

SEAFARERS LOG

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

Safe Operation

Paul Hall Center Maintains Momentum After Reopening



Thanks to extensive precautions and teamwork, the SIU-affiliated school in Piney Point, Maryland, has enjoyed a safe and successful run since reopening in early August. Above, mask-wearing apprentices march across campus of the Paul Hall Center for Maritime Training and Education on Oct. 14. Other photos show some signage along with a free-standing, no-contact thermometer and hand-sanitizing station. *Page 3.*



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President's Report

Success in Piney Point

The successful reopening of our affiliated school in Piney Point, Maryland, is a great example of hard work, teamwork and dedication paying dividends. From a distance, it may look easy, but it took a substantial amount of planning and ongoing commitment to get the Paul Hall Center for Maritime Training and Education back up and running a few months ago. Read about it elsewhere in this edition of the LOG.

Credit goes to our school officials and staff members – and especially to the students, who've respected the unique circumstances. You've made all the difference and while everyone understands there are no guarantees with this pandemic, I know that everything reasonably possible is being done to ensure that the school stays open and safe.

It's crucial that the Paul Hall Center remains available to offer upgrading opportunities and entry-level training to mariners who sail under the Stars-n-Stripes. Our industry is vital to U.S. national, economic and homeland security, which is why our members are deemed "essential workers." Caution and circumstances basically demanded that the school close for a few months this summer, but with the right safety protocols having been put in place, it was time to reopen.

To everyone at the school, keep up the good work and remember that even though we're all tired of the pandemic, it will end.

Jones Act Support

The U.S. House of Representatives recently passed the Clean Economy Jobs and Innovation Act, which included a key amendment emphasizing the enforcement of the Jones Act. Introduced by maritime stalwart Rep. John Garamendi (D-California), the provision helps ensure protection of America's freight cabotage law in potential new areas of work.

There is an ongoing misinformation campaign attacking the Jones Act, but the facts are that this law has looked out for our country's best interests for a century. It helps maintain hundreds of thousands of American jobs. It contributes billions of dollars to our economy each year. It helps safeguard our ports and waterways. In short, it does exactly what it was meant to do, which is why it consistently enjoys bipartisan backing.

Thanksgiving in a Different Light

One of the documented (and very weird) effects of the life-style changes brought about because of precautions taken due to the novel coronavirus is that it sometimes causes one day or week or month to feel indistinguishable from another. However, you are not misreading the sentiment when I wish every Seafarer and SIU retiree and your families a Happy Thanksgiving. (Yes, it really is November.)

Maybe the only good offshoot of the pandemic is that it sometimes has given people more chances to spend time with their families. That's not always the case for Seafarers, who've kept working throughout the year, but I hope those of you who are home for the holidays get to appreciate your loved ones. For those of you at sea, thank you for your dedication.

I also extend my sincerest wishes for a happy, safe and healthy holiday to our armed forces and their families. The entire SIU appreciates your service and we're proud to stand (and sail) with you as part of America's fourth arm of defense.

Thousands of Mariners Stuck at Sea As Crew Change Crisis Continues

Some 400,000 foreign mariners from across the globe are stranded on ships, continuing to work but unable to be relieved, in a deepening crew change crisis which threatens trade and maritime safety, according to the International Maritime Organization (IMO).

SIU officials, in particular Secretary-Treasurer David Heindel, continue working closely with the IMO, the International Labor Organization (ILO) and the International Transport Workers' Federation (ITF) to find an effective solution to this ever-expanding crisis which has worldwide implications. (Heindel chairs the ITF Seafarers' Section.) They are doing so in partnership with the International Chamber of Shipping.

"It is not acceptable that some countries have withdrawn shore leave for seafarers or began restricting the number of people allowed to enter their borders each day," Heindel recently stated. "Those countries that rely on maritime trade, like Australia and Russia, must start pulling their weight on this issue."

During a Sept. 24 high-level event during the United Nations General Assembly (UN), Capt. Hedi Marzougui, who was in command of a vessel between Dec. 2019 and May 2020, appealed to governments to take action allowing mariners to come home.

"Not knowing when or if we will be returning home brings a severe mental toll on my crew and myself," Marzougui said. "I would encourage each and every one of you to think of how you would feel, if you had to work every day, for 12 hours, with no weekends, without seeing your loved ones, and trapped at sea. Now add that you have to do that with no idea of when you will be repatriated."

The COVID-19 pandemic restrictions on travel and transit have severely impacted on seafarers. Despite multiple pleas to governments to designate them as essential key workers and to facilitate their travel, the number of foreign mariners whose contracts have been extended by several months continues to increase. Some crews have now been at sea for 17 months without a break, well beyond the 11-month limit set out in the Maritime Labor Convention (MLC). Besides the 400,000 seafarers stuck at sea, another 400,000 are unable to join ships, the IMO reported.

This threatens the fundamentals of ship safety standards which the IMO has worked to develop over six decades, IMO Secretary-General Kitack Lim told participants in the recent online event, which brought together leaders from major global businesses, the maritime industry, government, the UN and labor unions.

"Overly fatigued and mentally exhausted seafarers are being asked to continue to operate ships," Lim said. "On more than 60,000 cargo ships which continue to deliver vital goods, foods and medicines, ship safety is hanging in the balance, just as seafarers' lives are being made impossible. The safety of navigation is in peril."

Lim restated his plea to governments: "Action

is needed – and is needed now. We all depend on seafarers. They should not be the collateral victims in this pandemic. Seafarers deliver for us – and now we need to deliver for them."

In a statement read aloud during the event, to mark World Maritime Day 2020, UN Secretary-General António Guterres reiterated his concern for stranded mariners. He renewed his appeal to governments "to address their plight by formally designating seafarers and other marine personnel as 'key workers,' ensuring safe crew changes and implementing the protocols developed by UN agencies, as well as the International Chamber of Shipping and the ITF, allowing stranded seafarers to be repatriated and others to join ships."

In a letter issued to the UN Secretary General, the CEOs of 30 Consumer Goods Forum companies, including Unilever and Danone, have called on governments to designate seafarers as "key workers" and raised strong human rights concerns, stating in part that "the situation has also inadvertently created a modern form of forced labor."

Unilever's Chief Supply Chain Officer Marc Engel said COVID-safe crew changes were needed without delay. "When the ships stop, so does everything else. We are now close to an entirely avoidable breaking point which could ripple out through the economy. Even a temporary interruption could push companies and countries over the edge," he said.

Sanda Ojiambo, CEO and executive director of the UN Global Compact, the world's largest corporate sustainability initiative, encouraged businesses to call on governments to end labor abuses that seafarers are suffering, noting that the Ten Principles of the UN Global Compact represent pillars of responsible business which "are connected to the humanitarian, economic and safety crisis unfolding on our seas."

Both Guy Platten, secretary-general of the International Chamber of Shipping and Stephen Cotton, general secretary of the ITF called on governments to intervene to end the crew change crisis, warning the numbers of seafarers impacted would only continue to increase without coordinated action by governments.

ILO Director General Guy Ryder called on governments to implement urgent and pragmatic solutions that fully respect seafarers' rights. "Seafarers are exhausted and simply cannot continue working on board indefinitely," Ryder said.

Transport and maritime ministers from Canada, France, Kenya, Panama and the Philippines also addressed the virtual event. They urged other governments to join them in designating seafarers as essential workers, implementing measures for safe crew changes and facilitating COVID-safe transit for mariners.

The meeting was convened by the UN Global Compact, the International Maritime Organization and the International Labor Organization, in collaboration with the International Chamber of Shipping and the ITF.

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



Foreign mariners around the world have struggled to get reliefs.



Students and instructors quickly adapted to the school's updated safety protocols. Above, upgraders study meteorology. At bottom left, mariners examine equipment at the fire fighting campus. Below right, steward department upgraders hone their craft.

Planning, Teamwork Result in Successful Reopening *Paul Hall Center Safely Navigates Unprecedented Challenges*

Virtually no part of life in 2020 has been spared from the ongoing uncertainties stemming from the COVID-19 pandemic, and the SIU-affiliated school in Piney Point, Maryland, is no exception.

Nevertheless, the Paul Hall Center for Maritime Training and Education (PHC) successfully reopened in early August and, as of mid-October, was operating without a single case of the novel coronavirus reported among any students or staff.

The global pandemic ensures that every strategy nowadays comes with caveats, but the school is succeeding thanks to a combination of exhaustive planning, teamwork and commitment.

"We had more staff meetings here from May to August than in the prior three years combined," said Tom Orzechowski, PHC acting vice president. (The school was closed for most of the summer.) "We're bringing in students from all over the country, and some of them are getting off ships that have been all over the world. So, we spent a lot of time refining plans to reopen as safely and pragmatically as possible."

PHC Director of Vocational Training Priscilla Labanowski said that all concerned deserve credit, but she's particularly appreciative of how the upgraders and apprentices have adapted to the safety protocols.

"The students have been very understanding and cooperative. They've actually been phenomenal," she said.

Orzechowski said "buy-in" has been the key ingredient for the smooth reopening. "People understand it's serious, and the mariners have behaved as true professionals," he stated.

Students and instructors interviewed for this article all said they feel safe at the school. They were candid about the inconveniences associated with the safety protocols, but all stated that such adjustments are simply part of the 2020 landscape.

The list of changes isn't short. The PHC is operating at around 50 percent student capacity, and the upgraders and apprentices

aren't permitted to leave campus. They're also required to self-quarantine for two weeks prior to travelling to Piney Point. Meal times have been staggered, and there's a three-person limit at each cafeteria table. Masks are mandatory throughout the campus and classrooms; hand-sanitizing stations and social-distance markings are prevalent. No-touch thermometers also are stationed throughout the school. Class times also are staggered. Staff members regularly and extensively clean all classrooms, common areas and equipment.

"I can't say it's fun being restricted to the base, but it's not like there's anything to really go and do outside," said AB **David Brusco**, who is upgrading to third mate. "I feel safe. My advice to anyone coming to the school is, bring entertainment. Bring a computer, bring movies, bring a gaming console. Also enjoy the exercise room" (which is open with capacity limits).

Winding Down

Reopening was a sizeable task, but Orzechowski pointed out that "winding down is also part of the story."

The school was packed with apprentices and upgraders when the pandemic struck early in 2020. Those students were given the option to leave school without any penalty, or stay and finish their respective classes. Around that same time, the PHC cancelled the remaining schedule for the year (new courses were added later).

Labanowski said the school is still working with students who'd started classes before the pandemic, in order to help them complete the coursework. She also noted that PHC has instituted some online-learning components that help reduce classroom time, and commended the Coast Guard's National Maritime Center for being very timely when reviewing and approving the modified curriculum.

RJ Johnson, a steward department instructor, thinks the protocols are working.

"Everything's good," he said. "I feel safe

because of all the stuff we did to get everybody here. We've done all the protocols, above and beyond what the health department wanted. We've got our guidelines and I'm happy with it."

He said the students seem to feel comfortable, and they're consistently conscientious about "wearing a mask and social distancing when we can. We have an added sense of responsibility as instructors but we're still teaching, and it's a good relationship between the students and staff."

Deck instructor Peter Luhn said wearing a mask "is the only difference I feel. We're taking precautions and I feel safe. The students aren't allowed to leave the campus and the instructors are following our protocols. Nobody wants to be out of work, so I don't think anyone's taking chances to bring the coronavirus in. I think the whole staff is doing what needs to be done."

He added that many students seem to have developed camaraderie as they face the challenges together.

"We're trying to make the best of the situation and I think it's running smoothly," Luhn said.

Bill Dodd, an engine department instructor, said there was adjustment period at first both among students and staff, but people quickly adapted.

"This is my first time having to teach with a mask and/or face shield, and it was kind of disorienting," he recalled. "But I understand the policies, and it's still conducive to learning and being able to get the information across to the students.... I've always felt safe."

No Hesitation

SA **Keshyra Brinkley** originally was supposed to take the galley operations course in July. She's sensitive to the pandemic's seriousness, but didn't waver about travelling to Piney Point at the next chance.

"As soon as the school opened, I immediately took the opportunity," she said. "I need this class. I wear my mask and try to keep my

distance, but at the same time try to be hands-on and learn. I want to give people their personal space, and I do feel safe."

Bosun **Diego Barbosa** (like his classmate Brusco) had been at the school in February, upgrading to third mate.

He said the biggest differences upon returning to campus include "not being able to have your family come and visit and not being able to leave the campus. But I follow the rules and try to comply with whatever needs to be done. I feel very safe."

He added this advice to future upgraders: "The mail system is your best bet in getting goods delivered. That's your lifeline."

Looking Ahead

Orzechowski said the safety protocols will remain in place at least through the end of this year (likely longer).

"We're currently discussing what next year's schedule will look like, based on membership and industry needs," he said. "We'll always proceed with safety and caution, and be ready to react to what may be a second wave of this virus or any other type of outbreak. Right now, we're doing well. We'd like to keep it that way but we have protocols ready in case anything happens."

He also reiterated his appreciation for how Seafarers have adapted to the "new normal."

"The membership has responded as true professionals and in outstanding fashion," Orzechowski said. "They understand the sanctity of the campus, what upgrading means to them and to the industry. The companies are respectful of that, also. We have a need to train mariners and a responsibility to offer opportunities to train and increase their earning potential."

Finally, there's the question asked by many: What about Mooney's Pub, a Piney Point staple?

Orzechowski replied, "We've limited time and created additional space. People can still be social but respect space and health."





Safety directors log on for a virtual meeting.

SIU Safety Team Meets for Virtual Summit

Every year, SIU Safety Directors and other team members from various ports gather to share knowledge and experience, as well as receive information about the latest safety trends and regulations from SIU and Paul Hall Center officials. This year, however, the safety team met virtually, through three days of video conferences with subject matter experts, members of the SIU Executive Board and other presenters.

The safety team included Ben Anderson (from the port of Tacoma, Washington), Amber Akana (Honolulu), Osvaldo Ramos (Jersey City, New Jersey), Andre MacCray (Philadelphia), Kevin Marchand (Fort Lauderdale, Florida), Kevin Sykes (Houston), Gerret Jarman (Algonac, Michigan), Joseph Koncul (Jacksonville, Florida), Nick Marrone II (Oakland, California), Shane Sterry

(Baltimore), Anthony Houston (Norfolk, Virginia), James Brown (New Orleans) and Gordon Godel (Wilmington, California).

Topics covered included SIU election information, COVID-19 policies, and updates to the curriculum and recruiting efforts of the SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC). The meetings would ordinarily be conducted at the PHC, but due to current health concerns, every member of the safety team joined the video conference from their respective hiring hall offices – or their own homes.

Presentations were led by SIU Secretary-Treasurer David Heindel, Vice President of Contracts George Tricker, Vice President Great Lakes and PHC Acting Vice President Tom Orzechowski, Vocational Director Wayne Johnson Jr.,

Seafarers Plans Administrator Maggie Bowen, PHC Vice President Bart Rogers, and SIU Plans Medical Director Dr. Eric Shaub.

Orzechowski, who acted as this year's virtual host, said, "Although we're used to seeing each other face to face for these conferences, with the current national health crisis, we decided to meet virtually. I was very pleased with the digital platform, as well as the level of participation from the members of the safety team."

Orzechowski also praised the safety directors and added, "We covered everything virtually that we would have covered in person. That said, we do hope we will be able to hold next year's meeting in person."

"I thought it went well," said Johnson. "In our current situation, I think we adapted and overcame the techni-

cal challenges in order to have the best possible meetings. I think we delivered some useful information, and I think we got some good feedback and meaningful discussions out of it. Overall, I think it went as well as we could have hoped."

MacCray said, "It was a little different this year, obviously, but I think it was a good experience. It was nice being able to go home at the end of the day, as opposed to having to travel for the meetings. Overall, I don't think it ended up being much different than it would have been in person. We all still came away with new and useful information, and I think the whole thing went very smoothly. I think everyone, especially Wayne (Johnson), did a great job in adapting to the new way we had to do business. Hopefully we can get back to business as usual soon."

Maersk Achieves Safety Milestone

SIU-contracted Maersk Line, Limited (MLL) recently celebrated a significant safety milestone.

As of Sept. 12, 2020, the company's entire internationally trading "blue" fleet had gone 12 months without a single lost-time incident (defined as necessitating an injured mariner to miss a day's work for recovery).

"This is a major achievement and credit goes to all concerned," stated SIU Executive Vice President Augie Tellez. "I'm especially proud of our SIU crews, of course, and would point out that this is the result of a sustained partnership focused on creating an effective safety culture. We've all worked together to make it a reality."

MLL announced the milestone as part of its annual "Global Safety Day." In a related communication to the vessels, MLL Vice President Ed Hanley noted, "We greatly appreciate and applaud the authentic safety leadership and robust safety culture you have established on board, enabling such a momentous achievement.... On behalf of your shore-side support teams, congratulations and thank you!"



SIU members (including those aboard the *Maersk Kensington*) played a big role in helping vessel operator Maersk Line, Limited maintain safe operations leading up to a Sept. 12 benchmark.

MLL President and CEO Bill Woodhour stated, "Congratulations to all on reaching this milestone. It is truly impressive and rewarding as it means every-

one ends the day in as good of shape as they started it. Knock on some wood, and let's see how we can add another year to this!"

House Passes 'Clean Economy Jobs' Bill

Legislation Includes Jones Act Enforcement Provisions

A new bill passed in late September by the U.S. House of Representatives includes a key amendment supporting America's freight cabotage law.

The amendment supporting the Jones Act was introduced by U.S. Rep. John Garamendi (D-California) to the Clean Economy Jobs and Innovation Act (H.R. 4447). The House on Sept. 24 passed the bill, 220-185.

According to news reports, Senate Energy and Natural Resources Committee Chairwoman Lisa Murkowski (R-Alaska) is backing a similar bill in that chamber and hopes to conference it with the House bill after Election Day – though almost any current legislation faces an uncertain future.

There is no doubt Garamendi continues to stand up for the U.S. Merchant Marine, as seen once again in his amendment, which clarifies that the Outer Continental Shelf Lands Act, a 1953 law governing offshore mineral and energy development, applies to lease sales for non-fossil fuel en-

ergy sources such as wind power, hydrokinetic, or ocean thermal energy conversion. The amendment will enforce Jones Act requirements for all offshore renewable energy production and strengthen our domestic maritime industry.

"Offshore wind development will play a critical role in our nation's transition to a clean energy economy," Garamendi said. "Demand for offshore wind development in federal waters is strong, and Congress must act to ensure this burgeoning industry abides by federal laws and regulations including the Jones Act so we have the strongest possible labor and environmental protections.

"My common-sense amendment simply clarifies that all existing requirements that govern offshore oil and natural gas extraction also apply to renewables," he added. "This will enable our domestic maritime industry to support the renewable energy industry and provide a critical economic stimulus for our nation."

The congressman further noted that the

Jones Act supports approximately 650,000 American jobs while contributing almost \$100 billion in yearly economic impact. The 100-year-old law, considered a staple of U.S. national, economic and homeland security, requires that cargo moving between domestic ports be carried on vessels that are built, crewed, flagged and owned American.

Garamendi also stated, "I commend Congressman Alan Lowenthal (D-California), chairman of the Natural Resources Subcommittee on Energy and Mineral Resources, for his support as the amendment's cosponsor and Energy and Commerce Committee Chairman Frank Pallone's (D-New Jersey) leadership in crafting the Clean Economy Jobs and Innovation Act."

Garamendi served as Deputy Secretary of the Interior during the Clinton Administration and was the top Democrat on the House Subcommittee on Coast Guard and Maritime Transportation from 2013-2018.



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

U.S. Rep Wittman Shares View: 'America is a Maritime Nation'

Longtime maritime backer U.S. Rep. Rob Wittman (R-Virginia) recently penned an op-ed urging the reinvigoration of the nation's maritime capabilities.

While most of the congressman's writing focused on the U.S. Navy, he also said, "America must remember its role as the world's preeminent maritime nation, and reinvigorate not just our Navy and Marine Corps but our shipbuilding and maritime industries. Our country's future depends upon it."

The piece ran under the headline, "America is a maritime nation, and we need to start acting like it."

Wittman, who is the ranking member on the Seapower and Projection Forces Subcommittee in the House, began, "The United States has always been a maritime nation. It is the foundation of our economy and security. Strategists from Thucydides to Mahan reveal a timeless truth – that a prosperous and enduring maritime nation depends on an intertwined combination of robust commercial access, international relations and naval power."

He continued, "These elements of national power have only grown more essential in our globally connected, modern world. Since the end of World War II, American naval power has been the guarantor of free global commerce, the engine that drives the modern economy. Unfortunately, the United States is slowly ceding its role as the leader for freedom of the seas and global commerce. If dramatic action is not taken, we risk surrendering the sea and the modern economy to an authoritarian regime whose disdain for freedom and international norms could become the defining characteristic of the 21st century."

Wittman then pointed to a U.S. Department of Defense (DOD) report to Congress on Chinese military developments. The report's conclusions "should alarm our nation and its allies," he said.

In particular, the DOD noted that People's Republic of China boasts the world's largest navy (approximately 350 ships and submarines). The U.S. Navy's battle force was below 300 ships as of early 2020, according to the report.

"In addition to the world's largest navy, China also has a Coast Guard with over 130 patrols ships

and an aggressive maritime militia with over 100 purpose-built ships," Wittman wrote. "The Chinese Communist Party has used this naval advantage to destabilize the Indo-Pacific area, intimidating regional nations and militarizing the South China Sea in violation of international law.

"Perhaps even more alarming than the rapid modernization and expansion of the Chinese Navy are the advances of the Chinese shipbuilding industry," he added. "The DOD report notes that 'China is the top ship-producing nation in the world by tonnage and is increasing its shipbuilding capacity and capability for all naval classes.' In the event of a conflict with China, there is an increasing probability that China would be able to repair and build both commercial and naval ships at a pace that would far outpace the United States. America is simply no longer positioned to be the 'arsenal of democracy.'"

The congressman believes, however, that American military leaders "are starting to wake up to this stark new reality. Last week, Secretary of Defense Mark Esper committed to significant increases in spending for Navy shipbuilding and readiness. This is an important step, but it should be just the beginning."

Earlier this year, Wittman circulated an article he wrote calling for revitalizing and maintaining the U.S. Ready Reserve Force (RRF), in addition to taking other steps to boost U.S.-flag sealift.

In that article, Wittman pointed out, "Compounding the problem of inadequate numbers, many ships in our logistics fleet are already past due for replacement. The average age of the ships in the Ready Reserve Force, which constitute the majority of our nation's surge sealift capability, is 45 years. That is more than double the age at which most commercial cargo ships are retired and the fleet is showing its age.... While the Department of Defense is investing heavily in technology to compete in a new era of great power competition, it has given short shrift to its ability to transport and sustain forces. Our continued lack of investment in logistics will reduce the effectiveness of our maritime forces in combat but, more worrying, is the debilitating effect it will have on our land forces."



U.S. Rep. Rob Wittman (R-Virginia)

Congress Expresses Strong Bipartisan Support For Creation Of U.S. Tanker Security Fleet

The conference agreement for the Fiscal Year 2021 National Defense Authorization Act (NDAA) almost certainly won't be finalized until after Election Day, but dozens of members of Congress have spoken out for the completed bill to include provisions for a new U.S. Tanker Security Program.

Such an arrangement would be similar to the U.S. Maritime Security Program (MSP), which ensures availability of American-flagged, U.S.-crewed dry cargo ships to our armed forces in times of need. U.S. military leaders in recent years have expressed a pressing need for access to American-flagged tankers.

With that in mind, 34 members of Congress in mid-September sent a bipartisan letter to Chairman of the Senate Armed Services Committee James Inhofe (R-Oklahoma), Senate Armed Services Committee Ranking Member Jack Reed (D-Rhode Island), Chairman of the House Armed Services Committee Adam Smith (D-Washington), and House Armed Services Committee Ranking Member Mac Thornberry (R-Texas).

"As you work to finalize a conference agreement on the NDAA, we write to convey our strong support for retaining section 3511 of H.R. 6395, the William M. Thornberry National Defense Authorization Act for Fiscal Year 2021," they wrote. "This provision would authorize the establishment of a tanker security program comprised of ten privately owned, militarily useful U.S.-flag product tankers crewed by licensed and unlicensed American merchant mariners.

"We are deeply concerned about the decline in the number of militarily useful commercial vessels operating under the U.S. flag and, consequently, in the number of trained and qualified American merchant mariners available to crew the vessels needed by the Department of Defense to protect America's interests and to support American troops deployed around the world," the letter continued. "A tanker security program as passed in H.R. 6395 would begin to rectify this situation, adding additional commercial vessels to the U.S.-flag fleet and creating new jobs for American mariners. This program, modeled after the successful and cost-efficient Maritime Security Program, represents an important maritime policy initiative not only for the maritime workforce but for our nation's commercial sealift capability."

The writers pointed out that Lt. Gen. John Broadmeadow (USMC), while serving last year as deputy commander of the U.S. Transportation Command, told Congress "a 10-tanker program will be a welcome start to begin to address the gap in U.S.-flagged bulk fuel delivery." The September letter concluded, "Establishing a tanker security fleet would begin to reduce our military's reliance on foreign-flag vessels by ensuring that a greater portion of the fuel needed by the Department of Defense is transported by American mariners on U.S.-flag vessels. It would not promote or expand the production of petroleum products but would instead begin to end America's almost total reliance on foreign flag-of-convenience vessels to meet the energy needs of the Department of Defense at sea and around the world."

Voting for 2020 Union Election Began Nov. 1

Voting started Nov. 1 for the election of officers for the Seafarers International Union Atlantic, Gulf, Lakes and Inland Waters. SIU members will be able to cast secret ballots at union halls or by mail through Dec. 31, 2020.

Seafarers eligible to vote in this election to determine union officials for the 2021-2024 term are full-book members in good standing. This eligibility criteria is spelled out in the union's governing document, the constitution. Additionally, and as previously reported, while the constitution itself has not been modified, some of the procedures for the election have been adjusted due to the pandemic. Those changes are aimed at facilitating participation and promoting safety. They were approved first by the SIU Executive Board and subsequently by rank-and-file Seafarers during the September membership meetings.

The ballot lists the names of all qualified candidates as determined by the credentials committee, a group made up of six rank-and-file Seafarers who reviewed the nominating petitions of all SIU members seeking office in this district-wide election. A sample of this ballot was published in last month's *LOG*. The credentials committee report, which was prepared Aug. 17

and submitted to the membership at the September monthly meetings, indicated 27 candidates had qualified to run for 25 positions. (The committee's report was published in the September 2020 *Seafarers LOG*.) Subsequently, the union determined that 27 candidates were qualified. This finding was approved by rank-and-file voting at the September membership meetings.

The 25 posts for which Seafarers will cast their ballots are president, executive vice president, secretary-treasurer, six vice presidents, six assistant vice presidents and 10 port agents.

20 Polling Places

The election is being conducted by mail ballot as provided by the union's constitution. Secret ballots, accompanied by envelopes marked "Ballot" and postage-paid envelopes printed with the address of the bank depository where the ballots are kept until submitted to the tallying committee, will be available to full-book members in good standing at 20 union halls around the country. (See list of voting locations on this page.) Again because of the pandemic, significant efforts also will be made to bring ballots to SIU-crewed ships when-

ever reasonably viable.

Eligible Seafarers may pick up their ballots and envelopes marked "Ballot" and mailing envelopes at these halls between 9 a.m. and 3 p.m., Mondays through Fridays, and from 9 a.m. to noon on Saturdays, except legal holidays, from Nov. 1 to Dec. 31.

Each member must present his or her book to the port agent or the agent's designated representative when receiving the ballot, the envelope marked "Ballot" and the mailing envelope. When the Seafarer receives the ballot and envelopes, his or her book will be marked with the word "Voted" and the date.

If a member does not present his or her book, or if there is a question in regard to his or her eligibility to vote, the Seafarer will receive a mailing envelope of a different color marked with the word "Challenged." His or her book will be stamped with the words "Voted Challenge" and the date.

The SIU Constitution provides for absentee voting procedures that normally only apply to members who are at sea or have extenuating circumstances during the election period. This year, however, all Seafarers eligible to vote in the union's election may opt to vote by absentee ballot (see related information elsewhere on this page).

Full-book members in good standing who prefer to vote by absentee ballot should direct a request for the ballot to the union's secretary-treasurer at SIU headquarters: 5201 Capital Gateway Drive, Camp Springs, MD 20746. Such requests must be received at headquarters by 12 p.m. on Dec. 1, 2020.

Secret Ballots

Once the Seafarer has received his or her ballot and envelopes, he or she marks the ballot for the candidates of his or her choice and puts it in the envelope marked "Ballot." This envelope is sealed by the member and then dispatched in the mail (or given to the port agent or patrolman if voting aboard ship, though members also can opt to mail it themselves). These steps ensure the integrity of the secret ballot process.

The union's constitution, in Article XIII, details the procedures for voting in union elections.

All ballots will be counted by the rank-and-file committee consisting of two members elected from each of the union's constitutional ports. These committee members will be elected in December. They will convene in early January 2021.

Union Constitution Has Provision Which Allows Eligible Members To Vote Using Absentee Ballots

Elections for the SIU Atlantic, Gulf, Lakes and Inland Waters started Nov. 1.

As previously reported, the SIU Constitution provides that eligible members can vote by absentee ballot if they are on a vessel or in a hospital during the voting period. However, following recent actions by the union's executive board as well as rank-and-file members, for this election, anyone desiring to vote by absentee ballot may do so.

The constitution specifies that absentee-ballot requests should be made by registered or certified mail; but, for this election, such requests may be sent by regular mail (which won't require members to leave their homes to go to a post office).

If, however, any member sends a request for an absentee ballot by regular mail, that member is asked to wait five or more days to allow the request to be delivered, and then call the office of SIU Secretary-Treasurer David Heindel to verify the request has been received.

Procedures are established in the SIU constitution to safeguard the secret-ballot election, including the absentee ballot process.

Here is the procedure to follow when requesting an absentee ballot:

1. Make the request in writing to the SIU office of the secretary-treasurer, 5201 Capital Gateway Drive, Camp Springs, MD 20746.
2. Include in the request the correct ad-

dress where the absentee ballot should be mailed.

3. Send the request for an absentee ballot.
4. The request must be received at headquarters by 12 p.m. on Dec. 1, 2020.
5. The secretary-treasurer, after confirming eligibility, will send by registered mail, return receipt requested, to the address designated in the request, a ballot, together with an envelope marked "Ballot" and a mailing envelope. Absentee ballots will be mailed out as soon as possible after receiving requests. In no event will an absentee ballot be mailed out later than Dec. 4.
6. Upon receiving the ballot and envelope, vote by marking the ballot. After voting the ballot, place the ballot in the envelope marked "Ballot." Do not write on the "Ballot" envelope.
7. Place the envelope marked "Ballot" in the mailing envelope which is imprinted with the mailing address of the bank depository where all ballots are sent.
8. Sign the mailing envelope on the first line of the upper left-hand corner. Print name and book number on the second line. The mailing envelope is self-addressed and stamped.
9. The mailing envelope must be post-marked no later than midnight, Dec. 31, 2020 and received by the bank depository no later than Jan. 5, 2021.

Notice of 2020 Election For Election of 2021-2024 Officers Seafarers International Union of North America Atlantic, Gulf, Lakes & Inland Waters

Elections will be conducted by secret mail ballot.

Ballots may be obtained at the following locations from 9 a.m. to 3 p.m. (local time), Mondays through Fridays and from 9 a.m. to noon on Saturdays, excluding holidays, during the voting period. The voting period shall commence Nov. 1, 2020 and shall continue through Dec. 31, 2020.

Voting Locations

ALGONAC	520 St. Clair River Dr., Algonac, MI 48001
ANCHORAGE	721 Sesame Street, Suite 1C, Anchorage, AK 99503
BALTIMORE	2315 Essex St., Baltimore, MD 21224
FT. LAUDERDALE	1221 South Andrews Ave., Ft. Lauderdale, FL 33316
GUAM	Cliffline Office Ctr., Suite 103B, 422 West O'Brien Dr., Hagatna, Guam 96910
HONOLULU	606 Kalihi St., Honolulu, HI 96819
HOUSTON	625 N. York St., Houston, TX 77003
JACKSONVILLE	5100 Belfort Road, Jacksonville, FL 32256
JOLIET	10 East Clinton, Joliet, IL 60432
MOBILE	1640 Dauphin Island Pkwy., Mobile, AL 36605
NEW ORLEANS	3911 Lapalco Blvd., Harvey, LA 70058
JERSEY CITY	104 Broadway, Jersey City, NJ 07306
NORFOLK	115 Third St., Norfolk, VA 23510
OAKLAND	1121 7th St., Oakland, CA 94607
PHILADELPHIA	2604 South Fourth St., Philadelphia, PA 19148
PINEY POINT	Seafarers Harry Lundeberg School of Seamanship, Piney Point, MD 20674
PUERTO RICO	659 Hill Side St., Summit Hills San Juan, PR 00920
ST. LOUIS	4581 Gravois Ave., St. Louis, MO 63116
TACOMA	3411 South Union St., Tacoma, WA 98409
WILMINGTON	510 North Broad Ave., Wilmington, CA 90744

ABSENTEE BALLOT





Rev. David Rider (left) and artist Chad Light stand on either side of the new memorial, which contains a recovered life ring from the *El Faro*.

TOTE Honors *El Faro* Crew With Ceremony

Seafarers-contracted TOTE Maritime on Oct. 1, conducted a “Celebration of Life” ceremony for the families of the crew of the *El Faro* tragedy. This year’s ceremony took place at the park at Dame’s Point in Jacksonville, Florida, and was livestreamed to those who wished to observe the fifth anniversary of the accident.

The memorial began with the sounding of a ship’s horn, followed by an introduction by Rev. David Rider from the Seamen’s Church Institute. After the presentation of the colors by members of the U.S. Coast Guard, the national anthem was sung by Chad Light, who originally sculpted the *El Faro* lighthouse memorial at Dame’s Point.

Rider then recognized some of those who were in virtual attendance. Representing the SIU were Executive Vice President Augie Tellez, Gulf Coast Vice President Dean Corgey and Port Agent Ashley Nelson. Representing the AMO were President Paul Doell and Vice Presidents Dan Robichaux and Dave Weathers.

Rider remarked on the uniqueness of this ceremony, saying, “Though we cannot embrace one another in a traditional way, I hope life is going well for you on this special day.” He then read the names of those lost in the accident, with a ship’s bell sounded for each lost crew member.

A new addition to the memorial park was unveiled as part of the ceremony, revealing a monument created with the recovered life ring from the doomed vessel. The life ring was discovered on Cat Island in the Bahamas following the sinking, after which it was donated to family members of an *El Faro* crew member, Deb and Robin Roberts, who wished for it to be displayed for all to see. The monument also carries an engraved plaque, which reads, “This original life ring from the *El Faro* was gifted to the family and friends of the crew in memory of the 33 lives lost but who remain with us forever in our hearts.”

Rider then unveiled a new painting of the lighthouse sculpture, of which copies will be delivered by TOTE to each of the families of those lost.

In a statement posted to their website, the AMO (an affiliate of the Seafarers International Union of North America) said, “Today, we remain comforted by the certainty that the *El Faro* officer and crew complement worked as one against terrible odds, and that they did so with focus, not fear, each faithful to the traditions of courage and character that have distinguished American merchant mariners in all economic and defense services since the Revolution. Today, we hold warm thoughts for the survivors of these *El Faro* mariners – parents, spouses, children and fiancés. These equally extraordinary men and women helped each other endure the nearly weeklong search for the ship while gathered at the SIU hall in Jacksonville, bracing for the daily updates from the U.S. Coast Guard – may we all live by their collective example.”

EL FARO CREW

In our hearts, forever.

ANDRZEJ R. TRUSZKOWSKI	LASHAWN LAMONTE RIVERA
ANTHONY “SHAWN” THOMAS	LONNIE S. JORDAN
BROOKIE LARRY DAVIS	LOUIS MARKO CHAMPA, JR.
CAREY J. HATCH	MARCIN NITA
DANIELLE L. RANDOLPH	MARIETTE WRIGHT
DYLAN O. MEKLIN	MICHAEL DAVIDSON
FRANK J. HAMM III	MICHAEL LEE HOLLAND
GERMAN SOLAR CORTES	MITCHELL T. KUFLIK
HOWARD J. SCHOENLY	PIOTR MAREK KRAUSE
JACK EDWARD JACKSON	RAFAL ANDRZEJ ZDOBYCH
JACKIE ROBERT JONES, JR.	RICHARD J. PUSATERE
JAMES PHILLIP PORTER, JR.	ROAN R. LIGHTFOOT
JAN PODGORSKI	ROOSEVELT LAZARRA CLARK
JEFFREY A. MATHIAS	STEVEN WINK SHULTZ
JEREMIE HAROLD RIEHM	SYLVESTER C. CRAWFORD, JR.
JOE EDWARD HARGROVE	THEODORE EARL QUAMMIE
KEITH WILLIAM GRIFFIN	

The ceremony included a reading of each crew member’s name.

'The SIU Took Me when Nobody Else Would'

Retired Port Agent Kenny Quickly Found a Home with Union

Fifty years have passed since Georg Kenny joined the SIU, but he doesn't need prompts to recall his feelings from that time.

"I was down on my luck, and a few guys in the neighborhood (in Brooklyn, New York) were merchant seamen," Kenny said. "Two were SIU members and one was NMU. They kept encouraging me to join the industry. 'You'll fit right in,' they told me."

They were right.

"After the arduous torment of being a C-card, I finally got out (on a ship)," Kenny remembered. "I was the galley boy on the *Robin Gray* and I thought I was a rich man, making all of \$450 a month. From the moment I got on board (April 28, 1970), I was hooked and I never looked back."

Kenny, 74, recently retired from his post as the SIU port agent in Norfolk, Virginia. He had sailed off and on throughout the 1970s, then consistently from 1980 until coming ashore to work for the union in 2000 (he became a recertified steward in 1991).

"Georg has always looked out for the interest of the Seafarer, whether at sea or ashore as an official," said SIU Secretary-Treasurer David Heindel. "His soft touch was always effective in his representation. If that failed to convince a company, he could filibuster for hours to gain the upper hand. I wish him well in his retirement."

SIU Vice President Atlantic Coast Joseph Soresi said, "Georg is a great guy and he's always there for the members and the union. He's very dedicated and although this is a big loss, I wish him all the best in retirement."

SIU Vice President Contracts George Tricker playfully said Kenny's verbal stamina served the union well during negotiations, and added, "He dedicated his life to the SIU, and will be missed."

Kenny's overarching memories of his decades with the union always include his sobriety – something he candidly discusses because he wants to help others and because of his gratitude.

"It's like the SIU took me when nobody else would," he said. "In simplest form, the Seafarers took me as I was. There came a point where I realized my life was totally unmanageable."

While upgrading at the union-affiliated school in Piney Point, Maryland, Kenny had a chance meeting with someone who took him to his first Alcoholics Anonymous meeting. "That turned into a 12-week rehab (at the school's addictions rehabilitation center, often called the ARC or the farm)," Kenny remembered. "If it weren't for the farm, I don't think I'd be alive, let alone clean and sober for the past 35 years."

Tough Transition

A U.S. Air Force veteran, Kenny is equally forthcoming about his transition period from shipboard life to patrolman. After finally relenting to the longstanding and oft-repeated invitation from then-SIU Vice President Kermet Mangram, he reacted to the conclusion of his first day on the new job by exclaiming, "What was I thinking?!"

Nevertheless, he adjusted and came to love the job. And he cites becoming a port agent in 2001 as "one of the proudest moments of my career."

Working as a union official often meant involvement in central labor councils, the state AFL-CIO and the local port council in addition to SIU-specific work.

"At one time it felt as if I was wearing 11 different hats, but it's because of the SIU that I found the labor movement," Kenny noted. "Everything I have is all because of the SIU."

He also found time to assist fellow Seafarers who struggled with substance-abuse issues, and views those interactions as part of the reason he was drawn to shore-side work.

"Nobody bats 1.000 but I'm glad to have had the opportunity to help a lot of people," he said.

Looking Ahead

Kenny and his wife (a former Seafarer who sailed for about 10 years) plan to remain in the Norfolk area, and he aims to complete his bachelor's degree.

Asked about the timing of his retirement, he answered, "When members would come to the hall and file their retirement papers, they'd often say they just woke up one morning and realized it was time. That's where I am – no



Georg Kenny (left) is pictured with U.S. Rep. Bennie Thompson (D-Mississippi) at a Maritime Trades Department meeting in 2019.

regrets, it's just time. You might say I'm in the last chapters of my book, and I plan to make the most of it. If nothing else, it'll give me more opportunities to get back into the recovery meetings (with greater frequency)."

He clarified that his health is "excellent," and added his thanks to the union's executive board and personnel in the admissions, claims, academic and manpower offices "for teaching me what I needed to know in order to do the job."

His advice for anyone considering becoming a mariner? "Fill out the application for the apprentice program now," he immediately replied. "Just do it. You'll never regret it, and remember that the more you learn, the more you're going to earn."



Spotlight on Mariner Health

Whooping Cough Poses Dangers to All Age Groups

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

Whooping cough (pertussis) is a highly contagious respiratory tract infection that is caused by the bacteria *Bordetella Pertussis*.

When someone coughs or sneezes, tiny germ droplets are sprayed into the air. These droplets can be breathed into the lungs of individuals who are standing near the vicinity of the person who coughed or sneezed. If successfully transferred, the disease is usually marked by the victim developing a severe hacking cough followed by a high-pitched intake of breath that some say sounds like "whoop."

When someone becomes infected with whooping cough, it usually takes about seven to 10 days for signs and symptoms to appear. These can be mild at first and mimic the symptoms of a common cold including a runny nose, nasal congestion, red watery eyes, a fever and a cough.

After a week or so, the symptoms can worsen. The person may develop thick mucus inside their airways, causing uncontrollable coughing. This can provoke vomiting, extreme fatigue, and possibly end with a high-pitched whoop-like sound during the infected individual's next breath of air.

Sometimes, however, people do not develop the characteristic cough. In the case of infants, for example, they may just appear to be struggling to breathe with no cough at all.

Prior to the age of vaccine injections, whooping cough was considered a childhood disease. In the United States, it primarily affects children who are too young to have completed their full series of vaccinations. The illness can also affect teenagers and adults who may not have completed their own series of vaccines or whose immunity has failed.

Deaths due to pertussis are rare but most commonly are seen in infants. For this reason, it is vital that pregnant women and others who are in close contact with an infant be vaccinated.

It should be pointed out that the whooping cough vaccines that individuals may have received as children eventually wear off. As a result, some teenagers and adults could be left susceptible to the infection during an outbreak. Infants who are younger than 12 months and who are unvaccinated, or have not received the full series of shots, are at the highest risk for developing this disease.

For teenagers and adults, the complications from developing pertussis include: dehydration, bruised or cracked ribs, abdominal hernias, and broken blood vessels in the skin or the white of the eyes. Among infants, pneumonia, slowed or stopped breathing, dehydration or weight loss, and seizures may occur.

To prevent this disease, everyone is encouraged to get the pertussis vaccine. The vaccine can be administered in combination with tetanus and diphtheria shots as ordered by doctors or health department officials.

Healthy Recipe

Herbed Balsamic Chicken Servings 24

2 cups balsamic vinegar
2 2/3 tablespoons honey
3/4 cup extra virgin olive oil
1/4 cup fresh basil, minced fine
1/4 cup fresh chives, minced
4 cloves garlic clove, minced
3 teaspoons kosher salt
1 teaspoon black pepper, ground
24 whole chicken thighs without skin
2 2/3 tablespoons lemon zest

Preparation

Whisk together all ingredients except chicken. In a bowl, toss chicken with 1/3 cup vinegar mixture; let stand 10 minutes. Grill chicken, over medium heat until a thermometer reads 165 degrees, 6-8 minutes per side. Drizzle with remaining vinegar mixture before serving.

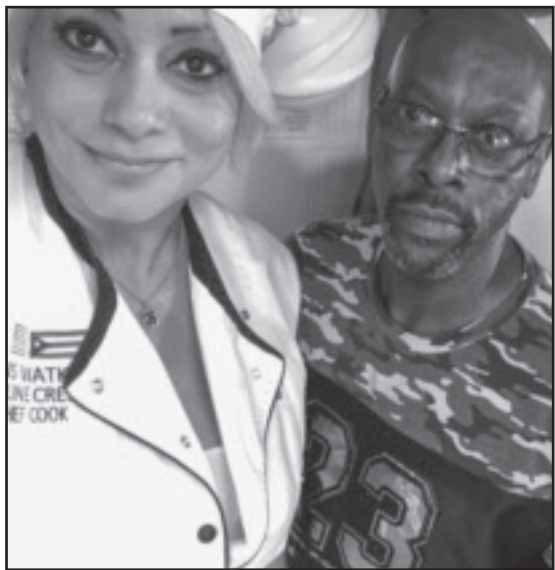
Nutrition Information

Per serving (excluding unknown items): 154 calories; 9g fat (55.2% calories from fat); 14g protein; 4g carbohydrate; trace dietary fiber; 57mg cholesterol; 295mg sodium. Ex-



changes: 0 grain (starch); 2 lean meat; 0 vegetable; 0 fruit; 1 1/2 fat; 0 other carbohydrates.

Editor's note: The foregoing recipe was provided by Chef Robert "RJ" Johnson of the Paul Hall Center for Maritime Training and Education's Lundberg School of Seamanship.



ABOARD OCEAN GIANT – Steward/Baker Pauline Crespo submitted these snapshots from the Waterman-operated vessel, taken en route to Sudan. The crew requested a turkey dinner and was accommodated. ACU Eduardo Pascua is pictured at the far left, while the Seafaring selfie in the center includes Bosun Alfred Polk (right) and Crespo.

At Sea and Ashore with the SIU



ABOARD USNS FISHER – Thanks to vessel master Capt. Jennifer L. Senner (SIU hawsepiper) for these snapshots from the U.S. Marine Management vessel in Pearl Harbor, where it is supporting U.S. Army operations. In photo at left above, Bosun Algernon Reed and AB Shermal Morris enjoy a meal. Chief Steward Diane Light and Chief Cook Tania Ramirez-Diego (photo above at right) pose in galley while AB Rommel Martinez-Arriola (photo at immediate left) gets lunch. AB Rolando Pangan and OS Abdellah Airayashi welcome personnel aboard. in the photo at right.



FULL BOOK IN MOBILE – QE4 Robert Pendarvis (standing) is sworn in for his full B-book during a special meeting Sept. 23 at the hall in Mobile, Alabama.



B-BOOK IN OAKLAND – Chief Cook Janelle Harper is sworn in at the hiring hall for her full B-seniority book during the September membership meeting. She most recently sailed aboard the *SSG Edward Carter* (Sealift).

At Sea and Ashore with the SIU



ABOARD SAFMARINE NGAMI – The SIU-crewed ship (operated by Maersk Line, Limited) departs Qatar this past summer.



PHILANTHROPY IN TACOMA – Undeterred by the pandemic, shore gang Lead Bosun Stephen Ackley kicks off this year's Santa's Castle toy drive at the hiring hall, benefitting American military families. Ackley typically is the first one to donate every year.



FULL BOOK IN HOUSTON – AB Steven Hicks takes the oath and receives his full B-book at the hiring hall



B-BOOK IN ALGONAC – GUDE Abdulwali Suwaileh displays his newly acquired full B-book at the hiring hall.



A-BOOK ON LAKES – Chief Cook Holly Norick displays her newly acquired A-book aboard the *Burns Harbor* (American Steamship) on Sept. 29. She started sailing with the SIU in 2013.



FULL BOOK IN ALOHA STATE – OMU Ryan Manlapit receives his full B-book at the hiring hall in Honolulu.



BURIAL AT SEA – These photos are from a ceremony aboard the *Perla Del Caribe* (TOTE) honoring the memory of AB Jonathan Rivera-Rodriguez, who passed away July 31 at age 37 (he was involved in an automobile accident). He joined the SIU in 2009. "Jonathan, aka 'Cross-Fit,' was an outstanding union brother, hard worker and a pleasure to be around," said SIU Jacksonville Port Agent Ashley Nelson. "He will be greatly missed."



Seafarers International Union Directory

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

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JACKSONVILLE

5100 Belfort Rd., Jacksonville, FL 32256
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JERSEY CITY

104 Broadway, Jersey City, NJ 07306
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(815) 723-8002

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1640 Dauphin Island Pkwy, Mobile, AL 36605
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NORFOLK

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

OAKLAND

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

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2604 S. 4 St., Philadelphia, PA 19148
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45353 St. George's Avenue, Piney Point, MD
20674
(301) 994-0010

PORT EVERGLADES

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

SAN JUAN

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

510 N. Broad Ave., Wilmington, CA 90744
(310) 549-4000

Inquiring Seafarer

This month's question was answered by students at the SIU-affiliated Paul Hall Center in Piney Point, Maryland.

Question: Why did you get into the maritime industry?



Eric Greenawalt
Chief Cook

I joined the SIU to become part of the Brotherhood of the Sea, and to be a part of something larger than myself. Being a part of the steward department on a ship, and being able to lift my shipmates' spirits with some good food, that makes my day a little brighter.



Sergio Centeno
Bosun

Job security, job stability and the ability to learn new skills I can pass on to the next generation. The maritime industry has been here a long time, and will be here for a long time to come. To my brothers and sisters, keep training and upgrade often.



Terry Evins
Bosun

It seemed like an interesting job, and it let me continue to do the same things I did in the Navy. Same jobs, same type of work, and I'm still sailing the world. The SIU has always been a friend to me.



Johnathan Williams
Chief Cook

I wanted to experience new and different things in life. The travel portion of the job was appealing to me, as well as the ability to upgrade my skills. I really appreciate that my career path is laid out for me, and if I follow it, I will better myself and my life.



Christopher Hinton
Oiler

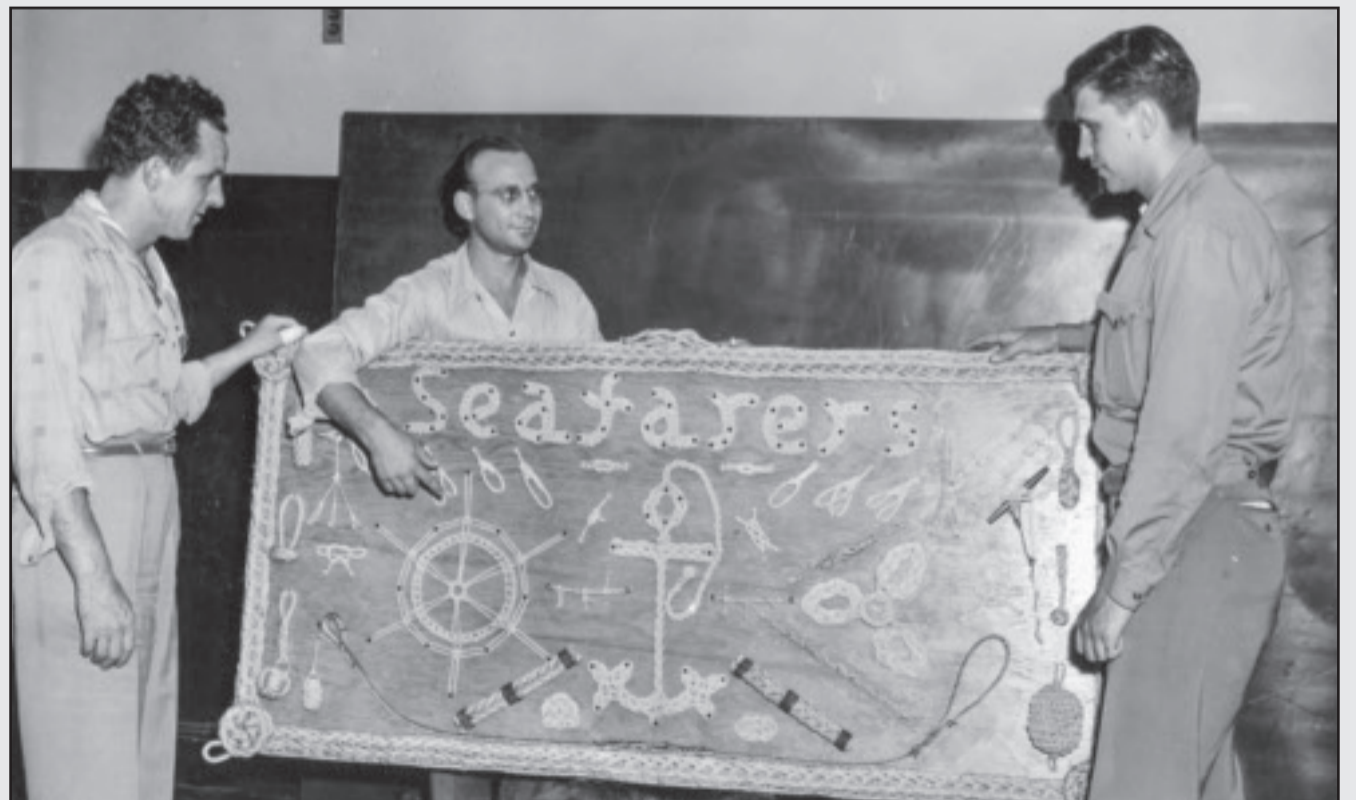
I became a mariner for the change in lifestyle. I was working temp jobs, but sailing has provided a better life for me and my daughter. The SIU saved my life, literally, and helps me provide for my family. The SIU has always kept their promise to me, so I keep coming back.



Deon Greenidge
Chief Cook

I'm a fourth-generation merchant mariner. My uncle is still sailing after 37 years, so it's in my blood. I started at entry level, and I'm going to retire a merchant mariner. I love this union; I think it's Grade A. And when people complain, I'm quick to tell them how good they have it.

Pic From The Past



This photo first ran in the Aug. 24, 1945 LOG. The original caption: "Specimen rope board is being explained to two admiring SIU men by Warren Wymon who made it for the New York hall. On display in New York on the recreation deck, the board contains such fancy creations as a wheel, anchor, propeller, splices, sizings, whippings and the more essential knots used aboard ship. Across the top of the board is the word 'Seafarers' spelled out in fancy braid."

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

Welcome Ashore

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



DEEP SEA

MAURICIO ARRIOLA

Brother Mauricio Arriola, 65, joined the Seafarers International Union in 1997, initially sailing on the *Independence*. He sailed in the steward department and upgraded at the Piney Point school on multiple occasions. Brother Arriola most recently sailed on the *Ocean Globe*. He makes his home in the Bronx, New York.



RANDOLPH BOLLING

Brother Randolph Bolling, 65, signed on with the SIU in 1972. A member of the deck department, he upgraded at the Paul Hall Center on several occasions. Brother Bolling's first vessel was the *Warrior*; his last, the *Honor*. He calls Slidell, Louisiana, home.



RONALD CELIOUS

Brother Ronald Celious, 66, started sailing with the union in 1974 when he shipped on the *Keva Ideal*. A member of the engine department, he upgraded often at the Piney Point school. Brother Celious last sailed on the *Jack Lummus* and settled in the Northern Mariana Islands.

WILLIE CLEMMONS

Brother Willie Clemmons, 65, embarked on his career with the Seafarers in 2001. He initially sailed on the *Cape Taylor* and upgraded at the Paul Hall Center within his first year of membership. Brother Clemmons worked in all three departments. He most recently sailed aboard the *USNS Pollux* and lives in Houston.

DEBORAH GIBSON

Sister Deborah Gibson, 67, signed on with the SIU in 1990 when she shipped on the *William R. But-ton*. She was a steward department member and upgraded often at the Piney Point school. Sister Gibson's final vessel was the *Franklin J. Phillips*. She makes her home in Semmes, Alabama.



JONATHAN GIBSON

Brother Jonathan Gibson, 65, joined the Seafarers International Union in 1996. A steward department member, he upgraded at the Paul Hall Center on numer-

ous occasions. Brother Gibson's first vessel was the *Little Hales*; his last, the *USNS Watkins*. He settled in Semmes, Alabama.



ALEXANDER GLEBOV

Brother Alexander Glebov, 68, began his career with the SIU in 2005, initially sailing aboard the *Green Lake*. He was a member of the deck department and upgraded at the Piney Point school on several occasions. Brother Glebov most recently shipped on the *Maersk Sentosa*. He makes his home in Brooklyn, New York.



RICARDO HERNANDEZ

Brother Ricardo Hernandez, 66, started sailing with the Seafarers in 2001. He first sailed on the *USNS Curtiss* and shipped in the deck department. Brother Hernandez upgraded at the Paul Hall Center in 2002 and last worked aboard the *Horizon Pacific*. He lives in Anaheim, California.

ANTONIO MARTINEZ

Brother Antonio Martinez, 66, joined the union in 1994 when he shipped on the *Independence*. He sailed in all three departments and upgraded at the Piney Point school on numerous occasions. Brother Martinez's last vessel was the *Liberty Eagle*. He is a Houston resident.

BENJAMIN MATTHEWS

Brother Benjamin Matthews, 65, began shipping with the SIU in 2003, initially sailing on the *USNS Dahl*. A steward department member, he upgraded at the Paul Hall Center on multiple occasions. Brother Matthews last shipped aboard the *Observation Island*. He makes his home in Portsmouth, Virginia.

CHRISTOPHER MAYE

Brother Christopher Maye, 60, signed on with the Seafarers in 1987 when he sailed on the *USNS Antares*. Brother Maye was a member of the steward department and upgraded at the Piney Point school in 1989. He most recently sailed on the *USNS John Glenn* and resides in Oklahoma.



MICHAEL MCDERMOTT

Brother Michael McDermott, 65, donned the SIU colors in

1978. He shipped in the steward department and upgraded at the union-affiliated Piney Point school on multiple occasions. Brother McDermott's first vessel was the *El Paso Southern*; his most recent, the *Texas*. He settled in Shartlesville, Pennsylvania.

ISMAIL MONASSAR

Brother Ismail Monassar, 65, joined the union in 1979. A steward department member, he first sailed aboard the *Maryland*. Brother Monassar most recently shipped aboard the *Matsonia* and makes his home in Dearborn, Michigan.



CARLOS OLASCOAGA

Brother Carlos Olascoaga, 72, began sailing with the SIU in 1979. He shipped in the steward department, sailing first aboard the *Montpelier Victory*. Brother Olascoaga last sailed on the *Ocean Grand*. He lives in Puerto Rico.



LORENZO RIDDICK

Brother Lorenzo Riddick, 65, signed on with the union in 1996, initially sailing with Moran Towing of Maryland. He was a deck department member and last shipped aboard the *Pride of Hawaii*. Brother Riddick is a Baltimore resident.



HIPOLITA ROCHES

Sister Hipolita Roches, 65, donned the SIU colors in 2003, first sailing aboard the *USNS Fisher*. She worked in the engine department and upgraded at the Piney Point school on several occasions. Sister Roches most recently shipped on the *Mississippi Enterprise*. She makes her home in Miami.



FRANK SENA

Brother Frank Sena, 69, started shipping with the Seafarers in 2001, initially sailing aboard the *Groton*. He sailed in the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Sena last sailed on the *Empire State*. He resides in San Pedro, California.

THOMAS SCHULTZ

Brother Thomas Schultz, 65, embarked on his career with the SIU in 1975 when he sailed aboard the *Thomas Lynch*. He worked in the deck department and upgraded at the Piney Point school in 1979. Brother Schultz last shipped on the *Elizabeth*. He calls Riverhead, New York, home.



STANLEY SMITH

Brother Stanley Smith, 66, began his career with the Seafarers International Union in 2003. He sailed in the steward department, and upgraded at the Paul Hall Center in 2005. Brother Smith's first vessel was the *USNS Pathfinder*; his last, the *Liberty Pride*. He lives in Charleston, South Carolina.



GREAT LAKES

JEFFERY JOHNSON

Brother Jeffery Johnson, 62, began shipping with the union in 1977, first sailing on the *J.A. Kling*. The deck department member upgraded his skills at the Paul Hall Center in 1987. Brother Johnson's final vessel was the *Sam Laud*. He resides in Ossineke, Michigan.

JOHN KERNOHAN

Brother John Kernohan, 62, joined the SIU in 1978 when he sailed aboard the *A. Guthrie*. He upgraded at the Piney Point school on numerous occasions and was a deck department member. Brother Kernohan concluded his career with Upper Lakes Barge Lines. He settled in Lorain, Ohio.



DIRK VANENKEVORT

Brother Dirk VanEnkevort, 64, signed on with the Seafarers in 1979, initially shipping on the *Buckeye*. He sailed in the deck department and upgraded at the Paul Hall Center in 1982. Brother VanEnkevort was last employed by Upper Lakes Towing. He lives in Marquette, Michigan.



INLAND

ROBERT JEFFREY

Brother Robert Jeffrey, 71, became a member of the SIU in 2001, first working for McAlistler Towing of Philadelphia. He sailed in the deck department and was most recently employed by Tugz Company. Brother Jeffrey calls New Port Richey, Florida, home.

RUSTY LAFRAGE

Brother Rusty LaFrage, 59, started his career with the Seafarers in 1979. He sailed in the engine department and upgraded at the Piney Point school in 1981. Brother LaFrage worked for G&H Towing during his entire career. He lives in Dickinson, Texas.



HOWARD MORGENSTERN

Brother Howard Morgenstern, 64, joined the union in 1983. He sailed in the engine department and was employed by New York Cross Harbor Railroad for the duration of his career. Brother Morgenstern resides in Brooklyn, New York.

DANIEL MORRIS

Brother Daniel Morris, 65, donned the SIU colors in 1986. A deck department member, he sailed with Crowley Towing and Transportation for the majority of his career. Brother Morris makes his home in Laurel Fork, Virginia.



ARSEN PERHAT

Brother Arsen Perhat, 58, began shipping with the SIU in 1999 when he worked for American Marine Corporation. He upgraded often at the Paul Hall Center and was a member of the engine department. Brother Perhat concluded his career with Crowley Towing and Transportation. He is a resident of San Pedro, California.



JOSE RIVERA RODRIGUEZ

Brother Jose Rivera Rodriguez, 62, signed on with the Seafarers International Union in 1979. He sailed in the deck department and worked for Crowley Puerto Rico Services for his entire career. Brother Rivera Rodriguez lives in Puerto Rico.

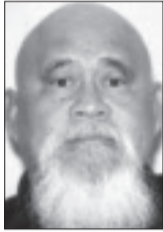
Final Departures



DEEP SEA

JOHN BULAWAN

Pensioner John Bulawan, 78, died August 30. He signed on with the union in 1974 and was a steward department member. Brother Bulawan first shipped aboard the *Santa Mercedes*. He last sailed on the *RJ Pfeiffer* before going on pension in 2010. Brother Bulawan was a Las Vegas resident.



JOHN DAVIS

Pensioner John Davis, 71, passed away September 18. He began his career with the SIU in 2005, initially sailing aboard the *Atlantic Forest*. Brother Davis was a member of the deck department and concluded his career on the *Green Ridge*. He became a pensioner in 2016 and resided in Sun City, Arizona.

JULIO DELGADO

Pensioner Julio Delgado, 94, died September 23. He joined the Seafarers in 1947 and first sailed on a Sinclair Oil vessel. Brother Delgado was a deck department member. He last shipped on the *Caguas* and retired in 1988. Brother Delgado lived in Puerto Rico.

WAYNE DRIGGERS

Pensioner Wayne Driggers, 75, passed away September 8. He donned the SIU colors in 1977 when he shipped on the *Charleston*. Brother Driggers sailed in the deck department, most recently aboard the *Alliance St. Louis*. He settled in Jacksonville, Florida.



MARTIN GLOVER

Brother Martin Glover, 42, died July 6. He joined the union in 1919 and sailed in the deck department. Brother Glover sailed both first and last aboard the *Decisive*. He lived in Jacksonville, Florida, his birthplace.

GLORIA JAUDON

Pensioner Gloria Jaudon, 74, passed away September 1. She signed on with the Seafarers in 1994, first working for West Bank Riverboat Services. Sister Jaudon sailed in the both the steward and deck departments.

She most recently sailed aboard the *Delaware Trader* and retired in

2012. Sister Jaudon made her home in New Orleans.

ROBERT LLOYD

Brother Robert Lloyd, 48, died July 5. He joined the Seafarers International Union in 2010, when he sailed on the *APL Agate*. Brother Lloyd sailed in the steward department, most recently aboard the *Overseas Martinez*. He resided in Chesapeake, Virginia.

JOSEPH MCGAULEY

Pensioner Joseph McGauley, 82, passed away August 4. He signed on with the union in 1963 when he was employed with Hedge Haven Farms, and subsequently made numerous trips on Waterman vessels. Brother McGauley worked in the engine department. He last sailed on the *Cove Liberty* and went on pension in 2003. Brother McGauley settled in Pocono Lake, Pennsylvania.

JONATHAN RIVERA-RODRIGUEZ

Brother Jonathan Rivera-Rodriguez, 37, died July 31. Born in Puerto Rico, he started his career with the SIU in 2009. Brother Rivera-Rodriguez was a deck department member and first sailed aboard the *Pride of America*. He last shipped aboard the *Isla Bella* and was a resident of Orlando, Florida.

EUSEBIO RODRIGUEZ

Pensioner Eusebio Rodriguez, 86, passed away September 29. He became a member of the union in 1955, initially sailing aboard the *Fort Hoskins*. Brother Rodriguez sailed in the deck department. He last shipped aboard the *Panama* before becoming a pensioner in 1988. Brother Rodriguez lived in Puerto Rico.

JERSON TORO

Pensioner Jerson Toro, 88, died September 8. He joined the union in 1984 and first sailed aboard the *Manukai*. Brother Toro primarily worked in the steward department. He concluded his career aboard the *Overseas Harriette* and went on pension in 1997. Brother Toro made his home in Jersey City, New Jersey.



KENNETH WELLS

Pensioner Kenneth Wells, 58, passed away September 20. He signed on with the SIU in 1991 and first sailed aboard the *Eugene A. Oregon*. Brother Wells was a member of the engine department and last sailed on the *American Liberty*.

He became a pensioner in 2019 and called Jacksonville, North Carolina, home.

OSCAR WILEY

Pensioner Oscar Wiley, 81, died



September 10. He embarked on his career with the SIU in 1967 when he sailed aboard the *Steel Voyager*. Brother Wiley sailed in the deck department and last shipped on the *USNS Chesapeake*. He retired in 1998 and resided in Oakland, California.

OSCAR WILLIAMS

Pensioner Oscar Williams, 90, passed away August 9. He began shipping with the Seafarers International Union in 1968, initially sailing aboard a Hudson Waterways vessel. Brother Williams sailed in both the engine and deck departments and last sailed on the *Overseas Alice*. He went on pension in 1994 and lived in Richmond, California.



INLAND

KEVIN BRADY

Pensioner Kevin Brady, 70, died August 21. He embarked on his career with the SIU in 1973. Brother Brady first worked for Norfolk, Baltimore and Carolina Lines, Inc., and sailed in the deck department. He most recently sailed with Penn Maritime and became a pensioner in 2012. Brother Brady resided in Eagle, Idaho.

CHARLES CHAMBERLAIN

Pensioner Charles Chamberlain, 75, passed away April 17. He signed on with the Seafarers in 1963. Brother Chamberlain was first employed by Taylor Marine. He last worked with McAllister Towing of Philadelphia and went on pension in 2006. Brother Chamberlain lived in Haddon Heights, New Jersey.



WILLIAM COFIELD

Pensioner William Cofield, 75, died September 1. He joined the SIU in 1990 and sailed in the deck department. Brother Cofield was employed by G&H Towing for his entire career. He retired in 2003 and was a resident of Corpus Christi, Texas.

BRYAN DALHEIM

Brother Bryan Dalheim, 47, passed away August 9. He began sailing with the union in 2004 when he worked for Virginia Pilot Corporation. A deck department member, Brother Dalheim remained with the same company for his entire career. He lived in Poquoson, Virginia.

CLARENCE JENNETTE

Pensioner Clarence Jennette, 77, died August 29. He signed on with the SIU in 1976 when he worked for Interstate Oil. Brother Jennette shipped in both the steward and deck departments and was last employed by OSG Ship Management. He went on pension in 2004 and resided in Hernando, Florida.



EMILIO MACLARA

Pensioner Emilio MacLara, 96, died August 6. He embarked on his career with the SIU in 1988. Brother MacLara worked in the deck department. He was employed by Crowley Puerto Rico until his retirement in 1995. Brother MacLara resided in Puerto Rico.

JOHN MAXEY

Pensioner John Maxey, 82, passed away June 13. He signed on with the Seafarers in 1978. A deck department member, Brother Maxey was employed by Moran Towing of Texas for the duration of his career. He went on pension in 2002 and lived in Nederland, Texas.

JACK PARKINS

Pensioner Jack Parkins, 74, died October 4. He became a member of the union in 2000. Brother Parkins was a steward department member and worked for Allied Transportation for his entire career. He retired in 2009 and made his home in McGuffey, Ohio.

MICHAEL SISTARE

Pensioner Michael Sistare, 66, passed away September 22. He joined the SIU in 1977, initially sailing with Marine Contracting and Towing. Brother Sistare sailed in the deck department and remained with the same company until his retirement in 2015. He was a resident of Ravenel, South Carolina.



CHARLES TELLER

Pensioner Charles Teller, 77, died August 22. He began sailing with the union in 1973 when he worked for G&H Towing. A deck department member, Brother Teller last shipped with Tampa Tugs. He became a pensioner in 2005 and settled in Santa Fe, Texas.



DAVID WALKER

Pensioner David Walker, 68, passed away September 21. He signed on with the SIU in 1978 when he worked for Crescent Towing and

Salvage. Brother Walker shipped in the engine department and was employed with the same company for the duration of his career. He went on pension in 2018 and resided in Abita, Louisiana.

NMU

LOUIS DOMINGUEZ

Pensioner Louis Dominguez, 91, passed away August 21. Born in New York City, he sailed with the NMU prior to the 2001 NMU/SIU merger. Brother Dominguez became a pensioner 1969 and made his home in Stratford, Connecticut.

HERBERT O'NEAL

Pensioner Herbert O'Neal, 79, died September 2. He was an NMU member prior to the 2001 NMU/SIU merger. Brother O'Neal retired in 1998 and lived in Charleston, South Carolina.

GLENROY REID

Pensioner Glenroy Reid, 80, passed away July 20. He joined the union during the SIU/NMU merger in 2001. Brother Reid sailed in both the engine and deck departments. He last sailed on the *Atlantic* before going on pension in 2008. Brother Reid was a Houston resident.

SAMUEL SMITH

Pensioner Samuel Smith, 85, passed away September 4. He sailed with the NMU prior to the 2001 NMU/SIU merger. Brother Smith became a pensioner 1985. He made his home in Jacksonville, Florida, his birthplace.

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
Barre, Clarence	91	09/12/2020
Bodden, Kirby	93	09/29/2020
Bush, Iverson	96	08/23/2020
Culpepper, John	90	09/30/2020
Davis, William	87	07/16/2020
Dumas, Robert	91	10/03/2020
Gabriel, Adolph	95	07/14/2020
Garcia, Marcelino	90	08/26/2020
Gomes, Peter	92	09/20/2020
Krauklis, John	93	09/10/2020
Neveaux, Ernest	84	09/23/2020
Olivencia, Juan	101	09/21/2020
Russele, George	75	07/14/2020
Singleton, Albert	78	08/29/2020
Smalls, Leon	76	08/13/2020



Digest of Shipboard Union Meetings

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

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

MYKONOS (Overseas Shipholding Group), May 14 – Chairman **Albert Mensah**, Secretary **Maii Wang**, Educational Director **Kenneth Cabrera**, Engine Delegate **Hector Guity**, Steward Delegate **Wilmer Alvarez**. Crew reviewed old business including topics of Wi-Fi and safety pay owed to all crew members. No beefs or disputed OT reported. Crew reviewed communications about COVID-19 and talked about establishing safety policies for all members on board.

OVERSEAS TAMPA (Overseas Shipholding Group), August 14 – Chairman **Rudy Harjanto**, Educational Director **Darryl Bence**, Engine Delegate **Ghadir Sarkis**. Abundance of new ships coming in by Crowley, OSG and Maersk that will expand the business and create more jobs for SIU members. Chairman thanked all departments for a job well done and reminded crew to check their documents. More information can be found on the union and NMC websites, respectively. Educational director encouraged members to take advantage of the upgrading opportunities at the Paul Hall Center. No beefs or disputed OT reported. Crew requests Wi-Fi, new linens and new mattresses. Crew asked for different options for desserts. Next port: Lake Charles, Louisiana.

JEAN ANNE (Pasha), August 30 – Chairman **Thomas Johnson**, Secretary **Samuel Sinclair**, Educational Director **Stephen Roberts**, Deck Delegate **Mohamed Saleh**, Engine Delegate **Yahya Mohamed**. Crew got in-

ternet access at sea but technical complications arose. Members seek clarification on testing for COVID-19 when ashore at their residence. Company pays for hotel and meals if necessary when testing. Crew asked for more guidance on how to get recertified and who may apply. Members requested less days of service for full retirement benefits and ask for a lesser frequency of physicals. No beefs or disputed OT reported. Vote of thanks to the steward department for a job well done. Crew requested cigarettes in slop chest because they are unable to go ashore to buy more due to COVID-19 restrictions.

MOHAWK (JM Ship, LLC), September 6 – Chairman **Paul Brown**, Secretary **Alan Bartley**, Educational Director **Andres Nunez-Rochez**, Deck Delegate **Andrew Bennett**, Engine Delegate **Gary Longmire**. Members discussed getting better workout equipment on board. Ship due to arrive at Port Hueneme, California, on Wednesday, Sept. 9. Most crew will be relieved on the day of arrival. Chairman advised crew to be safe while in port and to be cautious of overhead loads coming and going. Secretary thanked crew for keeping the mess hall clean and for other departments pitching in and assisting the steward department. Educational director reminded members to check their documents for renewal and be sure to renew documents early as possible. He encouraged crew to upgrade at the Piney Point school. Disputed OT reported

Job Well Done Aboard Isla Bella



SIU steward department personnel aboard the *Isla Bella* (TOTE) received high praise from vessel master Capt. Andrew Mayher, who submitted this photo. Pictured from left are Chief Cook Adalberto Colon Rosa, Steward/Baker Jose Norales and SA Simone Smith.

in deck and engine departments due to ship restriction. Crew went over communications and numerous items related to COVID-19 from union. Members ask for better flights when joining the ship and increase in

pension benefits. Wi-Fi needs to be reinstated aboard vessel. Vote of thanks given to steward department for a job well done. Crew would like company to send books and movies to ship. Members would like new

refrigerators for rooms that currently don't have them, new mattresses and a bigger selection of items in the slop chest. Parts needed for showers in rooms. Next port: Hueneme, California.

Know Your Rights

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

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

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

requested. The proper address for this is:

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

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

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIVITY

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

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

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

Paul Hall Center Classes

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

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

Title of Course	Start Date	Date of Completion
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Deck Department Upgrading Courses

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.

AB to Mate Modules

Module dates vary throughout the year. Once accepted, students will be advised of dates. Classes are only open to students in AB to Mate program and modules must be taken in order.

Module 5	November 10	November 20
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Module 6	November 23	December 18
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Steward Department Upgrading Courses

Galley Operations	November 16	December 11
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Certified Chief Cook	November 16	December 18
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COURSE	START DATE	DATE OF COMPLETION
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_____	_____	_____
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LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

11/20

Enemy Exacts Heavy Toll on Convoy PQ-17

Continued from Page 20

tacks, and the *Samuel Chase* made it in only after a raging fight in which bombs snapped all the steam lines to the main engine and auxiliaries, and the fighting ship was taken in tow by a corvette, her guns still barking defiance to the Nazi bombers.

Only eleven ships out of PQ-17 made it through to Russia; among them being the American ships *Ironclad*, *Samuel Chase*, *Benjamin Harrison* (all SIU), *Silver Sword*, *Winston Salem*, *Bellingham* (SIU) and *Troubador*.

They had survived by pitting courage and determination against great odds in one of the most bitterly fought battles of World War II.

Freighters At The Front

Oran, Casablanca, Avola, Gela, Salerno, Anzio, Guadalcanal, Normandy, Leyte, Okinawa...

Memorable places these, stepping stones on the long road to victory – the invasion points where the tide of battle finally turned and then, surging forward on the flood, engulfed the Axis in a deluge of men and materiel as the Allies marched inexorably toward Rome, Berlin and Tokyo.

SIU ships made these and other beachheads along with the assault troops and the landing craft, and the names of the far-flung battle shores became as familiar to Seafarers as the names of towns back in New York, Indiana, Nebraska or Texas.

One of many SIU freighters at the beachheads was the *SS Jonathan Grout*, a Liberty operated by the Mississippi Shipping Company, which helped carry British troops from Alexandria for the invasion of Sicily in the morning of May 10, 1943.

Peaceful Sicily

It was an idyllic day as the *Jonathan Grout* approached the hill-fringed Sicilian shore, and were it not for the firing of monitors and destroyers, for bits of wrecked gliders and dead paratroops bobbing grotesquely about in the placid tide, the war would have seemed a thousand miles away.

But the summer calm was broken that afternoon, when Stuka divebombers came roaring down onto the invasion fleet with sirens screaming in their noses as they dived, a wailing cry that was intended to strike terror in the hearts of

the gunners below.

Gunners on the *Jonathan Grout* and other ships weren't impressed, however. The three-inch bow guns on the Liberties, the oerlikons and the bofors threw so much steel into the sky that the divebombers didn't make a single hit.

The enemy didn't give up – not by a long shot, they didn't. They launched 50 raids against the anchorage at Avola during the next five days.

Armed guard and merchant crewmen slept at the guns, while the British stevedores unloaded bombs, canned gasoline, trucks, tanks, food, and the myriad other implements of war, knocking off only when the sirens moaned the approach of more raiders and the lights of the anchored ships blinked off.

On the afternoon of July 11, three flights of high-level bombers – 15 in all – swept over the convoy so high that it was futile to fire the 20 millimeters. The bombs left the belly of the droning raiders like tiny, shimmering pinpoints of light.

A navy gunner on the nearby Liberty ship *Colin Kelly* wrote, "The stark of terror of the sight is indescribable."

Nick of Time Escape

The first salvo shook the *Jonathan Grout* as though she had been rammed, but all were near misses, partly because the bridge signaled the engine room for "full ahead" and, moving from a dead stop, the ammunition-laden vessel scurried away from the falling bombs in the nick of time. Not so lucky was a Dutch ship, hit by bombs and sunk nearby.

Third Mate Wonson of the *Colin Kelly* sang "Praise the Lord and Pass the ammunition" as hot shrapnel bounced off the deck plates and hissed in the water overside.

When hot shell fragments started a fire amid gasoline tins in a forward hold of the *Jonathan Grout*, two ABs instantly climbed into the hold and just put it out.

Just before noon on July 13, without any air raid warning, a pair of Stukas dropped over the mountains that lined the bay, and plummeted onto the anchorage with their engines cut out.

Lookouts saw them too late. So sudden and so silent was the attack that not a shell was fired at them till they had blown their target to pieces and were skipping safely back to their bases.



A convoy en route to Russia fights in the North Atlantic in July 1942. An enemy plane, hit by anti-aircraft fire, crashes into a U.S. merchant vessel, causing her to explode. The vessel at right is turning to avoid the conflagration. (Official U.S. Navy Photo)

Paul Hall Center Classes



UA to AS-D – Graduated September 11 (above, in alphabetical order): Dominick Bach, Andre Barbary Jr., Badr Bouziane, Susha Dore, Dakota Guthrie, Steven McKelvey, Samuel Schwimmer, Jonathan Silva, Oliver Vickers, Daniel Wood and Danielle Woodward.



Electronic Navigation – Graduated September 11 (above, in alphabetical order): Diego Fernando Barbosa, David Brusco, Carlo Mateo Gentile, Jerome Luckett, Ahmed Mohamed Mohamed Eissa, Jorge A. Salas Santos and Anthony Dwight Sanchez Villarrubia.



Basic Training Revalidation – Graduated September 4 (above, in alphabetical order): Ion Irimia, Maximo Lacayo Mena, Anecito Taladua Limboy, Ricky McClenton, Allan Tadle Oculam, Lance Spain, Carlos Velasquez, Michael Wees, Johnathan Williams and Ameen Abdo Yahya.

Paul Hall Center Classes



Junior Engineering Plant Management – Graduated October 2 (above, in alphabetical order): Joshua Nino Bonita, Nicolas Brailsford, Ashley Burke, Carlos Guzman, Daryl Hicks, Christopher Hinton and Wordell Prescott. Their instructor, William Dodd, is at the far left.



Basic Training (Basic Firefighting) – Graduated October 2 (above, in alphabetical order): Gunnar Anderson, Juan Barquera, Ramesh Chawaria, Kevin Cottrell, Gregory Davis, Darryl Dewitt, Gerald Flowers, Jasmin Franklin, Eric Greenawalt, Curtis Jasa, Jevon Lowery, Sarah Superman, Brian Tait and Tinesha Travis.



Basic Training Revalidation – Graduated September 18 (above, in alphabetical order): William Born, William Churney, Donita Dowdell, Terry Fowler, Sanjay Gupta, Marvin James, Michael Joel, Brett Tiedeman and John Walsh. (Note: Not all are pictured.)

Paul Hall Center Classes



Chief Steward – Graduated September 11 (above, in alphabetical order): Mohsen Ali Mohammed Al-Adani, Ryan Marquez Galiano, Bryan Nystrom, Luis Enrique Santiago Sotero and Ian Schluder. (Note: Not all are pictured.)

Chief Steward Special – Joshua Hinton, above, completed his requirements and graduated from this course October 2.



Certified Chief Cook (Module 5) – Graduated September 4 (above, in alphabetical order): Virnabeth Tomo Cano, Jada Gay, Janelle Harper, Joseph Huls, Marcel Jubert, Nadzeya Mikhailovna Kuptsova, Diane MacDonald, William Johan Otero Munoz, Latrel Ross and Kendra Williams.



Chief Cook Assessment Program – Graduated September 4 (above, in alphabetical order): Naulka Persian Caines, Hussein Abdul Hussein, Tony Jenkins, Paul Newman and Glen Ward.

SEAFARERS LOG

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'One of the Most Bitterly Fought Battles'

Editor's note: This is the seventh installment from a 1951 booklet titled "The Seafarers in World War II." Penned by the late SIU historian John Bunker, the publication recapped SIU members' service in the War. More than 1,200 SIU members lost their lives to wartime service in the U.S. Merchant Marine. Earlier segments are available on the SIU website and in print beginning with the May 2020 edition of the LOG. (We are tentatively planning to post a PDF of the entire booklet on the SIU website once all of the text has been published here.) This one picks up as Bunker describes the infamous Convoy PQ-17. The first few paragraphs also appeared in the October LOG but are included here for continuity.

One of the most dramatic and yet tragic episodes of the war at sea involved Convoy PQ-17, better known as among SIU seamen as the "Fourth of July" Convoy to north Russia.

Seamen of the Seafarers International Union and its affiliate, the Sailors Union of the Pacific, have very personal interest in this convoy, because they manned most of the 20 American freighters in the 33-ship fleet.

PQ-17 was heavily protected when it left Reykjavik on June 27, 1942. For convoy patrol and defense there was a heavy task force consisting of destroyers, sloops, corvettes, two "ack ack" ships, several armed trawlers, three rescue vessels and two British submarines that hoped for a chance to torpedo any big German men o' war that might be lured out to attack the fleet.

Heavy escorts included the cruisers *HMS London*, *HMS Norfolk*, *USS Wichita*, and *USS Tuscaloosa*.

Covering the convoy's flank about 100 miles to the east was another battle fleet, numbering the aircraft carrier *HMS Victorious*, British battleship *Duke of York*, *USS Washington* (battleship), several cruisers and numerous destroyers.

Quick Attacks

Soon after leaving Iceland, PQ-17 was spotted by a Nazi Blohm and Voss patrol plane that kept a constant vigil over the convoy's course, directing subs and planes to the attack.

In the early morning of July 4, a doughty Heinkel defied the escort, darted through a bank of mist, and torpedoed the Liberty ship *Christopher Newport* (Calmar) with its 9,000 tons of war supplies.

That afternoon a flight of 25 torpedo-carrying Heinkels attacked from astern and braved a hail of anti-aircraft fire to sink the freighters *Navarino* (Br.) and *William Hooper* (Am.) and hit the Russian tanker *Azerbaijan*, which, however, did not sink and rejoined the fleet. Another "tin fish" missed the SIU-manned *Bellingham* by a few feet.

Gordon Small, seaman on the *Ironclad*, recounts how the bombers plowed right up through the convoy lanes against terrific fire, losing their torpedoes and firing at the ships with their machine guns.

A plane passed so close to the *Ironclad* they could see the face of the pilot and the gunner. Bullets from the old Browning .50s on the *Ironclad* seemed to bounce off the bombers like hail on a tin roof.

This was dramatic and costly evidence that the Germans intended to stop Convoy PQ-17 from delivering its 188,000 tons of freight to the Russians. But, despite the warning, the convoy commodore signaled this message to his merchantmen at 8:30 on the evening of July 4:

"Scatter fanwise and proceed independently to destination at utmost speed."

Three ships had already been lost despite



The covering forces of the PQ-17 Convoy (British and American ships) are shown at anchor in the harbor at Hvalfjord, Iceland, May 1942. (U.S. Navy photo)

the heavy naval escort. Now the merchantmen were to be left "on their own" with no more than .30- and .50-caliber machine guns and a few three-inch guns for defense!

The order had come from London. Only the armed trawlers, several corvettes and the three rescue ships were left with the freighters and they hurried off independently at top speed.

When the cruisers and destroyers dashed away the *Bellingham* was close behind the little rescue ship *Rathlin*. Not intending to be completely deserted if he could help it, Captain Mortenson told Chief Engineer Saltsman to "give us every bit of steam you can squeeze out of those boilers."

The watch below really produced, and the *Bellingham* stuck right on the tail of the annoyed *Rathlin* despite its repeated signals to "get away."

The *Bellingham* turned up 14 knots in its hour of desperate need and made it safely into Archangel after numerous adventures, still in company with the rescue ship.

When the convoy scattered, the old *Ironclad* was alongside the Panamanian freighter *Troubador*, which trailed a continual column of heavy smoke from her coal-burning fires, and near the *Silver Sword*.

The little British armed trawler *Ayershire* steamed up and said, bravely enough, that she would "convoy" them to Nova Zembla. The only escort ship with "guts" enough to stay by the deserted merchantmen was this one-time fisherman.

Under escort of the doughty *Ayershire*, the *Silver Sword* and *Ironclad* spent three days in heavy pack ice, which protected them from subs; arrived safely in Nova Zembla and, later, made it through to Russia.

First ship to go down after the convoy scattered was the *SS Carlton*, torpedoed in the deep tanks. Her survivors were picked up by a German seaplane and submarine and others rowed to the coast of Norway. After being taken prisoner, they also survived the torpedoing of a German prisoner-of-war transport.

Next to get it was the Matson Company's SUP-manned *Honoum*. She went down in 10 minutes with 19 of her crew.

Heavy Ship Toll

Soon after, the SIU-manned *Pan Kraft* was attacked by three Junkers 88s and set afire, her 5,000 tons of bombers and air-

plane parts lost amid the mists of the icy Arctic.

In succession went the British freighters *Empire Byron*, *Earlston*, and *River Afton*. A gift for Hitler they were! Unescorted and lightly armed merchantmen against powerful bombers and U-boats!

The American freighter *Peter Kerr* gallantly fought off 7 torpedo planes with four machine guns, but the unequal contest was soon ended and this brave ship also went to the bottom.

About the same time the *SS Washington* edged along an ice pack in company with the *Bolton Castle* (Br.) and the *Paulus Potter* (Dutch).

Nine Junkers dive bombers attacked, blowing up the *Bolton Castle* and sinking the *Washington* after many near misses had caused her to leak like a sieve. Later, they got the *Paulus Potter*, too.

The *SS Olopana* (another Matson, SUP ship) hove by and offered to pick up the *Washington* survivors, who were pulling toward Nova Zembla amid gusts of snow and big chunks of drift ice.

"No," they shouted. "You'll only get sunk, too."

And sunk the *Olopana* was – only a few hours later.

Pan-Atlantic Dies

Survivors from these ships then pulled through freezing weather to the mountainous coasts of bleak Nova Zembla where, after "celebrating" over a feast of duck and sea gull soup, they were picked up by the *SS Empire Tide* and other assorted vessels that had made it there to take shelter under the cliffs.

An epic fight against overwhelming odds, meanwhile was waged by the SIU-manned *Pan Atlantic*, a Waterman ship which had an armament of four .50 caliber machine guns.

"Nineteen of the merchant crew and seven Navy gunners were killed while defending this ship," says the official Navy report about the *Pan Atlantic*.

They stuck by their guns even while a Junkers dropped its lethal load on them from a height of only 4,000 feet – safe beyond machine gun fire.

The bombs exploded in the cargo, knocked the foremast on top of the wheelhouse, and severed the ship completely just forward of the bridge. She filled and quickly

sank with a very valuable cargo of oil stills, aluminum, nickel, food, tanks and cordite.

Courageous Crews

Shortly after the *Pan Atlantic* went down, a sub torpedoed the SIU-manned *Alcoa Ranger* and the *Hartlebury* (Br.), many of whose crew froze to death trying to reach Nova Zembla.

The Liberty ship *Daniel Morgan* shot down two dive bombers before a sub got her. It took three torpedoes to sink the Liberty Ship *John Witherspoon*, whose men were picked up after a daring decision by Captain John Thevik of the *SS El Capitan* (Pan.), to stop his ship for the rescue, even though a sub was close behind at the time.

By the 7th of July, Convoy PQ-17 had lost 18 ships. Almost 100,000 tons of war cargoes had been sent to the bottom of the Arctic and the Barents Sea, to be lost forever.

It was on the 7th, incidentally, that the plucky *Bellingham* was hit by a torpedo which did not explode, although the concussion blew out the lights and knocked the watch off their feet.

The SIU-manned *Ironclad* of the Waterman Company, the *Troubador* and the *Silver Sword* and the trawler *Ayrshire* ran into thick pack ice, then hit on the happy idea of painting their hulls white and covering as much as the topsiders as possible with sheets and blankets.

Trick Succeeds

This camouflage helped them to evade attack in getting to Nova Zembla and, finally, to the White Sea.

Several other freighters of the convoy made it safely to Nova Zembla, where they joined some escort vessels to steam the last lap without further loss, arriving in Archangel July 25.

Another segment of the ill-fated fleet had made the dash from Nova Zembla toward Cape Kanin on July 7, accompanied by corvettes and armed trawlers.

Included were the freighters *Hoosier*, *Ocean Freedom* (Br.), *Benjamin Harrison* (Calmar) and *El Capitan* (Pan.). They were later joined by the Liberty ship *Samuel Chase* (SUP).

The *Hoosier* and *El Capitan* were sunk short of their destination in violent air at-

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