

SEAFARERS LOG

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

Seafarers Answer Activation Calls

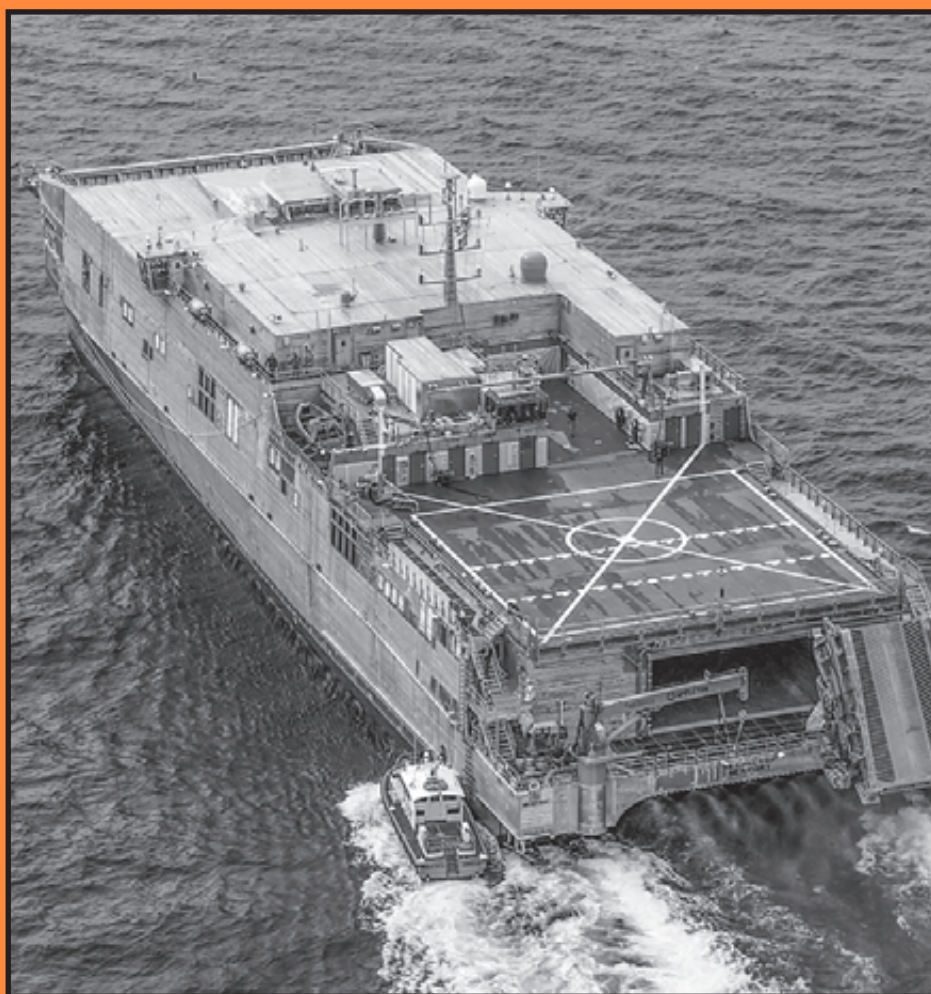
Turbo Exercises Successful as SIU Helps Crew Up 19 Ships



SIU members promptly and efficiently helped crew up 19 vessels during two separate activations this summer. One such ship, the *USNS Algol* (operated by Ocean Shipholdings) is seen in the background of photo at left, taken in San Francisco. Recertified Bosun Ritche Acuman is at left, with GUDE Edsel Felipe. The photo above shows the *Gopher State* (Pacific-Gulf Marine) earlier this year in Newport News, Virginia. *Page 3.*

Honoring those Lost on September 11

SIU members gather aboard the *Garden State* (Intrepid Personnel and Provisioning) on Sept. 11 to remember those lost and to recognize the historic sealift in lower Manhattan that day in 2001. Pictured from left are QMED "JD" Diola, AB Matthew Thompson, Oiler Oscar Johnny, Pumpman Alexander Capellan, AB Carlos Avila, AB Michael Sinclair and Bosun Ryan Boltz. (Thanks to vessel master Capt. Christopher Menezes for the photo.)



U.S. Navy Accepts Delivery of USNS Newport; Vessel Joins Seafarer-Crewed CIVMAR Fleet

The U.S. Navy recently accepted delivery of its newest expeditionary fast transport vessel, the *USNS Newport*. The ship, pictured in Mobile, Alabama, will be crewed by CIVMARS from the SIU Government Services Division. *Page 4.* (Photo courtesy Austal USA)

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President's Report

Another Job Well Done

Around this time last year, I congratulated our members and our officials in the hiring halls and at the manpower office for stepping up and tackling a flurry of vessel activations.

Kudos once again are in order following a total of 19 recent activations that wrapped up in late August. Although we didn't have to crew up quite as many ships this time (the 2019 activations were believed to have been the most since the Persian Gulf War), you could say we had an extra challenge in 2020. Nevertheless, the pandemic didn't stop us from quickly filling every job for which we're responsible.

Under the circumstances, our people deserve recognition for a job well done. I'm proud of all of you, and even though there's never a doubt that we'll always live up to our duty as part of the nation's fourth arm of defense, you all truly rose to the occasion.

Seafarers Persevere

If the activations were relatively sudden, the global COVID-19 pandemic has hung around so long, it's almost difficult at times to remember exactly what our lives were like before it started. There's no definitive end in sight – but it will end at some point.

Meanwhile, our union and our industry have made the best of it, always keeping safety at the forefront. There is no recent precedent for the pandemic, and we've all been learning as we move along. No one is saying the operations have been perfect, but I think we've all pulled together – labor, management and government – to keep our people safe, keep commerce moving, and support our armed forces around the globe.

Where the novel coronavirus is concerned, my message this month to our membership (and our officials and staff) is that this is no time to let down our guard. We've got to stick with our safety protocols, try to be patient, and protect ourselves, our families, our shipmates and anyone else we might come into contact with.

We've all come too far and made too many sacrifices to become careless now. Hang in there and stay safe.

After Election Day

The SIU will be ready to move forward no matter who wins on Election Day, and that goes not just for the presidency but also the congressional, state and local elections. If you've been in this industry for any length of time, I don't have to tell you that we are heavily regulated, and that's reason enough for us to remain politically active.

As always, we support those who support maritime, and we will work with anyone and everyone who backs the U.S. Merchant Marine and who stands up for workers' rights.

I have mentioned this from time to time but it bears repeating, with Nov. 3 right around the corner: Practice civility in your political discussions. Focus on issues, actually listen to what the other person is saying, and remember that we all love our country, even if we're bound to disagree on particular subjects. And one of the best ways to show your appreciation for our great nation is to vote. Make sure to cast your ballot in person or via absentee for those candidates who stand up for a strong, vital U.S. Merchant Marine.

Both the American maritime industry and the labor movement are very much worth promoting and protecting, and that's what we'll continue doing regardless of the outcomes in November.

Housing Expenses Responsible For Hawaii's High Cost of Living

There are a few main reasons why it costs so much to live in the Aloha State, but the Jones Act isn't one of them.

That's the conclusion of a recent study by economists from Boston-based Reeve & Associates (reported in detail in last month's *LOG*). Co-author John Reeve amplified the findings in a follow-up column published by the *Honolulu Star* newspaper in August.

"Hawaii does have a high cost of living – but the Jones Act is not to blame," Reeve wrote. "Government data shows that the cost of housing, utilities, and medical services are the primary culprits. A dedicated fleet of American ships, reliably delivering the goods that the people of Hawaii depend on, ensures supply never falls below demand. An examination of the facts illustrates that the only cost of the Jones Act might be one without it."

The Jones Act, American law for a century, ensures that cargo moving from one U.S. port to another is carried aboard vessels that are built, crewed, owned and flagged American. America's freight cabotage law helps support more than 653,000 U.S. jobs while enhancing national, economic and homeland security. A separate study found that 91 countries around the world maintain some form of cabotage law.

When Reeve & Associates released its comprehensive report this summer, the findings left no doubt that American-flag ocean transportation doesn't drive up the costs of consumer items.

"An April 2020 survey of prices of 200 consumer goods covering groceries, household goods, apparel, building materials, and automobiles, found no substantial difference in costs between major stores in Hawaii and California," Reeve pointed out. "The prices were reported online by major retailers operating in both Honolulu and Los Angeles such as Costco, Target and Walmart as well as Kelley Blue Book data on automobile prices. The survey was done online to ensure 'apples to apples' comparisons of exactly the same items as sold in both Honolulu and Los Angeles stores on the same date. The data shows that the average of the prices of the five different categories was 0.5% higher in Honolulu than in Los Angeles – virtually nil."

By contrast, government data shows that the costs

of housing, utilities, and medical services primarily account for Hawaii's high cost of living, the study found. The state consistently is ranked among the most expensive in which to reside.

As for the Jones Act itself, Reeve pointed out it was enacted "because Congress recognized that our national security was dependent on a U.S. Merchant Marine consisting of vessels and skilled seafarers that could be relied upon to move military equipment and personnel overseas in time of war. This policy has been proven right time and again, in World War II, Korea, Vietnam, and the more recent engagements in the Middle East. But national security benefits are not all that it ensures. Just two weeks ago, we witnessed the reliability and dependability of the dedicated Jones Act carriers that quickly adapted operations to ensure a reliable lifeline of goods to Hawaii was maintained in the midst of an approaching hurricane.

"Critics of the Jones Act claim that the higher cost of U.S.-built ships and U.S. crews compared to foreign counterparts are major contributors to Hawaii's high cost of living despite the fact that the cost of ships and their crews account for only a small fraction of the cost of moving goods between the mainland and Hawaii," he continued. "But what critics fail to mention is that foreign carriers are not subject to the same labor, environmental and safety standards, or subject to U.S. taxes. According to the U.S. Department of Transportation, these additional requirements would likely erase any cost advantage a foreign vessel operator might have if replacing U.S. carriers in serving Hawaii."

He also said it is "questionable" whether a foreign-flag ship operator "would provide the same quality of service provided by the current Jones Act operators in terms of port coverage, direct sailings, fast transit times, and dedicated and customized equipment. Current U.S. providers of regularly scheduled services to Hawaii from the mainland have invested over \$2 billion in recent years in highly fuel efficient and environmentally friendly vessels and in marine terminal upgrades designed to serve Hawaii for at least the next 30 years, all while their ocean freight rates are essentially at the same level as they were a decade ago."



Pictured from left to right are (seated) QMED Michael Kelly, Chief Cook Thomas Cyrus, Chief Cook Marilou Toledo, QMED Donald Lumpkins, (standing) Recertified Steward Earl Castain, Bosun William Lima and Recertified Bosun Stephen Herring (chairman).

Rank-and-file Members Examine Union's Finances

Committee Approves 2019 Records

The pandemic caused a later-than-usual start, but seven SIU members in early September approved the union's financial records for 2019.

The SIU Constitution requires that a group of rank-and-file Seafarers (elected by fellow members) annually examines the organization's financial records for the previous calendar year. Accordingly, this process occurred last month, beginning with the financial committee's election in Piney Point, Maryland, and then in the following days when they reviewed the paperwork at SIU Headquarters in Camp Springs, Maryland.

The committee found that the SIU's financial records for 2019 are in good order. Their report, filed with the secretary-treasurer's office, will be read in all ports and presented for approval at the union's October membership meetings.

Serving on the committee were Recertified Bosun Stephen Herring (chairman), Recertified Steward Earl Castain, Chief Cook Thomas Cyrus, QMED Michael Kelly, Bosun William Lima, QMED Donald Lumpkins and Chief Cook Marilou Toledo.

They were elected Sept. 8 at the monthly membership meeting at the Paul Hall Center for Maritime Training and Education.

The members handled their tasks in accordance with Article X, Section 14-c of the SIU Constitution, which lists the duties of the annual financial committee along with rules and procedures for electing the group.

In part, their report reads, "We, the committee, do hereby state that we have examined the procedure for controlling of the funds of the union and have found that the system of internal control is adequate to safeguard them properly.... We find that the headquarters of the union is taking all steps possible to safeguard union funds and to see that the disbursements of the union are in accordance with the authority delegated to them and that, at the same time, there is a striving effort to increase day-to-day efficiency of our operation."

The members reported that they met with representatives from the certified public accounting firm that periodically audits the union's books and records. Those representatives explained their procedures for checking the secretary-treasurer's financial report of the union's records, and they also further discussed the SIU's overall financial operation. SIU Secretary-Treasurer David Heindel also worked with the committee "and made himself and the records of his office available" to the group, according to the report.

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

Members Rise to Occasion in Turbo Activations

Mariners Answer the Nation's Call During Back-to-Back Events

Beginning in late July, SIU mariners once again answered the nation's call by crewing up a large number of Ready Reserve Force (RRF) and surge sealift vessels on very short notice.

As explained by SIU Vice President of Contracts and Contract Enforcement George Tricker, "As directed by agreement with the United States Transportation Command, MARAD (the U.S. Maritime Administration) conducted the Command Post Exercise Breakout 2020 to test that ship managers, operating companies, and maritime labor unions have the ability to initially crew the entire Ready Reserve Force and Military Sealift Command's surge sealift vessels simultaneously."

Altogether, SIU members helped crew up 19 ships during the activations.

In the first period, the following vessels were activated: *USNS Cape Race* (operated by Keystone), *USNS Denebola* (TOTE), *USNS Cape Knox* (Keystone), *USNS Gordon* (Ocean Shipholdings) and *USNS Fisher* (U.S. Marine Management). This totaled 59 SIU jobs.

During the second period, which began in late August, the following vessels were

activated: *Cape Ray* (Keystone), *Gopher State* (Pacific-Gulf Marine), *Adm. William Callaghan* (Patriot), *Cape Henry* (Matson), *Cape Horn* (Matson), *Cape Wrath* (Crowley), *Cornhusker State* (Pacific-Gulf Marine), *Cape Domingo* (Keystone), *Cape Decision* (Keystone), *USNS Shughart* (Ocean Shipholdings), *Cape Inscription* (Ocean Shipholdings), *SS Algot* (Ocean Shipholdings) and *USNS Red Cloud* (Patriot). Those 14 ships meant 146 jobs filled.

The focus of the exercise remains the initial crewing actions to surge vessels for sealift purposes, and does not consider sustainment requirements or the ability to replace mariners because of vessel losses.

"It went very well," said Seafarers Manpower Director Mark von Siegel. "With the five ships in July, the ports did a great job in getting those filled quickly, but they actually did a quicker job with the 14-vessel activation. We had all of those jobs filled within 24 hours. They did a fantastic job. The members really stepped up to the plate when the balloon went up, as they say, and took those jobs on short notice. Abiding by all the rules and regulations due to the quarantine was a

challenge, but we got the job done."

Known as the fourth arm of defense, the U.S. Merchant Marine has been a vital part of national security since the country's founding. As recently noted by the coalition USA Maritime, "The U.S.-flag Merchant Marine ensures that the United States will have the sealift it needs to carry out its military, humanitarian, and commercial objectives overseas, and ensures the availability of U.S.-controlled, U.S.-crewed maritime assets to keep commerce flowing in times of war and national emergencies."

Earlier this year, U.S. Maritime Administrator Mark Buzby noted, "The merchant marine has always been there, and has never faltered."

During remarks commemorating this year's National Maritime Day, U.S. Transportation Command (TRANSCOM) Commanding Officer Gen. Stephen R. Lyons said, "We count on a strong U.S.-flag maritime industry – a maritime industry that has a long history of enabling military victory. Today, just as in World War II, the United States-flag merchant ships, the mariners who crew them, and our commercial sealift industry continue to play a critical role in our

nation's defense by providing sealift ships, mariners, and access to global seaport networks."

He continued, "As a result, the United States' ability to project and sustain military power across transoceanic distances remains a strategic competitive advantage, and is admired by friends and adversaries. TRANSCOM, working with MARAD and key industry partners, provides an essential element of deterrence and, if necessary, the unquestionable ability to respond with overwhelming, decisive force, most of which will be moved by sealift. The resulting combined effort is a world order that encourages peace, and opportunities for freedom, while deterring a great power war for over 75 years and counting."

"The United States is today, and always will be, a maritime nation," Lyons concluded. "The most important resource of a maritime nation is people: professional men and women of high technical proficiency, who sail with high technical competency, hard work and innovation. That is why, at the end of the day, it is a U.S. flag on a ship, with U.S. crews at the helm, that remain essential to our national defense."

Pandemic Prompts Some Extensions

Editor's note: SIU members are encouraged to regularly check the union's website for the latest union-specific news about the pandemic. There is a prominent COVID-19 section on the home page. Members also may sign up for text alerts by texting the word "join" (without the quotation marks) to 97779. The Marine Safety Information Bulletins mentioned in this article are linked on the SIU website.

As the COVID-19 pandemic drags on, the U.S. Coast Guard recently relaxed some requirements so that mariners face fewer obstacles staying on the job or returning to work.

Most recently, the agency on Aug. 31 issued a Marine Safety Information Bulletin (MSIB) stating that for individuals already possessing a valid merchant mariner credential (MMC), the lack of a current Transportation Worker Identification Credential (TWIC) will not invalidate the MMC.

"For mariners already holding a MMC, if their TWIC expires, and their credential remains valid, then no action needs to be taken and the credential remains valid," the MSIB indicated. "Under the 46 CFR 10.203(b), failure to hold a valid TWIC may serve as grounds for suspension or revocation of a merchant mariner credential. The Coast Guard will not pursue any suspension and revocation actions based on expired TWIC's during the COVID-19 pandemic. The Coast Guard will update industry prior to reinstating enforcement of this requirement. This enforcement discretion for

expired TWICs does not apply to cases where a mariner's TWIC has been suspended or revoked due to a determination that they are a security threat. In those cases, the Coast Guard may pursue suspension or revocation of the MMC.

"With respect to expired TWICs in the MMC application process, mariners applying for an original credential will be treated differently than mariners seeking a renewal, raise of grade or new endorsement," the bulletin added. "This is because the TSA provides the Coast Guard with biometric and biographic information (including the photograph) necessary to evaluate and produce a MMC."

One week earlier, the Coast Guard's National Maritime Center (NMC) posted a four-page policy letter waiting some revalidation requirements. For Seafarers, if your current MMC with STCW endorsements expired or expires between March 1, 2020 and June 30, 2021, you are exempted from the requirement for revalidation courses – as long as you provide documentation reflecting at least one year of sea time within the past five years. (Applicable courses include Basic Training, and Revalidation Basic Training/Advanced Fire Fighting Revalidation.)

In order to proceed, go to the MMC page on the NMC website, click on the RENEWAL tab, and submit the proper paperwork.

Less than a week earlier, a separate MSIB indicated that MMCs (National Endorsements only) that expire between March 1, 2020 and Sept. 30, 2020 are extended until March 31, 2021. Mariners who are actively working on expired creden-

tials that meet the extension criteria must carry the expired credential with a copy of the notice.

Additionally, medical certificates (National Endorsements only) that expire between March 1, 2020 and Sept. 30, 2020 are extended until Dec. 31, 2020. Mariners who are actively working on expired medical certificates that meet the extension criteria must carry the expired credential with a copy of the notice. This measure relaxes the requirement to carry an unexpired medical certificate and not the actual medical standards, according to the agency.

Further, that same MSIB specifies that MMCs with STCW endorsements that expire between March 1, 2020 and Sept. 30, 2020 are extended until March 31, 2021. Mariners who are actively working on expired credentials that meet the extension criteria must carry the expired credential with a copy of the notice.

Finally, STCW Medical Certificates that expire between March 1, 2020 and Sept. 30, 2020 are extended until Dec. 31, 2020. Mariners who are actively working on an expired medical certificate that meet the extension criteria must carry the expired certificate with a copy of the notice.

The aforementioned extensions undoubtedly are acknowledgments that the global pandemic has no clear ending in sight. Nevertheless, the SIU and the U.S. maritime industry as a whole continue adapting to what's commonly called the "new normal" in order to deliver the goods.

In that vein, American-flag vessel

Continued on Page 15



The pandemic doesn't preclude periodic relaxation. This catch was hauled in during some off time aboard the *Maersk Denver* on Labor Day. Pictured from left are Bosun James Walker, Electrician Herman Castro, AB Rafael Tannis and AB Roque Lambert.

SIU-Crewed NY Waterway Vessel Rescues Man From Hudson River

A NY Waterway ferry crew aboard the *Empire State* rescued a man from the Hudson River on Aug. 27, which is the third rescue in four years that SIU members Capt. David Dort and Deckhand Gregorio Pages have performed while on their ferry route. This was the first water rescue for Deckhand Andrew Galarza.

The crew was just leaving the Brookfield Place/Battery Park City Terminal, headed to the Hoboken NJ

Transit Terminal at 7:30 a.m., when they saw a man in the water near Pier 25.

"We were just about to back out when I saw something in the water. The deckhands deployed as we moved up and they got him out," Dort said. "This is why we do our drills."

The crew then brought the man back to the Brookfield Place/Battery Park City Terminal and turned him over to the New York Police Department and medical personnel.

In Nov. 2017, Dort and his crew rescued a man from the Hudson after he had jumped off the seawall just north of the Brookfield Place/Battery Park City Ferry Terminal. In July 2016, they rescued a man from the water near West 39th Street.

When asked about the multiple rescues in 2017, Cap-

tain Dort replied, "For us, this is all in a day's work."

Since 1986, SIU-crewed NY Waterway ferries have provided dependable transportation for commuters and other passengers in New York and New Jersey. They also have conducted emergency evacuations, bringing hundreds of thousands of New Jersey residents home safely after 9/11, the 2003 blackout and other disasters. These ferries and crews also have saved more than 300 people from various accidents, including 143 people rescued from Flight 1549 in the Miracle on the Hudson, the most successful rescue in aviation history.

During non-pandemic times, the ferries carry upwards of 32,000 or more passengers daily and maintain an on-time performance rate greater than 99 percent. The boats serve 20-plus routes between New Jersey and Manhattan.

USNS Newport Joins CIVMAR Fleet

New jobs for CIVMARS from the SIU Government Services Division are on the way following the Sept. 2 delivery of the U.S. Navy's newest expeditionary fast transport (EPF) vessel, the *USNS Newport*. The 338-foot ship successfully completed integrated sea trials on July 30.

According to the Navy, "Integrated trials combine builder's and acceptance trials, allowing for the shipyard to demonstrate to the Navy's Board of Inspection and Survey the operational capability and mission readiness of all the ship's systems during a single underway period. During trials, the shipbuilder conducted comprehensive tests to demonstrate the performance of all of the ship's major systems. The *USNS Newport* is the second EPF ship to undergo the integrated trial, signifying the stability and maturity of the shipbuilding program."

"Achieving this milestone is a testament to the hard work and dedication of the shipbuilding team and our partners in industry," said Tim Roberts, Strategic and Theater Sealift program manager for the Navy. "We are eager to ... enhance the operational flexibility available to our combatant commanders."

EPFs are designed to operate in shallow waterways and are capable of a wide range of activities. They can transport 600 short tons 1,200 nautical miles at an average speed of 35 knots, and include a flight deck to support aircraft operations. The ships are



The *USNS Newport* (U.S. Navy photo)

capable of interfacing with roll-on/roll-off facilities, as well as on/off-loading militarily useful vehicles up to and including a

fully combat-loaded Abrams Main Battle Tank.

Austal USA, the shipyard, has also

started construction of the future *USNS Apalachicola* and is under contract to build the future *USNS Cody*.

Labor Groups Urge Enforcement of Workers' Rights

17 Organizations Weigh in on United States-Mexico-Canada Agreement

Seventeen labor organizations, including the SIU, are signatory to a public comment issued Aug. 14 on the Office of U.S. Trade Representative (USTR) notice titled "Interagency Labor Committee for Monitoring and Enforcement Procedural Guidelines for Petitions Pursuant to the United States-Mexico-Canada Agreement" (USMCA). The USTR notice appeared in the Federal Register June 30 (Docket Number USTR-2-2-0028).

Posted on Aug. 17, 2020, the statement was issued by Thomas Conway, president of the United Steelworkers and a member of the Labor Advisory Committee, on behalf of a broad cross section of unions with interest and expertise on the subject of trade and workers' rights.

Essentially, Conway stated that the proposed guidelines for what has been described as "the new NAFTA" are "seriously flawed in identifying as a consideration for making determinations as to whether to pursue a petition under the

labor chapter draft rules."

The Steelworkers executive addressed provisions of the updated trade agreement regarding the enforcement of labor rights and "a Facility-Specific Rapid Response Labor Mechanism in Annex 31-A. The USMCA, in part, was designed to expand labor rights in all three signatory countries and to enhance the implementation, monitoring and enforcement of such rights. These provisions are critical to addressing the fundamental flaws and failures of the original North American Free Trade Agreement in the area of workers' rights, which has led to significant outsourcing of U.S. production and jobs to Mexico.

"Many unions were deeply engaged with the USTR, the Department of Labor, Congress and other entities during the entire process of drafting and consideration of USMCA," he continued. "We are similarly committed to being active and engaged in the implementation, monitoring and enforcement of the agreement. The

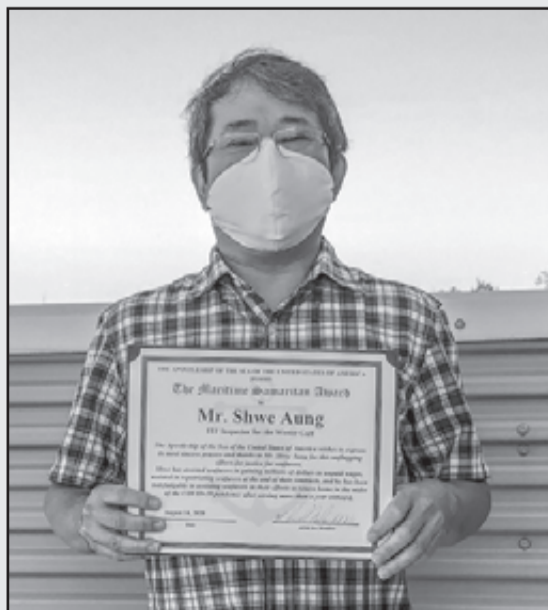
Labor Advisory Committee for Trade Negotiations and Trade Policy (LAC), by statute, is charged with performing a number of tasks and providing advice as to the operation of the agreement. We understand, however, that as the Administration has not asked for the LAC's input on this proposed rule the LAC cannot provide them. This would appear to run counter to the fact that the Congress has clearly identified the important role that the LAC plays not only in the area of labor rights but in advancing the interests of working people. Thus, we are filing these comments on behalf of the millions of working people we represent and not for the LAC."

The comment is co-signed by Gabrielle Caters of the Screen Actors Guild-American Federation of Television and Radio Artists; Joseph DePete of the Air Line Pilots Association; David Heindel of the Seafarers International Union; Mary Kay Henry of the Service Employees International Union; James P. Hoffa of Interna-

tional Brotherhood of Teamsters; Robert Martinez of the International Association of Machinists and Aerospace Workers; Sara Nelson of the Association of Flight Attendants-Communication Workers of America; Marc Perrone of United Food and Commercial Workers; Cecil Roberts Jr. of the United Mine Workers of America; Lee Saunders of the American Federation of State, County and Municipal Employees; Paul Shearon of the International Federation of Professional and Technical Engineers; Anthony Shelton of the Baker, Confectioners, Tobacco Workers and Grain Millers' International Union; Elizabeth Shuler and Richard Trumka of AFL-CIO; Lonnie Stephenson of International Brotherhood of Electrical Workers; Baldemar Velasquez of the Farm Labor Organizing Committee; Randi Weingarten of the American Federation of Teachers; Larry I. Willis of Transportation Trades Department AFL-CIO and Rory Gamble of United Auto Workers.

ITF Inspector Receives Honor

SIU International Transport Workers' Federation Inspector Shwe Aung, pictured in Houston, recently was recognized by the Apostleship of the Sea of the United States of America. He received the organization's Maritime Samaritan Award.



Coalition Salutes Rep. Luria

An enthusiastic U.S. Merchant Marine supporter recently received a prestigious honor from the nation's premier domestic maritime coalition.

The American Maritime Partnership (AMP), to which the SIU is affiliated, on Aug. 18 announced it is honoring U.S. Rep. Elaine Luria (D-Virginia) "with the celebrated American Maritime Hero Award. The award recognizes individuals or groups of individuals who have added to the rich heritage of the United States as a maritime nation through their professional contributions, courage, outstanding achievements, or noble qualities."

AMP pointed out that as "a 20-year veteran of the U.S. Navy, Representative Luria is one of the first women to serve her entire military career aboard combatant ships. In her final assignment, she commanded a maritime prepositioning force of 400 sailors. With that knowledge; Representative Luria

came to Congress in 2018 as a strong supporter of the maritime industry as a member of the Seapower and Projection Forces Subcommittee of the House Armed Services Committee. The Seapower and Projection Forces Subcommittee oversees key commercial and military maritime programs and laws."

Rep. Luria stated, "In Coastal Virginia, the maritime industry is integral to our regional economy, national security, and constituents' livelihoods. As a tireless advocate for the maritime community, it is an honor to receive this award. As a 20-year Navy veteran, I know the importance of supporting and advocating for the maritime industry. In Congress, I will continue to be a staunch advocate for the Jones Act and the U.S. maritime industry."

"Representative Luria has been steadfast in her commitment to this nation, and to the men and women of maritime" said

Mike Roberts, president of AMP. "She has led in Congress on key issues to support the domestic and deep sea U.S.-flag fleets, including programs related to shipbuilding, mariners, and vessel operations. It is our honor to recognize Representative Luria with the American Maritime Hero Award, for her dedication to American maritime companies and American mariners."

Luria earlier this year sent a letter to U.S. House and Senate leaders asking for their support of American-flag ships and their crews. Around that same time, she hosted a pro-maritime video conference call during which she stated that a drop-off in both government cargo and commercial cargo means it's the right time to boost the Maritime Security Program. "This program is an essential part of our national security," she said, and then added her ongoing backing of the Jones Act and cargo preference.



U.S. Rep. Elaine Luria (D-Virginia)

SHBP Announces Award of Additional Scholarship to Seafarer

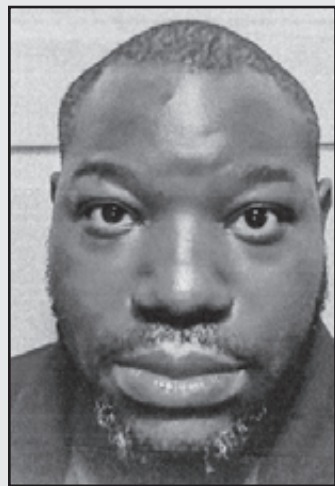
When applications arrived for this year's Seafarers Health and Benefits Plan (SHBP) scholarship program, one might say the selection committee faced a proverbial "nice problem to have."

There were so many well-qualified applicants, the committee in early September designated an additional 2020

award – for QMED **Charles Toliver Jr.**, who has sailed with the SIU since 2001.

In August, the committee had announced the other nine grants (for two active Seafarers and seven dependents), which totaled \$132,000 in value. Toliver's scholarship is for four years and is valued at \$20,000.

While Toliver intends to put the funds to good use, he doesn't plan to change careers. He earned a third assistant engineer's license in 2018 but needs additional coursework in



QMED Charles Toliver Jr.

order to continue sailing in a licensed capacity. (He also still sails with the SIU, most recently in July aboard the *USNS Brittin*.)

"The scholarship helps me a great deal," said Toliver, who lives in Jacksonville, Florida. "Those classes are very expensive, so I'm glad I received it."

A frequent upgrader at the SIU-affiliated Paul Hall Center for Maritime Training and Education, Toliver views the merchant marine as a good match for his interest in, and aptitude for mechanics, science and technology. He has identified several maritime academies as potential landing spots during his ongoing education.

SIU Mourns Loss of Supporters Jack Martorelli, Robert Chiesa

They may not have been Seafarers, but Jack Martorelli and Robert Chiesa were supportive of the SIU for decades, and undoubtedly were well-known to many union members.

The SIU was saddened to learn that both men recently passed away – Martorelli on Aug. 27, at age 78, after a battle with cancer; and Chiesa on June 6, at age 79.

Martorelli served as president of the Greater St. Louis Area and Vicinity Port Council, part of the AFL-CIO's Maritime Trades Department (MTD). Although he only led the port council since 2014, he had been a mainstay of the organization for decades.

In recalling his longtime friend, MTD/SIU President Michael Sacco remembered Martorelli as one of the "amigos" who teamed with Sacco, Richard Mantia and Bobby Sansone to rebuild the council during the 1970s.

"Jack was the go-to guy in St. Louis," Sacco said. "If you needed something done, you went to Jack. He will be sorely missed."

Martorelli was a member of Operating Engineers Local 513, where he had served as president and business manager.

Chiesa spent almost three decades with SIU-contracted Waterman Steamship Corporation. For most of that time, he worked as manager of marine personnel, supervising crewing and payroll for 13 American-flag vessels.

He retired in 2006 but in 2013



Jack Martorelli
President
St. Louis Port Council



Robert Chiesa
Crewing Manager
Waterman Steamship Corp.

returned to work for a while as the government crewing coordinator for the International Organization of Masters, Mates and Pilots.

"He was an all-around good guy and he really helped the SIU," recalled former Seafarer Andrew Pierros, who alerted the *LOG* about Chiesa's death. "It's a shame he's gone. He worked with the SIU for many years and I'm sure a lot of our guys would know him."

Chiesa was born and raised in New York City on the Lower East Side, better known as Greenwich

Village. He served in the U.S. Navy from 1958-63, then worked for railroads as a telegraph operator. Several years ago, Chiesa recalled his civilian maritime roots: "I started out in the maritime industry in New York with Clipper Marine, then with International Admiralty Marine and later with Avon Steamship," he said. "I worked first as a teletype operator and a mail clerk. I climbed the ladder to become paymaster. In 1979, I finally came to rest on the doorstep of Waterman Steamship Corporation's New York office."

TOTE Maritime Alaska Celebrates Shipping Milestone

Seafarers-contracted TOTE Maritime Alaska recently commemorated its 45th anniversary of providing service between Washington State and Alaska.

"TOTE Alaska has a proud history of serving the people and communities of Alaska," TOTE Alaska President Grace Greene said in a statement. "Driven by a commitment to excellence, we have consistently worked to deliver on our promise of dedicated, reliable service no matter how challenging the times."

TOTE Alaska's inaugural voyage was made by the *Great Land* to the Port of Anchorage on Sept. 10, 1975.

In a communication to the company's executives, SIU President Michael Sacco

wrote, "As someone who understands the many challenges faced by our industry, I am genuinely appreciative of your 45 years of consummate service to our fellow citizens in The Last Frontier. On behalf of our entire executive board, the SIU has been proud to stand (and sail) with you for so many years, and we look forward to continued success working together."

SIU Executive Vice President Augie Tellez added, "It is a truly extraordinary accomplishment, exemplified by your continued commitment to providing a critical service even during these turbulent times."

John McCarthy, Port of Tacoma com-

mission president and co-chair of The Northwest Seaport Alliance, told *Workboat* magazine, "Since its very first sailing in 1975, TOTE Maritime Alaska has continued to focus on providing year-round, reliable service to Alaska – keeping a key supply chain open during even the most challenging times. Their dedication to customer service has allowed them to grow over time – repeatedly outgrowing cargo terminals, but never abandoning their commitment to the Pacific Northwest for 45 years."

"TOTE was the first marine cargo facility in the Pacific Northwest to retrofit its cargo-handling equipment and to introduce shore power to reduce its

air emissions. It was also the first to deploy rain gardens to manage stormwater. We are fortunate to have them as a partner in Washington State," said Peter Steinbrueck, Port of Seattle commission president and co-chair of The Northwest Seaport Alliance, according to *Workboat*. "Through these proactive environmental initiatives, TOTE Maritime Alaska's commitment to the communities they serve remains a key value today as it looks for ways to be a good neighbor."

TOTE is converting the SIU-crewed Orca-class vessels *North Star* and *Midnight Sun* so they can use liquefied natural gas as fuel. That process is scheduled for completion early next year.

Information for the 2020 Election of Officers

SIU Atlantic, Gulf, Lakes & Inland Waters

Balloting Begins Nov. 1 for Union Officers

Voting starts 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.

The ballot will list 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 appears on pages 7 and 8.

The credentials committee report, which was prepared Aug. 17 and submitted to the membership at the September meetings, indicated 27 candidates had qualified to run for 25 positions. (The committee's report was published in the September 2020 *Seafarers LOG* and received membership approval at last month's 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 will be 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.)

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., Monday through Friday, and from 9 a.m. to noon on Saturdays (except legal holidays) from Nov. 1 to Dec. 31. Additionally, in accordance with recent SIU Executive Board actions approved by the membership, ballots can be brought to Seafarers-crewed vessels within a 50-mile radius of a hiring hall. Ballots also can be brought to

other locations within that same 50-mile radius if a vessel's crew is congregating there. Finally, if a vessel is one that the port routinely services beyond the 50-mile radius, ballots can be brought to that vessel during routine servicing. This is being done to promote safety and participation during the pandemic, and additional details are available at the halls.

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.

For members who believe they will be at sea during this time, the SIU constitution provides for absentee voting procedures. This year, as part of the aforementioned executive board action, any member may vote by absentee ballot, again because of the pandemic. 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.

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," then in the mailing envelope. This envelope is sealed by the member and then dispatched in the mail. 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.

Notice on Unopposed Candidates

One part of the article of the SIU Constitution covering rules for elections concerns the election of candidates who are unopposed for the office in question.

The section states that those candidates who are unopposed for any office or job shall be considered elected to that office or job and that the tallying committee shall not have to count the votes for any such candidate.

The entire section, contained in Article XIII, Section 5 of the SIU Constitution, reads as follows:

"A candidate unopposed for any office or job shall be deemed elected to such office or job notwithstanding that his name may appear on the ballot. The Union Tallying Committee shall not be required to tally completely the results of the voting for such unopposed candidate but shall certify in their report that such unopposed candidate has been elected to such office or job. The Election Report Meeting shall accept the above certification of the Union Tallying Committee."

Procedures for Voting

All Seafarers eligible to vote in the union's 2020 election of officers and job holders for the term 2021-2024 may vote by secret ballot from Nov. 1 through Dec. 31, 2020.

Secret ballots, together with self-addressed, stamped envelopes for mailing, will be available at union halls to all eligible voters. As reported elsewhere in this edition, ballots also may be brought to SIU-crewed ships, depending on proximity to hiring halls and availability of staff, and to other areas (for example, an airport or pre-boarding hotel) where members are congregating.

Seafarers are eligible to vote in the union's election if they are full-book members in good standing.

Details of the election procedure are spelled out in Article XIII of the SIU Constitution, which is printed on pages 9 and 10 of this issue of *Seafarers LOG*. While the constitution itself has not been modified, some of the procedures for the upcoming 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.

In summary, here is the procedure for voting in the upcoming election:

- Eligible Seafarers may pick up ballot and mailing envelopes from 9 a.m. to 3 p.m. (local time), Monday through Friday, and from 9 a.m. to

noon on Saturdays (excluding legal holidays) from Nov. 1 through Dec. 31, 2020 at designated hiring halls (see list on this page).

- When a full-book member arrives to vote, he or she should present his or her book to the port agent of his duly designated representative.

- The member will be asked to sign a roster sheet indicating the date, the number of the ballot given the member and his or her book number.

- The member will have his book stamped with the word "Voted" and the date.

- At the same time, the member will receive a ballot, together with an envelope marked "Ballot" and a mailing envelope. The mailing envelope has the address of the depository printed on it, making it self-addressed. It also has the postage pre-paid.

- The top part of the ballot above the perforated line will be retained by the port agent or his duly designated representative.

- In cases where a member does not produce his or her book, or if there is a question about the member's good standing or other eligibility matters, the member will receive a mailing envelope of a different color marked with the word "Challenge." His or her book will also be stamped "Voted Challenge" and the date.

- After a member has voted, he or she puts the ballot in the envelope marked "Ballot," then in the mailing envelope which is addressed to the bank depository and stamped. The mailing envelope should then be put in the mail.

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 Lapaico 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

Procedure for Absentee Ballots

Elections for the SIU Atlantic, Gulf, Lakes and Inland Waters are scheduled for later this year.

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:

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

dress where the absentee ballot should be mailed.

- Send the request for an absentee ballot by registered or certified mail.

- The request must be received at headquarters by 12 p.m. on Dec. 1, 2020.

- 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.

- 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.

- 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.

- 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.

- 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.

No. 00000

OFFICIAL BALLOT

For Election of 2021–2024 Officers

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA-
Atlantic, Gulf, Lakes and Inland Waters

VOTING PERIOD NOVEMBER 1st, 2020 THROUGH DECEMBER 31st, 2020

INSTRUCTIONS TO VOTERS—In order to vote for a candidate, mark a cross (X) in voting square to the left of name. If you vote for more candidates for office than specified herein, your vote for such office will be invalid.

MARK YOUR BALLOT WITH INK OR INDELIBLE PENCIL

FOR ELECTION OF 2021–2024 OFFICERS
VOTING PERIOD NOVEMBER 1st, 2020 THROUGH DECEMBER 31st, 2020

<p>PRESIDENT (Vote for One)</p> <p>1 <input type="checkbox"/> Michael J. Sacco, S-1288</p> <hr/> <p>EXECUTIVE VICE PRESIDENT (Vote for One)</p> <p>2 <input type="checkbox"/> Michael D. Murphy, M-2483</p> <p>3 <input type="checkbox"/> Augustin "Augie" Tellez, T-764</p> <hr/> <p>SECRETARY-TREASURER (Vote for One)</p> <p>4 <input type="checkbox"/> David W. Heindel, H-1443</p> <hr/> <p>VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT (Vote for One)</p> <p>5 <input type="checkbox"/> George Tricker, T-919</p> <hr/> <p>VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST (Vote for One)</p> <p>6 <input type="checkbox"/> Joseph T. Soresi, S-2658</p> <hr/> <p>VICE-PRESIDENT IN CHARGE OF THE GULF COAST (Vote for One)</p> <p>7 <input type="checkbox"/> Dean E. Corgey, C-5727</p> <hr/> <p>VICE-PRESIDENT IN CHARGE OF THE WEST COAST (Vote for One)</p> <p>8 <input type="checkbox"/> Nicholas J. Marrone, M-2308</p> <hr/> <p>VICE-PRESIDENT IN CHARGE OF THE SOUTHERN REGION, GREAT LAKES AND INLAND WATERS (Vote for One)</p> <p>9 <input type="checkbox"/> Thomas Orzechowski, Jr., O-601</p>	<p>VICE-PRESIDENT IN CHARGE OF GOVERNMENT SERVICES AND FISHING INDUSTRIES (Vote for One)</p> <p>10 <input type="checkbox"/> Kathleen A. Hunt, H-15000</p> <hr/> <p>ASSISTANT VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT (Vote for One)</p> <p>11 <input type="checkbox"/> Patrick A. Vandegrift, V-488</p> <hr/> <p>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST (Vote for One)</p> <p>12 <input type="checkbox"/> Nicholas A. Celona, C-1578</p> <hr/> <p>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE GULF COAST (Vote for One)</p> <p>13 <input type="checkbox"/> Kris A. Hopkins, H-1658</p> <hr/> <p>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE WEST COAST (Vote for One)</p> <p>14 <input type="checkbox"/> Bryan D. Powell, P-1987</p> <hr/> <p>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE SOUTHERN REGION, GREAT LAKES AND INLAND WATERS (Vote for One)</p> <p>15 <input type="checkbox"/> Michael Russo, R-5772</p> <hr/> <p>ASSISTANT VICE-PRESIDENT IN CHARGE OF GOVERNMENT SERVICES AND FISHING INDUSTRIES (Vote for One)</p> <p>16 <input type="checkbox"/> Joe Vincenzo, V-518</p>	<p>PINEY POINT PORT AGENT (Vote for One)</p> <p>17 <input type="checkbox"/> Mark R. von Siegel, V-612</p> <hr/> <p>NEW YORK/NEW JERSEY PORT AGENT (Vote for One)</p> <p>18 <input type="checkbox"/> Raymond Henderson, H-1907</p> <hr/> <p>PHILADELPHIA PORT AGENT (Vote for One)</p> <p>19 <input type="checkbox"/> Joseph T. Baselice, B-2795</p> <hr/> <p>BALTIMORE PORT AGENT (Vote for One)</p> <p>20 <input type="checkbox"/> John Paul Hoskins, H-1630</p> <hr/> <p>MOBILE PORT AGENT (Vote for One)</p> <p>21 <input type="checkbox"/> Jimmy L. White Jr., W-1600</p> <hr/> <p>NEW ORLEANS PORT AGENT (Vote for One)</p> <p>22 <input type="checkbox"/> Chris Westbrook, W-5787</p> <hr/> <p>HOUSTON PORT AGENT (Vote for One)</p> <p>23 <input type="checkbox"/> Joe Zavala, Z-5049</p> <hr/> <p>OAKLAND PORT AGENT (Vote for One)</p> <p>24 <input type="checkbox"/> Nicholas J. Marrone II, M-3537</p> <hr/> <p>ST. LOUIS PORT AGENT (Vote for One)</p> <p>25 <input type="checkbox"/> Chad Partridge, P-2057</p> <p>26 <input type="checkbox"/> Lisa Sottile, S-2948</p> <hr/> <p>DETROIT-ALGONAC PORT AGENT (Vote for One)</p> <p>27 <input type="checkbox"/> Todd R. Brdak, B-2684</p>
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OFFICIAL BALLOT 2021 - 2024

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ELECTION NOTICE OF 2020 ELECTION

FOR ELECTION OF 2021-2024 OFFICERS

Election will be conducted by secret mail ballot.

Ballots may be obtained at the following locations from 9:00 A.M. to 3:00 P.M., Monday through Friday and 9:00 A.M. to 12 Noon on Saturdays, excluding holidays, during the voting period. The voting period shall commence on November 1st, 2020 and shall continue through December 31st, 2020.

ALGONAC	520 St. Clair River Drive, Algonac, MI 48001
ANCHORAGE	721 Sesame Street, Suite 1C, Anchorage, AK 99503
BALTIMORE	2315 Essex Street, Baltimore, MD 21224
FT. LAUDERDALE	1221 South Andrews Avenue, Ft. Lauderdale, FL 33316
GUAM	422 W. O'Brien Dr., Cliffline Office Ctr., Hagatna, Guam 96910
HONOLULU	606 Kalihi Street, Honolulu, HI 96819
HOUSTON	625 N. York Street, Houston, TX 77003
JACKSONVILLE	5100 Belfort Road, Jacksonville, FL 32256
JOLIET	10 E. Clinton Street, Joliet, IL 60432
MOBILE	1640 Dauphin Island Parkway, Mobile, AL 36605
NEW ORLEANS	3911 LaPalco Blvd., Harvey, LA 70058
NY/NJ	104 Broadway, Jersey City, NJ 07306

NORFOLK	115 Third Street, Norfolk, VA 23510
OAKLAND	1121 7 th Street, Oakland, CA 94607
PHILADELPHIA	2604 South Fourth Street, Philadelphia, PA 19148
PINEY POINT	Seafarers Harry Lundeberg School of Seamanship, 45353 St. George Ave., Piney Point, MD 20674
PUERTO RICO	659 Hillside Street, Summit Hills, San Juan, PR 00920
ST. LOUIS	4581 Gravois Avenue, St. Louis, MO 63116
TACOMA	3411 South Union Street, Tacoma, WA 98409
WILMINGTON	510 North Broad Avenue, Wilmington, CA 90744

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Information for the 2020 Election of Officers

SIU Atlantic, Gulf, Lakes & Inland Waters

SIU Constitution Spells Out Rules On 2020 Elections

The section of the union's constitution outlining voting procedures in the SIU's elections, which are conducted every four years, appears here and on page 10 in its entirety.

Please note that, because of the COVID-19 pandemic, some of the rules for nominations were relaxed this year, in order to promote participation and safety. These modifications were reported in the August edition of the Seafarers LOG, on the union's website and during the August membership meetings, in addition to being shared on the SIU's social-media pages and text-alert service. Similarly, as reported elsewhere in this edition, adjustments have been made to the balloting procedures for this election, also for reasons of safety and inclusion.

Article XIII

Elections for Officers, Assistant Vice-Presidents and Port Agents

Section 1. Nominations.

Except as provided in Section 2(b) of this Article, any full book member may submit his name for nomination for any office, or the job of Assistant Vice-President, or Port Agent, by delivering or causing to be delivered in person, to the office of the Secretary-Treasurer at Headquarters, or sending a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer at the address of Headquarters. This letter shall be dated and shall contain the following:

- The name of the candidate.
- His home address and mailing address.
- His book number.

The title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Port Agent.

Proof of citizenship.

Proof of seetime and/or employment as required for candidates.

In the event the member is on a vessel, he shall notify the Credentials Committee what vessel he is on. This shall be done also if he ships subsequent to forwarding his credentials.

Annexing a certificate in the following form, signed and dated by the proposed nominee:

"I hereby certify that I am not now, nor, for the five (5) years last past, have I been either a member of the Communist Party or convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum Griffin Act, or conspiracy to commit any such crimes."

Dated _____

Signature of Member _____

Book No. _____

Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

Any full book member may nominate any

other full book member in which event such full book member so nominated shall comply with the provisions of this Article as they are set forth herein relating to the submission of credentials. By reason of the above self nomination provision the responsibility, if any, for notifying a nominee of his nomination to office shall be that of the nominator.

All documents required herein must reach Headquarters no earlier than July 15 and no later than August 15 of the election year.

The Secretary-Treasurer is charged with safekeeping of these letters and shall turn them over to the Credentials Committee upon the latter's request.

Section 2. Credentials Committee

(a) A Credentials Committee shall be elected at either the regular meeting in August of the election year or at a special meeting convened in August of the election year at the Port where Headquarters is located. It shall consist of six (6) full book members in attendance at the meeting with two (2) members to be elected from each of the Deck, Engine and Steward Departments. No officer, Assistant Vice-President, or Port Agent, or candidate for office of the job of Assistant Vice-President, or Port Agent, shall be eligible for election to this Committee except as provided for in Article X, Section 4. In the event any Committee member is unable to serve, the Committee shall suspend until the President or Executive Vice-President or the Secretary-Treasurer, in that order, calls a special meeting at the Port where Headquarters is located in order to elect a replacement. The Committee's results shall be by majority vote with any tie vote being resolved by a majority of the membership at a special meeting called for that purpose at that Port.

(b) After its election, the Committee shall immediately go into session. It shall determine whether the person has submitted his application correctly and possesses the necessary qualifications. The Committee shall prepare a report listing each applicant and his book number under the office or job he is seeking. Each applicant shall be marked "qualified" or "disqualified" according to the findings of the Committee. Where an applicant has been marked "disqualified," the reason therefore must be stated in the report. Where a tie vote has been resolved by a special meeting of the membership, that fact shall also be noted with sufficient detail. The report shall be signed by all of the Committee members and be completed and submitted to the Ports in time for the next regular meeting after their election. At this meeting, it shall be read and incorporated in the minutes and then posted on the bulletin board in each Port.

On the last day of nominations, one (1) member of the Committee shall stand by in Headquarters to accept delivery of credentials. All credentials must be in Headquarters by midnight of closing day.

(c) When an applicant has been disqualified by the Committee, he shall be notified immediately by telegram, overnight mail, air mail, special delivery, or an equivalent mail service at the address listed by him pursuant to Section 1 of this Article. He shall also be sent a letter containing their reasons for such disqualification by airmail, special delivery, registered or certified, to the mailing address designated pursuant to Section 1(b) of this Article. A disqualified applicant shall have the right to take an appeal to the membership from the decision of the Committee. He shall forward copies of such appeal to each Port where the appeal shall be presented and voted upon at a regular meeting no later than the second meeting after the Committee's election. It is the responsibility of the applicant to insure timely delivery of his appeal. In any event, without prejudice to his written appeal, the applicant may appear in person before the Committee within two (2) days after the day on which the telegram, overnight mail, air mail, special delivery or an equivalent mail service is sent to correct his application or argue for his qualification.

The Committee's report shall be prepared early enough to allow the applicant to appear before it within the time set forth in this Constitution and still reach the Ports in time for the first

regular meeting after its election.

(d) A majority vote of the membership shall, in the case of such appeals, be sufficient to overrule any disqualification by the Credentials Committee in which event the one so previously classified shall then be deemed qualified.

(e) The Credentials Committee, in passing upon the qualifications of candidates, shall have the right to conclusively presume that anyone nominated and qualified in previous elections for candidacy for any office, or the job of Assistant Vice-President or Port Agent has met all the requirements of Section 1(a) of Article XII.

(f) Committee members shall receive a per diem in an amount determined by the Secretary-Treasurer but in no event shall they receive an amount less than the AB Green hourly rate as specified in the current union industry wide contract for eight hours for each day of service commencing with the day subsequent to their election and ending on the day they complete their service or, if applicable, return to the Port from which they were elected.

Section 3. Balloting Procedures.

(a) Balloting in the manner hereafter provided shall commence on November 1st of the election year and shall continue through December 31st, exclusive of Sundays and (for each individual Port) holidays legally recognized in the City of which the Port affected is located. If November 1st and December 31st falls on a holiday legally recognized in a Port in the City in which that Port is located, the balloting period in such Port shall commence or terminate, as the case may be, on the next succeeding business day. Subject to the foregoing, for the purpose of full book members securing their ballots, the Ports shall be open from 9:00 A.M. to 12 Noon, Monday through Saturday, excluding holidays.

(b) Balloting shall be by mail. The Secretary-Treasurer shall insure the proper and timely preparation of ballots without partiality as to candidates or Ports. The ballots may contain general information and instructive comments not inconsistent with the provisions of this Constitution. All qualified candidates shall be listed thereon alphabetically within each category with book number and job seniority classification status.

The listing of the Ports shall first set forth Headquarters and then shall follow a geographical pattern commencing with the most northerly Port of the Atlantic Coast, following the Atlantic Coast down to the most southerly Port on that coast, then westerly along the Gulf of Mexico and so on, until the list of Ports is exhausted. Any Port outside the Continental United States shall then be added. There shall be no write-in voting and no provisions for the same shall appear on the ballot. Each ballot shall be so prepared as to have the number thereon placed at the top thereof and shall be so perforated as to enable that portion containing the said number to be easily removed to insure secrecy of the ballot. On this removable portion shall also be placed a short statement indicating the nature of the ballot and the voting date thereof.

(c) The ballots so prepared at the direction of the Secretary-Treasurer shall be the only official ballots. No others may be used. Each ballot shall be numbered as indicated in the preceding paragraphs and shall be numbered consecutively, commencing with number 1. A sufficient amount shall be printed and distributed to each Port. A record of the ballots, both by serial numbers and amount, sent thereto, shall be maintained by the Secretary-Treasurer who shall also send each Port Agent a verification list indicating the amount and serial numbers of the ballots sent. The Secretary-Treasurer shall also send to each Port Agent a sufficient amount of blank opaque envelopes containing the word, "Ballot" on the face of the envelope, as well as a sufficient amount of opaque mailing envelopes, first class postage prepaid and printed on the face thereon as the addressee shall be the name and address of the depository for the receipt of such ballots as designated by the President in the manner provided by Article X, Section 1, of this Constitution. In the upper left-hand corner of such mailing envelope, there shall be printed thereon, as a top line, provision for the

voter's signature and on another line immediately thereunder, provision for the printing of the voter's name and book number. In addition, the Secretary-Treasurer shall also send a sufficient amount of mailing envelopes identical with the mailing envelopes mentioned above, except that they shall be of different color, and shall contain on the face of such envelope, in bold letters, the word, "Challenge." The Secretary-Treasurer shall further furnish a sufficient amount of "Roster Sheets" which shall have printed thereon, at the top thereof, the year of the election, and immediately thereunder, five (5) vertical columns designated date, ballot number, signature full book member's name, book number and comments, and such roster sheets shall contain horizontal lines immediately under the captions of each of the above five (5) columns. The Secretary-Treasurer shall also send a sufficient amount of envelopes with the printed name and address of the depository on the face thereof, and in the upper left-hand corner, the name of the Port and address, and on the face of such envelope, should be printed the words, "Roster Sheets and Ballot Stubs". Each Port Agent shall maintain separate records of the ballots sent him and shall inspect and count the ballots when received to insure that the amount sent, as well as the number thereon, conform to the amount and numbers listed by the Secretary-Treasurer as having been sent to that Port. The Port Agent shall immediately execute and return to the Secretary-Treasurer a receipt acknowledging the correctness of the amount and the numbers of the ballots sent, or shall notify the Secretary-Treasurer of any discrepancy. Discrepancies shall be corrected as soon as possible prior to the voting period. In any event, receipts shall be forwarded for all the aforementioned election material actually received. The Secretary-Treasurer shall prepare a file in which shall be kept memoranda and correspondence dealing with the election. This file shall at all times be available to any member asking for inspection of the same at the office of the Secretary-Treasurer and shall be turned over to the Union Tallying Committee.

(d) Balloting shall be secret. Only full book members in good standing may vote. Each full book member may secure his ballot at Port offices from the Port Agent or his duly designated representative at such Port. Each Port Agent shall designate an area at the Port office over which should be posted the legend "Voting Ballots Secured Here." When a full book member appears to vote he shall present his book to the Port Agent or his aforementioned duly designated representative. The Port Agent or his duly designated representative shall insert on the roster sheet under the appropriate column the date, the number of the ballot given to such member and his full book number, and the member shall then sign his name on such roster sheet under the appropriate column. Such member shall have his book stamped with the word, "Voted" and the date, and shall be given a ballot, and simultaneously the perforation on the top of the ballot shall be removed. At the same time the member shall be given the envelope marked "Ballot" together with the prepaid postage-mailing envelope addressed to the depository. The member shall take such ballot and envelopes and in secret thereafter, mark his ballot, fold the same, insert it in the blank envelope marked "Ballot", seal the same, then insert such "Ballot" envelope into the mailing envelope, seal such mailing envelope, sign his name on the upper left-hand corner on the first line of such mailing envelope and on the second line in the upper left-hand corner print his name and book number, after which he shall mail or cause the same to be mailed. In the event a full book member appears to vote and is not in good standing or does not have his membership book with him or it appears for other valid reasons he is not eligible to vote, the same procedure as provided above shall apply to him, except that on the roster sheet under the column "Comments", notation should be made that the member voted a challenged ballot and the reason for his challenge. Such member's membership book shall be stamped "Voted Challenge", and

Continued on next page

Information for the 2020 Election of Officers

SIU Atlantic, Gulf, Lakes & Inland Waters

Continued from Page 9

the date, and such member instead of the above-mentioned mailing envelope, shall be given the mailing envelope of a different color marked on the face thereof with the word, "Challenge". At the end of each day, the Port Agent or his duly designated representative shall enclose in the envelope addressed to the depository and marked "Roster Sheets and Ballots Stubs", the roster sheet or sheets executed by the members that day together with the numbered perforated slips removed from the ballots which had been given to the members, and then mail the same to such depository. To insure that an adequate supply of all balloting material is maintained in all Ports at all times, the Port Agent or his duly designated representative, simultaneously with mailing of the roster sheets and ballot stubs to the depository at the end of each day, shall also make a copy of the roster sheet for that day and mail the same to the Secretary-Treasurer at Headquarters. The Port Agent shall be responsible for the proper safeguarding of all election material and shall not release any of it until duly called for and shall insure that no one tampers with the material placed in his custody.

(e) Full book members may request and vote an absentee ballot under the following circumstances: while such member is employed on a Union contracted vessel and which vessel's schedule does not provide for it to be at a Port in which a ballot can be secured during the time and period provided for in Section 3(a) of this Article or is in an accredited hospital any time during the first ten (10) days of the month of November of the election year. The member shall make a request for an absentee ballot by registered or certified mail or the equivalent mailing device at the location from which such request is made, if such be the case. Such request shall contain a designation as to the address to which such member wishes his absentee ballot returned. The request shall be postmarked no later than 12:00 P.M. on the 15th day of November of the election year, shall be directed to the Secretary-Treasurer at Headquarters and must be delivered no later than the 25th of such November. The Secretary-Treasurer shall determine whether such member is eligible to vote such absentee ballot. The Secretary-Treasurer, if he determines that such member is so eligible, shall by the 30th of such November, send by registered mail, return receipt requested or an equivalent mail service, to the address so designated by such member, a "Ballot", after removing the perforated numbered stub, together with the hereinbefore mentioned "Ballot" envelope, and mailing envelope addressed to the depository, except that printed on the face of such mailing envelope shall be the words "Absentee Ballot" and appropriate voting instructions shall accompany such mailing to the member. If the Secretary-Treasurer determines that such member is ineligible to receive such absentee ballot, he shall nevertheless send such member the aforementioned ballot with accompanying material except that the mailing envelope addressed to the depository shall have printed on the face thereof the words "Challenged Absentee Ballot." The Secretary-Treasurer shall keep records of all of the foregoing, including the reasons for determining such member's ineligibility, which records shall be open for inspection by full book members and upon the convening of the Union Tallying Committee, presented to them. The Secretary-Treasurer shall send to all Ports the names and book numbers of the members to whom absentee ballots were sent.

(f) All ballots to be counted must be received by the depository no later than the January 5th immediately subsequent to the election year and must be postmarked no later than 12 midnight December 31st of the election year.

Section 4.

(a) At the close of the last day of the period for securing ballots, the Port Agent in each Port, in addition to his duties set forth above, shall deliver or mail to Headquarters by registered or certified mail, attention Union Tallying Commit-

tee, all unused ballots and shall specifically set forth by serial number and amount the unused ballots so forwarded.

(b) The Union Tallying Committee shall consist of twenty (20) full book members. Two (2) shall be elected from each of the ten (10) Ports of Jersey City, Philadelphia, Baltimore, Mobile, New Orleans, Houston, Detroit-Algonac, San Francisco, St. Louis and Piney Point. The election shall be held at the regular meeting in December of the election year or, if the Executive Board otherwise determines prior thereto, at a special meeting held in the aforesaid Ports, on the first business day of the last week of said month. No officer, Assistant Vice-President, Port Agent, or candidate for office, or the job of Assistant Vice-President, or Port Agent shall be eligible for election to this Committee except as provided for in Article X, Section 4. In addition to the duties herein set forth, the Union Tallying Committee shall be charged with the tallying of all the ballots and the preparation of a closing report setting forth, in complete detail, the results of the election, including a complete accounting of all ballots and stubs, and reconciliation of the same with the rosters and receipts of the Port Agents, all with detailed reference to serial numbers and amount and with each total broken down into Port totals. The Union Tallying Committee shall have access to all election records and files for their inspection, examination and verification. The report shall clearly detail all discrepancies discovered and shall contain recommendations for the treatment of these discrepancies. All members of the Committee shall sign the report, without prejudice, however, to the right of any member thereof to submit a dissenting report as to the accuracy of the count and the validity of the ballots, with pertinent details.

In connection with the tally of ballots there shall be no counting of ballots until all mailing envelopes containing valid ballots have first been opened, the ballot envelopes removed intact and then all of such ballot envelopes mixed together, after which such ballot envelopes shall be opened and counted in such multiples as the Committee may deem expedient and manageable. The Committee shall resolve all issues on challenged ballots and then tally those found valid utilizing the same procedure as provided in the preceding sentence either jointly or separately.

(c) The members of the Union Tallying Committee shall, after their election, proceed to the Port in which Headquarters is located, to arrive at that Port no later than January 5th of the year immediately after the election year. Each member of the Committee not elected from the Port in which Headquarters is located shall be reimbursed for transportation, meals, and lodging expenses occasioned by their traveling to and returning from that Port. Committee members elected from the Port in which Headquarters is located shall be similarly reimbursed, except for transportation. Committee members shall receive a per diem in an amount determined by the Secretary-Treasurer but in no event shall they receive an amount less than the AB Green hourly rate as specified in the current union industry wide contract for eight hours for each day of service commencing with the day subsequent to their election and ending on the day they complete their service or, if applicable, return to the Port from which they were elected.

The Union Tallying Committee shall elect a chairman from among themselves and, subject to the express terms of this Constitution, adopt its own procedures. All decisions of such Committee and the contents of their report shall be valid if made by a majority vote, provided there be a quorum in attendance, which quorum is hereby fixed at ten (10). The Committee, but not less than a quorum thereof, shall have the sole right and duty to obtain all mailed ballots and the other mailed election material from the depository and to insure their safe custody during the course of the Committee's proceedings. The proceedings of the Committee, except for their organizational meeting and their actual preparation of the closing report and dissent therefrom, if any, shall be open to any member provided he

observes decorum. Any candidate may act as an observer and/or designate another member to act as his observer at the counting of the ballots. In no event shall issuance of the above referred to closing report of the Committee be delayed beyond January 31st immediately subsequent to the close of the election year. In the discharge of its duties, the Committee may call upon and utilize the services of clerical employees of the Union. The Committee shall be discharged upon the completion of the issuance and dispatch of its report as required in this Article. In the event a recheck and recount is ordered pursuant to this Article, the Committee shall be reconstituted, except that if any member thereof is not available, a substitute therefore shall be elected from the appropriate Port at a special meeting held for that purpose as soon as possible.

(d) The report of the committee shall be made up in sufficient copies to comply with the following requirements: two (2) copies shall be mailed by the Committee to each Port Agent and the Secretary-Treasurer no later than January 31st immediately subsequent to the close of the election year. As soon as these copies are received, each Port Agent shall post one (1) copy of the report on the bulletin board in a conspicuous manner and notify the Secretary-Treasurer, in writing, as to the date of such posting. This copy shall be kept posted until after the Election Report Meeting which shall be the March regular membership meeting immediately following the close of the election year. At the Election Report Meeting, the other copy of the report shall be read verbatim.

(e) Any full book member claiming a violation of the election and balloting procedure or the conduct of the same, shall within seventy two (72) hours of the occurrence of the claimed violation notify the Secretary-Treasurer at Headquarters, in writing by certified mail, of the same, setting forth his name, book number and the details so that appropriate corrective action, if warranted, may be taken. The Secretary-Treasurer shall expeditiously investigate the facts concerning the claimed violation, take such action as may be necessary, if any, and make a report and recommendation, if necessary, a copy of which shall be sent to the member and the original shall be filed for the Union Tallying Committee for their appropriate action, report and recommendation, if any. The foregoing shall not be applicable to matters involving the Credentials Committee's action or report, the provisions of Article XIII, Sections 1 and 2 being the pertinent provisions applicable to such matters.

All protests as to any and all aspects of the election and balloting procedures or the conduct of the same not passed upon by the Union Tallying Committee in its report, excluding therefrom matters involving the Credentials Committee's action or report as provided in the last sentence of the immediately preceding paragraph, but including the procedure and report of the Union Tallying Committee, shall be filed in writing by certified mail with the Secretary-Treasurer at Headquarters to be received no later than the February 25th immediately subsequent to the close of the election year. It shall be the responsibility of the member to insure that his written protest is received by the Secretary-Treasurer no later than such February 25th. The Secretary-Treasurer shall forward copies of such written protest to all Ports in sufficient time to be read at the Election Report Meeting. The written protest shall contain the full book member's name, book number, and all details constituting the protest.

(f) At the Election Report Meeting the report and recommendation of the Union Tallying Committee, including but not limited to discrepancies, protests passed upon by them, as well as protests filed with the Secretary-Treasurer as provided for in Section (e) immediately above shall be acted upon by the meeting. A majority vote of the membership shall decide what action, if any, in accordance with the Constitution shall be taken thereon, which action, however, shall not include the ordering of a special vote, unless reported discrepancies or protested procedure or conduct found to have occurred and to be vio-

lative of the Constitution affected the results of the vote for any office or job, in which event the special vote shall be restricted to such office, offices and/or job or jobs, as the case may be. A majority of the membership at the Election Report Meetings may order a recheck and recount when a dissent to the closing report has been issued by three (3) or more members of the Union Tallying Committee. Except for the contingencies provided for in this Section 4(f), the closing report shall be accepted as final. There shall be no further protest or appeal from the action of the majority of the membership at the Election Report Meetings.

(g) Any special vote ordered pursuant to Section 4(f) shall be commenced within ninety (90) days after the first day of the month immediately subsequent to the Election Report Meetings mentioned above. The depository shall be the same as designated for the election from which the special vote is ordered. And the procedures shall be the same as provided for in Section 3, except where specific dates are provided for, the days shall be the dates applicable which provide for the identical time and days originally provided for in Section 3. The Election Report Meeting for the aforesaid special vote shall be that meeting immediately subsequent to the report of the Union Tallying Committee separated by one (1) calendar month.

Section 5. Elected Officers and Jobholders.

A candidate unopposed for any office or job shall be deemed elected to such office or job notwithstanding that his name may appear on the ballot. The Union Tallying Committee shall not be required to tally completely the results of the voting for such unopposed candidate but shall certify in their report that such unopposed candidate has been elected to such office or job. The Election Report Meeting shall accept the above certification of the Union Tallying Committee without change.

Section 6. Installation into Office and the Job of Assistant Vice-President or Port Agent.

(a) The person elected shall be that person having the largest number of votes cast for the particular office or job involved. Where more than one (1) person is to be elected for a particular office or job, the proper number of candidates receiving the successively highest number of votes shall be declared elected. These determinations shall be made only from the results deemed final and accepted as provided in this Article. It shall be the duty of the President to notify each individual elected.

(b) The duly elected officers and other job holders shall take over their respective offices and jobs and assume the duties thereof at midnight of the night of the Election Report Meeting, or the next regular meeting, depending upon which meeting the results as to each of the foregoing are deemed final and accepted, as provided in this Article. The term of their predecessors shall continue up to, and expire at that time, notwithstanding anything to the contrary contained in Article XI, Section 1. This shall not apply where the successful candidate cannot assume his office because he is at sea.

In such event, a majority vote of the membership may grant additional time for the assumption of the office or job. In the event of the failure of the newly-elected President to assume office the provisions of Article X, Section 12 shall apply until the expiration of the term. All other cases of failure to assume office shall be dealt with as decided by a majority vote of the membership.

Section 7.

The Secretary-Treasurer is specifically charged with the preservation and retention of all election records, including the ballots, as required by law, and is directed and authorized to issue such other and further directives as to the election procedures as are required by law, which directives shall be part of the election procedures of this Union.

AFL-CIO's Shuler: 'We Must Do Better'

Grassroots Rally in Washington Spotlights Call for Justice

AFL-CIO Secretary-Treasurer Liz Shuler was among the headline speakers who took the stage Aug. 28 during the "Get Your Knee Off Our Necks" March in Washington, D.C.

Conducted on the National Mall (steps of the Lincoln Memorial) and billed as a demand for an end to police brutality and a push for criminal justice reform, the rally came in the aftermath of the death of George Floyd. An African American man, Floyd died May 25 while in the custody of a White policeman in Minneapolis. The officer had pinned his knee on the back of Floyd's neck as Floyd repeatedly said that he could not breathe.

Other keynote speakers included event organizer, civil rights activist and National Action Network Founder Al Sharpton; Mar-

tin Luther King III, son of the late Martin Luther King Jr.; family members of Jacob Blake, George Floyd, Breonna Taylor, Rayshard Brooks, and Eric Garner; and a host of Black mothers who over the years have lost sons to police brutality.

Some 50,000 people – many of whom were waiting in line before 8 a.m. for temperature and registration checks – turned out for the event. According to several sources, organizers originally expected 100,000 people to attend, but scaled back their projections, citing chartered buses canceled due to COVID-19 issues. The rally was planned months ago to coincide with the 57th anniversary of Martin Luther King Jr.'s "I Have a Dream" speech.

"We've come, like Dr. King came 57

years ago, to say we're tired of broken promises," Rev. Sharpton told those in attendance. "There's a sense of urgency now. We need national legislation to deal with this. It's time we have a conversation with America."

Shuler mentioned that the AFL-CIO's 55 affiliate unions (including the SIU) represent, in total, more than 12.5 million working people across the country.

"As we stand on the shoulders of Dr. King, Congressman John Lewis, A. Philip Randolph, Bayard Rustin and all the brave souls who marched together 57 years ago, we know, as a nation, we must do better," she began. "Black Americans know the bank of justice IS bankrupt. Justice was denied to Jacob Blake and George Floyd and Breonna Taylor and Rayshard Brooks be-

cause they were Black. Justice was out of reach for Riah Milton and Dominique Fells, two Black trans women who were killed earlier this summer.

"Union members have been out in the streets protesting these injustices," Shuler continued. "Professional athletes, many of them proud union members, have stood up in ways they never have before. The Milwaukee Bucks players said enough is enough, and the NBA playoffs are now on hold. WNBA players have spoken out, [as have players from] Major League Baseball, soccer and more."

Shuler said that regardless of the setting – whether in professional sports or generally in our communities – "we in the labor movement are feeling excruciating pain, anger and grief. We will do our part to end racism in our economy, our politics, our workplaces AND our union halls.

And on top of the widespread racism throughout our country's institutions, COVID-19 is exposing the cracks that were already poisoning our system. A system that denies housing and health care and opportunity to far too many people of color. That's why Black and brown people are more likely to lose their jobs or get sick and die in this pandemic."

The federation official also said there's no time to waste.

"We have to do better," Shuler said. "Now – NOW – is the time to do the work and pass the John Lewis Voting Rights Advancement Act and the George Floyd Justice in Policing Act that are sitting in the Senate."

She conveyed the federation's support for the Black Lives Matter movement and concluded, "As a White person, I know that I will never experience the same pain and trauma that Black people have been feeling over and over again. All I can say is I understand what I can't possibly understand. But I choose to stand, and to kneel, and raise a fist, and shed a tear, and say a prayer. And fight like hell to make real change.

"As one united labor movement, we stand with our Black members, friends and neighbors. Our mission is to empower families and communities to reach their dreams; that's why we're in this movement. It's how we inch closer to achieving Dr. King's Dream from 57 years ago. It's how we wake up America. And it's how we TOGETHER continue the march of those who marched before us."



AFL-CIO Secretary-Treasurer Liz Shuler addresses rallygoers in the nation's capital.



Spotlight on Mariner Health

Diphtheria Could Cause Problems For Children, Young Adults, Grownups

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

Diphtheria is a serious infection caused by strains of bacteria called *Corynebacterium diphtheriae* that make toxin (poison).

Signs and symptoms of diphtheria usually come on gradually. They begin with a sore throat and fever. In severe cases, a gray or white patch could develop in the back of the throat. This can block the airway and cause a barking type of cough similar to croup. In addition, the infected person's neck could swell and lymph nodes may enlarge, leading to further problems.

Complications from diphtheria include blocked airways, myocarditis, inflammation of the nerves, kidney problems, and instances of bleeding due to low platelet levels.

Diphtheria is spread between people in much the same fashion as colds. It occurs as a result of direct contact through the air, when someone coughs or sneezes.

Contaminated objects can also play a role when children are involved. Since kids may tend to share seemingly everything, their germs could be spread while playing with one another. In some cases, a person can spread the disease and not have any symptoms.

Diphtheria diagnosis is made by the patient's clinical presentation and by lab work/culture. The diphtheria vaccine is effective for the prevention of the disease. This is usually given with the Tetanus and Pertussis shots every 10 years (DPT Shot).

The disease mostly affects children and young adults, and can be fatal in 5 to 10% of those who have contracted it. Adults can also get it, but not as frequently. It is treated with antibiotics, rest, fluids, and pain meds.

This is why it is so important for people to get their shots as instructed by their doctor when they are young.

Remember to also get needed shots as an adult in order to stay healthy and free from diseases.

Healthy Recipe

Honey-Roasted Chicken & Root Vegetables

Servings 24

24 whole chicken breast half without skin
4 teaspoons kosher salt
4 teaspoons black pepper, ground
4 teaspoons fresh rosemary, minced
4 teaspoons fresh thyme, minced
½ cup olive oil, divided
¼ cup butter
2 cups white wine
¾ cup honey, divided
8 cups sweet potatoes, diced
10 cups carrots, diced
4 cups fennel bulb, diced
6 cups chicken stock
12 whole bay leaf

Preheat the oven to 375 degrees. Combine salt, pepper, rosemary, and thyme. In a large skillet, heat 1 tablespoon olive oil and butter over medium-high heat. Sprinkle half the seasoning mixture over chicken breasts. Add to skillet; cook until golden brown, 2-3 minutes per side. Remove and set aside. Add wine and 2 tablespoons honey

to pan; cook 2-3 minutes, stirring to loosen browned bits.

Combine sweet potatoes, carrots and fennel in a microwave-safe bowl. Add remaining olive oil, seasonings and honey to vegetables; stir to combine. Microwave, covered, until potatoes are tender, 10 minutes.

Transfer vegetables to a shallow roasting pan. Add chicken stock, wine mixture and bay leaves; top vegetables with chicken. Roast until a thermometer inserted in chicken reads 165 degrees, 25-30 minutes. Discard bay leaves. Serve with vegetables and sauce.

Nutrition Information: Per Serving (excluding unknown items): 313 calories; 8g fat (24.9% calories from fat); 29g protein; 27g carbohydrates; 4g dietary fiber; 74mg cholesterol; 980mg sodium. Exchanges: 1 grain (starch); 4 lean meat; 1 vegetable; ½ fat; ½ other carbohydrates.

At Sea and Ashore with the SIU



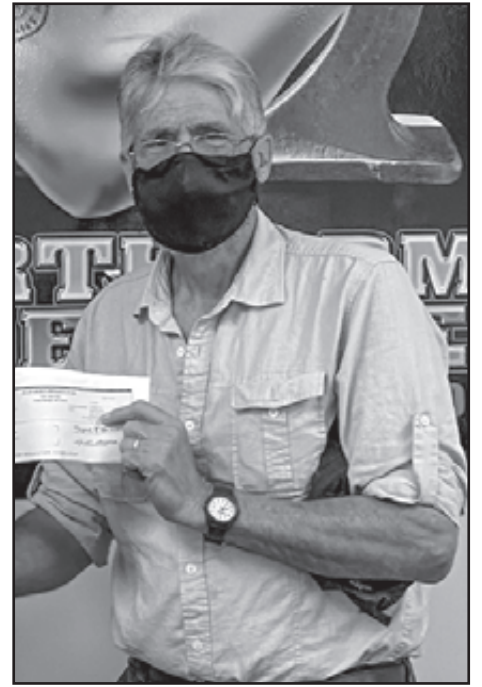
FEAST ABOARD NORTH STAR – The galley gang aboard the TOTE Services vessel went all-out on Independence Day, as reflected by these snapshots (visit the SIU Facebook page for more). Pictured from left in the group photo at the far left are SA Rene Caballero, Steward/Baker Erwin Renon and Chief Cook Abdul Hasan. Caballero also is pictured at the immediate left.



BOOKS GALORE IN HOUSTON – Several members recently received their full books at the hiring hall. AB Roni Castillo is at left in photo at top left with Patrolman Kelly Krick. ABs Marlon Suazo (left) and Walfrado Domapias are pictured in photo at lower left while the photo above includes AB Nestor Costas (right) and Krick.



ABOARD ARC INDEPENDENCE – Recertified Steward Lauren Oram (center) commended the work of her fellow galley gang members aboard the TOTE Services-operated vessel. At left is Chief Cook Esperanza Crespo, and at right is SA Julie Sproat.



B-BOOKS IN NEW ORLEANS – OS Yousef Alsebaei (left) and OS Ahmed Bazara (right) receive their respective full B-books at the hiring hall.

FULL BOOK IN MOBILE – GVA Richard Ayers Vazquez displays his full B-book at the hiring hall in Mobile, Alabama.

WELCOME ASHORE IN JERSEY CITY – Recertified Bosun Tom Flanagan picks up his first pension check at the hiring hall.

At Sea and Ashore with the SIU



WELCOME ASHORE IN HONOLULU – AB Joseph Humphrey holds his first pension check at the hiring hall in the Aloha State.

WELCOME ASHORE IN HOUSTON – Picking up their first pension checks, respectively, at the Houston hiring hall are Chris Bartholmey (right in photo above, with SIU Patrolman J.B. Niday) and Terry Tracy (photo at right). Both are longtime Seafarers who most recently sailed as captains with G&H Towing.



FULL BOOK IN ALGONAC – OS Arabi Muthala receives his full B-book at the hiring hall.

B-BOOK IN NYC – Seafarer Paul D'ugo (left) receives his B-book. An employee of Covanta, he is pictured with SIU Jersey City Patrolman Edwin Ruiz Jr. in New York.

A-BOOK IN JACKSONVILLE – Storekeeper Marcus Cunningham (left) receives his A-se seniority book from SIU Safety Director Joseph Koncul at the hiring hall.



Scholarship

The Union Plus Scholarship Program has awarded more than \$4.5 million to students from working families who want to begin or continue their post-secondary education.

Find out more about this and other great Union Plus programs by visiting unionplus.org.



**For more information:
unionplus.org/scholarship**



10/20



UNIONPLUS

Seafarers International Union Directory

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

HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN JUAN

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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

Inquiring Seafarer

This month's question was posed to rank-and-file members who were selected to serve on the Union's Finance Committee during the September membership meeting in Piney Point, Maryland.

Question: A lot of pretty bad or negative things, including the COVID-19 Pandemic, have happened to Americans over the past eight months. Has anything positive happened to you?



Steve Herring
Recertified Bosun

I'm grateful for waking up today and having an opportunity to continue my career, even though I'm close to retirement. I'm grateful that my family has gotten through the pandemic unscathed so far. I haven't been home yet; I had been sailing since the pandemic started, since before it got really serious.



Mike Kelly
QMED

Nobody that I know personally has been hurt at all by the COVID Pandemic nor any of the other problems that are going on in our country. All of my friends are safe and happy despite experiencing some financial problems. They are all well when it comes to their health and I hope it stays that way.



William Lima
Recertified Bosun

The union has kept me working which is a real positive note. Everything has been going well in other aspects of my life despite the fact that we have this pandemic. My family and friends who I sail with have kept their jobs and made it home safe while not contracting the virus.



Earl Castain
Recertified Steward

My last job was pretty good, aboard the *Houston*, (operated by) USS Transport. I just came home from the ship in July. I've definitely enjoyed spending more time with my family, just hanging out. That's really the main thing that comes to mind.



Marilou Toledo
Chief Cook

I'm lucky that I had a job and continued to sail during the pandemic. Being with the SIU and in the maritime industry has been good even during the pandemic because we continued to sail and do our jobs all over the world. All of this has been very good for me and my family.



Tommy Cyrus
Chief Cook

I got off the *Denebola* April 20, right as the school was closing and shipping was tight. I've been able to stay busy this summer doing some remodeling, but I'm looking forward to getting back on a ship soon. I've had to take three COVID tests and they've all come back negative, so that's obviously good.

Pics From The Past



Earlier this year, the LOG published photos of the late NMU Bosun John Ivo Valjalo – snapshots that were submitted by his son. These additional images recently arrived. The larger photo was taken in 1959 in Pensacola, Florida (Valjalo is at right, with a shipmate from the *Tyson Lykes*). The inset photo was taken at sea aboard the *USNS Pecos* in 1969. Valjalo sailed with the NMU from 1946-1985. He died in December 2015 in Liverpool, England, at age 92.

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

MOHAMED AHMED EL SAWI

Brother Mohamed Ahmed El-sawi, 65, joined the Seafarers International Union in 1993, initially sailing on the *Independence*. He sailed in the engine department and upgraded often at the Paul Hall Center. Brother Ahmed El-sawi most recently sailed on the *Alliance Fairfax*. He resides in Egypt.

ELBA ALFARO

Sister Elba Alfaro, 70, started sailing with the union in 2002 when she shipped on the *USNS Gordon*. A member of the steward department, she upgraded at the Piney Point school on multiple occasions. Sister Alfaro last sailed on the *SBX*, and settled in Loxahatchee, Florida.

JANOS BOGNAR

Brother Janos Bognar, 62, joined the union in 2002. A deck department member, he first sailed aboard the *Defender*. Brother Bognar upgraded his skills at the Paul Hall Center on numerous occasions. He most recently shipped on the *Seabulk Trader* and makes his home in Pflugerville, Texas.

JOSE CALIX

Brother Jose Calix, 65, began sailing with the SIU in 1998. He shipped in the steward department and upgraded at the Piney Point school in 2002. Brother Calix's first vessel was the *Sumner*; his most recent, the *Decisive*. He settled in the Bronx, New York.



JOSEPH EGAN

Brother Joseph Egan, 67, embarked on his career with the Seafarers in 1974 when he sailed on the *Allegiance*. He upgraded at the Paul Hall Center on several occasions and was an engine department member. Brother Egan's final vessel was the *Horizon Enterprise*. He lives in Estes Park, Colorado.

JOSELITO EULATRIZ

Brother Joselito Eulatriz, 67, began his career with the SIU in 1999, initially sailing aboard the *Overseas Washington*. He was a member of the steward department and upgraded at the Piney Point school on multiple occasions. Brother Eulatriz most recently shipped on the *Ocean Giant*. He makes his home in Anchorage, Alaska.

JOHNNIE FERGUSON

Brother Johnnie Ferguson, 70, joined the union in 1969 when he

shipped on the *Baylor Victory*. A steward department member, he studied at the Paul Hall Center in 1969. Brother Ferguson's last vessel was the *Charger*. He is a resident of Alliance, Ohio.

DEXTER FERRER

Brother Dexter Ferrer, 66, joined the union in 1991. He first sailed aboard the *Independence* and primarily sailed in the deck department. Brother Ferrer upgraded his skills at the Paul Hall Center on numerous occasions. He most recently shipped aboard the *Liberty Pride* and makes his home in Honolulu.



THOMAS FLANAGAN

Brother Thomas Flanagan, 64, donned the SIU colors in 2001. He shipped in the deck department and upgraded at the union-affiliated Piney Point school on multiple occasions. Brother Flanagan's first vessel was the *Maersk Vermont*; his most recent, the *Maersk Atlanta*. He settled in New Milford, Connecticut.

STEPHEN HILL

Brother Stephen Hill, 65, joined the union in 1970. A deck department member, he first sailed with Michigan Tankers. Brother Hill upgraded his skills at the Paul Hall Center on several occasions. He last shipped aboard the *Gemini* and makes his home in Atlantic Beach, Florida.



TROY INGERSOLL

Brother Troy Ingersoll, 65, began sailing with the SIU in 1978 when he worked with Crowley Towing and Transportation. He primarily shipped in the deck department and upgraded at the Piney Point school on numerous occasions. Brother Ingersoll's final vessel was the *Horizon Pacific*. He settled in Stanwood, Washington.

LUIS IRIAS

Brother Luis Irias, 70, signed on with the union in 2002, initially sailing on the *Cleveland*. He upgraded at the Paul Hall Center on multiple occasions and was a member of the engine department. Brother Irias most recently sailed aboard the *Pride of America*. He resides in West Park, Florida.



WILFRED JONES

Brother Wilfred Jones, 65, donned the SIU colors in 1995. He first sailed aboard the *Independence* and primarily worked in the engine department. Brother Jones upgraded at the Piney Point school on numerous occasions. He last shipped on the *Manhattan Island* and makes his home in Lacombe, Louisiana.

MICHAEL MAYO

Brother Michael Mayo, 65, started shipping with the Seafarers in 1979, initially sailing with G&H Towing. He sailed in the deck department and upgraded often at the Paul Hall Center. Brother Mayo last sailed on the *USNS Soderman*. He resides in Stella, North Carolina.



JAMES MCCARTHY

Brother James McCarthy, 65, joined the Seafarers International Union in 1990, sailing first aboard the *USNS Antares*. He sailed in the deck department and upgraded at the Piney Point school in 2002. Brother McCarthy most recently sailed on the *USNS Fisher*. He is a Houston resident.

THOMAS WEBER

Brother Thomas Weber, 68, started sailing with the union in 2005 when he shipped on the *Overseas Harriette*. A member of the deck department, he upgraded at the Piney Point school on several occasions. Brother Weber last sailed on the *USNS Bowditch* and settled in Kenmore, Washington.

ALBERT WILLIAMS

Brother Albert Williams, 71, joined the union in 2001. A deck department member, he first sailed aboard the *Cape Taylor*. Brother Williams upgraded his skills at the Paul Hall Center on numerous occasions. He most recently shipped aboard the *Green Bay* and makes his home in Ellenwood, Georgia.



JIMMY WILLIAMS

Brother Jimmy Williams, 65, began sailing with the SIU in 1998. He shipped in the steward department and upgraded often at the Piney Point school. Brother Williams' first vessel was the *Independence*;



his most recent, the *Cape Isabel*. He settled in Koloa, Hawaii.

WILLIAM WILLIAMS

Brother William Williams, 65, embarked on his career with the Seafarers in 1990 when he sailed on the *USNS Wyman*. He shipped in the steward department and last worked on the *USNS Piliilau*. Brother Williams lives in Mobile, Alabama.



ERIC YOUNG

Brother Eric Young, 65, joined the Seafarers in 1970. He was first employed with Michigan Tankers and sailed as a deck department member. Brother Young upgraded at the union-affiliated Piney Point school in 1980. He last sailed on the *New York* and resides in Mobile, Alabama.

MUTEE ZINDANI

Brother Mutee Zindani, 66, began his career with the SIU in 1990, initially sailing aboard the *Nuevo San Juan*. He primarily sailed in the steward department and upgraded at the Paul Hall Center multiple occasions. Brother Zindani concluded his career aboard the *Maersk Idaho*. He makes his home in the Bronx, New York.

INLAND

CHRIS BARTHOLMEY

Brother Chris Bartholmey, 62, signed on with the Seafarers in 1975. A deck department member, he was employed by G&H Towing for the duration of his career. Brother Bartholmey lives in Santa Fe, Texas.



FRED BOYD

Brother Fred Boyd, 63, joined the SIU in 1977, initially sailing with Crowley Towing and Transportation. He upgraded on multiple occasions at the Paul Hall Center and was a member of the deck department.



Brother Boyd was last employed with Express Marine. He resides in Wilmington, North Carolina.

PETER CHODZKO

Brother Peter Chodzko, 62, donned the SIU colors in 1977 when he sailed aboard the *Are-*

cibo. A deck department member, he upgraded at the Piney Point school on several occasions. Brother Chodzko was last employed by Crowley Towing and Transportation. He makes his home in Huntington, Beach, California.



JAMES LIVINGSTON

Brother James Livingston, 69, began his career with the Seafarers in 1974, initially sailing with Mariner Towing. He was a member of the deck department and upgraded at the union-affiliated Paul Hall Center on multiple occasions. Brother Livingston last worked for Interstate Oil. He lives in Milton, Delaware.



ANDREW PACKER

Brother Andrew Packer, 61, started shipping with the union in 1998. He sailed in the deck department and upgraded at the Piney Point school on numerous occasions. Brother Packer worked for Penn Maritime throughout his entire career. He settled in Centerville, Massachusetts.



JOSEPH PIECHOCKI

Brother Joseph Piechocki, 65, signed on with the SIU in 1972 when he shipped with OSG Ship Management. He upgraded at the Paul Hall Center in 1998 and was a deck department member. Brother Piechocki worked for the same company for the majority of his career. He calls Westminster, Maryland, home.

DALE SEVERS

Brother Dale Severs, 62, joined the SIU in 1993. A deck department member, he sailed with OLS Transport for the duration of his career. Brother Severs makes his home in Hawesville, Kentucky.



Final Departures



DEEP SEA

PAUL BLAND

Pensioner Paul Bland, 94, passed away July 11. He began his career with the SIU in 1951. Brother Bland was a member of the engine department and concluded his career on the *Senator*. He became a pensioner in 1991 and resided in Rincon, Georgia.



JORGE FALERO

Pensioner Jorge Falero, 67, died August 5. He joined the SIU in 2001. Brother Falero first sailed aboard the *USNS Roy M. Wheat*. He sailed in the engine department, and last shipped on the *Calvin P. Titus*. Brother Falero retired in 2010 and lived in Puerto Rico.



BRIAN FOUNTAIN

Pensioner Brian Fountain, 59, passed away August 15. He signed on with the Seafarers in 1980; his first vessel was the *Cantigny*. Brother Fountain worked in the deck department. He most recently sailed aboard the *Florida* and retired in 2020. Brother Fountain made his home in Baltimore.



SHERWIN JONES

Brother Sherwin Jones, 37, died June 1. He joined the Seafarers International Union in 2006, when he sailed on the *USNS Impeccable*. Brother Jones sailed in the deck department, and most recently worked for Watco. He resided in Brooklyn, New York, his birthplace.

EZELL JORDAN

Pensioner Ezell Jordan, 76, passed away July 25. He signed on with the union in 1995 when he shipped aboard the *USNS Asstertive*. Brother Jordan sailed in both the steward and engine departments. He last sailed on the *Cape Mohican* and went on pension in 2014. Brother Jordan settled in Mobile, Alabama.



WALTER KIMBROUGH
Pensioner Walter Kimbrough,

76, died August 17. He started his career with the SIU in 1973, working for Gulf Canal Lines. Brother Kimbrough was an engine department member and last shipped aboard the *Libra*. He went on pension in 2009 and was a resident of Sparks, Nevada.



JOHN KRON

Pensioner John Kron, 73, passed away June 29. He became a member of the union in 1991, initially sailing aboard the *Pacific*. Brother Kron primarily sailed in the engine department. He last shipped aboard the *Spirit* before becoming a pensioner in 2011. Brother Kron lived in San Francisco.



JOHNNIE LONG

Pensioner Johnnie Long, 73, died August 10. He embarked on his career with the SIU in 1964 when he sailed aboard the *Falcon Lady*. Brother Long sailed in the engine department and last shipped on the *Groton*. He retired in 2011 and resided in Mobile, Alabama.



LARRY LOPEZ

Brother Larry Lopez, 73, passed away August 24. He began shipping with the Seafarers International Union in 1973, initially sailing aboard the *New Orleans*. Brother Lopez was a steward department member and last sailed on the *Patriot*. He went on pension in 2013 and lived in Kissimmee, Florida.

SJAMSIDAR MADJIDJI

Pensioner Sjamsidar Madjidji, 69, died August 13. He joined the SIU in 1979 and first sailed aboard the *Delta America*. An engine department member, Brother Madjidji last sailed aboard the *Carat* in 2013. He became a pensioner the following year and settled in Elmhurst, New York.

MANUEL MIRANDA

Pensioner Manuel Miranda, 90, died July 25. He joined the union in 1978, initially shipping on the *Inger*. Brother Miranda sailed in the deck department. He concluded his career on the *Cape Knox* and lived in Metairie, Louisiana.

ARTURO NOBLEZA

Pensioner Arturo Nobleza, 72, passed away July 26. He joined the SIU in 2001 and sailed in the deck department. Brother Nobleza's first vessel was the *Seabulk Challenge*; his last, the *North Star*. He retired in 2012 and was a Seattle resident.



ENRIQUE NUNEZ

Pensioner Enrique Nunez, 81, died August 26. He began sailing with the union in 1999, when he shipped aboard the *USNS Denebola*. Brother Nunez worked in the engine department, most recently aboard the *Lawrence Gianella*. He made his home in New York.



RUDOLPH ODOM

Pensioner Rudolph Odom, 76, died July 23. He donned the SIU colors in 1964 when he worked for Waterman Steamship. Brother Odom shipped in the engine department. He last sailed with Michigan Tankers and retired in 2009. Brother Odom made his home in Eight Mile, Alabama.

JAMES OSBEY

Pensioner James Osbey, 81, passed away August 10. He embarked on his career with the union in 1964, initially sailing aboard the *Mildland*. Brother Osbey sailed in the steward department and last shipped aboard the *Pride*. He became a pensioner in 2004 and settled in Houston.

ALBERT PICKFORD

Pensioner Albert Pickford, 92, died August 7. He joined the Seafarers in 1968 and first sailed on a Victory Carriers vessel. Brother Pickford was a member of the deck department, and concluded his career aboard the *Virgo*. He went on pension in 1995 and lived in Pullman, West Virginia.



ELLIOTT RHODES

Pensioner Elliott Rhodes, 71, passed away August 24. He signed on with the SIU in 1969, initially sailing on the *Cosmos Mariner*. Brother



Rhodes was an engine department member. He last shipped on the *President Polk*, and retired in 2011. Brother Rhodes made his home in Norfolk, Virginia.

RONALD SWANSON

Pensioner Ronald Swanson, 79, died May 17. He donned the SIU colors in 1966 when he shipped on the *Chilore*. Brother Swanson sailed in the engine department. He last sailed on the *Trader* and retired in 1994. Brother Swanson resided in Warren, Oregon.



GREAT LAKES

WILLIAM MCDOWELL

Pensioner William McDowell, 89, passed away August 21. He joined SIU in 1961. Brother McDowell was a member of the deck department. Employed by Great Lakes Towing for the majority of his career, he became a pensioner in 1996. Brother McDowell lived in West Valley, New York.

INLAND

DUANE EVANS

Brother Duane Evans, 52, died May 28. He embarked on his career with the SIU in 1999. Brother Evans first worked for Allied Transportation, and sailed in the deck department. He most recently sailed on the *Padre Island*, and resided in Hayes, Virginia.

RANDY HOPSON

Pensioner Randy Hopson, 64, passed away August 27. He signed on with the Seafarers in 1975. Brother Hopson was employed by Higman Barge Lines for the duration of his career. He went on pension in 2018 and lived in Nederland, Texas.



JOHN JACKSON

Brother John Jackson, 56, died June 19. He joined the SIU in 1994 and sailed in both the deck and engine departments. Brother Jackson was employed by Crowley Towing and Transportation for his entire career. He was a resident of Jacksonville, Florida.

GRADY KEECH

Pensioner Grady Keech, 85, has passed away. Born in Beaufort, North Carolina, he began sailing

during the early 1960s when he worked for Gulf Atlantic Towing. Brother Keech was an engine department member. He was last employed with Maritrans before retiring in 1990. Brother Keech lived in Pinetown, North Carolina.



FRANCIS PRIMEAUX

Pensioner Francis Primeaux, 90, passed away July 6. He began sailing with the union in 1964 when he worked for Higman Barge Lines. A deck department member, Brother Primeaux last shipped with Dixie Carriers. He became a pensioner in 1994 and settled in Kaplan, Louisiana.



ANTONIO TREGLIA

Pensioner Antonio Treglia, 86, died August 7. He signed on with the SIU in 1984 when he worked for New York Cross Harbor. Brother Treglia shipped in the deck department and was employed with the same company for the duration of his career. He went on pension in 1996 and resided in Brooklyn, New York.



NMU

WILLIE POMPY

Pensioner Willie Pompy, 78 has passed away. He joined the SIU during the NMU/SIU merger in 2001. Brother Pompy was a steward department member and last shipped aboard the *DelaWare Trader*. He became a pensioner 2006 and made his home in Houston.

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
Cowart, William	83	07/08/2020
Ebanks, Jerral	88	08/14/2020
Hadsock, Parnell	86	08/10/2020
Hernandez, Rafael	106	07/17/2020
Huiett, Joe	83	08/06/2020
Johnson, Johnny	80	07/21/2020
Kenneth, Norman	89	07/31/2020
Marvin, Sprawlin	85	08/08/2020
Navarro, Marcial	95	08/07/2020
Nelson, Herman	86	08/26/2020
Pinheiro, Hildebrando	88	08/13/2020
Temple, Aaron	87	08/15/2020
Waller, Chester	71	07/14/2020

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.

MAERSK PITTSBURGH (Maersk Line, Limited), January 25 – Chairman **John Oshaughnessy**, Secretary **Darryl Goggins**, Educational Director **Jan Morawski**, Deck Delegate **Randolph Jemmott**, Steward Delegate **Brian Corp.** Wi-Fi to be hooked up in Newark, New Jersey. Bosun thanked crew for a safe voyage. Vote of thanks given to all departments. Members were reminded to leave clean rooms for oncoming crew. Educational director provided members instructions for inquiring about sea time and visiting the website. He encouraged members to upgrade their skills at the Paul Hall Center. No beefs or disputed OT reported. Wiper needed on ship. Deck and engine departments were commended for a job well done. Members requested raises in pension and vacation days and expressed wishes for physicals to be required once, annually. Next port: Charleston, South Carolina.

EDWARD A. CARTER, JR. (Sealift), February 16 – Chairman **Daron Tinney**, Secretary **Janelle Harper**. Penalty pay not applicable for ship. Chairman provided newest information for pension and brought benefit books, upgrading applications and full book applications. Members discussed possible overtime pay for elected delegates. Educational director went over where to find information in contracts. No beefs or disputed OT reported. Both ovens need to be fixed or replaced and ice machine is rarely working. Cast iron flat tops needed as well as wet floor signs. Mess sink and bathroom pipes in need of attention. Next port: Chinhae.

EDWARD A. CARTER, JR. (Sealift), March 1 – Chairman **Daron Tinney**, Secretary **Janelle Harper**, Educational Director **Joshua Gail**. Educational Director was elected. Crew went over payoffs, shipyard, and penalty information. Educational director informed oilers of JE class April 20. Deck delegate informed members of hand sanitizer

near gangway and urged them to protect themselves when getting off ship. Crew discussed safety precautions for COVID-19 and possibility of no-fly countries. Oven has been worked on, but waiting on new parts for completion. New washer to be installed. Ice maker still having issues. Next port: Chinhae.

EDWARD A. CARTER, JR. (Sealift), March 20 – Chairman **Daron Tinney**, Secretary **Janelle Harper**, Educational Director **Joshua Gail**. Members went over procedure for joining crew and going to dock. Chairman announced various changes due to pandemic that included hall closures, shipping rule suspension and the possible inability to leave ship upon original departure date. Educational director announced waiver for expired MMC and medical certifications. Everything postponed through April. No beefs or disputed OT reported. New linen ordered. Going to dock March 24 and switching to Anchorage March 30.

EDWARD A. CARTER, JR. (Sealift), June 5 – Chairman **Daron Tinney**, Secretary **Kenneth Smith**, Educational Director **William Monroe**. Chairman announced temporary closures of halls. Staff still available there to assist members by phone and email. Educational director announced Piney Point scheduled reopening date, Aug. 1. No beefs or disputed OT reported. New linen and pillows ordered. Crew in need of new mattresses, toilet seats and toaster for crew mess. Chairman has upgrading applications.

OCEAN GRAND (Crowley), July 26 – Chairman **Lech Jankowski**, Secretary **Carlos Olasoaga**, Educational Director **Rudy Cesar**. Most crew members have been on board for 7-10 months due to difficulty of reliefs. All members are safe and have been advised to upgrade at Piney Point when school reopens. Crew is happy to return back home. Ship purchased pres-

sure washer. Penalty pay applicable for use of pressure washer in this circumstance. Protective gear requested. No beefs or disputed OT reported. Members requested new pillows, mattresses, room fans and improved internet.

ALASKAN NAVIGATOR (Alaska Tanker Company), August 2 – Chairman **Adel Ahmed**, Secretary **Albert Sison**, Educational Director **Rollin Crump**, Deck Delegate **Bonifacio Fortes**, Engine Delegate **Aljohn Fernandez**, Steward Delegate **Jeffery Mundy**. Members went over President's Report in *Seafarers LOG*. Sadness was expressed among crew over the loss of a mariner due to COVID-19. Ship where mariner contracted virus now in quarantine. Chairman urged crew to not go ashore. Union meetings to resume in August with social distancing protocols in place. Chairman reminded members to use proper PPE if going to shore. Secretary thanked everyone for a great job in trash separation during voyage. He reminded everyone to not be wasteful with bottled water. Educational director reiterated importance of taking pandemic seriously. Coast Guard announced extensions for some documentation. No beefs or disputed OT reported. Members asked for increase in optometry benefits. Some members asked for new mattresses. Provided headphones are missing in some rooms. New vacuum cleaner needed on crew's deck. Crew asked for 20 for 30 on vacation days. Chairman thanked steward department for a job well done. Next port: Valdez, Alaska.

GLOBAL SENTINEL (SubCom, LLC.) August 29 – Chairman **Lee Hardman**, Secretary **Frances-Brian Bautista**, Educational Director **Aaron Ellis**. Crew restricted to ship since March, while others have been reported coming and going freely without wearing masks. Chairman waiting on written response after contacting union. Ship

Aboard USNS Petersburg



Pictured aboard the TOTE Services ship in Benica, California, are (from left) Bosun Roberto Flauta, Steward/Baker Jurally Aseberos, GVA Julian Lacuesta and SIU hawsepiper Monte Pryor, now sailing as first engineer.

loading in New Hampshire to go back to West Coast after being in port the entire month. Crew asked for clarification for lack of overtime pay for ship restriction. Bosun reminded members to clean up in mess halls, crew lounge, laundry room and public spaces. Washers and dryers should be used by steward department only, no personal use. Room garbage should be brought straight to garbage room. Pay vouchers sent through personal emails. Vouchers can be printed in crew lounge. Members can also go to the bosun and steward to have vouchers printed. Steward depart-

ment reiterated importance of keeping all spaces clean after use. Educational director urged crew to take advantage of upgrading opportunities at the Piney Point school to earn new ratings and more money. Treasurer reported ship funds and reminded members that fund purchases are open to suggestions. *Seafarers LOGs* available in crew mess and crew lounge. Members were advised to bring shipping card before signing on to vessel and to check the duration of contract. Crew was encouraged to attend meetings and to assist other shipmates when help is needed.

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

Able Seafarer Deck (online lecture)	October 19	October 23
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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 4	October 12	October 16
Module 5	October 19	October 23
	October 26	October 30
	November 2	November 3
	November 4	November 6
Module 6	November 10	November 20
	November 23	December 18

Engine Department Upgrading Courses

FOWT	October 19	November 13
Junior Engineer	October 26	December 18

Steward Department Upgrading Courses

Galley Operations	November 16	December 11
Certified Chief Cook	October 12	November 13
	November 16	December 18



UPGRADING APPLICATION

Name _____
Address _____

Telephone (Home) _____ (Cell) _____

Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

Home Port _____

E-mail _____

Endorsement(s) or License(s) now held _____

Are you a graduate of the SHLSS/PHC trainee program? Yes No

If yes, class # and dates attended _____

Have you attended any SHLSS/PHC upgrading courses? Yes No

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

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

COURSE	START DATE	DATE OF COMPLETION
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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.

10/20

Paul Hall Center Classes



Government Vessels – Graduated August 28 (above, in alphabetical order): Nasser Mohamed Hafid, Michael Hammock Jr., Ahmed Haridy, Kianta Lee, Carnell Middleton, Aarron Millar, Abdunnasser Musa Nasser, Wordell Prescott, Arica Shaw, Arlene Yalo Thomas and Jerren Waller.



Government Vessels – Graduated August 21 (above, in alphabetical order): Naulka Persian Caines, Hussein Abdul Hussein, Tony Jenkins, Paul Newman, Kenneth Steiner and Glen Ward.



Government Vessels – Graduated August 14 (above, in alphabetical order): Edgar Dequito Dionio, Olivia Mabuti Fisher-Macafe, Bobbie Gibbs, Jamila King, Patricia Lamb-Rivera, Karl Mayhew III, Anthony Parks, Kassem Mohamed Salem, Ryan Sotomayor, Michael Waring and Carlos Zapata.

Paul Hall Center Classes



Cargo Handling – Graduated August 21 - (above, in alphabetical order): Diego Fernando Barbosa, David Brusco, Carlo Mateo Gentile, Jerome Sentell Luckett, Ahmed Mohamed Mohamed Eissa, Jorge Salas Santos and Anthony Sanchez Villarrubia.

Small Arms (Shotgun) – Graduated August 20 (photo at right, in alphabetical order): Natalio Rey Almosa, William Dowzicky III, Kalil Hughes, Rick James, Thomas Moore and Gary Torres.



Important Notice To All Students

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



Basic Training (Advanced Firefighting Revalidation) – Graduated August 14 (above, in alphabetical order): Randall Brinza, Yamira Colon, William Davis Jr., Domingos Dos Anjos Ferreira, Mitchell Fowler, Hussain Mohamed Hafid, Kenneth Steiner and Erasmo Vizcaino. (Note: Not all are pictured.)

Paul Hall Center Classes



Basic Training Revalidation – Graduated August 7 (above, in alphabetical order): Ahmed Yahya Ali, Jessica Rena Crockett, Peter Joseph, Lebindra Maharaj, Paul McDonell, Angela Robertson, Olive Stewart-Paul, Victor Pastor Valencia and Anatoli Vetsinov. (Note: Not all are pictured.)



Basic Training Revalidation – Graduated August 7 (above, in alphabetical order): Alfie Cikat, Orlando Evora Dacruz, Glenn Davis, Milan Dzurek, Roslyn Johnson, Bryan Nystrom, Randy Powell and Brandon Tanton.

Historian Recaps Heroics of Seafarers During World War II

Continued from Page 24

rising nearly 3,000 feet above the sea, thus affording some cover from the air spotters and making it harder for bombers to attack from the land side.

In the week that followed, Army stevedores and the freighter's own men unloaded her vital cargo of guns, shells, food and medical supplies, then took aboard \$150,000 worth of tin, a scarce material of war which factories were crying for back in the states.

The Army men at Gingoog were amazed that the *Coast Farmer* had made it through, for they had received reports that the Japanese sank her, along with several other vessels trying to run the gauntlet to Bataan.

Fourteen-hundred miles unescorted and unarmed through enemy waters alive with Japanese planes, ships and subs – it was a feat of heroic proportions.

While the discharging was underway, the crew acquired several monkeys and a lively dispute arose as to whether they should be kept or put ashore, one faction claiming the simians would bring good luck, and the others averring that they didn't want any part of "monkey luck" good or bad.

The "official" ship's mascot was a scrawny cat and the chief carried his own mascot in the person of an Angora rabbit.

When the tin was stowed away, the anchor chain ground up through the hawse and the brave little ship headed out to sea.

From the shore the doughboys waved them a wistful goodbye and as Captain Mattson put his ship seaward on the tide it was with the gravest misgivings, for a Japanese cruiser had been reported not far down the coast.

"At 3:00 PM," said the Skipper's official report, "we were on our way, taking great care not to let the fires smoke, keeping a good lookout for floating mines, and spinning the rudder hard over when one was sighted right ahead."

Something On Starboard

While edging south through the night, expecting at any moment to hear the hum of airplane engines or the crack of shells from a U-boat, a ship was reported coming toward them off the starboard side.

From the silhouette of the stranger, they thought for awhile she was the *Mormacsun*, which had been scheduled for the same run.

Captain Mattson was about to order the signalman to "speak" her by blinker but an instinctive caution held back the command.

He let the ship pass unnoticed and lucky that he did, for when the two vessels came abreast several miles apart they could see that she was not a *Mormacsun* despite the close resemblance. Whoever she was, she was by all odds a Japanese transport.

Several days after this hairbreadth escape, they sighted Thursday Island dead ahead. Army and Navy personnel welcomed them back as though they had returned from the dead.

"It's a miracle," they insisted. "It's sure a miracle, all right."

Said Captain Mattson: "Every member of the crew behaved splendidly. I cannot say enough for their loyalty, inspiring courage and co-operation during the entire voyage." (Deck crewmen were SUP.)

The varied adventures of the *SS Coast Farmer* ended on July 20, 1942, when a Japanese torpedo sent her to the bottom 25 miles off Cape Perpendicular.

Convoy PQ-17

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.

SEAFARERS LOG

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

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



An Allied convoy crosses the North Atlantic in 1942.

SIU Members Show Mettle in WWII

Editor's note: This is the sixth 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 installments 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 aboard the SIU-crewed SS Coast Farmer in Australia in January 1942. Army officers had just boarded the vessel and said it was loaded with "very important" cargo that in turn was to be transported northward.

"North!" To Captain Mattson that could mean only one thing – what with the Japanese in possession of all the Pacific north of Australia except the Philippines – north to MacArthur on Bataan!

Broomstick Artillery

Two machine guns were then mounted on the bridge as armament, and several Navy gunners were put aboard to serve them. It was later discovered that some vital parts were missing in the guns and they couldn't be fired, so the *Coast Farmer* was as well armed as though she mounted a batter of water pistols.

Not long after midnight on February 3, the *Coast Farmer* swung out her lifeboats, "doused" all lights, and left Brisbane for the north.

Several days later they arrived on

Thursday Island off Cape York, at the entrance to Torres Strait. Here the Skipper was given detailed routing instructions, plus the disquieting news that two faster ships which had left for the same destination had been bombed and sunk by the Japanese.

Submarines, it was said, had been sighted along the course the *Farmer* was to take. This induced Captain Mattson to take advantage of night, and they left Thursday Island for the Arafura Sea in the face of heavy winds and seas which gave the old ship some protection from submarines on the first lap of its hazardous voyage.

They were on their own now! No American ships to call upon for aid. No friendly ships of any kind to offer succor in the seas ahead.

After passing a chain of islands held by the Japanese a few nights later, the Skipper decided they would have to stop for part of a day in order to approach a certain narrow channel under cover of night.

The channel was flanked by Japanese islands and there was a very good chance that enemy patrol boats or transports would be about.

At the time they were only 45 miles off the Japanese base at Amboina and, as dawn swept across the great southwest Pacific, the crew of the *Farmer* started the longest day of their lives.

The clocks ticked away minutes that seemed like hours, suspense – filled minutes that were fraught with constant danger.

Lookouts manned the bridge and crow's nest. Every man aboard the ship walked restlessly about the decks, pacing

away the dragging hours as the bright sun climbed ever so slowly to its zenith.

Occasionally in the distance they could see black objects which seemed to be riding the placid surface of the sea like the conning towers of submarines. But they must have been whales or blackfish, for no sub attacks developed.

They all held their breath when several planes crossed the horizon some miles off, but these airmen ignored the little freighter entirely, for no American ship, the Japanese were confident, could venture so far north and so boldly, too.

All hands felt much better when the sun had disappeared over the Java Sea and the waters were once again clothed in the night.

The boiler fires were lit again, the throttle was opened, and the shaft began to turn over once more. They continued on their way, making the expected landfall during the darkest part of the night and passing close between two Japanese islands unobserved.

Steady Nerves A 'Must'

Several days later they sighted the mountains of Mindanao in the Philippines, but Captain Mattson stayed clear of the land until he was sure of their position. There was no help to be had here in case the shores ahead should be swarming with Japanese. It called for steady nerves, calm judgement, and a few prayers.

Facing the Skipper now was the problem of getting ship and precious cargo up to the rendezvous point on Bataan without detection by the enemy. It was 150 miles yet to the embattled defenders of Bataan so, with an assurance from Chief

Engineer George Smithers that his men could coax a few extra revolutions from the machinery, Captain Mattson threw the telegraph over to "full ahead" and on they went to whatever might lay before.

The current was in their favor and so, too, must have been destiny, for they later found out that their course lay through a mine field which the Japanese had planted just to forestall such reinforcements.

Ignorant of this peril, they forged ahead at what for the *Coast Farmer* was the amazing speed of 15 knots, arriving at the appointed rendezvous at about 5:30 in the morning.

At first no one was to be seen along the wooded, hilly shore, but after a while a small launch put out from a veiled landing some 300 yards away.

The men in the launch wore American Army uniforms and all hands were on the qui vive as they came up the gangway. But alert, too, were the strangers, for they drew their service revolvers as soon as they stepped over the rail. After all, the *Coast Farmer* flew no flag and bore no markings on her bow or stern.

Meet Friends

Grim jaws relaxed, however, as everyone realized that the rendezvous had come off as planned and the boarding party introduced themselves as Colonel Chastine, Major Gregory and Mr. Wilder, a civilian pilot.

While the crew rigged booms and tackle for discharging, Mr. Wilder brought the ship to anchor very close to shore under the shadow of a mountain

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