscg.mil, or by calling 1-888-IASKNMC (427-5662).

Continued on Page 19

September & October Membership Meetings

Piney Point.....	*Tuesday: September 7, Monday: October 4
Algonac.....	Friday: September 10, October 8
Baltimore.....	Thursday: September 9, October 7
Guam.....	Thursday: September 23, October 21
Honolulu.....	Friday: September 17, October 15
Houston.....	Monday: September 13, *Tuesday: October 12
Jacksonville.....	Thursday: September 9, October 7
Joliet.....	Thursday: September 16, October 14
Mobile.....	Wednesday: September 15, October 13
New Orleans.....	Tuesday: September 14, October 12
Jersey City.....	Tuesday: September 7, October 5
Norfolk.....	Friday: September 10, October 8
Oakland.....	Thursday: September 16, October 14
Philadelphia.....	Wednesday: September 8, October 6
Port Everglades.....	Thursday: September 16, October 14
San Juan.....	Thursday: September 9, October 7
St. Louis.....	Friday: September 17, October 15
Tacoma.....	Friday: September 24, October 22
Wilmington.....	Monday: September 20, October 18

* Piney Point change due to Labor Day observance.

* Houston change due to Columbus Day observance

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

Dispatchers' Report for Deep Sea

"Total Registered" and "Total Shipped" data is cumulative from July 8 - Aug. 9. "Registered on the Beach" data is as of Aug. 9.

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	20	7	3	12	1	1	4	35	14	4
Anchorage	1	2	0	0	0	0	0	2	5	1
Baltimore	4	1	2	1	0	2	1	6	1	0
Fort Lauderdale	16	7	5	18	8	2	12	37	16	6
Guam	5	0	0	2	0	0	0	8	0	0
Harvey	14	2	1	9	3	2	7	24	5	1
Honolulu	3	4	0	6	3	0	2	11	4	0
Houston	42	26	6	31	13	6	17	67	35	9
Jacksonville	43	17	10	30	19	6	27	69	34	11
Jersey City	24	3	5	16	4	1	8	57	9	8
Joliet	0	0	1	0	0	3	1	2	0	0
Mobile	10	4	1	5	2	0	2	16	5	1
Norfolk	24	20	3	17	13	2	5	39	18	10
Oakland	12	3	0	9	0	1	4	25	9	4
Philadelphia	3	1	0	3	0	0	1	6	4	0
Piney Point	1	1	1	1	0	1	1	1	1	0
Puerto Rico	7	3	1	5	1	0	1	14	6	1
Tacoma	15	4	1	15	6	0	6	36	16	6
St. Louis	3	1	1	1	1	0	0	8	1	1
Wilmington	24	10	0	11	4	1	2	57	18	5
TOTALS	271	116	41	192	78	28	101	520	201	68
Engine Department										
Algonac	8	1	1	4	1	1	4	7	1	1
Anchorage	1	0	0	1	0	0	1	2	1	0
Baltimore	5	7	1	2	6	0	3	6	1	1
Fort Lauderdale	4	11	3	8	6	2	7	8	13	3
Guam	0	0	0	0	1	0	0	1	0	0
Harvey	2	4	1	4	1	2	1	6	5	0
Honolulu	4	2	1	4	1	1	3	6	4	0
Houston	10	11	1	10	8	2	6	28	20	0
Jacksonville	21	10	1	16	7	0	8	30	15	4
Jersey City	11	5	2	5	3	1	1	16	3	3
Joliet	2	1	0	1	1	1	2	6	0	0
Mobile	1	2	1	0	2	0	0	4	2	2
Norfolk	17	11	8	9	10	5	11	20	19	6
Oakland	8	5	2	2	4	2	2	14	8	2
Philadelphia	3	1	1	1	0	1	0	3	2	1
Piney Point	1	3	0	3	2	0	0	1	3	0
Puerto Rico	1	1	0	3	0	0	0	6	4	1
Tacoma	6	7	5	5	0	0	4	22	12	4
St. Louis	1	2	1	2	0	0	0	2	5	1
Wilmington	10	7	4	6	4	1	6	21	16	3
TOTALS	116	91	33	86	57	19	59	209	134	32
Steward Department										
Algonac	5	4	0	0	2	0	2	10	5	0
Anchorage	0	1	0	0	0	0	0	1	1	0
Baltimore	3	1	0	2	0	0	1	1	1	0
Fort Lauderdale	9	7	1	4	3	0	2	17	12	1
Guam	0	1	0	0	1	0	0	3	2	0
Harvey	5	2	0	2	0	0	2	8	3	0
Honolulu	7	3	0	2	1	0	0	12	3	0
Houston	9	11	1	10	5	0	6	25	13	1
Jacksonville	14	14	3	12	11	2	14	35	16	3
Jersey City	8	3	0	5	1	0	3	16	3	1
Joliet	1	1	0	2	0	0	0	1	1	0
Mobile	1	8	0	1	2	0	1	4	7	0
Norfolk	13	11	1	8	6	1	4	33	19	4
Oakland	15	8	1	15	2	1	10	17	10	1
Philadelphia	2	0	0	0	0	0	0	2	0	0
Piney Point	3	2	0	3	2	0	2	4	1	0
Puerto Rico	2	6	0	3	1	0	1	2	5	0
Tacoma	14	3	1	7	1	0	1	19	7	1
St. Louis	4	0	0	0	0	0	0	6	0	0
Wilmington	24	15	0	13	5	0	12	34	19	0
TOTALS	139	101	8	89	43	4	61	250	128	12
Entry Department										
Algonac	2	8	6	1	6	1	3	2	15	14
Anchorage	0	4	1	0	0	0	0	1	5	3
Baltimore	0	0	1	0	0	1	0	0	0	2
Fort Lauderdale	0	3	4	0	0	1	1	0	6	5
Guam	0	1	0	0	1	1	0	0	3	0
Harvey	1	2	0	1	1	1	1	2	5	2
Honolulu	1	3	3	1	4	2	1	0	5	3
Houston	1	10	14	1	7	2	4	4	15	16
Jacksonville	1	25	55	1	13	33	14	4	39	85
Jersey City	2	13	9	0	8	6	3	4	20	11
Joliet	0	1	3	0	0	1	0	0	1	0
Mobile	0	0	2	0	0	0	0	0	0	2
Norfolk	0	16	24	0	9	11	4	0	25	29
Oakland	1	13	4	0	9	3	4	2	26	10
Philadelphia	0	0	0	0	0	0	0	0	0	3
Piney Point	0	2	11	0	0	16	4	0	2	13
Puerto Rico	0	2	3	0	1	0	1	0	3	3
Tacoma	4	13	8	3	4	4	7	7	26	11
St. Louis	0	0	0	0	0	0	0	0	0	1
Wilmington	2	18	1	2	7	3	1	4	31	8
TOTALS	15	134	149	10	70	86	48	30	227	221
GRAND TOTAL:	541	442	231	377	248	137	269	1,009	690	333

At Sea and Ashore with the SIU



SIU VP MEETS WITH PANAMA'S PRESIDENT – SIU VP Gulf Coast Dean Corgey (left) is pictured in mid-July with Laurentino Cortizo, the president of Panama. Corgey is a longtime member of the Port of Houston Authority; in that capacity, he and other port commissioners met with Cortizo to discuss general shipping issues, Panama Canal-area crew changes, and vaccinations.

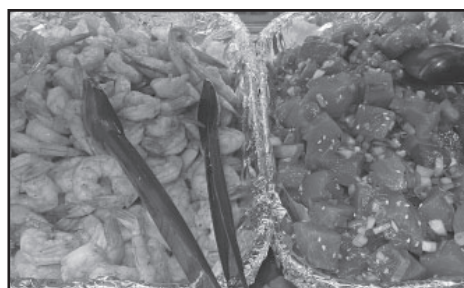
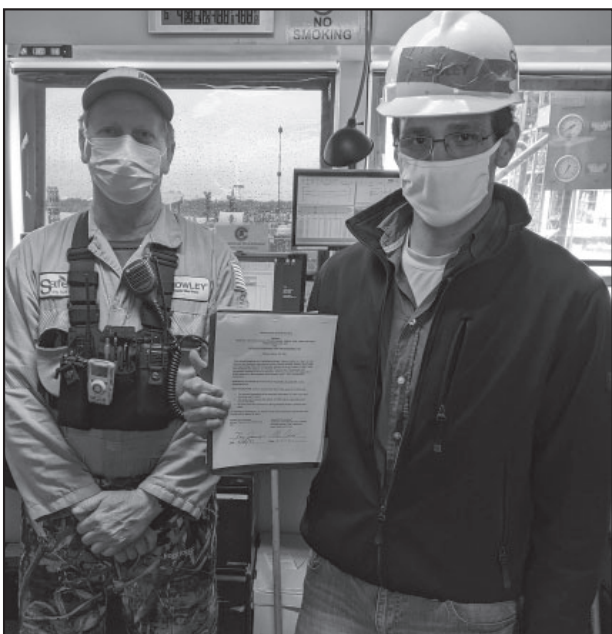
TALKING MARITIME WITH CONGRESSMAN – SIU Port Agent Chris Westbrook (left) is pictured with U.S. Rep. Troy Carter (D-Louisiana) at a political gathering July 13 in New Orleans. Carter has been a champion for working families and has committed to working with the maritime industry to maintain and strengthen the U.S. Merchant Marine.

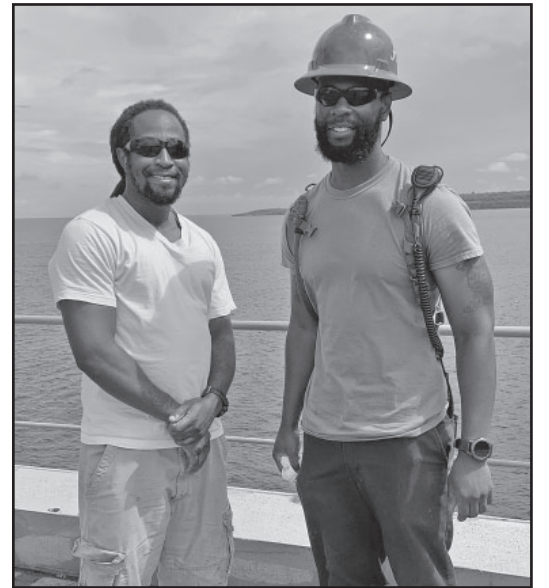


NEW CONTRACT SECURED – As reported in last month's edition, Seafarers have ratified a new three-year contract with Intrepid Personnel and Provisioning covering more than 250 members. The pact includes wage increases and other gains, and also maintains benefits. Seafarers covered by the contract include (large group photo, aboard the *ATB Commitment* on the West Coast) Capt. George Fleischfresser, CM Michael Walker, 2M Raymond Oglesby, 3M Eugene Narubin, AB Angelo Golden, AB Kyle Baker, Chief Cook David Norris, CE Piotr Kwiatkowski and DDE Charles Regan. (SIU Port Agent Nick Marrone II is third from right.) Also covered by the contract is 2M Mark Gaskill, left in photo below, with SIU Port Agent Joe Zavala in Baytown, Texas.



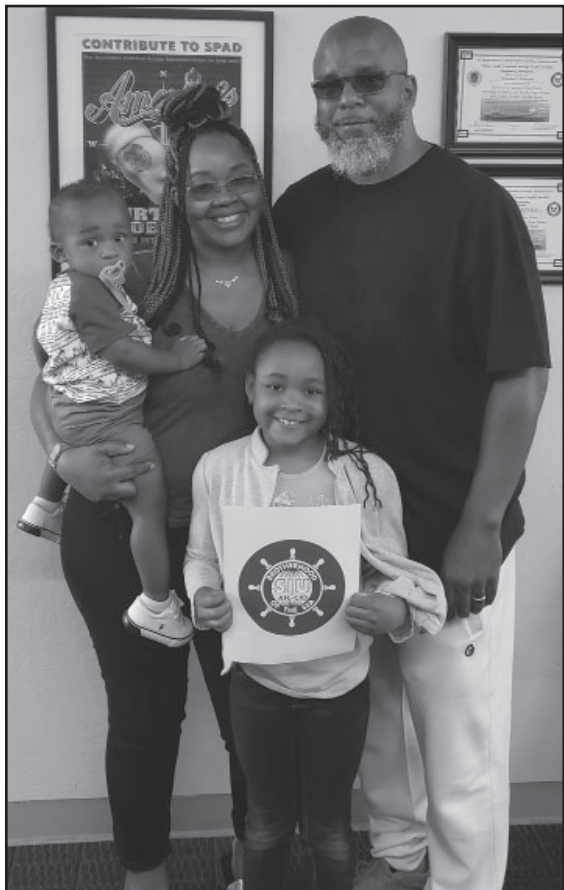
HOLIDAY FEAST ABOARD CALIFORNIA – The Fourth of July menu aboard the Intrepid Personnel and Provisioning tanker truly appears mouthwatering. Pictured from left in the group photo above are Chief Cook Keith Hall, SA Edwin Balacruz and Recertified Steward Fakhruddin Malahi.





ABOARD USNS FISHER – The U.S. Marine Management vessel has activated in support of a military exercise. Here are a few snapshots, courtesy of Capt. Jennifer L. Senner (an SIU hawsepiper). The Galley gang (photo at left) includes Chief Steward Kevin Hubble Jr., Chief Cook Randy Sudario, ACU William Flores-Gueits, SA Kierra Bradley and SA Florentino Espiritu. OS Ibrahim Ghalib (center photo) is pictured in a rigid-hull inflatable boat while AB Jeremy Cooke and Bosun Algernon Reed (photo at right) take a break from their duties to pose for a photo on deck.

At Sea and Ashore with the SIU



DROPPING IN AT THE HALL – Recertified Steward Clifton Medley (right) and his family stop by the hiring hall in Oakland, California, in late July.



READ ALL ABOUT IT – AB Luis Ramos stops by the hall in San Juan, Puerto Rico, to grab copies of the *Seafarers LOG* for fellow mariners aboard the *Perla Del Caribe* (TOTE).



FULL BOOK IN JAX – AB Anthony Brown (left) is sworn in as a full book member (B seniority) during the July membership meeting in Jacksonville, Florida. SIU Port Agent Ashely Nelson is standing at right.



FULL BOOKS IN OAKLAND – SAs (from left) Mohsin Saeed and Munasser Sallan receive their full union books. They're pictured at the hiring hall; SIU Port Agent Nick Marrone II is at right.

WITH SEAFARERS IN THE GULF – SIU Port Agent Joe Zavala (left) and SIU Patrolman J.B. Niday (second from right) meet with crews from the *USNS Pollux* and *USNS Regulus* aboard the *Pollux* in Vidor, Texas. Both ships are operated by TOTE Services.



FULL BOOK IN HOUSTON – Chief Cook Neyda Oviedo-Bermudez (left in photo at left) receives her full B-book at the hiring hall. She's pictured with SIU Patrolman Kelly Krick.



WELCOME ASHORE IN OAKLAND – Bosun Michael Carvalho (left) recently called it a career after more than two decades with the SIU. He's pictured at the hall with SIU Port Agent Nick Marrone II. Carvalho spent most of his career aboard the *Grand Canyon State*, though he also briefly sailed in the inland division after signing up with the SIU in 2000.

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
Nicholas Celona, Vice President Government
Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

606 Kalihi St., Honolulu, HI 96819
(808) 845-5222

HOUSTON

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

JACKSONVILLE

5100 Belfort Rd., Jacksonville, FL 32256
(904) 281-2622

JERSEY CITY

104 Broadway, Jersey City, NJ 07306
(201) 434-6000

JOLIET

10 East Clinton St., Joliet, IL 60432
(815) 723-8002

MOBILE

1640 Dauphin Island Pkwy, Mobile, AL 36605
(251) 478-0916

NEW ORLEANS

3911 Lapalco Blvd., Harvey, LA 70058
(504) 328-7545

NORFOLK

115 Third St., Norfolk, VA 23510
(757) 622-1892

OAKLAND

1121 7th St., Oakland, CA 94607
(510) 444-2360

PHILADELPHIA

2604 S. 4 St., Philadelphia, PA 19148
(215) 336-3818

PINEY POINT

45353 St. George's Avenue, Piney Point, MD
20674
(301) 994-0010

PORT EVERGLADES

1221 S. Andrews Ave., Ft. Lauderdale, FL 33316
(954) 522-7984

SAN JUAN

659 Hill Side St., Summit Hills
San Juan, PR 00920
(787) 721-4033

ST. LOUIS/ALTON

4581 Gravois Ave., St. Louis, MO 63116
(314) 752-6500

TACOMA

3411 South Union Ave., Tacoma, WA 98409
(253) 272-7774

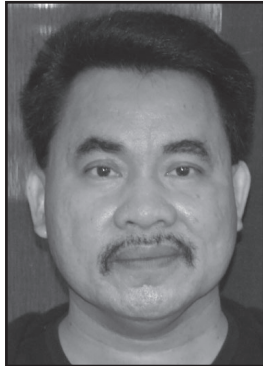
WILMINGTON

510 N. Broad Ave., Wilmington, CA 90744
(310) 549-4001/4002

Inquiring Seafarer

This month's question was answered by members of the most recent class of recertified stewards to graduate from the union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Maryland..

Question: Why did you join the SIU and why have you remained with the union?



Mario Firme Jr.

Recertified Steward

My two brothers are SIU members. I joined after high school, in Hawaii. My life is here; I raised my family because of this job. I'm happy to be an SIU member and I enjoy travelling all over the world.



Albert Sison

Recertified Steward

I came to the SIU through the merger with the SIU and NMU. I remained in the organization because of the opportunities they offer. I have been blessed ever since I've been given the opportunity.



Dante Cruz

Recertified Steward

Before I became an SIU member, I was sailing foreign flag. There is no comparison. The SIU changed my way of life and gave me a better life, financially and physically. I've been a member of the SIU for almost 30 years and I'm still going strong.



Edwin Bonfont

Recertified Steward

I joined the SIU because it is a family tradition, and I remained with the union because it has done a lot for me and my family during all these years.



Kenneth Greenidge

Recertified Steward

My father was NMU. He died when I was 12 or 13, but I saw his success and was intrigued. Joining the SIU was a blessing. It saved my life, and I'm so grateful. I've been able to help other people get in, too.



Marlon Battad

Recertified Steward

I joined the SIU because I wanted a job that can provide me and my family with the finances we need to support us. After a few years in the industry, I realized it wasn't just providing financially but also offering a career that I want to do for the rest of my life.



Jatniel "Bam Bam" Aguilera

Recertified Steward

I joined the SIU because I needed change in my life for the better. I remain in the union because I see many benefits, including education, a pension, vacation checks and, most important, jobs. I feel so proud to be part of this union.



Francisco Madsen

Recertified Steward

When I started, I said to myself, I can do this job for maybe one or two years. Well, here I am, all these years later. The SIU changed my life. It has been a blessing for me and my family, and it has allowed me to see the world.

Pic From The Past

The SIU-crewed *Cities Service Norfolk* docks in Linden, New Jersey, in the summer of 1973.



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

Welcome Ashore

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



DEEP SEA

CYNTHIA ADAMSON

Sister Cynthia Adamson, 67, joined the Seafarers International Union in 1993, initially sailing aboard the *Independence*. She upgraded at the Piney Point school on multiple occasions and shipped in the steward department. Sister Adamson's final vessel was the *Coast Range*. She is a resident of Warrenton, Oregon.



JOHN AGUGLIARO

Brother John Agugliaro, 62, began sailing with the SIU in 1979. A steward department member, he first shipped on the *Seattle*. Brother Agugliaro upgraded his skills at the Paul Hall Center on multiple occasions. He last sailed on the *Courier* and lives in Melbourne, Florida.



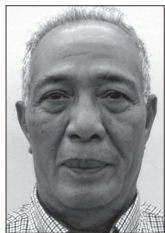
MICHAEL ALATAN

Brother Michael Alatan, 71, embarked on his career with the Seafarers in 1989, initially sailing on the *Independence*. He was a steward department member and last shipped aboard the *SBX* in 2015. Brother Alatan resides in Honolulu.



EDYSON CHANIAGO

Brother Edyson Chaniago, 65, embarked on his career with the Seafarers in 1991, initially sailing on the *Independence*. He was a member of the steward department and upgraded at the Piney Point school on numerous occasions. Brother Chaniago last shipped on the *Palmetto State* and makes his home in Houston.



ANGEL CORCHADO

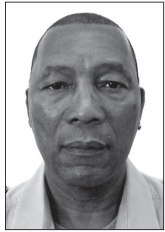
Brother Angel Corchado, 63, joined the union in 1991 when he sailed on the *USNS Kane*. He sailed in the steward department and upgraded at the Piney Point school on multiple occasions. Brother Corchado most recently shipped aboard the *Maersk Chicago*, and settled in Puerto Rico.



JONATHAN DAVIS

Brother Jonathan Davis, 69, signed on with the SIU in 1990, initially

shipping aboard the *USNS H.H. Hess*. He was a deck department member and upgraded at the Piney Point school on several occasions. Brother Davis last sailed on the *Maersk Iowa* and resides in Chesapeake, Virginia.



CHRISTOPHER D'ANDREA

Brother Christopher D'Andrea, 72, started his career with the Seafarers in 2003 and first shipped aboard the *Grand Canyon State*. He sailed in the steward department and upgraded on multiple occasions at the Paul Hall Center. Brother D'Andrea's final vessel was the *Maersk Kentucky*. He lives in New Smyrna Beach, Florida.



WAYNE GREEN

Brother Wayne Green, 65, signed on with the SIU in 1990. He initially sailed aboard the *Sealift Antarctic* and was a deck department member. Brother Green upgraded at the Piney Point school on numerous occasions. He most recently shipped on the *Pacific Collector* and is a resident of Rosburg, Washington.



MOHAMED JEBOKJI

Brother Mohamed Jebokji, 65, joined the SIU in 2003 when he sailed on the *Cleveland*. He sailed in the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Jebokji last shipped on the *Overseas New York* and makes his home in Groves, Texas.



DOUGLAS MCLAUGHLIN

Brother Douglas McLaughlin, 70, signed on with the union in 2009, initially shipping on the *John Boland*. He sailed in the engine department and upgraded often at the Paul Hall Center. Brother McLaughlin last shipped aboard the *Cape Mohican*. He lives in South Lake Tahoe, California.



LYNN MCCLUSKEY

Sister Lynn McCluskey, 65, donned the SIU colors in 1980. A member of the steward department,

she upgraded at the Piney Point school on numerous occasions. Sister McCluskey's first vessel was the *Mau-nawili*; her last, the *Navigator*. She is a resident of Honolulu.



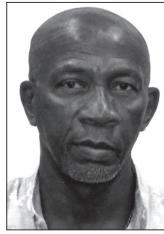
CHARLENE MEDEIROS

Sister Charlene Medeiros, 71, joined the Seafarers International Union in 1995. She was a steward department member and first shipped on the *Independence*. Sister Medeiros continued to sail on the same vessel for the duration of her career. She calls Hemet, California, home.



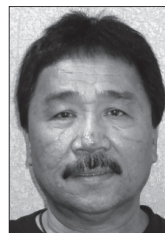
ROMEL REYES

Brother Romel Reyes, 65, joined the union in 1999 and first sailed aboard the *McDonnell*. He was a member of the engine department and upgraded at the union-affiliated Paul Hall Center on numerous occasions. Brother Reyes last shipped on the *American Phoenix*. He lives in Palm Beach, Florida.



BENJAMIN SANDOVAL

Brother Benjamin Sandoval, 68, began his career with the SIU in 1990 when he sailed aboard the *Independence*. A deck department member, he upgraded at the Piney Point school on multiple occasions. Brother Sandoval most recently shipped aboard the *Overseas Boston*. He resides in Schertz, Texas.



CASSIE TOURERE

Sister Cassie Tourere, 70, embarked on her career with the SIU in 1989. She first sailed on the *USNS Lynch* and shipped in the steward department. Sister Tourere upgraded at the Paul Hall Center in 1991. She concluded her career on the *Paul Buck* and lives in Port Allen, Louisiana.



GREAT LAKES

GARY JOHNSTON

Brother Gary Johnston, 65, joined the Seafarers in 1977. He initially shipped on the *A Guthrie* and sailed

in both the deck and engine departments. Brother Johnston upgraded on numerous occasions at the Piney Point school. He last shipped on the *John Boland* and resides in Duluth, Minnesota.

KELLY NEUROHR

Brother Kelly Neurohr, 62, signed on with the union in 1995 when he sailed with Upper Lakes Barge Lines. He shipped in both the deck and engine departments. Brother Neurohr was most recently employed by Vanenkevort Tug and Barge. He calls Cornell, Michigan, home.



ALBERT RATLIFF

Brother Albert Ratliff, 65, donned the SIU colors in 1977. He primarily sailed in the engine department and upgraded at the Paul Hall Center in 1981. Brother Ratliff's first vessel was the *Columbia*; his last, the *Sam Laud*. He lives in Taylor, Michigan.

INLAND

RANDALL BRINZA

Brother Randall Brinza, 64, began sailing with the union in 1998 when he shipped with OSG Ship Management. He worked in the deck department and upgraded often at the union-affiliated Piney Point school. Brother Brinza's final vessel was the *Courage*. He is a resident of Pensacola, Florida.



MICHAEL GETCHELL

Brother Michael Getchell, 65, embarked on his career with the SIU in 1978. A deck department member, he was employed by Crowley Towing and Transportation for most of his career. Brother Getchell upgraded at the Paul Hall Center in 1998. He makes his home in Jacksonville, Florida.



HECTOR GUZMAN

Brother Hector Guzman, 55, joined the Seafarers International Union in 1993 when he sailed with Crowley Puerto Rico Services. He was a member of the deck department and upgraded at the Piney Point school on multiple occasions. Brother Guzman was last employed by Crowley Towing and Transportation and lives in Puerto Rico.



MIRCEA JIGAROV

Brother Mircea Jigarov, 63, joined the Seafarers in 1990. He was first employed by McAllister Towing of Philadelphia and worked in the deck department. Brother Jigarov upgraded at the Paul Hall Center on numerous occasions. He last worked for Moran Towing of Philadelphia and resides in Dover, Delaware.



HAYWARD LOWERY

Brother Hayward Lowery, 69, signed on with the union in 1975. He sailed in the deck department and worked for Dravo Basic Materials for his entire career. Brother Lowery makes his home in Honorville, Alabama.

JAMES NIGRO

Brother James Nigro, 62, began sailing with the Seafarers in 1976. He was employed by G&H Towing for the duration of his career and was a member of the engine department. Brother Nigro resides in Friendswood, Texas.

HERBERT O'NEAL

Brother Herbert O'Neal, 67, began sailing with the union in 2007. A deck department member, he upgraded at the Paul Hall Center in 2014. Brother O'Neal was employed by Express Marine for the duration of his career. He calls Bayboro, North Carolina, home.



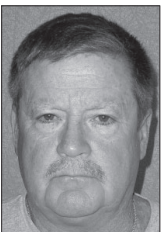
STEVEN SEARS

Brother Steven Sears, 62, joined the SIU in 1979, initially working for Dixie Carriers. He upgraded at the Paul Hall Center on numerous occasions and was a member of the deck department. Brother Sears most recently sailed with Crowley Towing and Transportation. He settled in Seabrook, New Hampshire.



JOSEPH WALKER

Brother Joseph Walker, 65, donned the SIU colors in 2002, initially sailing aboard the *Coastal Reliance*. He shipped in the deck department and upgraded at the Piney Point school on numerous occasions. Brother Walker's last vessel was the *Pride*. He makes his home in Old Orchard Beach, Maine.



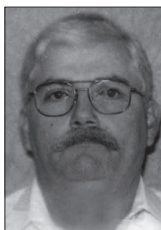
Final Departures



DEEP SEA

RICKIE BURGESS

Pensioner Rickie Burgess, 67, passed away June 16. He began sailing with the union in 1970 when he worked for Michigan Tankers. A deck department member, Brother Burgess last sailed aboard the *Cape Island* in 2009. He retired later that year and settled in Tacoma, Washington.



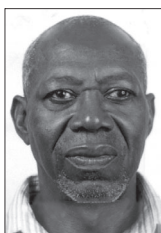
ELIZABETH COSS

Pensioner Elizabeth Coss, 90, died June 4. She became a member of the SIU in 1996, initially sailing aboard the *McDonnell*. Sister Coss was a steward department member. She last shipped on the *USNS Bowditch* before retiring in 2002. Sister Coss made her home in New Lenox, Illinois.



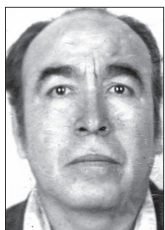
JAMES DAVID

Pensioner James David, 82, died March 8. He signed on with the union in 1963 and primarily sailed in the deck department. Brother David first shipped on the *La Salle*. He concluded his career on the *Long Island* and went on pension in 2006. Brother David was a resident of Chambersburg, Pennsylvania.



RAFAEL DURAN

Pensioner Rafael Duran, 90, passed away July 10. He began his career with the SIU in 1960. Brother Duran's first vessel was the *Seatrain Savanna*. He sailed in the engine department and last shipped on the *Courier*. Brother Duran became a pensioner in 2013 and resided in Kenner, Louisiana.



OLIFIDIO ESQUIVEL

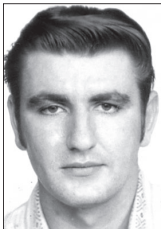
Pensioner Olifidio Esquivel, 93, died July 9. He started shipping with the SIU in 1948 and first sailed on the *Steel Fabricator*. A steward department member, Brother Esquivel concluded his career working with OMI. He retired in 1989 and lived in Wharton, Texas.

CARROL HEICK

Pensioner Carrol Heick, 70, passed away June 18. He joined the Seafarers in 1969 and sailed in the deck

department.

Brother Heick's first vessel was the *Western Clipper*; his last, the *Explorer*. He became a pensioner in 2015 and called San Pedro, California, home.



THOMAS HERBERT

Pensioner Thomas Herbert, 69, died July 7. He joined the SIU in 1973 when he sailed aboard the *Van Defender*. Brother Herbert sailed in the engine department. He last shipped on the *Quality* and retired in 2017.



Brother Herbert lived in Melbourne, Florida.

SHAWN IVERSEN

Sister Shawn Iversen, 62, passed away July 21. She signed on with the Seafarers in 2010, initially sailing aboard the *USNS Loyal*. Sister Iversen was a deck department member. She most recently shipped on the *Magnolia State* in 2018 and made her home in Clinton, New York.



HENRY OCULAM

Brother Henry Oculam, 60, died May 25. Born in the Philippines, he began his career with the SIU in 2008. Sailing in the deck department, he first shipped on the *Presque Isle*. Brother Oculam's final vessel was the *Overseas Texas City*. He resided in Pearland, Texas.

SIMA PADILLA

Pensioner Sima Padilla, 93, passed away July 1. He donned the SIU colors in 1967 when he sailed on the *Sacramento*. Brother Padilla worked in the engine department and concluded his career aboard the *Shining Star*. He retired in 1994 and lived in Puerto Rico.

SANTOS PASTORIZA

Pensioner Santos Pastoriza, 78, died November 26. He joined the Seafarers in 1964, initially shipping on the *Commander*. Brother Pastoriza sailed in the engine department and last shipped on the *Santa Clara*. He became a pensioner in 2008 and settled in Staten Island, New York.

ROBERT PIMENTEL

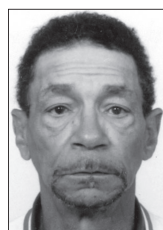
Pensioner Robert Pimentel, 73, passed away May 31. After signing on with the union in 1966, he first sailed on the *Jefferson City*. Brother Pimentel was a steward department member and last worked aboard the *Manulani*. He went on pension in 2012 and resided in San Francisco.

TED THOMPSON

Brother Ted Thompson, 50, died May 10. He started his career with the SIU in 2018 when he sailed aboard the *National Glory*. Brother Thompson worked in both the deck and steward departments. He last shipped with Crowley Towing and Transportation and resided in Lake Charles, Louisiana.

WILLIE TOOMER

Pensioner Willie Toomer, 83, passed away May 26. He joined the union in 1995 and first sailed on the *Cape Breton*. Brother Toomer was a steward department member and last worked aboard the *Lightning* in 2008. He went on pension the following year and resided in Sun City, California.



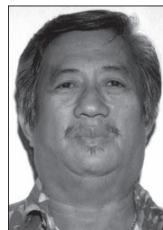
RAFAEL TORO

Pensioner Rafael Toro, 79, has passed away. He began shipping with the SIU in 1962 when he sailed aboard the *Anton Brunn*. Brother Toro was a steward department member. He retired in 1992 after concluding his career on the *Long Lines*. Brother Toro was a Miami resident.



ANTONINO UDAN

Pensioner Antonino Udan, 79, died May 8. He donned the SIU colors in 1983 and initially sailed aboard the *Constitution*. Brother Udan sailed in the deck department and concluded his career aboard the *Pacific*. He went on pension in 2006 and was a resident of Waipahu, Hawaii.



STEPHEN VALENCIA

Brother Stephen Valencia, 67, has passed away. A steward department member, he joined the SIU in 1978 when he sailed aboard the *Santa Magdalena*. Brother Valencia's last ship was the *Lurline*. He made his home in Honolulu.



RICHARD WILLIAMS

Pensioner Richard Williams, 95, died July 9. He embarked on his career with the Seafarers in 1951 when he shipped with SC Loveland. Brother Williams was a



member of the steward department. He last shipped on the *President Polk* before retiring in 1990. Brother Williams lived in Saint Albans, New York.

GREAT LAKES

JAMES REILLY

Pensioner James Reilly, 73, passed away July 12. He signed on with the union in 1970 and sailed in the engine department. Brother Reilly first shipped with Inland Lakes Management. He last sailed aboard the *American Mariner* and went on pension in 2006. Brother Reilly was a resident of Alpena, Michigan.



INLAND

JOEL ANSOTIGUE

Pensioner Joel Ansotigue, 78, died June 29. He signed on with the SIU in 1978. A deck department member, he was employed by Mariner Towing for his entire career. Brother Ansotigue retired in 2009 and resided in Tampa, Florida.



BURTON BAXTER

Pensioner Burton Baxter, 82, passed away June 30. He joined the Seafarers in 1965 when he worked for Higman Barge Lines. Brother Baxter sailed in the deck department and remained with the same company for the majority of his career. He retired in 2002 and called Kountze, Texas, home.



CHARLES DOUGHERTY

Pensioner Charles Dougherty, 95, died June 11. He signed on with the SIU in 1956. A deck department member, Brother Dougherty worked for McAllister Towing of Baltimore for most of his career. He became a pensioner in 1984 and lived in Glen Burnie, Maryland.



STEVEN MEDINA

Pensioner Steven Medina, 64, passed away May 17. He began his career with the union in 1991, initially sailing aboard the *USNS Adventurous*. A deck depart-

ment member, Brother Medina last worked for Crowley Towing and Transportation. He went on pension in 2017 and lived in Ruston, Louisiana.



RICHARD ROSSER

Pensioner Richard Rosser, 67, died June 13. He joined the union in 1974 when he sailed with Crescent Towing and Salvage. Brother Rosser was a member of the deck department and worked for the same company for the majority of his career. He retired in 2007 and settled in Belle Chase, Louisiana.



FRANK SMITHWICK

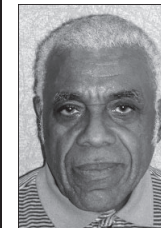
Pensioner Frank Smithwick, 89, passed away July 6. He signed on with the SIU in 1975. Brother Smithwick sailed in the deck department and was employed by Interstate Oil for the duration of his career. He became a pensioner in 2003 and was a resident of Floral City, Florida.



NMU

BASIL WALDRON

Pensioner Basil Waldron, 86, passed away June 16. He sailed with the NMU prior to the 2001 NMU/SIU merger. Brother Waldron sailed in the steward department. He last shipped aboard the *Maersk Kentucky* and retired in 2010. Brother Waldron was a resident of Jacksonville, Florida.



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

NAME	AGE	DOD
Rahman, Sadick	100	06/30/2021
Shavers, Willie	93	06/22/2021
Spates, Paul	85	06/25/2021
Verdejo, Carmelo	99	06/06/2021



Digest of Shipboard Union Meetings

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

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

HOUSTON (USS Transport), March 28 – Chairman **Carlos Arauz**, Secretary **Alexander Cordero**, Educational Director **Jorge Lawrence**, Deck Delegate **Eugene Edwards**, Engine Delegate **Olympia Harley**, Steward Delegate **Vidal Vallesteros**. Chairman reminded crew to stay on top of documents and to keep house clean. Secretary and educational director encouraged members to upgrade at the union-affiliated Piney Point school. No beefs or disputed OT reported. Crew reviewed contract and gave thanks to the steward department for a job well done.

MAERSK OHIO (Maersk Line, Limited), April 19 – Chairman **Nathaniel Sherrill**, Secretary **Emie Aguinaldo**, Educational Director **Angel Hernandez**, Engine Delegate **Marquez Fields**. Issue with Wi-Fi still ongoing. Educational director urged members to attend upgrading courses at the Paul Hall Center and to donate to Seafarers Political Activities Donation (SPAD), the union's voluntary political action fund. Engine delegate reiterated the importance of drinking lots of water for proper hydration. No beefs or disputed OT reported.

AMERICAN PHOENIX (Phoenix Crew Management), April 25 – Chairman **Raymond Nowak**, Secretary **Johnnie McGill**, Educational Director **Timothy Hetz**, Deck Delegate **Edward Gavan**, Engine Delegate **Brandon Hickman**, Steward Delegate **Luis Mejia**. Oven installed but still lacking a commercial heavy-duty griddle. Chairman thanked

deck and steward departments for a job well done. Ship sailing smoothly as reported by secretary. Fresh food provisions will be delivered upon arrival or shortly after. Educational director advised members to upgrade at the Piney Point school and to keep documents current. No beefs or disputed OT reported. Crew requested an increase in vacation days. Members asked for company's response for restrictions to ship and mobile COVID-19 vaccinations.

MAERSK OHIO (Maersk Line, Limited), May 27 – Chairman **James Joyce**, Secretary **Emie Aguinaldo**, Educational Director **Joel Bell**, Engine Delegate **Christopher Sykes**, Steward Delegate **Michele Woodley**. Chairman thanked crew for a safe voyage. Educational director recommended members upgrade at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. No beefs or disputed OT reported. Members requested a big-screen TV and DVD player for crew lounge and asked for new refrigerators. Crew mentioned the difficulty of receiving packages during ship restrictions.

AMERICAN PHOENIX (Phoenix Crew Management), May 30 – Chairman **Charles Hill**, Secretary **Johnnie McGill**, Educational Director **Kenneth Cabrera**, Deck Delegate **Edward Gavan**, Engine Delegate **Brandon Hickman**. Chairman reminded members that all beefs should be handled within the union and stressed

the importance of membership meeting attendance. Smooth-sailing ship per secretary. Crew change scheduled for June 10. Educational director encouraged members to upgrade at the Piney Point school and discussed SIU/Seabulk contract. No beefs or disputed OT reported. Overtime not currently paid to steward department for handling of food waste. Food waste garbage is traditionally designated for deck department overtime. Crew requested increases in pay and vacation time. Members asked for overtime for laundry and union meetings. Next port: Port Everglades, Florida.

MAERSK MICHIGAN (Maersk Line, Limited), June 5 – Chairman **Rudy Harjanto**, Secretary **Gerard Cox**, Educational Director **Walden Galacgac**, Deck Delegate **Fernando Haber**, Engine Delegate **Fontanos Ellison**, Steward Delegate **Hyeyoung Forrer**. Chairman thanked all members aboard ship. He discussed document renewals and encouraged everyone to upgrade as soon as possible. Secretary praised GVA for doing an outstanding job. Educational director advised members to check online for upgrading courses at the Paul Hall Center. No beefs or disputed OT reported. Crew discussed room inspections and requested new linen, new vacuums and raises in pay. Members asked that Wi-Fi be accessible for longer than four hours per day per person.

MAERSK COLUMBUS (Maersk Line, Limited), June 13 – Chairman **Basil D'Souza**,

Secretary **Alba Ayala**, Educational Director **Guioamar Rancel**. New fans distributed throughout staterooms. Chairman thanked crew for working safely. He praised the steward department for good service, despite a low budget. Chairman commended members for keeping the ship in great shape. Educational director reminded crew of the long-term benefits that come with upgrading at Piney Point. No beefs or disputed OT reported. Members requested better Wi-Fi coverage, an increase in vacation benefits, an increase in health benefits, and a cost-of-living pay increase.

AMERICAN PRIDE (Intrepid Personnel and Provisioning), June 20 – Chairman **Felsher Beasley**, Secretary **Detrell Lambey**, Educational Director **Charlie Wescott**, Steward Delegate **Ramon Sarmiento**. Chairman discussed new jobs and urged crew to stay hydrated while working in warm weather. Educational director recommended members upgrade at the Piney Point school and keep up with documents. No beefs or disputed OT reported. Crew requested same internet access that is currently offered to officers. Next port: Port Arthur, Texas.

JEAN ANNE (PASHA), June 20 – Chairman **Thomas Johnson**, Secretary **Samuel Sinclair**. Educational director reminded crew to upgrade their skills at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. Members requested pension increases, emergency access to Seafarers

Money Purchase Pension Plan, fewer physicals and a decrease of sea time required for retirement. Vote of thanks given to steward department for all the great meals.

GLOBAL SENTINEL (Subcom, LLC), June 27 – Chairman **Lee Hardman**, Secretary **Joshua Hinton**, Educational Director **Nicolae Marinescu**, Deck Delegate **Sanyboy Whiting**, Engine Delegate **Christopher Brown**, Steward Delegate **Albert Hermoso**. Members who were restricted to ships last summer were reminded to keep up with redlined overtime sheets and turn them into the hall. Chairman stressed the importance for each sailor to maintain their ship restriction documentation as the appeal process with MSC is ongoing. Crew was urged to stay on top of their documents and to never join a vessel without shipping documents in hand. No beefs or disputed OT reported. Chairman encouraged everyone to read the *Seafarers LOG* in order to be familiar with pertinent SIU information. Members requested new books for library. Next port: Honolulu.

MAERSK OHIO (Maersk Line, Limited), July 5 – Chairman **Kenneth Greenidge**. Chairman thanked crew for a good trip. Educational director advised members to attend upgrading courses at the union-affiliated Piney Point school. No beefs or disputed OT reported. Members requested new shower curtains, new mattresses and linen, a smoker and a bigger food budget.

Know Your Rights

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

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

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

requested. The proper address for this is:

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

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

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

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

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

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

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

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

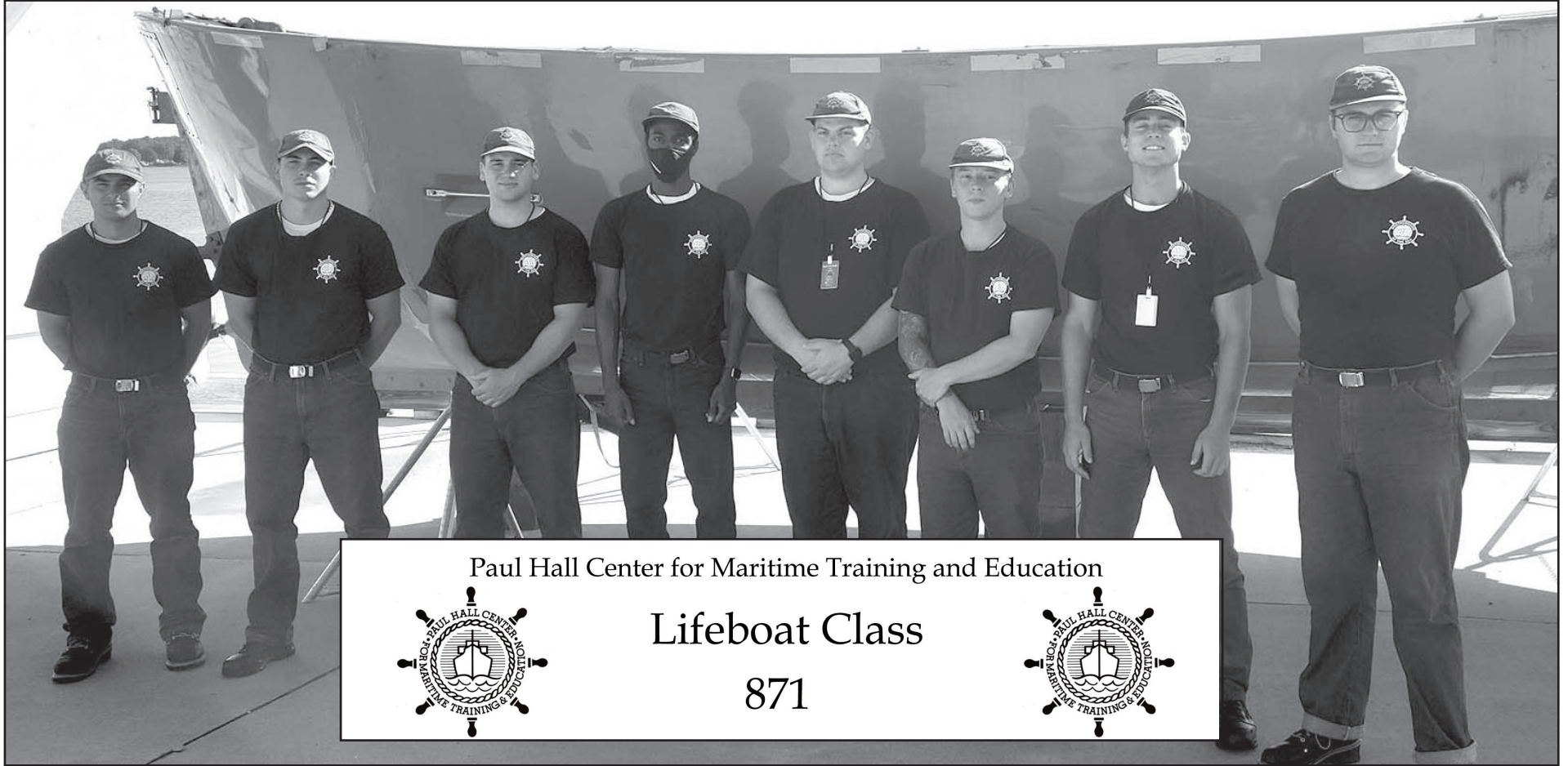
SEAFARERS POLITICAL ACTIVITY

DONATION (SPAD). SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American merchant marine with improved employment opportunities for seamen and boatmen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the union or of employment. If a contribution is made by reason of the above improper conduct, the member should notify the Seafarers International Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. A member should support SPAD to protect and further his or her economic, political and social interests, and American trade union concepts.

NOTIFYING THE UNION — If at any time a member feels that any of the above rights have been violated, or that he or she has been denied the constitutional right of access to union records or information, the member should immediately notify SIU President Michael Sacco at headquarters by certified mail, return receipt requested. The address is:

Michael Sacco, President
Seafarers International Union
5201 Capital Gateway Drive
Camp Springs, MD 20746

Paul Hall Center Classes



Apprentice Water Survival Class #871 – Graduated July 16 (above, in alphabetical order): Elijah Ha-Saun Crawford, Kain Hingle, Seth James, Kyle Pettis, Dochua Jomar Polanco-Nieves, Kaleb Politte, Jesse Schecher and Alec Stensaa.



RFPNW (Phase III) – Graduated July 16 (above, in alphabetical order): Lucas Anderson, Erik Arnold, Charles Broadnax II, Richard Diaz Jr., Joseph Golden II, Neil Johnston, Peter Pataki, Charles Patchin, Tyler Vitulli and Sarah Wilson. Upon the completion of their training, each plans to work in the deck department of SIU crewed vessels. Class instructor Tom Truitt is at the far left.



Government Vessels (Phase I) – Graduated July 23 (above, from left): Quinn Jon Duarte and Carlos Ruben Gomez Hernandez.



Medical Care Provider – Graduated July 9 (above, in alphabetical order): Jose Argueta, Mark Canada, Derek Chestnut, Randall Craig, Scott Fuller, Travis Golightly, Byron Graham, Michael Hodges, Ahmed Mohamed Mohamed Eissa, Joseph Nathanael Nicodemus, Dmitri Petchenyov and Kevin Tyson.

Paul Hall Center Classes



GMDSS – Graduated July 23 (above, in alphabetical order): Jose Argueta, Travis Golightly, Byron Graham, Michael Hodges, Ahmed Mohamed Mohamed Eissa and Joseph Nathanael Nicodemus. Class instructor Patrick Schoenberger, is at the far right.



Government Vessels – Graduated July 23 (above, in alphabetical order): Upgraders Harlan Alonzo, Lonell Bell, Jacob Breschi, Luke Branko Coffelt, Richard Cole, Christopher Hunnings, Shabrielle Knight, Betty Myers, Jayne Peterson, Hayden Sattler, Jeremy Smoot, Caroline Thomas and George Ekow Turkson.



FOWT – Graduated July 23 (above, in alphabetical order): Nicholas Banks, Thomas Batemen, Darnel Edly Bruno, D'mitri Hill and Tyler Maddox. John Wiegmann III, their instructor, is at the far left.



Junior Engineer (Basic Electricity) – Graduated July 23 (above, in alphabetical order): Cale Irons, Trevor Johnson, Sherman Kennon Jr., Michael Lane, Mark Nover Miranda Lata, Mackenzie Latta, Tommy McGahe, Juan Narvaez, Marcelino Jose Santos Bermeo and Brandon Tanton. Class instructor William Dodd is at the far left.



Advanced Refer Container Maintenance – Graduated July 23 (above, in alphabetical order): Rudy Villacarlos Cesar, Sterling Cox, Hector Jose Ginel, Andrew Gronotte, Jing Hui Huang, Jean Paul Merino Lozada, Nicholas Panagakos, Carlos Alberto Parrilla, Rodney Passapera-Barbosa, Marvin Sacaza and Kareem Walters. Instructors Mike Fay and Christopher Morgan are pictured fourth from the left and at the far right, respectively.

Basic Training (Basic Firefighting) – Graduated July 11 (photo at right, in alphabetical order): Upgraders Bradley Albert, Arlando Espin, Steven Hoskins, Andrea President, Joel Williams and Josephus Willis.



Paul Hall Center Classes



Basic Training (Basic Firefighting) – Graduated July 30 (above, in alphabetical order): Mark Adams, Anthony Diamond II, Andrea Sharpe, Jeremy Smoot, Souleymane Tamla and Michael Wittenberg.



Basic Training (Advanced Firefighting Revalidation) – Graduated June 11 (above, in alphabetical order): Roy Graham, James Sieger and David Watkins. (Note: Not all are pictured.)



Certified Chief Cook – Graduated June 16 (above, in alphabetical order): Salahi Saleh Abdullah Al Salahi, Shamir Jameil Ford, Alexis Guillory, Ashley Hudson, Yohanes Grant Pribadi, Abdul Ali Qwfan, Tyson Mariano Ramirez, Yacoub Lamar Shack, Stevon Anthony Taylor and Derek Wilson.

National Maritime Center Posts Notices Addressing Exams, Appointments

Continued from Page 9

Restoration of REC Counter Service Appointments

The National Maritime Center (NMC) will resume **counter service appointments** for the Regional Examination Centers (RECs) listed below, beginning **Monday, July 19, 2021**. Limited examination services will continue. Mariners seeking to schedule counter service or examination appointments may do so by contacting the appropriate e-mail address or phone number below:

REC Anchorage – recanc@uscg.mil
 REC Baltimore – recbaltimore@uscg.mil
 REC Boston – recboston@uscg.mil
 REC Charleston – reccha@uscg.mil
 REC Honolulu – rechonolulu@uscg.mil
 REC Houston – rechouston@uscg.mil
 REC Juneau – recjun@uscg.mil
 REC Long Beach – reclb@uscg.mil
 REC Memphis – recmemphis@uscg.mil

REC Miami – recmia@uscg.mil or (305) 536-4331
 REC New Orleans – recnola@uscg.mil
 REC Oakland – recoakland@uscg.mil
 REC Portland – recportland@uscg.mil
 REC Seattle – recseattle@uscg.mil
 REC St. Louis – recstl@uscg.mil
 REC Toledo – rectol@uscg.mil
 MU Ketchikan – (907) 225-4496 (extension #3)
 MU San Juan – (787) 729-2368
 *REC New York – has been temporarily closed and all service suspended while the REC is relocated to a new location.

Counter and exam services will be by **appointment only**. No walk-in appointments are available. Late arrivals for appointments will not be permitted, and will require rescheduling to another appointment date.

Only the mariner conducting business may enter the REC. Additional members in your party must remain outside the REC during the appointment.

Mariners will be subject to COVID-19 screening questions and temperature checks.

Mariners experiencing COVID-19 symptoms (fever or chills, cough, shortness of breath or difficulty breathing, fatigue, muscle or body aches, headache, new loss of taste or smell, sore throat, congestion or runny nose, nausea or vomiting, or diarrhea), **will not be permitted** to enter the REC/MU

and will need to reschedule their appointment.

Mariners are required to wear a face covering at all times. Those who refuse to wear a face covering, or who remove face coverings during exams or counter appointments, will be dismissed and could be subject to examination module failure. Persons with documented health issues that prevent them from wearing face coverings must notify the REC/MU when scheduling an appointment.

All fees must be satisfied prior to arriving at the REC for your counter service or examination appointment. gov is the preferred method of payment. A receipt or other proof of payment will be required in order to take an examination and should be e-mailed to the REC prior to your arrival.

For an examination appointment, mariners should bring a Pay.gov receipt, their own #2 pencils, photo ID, a non-programmable calculator, and plotting equipment. No other personal belongings are allowed in the facility.

Please review the REC FAQs, located on the REC page of the NMC website, for additional information regarding available services and entry requirements during the COVID-19 pandemic.

Should you have any questions or concerns, contact the NMC Customer Service Center by e-mailing IASKNMC@uscg.mil, by using the NMC online chat system, or by calling 1-888-IASKNMC (427-5662).

SEAFARERS LOG

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



QE3 Raibonne Charles was a standout defensive lineman during his college days at the University of Maine (photo at far left). He parlayed those skills into a three-year Arena Football League career with the Richmond (Virginia) Raiders where he starred as a linebacker and defensive lineman (photo at center). He is pictured above with his wife, their six-month-old son and two-year-old daughter.

Former Gridiron Standout Grateful For Opportunities Found with SIU

Paying attention to detail and following directions to the letter more often than not proves to be a winning formula. Perhaps no one knows this better than QE3 Raibonne Charles, who some five and one-half years ago was provided a set of instructions which, if followed, could change his life while cementing his future with a rewarding career.

Charles in January 2016 was a member of Paul Hall Center (PHC) Apprentice Class 809, when then Director of Manpower and current PHC Asst. Vice President Bart Rogers uttered several phrases that would profoundly impact him and his classmates. Rogers during an orientation briefing advised Charles and his classmates "to use the school's unlicensed apprentice program to its fullest potential; to upgrade often, and to leave the maritime industry as a chief/captain, or at the very least in a better place than it was when they walked through the door."

Charles not only took Rogers' words seriously, he put them

into action. Shortly after completing his requirements for graduation from the apprentice program in late 2016 and going on his first voyage as a credentialed mariner, he returned to the PHC to begin upgrading his skills. This would become a recurring action on his part as he returned to the school time and again as often as he could to continue the enhancement of his abilities.

After completing literally every course available to him in his specialty at the PHC, Charles in 2019 applied for and was selected to receive a scholarship for active Seafarers through the Seafarers Health and Benefits Plan (SHBP). According to his scholarship package, he planned to use the grant to pursue courses which would help pave his way toward obtaining his third assistant engineer's license. He applied for admission to the Maritime Professional Training school in Ft. Lauderdale, Florida and the Mid Atlantic Maritime Academy in Norfolk, Virginia.

A 2007 graduate of Windham High School in Windham, Maine, Charles was a well-rounded student who served as president of his class and held membership on Windham's student council. In the athletic arena, he demonstrated versatility by participating in football, basketball and track and field. Charles was a church youth leader and volunteered numerous hours working in an area soup kitchen. He also assisted residents of a Maine veterans' home where he was involved in impact mentoring.

Following high school, Charles accepted an athletic scholarship to the University of Maine. He earned his degree in forestry while again making his mark on the gridiron as a standout defensive lineman. His accomplishments on the field did not go unnoticed, and not long after graduation, he was offered a contract to play professional football in the Arena Football League. He played three seasons as a linebacker with the Richmond (Virginia) Raiders.

"In April 2015, I walked away from the game of football forever," he said in his SHBP scholarship application package. "I knew I needed a career that provided stability and would give me the ability to provide."

At that juncture, Charles began revisiting interests from childhood. "As a young boy, the maritime industry was my first interest," he said. "I have many fond memories of sitting on my veranda in Grenada and standing in the Portland harbor watching ships come in and out. Often, I was left wondering where did these ships come from and where will they go...."

Charles said his interest in shipping probably was the result of his childhood environment. "Both of my childhood homes were heavily reliant on the maritime industry," he shared in his application package. "The most influential person in my life was a seafarer.... The first seafarer I knew was my father."

It should be no surprise then, that Charles chose maritime as his career going forward following his days in the Arena Football League. "After really thinking about it and putting everything into perspective, I realized that this (maritime industry) is what I wanted to do," he said. "So initially I talked to some people, did some research and tried to figure out what I needed



QE3 Raibonne Charles (photo at lower left) takes a break from his normal duties in the engine room of the *American Liberty* to grab some fresh air on the vessel's deck. In the photo, Charles is busy fabricating a tool rack aboard the *Pennsylvania*. Both vessels are operated by Intrepid Personnel and Provisioning.

to do to get the proper documentation to become a seaman. Once I figured that out, I did what most people do when they are looking for a job: fill out resumes and send out applications.

"I sent resumes and applications out to any and every shipping company in the world that I could find an application to," he said. "What ended up happening was that a crewing coordinator from TOTE Maritime called and said she had received my resume several times since her company recruited mariners from other shipping companies. She explained to me what the SIU was, told me about the unlicensed apprentice program, explained what it was all about and recommended that I apply for it. I did, got accepted and in January of 2016 boarded a plane to Baltimore (en route to Piney Point) and my life has never been the same since," he said.

This past February, Charles passed the examination which landed him credentials as a 3rd Assistant and Designated Duty Engineer. Justifiably proud of his achievement, he reached out to many of those who had figured prominently in his success to date. Among them was Rogers, whom he contacted via email in May to offer his thanks.

In part, that correspondence read: "I came through the program in class 809. From the day I joined the program my life has moved in a positive direction, and I am very grateful.... The opportunity that was provided to me by the SIU has transformed my family's and my life. Thank you and everyone on the admissions/manpower team that helped make this possible."

