

# SEAFARERS LOG

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

## ***SIU Excels During Tanker Exercise***

### **Operation Underscores Reliability of U.S. Crews & Ships**

Two Seafarers-crewed vessels – the *Maersk Peary* and the *USNS Laramie* – recently conducted an underway replenishment exercise near Crete. The mission’s success highlighted the U.S. Merchant Marine’s dependability. Crew members on the *Maersk Peary* are pictured immediately below, while the photo at right shows both ships (*Peary* at left, *Laramie* at right). *Page 20.*



## **Crew Assists in Rescue**

The SIU-crewed *Padre Island* (Great Lakes Dredge and Dock) recently helped save a family of six whose boat was sinking off the Florida coast. In the photo below, one of the family members transfers from the Coast Guard cutter *Sea Dragon* to a sheriff’s office vessel, prior to heading back ashore. (Photo courtesy of Nassau County Sheriff’s Office) *Page 4.*



## ***Seafarers Support Community***

SIU members and officials recently assisted with widespread community outreach in Houston following a devastating winter storm. In photo above, Houston Mayor Sylvester Turner (at podium) praises the volunteer efforts of local area unions. SIU Vice President Gulf Coast Dean Corgey is fourth from left. *Page 4.*



## **WWII Mariner Recalls SS Henry Bacon Saga**

Former Seafarer Dick Burbine, 95, is the last living survivor of the *SS Henry Bacon*’s final crew. He still celebrates being rescued from the 1945 sinking on the Murmansk Run. *Pages 10-11.*

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# President's Report

## Time for Growth

Earlier this year, the SIU teamed up with several other maritime unions to share our blueprint for American maritime growth with the new administration.

In modern times, there have been long stretches where it felt as if the best-case scenario for our industry was simply hanging on. That is absolutely *not* the case today, and we've got to capitalize on this very real opportunity to boost our manpower pool, build new ships, and grow our fleet.



Michael Sacco

Many of you know that President Biden and Vice President Harris are longtime backers of the U.S. Merchant Marine. This was evident during last year's campaign and again when the administration issued its Buy American executive order in late January. That document specifically stated strong support for the Jones Act, a critical maritime law that helps maintain hundreds of thousands of American jobs.

That's not the only good news we've reported in recent months. The establishment of a Tanker Security Fleet bodes well for not just our industry but

our country, as does the application of the Jones Act to offshore domestic wind farms. Pro-maritime, bipartisan legislation recently was reintroduced in both chambers of Congress that would lead to more domestic shipbuilding and increased exports moving on U.S.-flag ships.

But our industry cannot afford to collectively exhale. We've got to navigate forward and seize these opportunities while they exist.

That is why the SIU and other shipboard unions wrote to President Biden, "We believe that with your leadership and support, and with the support of Members of Congress, we now have the opportunity to develop an effective national maritime policy that increases the number of vessels operating under the U.S.-flag, the amount of cargo carried aboard U.S.-flag ships, and the number of jobs for American merchant mariners."

A potentially key step toward helping ensure that American ships have enough cargo is sensibly modifying our country's cargo preference laws. That is why we're pushing for a percentage increase for non-Defense, government-generated cargoes reserved for American-flag ships from the current 50 percent to 100 percent. This is consistent with the intent of the executive order and there is no doubt it would help solidify the U.S.-flag fleet.

Other important steps that would help include establishing tax incentives for transporting cargoes on U.S.-flag ships, negotiating cargo-sharing agreements with our country's trading partners, and fully funding both the new tanker program and the longstanding Maritime Security Program (on which it was patterned).

I'm excited about the prospects that lie ahead for the U.S. Merchant Marine, and I look forward to continuing our work in Washington and elsewhere to boost our industry.

### More on Vaccines

It took a lot longer than I wanted, but I'm finally scheduled for my COVID-19 vaccines this month. Availability has been the biggest challenge with the vaccines all across the country, but it looks like ample supply is just around the corner. As the president noted, the month of May appears to be the turning point, and by Independence Day we may finally be back to (mostly) normal.

The other big challenge with the vaccine rollout has been educating the public. On that note, I strongly encourage every Seafarer to get the facts, as always. Read our coverage in the *LOG* and on our website, visit the CDC website, and stay on top of the latest developments. And note that the SIU continues pushing for mariners to be prioritized for vaccine access.

Personally, I am completely comfortable taking the vaccine because I believe they're safe and effective. But I understand that many people are hesitant, and those feelings themselves aren't subject to debate. Again, though, I urge you to gather as much information, from as many reliable sources, as is reasonably possible. I'm confident that the more you learn about the vaccines, the more you'll share my belief that they're not only safe, but also essential for protecting you, your families and your shipmates.



U.S. Rep. John Garamendi (D-California)



U.S. Sen. Roger Wicker (R-Mississippi)



U.S. Sen. Robert Casey (D-Pennsylvania)

## Pro-Maritime Bill Back

Pro-maritime legislation strongly backed by the SIU has been reintroduced in both the House and Senate.

On March 11, U.S. Rep. John Garamendi (D-California) and U.S. Sens. Roger Wicker (R-Mississippi) and Robert Casey (D-Pennsylvania) reintroduced the Energizing American Shipbuilding Act. This bipartisan and bicameral legislation would recapitalize America's strategic domestic shipbuilding and maritime industries by requiring that increasing percentages of liquefied natural gas (LNG) and crude oil exports be transported on American-built vessels with U.S. crews sailing under the American flag.

According to Garamendi's office, without passage of this bill "all U.S. exports of LNG and crude oil will continue to be on foreign vessels."

House original cosponsors include Reps. Rob Wittman (R-Virginia), Julia Brownley (D-California), Brian Fitzpatrick (R-Pennsylvania), Alan Lowenthal (D-California), Chris Pappas (D-New Hampshire) and Elaine Luria (D-Virginia).

The Energizing American Shipbuilding Act would require that 15 percent of total seaborne LNG exports by 2043 and 10 percent of total seaborne crude oil exports by 2035 be transported exclusively on vessels built in the United States.

If enacted, the bill will support Garamendi's "Make it in America" agenda and spur the construction of dozens of ships, support thousands of new, good-paying jobs in American shipyards, and provide a boost to the domestic vessel component manufacturing and maritime industries, the congressman stated. According to an estimate from the Shipbuilders Council of America, the Garamendi bill would result in the construction of more than 40 ships: approximately 28 LNG carriers by 2043 and 12 oil tankers by 2035.

"U.S. exports of America's LNG and crude oil resources present a unique opportunity to create new middle-class jobs by strengthening our nation's crucial domestic shipbuilding, advanced manufacturing, and maritime industries – which are key to national security and our ability to project American military power abroad," said Garamendi. "American shipyards and mariners are ready for the job, and our bill ensures American workers are no longer expected to compete against heavily subsidized foreign shipyards in Korea, China, and elsewhere. Our domestic maritime industry is critically important to the U.S. economy and our national security, and I will work tirelessly until this bill becomes law."

"Strengthening our domestic

maritime industry is essential to our national defense," said Wicker. "Ensuring the U.S. can move our growing energy exports on American-flagged, American-crewed vessels protects the critical role these vessels play in our national defense and bolsters hundreds of thousands of American shipbuilding and maritime jobs. As foreign nations continue to invest heavily in their own shipbuilding capacity, the United States cannot allow our own capabilities to dwindle."

"America's merchant fleet has dwindled 60 percent since 1991," Casey stated. "Requiring LNG and oil to be exported on U.S.-built and crewed vessels will help strengthen our nation's shipyards and maritime industry and keep America competitive in international markets. The bipartisan Energizing American Shipbuilding Act would also create good-paying jobs for our ports in Pennsylvania, and throughout the country, while increasing ship manufacturing to ensure that we can provide sealift capacity for our military."

Garamendi served as the top Democrat on the House Subcommittee on Coast Guard and Maritime Transportation from 2013 to 2018, and has sponsored this legislation since 2016 as part of his Make it in America agenda.

## So-Called 'Right to Work' Law Soundly Rejected in Montana

The continuing drive by anti-union, anti-worker legislators and businesses to impose so-called "right to work" (for less) laws around the United States took hits in Montana and West Virginia on consecutive days in early March.

The arguably bigger triumph for workers and their allies came in Montana. For its 50,000-member labor movement, battling "right to work" (RTW) was a fight for economic life, according to state labor officials. In the Montana House, where Republicans hold a 67-33 majority, union foes wanted to pass a RTW bill, banning any requirement that workers pay dues to the unions that represent them.

Twenty-seven states, mostly in the south and mid-west, have such laws, intended to weaken unions by starving them of resources. West Virginia, also GOP-dominated, is one of the 27. The laws let workers protected by union contracts and union services get away without paying for them. And, West Virginia Gov. Jim Justice (R) admitted RTW hasn't succeeded there in delivering what its corporate backers predicted: jobs and new people.

"So-called 'right-to-work' is wrong for Montana and will lead to lower wages, weaker local economies and dangerous working

conditions," Montana AFL-CIO President Al Ekblad tweeted the day before the vote.

As the vote neared, hundreds of union members packed the state capitol's hallways in Helena for two days straight, and filled the gallery when the vote was scheduled. On March 2, the bill, HB251, by first-year Rep. Caleb Hinkle (R-Belgrade), went down by a vote of 38-62, with 29 Republicans joining all 33 Democrats in voting "no."

"If you argue against the political speech of union workers on HB251 it is a safe assumption you are arguing for the special-interest PACs from out of state promoting union-busting work on behalf of monied interests," Rep. Jessica Karjala (D-Billings) told colleagues.

"Politics is like football in that it's a contact activity. Hard work and SOLIDARITY paid off. Congratulations to the everyday wage earners of Montana," union supporter John Kretzschmar tweeted.

In its mines and mills, Montana has a storied union past. Today, 12% of Montana workers are union-represented, more than the national average. Montana supporters of RTW say they plan to bring it up again in the 2023 legislative session.

Meanwhile, in the Mountain-er State, Justice, a billionaire who is West Virginia's wealthiest person, didn't call for repealing RTW. But in a zoomed town hall on March 3, he "ate crow" about it – and the rest of the corporate agenda he and the GOP legislative majority pushed through starting in 2010.

The video, posted on YouTube, shows a chagrined Justice, in coat and tie, seated at his desk in front of the state and national flags, enumerating the various policies, and saying they didn't work.

"Really and truly, let's just be brutally honest," he said. "We passed the right-to-work law in West Virginia. And we ran to the windows looking to see all the people that were going to come – and they didn't come. We got rid of prevailing wage. We changed our corporate taxes and we've done a lot of different things. And we've run to the windows and they haven't come."

One thing Justice didn't say: West Virginia lost residents since 2010. It will likely lose one of its three U.S. House seats after census figures come out.

West Virginia is 10.7% unionized, equal to the national union share.

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

# AFL-CIO Applauds American Rescue Plan

## Relief Package Includes Many Labor-Backed Components

The AFL-CIO and its affiliates (including the SIU) are pointing out the many facets of the American Rescue Plan, signed March 11 by President Biden on his fiftieth day in office, that will benefit union members, their families and their communities.

The \$1.9 trillion federal legislation is designed to help the nation recover by providing financial relief in various forms due to the year-long coronavirus pandemic.

"For months, we have demanded that our federal government provide a road map out of the pandemic and the economic crisis," stated AFL-CIO President Richard Trumka. "The American Rescue Plan is that road map."

"It expands health care for unemployed workers, provides meaningful investment in frontline public services, ensures pension relief for millions of retirees, and it funds the vaccine so that we can end the pandemic. The bill will rescue our economy," Trumka added.

"This measure will allow millions of Americans to breathe a little easier," SIU President Michael Sacco said. "These have been very tough times. But this bill will help so many people who might have been wondering if they could keep their job, provide shelter and food for their family, or retire in dignity."

"This nation has suffered too much for much too long," noted President Biden. "And everything in this package is designed to relieve the suffering and to meet the most urgent needs of the nation, and put us in a better position to prevail."

The most recognized item in the plan is the immediate \$1,400 stimulus check for people who earned less than \$75,000 or for married couples who made less than



President Biden addresses the nation as he prepares to sign the latest relief package.

\$150,000 combined last year. It extends pandemic-related unemployment assistance through September 6. But the American Rescue Plan contains so much more to help workers and their families, according to the AFL-CIO.

It provides money for the production of vaccines, medical supplies and personal protective equipment. It allows dollars for COVID-19 testing and contact tracing, vaccine distribution, and acquisition of vaccines and supplies.

It funds workplace safety through the Occupational Safety and Health Administration for meat processors, health care facilities and

correctional institutions.

It offers funding for state, county, local and tribal governments to continue needed operations such as police, fire and rescue services among others. The American Federation of State, County and Municipal Employees declared, "These funds will keep public employees on the front lines, providing services needed to crush the virus and rebuild our economy."

The plan included provisions from the SIU-backed Butch Lewis Emergency Pension Plan Relief Act to support struggling multiemployer pension programs through 2051 with no cuts to accrued benefits.

International Brotherhood of Electrical Workers President Lonnie Stephenson pointed out, "Including the Butch Lewis Act language will change lives. I am proud that President Biden made this one of his first priorities."

Dollars will be available to reopen public schools and provide materials needed to do so safely. American Federation of Teachers President Randi Weingarten said, "This plan is quite literally a lifeline for the economy that desperately needs one. Since the beginning of the pandemic, we have lost more than a half a million jobs in public education and more than 100,000 jobs in health care. This is what government looks like when it takes swift action to care for all of us."

The measure offers 100 percent COBRA subsidies for up to six months for health care premiums to those who have lost their jobs or had their hours reduced.

It provides relief for the airline industries and manufacturers to help with payroll and benefits. Local transportation agencies, as well as Amtrak, will get aid for operating expenses.

Additionally, it creates an emergency federal employee leave fund to allow civilian employees and postal workers up to 15 weeks of emergency paid leave while caring for someone with COVID-19 or watching over children during virtual classes. This also includes workers at the Transportation Security Administration and the Federal Aviation Administration.

The plan extends the Payroll Protection Program to help businesses keep workers employed and adds a new program aimed at restaurants. It funds a rapid retraining program for military veterans who lost their jobs because of the pandemic, and provides assistance for housing to prevent evictions and foreclosures.

## Gen. Van Ovost Nominated to Lead TRANSCOM Lt. Gen. Richardson Designated for Southern Command

During a White House ceremony coinciding with International Women's Day on March 8, President Biden announced two key nominations: Air Force Gen. Jacqueline Van Ovost as commanding officer of the U.S. Transportation Command (TRANSCOM), and Army Lt. Gen. Laura Richardson to lead the Southern Command.

TRANSCOM oversees the U.S. Military Sealift Command, among other subordinate commands.

Van Ovost, the nation's only female four-star general, has been in charge of the Air Mobility Command since August 2020.

Richardson would receive her fourth star upon confirmation by the Senate.

Biden described the nominees as "two outstanding and eminently qualified warriors and patriots... When confirmed, they will become the second and third women in the history of the United States Armed Forces to lead combatant commands. Each of these women have led careers demonstrating incomparable skill, integrity, and duty to country. And at every step, they've also helped push open the doors of opportunity to women in our military - blazing the trail a little wider, a little brighter for all

the proud women following in their path and looking to their example."

Vice President Kamala Harris stated, "Gen. Van Ovost and Lt. General Richardson have been tested under the most difficult circumstances, and they are proven leaders. The president and I have full confidence in them to address the complex threats we face, to help lead our troops, and to keep our nation safe."

The U.S. military has 11 commands, all led by four-star generals.

Van Ovost has commanded an air refueling squadron, flying training wing and the Presidential Airlift Wing. She also served as

the Director of Staff for Headquarters Air Force, Vice Director of the Joint Staff, the Director of Mobility Forces for U.S. Central Command and as the Vice Commander of the U.S. Air Force Expeditionary Center. She graduated from the U.S. Air Force Academy in 1988. She is a graduate of the U.S. Air Force Test Pilot School and a command pilot with more than 4,200 hours in more than 30 aircraft.

Richardson's background includes commanding the 5th Battalion, 101st Aviation Regiment and deployment to Iraq in support of Operation Iraqi Freedom. Following battalion command, she was assigned to the Army G-3/5/7 in the Pentagon, where she served as Deputy Director, then Director, for the Army's Transformation Office. After her Pentagon tour, she attended the Industrial College of the Armed Forces at Fort McNair in Washington, D.C., and then served as the 100th Garrison Commander of Fort Myer and Fort McNair, and first Joint Base Commander of Myer-Henderson Hall. She later served as the Army's Liaison Officer to the United States Senate.

Multiple news outlets reported that both nominations had been agreed upon within the Pentagon in 2020, but they were intentionally delayed because of concerns that the Trump administration wouldn't approve due to gender.

"They were chosen because they were the best officers for the jobs, and I didn't want their promotions derailed because someone in the Trump White House saw that I recommended them or thought DOD was playing politics," then-Defense Secretary Mark Esper told the *New York Times*. "This was not the case. They were the best-qualified. We were doing the right thing."



Pictured at the White House as part of the nomination ceremony are (from left) Gen. Jacqueline Van Ovost, President Joe Biden, Lt. Gen. Laura Richardson and Vice President Kamala Harris. (White House photo)



SIU Vice President Gulf Coast Dean Corgey (left), Houston Mayor Sylvester Turner (center) and Harris County (Precinct 2) Commissioner Rodney Ellis serve up meals during the event.



Pictured from left are Recertified Bosun Raymond Nowak, SIU Port Agent Joe Zavala, SIU Vice President Gulf Coast Dean Corgey, Houston Director of Community Relations Janice Weaver, Chief Cook Craig Sorrell, SIU Safety Director Kevin Sykes, AB Eleuterio Lino (and his son behind him), and GUDE Wuelner Arzu.

# Houston-Area Seafarers, Other Labor Volunteers Serve Community

SIU members in the Houston area recently pitched in and, along with fellow union members and community organizations, helped distribute relief aid to 3,000 local families in need.

In response to the severe winter storms that devastated the Houston area, the volunteer effort provided food, water, meal kits, pillows and cups through a drive-thru distribution that took place on February 28. The entire event was organized in under 24 hours.

SIU Vice President Gulf Coast Dean Corgey led a group of SIU volunteers that included Port Agent Joe Zavala, Safety Director Kevin Sykes, Recertified Bosun **Raymond Nowak**, MDR **Ernest Latimore**, Chief Cook **Craig Sorrell**, AB **Eleuterio Lino** (and his son), and GUDE **Wuelner Arzu**.

Corgey, who is also one of the Port Commissioners for the Port of Houston, said, "As most of us know, the City of Houston was founded on maritime commerce, and that continues to this day. And maritime commerce is what gets us out of all these pandemics and natural disasters. And I can tell you, the first link in the supply chain is the port.... We have kept that supply chain moving; in fact, we've ramped it up. We're

moving more cargo down there than we ever have, and we're going to continue to do that. Everybody working together to help out is truly an inspiration to me, and I'm so excited by what I'm seeing today: faith, labor and government working together."

Houston Mayor Sylvester Turner thanked the various labor organizations as well as the National Association of Christian Churches (NACC) for their efforts and the volunteer manpower of their members.

"We are still dealing with people's lives being significantly disrupted because of the winter storm," Turner said. "So even though the power is on, the water pressure has normalized, the reality is that there are thousands of homes including apartments that have been affected because of busted pipes, and they still do not have water."

"How we respond says a lot about our city, and we are responding in a very positive way because we're coming together as a group," said Turner.

Two days prior, SIU officials in Houston were involved in another volunteer effort, delivering water to local residents in need. SIU Assistant Vice President Mike Russo joined Sykes and Zavala in making



SIU Asst. VP Mike Russo (left) and SIU Safety Director Kevin Sykes help deliver bottled water to Houston residents.

those deliveries, which were organized by the Texas Gulf Coast Area Labor Federation.

Zavala said, "This is just a small ex-

ample of what the labor movement can do when we come together and perform works of compassion for our communities"



A Coast Guard rescue boat pulls next to the mostly submerged vessel. Local fishermen are in the background.

## Dredge Crew Helps Rescue Family of 6

During a recent crew change in King's Bay off the Florida coast, eagle-eyed mariners spotted a distressed family of boaters and sprang into action.

The survey vessel *Wolf River*, returning from a crew change on the Great Lakes Dredge and Dock-operated *Padre Island*, diverted course when the crew saw a group of people whose vessel was taking on water in the bay. Immediately, all hands – including SIU Chief Engineer **Oscar Palacios** – worked to rescue the family of six (two adults and four children).

Using two life rings and a rescue net, the mariners brought everyone on board the survey boat safely. Thankfully, the children were all wearing their personal flotation devices properly, aiding in their rescue.

Palacios said, "We knew what to do. We knew what steps to take. The kids were screaming for help, so even more training came into play by telling them to calm down: 'We got you. You'll be safe.'"

According to Palacios, the mother was completely exhausted, and ready to give up once the children were on board. The crew encouraged her to keep trying, and successfully got her on deck.

"We saved six lives, and we owe it to training," he said.

The Coast Guard cutter *Sea Dragon* – which had been contacted by the *Padre Island* – arrived a few minutes later, and the family was transferred from the *Wolf River* to the Coast Guard vessel, which transported them to Nassau County personnel.

"In the Florida/Southeast Georgia area, we remind boaters that during this time of year, the possibility of hypothermia still exists," said Kristian Sova, Coast Guard Cutter *Sea Dragon* commanding officer. "If you can, remain with your boat and try to remain together as a group. This greatly increases the likelihood of first responders finding you if you're ever in the need of assistance; this was a very fortunate outcome, special thanks to those involved in this rescue."

# House Passes H.R. 2474 - The PRO Act

After years of impediments for unions, legislation that would reform labor laws and provide workers with more power to organize is making headway in Congress. The U.S. House of Representatives on March 9 passed H.R.2474 - Protecting the Right to Organize Act of 2019.

Also known as the PRO Act, the legislation is considered by many to be the most wide-ranging, pro-worker rewrite of labor law since the original National Labor Relations Act of 1935. It previously was approved by the House in 2020, but the then Republican-controlled Senate failed to take it up. The House passed it again early last month with a vote of 225-206, largely along party lines. Five Republicans voted for the bill, while one Democrat opposed it.

The PRO Act includes a slew of provisions that proponents say will make it easier for workers to form unions, conduct strikes as a last resort, and bargain for better wages and working conditions. Should it eventually become law, the PRO Act would:

- Expand various labor protections related to employees' rights to organize and collectively bargain in the workplace.
- Address the procedures for union representation elections.
- Modify the protections against unfair labor practices that result in serious economic harm such as the discharge of an employee.
- Further prohibit employers from taking adverse actions against an employee, including employees with management responsibilities, in response to that employee participating in protected activities related to the enforcement of the prohibitions against unfair labor practices (i.e., whistleblower protections).

In addition to the foregoing, the bill

specifies procedures for adjudicating complaints, including filing requirements, criteria for making determinations of violations, types of available relief, evidentiary guidelines, and judicial review of NLRB determinations. The measure generally establishes penalties and permits injunctive relief against entities that fail to comply with NLRB orders and creates a private right of action for employees to bring claims against employers interfering with employees' rights to organize or join a labor organization.

Additionally, the bill modifies the reporting requirements for employers engaged in arrangements with third parties to persuade employees not to organize. Specifically, the bill narrows the scope of the exemption for arrangements that are considered legal advice or representation.

President Joe Biden, a close ally of labor, prior to the start of PRO Act debate on the House Floor, issued a March 9 statement that encouraged passage of the legislation, which in his view would dramatically enhance the power of workers to organize and collectively bargain for better wages, benefits and working conditions. The president's statement, in part, read as follows:

"As America works to recover from the devastating challenges of deadly pandemic, an economic crisis, and reckoning on race that reveals deep disparities, we need to summon a new wave of worker power to create an economy that works for everyone. We owe it not only to those who have put in a lifetime of work, but to the next generation of workers who have only known an America of rising inequality and shrinking opportunity. All of us deserve to enjoy America's promise in full — and our nation's leaders have a responsibility to deliver it.

"That starts with rebuilding unions. The middle class built this country, and unions built the middle class. Unions give workers a stronger voice to increase wages, improve the quality of jobs and protect job security, protect against racial and all other forms of discrimination and sexual harassment, and protect workers' health, safety, and benefits in the workplace. Unions lift up workers, both union and non-union. They are critical to strengthening our economic competitiveness.

"But, after generations of sweat and sacrifice, fighting hard to earn the wages and benefits that built and sustained the American middle class, unions are under siege. Nearly 60 million Americans would join a union if they get a chance, but too many employers and states prevent them from doing so through anti-union attacks. They know that without unions, they can run the table on workers — union and non-union alike.

"We should all remember that the National Labor Relations Act didn't just say that we shouldn't hamstring unions or merely tolerate them. It said that we should encourage unions. The PRO Act would take critical steps to help restore this intent.

"I urge Congress to send the PRO Act to my desk so we can seize the opportunity to build a future that reflects working people's courage and ambition, and offers not only good jobs with a real choice to join a union — but the dignity, equity, shared prosperity and common purpose the hard-working people who built this country and make it run deserve."

The March 9 statement was the president's second such strong pro-union declaration in as many weeks. The first was a testimonial that said a union victory in the recognition vote at the 5,805-worker Amazon warehouse in Bessemer, Alabama, would be vital not just to the workers but to the country.

amazon warehouse in Bessemer, Alabama, would be vital not just to the workers but to the country.

"We need to summon a new wave of worker power to create an economy that works for everyone," President Biden said. "We owe it not only to those who have put in a lifetime of work, but to the next generation of workers who have only known an America of rising inequality and shrinking opportunity. All of us deserve to enjoy America's promise in full—and our nation's leaders have a responsibility to deliver it. That starts with rebuilding unions.... Unions lift up workers, both union and non-union. They are critical," the president concluded.

The PRO Act now heads to the U.S. Senate, where winning approval arguably will be impossible, unless Democrats in that chamber do away with or evade the filibuster, which would allow a minority of senators to hamstring it by requiring 60 votes for passage.

"We're not going to let a minority in the Senate stop the PRO Act", AFL-CIO President Richard Trumka vowed in a video press conference with lawmakers and the Leadership Conference on Civil and Human Rights just before House debate on the PRO Act began.

"If people (lawmakers) know corporations are too strong and workers are not strong enough" economically, "and they make corporations stronger" anyway, by defeating the PRO Act, "they do so at their peril," Trumka warned.

"And in an era of extreme polarization, nearly two-thirds of Americans—65%—approve of labor unions, so it's not surprising workers would form unions if they were given the chance. That's 60 million people knocking on our doors. The PRO Act would let them in."

## Biden Administration Rescinds Anti-Worker Executive Orders

America's working families are off to a promising start during the first few months of the new administration.

On Jan. 22, President Joe Biden revoked some of the previous administration's anti-labor executive orders, thereby helping to restore some of the collective bargaining power and worker protections that had been stripped from federal employees.

Biden's executive order included revoking the Schedule F employment category, restoring collective bargaining power for federal employees, and pushing for a minimum wage of \$15 an hour for federal workers. All of the revoked executive orders were the subject of several lawsuits and labor practice challenges.

As stated by the SIU-affiliated National Federation of Federal Employees (NFFE): "The Biden executive order goes further to direct agencies to bargain over permissible, non-mandatory subjects of bargaining when contracts are up for negotiation so that workers have a greater voice in their working conditions. President Biden also revoked a hiring and employment authority known as Schedule F, a Trump administration creation to allow political appointees to burrow into career government jobs and coerce or fire career federal employees for political or other unethical reasons."

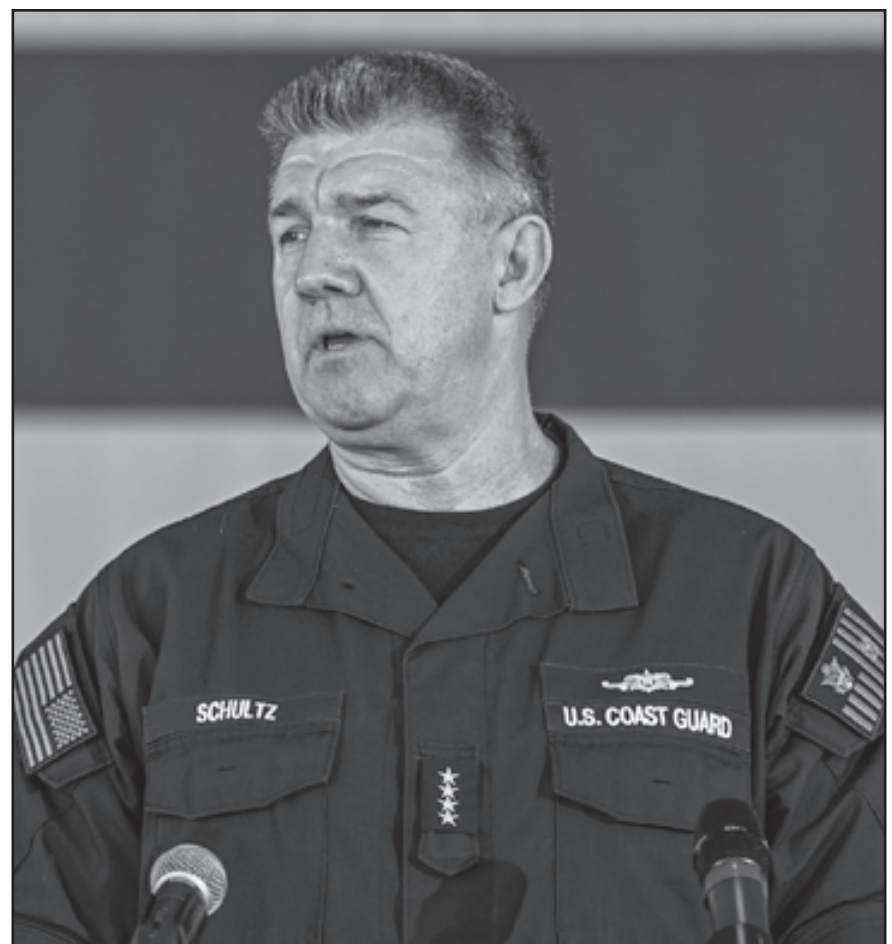
"Thank you, President Biden, for signing these executive orders today that will protect and empower federal workers," stated NFFE National President Randy Erwin. "This is one of the most meaningful actions in the history of the federal workforce. President Trump tried his best to turn the federal government into a patronage system. He wanted the government ac-

countable to him alone at the expense of being accountable to the American people. We were on a dangerous path, but now we are on the right one with President Biden's actions today."

On Feb. 17, Biden also revoked Executive Order 13801, further emphasizing the White House's commitment to protecting workers' rights. The apprenticeship program created by that executive order, the White House stated, has "fewer quality standards" than registered apprenticeship programs that are overseen by the Labor Department. (The apprentice program at the SIU-affiliated Paul Hall Center for Maritime Training and Education is registered with the Labor Department.) Biden's new executive action will direct the agency to issue a rulemaking to dismantle the previous program and reinstate a National Advisory Committee on Apprenticeships to provide guidance.

Biden has also introduced executive orders to strengthen federal protections for gender and racial equity. In addition, he directed the government to take steps to protect worker health and safety during the COVID-19 pandemic.

As stated in the text of Executive Order 13999, "The Federal Government must take swift action to reduce the risk that workers may contract COVID-19 in the workplace. That will require issuing science-based guidance to help keep workers safe from COVID-19 exposure, including with respect to mask-wearing; partnering with State and local governments to better protect public employees; enforcing worker health and safety requirements; and pushing for additional resources to help employers protect employees."



### Coast Guard Commandant Credits Mariners

During his annual "State of the Coast Guard" address on March 11, the agency's commandant, Adm. Karl Schultz (pictured during the speech in San Diego), praised the U.S. Merchant Marine. "I have to give a shout-out to our credentialed U.S. Merchant Mariners who form the backbone of the Marine Transportation System," he said. "Last year, the Coast Guard made sure these marine operators were categorized as essential workers. Annually, they are responsible for \$5.4 Trillion dollars of economic activity that Americans depend on. Throughout this global pandemic, these professionals kept products moving to ensure stores were stocked with medicine and critical supplies." (U.S. Coast Guard photo by Petty Officer 2nd Class Travis Magee)

# CDC Posts Guidance for Vaccinated Individuals

The U.S. Centers for Disease Control and Prevention (CDC) on March 8 issued its first public health guidance targeted at resuming normal activities for people who have been fully vaccinated with COVID-19 vaccines.

A person is considered fully vaccinated two weeks after receiving the last required dose of vaccine (both doses of the Pfizer or Moderna shots or one shot of the single-dose Johnson & Johnson vaccine). Based on the latest science, the new guidance includes recommendations for how and when a fully vaccinated individual can visit with other people who are fully vaccinated and with others who are not inoculated.

This guidance represents a first step toward communities returning to normal everyday activities. When more people are vaccinated, rates of COVID-19 in the community change, and additional scientific evidence becomes available, the CDC will update these recommendations.

Although vaccinations are accelerating, the CDC estimates that just 9.2% of the U.S. population has been fully vaccinated.

“We know that people want to get vaccinated so they can get back to doing the things they enjoy with the people they love,” said CDC Director Rochelle P. Walensky, MD, MPH. “There are some activities that fully vaccinated people can begin to resume now in their own homes. Everyone – even those who are vaccinated – should continue with all mitigation strategies when in public settings. As the science evolves and more people get vaccinated, we will continue to provide more guidance to help fully vaccinated people safely resume more activities.”

## What Has Changed

Under the recommendations, fully vaccinated individuals:

- May gather indoors with other fully vaccinated people without wearing a mask.

- May gather indoors with unvaccinated people from one other household (for example, visiting with relatives who all live together) without masks, unless any of those people or anyone they live with has an increased risk for severe illness from COVID-19.

Fully vaccinated people who have been around someone who has COVID-19 do not need to stay away from others or get tested unless they have symptoms. However, those who live in a group setting (such as a correctional or detention facility or group home) and are around someone who has COVID-19, should still stay away from others for 14 days and get tested, even if they don't have symptoms.

While the new guidance is a positive step, the CDC says the vast majority of people need to be fully vaccinated before COVID-19 precautions can be lifted broadly. Until then, it is important that everyone continues to adhere to public

health mitigation measures to protect the large number of people who remain unvaccinated.

## What Has Not Changed

CDC recommends that fully vaccinated people continue to take the following COVID-19 precautions when in public, when visiting with unvaccinated people from multiple other households, and when around unvaccinated people who are at high risk of getting severely ill from COVID-19:

- Wear a well-fitted mask.
- Stay at least 6 feet from people you do not live with.
- Avoid medium- and large-sized in-person gatherings.
- Get tested if experiencing COVID-19 symptoms.
- Follow guidance issued by individual employers.
- Follow CDC and health department travel requirements and recommendations.

## Seafarers Could Be Reclassified for COVID-19 Inoculations

# Committee on Maritime Transportation System: Prioritize Mariners for Vaccines

The United States Committee on the Marine Transportation System (CMTS) is calling for U.S. mariners to be reclassified to Phase 1(b) when it comes to prioritizing them for COVID-19 vaccination.

The committee is a federal interagency coordinating group chaired by the U.S. Secretary of Transportation. In early March, they published a “white paper” advocating for mariners.

The U.S. Centers for Disease Control and Prevention has recommended that transportation workers be included in Phase 1(c) of the vaccine rollout. However, the CMTS concluded, “Due to the constant risk of exposure and transmittal of COVID-19, U.S. merchant mariners should be considered for transfer from Phase 1(c) - Other Essential Workers to Phase 1(b) - Frontline Essential workers.”

The paper noted, “U.S. merchant mariners play a critical role in our Nation’s international and domestic supply chain to support the distribution of vitally im-

portant personal protective equipment, ventilators, and other urgent medical supplies, as well as maintaining U.S. national security sealift requirements. The nature of their work makes them extremely vulnerable for COVID-19 infection due to living and operating in close quarters, far from medical services, and within constantly changing geographic locations. They transport commerce along our coastlines, Great Lakes, inland waters and internationally, and interact with a myriad of port workers and government inspectors. Vaccinating merchant mariners needs due consideration to transfer their vaccination classification from Phase 1(c) - other essential workers to Phase 1(b) - frontline essential workers.

“Mariners work on board vessels 24/7 without knowing the full magnitude of the risk to which they are being exposed,” the committee continued. “Their confined place of work is also their residence where they interact with others, whether

at sea or ashore. There are no testing options for COVID-19 on board, and one infected crew member may easily infect the rest, especially due to the prevalence of asymptomatic spread. For mariners on international waters, there are no treatment options on board other than telemedicine, leaving the infected mariners without professional care for days or even weeks at a stretch. Upon making the next port, many mariners have been denied debarkation or medical assistance because of concerns for virus infection. Additionally, U.S. mariners embark or disembark from vessels anywhere in the world, requiring travel to and from their homes, exposing them and others further.

“All frontline critical infrastructure essential workers are important. Due to their constant risk of exposure and transmittal of COVID-19, U.S. merchant mariners should also be considered for the Phase 1(b) - frontline essential workers status.”

## Notice to Seafarers Concerning Timing Of Vaccines, TB Tests

The CDC recently issued guidance indicating that COVID-19 vaccines should not be delayed because of testing for TB infection. Testing for TB infection can be done before or at the same time as the COVID-19 vaccination. If it is not done at the same time, the TB test should be delayed for at least four weeks.

If you are scheduling your annual exam, CHS will ask if you have had the COVID-19 vaccination. If you’ve had the vaccination, they will not schedule the TB test until the four-week timeframe has passed. The lack of this test will not affect the medical determination for your annual exam. You may need to subsequently take the TB test when you schedule your Interval exam.

If you have received the COVID vaccine, please email a copy of your shot record to the medical department at [shbpmmedical@seafarers.org](mailto:shbpmmedical@seafarers.org) to be kept with your other shot information in your medical record.

## CMTS Voices Support of Vaccine Safety, Importance for Mariners

The U.S. Committee on the Marine Transportation System (CMTS) COVID-19 Working Group recently hosted a webinar, during which committee members reinforced the point that mariners are essential workers and the belief that they should receive a COVID-19 vaccine as soon as possible.

The webinar, open to members of the maritime community, focused on

the safety and efficacy of the available vaccine variants. While the committee members advised that the single-dose vaccines, made by Johnson and Johnson, would be a better fit for the mariner lifestyle, they also reiterated that mariners should attempt to receive any FDA-approved COVID-19 vaccine available in their area.

In addition to the importance of get-

ting a vaccine, the committee members encouraged everyone to participate in v-safe, a new CDC smartphone-based monitoring program for COVID-19 vaccine safety. The app is used by the CDC to, among other information, collect data on users’ post-vaccination symptoms and remind recipients of a two-dose vaccine when to schedule their second appointment.


At the conclusion of the webinar, committee members encouraged all mariners to anonymously complete the “Mariner Mental Health Needs During COVID-19” online survey, which can be found at: <https://redcap.link/mariners>. The survey takes an estimated 10 minutes to complete, and the information gathered will help the CMTS better serve mariners during this public health crisis.

According to the committee’s website: “The CMTS serves as a Federal interagency coordinating committee for the purpose of assessing the adequacy of the marine transportation system, promoting the integration of the marine transportation system with other modes of transportation and other uses of the marine environment, and coordinating, improving the coordination of, and making recommendations with regard


to Federal policies that impact the marine transportation system.”

The CMTS was chartered in 2005, and is led by Secretary of Transportation Pete Buttigieg. The CMTS COVID-19 Working Group is led by officials from the Maritime Administration and the U.S. Coast Guard. Participating agencies include the Centers for Disease Control (CDC), Cybersecurity & Infrastructure Security Agency (CISA), Federal Maritime Commission, Maritime Administration, Military Sealift Command (MSC), National Geospatial-Intelligence Agency (NGA), National Maritime Intelligence-Integration Office (NMIO), National Oceanic and Atmospheric Administration (NOAA), Occupational Safety and Health Administration (OSHA), U.S. Army Corps of Engineers (USACE), U.S. Coast Guard (USCG), U.S. Customs and Border Protection (CBP), U.S. Department of Energy (DOE), U.S. Department of State (DOS), U.S. Department of the Treasury, U.S. Department of Transportation Office of the Secretary (OST), U.S. Environmental Protection Agency (EPA), U.S. Navy, Office of Naval Intelligence (ONI) and U.S. Transportation Command (USTC).


### Key Facts about COVID-19 Vaccination




Getting vaccinated can help prevent you from getting sick with COVID-19



People who have already gotten sick with COVID-19 may still benefit from getting vaccinated



COVID-19 vaccines cannot give you COVID-19



COVID-19 vaccines will not cause you to test positive on COVID-19 viral tests\*

<https://www.cdc.gov/coronavirus/2019-ncov/vaccines/about-vaccines/vaccine-myths.html>

\*<https://www.cdc.gov/coronavirus/2019-ncov/faq/testing-overview.html>

1/1/21

One of the slides shown during the webinar



**ABOARD SLNC SEVERN** – Many thanks to Bosun Mario Loria for these photos of a friendly cornhole tournament aboard the Argent Marine vessel, featuring SIU and AMO members. Among the Seafarers pictured are the bosun, plus AB Benjamin Carroll, GVA Johanns Rivera-Rivera and AB Richard Palacios.

## At Sea and Ashore with the SIU



**LEGACIES (AND BOOKS) IN PUERTO RICO** – Both AB Victor Manuel Rios (left in photo at left) and OMU Jose Borrero (right in other photo) are second-generation SIU members who recently received their respective full B-books. They are pictured with SIU Port Agent Amancio Crespo at the hiring hall in San Juan.

**FULL BOOK IN HAWAII** – AB Carey Floyd displays his newly acquired full B-book at the hall in Honolulu.

**ABOARD DANIEL K. INOUE** – Recertified Bosun Gerry Gianan has nothing but good things to say about the galley gang aboard the Matson ship, describing it as “the best” and “a real feeder.” Pictured from left aboard the vessel are Recertified Steward Ben Opaon and Chief Cook Mario Firme.



**A-BOOK IN JERSEY** – STOS John Davis (right in photo at left) receives his A-seniority book at the hall in Jersey City, New Jersey. He’s pictured with SIU Port Agent Ray Henderson.

**WORTH EVERY CALORIE** – 2nd Cook/Baker Ramon Hilerio (photo at right) shows off his pizzabaking prowess aboard the *Howard Lorenzen* (Crowley) in Japan.



**FULL BOOK IN HOUSTON** – Inland Seafarer Steve Mathis (center in photo at left) receives his full book at the hiring hall. He’s pictured with (from left) SIU Safety Director Kevin Sykes, Patrolman J.B. Niday, Patrolman Kelly Krick and Port Agent Joe Zavala.



# Money Management for SIU Families



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## Chief Cook Earns GED



Chief Cook Tristan Kenneth Cordero (third from left) recently earned his General Education Diploma at the SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC) in Piney Point, Maryland. The Ormond, Florida native received his diploma during the January membership meeting at the PHC. Presenting Cordero with his diploma is Acting PHC Vice President Tom Orzechowski (right). Also on hand to congratulate Cordero on his achievement were SIU Executive VP Augie Tellez (left) and Piney Point Port Agent Mario Torrey (second from left).

## April & May Membership Meetings

Piney Point.....	Monday: April 5, May 3
Algonac.....	Friday: April 9, May 7
Baltimore.....	Thursday: April 8, May 6
Guam.....	Thursday: April 22, May 20
Honolulu.....	Friday: April 16, May 14
Houston.....	Monday: April 12, May 10
Jacksonville.....	Thursday: April 8, May 6
Joliet.....	Thursday: April 15, May 13
Mobile.....	Wednesday: April 14, May 12
New Orleans.....	Tuesday: April 13, May 11
Jersey City.....	Tuesday: April 6, May 4
Norfolk.....	Friday: April 9, May 7
Oakland.....	Thursday: April 15, May 13
Philadelphia.....	Wednesday: April 7, May 5
Port Everglades.....	Thursday: April 15, May 13
San Juan.....	Thursday: April 8, May 6
St. Louis.....	Friday: April 16, May 14
Tacoma.....	Friday: April 23, May 21
Wilmington.....	Monday: April 19, May 17

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

## ATTENTION SEAFARERS

### Another New Ship



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## Dispatchers' Report for Deep Sea

"Total Registered" and "Total Shipped" data is cumulative from Feb. 15 - March. 15. "Registered on the Beach" data is as of March 15.

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	A	B	C	A	B	C		A	B	C
<b>Deck Department</b>										
Algonac	8	6	2	16	5	2	1	55	16	4
Anchorage	3	2	0	0	2	1	0	4	4	0
Baltimore	4	1	0	4	2	0	3	4	1	0
Fort Lauderdale	11	13	6	11	7	2	4	32	16	5
Guam	7	0	0	0	0	0	0	6	0	0
Harvey	12	7	5	8	5	1	6	16	5	3
Honolulu	4	1	1	6	1	0	3	11	4	1
Houston	33	25	6	21	13	4	16	73	33	5
Jacksonville	33	26	9	12	16	3	10	58	42	17
Jersey City	29	12	4	16	11	2	14	51	11	4
Joliet	3	3	0	3	2	1	0	1	6	1
Mobile	6	3	6	8	7	2	3	10	3	8
Norfolk	15	16	4	13	12	3	8	36	21	11
Oakland	9	2	0	9	1	1	2	18	8	0
Philadelphia	6	1	1	2	2	1	2	6	2	1
Piney Point	2	3	1	0	3	0	1	2	4	1
Puerto Rico	6	0	2	6	1	2	4	10	4	1
Tacoma	17	8	3	16	7	0	11	43	13	8
St. Louis	2	1	0	1	1	1	0	5	3	1
Wilmington	20	12	4	14	13	3	7	40	12	5
<b>TOTALS</b>	<b>230</b>	<b>142</b>	<b>54</b>	<b>166</b>	<b>111</b>	<b>29</b>	<b>95</b>	<b>481</b>	<b>208</b>	<b>76</b>
<b>Engine Department</b>										
Algonac	4	2	1	4	1	0	0	11	3	2
Anchorage	0	0	0	2	0	0	0	0	1	0
Baltimore	2	2	0	0	4	0	3	2	1	0
Fort Lauderdale	6	5	1	6	3	1	0	11	14	2
Guam	2	2	1	0	0	0	0	2	2	1
Harvey	3	2	2	4	2	2	5	4	2	0
Honolulu	6	4	1	4	3	0	0	16	6	1
Houston	11	8	3	10	7	2	6	22	9	2
Jacksonville	18	14	8	14	6	4	2	27	24	7
Jersey City	8	4	2	9	5	0	6	13	7	3
Joliet	2	0	0	3	0	1	0	1	3	1
Mobile	3	3	0	4	0	0	1	6	7	0
Norfolk	10	13	4	12	12	2	8	25	19	4
Oakland	5	4	2	3	1	2	1	11	6	0
Philadelphia	3	1	0	1	1	0	1	3	0	0
Piney Point	1	4	0	1	3	0	1	2	4	0
Puerto Rico	4	3	0	2	2	0	2	4	5	0
Tacoma	8	4	1	10	4	0	2	16	9	1
St. Louis	1	0	1	1	0	0	1	1	1	1
Wilmington	9	8	1	12	6	1	4	22	10	1
<b>TOTALS</b>	<b>106</b>	<b>83</b>	<b>28</b>	<b>102</b>	<b>60</b>	<b>15</b>	<b>43</b>	<b>199</b>	<b>133</b>	<b>26</b>
<b>Steward Department</b>										
Algonac	3	2	0	5	1	0	0	13	2	0
Anchorage	0	1	0	0	0	0	0	0	2	0
Baltimore	1	0	0	1	0	0	0	0	0	0
Fort Lauderdale	5	4	3	7	3	0	4	13	9	4
Guam	0	3	0	1	1	0	1	0	2	0
Harvey	3	1	0	2	0	0	0	10	3	0
Honolulu	3	1	0	1	0	0	0	9	5	0
Houston	14	5	0	9	3	0	2	29	5	2
Jacksonville	11	11	2	11	5	1	3	20	21	4
Jersey City	8	2	0	4	3	0	2	21	3	0
Joliet	1	0	0	2	0	0	0	2	0	0
Mobile	1	8	0	0	3	0	0	3	10	0
Norfolk	10	6	1	14	6	1	5	19	18	3
Oakland	14	5	0	9	2	0	5	22	13	0
Philadelphia	1	0	0	2	0	0	0	2	0	0
Piney Point	2	7	1	2	3	1	0	4	6	0
Puerto Rico	2	2	0	4	2	1	2	4	6	0
Tacoma	8	4	1	4	1	0	2	18	4	2
St. Louis	3	0	0	1	0	0	0	3	1	0
Wilmington	19	6	0	14	4	0	2	35	12	3
<b>TOTALS</b>	<b>109</b>	<b>68</b>	<b>8</b>	<b>93</b>	<b>37</b>	<b>4</b>	<b>28</b>	<b>227</b>	<b>122</b>	<b>18</b>
<b>Entry Department</b>										
Algonac	0	9	7	1	4	1	2	1	28	20
Anchorage	0	3	0	0	1	0	0	0	3	4
Baltimore	0	0	1	0	1	0	0	0	1	1
Fort Lauderdale	1	3	1	0	2	2	0	1	7	5
Guam	0	0	3	0	1	0	0	0	0	3
Harvey	1	1	0	0	0	1	0	1	1	0
Honolulu	1	2	3	0	3	1	0	2	5	4
Houston	3	12	12	1	8	4	3	6	14	23
Jacksonville	1	17	46	0	7	22	1	6	36	91
Jersey City	2	9	5	2	4	1	0	1	24	14
Joliet	0	3	1	0	1	0	0	0	2	2
Mobile	0	0	1	1	0	0	0	0	1	3
Norfolk	1	9	16	0	7	8	3	1	25	48
Oakland	0	9	8	1	4	2	0	2	13	9
Philadelphia	0	1	2	0	0	0	0	0	1	2
Piney Point	0	4	6	0	3	8	3	0	4	6
Puerto Rico	1	0	4	0	0	2	1	1	3	3
Tacoma	8	7	11	3	9	2	3	10	16	18
St. Louis	0	0	0	0	0	0	0	0	0	1
Wilmington	3	9	11	1	9	3	3	6	27	16
<b>TOTALS</b>	<b>22</b>	<b>98</b>	<b>138</b>	<b>10</b>	<b>64</b>	<b>57</b>	<b>19</b>	<b>38</b>	<b>211</b>	<b>273</b>
<b>GRAND TOTAL:</b>	<b>467</b>	<b>391</b>	<b>228</b>	<b>371</b>	<b>272</b>	<b>105</b>	<b>185</b>	<b>945</b>	<b>674</b>	<b>393</b>



SIU-crewed *Henry Bacon*



The British destroyer *Zambesi* rescued Burbine and other survivors.

# 'I'm Not Going to Give Up'

## SS Henry Bacon Survivor: Mariners Deserve Accolades

Aside from the obviously not-so-small detail about his miraculous survival for two-plus hours in freezing ocean water, the story of former Seafarer **Dick Burbine**, 95, isn't radically different from those of his fellow World War II

merchant mariners.

At age 16, eager to help with the war effort, he walked into a Marine Corps recruiting office in Boston in 1942 and tried to enlist, despite the concerned objections expressed by his mother.

But colorblindness prevented Burbine from joining the armed forces.

"They told me to go across the street to the U.S. Maritime Commission," he recently recalled. "That's how it came about."

Other mariners from that era have half-jokingly said the standard for entry into the U.S. Merchant Marine during the war consisted of the ability to fog a mirror. While it may not have been quite that lax, history has borne out that innumerable mariners followed a course similar to Burbine's. They tried to sign up for military service but were rejected for medical reasons. They could have stayed home. They didn't.

Burbine, the last surviving member of the ill-fated, SIU-crewed *Henry Bacon*, shares another trait with World War II mariners in that he knows they didn't get the credit they deserved for decades following the battle. And, like his seafaring brethren, he still finds it bothersome — not because any of them craved attention, but because of basic fairness.

"I'm insignificant," said Burbine, who lives in California, near the Nevada border, and still leads an active life. "My objective with this story is, the merchant marine has never been given the recognition that they should have. They were the best. They all went back on their own. They believed in the cause, and to me, that is the finest thing in the world a person can do."

Many returned to sea after surviving a sinking. Burbine is one of them.

### Dangerous Waters

The hardness of the U.S. Merchant Marine of World War II simply isn't debatable. Depending on who does the math, they suffered a casualty rate that either exceeded any of the armed forces or was second to that of the Marine Corps. They often sailed with minimal protection, if any. They indeed were an all-volunteer service. More than 8,000 of them died at sea; another 11,000 were wounded.

But the surest way to make one of the surviving mariners cringe is to say the words, "Murmansk Run."

Infamous for its foreboding conditions, the Murmansk Run partly consisted of a dangerous Arctic Ocean passage from Iceland or Scotland to northern Russia. U.S. vessels joined those convoys beginning in 1942, sending a total of approximately 350 ships during a three-year stretch. Nearly 100 of those vessels were sunk by Germans, and thousands of Americans aboard them lost their lives.

The Liberty Ship *Henry Bacon*, operated by South Atlantic Steamship Company, safely arrived in Murmansk in February 1945, delivering war materials and other supplies. Wiper Dick Burbine, having just turned 18, was one of 40 crew members. The ship also carried 26 members of the Navy Armed Guard.

The *Bacon* took on more personnel in Murmansk. The British Navy had rescued more than 500 Norwegian civilians from occupied Norway and moved them to Russia. Nineteen of the refugees, most of them women and children, were assigned to the SIU-crewed ship, for transport to England.

They'd make regrettable history, as the *Bacon* became the last Allied vessel sunk by German aircraft.

Upon leaving Murmansk on Feb. 17, the *Bacon* was part of a convoy that included 35 ships and naval escorts. But a combination of severe weather and mechanical problems caused the *Bacon* to stray, and because of radio-silence protocols, they couldn't alert the other vessels.

On Feb. 23, more than a dozen German aircraft (torpedo bombers) found the *Bacon* some 60 miles from the convoy, mainly because of damage to the steering engine. Gunners aboard the merchant vessel shot down at least five of the airplanes and damaged four others, but eventually the *Bacon* succumbed to a torpedo striking the #5 Hold.

Following orders, Burbine was readying what apparently was the ship's only viable lifeboat when a second torpedo hit.

"The other davits were frozen solid," he recalled. "The lashing lines were frozen. The chief engineer told me to get in and cut the lashings. When we got hit, the lifeboat went over the side with me in it. When I came to, I was under it, in the water. That's the one we eventually used for the Norwegians. I was the first one in the water and the last one to be picked up."

### Survivors

In 2021, Burbine's rugged appearance, sharp memory and volunteer work in forestry (often including use of gas-powered chainsaws) undoubtedly seem improbable for someone his age.

Then again, perhaps longevity was a given after what he and some of his shipmates somehow survived as the *Bacon* went under.

The temperature was around 40 below zero, with high winds. Shortly after the *Bacon* sank, Burbine rounded up two other mariners and an armed guard member and assisted them with life rings. They never left the water until a couple of hours later, when three British destroyers arrived just before nightfall.

Although many of those who made it off of the ship died in the water from hypothermia, Burbine and his immediate comrades pulled through, as did all 19 refugees and others who boarded a second lifeboat. The attack claimed the lives of 16 mariners and 12 armed-guard personnel.

"The only thing I said was, I'm not going to give up," he said. "God helped me and that was it. My whole intention was I'm not going to give up."

Burbine remembers "people hollering, looking for help. I remember swimming in a life ring. The winds were blowing, and we were down low in the water. At one point an ice cone blew over us, and I'm certain that helped."

Eventually, he and many others were pulled to the deck of the British *Zambesi*, then taken to the crew mess to thaw. What followed, despite the dire circumstances, might qualify for a comedic movie scene, or at least a quirky one.

"They had no medication," Burbine stated. "The ship's doctor said, 'I don't have any medicine, but I've got all the rum you can consume.' It worked. I never lost any extremities or anything, and to this day, I still drink rum once a week or so."

Another twist awaited, though. Some of the

survivors were taken to a castle in Northern Ireland and were "interviewed by every service they had," Burbine said. "They thought we were German plants, because no one had previously survived that long in those waters. They interviewed us for eight hours."

Once cleared, they were transferred to Glasgow, Scotland, for two weeks, then were sent back to the United States aboard the *USS Wakefield*.

"We returned to Norfolk (Virginia) and were told we were free to go," Burbine said. "That was it. No 'thank you,' no nothing."

He continued recuperating for a couple of weeks, then shipped out again, aboard an Ore Steamship vessel.

### More Adventures

Burbine's maritime career began with a voyage aboard the National Maritime Union ship *Sea Marlin*, which sailed to numerous Pacific islands. Upon returning to the U.S., though, he joined the SIU in Norfolk.

"The SIU was the best union I ever belonged to," he said. "I have nothing but good feelings and thoughts for them. They were good people and they treated you fair and square."

He thought highly enough of the SIU that he rejoined it after finally being accepted in the Marine Corps in 1950. He served three tours in Korea during the war, mostly as part of VMO-6, a helicopter observation and rescue squadron.

"That was 32 months of solid combat," Burbine remembered. "We did over 7,000 Class 'A' evacuations."

But after nine years in the military, he returned to the SIU and resumed sailing until 1965 (always as part of the engine department). He eventually transitioned to a career in law enforcement, then, after retiring, began volunteering with a forest service in 1988.

Regarding his maritime experience, Burbine said, "I still feel I'd do it all over again. I've been all over the world, and I was fortunate because I enjoyed what I was doing. I would even do the Murmansk Run again, under the same conditions."

He said he considers his entire career a highlight, but mentioned a chance meeting with then-SIU President Paul Hall in New York as a moment that stands out. "It wasn't exactly like royalty, but he was an executive-type individual," Burbine said. "But he was also down to earth. He was a seaman at heart."

### 'Nothing But Pride'

Burbine always commemorates the anniversary of the *Henry Bacon* rescue. For decades, he kept in touch with other survivors. The last of them passed away in 2020.

Burbine endures, as does his frustration that history sometimes overlooked the wartime service of civilian mariners.

When President Franklin D. Roosevelt signed the GI Bill in 1944, he said, "I trust Congress will soon provide similar opportunities to members of the merchant marine who have risked their lives time and time again during war for the welfare of their country."

No such action took place. World War II mari-

ners eventually received veterans' status in 1988 (it took another 10 years before the cutoff date for such recognition was extended to match the one used for the armed services). By then, however, the distinction proved more ceremonial than practical.

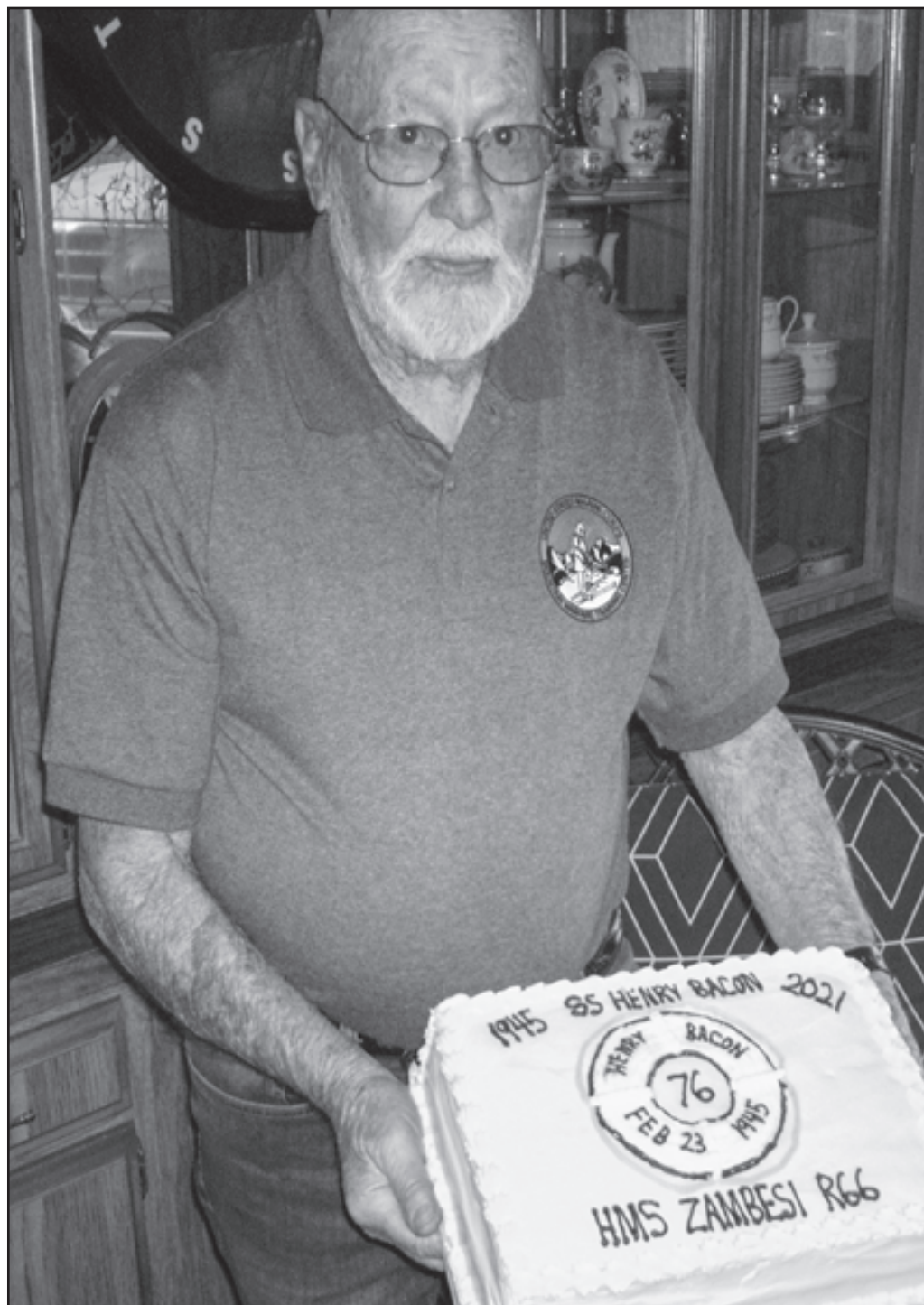
Other wins have been secured, though. The U.S. Merchant Marine is included in the World War II Memorial in the nation's capital. Last year, the president signed the Merchant Mariners of World War II Congressional Gold Medal Act. Physical memorials exist across the country. Books have been published that focus on their contributions. High-ranking military and government officials in recent years have made extra efforts around National Maritime Day (May 22) to salute the service of mariners from that era.

For his part, Burbine simply wants the public to know the truth about him and his shipmates.

"There was not one merchant mariner in the whole system that didn't volunteer for it," he stated. "General (Dwight) Eisenhower said, 'When final victory is ours, there is no organization that will share its credit more deservedly than the U.S. Merchant Marine.' I firmly agree with him. The U.S. Merchant Marine is still one of the finest organizations that served our country during the war. They were outstanding people for the simple reason that they wanted to be there. I always admired that about each and every one of them, and I have nothing but pride for the U.S. Merchant Marine."



SIU member Dick Burbine is pictured in 1945.



Burbine commemorates the rescue each year, most recently in February 2021, when this photo was taken.



German aircraft warm up in Norway in 1945. These types of planes attacked the *SS Henry Bacon*.

## Seafarers International Union Directory

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

### HEADQUARTERS

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

### ALGONAC

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

### ANCHORAGE

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

### BALTIMORE

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

### GUAM

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

### HONOLULU

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

### HOUSTON

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

### JACKSONVILLE

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

### JERSEY CITY

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

### JOLIET

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

### MOBILE

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

### NEW ORLEANS

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

### NORFOLK

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

### OAKLAND

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

### PHILADELPHIA

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

### PINEY POINT

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

### PORT EVERGLADES

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

### SAN JUAN

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

### ST. LOUIS/ALTON

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

### TACOMA

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

### WILMINGTON

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

## Inquiring Seafarer

This month's question was answered by upgraders at the SIU-affiliated Paul Hall Center for Maritime Training and Education.

**Question: Why did you enter this industry and why have you stuck with it?**



**Nate Simmons**  
Chief Cook

I got into it because of my family – a lot of them sail. This is a good opportunity to provide for my family. I also like travelling the world, and the pay.



**Armon Bailey**  
Chief Cook

I got into it because the change of environment helped me become a better me. It put me on the right path, and that's why I stayed with it. I joined in early 2016 and it changed my life.



**Noah Schluder**  
Steward/Cook

I got in through the GAP program. I was working in restaurants, but that was a dead end – no money or benefits. I've stuck with it because I like it. There's good money through the union, and I work one month on and one month off on a dredge.



**Agnes Gamboa**  
Chief Cook

This is one of the best good-paying jobs out there. I joined in 2012 and I'm still here; I can't complain. I can support my family and I'm so blessed to have this job.



**Adam Bechtold**  
Chief Cook

There are so many reasons. I love cooking, and this seemed like a really cool way to integrate that into a profession. I grew up on the Chesapeake Bay and love being on the water. The money is also nice.



**Esmeralda Cueto**  
Chief Cook

A lot of my family members are seamen, including my husband and my brother. They're both SIU members. It's a good job. You get to travel for free, and the pay is good. I love this job and I love to cook.



**Lordiem Garcia**  
Second Cook

This industry gave me the opportunity to put my daughters through college. I also enjoy the travel, getting to see other countries and learning their cultures.



## Pic From The Past

Seafaring often runs in families, and that was the case for the late Louis Gracia Sr. (left) and his son Louis Gracia Jr. (right). They're pictured in 1981 at the SIU-affiliated school in Piney Point, Maryland (with the training vessel *Zimmerman* in the background). Louis Sr., a steward department member, sailed with the union from 1953 until his passing in 1990. Louis Jr. primarily sailed in the engine department, most recently in 2016.



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

# Welcome Ashore

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



## DEEP SEA

### MOTT ARNOLD

Brother Mott Arnold, 69, donned the SIU colors in 1970 and first sailed aboard the *Columbia Eagle*. He sailed in the deck department and upgraded often at the Piney Point school. Brother Arnold last shipped aboard the *Horizon Kodiak*. He makes his home in Tacoma, Washington.

### DANILO FLORENDO

Brother Danilo Florendo, 67, joined the SIU in 2000, initially sailing on the *Overseas Washington*. A steward department member, he upgraded often at the Paul Hall Center. Brother Florendo last shipped on the *Maersk Seletar*. He resides in Eatonville, Washington.

### JAMES KUCK

Brother James Kuck, 64, signed on with the Seafarers in 2011 when he sailed on the *USNS Henson*. He was a member of the deck department and upgraded often at the union-affiliated Piney Point school. Brother Kuck most recently shipped aboard the *Pride of America*. He lives in Surprise, Arizona.

### SANTIAGO LUDAN

Brother Santiago Ludan, 65, became a member of the SIU in 1990 when he shipped on the *Independence*. He sailed in the deck department and upgraded at the Piney Point school on multiple occasions. Brother Ludan's final vessel was the *Green Cove*. He settled in New Castle, Washington.

### KAID MOHAMED

Brother Kaid Mohamed, 65, began his career with the SIU in 1989 when he sailed aboard the *Anders*. A steward department member, he last shipped on the *Keystone* in 2002. Brother Mohamed lives in Oakland.

### FILIBERTO MOREIRA

Brother Filiberto Moreira, 70, started shipping with the Seafarers International Union in 1993, first sailing aboard the *Independence*. He sailed in the engine department and upgraded at the Paul Hall Center on several occasions. Brother Moreira's final vessel was the *Maersk Kensington*. He resides in the Bronx, New York.

### RERE PAITI

Sister Rere Paiti, 68, joined the

union in 2002 and first sailed on the *Grand Canyon State*. She upgraded at the union-affiliated Piney Point school on multiple occasions and was a steward department member. Sister Paiti's final vessel was the *Sunshine State*. She is a resident of Henderson, Nevada.



### MACK REVIS

Brother Mack Revis, 65, donned the SIU colors in 1978 when he shipped aboard the *Delta Panama*. He upgraded at the Paul Hall Center on numerous occasions and was a member of the engine department.



Brother Revis last shipped on the *Liberty Eagle*. He calls Beaumont, Texas, home.

### OMER SHARIF

Brother Omer Sharif, 67, signed on with the union in 1975, initially sailing on the *Mt Vernon*. He sailed in the engine department and most recently aboard the *North Star*. Brother Sharif lives in University Place, Washington.

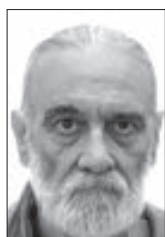


### WILLIAM THOMAS

Brother William Thomas, 66, began his career with the Seafarers in 1978 when he sailed on the *Panama*. He sailed in the engine department and also worked on shore gangs. Brother Thomas upgraded his skills at the Piney Point school on several occasions. He last shipped on the *USNS John U.D. Page* and makes his home in Exmore, Virginia.

### JERRY VAN ETTEN

Brother Jerry Van Etten, 65, became a member of the SIU in 1974. He upgraded at the Paul Hall Center on multiple occasions and was a deck department member. Brother Van Etten's first vessel was the *Chas C West*; his last, the *Developer*. He lives in Maricopa, Arizona.



### PETER VICTOR

Brother Peter Victor, 65, started sailing with the union in 1979

when he worked on the *Overseas Ulla*. A deck department member, he upgraded at the Piney Point school on numerous occasions. Brother Victor's final vessel was the *Dodge Island*. He resides in Ellsworth, Maine.



## GREAT LAKES

Brother Philip Wilson, 65, joined the Seafarers International Union in 1990, initially sailing on the *Cape Catoche*. He shipped in the deck department and upgraded his skills at the Paul Hall Center in 1993. Brother Wilson last shipped on the *Global Link*.



He is a resident of The Villages, Florida.

## GREAT LAKES

### ROBERT MASON

Brother Robert Mason, 65, joined the Seafarers in 2000. He was a deck department member and upgraded his skills at the Paul Hall Center in 2006. Brother Mason's first and last vessel was the *John Boland*. He makes his home in Onaway, Michigan.



## INLAND

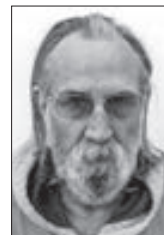
### WILLIE ALLEN

Brother Willie Allen, 63, began sailing with the SIU in 1990, initially working with *Delta Queen*

Steamboat. He was a deck department member and upgraded often at the Piney Point school. Brother Allen's final vessel was the *Achievement*. He makes his home in Tylertown, Mississippi.

### SCOTT GROSJEAN

Brother Scott Grosjean, 64, signed on with the Seafarers in 1977. He was first employed with Quality Quarries and worked in both the deck and engine departments. Brother Grosjean upgraded at the Paul Hall Center on multiple occasions. He last worked for Steuart Transportation and lives in Ashland, Wisconsin.



### FREDDY HAMILTON

Brother Freddy Hamilton, 57, started shipping with the union in 1991. He upgraded at the Piney Point school on several occasions and was a deck department member. Brother Hamilton first sailed aboard the *USNS Regulus*. He most recently shipped on the *Pacific Reliance* and makes his home in Tampa, Florida.



### JEFFREY KING

Brother Jeffrey King, 62, began sailing with the SIU in 1981 when he shipped on the *Pisces*. He primarily sailed in the steward department and upgraded at the Paul Hall Center shortly after joining the union. Brother King was last employed by OSG Ship Management. He lives in



Odessa, Florida.

### STANLEY KNOPP

Brother Stanley Knopp, 69, joined the Seafarers International Union in 1973. He sailed in both the deck and engine departments and first shipped on the *Transeastern*. Brother Knopp upgraded at the Paul Hall Center on multiple occasions. He last worked for Moran Towing and resides in Baltimore.

### FRANK MCCLEESE

Brother Frank McCleese, 61, embarked on his career with the SIU in 1987. He sailed in both the deck and engine departments. Brother McCleese worked for G&H Towing for his entire career. He lives in Ingleside, Texas.



### PAUL MCCREADY

Brother Paul McCready, 59, donned the SIU colors in 1996, initially working with Gulf Marine. A deck department member, he upgraded at the Paul Hall Center on multiple occasions. Brother McCready concluded his career with Penn Maritime. He calls Tangier, Virginia, home.

### NELSON MORGAN

Brother Nelson Morgan, 64, began his career with the Seafarers in 2002. He sailed in the deck department and was employed with Crowley Towing and Transportation for his entire career. Brother Morgan resides in Ona, Florida.



## Taking the Oath in New Orleans



Several Seafarers received their respective full books during the March membership meeting in New Orleans. SIU Safety Director James Brown (left) administers the union oath to (from left, standing and facing camera) AB Norman Comeaux, AB Jehan Daza, Capt. Billy Barletto and Capt. Mike Nance.

# Final Departures



## DEEP SEA

### ALI ALI

Pensioner Ali Ali, 90, died December 3. He signed on with the union in 1970 and was a steward department member. Brother Ali first shipped on the *Fair Isle*. He last sailed on the *Patriot* before going on pension in 1995. Brother Ali was a resident of San Francisco.



### ALFONSO BOMBITA

Pensioner Alfonso Bombita, 71, passed away January 21. He began his career with the SIU in 1983. Brother Bombita's first vessel was the *Santa Maria*. He sailed in the engine department and last shipped on the *Gem State*. Brother Bombita became a pensioner in 2019 and resided in American Canyon, California.



### DION CHEESEBOROUGH

Brother Dion Cheeseborough, 26, died December 31. He started shipping with the SIU in 2017 when he sailed on the *Walter J. McCarthy*. An engine department member, Brother Cheeseborough most recently shipped on the *Integrity*. He lived in Jacksonville, Florida, his birthplace.



### LARRY DOCKWILLER

Pensioner Larry Dockwiler, 65, died December 12. Signing on with the union in 1977, he first sailed on the *Aquarius*. Brother Dockwiler was a steward department member and last worked aboard the *ITB Mobile*. He went on pension in 2020 and resided in Ruidoso, New Mexico.



### WILLIS EVERITT

Brother Willis Everitt, 94, passed away November 5. He joined the SIU in 1953 and first sailed aboard the *President Harrison*. Brother Everitt was a steward department member and also worked on shore gangs. He primarily was employed by American Ship Management, and lived in Los Angeles.

### WALTER FITZGERALD

Pensioner Walter Fitzgerald, 78, died February 7. He donned the SIU colors in 1966, and his first ships

included ones operated by Hudson Waterways and Sea-Land, respectively. Brother Fitzgerald sailed in all three departments and concluded his career aboard the *Carolina*. He went on pension in 2007 and was a resident of Richland, Georgia.

### SPERO MOCHE

Pensioner Spero Moche, 74, died December 4. He began his career with the SIU in 1970 and initially sailed on the *De Soto*. Brother Moche primarily sailed in the engine department and concluded his career on the *Inspiration*. He became a pensioner in 2005 and resided in Floyd, Virginia.



### KASSEM SALEH

Pensioner Kassem Saleh, 77, died November 24. He started sailing with the SIU in 1967 when he shipped on the *Reiss Brothers*. Brother Saleh worked in all three departments. He last sailed on the *President Polk* and retired in 2005. Brother Saleh called Dearborn, Michigan, home.



### PHARON SIMMONS

Brother Pharon Simmons, 35, died December 9. He signed on with the union in 2013 and was a deck department member. Brother Simmons first shipped on the *USNS Watkins* and most recently sailed aboard the *Ocean Globe*. He resided in Jacksonville, Florida, his birthplace.

### ALBERT WAMBACH

Pensioner Albert Wambach, 72, passed away January 12. He began his career with the SIU in 1971, first sailing aboard the *Overseas Valdez*. Brother Wambach sailed in the deck department and last shipped on the *USNS Watson*. He became a pensioner in 2013 and resided in Valatie, New York.

### IRA WHITE

Pensioner Ira White, 81, died December 27. Signing on with the union in 1965, he first sailed on the *Manhattan*. Brother White was an engine department member and last worked for Michigan Tankers. He went on pension in 2004 and settled in Panama City, Florida.



### SHAWN WILLIAMS

Pensioner Shawn Williams, 53, passed away February 12. He



began shipping with the SIU in 1992 when he sailed on the *Producer*. Brother Williams was a deck department member. His final vessel was the *Liberty Passion* and he retired in 2020. Brother Williams lived in Lake City, South Carolina.

### THOMAS WOERNER

Brother Thomas Woerner, 66, died February 8. He donned the SIU colors in 1973, initially sailing aboard the *Los Angeles*. Brother Woerner sailed in the engine department and concluded his career aboard the *Overseas Martinez*. He was a resident of Fredericksburg, Virginia.



### DEAN YANNUZZI

Pensioner Dean Yannuzzi, 71, passed away February 18. He embarked on his career with the Seafarers in 1969, initially shipping on the *Transerie*. A deck department member, Brother Yannuzzi last sailed aboard the *Resolve*. He began collecting his pension in 2008 and settled in San Antonio, Texas.



### NIKOLAOS ZERVOS

Pensioner Nikolaos Zervos, 91, died January 21. He began his career with the SIU in 1967 and initially sailed aboard the *Sapphire Etta*. Brother Zervos was a member of the deck department and concluded his career on the *Galveston Bay*. He became a pensioner in 1994 and resided in Athens, Greece.



## GREAT LAKES

### JACK BENNETT

Pensioner Jack Bennett, 88, died January 30. A deck department member, he signed on with the SIU in 1960. Brother Bennett was employed by American Steamship for the duration of his career. He last shipped on the *Buffalo* and retired in 1994. Brother Bennett was a resident of Gainesville, Georgia.



## RAY BLAHNIK

Pensioner Ray Blahnik, 80, passed away February 10. He joined the Seafarers in 1962 and worked in both the deck and engine departments. Brother Blahnik first worked for Michigan Interstate Railway. He last sailed on the *Adam E. Cornelius* and retired in 2005. He called Benzonia, Michigan, home.



## ROSS WAISANEN

Pensioner Ross Waisanen, 66, died January 6. He began his career with the SIU in 1996 and initially sailed aboard the *Steel T. Crapo*. Brother Waisanen was a member of the deck department and concluded his career on the *John Boland*. He became a pensioner in 2019 and resided in Minneapolis.



## INLAND

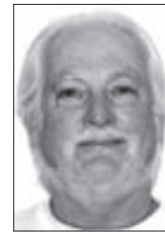
### LEW LAHAYE

Pensioner Lew Lahaye, 79, died February 6. Signing on with the SIU in 1963, he was first employed by Hvide Marine. Brother Lahaye was an engine department member and last worked for Seabulk Tankers. He retired in 2005 and resided in Nederland, Texas.



### LUMAN MOODY

Pensioner Luman Moody, 79, passed away February 5. A deck department member, he began sailing with the union in 1994. Brother Moody was employed by American Marine Corporation for the duration of his career. He went on pension in 2007 and lived in Green Cove Springs, Florida.



### BRUCE MURPHY

Pensioner Bruce Murphy, 73, passed away February 5. He joined the Seafarers in 2001 when he worked for Penn Maritime. A member of the deck department, Brother Murphy last sailed on the *Vision*. He retired in 2016 and lived in Port Charlotte, Florida.



## RUSSELL WILSON

Pensioner Russell Wilson, 91, died January 31. A deck department member, he signed on with the SIU in 1962. Brother Wilson was first employed by Moran Towing of Virginia. He last worked for Atlantic Towing and became a pensioner in 1989. Brother Wilson made his home in Virginia Beach, Virginia.

## NMU

### ISMAEL AYALA

Pensioner Ismael Ayala, 81, passed away February 11. He was an NMU member before the 2001 NMU/SIU merger and sailed in both the deck and engine departments. Brother Ayala's final vessel was the *St Louis Express*. He became a pensioner in 2006 and was a resident of Miami Gardens, Florida.

### JAMES GARRITY

Pensioner James Garrity, 85, died February 1. He joined the union during the SIU/NMU merger in 2001. Brother Garrity sailed in the deck department. He last sailed on the *Liberator* before going on pension in 2003. Brother Garrity lived in Charleston, South Carolina.



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
Al-Jalham, Mohamed	87	10/02/2020
Bergwerk, Israel	94	01/28/2021
Bodden, Roy	89	01/27/2021
Brown, Lawrence	98	01/21/2021
Brownlee, Roosevelt	93	01/30/2021
Christian, Alvey	97	02/05/2021
Clark, William	78	01/26/2021
Davis, Seymour	93	02/03/2021
Gaskin, Bruce	94	01/22/2021
Haylock, Casper	95	12/22/2020
Hills, James	81	01/15/2021
Jones, Nathaniel	72	02/07/2021
Karavolos, Michael	90	08/30/2020
Kust, Terry	77	01/09/2021
Ludeke, Charles	85	12/24/2020
Mack, Gilbert	99	03/23/2020
Mladenoff, Carlos	84	11/24/2020
Ortiz, Cruz	86	02/03/2021
Rivera, Ernesto	87	12/29/2020
Roman, Efrain	90	01/05/2021
Sheffield, Early	94	01/24/2021



# 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.

**AMERICAN PRIDE** (Intrepid Personnel and Provisioning), November 12 – Chairman **Tony Beasley**, Secretary **Richard Jones**, Educational Director **Charlie Wescott**, Deck Delegate **Aresha Rivers**, Steward Delegate **Christopher Green**. Chairman discussed clarification on back pay for restriction to ship. Educational director discussed opportunities for upgrading and reminded everyone to keep documents current. Crew discussed Jones Act centennial. They waiting for an update on status of Wi-Fi connection.

**GOLDEN STATE** (Intrepid Personnel and Provisioning), December 8 – Chairman **Philip McGeoghegan**, Secretary **Michael Carello**. Chairman reported smooth trip with good food. Secretary discussed upgrading opportunities at SIU-affiliated school in Maryland and also reminded everyone to remain aware of document status. No beefs or disputed OT reported. Crew discussed vacation and optical benefits. Still waiting for Wi-Fi and new TV in crew lounge. They talked about importance of following protocols for shipping out.

**LIBERTY PASSION** (Liberty Maritime), December 14 – Chairman **Slavi Zahariev**, Secretary **Dominique McLean**, Engine Delegate **Christian Cruz**. Chairman reminded crew about various rules and shipboard courtesies. Secretary asked that fellow crew members return all galley supplies. Educational director discussed various extensions for documents and certificates. Deck and engine delegates reported concerns about conduct of particular shipmate. Crew wants mariners to be prioritized for vaccinations.

**AMERICAN PRIDE** (Intrepid Personnel and Provisioning), De-

## Kudos from Shipping Executive

Hapag-Lloyd AG CEO Rolf Habben Jansen (right) visits mariners on the SIU-crewed *Philadelphia Express* (Marine Personnel and Provisioning) in the Port of Hamburg on Feb. 21, 2021. He thanked them for their hard work, especially during the pandemic.



ember 27 – Chairman **Tony Beasley**, Secretary **Richard Jones**, Educational Director **Charlie Wescott**, Steward Delegate **Christopher Green**. Chairman thanked crew for great attitude during recent trip to Brazil. Also thanked entire steward department for job well done, especially in light of pandemic. Secretary reminded everyone to leave state rooms clean ahead of large crew change. Educational director talked about keeping documents current. Deck delegate reported disputed OT. No other beefs or disputed OT reported. Installation of new water dispenser scheduled for next port.

**MARJORIE C** (Pasha), January 29 – Chairman **Dan Davenport**, Secretary **Jatniel Aguilera**, Educational Director **Jared Cabasug**, Deck Delegate **Billy Cooley**,

Engine Delegate **Oscar Cesena**. Chairman reminded everyone of importance of pandemic-related safety protocols and also encouraged fellow mariners to get vaccinated. Secretary reminded crew to use sanitation dispensers before entering mess hall and lounges. Educational director noted Piney Point slowly reopening for classes. No beefs or disputed OT reported. Wi-Fi installation slated for later this year. Crew was reminded to submit DVD movie requests to captain. Next port: San Diego.

**USNS PATHFINDER** (Ocean Shipholdings), January 31 – Chairman **Kelly Doyle**, Secretary **Loretta Stewart**, Educational Director **Gary Williams**, Deck Delegate **Mark Bolitho**, Engine Delegate **Ron Sease**, Steward Delegate **Jevon Lowery**. Chairman

discussed upcoming port arrival and restrictions to vessel. Educational director noted Piney Point school reopening for upgrading classes. No beefs or disputed OT reported. Crew discussed safety precautions that are in place at Paul Hall Center. New clothes dryer will be installed at next port. They discussed COVID-19 vaccines and compensation for restriction to ship.

**OCEAN GRAND** (Crowley), February 7 – Chairman **Lech Jankowski**, Secretary **Insook Smith**, Educational Director **Jacob Laroche**. Chairman discussed document extensions. Secretary reminded everyone to continue practicing proper sanitation. Educational director encouraged fellow mariners to upgrade at SIU-affiliated Paul Hall Center for Maritime Training

and Education, located in Piney Point, Maryland. No beefs or disputed OT reported. Crew reported smooth sailing.

**NORTH STAR** (TOTE), February 16 – Chairman **Mark Billiot**, Educational Director **Ahmed Sharif**, Steward Delegate **Sal Ahmed**. Chairman discussed vessel restriction. He advised Seafarers to utilize the online member portal. Educational director discussed need to keep documents current while also being aware of various extensions announced by the Coast Guard. No beefs or disputed OT reported. Crew read latest communication from Tacoma hall regarding restriction to ship in Canadian shipyard. Still waiting for new ice machine for crew mess. Crew suggested changing requirements for filing for vacation check, and also discussed policies for reliefs.

## Know Your Rights

**FINANCIAL REPORTS.** The Constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and union finances. The constitution requires a detailed audit by certified public accountants every year, which is to be submitted to the membership by the secretary-treasurer. A yearly finance committee of rank-and-file members, elected by the membership, each year examines the finances of the union and reports fully their findings and recommendations. The annual financial committee will be elected during the April 5 headquarters membership meeting to review the 2020 records. Members of this committee may make dissenting reports, specific recommendations and separate findings.

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

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

the employers, they should notify the Seafarers 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 Upgrading Course Dates

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

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

Title of Course	Start Date	Date of Completion
<b>Gap Closing Courses</b>		
MSC Supply Configuration Management	April 12	May 7
<b>Deck Department Upgrading Courses</b>		
Able Seafarer-Deck (online lecture)	April 5	April 16
Able Seafarer-Deck (at Piney Point)	April 19	April 23
Able Seafarer-Deck	July 26	August 13
<b>Engine Department Upgrading Courses</b>		
Advanced Reefer Containers	July 12	July 23
FOWT	May 31	June 25
Junior Engineer	May 31	July 23
Machinist	May 3	May 21
Pumpman	May 24	May 28
Welding	April 19	May 7
<b>Steward Department Upgrading Courses</b>		
Certified Chief Cook	May 10 June 14	June 11 July 16
Advanced Galley Operations	May 31	June 25
Chief Steward	May 3	May 28
<b>Safety/Open Upgrading Courses</b>		
Combined Basic/Advanced Firefighting	June 28	July 2
Medical Care Provider	July 5	July 9
Basic Training	April 5 May 24	April 9 May 28
Basic Training Revalidation	June 4 June 25	June 4 June 25
Basic Training/Adv. Firefighting Revalidation	June 7	June 11
Government Vessels	April 26 May 10	April 30 May 14

Title of Course	Start Date	Date of Completion
Government Vessels	May 24 June 7 June 14	May 28 June 11 June 18
Tank Ship Familiarization DL	May 10 July 5	May 14 July 9
Tank Ship Familiarization LG	April 12 June 28	April 16 July 2



## UPGRADING APPLICATION

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

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

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

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

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

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

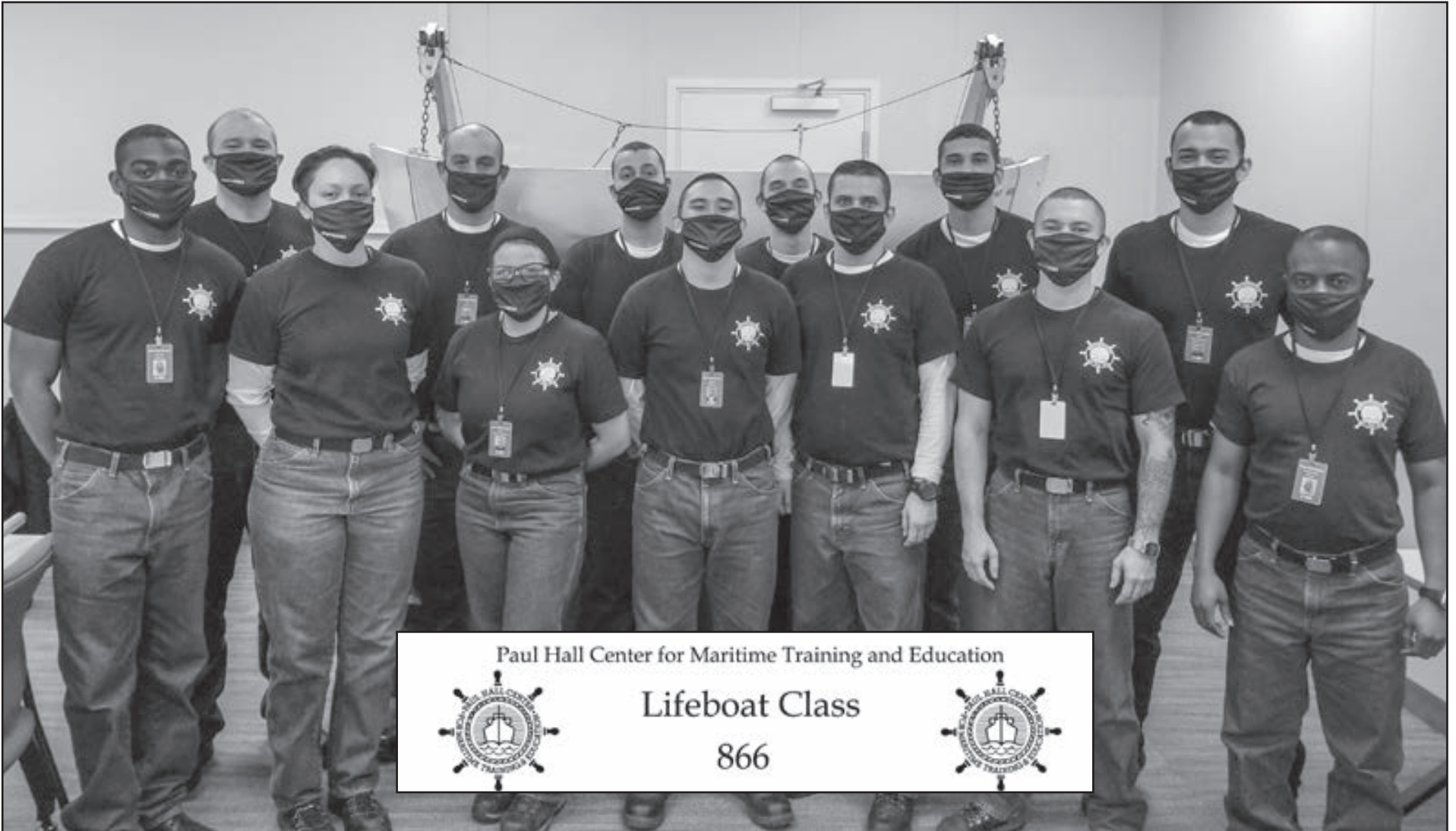
COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_  
 Date On: \_\_\_\_\_ Date Off: \_\_\_\_\_  
 SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

**NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point. Not all classes are reimbursable. Return completed application to: Paul Hall Center for Maritime Training and Education Admissions Office, Email: upgrading@seafarers.org Mail: 45353 St. George's Ave., Piney Point, MD 20674 Fax: 301-994-2189.**

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

# Paul Hall Center Classes



**Water Survival Class #866** – Graduated February 26 (above, in alphabetical order): Alan Butkow, Jade Napualeilokelani Ezera, Alexander Jackson, John Paul Mauras Garcia, Jessie Yusalina Merced Jr., Pura Veronica Moreno Soriano, Chukwuka H. Nkwor, Noah Pittman, Felix Antonio Roman, Gustavo J. Romero Estrella, Douglas Hiram Soto Ocasio, Juan Luis Tapia Pimentel and Garrett Williams.



**Government Vessels** – Graduated February 12 (above, in alphabetical order): Taha Qasem Abobakr Al Amri, Mohammed Elazzouzi, Tiburcio Valeriano Garcia, Jose Antonio Gonzalez Del Valle, Patrick Cruz Lara, Walter Lent, Michael Alex Papaioannou, Husam Ali Mohamed Yahya and Benneth Lorenz Collado Yap.

## **Important Notice To All Students**

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



## Paul Hall Center Classes

**Welding** – Graduated February 12 (photo at right, in alphabetical order): Christian Cruz, Olivier Luc Especa, Arvin Tarroza Heras, Tyrone Leonard and Marcelino Jose Santos Bermeo. Class instructor Chris Raley is at the far right.



**UA to AS (Deck)** – Graduated February 5 (above, in alphabetical order): Daniel Bost, Campbell Busbey, Solomon Foster Jr., Lucas Hayes, Abraham Quiner, Lydia Robinson, Patrick Wheat and James Zaro. Class Instructor Tom Truitt is at the far right.



**Tankship Familiarization** – Graduated February 12 (above, in alphabetical order): Christopher Francis Altieri, Michael Geronimo Bautista, Todd Gallagher, Kenneth Greenidge, Richard Grubbs, Cresente Razo Gumanas, Marissa Gatbunton Lopez, Dylan Sapp, Michael John Estavillo Valdez and Artis Williams.

## *Paul Hall Center Classes*



**Chief Cook Assessment Program** – Graduated February 12 (above, in alphabetical order): Khaleel Saeed Saleh Heidra, William Johnson, Pavel Kremen, Steven Laubach and Carl Royster.



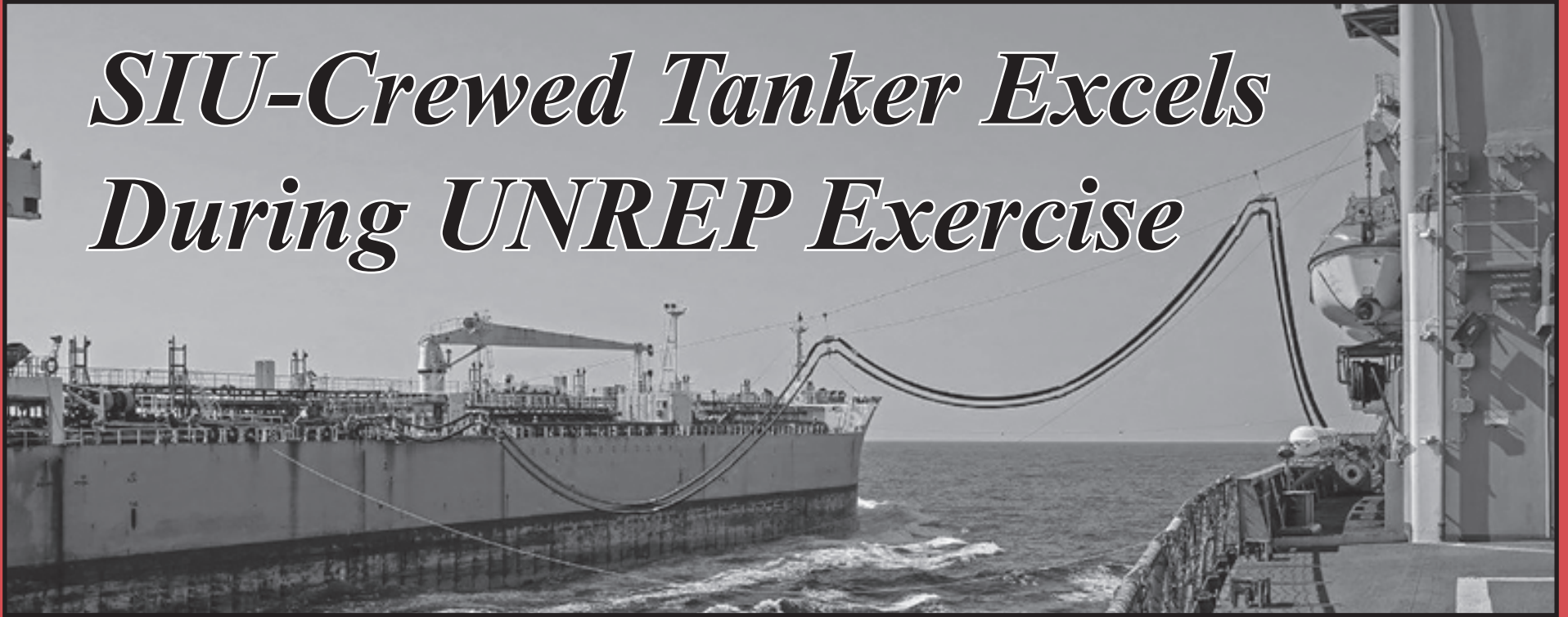
**Certified Chief Cook (Module 5)** – Graduated February 26 (above, in alphabetical order): Tristan Cordero, Apalogie Cruz-Labrador, Jack Gourgue, Destany Howard, Preeyapha Kaisaard, Hussain Ali Nagi Ali, Marcelino Pabito, Algernon Joaquim Ramseur, Noah Susumu Santiago-Stephens, Charles Sassone and J'corei Williams. (Note: Not all are pictured.)

# SEAFARERS LOG

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

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

## *SIU-Crewed Tanker Excels During UNREP Exercise*



Two Seafarers-crewed ships – the *Maersk Peary* on the left, and the *USNS Laramie* at right – participate in the exercise. (U.S. Navy photo by Thomas Epps)

The reliability of U.S.-flag tankers and American mariners was on display earlier this year as the SIU-crewed *Maersk Peary* successfully performed an underway replenishment (UNREP) exercise with the *USNS Laramie* off the east coast of Crete.

The *Laramie's* crew includes members of the SIU Government Services Division.

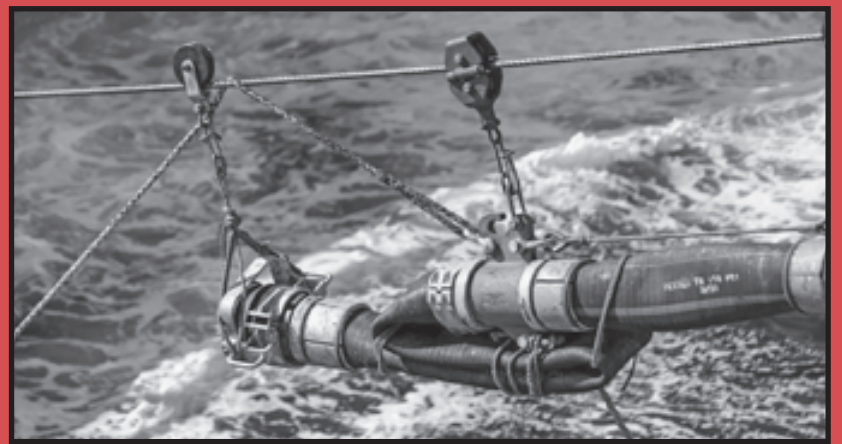
*Maersk Peary* vessel master Capt. C. Fox said the Feb. 23 mission "went well and all parties did a good job. The crew of the *Maersk Peary* had trained the prior few days and were up to the task. The *USNS Laramie* was also ready and they did a good job and were very good to work with."

Underway replenishment is a key component of U.S. sealift and defense capabilities. Such operations save American-flag vessels time by

not having to enter ports and refuel.

The recent exercise underscored the unique capabilities of the U.S.-flag fleet, along with the cadre of civilian mariners who have tanker-specific training. As one observer put it, "The exercise reflects that our military has guaranteed access to the vessels and, more importantly, to the mariners who have never failed to answer the call and sail into harm's way, wherever and whenever needed."

SIU members aboard the *Peary* during the exercise included Bosun **Ron Paradise**, ABs **Ben Wilson**, **Marvin Williams**, **Adam Laliberte**, **Lloyd La Beach** and **Marie Acosta**, Pumpman **Kenneth Cabrera**, QE4 **Rene Halasgo**, Wiper **Charles Fischer**, Steward/Baker **Juan Vallejo**, Chief Cook **Osmar Ramos** and GSTU **Hussein Quraish**.



Equipment is transferred between the vessels. (U.S. Navy photo by Thomas Epps)



The *Laramie's* fueling station (photo at immediate left) is prepped for operations. In photo at immediate right, crew members on the *Maersk Peary* work on a tag line and pelican hook. CIVMARS (photo below) aboard the *USNS Laramie* observe part of the mission. (CIVMAR photo by Thomas Epps)

