

SEAFARERS LOG

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

Seafarers Deliver for 'Deep Freeze'

3 SIU-Crewed Ships Support Vital Mission

SIU members for decades have taken part in the yearly resupply mission to McMurdo Station, Antarctica, and 2020 is no different. Three Seafarers-crewed ships – including the *Maersk Peary*, pictured at right with the U.S. Coast Guard's *Polar Star* – recently delivered critical cargoes to the scientific outpost. *Page 24.* (Coast Guard photo by Senior Chief Petty Officer NyxoLyno Cangemi)



Puerto Rico Relief Efforts Continue

As previously reported, the SIU is teaming up with other labor organizations, businesses and other supporters to deliver relief supplies in Puerto Rico. The commonwealth is still recovering from a series of earthquakes that began late last year. The Seafarers-crewed, Crowley-owned *El Coqui* is one of the Jones Act vessels delivering relief cargoes – and Crowley Maritime Chairman/CEO Tom Crowley (seventh from left) recently rode the vessel from Jacksonville, Florida, to Puerto Rico. Pictured from left are QE4 Christian Rosado, QEE Edwin Velez, AB John Diaz, Recertified Steward Juan Vallejo, Bosun David Bernstein, AB Victor Cortes, Tom Crowley and his wife, Christine, (front) AB Sonia Pabon, (rear) 2nd Mate Gustavo Hernandez, Chief Cook Jacob Parrilla, (front) QE2 Davon Brown and AB Ricky Martinez. *Pages 3, 4.*

Honolulu-Area Members Pitch in for 'Labor of Love'



Seafarers in Hawaii recently carried on the union's long tradition of giving back to the community. In this case, members helped spruce up a local elementary school via the "Labor of Love" outreach sponsored by the state AFL-CIO. SIU participants included (photo at right, from left) Port Agent Hazel Galbiso, ACU Nadzeya Kuptsova, AB Andrei Tretyak, QMED Raymond Orosco, GUDE Neil Tupas, AB Antolin Avorque, Administrative Assistant Shureen Yatchmenoff, AB Jerry Dingal and Safety Director Amber Akana. In the photo at left, Orosco paints baseboards. *Page 6.*



DHS Secretary Backs Jones Act
Page 2

New Study: Maritime Crucial for U.S.
Page 4

President's Report

Hard-Earned Recognition

Congratulations to the U.S. Merchant Marine of World War II on the recent passage of federal legislation that awards a Congressional Gold Medal in recognition of their heroism. The SIU proudly and actively supported this bill, which was years in the making, just as we worked for decades to ultimately help secure veterans' status for those mariners (many of whom were Seafarers).

Even though the indispensable contributions of our wartime mariners sometimes were overlooked by the history books, I think we've come a long way. Maritime unions, pro-maritime legislators, authors, and the American Merchant Marine Veterans, among others, have worked hard to put a spotlight on these most-deserving men who helped deliver the Allied victory. Our mariners are, in fact, veterans. They are included in the World War II Memorial in our nation's capital and in various monuments across the country. In recent years, several excellent books have been published that reflect the extraordinary bravery of those who exclaimed, "Damn the submarine! We're the men of the Merchant Marine!"



Michael Sacco

And lest any newcomers to our industry mistakenly think that we're just patting ourselves on the back, never forget this comment from Allied Commander of the Pacific during World War II Gen. Douglas MacArthur: "I hold no branch in higher esteem than the Merchant Marine." Similarly, President Franklin D. Roosevelt said the U.S. Merchant Mariners of World War II "have delivered the goods when and where needed in every theater of operations and across every ocean in the biggest, the most difficult and dangerous job ever undertaken. As time goes on, there will be greater public understanding of our merchant fleet's record during this war."

Enactment of the Merchant Mariners of World War II Congressional Gold Medal Act of 2020 has been a long time coming. I can think of no other group of maritime heroes who are more deserving of accolades.

Election Day Approaches

Election Day will be here before we know it, and it's definitely not too soon for Seafarers to make sure you're registered to vote. Go online or check with your union hall if you need assistance. Every vote counts, and that's not a cliché. It's the truth.

Back when we were heading towards the winter holidays, someone forwarded me a message that said, you can save money on Christmas gifts this year by making it a point to talk about politics at Thanksgiving dinner. I laughed and shook my head at the same time.

Civility can be in short supply when engaging in political action or political discussions, but it doesn't have to be a lost art. I encourage everyone to remember that we all want what's best for our great nation, and while there's nothing wrong with strongly felt disagreement, we can all benefit from focusing on facts and maintaining respect for each other.

Defending the Jones Act

With the hundredth anniversary of the Jones Act approaching (June 5), expect more wild accusations about America's freight cabotage law. Lots of money and other resources have gone into the misguided effort to weaken or repeal this vital law, which protects U.S. national, economic and homeland security.

If you start to notice a renewed media blitz against the Jones Act, the timing is related to the centennial. Fortunately, the facts are on our side, which is why the Jones Act continues to enjoy strong bipartisan support and tremendous backing from our military leaders. We know better than to let down our guard, but I believe the Jones Act – which helps maintain around 650,000 American jobs – will be around for a long time to come.

SEAFARERS LOG

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

Volume 82 Number 4

April 2020

The SIU online: www.seafarers.org

The Seafarers LOG (ISSN 1086-4636) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters, AFL-CIO; 5201 Auth Way; Camp Springs, MD 20746. Telephone (301) 899-0675. Periodicals postage paid at Southern Maryland 20790-9998. POSTMASTER: Send address changes to the Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746.

Communications Director, *Jordan Biscardo*; Managing Editor/Production, *Jim Guthrie*; Assistant Editor, *Nick Merrill*; Photographer, *Harry Gieske*; Administrative Support, *Jenny Stokes*; Content Curator, *Mark Clements*.

Copyright © 2020 Seafarers International Union, AGLIW. All Rights Reserved.



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



The SIU and Seafarers Plans will remain headquartered in the same building they've used since 1982, but the street name is changing.

State Government Orders Address Change for Seafarers Headquarters

The union and Seafarers Plans are not relocating their headquarters operations – but they're getting a new address, effective April 20, 2020.

Because of a government-ordered change, the new address is:

5201 Capital Gateway Drive
Camp Springs, Maryland 20746

The old address (since 1982, when the SIU relocated from New York) was 5201 Auth Way, Camp Springs, Maryland 20746. All phone and fax num-

bers for the building remain unchanged.

The union and Seafarers Plans did not seek this change and, in fact, petitioned against it, to no avail. Other organizations along the same street in Prince George's County also are being forced to comply with the alteration. The street itself already had been named Capital Gateway Drive beyond the Seafarers building, which is next to a subway station.

Mailings will be sent from headquarters to Seafarers, pensioners and other interested parties, alerting them of this change.

Acting DHS Secretary Backs Jones Act

Acting Secretary of the U.S. Department of Homeland Security (DHS) Chad Wolf recently expressed his backing of America's freight cabotage law, the Jones Act.

His remarks came Feb. 26 during a hearing of the House Appropriations Subcommittee on Homeland Security. The hearing's main subject was the Fiscal 2021 budget request for the DHS.

U.S. Rep. Steven M. Palazzo (R-Mississippi) raised the subject of the Jones Act, which helps sustain approximately 650,000 American jobs. He described himself as "one of the most outspoken advocates in my 10 years of serving in Congress because I believe it to be truly important to our national security."

Asked for his view on the Jones Act, Wolf said he is "a supporter – strong supporter of

that." He mentioned that the law, which enjoys solid bipartisan support, helps protect U.S. interests.

Palazzo followed up by saying, "I appreciate your comments. I know your predecessors were pretty much on the same note that the Jones Act is vitally important to protect America's maritime industry and it is extremely important to our national security.... Admirals, generals have all agreed with your assessment as well."

The Jones Act requires that cargo moving between domestic ports is carried aboard ships that are crewed, built, flagged and owned American. It has served the nation's best interests for nearly a century.

Approximately 90 nations around the world maintain some form of cabotage law.

Budget Includes Request for Full MSP Funding

Cargo Preference in the Crosshairs of Proposal for Fiscal Year 2021

The Trump Administration released its budget request for Fiscal Year 2021 on Feb. 10. The budget, which proposed a record \$4.8 trillion for federal programs in the next fiscal year, included a request for full funding of the U.S. Maritime Security Program (MSP).

This request is the first one made by the administration since the passage of last year's National Defense Authorization Act, which extended the MSP for an additional 10 years, through 2035, and increased stipend level payments over the life of the program. Under the law, the fully authorized FY 2021 funding level for the MSP is \$314 million, up \$14 million from \$300 million in FY 2020.

It has been common, especially in years where

the authorized MSP stipend level has gone up, for the administration to ask for less than full MSP funding. This is the second year in a row that the administration has asked for full MSP funding.

At the same time, the president's budget also requests significant cuts to cargo preference, primarily through the repeal of all of the in-kind food aid programs administered by the federal government. This is the third time the president's budget has proposed cuts or repeals to in-kind food aid.

Under existing law, 50% of all foreign food aid cargoes are carried by U.S.-flag vessels. Both the maritime and agriculture industries have strongly opposed any changes to these programs, and so far, Congress has not acted on administration proposals in this area.

Puerto Rico Relief Efforts Continue

Numerous Organizations Team Up for Ongoing Outreach

The SIU hasn't let up in its efforts to provide relief supplies to Puerto Rico residents recovering from a series of earthquakes.

As previously reported, the union has teamed up with numerous other labor organizations, businesses including Jones Act vessel operators, and other supporters who are donating, transporting and distributing supplies in the commonwealth.

During a news conference at the SIU hall in San Juan, Puerto Rico, on March 2, SIU Port Agent Amancio Crespo stated, "As SIU President Michael Sacco pointed out, our organization is committed to this relief effort for the long haul. We've already been working on it for months, and we'll be here all the way."

Crespo added, "Thank you to our fellow unions and to all the companies that are joining together to get the job done. This truly is a team effort and it wouldn't be possible without all of you. I also want to say a special thank you to the many members of the Seafarers International Union who've stepped up and volunteered their time and effort to help our fellow citizens. You guys and gals are the greatest, and your commitment absolutely is not taken for granted."

American Federation of Teachers (AFT) President Randi Weingarten also spoke at the press conference, where she thanked those involved in the relief effort and also pointed out that the needs remain significant.

The aforementioned earthquakes included a 6.4-magnitude event on Jan. 7 that resulted in severe infrastructure damage. Schools initially were closed for three weeks. Some of the territory's 295,000 students then began returning to class outside of the damaged areas, but upwards of 600 of the island's 856 schools were still



Unloading a container from Houston at the hall in San Juan Feb. 21 are (from left) AB Angel Pagan, QMED James Sanchez, Chief Cook Michael Caquias, AB Joseph Dupree, Administrative Asst. Maria Gomez, Apprentice Angel Galarza, Port Agent Amancio Crespo.

closed as of early March. Some were awaiting safety inspections; others can't reopen without major repairs.

With that in mind, the labor-led relief effort has included a focus on event-style tents for use as temporary classrooms. Commitments have been secured for 120 such tents, mainly for use in Guayanilla, Guanica and the other heavily damaged municipalities.

The efforts specifically involving temporary classroom facilities are being coordinated with local and state government

personnel.

Other relief items that either already have been donated or are in the works include various foods, school supplies, personal-size tents, portable battery-power lighting systems, folding tables and chairs, water filters, bottled water, mosquito nets and much more. All of the items have shipped on Jones Act vessels (pro bono).

Among the organizations participating in the outreach are the SIU, the AFL-CIO, the Maritime Trades Department and its port councils, the AFT and its affiliates, AFSCME, the AMO, the ILA, the Teamsters, the Bakery Workers and its contracted employer Bimbo Bakeries, LIUNA, the UAW, the Steelworkers, Crowley Maritime, TOTE Maritime, SEACOR Holdings, National Shipping of America, and American Tent Co. (That's a partial list, and any omissions are inadvertent.)

The relief effort hasn't been limited to donated items. During a joint assessment by the AFL-CIO, AFT and the Asociación de Maestros de Puerto Rico (AMPR, part of the AFT), it became known that many local unions (among others) reported the need for mental health services for members and their families. As noted in a summary of the relief plan, "Hurricane Maria, the subsequent flooding, and now the earthquakes



The SIU hiring hall in San Juan hosted a press conference March 2. Pictured shortly before the event are (from left) AFT Exec. VP Evelyn DeJesus, SIU Port Agent Amancio Crespo and AFT President Randi Weingarten.



Pictured aboard the *El Coqui* en route to Puerto Rico are (from left) Recertified Steward Juan Vallejo, Crowley Maritime Chairman/CEO Tom Crowley, Christine Crowley (Tom's wife and a member of the company's board of directors), SA Sonia Pabon and Chief Cook Jacob Parrilla. The Crowleys rode their company's vessel for a voyage in support of relief operations.

Continued on Page 4

WWII Gold Medal Bill Heads to President's Desk

The Merchant Mariners of World War II Congressional Gold Medal Act of 2020 once again has been passed in Congress and at press time was headed to the president's desk to be signed into law.

Originally co-sponsored in the House by Rep. John Garamendi (D-California), Rep. Don Young (R-Alaska) and Rep. Susan W. Brooks (R-Indiana) and in the Senate by Sen. Lisa Murkowski (R-Alaska), Sen. Angus King, Jr. (I-Maine), Sen. Dan Sullivan (R-Alaska), Sen. Maria Cantwell (D-Washington) and Sen. Sheldon Whitehouse (D-Rhode Island), the legislation authorizes the creation of a gold medal to honor the U.S. Merchant Marine of World War II. The medal would be displayed in the Ameri-

can Merchant Marine Museum at the U.S. Merchant Marine Academy in New York. Duplicates then would be struck and made available to the public.

The SIU and the Transportation Institute, alongside a number of other backers, took lead roles in obtaining co-sponsors for both the House and Senate bills. More than 1,200 SIU members lost their lives in wartime service during World War II.

Late last year, the House and Senate both passed the bill, but a very minor language amendment in the Senate version meant that the House had to take another vote. On March 3, the House once again approved the bill.

"Throughout the Second World War, our armed forces relied on the U.S. Merchant

Marine to ferry supplies, cargo and personnel into both theaters of operation, and they paid a heavy price in service to their country," said Garamendi. "The U.S. Merchant Marine suffered the highest per-capita casualty rate in the U.S. Armed Forces during World War II. An estimated 8,300 mariners lost their lives, and another 12,000 were wounded, to make sure our service members could keep fighting. Yet, these mariners who put their lives on the line were not even given veteran status until 1988."

He added, "I had the opportunity to meet with three World War II Merchant Mariners in my office. These mariners put their lives on the line for this country, braving German and Japanese submarines in their Liberty ships as they delivered critical supplies to our service members in the European and Pacific theaters. Unfortunately, their sacrifice is commonly overlooked. A Congressional Gold Medal would give them the recognition they deserve, and I'm pleased that this bill is poised to be signed into law to give these veterans and their families the

honor and respect they are owed. Thank you to Senator Murkowski for championing this legislation in the Senate and for her partnership."

"Despite their loyalty and patriotic services and commitment to the United States, our World War II Merchant Mariners didn't receive their veteran status until nearly 40 years after the war had ended," Murkowski said. "The merchant mariners provided crucial services during World War II by transporting soldiers, tanks, airplanes, ammunition, fuel and food to aid soldiers on the front lines. This legislation recognizes the unsung heroes of the World War II conflict, for their loyalty and bravery, as they risked their lives to keep the Allied troops properly equipped. I'm thankful my Senate colleagues recognize the importance of honoring the brave merchant mariners for their pivotal role in our nation's history and their efforts in defense of freedom."

There are approximately 4,000 World War II U.S. Merchant Mariners alive today, according to Murkowski's office.

Study Stresses Value of Jones Act, Maritime Industrial Base

The Center for Strategic and Budgetary Assessments (CSBA) recently released a new study detailing the benefits of the American maritime industry to national security, titled "Strengthening the U.S. Defense Maritime Industrial Base."

As a first-time review of the impact of the U.S. domestic maritime industry to national security, this historic report found that the domestic fleet provides the largest source of merchant mariners for U.S. surge sealift operations, supports shipbuilders that also construct government vessels, ensures the maintenance of the U.S. waterways and shipping lanes, and helps reduce the potential of foreign mariners illegally entering the United States.

At a launch event of the new study, U.S. Maritime Administrator Mark Buzby addressed the importance of sustaining a strong and readied defense maritime industrial base. "Implementing a national maritime strategy demands a national-level effort, and a national will to support our shipbuilding and repair sector," he stated. "It begins with this kind of report from CSBA, so I thank you again for your contribution to the debate and to the security of our great nation. Together, we will continue to educate our nation on the importance of maritime policy. It's critical to our economic and national security in the face of an increasingly contentious world."

Key findings include the Jones Act remains an important element of America's de-

fense maritime industrial base. As stated in the study, "The U.S. maritime industry is essential to American prosperity and security."

The study also describes American mariners as crucial to national security. The CSBA drilled down on the importance of domestic mariners in a contingency, finding, "The 3,830 mariners that operate large, ocean-going ships in the domestic fleet constitute about 29 percent of the overall number MARAD estimates would be needed to operate U.S. surge sealift during wartime or another contingency." That 29 percent is the largest single commercial source of mariners and was demonstrated during Operation Desert Storm when "the crews of 13 foreign ships refused to go into a war zone and deliver their cargo. Not a single American crew refused."

Additionally, the study confirmed that the Jones Act helps maintain shipyards and ship repair yards, which are crucial to national security. The CSBA said, "The U.S. shipbuilding and repair industry is a major component of the defense maritime industrial base," and "without the Jones Act's requirements ... it is likely the U.S. government would have few, if any, shipyards available to episodically recapitalize its smaller vessels."

American vessels also help maintain U.S. waterways and keep America secure. The CSBA emphasized the role that American dredgers and salvage operators play, highlighting the importance of not having to depend "on foreign companies to dredge its

dozens of naval facilities, potentially opening up opportunities for sabotage or the depositing of underwater surveillance equipment."

Moreover, the Jones Act helps reduce illegal entry into the United States. The CSBA noted that "without the Jones Act's requirements, foreign companies could buy domestic carriers that operate smaller vessels and barges that ply U.S. rivers and intercostal waterways."

The study further concluded that the Jones Act makes America more secure amidst a growing threat from China.

Notably, the study's executive summary stated, "To effectively compete, the United States will need to break with an approach that assumes the commercial and national security requirements of the maritime industry are largely distinct. Instead, the United States should adopt a new approach that recognizes the inherent linkage between the two and fosters a healthier commercial industry that can support U.S. national security. CSBA's report identifies viable, cost-effective initiatives the nation can adopt to address challenges, including the strategic sealift gap, and cultivate a vibrant maritime industrial base that spurs innovation and enhances American prosperity and security."

As part of the study, the CSBA also established the phrase "Defense Maritime Industrial Base" (DMIB) – including the U.S.-flag deep sea fleet, the Jones Act fleet, mariners, shipyards, repair yards, dredgers, the mari-

time logistics infrastructure and more – that collectively encompass all the parts of the American maritime industry that contribute to national security. This reflects the views of leaders in the maritime industry, with each smaller component of the DMIB helping to ensure and maintain a strong U.S.-flag fleet.

In the report, the CSBA urges the government to release a comprehensive national maritime strategy that helps grow the maritime industrial base. It also advocates for the expansion of the Maritime Security Program. Additionally, the CSBA suggests that the U.S. government should assist domestic shipbuilding and repair yards by providing multi-ship maintenance contracts, as well as loan guarantees and grants, to help promote stability and predictability for that part of the industry.

The CSBA summarized by saying, "The U.S. maritime industry is essential to American prosperity and security. Since their nation's founding, Americans have gone to sea for trade, to harvest resources from the oceans, and to advance the country's interests. By building and repairing ships, training mariners, operating shipping networks, and sustaining ports and waterways, the U.S. maritime industry makes possible the economic benefits of access to the sea."

The CSBA is self-described as "the world's premier center for understanding future international competition and conflict."

The study was co-authored by Bryan Clark, Timothy A. Walton, and Adam Lemon.

Relief Coalition Aids Puerto Rico

Continued from Page 3

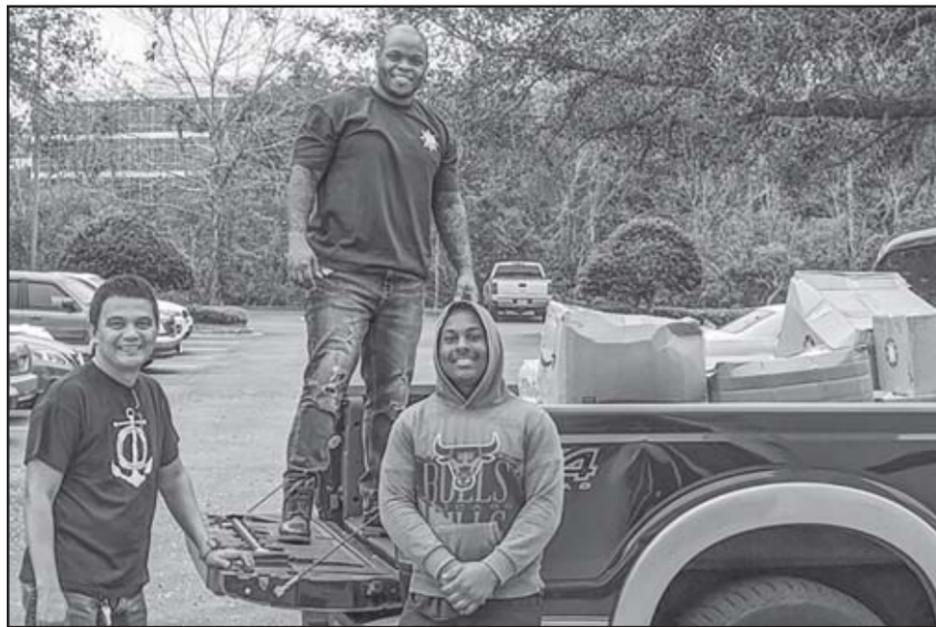
have left many Puerto Ricans deeply scarred and traumatized."

Teams of licensed mental-health professionals started heading to the commonwealth last month.

Meanwhile, SIU hiring halls in Houston, Philadelphia, Jacksonville and Fort Lauderdale, Florida, continue serving as staging

areas for donated cargoes.

In Puerto Rico, numerous SIU members have helped unload and then distribute the items to needy areas. In many cases, Seafarers are using their own personal vehicles, because larger ones cannot traverse the damaged roads in the southern parts of the territory.



SIU Port Agent Ashley Nelson (center), GUDE Erris Jackson (right) and GUDE Dennis Morallo load relief cargo in Jacksonville in mid-February.



SA Esperanza Crespo (left) and AB Joseph Dupree help move relief items from a container to a temporary storage area at the hiring hall in San Juan.



QMED/Electrician Jesus Martinez (foreground in photo at left) delivers a portable stove, chairs, cots and tents to a family recovering from the earthquake. In photo above, Seafarers Bosun Rafael Franco, Steward Fernando Marquez, QMED/Electrician Jesus Martinez, Bosun Noel Otero, Bosun Abel Vasquez and QMED James Sanchez haul boxes of supplies to their respective vehicles before heading out to distribute the items to those in need.



Former Congressman Defends U.S. Shipbuilding

Former U.S. Congressman Ernest Istook, a staunch defender of the maritime industry, recently penned an editorial in which he advocated for the importance of domestic shipbuilding and the U.S.-flag fleet.

Istook, a Republican from Oklahoma, began by writing, "Three fleets of ships are vital to America's national and economic security. The first fleet is the U.S. Navy, the mightiest ever assembled. It would be unthinkable to build these ships anywhere but in our own shipyards, dotted around our coasts from Groton to Newport News, to Pascagoula, San Diego, and others.

"The second fleet is the ocean-going vessels that carry 90% of the world's trade aboard container ships, tankers, grain carriers and more," he continued. "However, these 41,000 ships are rarely built, owned, or crewed by Americans. Instead, China and other Asian nations use government resources and subsidies to dominate this fleet. The third fleet seems almost invisible, but is the 40,000 vessels engaged in domestic trade within America's borders that sail between our ports. Ore carriers on the Great Lakes, giant barges plying the Mississippi and other rivers, goods moving along inland waterways, and powerful tugboats within our harbors are examples. Like our Navy, these are American-built, owned and crewed."

Focusing on the Jones Act fleet, he

added, "This third fleet is challenged because some interests want to turn it over to foreign control, claiming we would save money if we let other nations dominate it like they do the ocean-going maritime fleet. Those countries are using subsidies by their governments to expand their power. In the case of China, it's part of a multi-year global plan to enlarge economic and military power across the oceans of the world. Standing in their way is an American law that turns 100 years old in 2020. This is the Jones Act, which

dominates thanks to subsidies and use of state-run enterprises, part of their plan to dominate the strategic area of ocean trade. Their success is reflected in the fact that in 2019 China passed Japan to become the world's number two economic power, second only to the USA."

Istook pointed out that China's gains are due to anything but free enterprise. "At the heart of foreign shipbuilding and operations are massive subsidies," he explained. "Years ago, China announced its Belt and Road Initiative (also known as

"Repealing the Jones Act would be surrendering to nations that want to monopolize control of global trade." - Former U.S. Rep. Ernest Istook (R-Oklahoma)

essentially says that commercial vessels traveling routes from one U.S. port to another must be American built, owned and crewed."

He continued, "The principle extends beyond ships. Foreign air carriers can fly between U.S. airports and those in other countries but cannot fly purely domestic routes. Foreign trucks face restrictions on operating within our borders.... The same thing is happening in shipbuilding. China

the New Silk Road), spending billions each year not only to subsidize building of cargo ships but also to control port facilities all over the globe. That takeover already includes ports on both ends of the Panama Canal, in the Mediterranean near the Suez Canal, elsewhere in Europe, in South America, in Africa, the Middle East, the Indian Ocean and of course the South China Sea – covering the major global shipping lanes."

The Congressman emphasized this global disparity, writing, "The success of their shipbuilding subsidies is shown by the fact that of the 2,995 new ocean-going vessels now under construction (as tracked by the shipbrokers BRS Group), China is building 1,291 of them, Japan 697 and South Korea 475. The United States? Only eight. Of the current international fleet, our Bureau of Transportation Statistics reports that a mere 182 of over 41,000 ocean-going cargo ships are American (0.4%). The vast majority are from China or other highly subsidized shipyards in South Korea or Japan."

In conclusion, he wrote, "Imagine if America's domestic fleet were reduced to similar ratios of foreign control. Yet some American interests are blatantly calling to end the Jones Act and open our waters to foreign powers. These promoters claim that we will save money but they ignore the larger implications of American security and jobs. During the Trump years America has realized the benefits of promoting our self-interest, as reflected in our booming economy. Repeal or gutting of the Jones Act would be a step backwards. Repealing the Jones Act would be surrendering to nations that want to monopolize control of global trade. Those interests already dominate one of the three fleets that are vital to America. We should not let them make it two out of three."

Seafarers Mourn Passing of Frank Pecquex

Retired MTD Official Also Spent Many Years with SIU

Frank Pecquex, retired executive secretary-treasurer of the Maritime Trades Department (MTD) and former SIU legislative director, passed away Feb. 15 in northern Virginia, following a decades-long battle with Parkinson's disease. He was 75 years old.

"Frank was a devoted union man," said SIU and MTD President Michael Sacco. "His whole career was spent in the labor movement, and he worked hard to improve the lives of others. He will truly be missed."

A New York native, Pecquex served as MTD executive secretary-treasurer from 1993 until his retirement in 2011 – longer than anyone else in the department's 74-year history.

An Army reservist during the Vietnam era, Pecquex began his long career

within organized labor as a teenager working at an A&P supermarket bakery, joining the (now) Bakery, Confectionery, Tobacco Workers and Grain Millers International Union. In 1964, he was a member of the Amalgamated Transit Union as a ticket-taker for Greyhound at the World's Fair in New York City.

He graduated from St. John's University in Queens, New York, with a master's in history. (He remained a loyal alumnus throughout his life.)

Pecquex's association with maritime started in October 1967 when he was hired by the SIU, working as a researcher in the union's old Brooklyn headquarters. Later, he did administrative work and organizing before switching to the union's manpower department. While there, he formulated a plan to encourage

and facilitate continuing education and upgrading for the members.

One other thing happened while he worked at the Brooklyn hall – he met his future wife, Linda, who was a secretary for then SIU (and MTD) President Paul Hall. The couple married in 1973.

In 1980, the union transferred him to Washington, D.C., to work for its legislative team. Five years later, Pecquex became the legislative director for both the SIU and the MTD.

In 1991, he was promoted to MTD administrator. He became the executive secretary-treasurer upon the retirement of Jean Ingrao.

Among many other accomplishments, he spearheaded the department's transformation of its monthly printed newsletter to an online website.

"I worked directly with Frank for 11 years at the MTD, after knowing him since 1989 when I began working in the SIU communications office," stated current Executive Secretary-Treasurer Daniel Duncan. "He remembered that the money within the department came from members' dues. He made sure none of us forgot who we worked for.

"I smile recalling his love for the New York baseball teams, the New York football teams and his St. John's Redmen," Duncan continued. "He knew the school had updated its nickname to Red Storm, but they were always his Redmen."

SIU Assistant Vice President Nick Celona stated, "I first met Frank in 1989, and right away we connected. He was a true believer in the trade unionist way of life, and he was dedicated to the MTD and the SIU."

Others who worked with Pecquex described him as kind, articulate, tireless and a devoted family man.

During an interview for his retirement article in the *LOG* in 2011, Pecquex recalled, "In retrospect, I'm amazed that



Frank Pecquex addresses delegates and guests at the 2009 MTD convention in Pittsburgh.



Pecquex (right), then serving as legislative director for the SIU and MTD, listens to a speaker at a 1985 meeting. He's seated next to MTD Executive Secretary-Treasurer Jean Ingrao.



From left to right: SIU Administrative Assistant Shureen Yatchmenoff, ACU Nadzeya Kuptsova, AB Andrei Tretyak, AB Antolin Avorque, QMED Raymond Orosco, SIU Safety Director Amber Akana, GUDE Neil Tupas, AB Jerry Dingal and SIU Port Agent Hazel Galbiso.



AB Andrei Tretyak (left) and ACU Nadzeya Kuptsova help paint the exterior of the school.

SIU Members Undertake ‘Labor of Love’

Seafarers Pitch In, Give Back to Community in Hawaii

SIU members in Hawaii continued the union’s long tradition of helping out in the community by assisting with the “Labor of Love” project to benefit a local elementary school.

On Jan. 25, SIU personnel were among the hundreds of volunteers from unions and other groups that pitched in to help complete the project, hosted by the Hawaii State AFL-CIO through their Labor Community Services Program, at Kalihi Elementary School in Honolulu.

In a message shared on social media, the school’s administration said, “Huge Mahalo to everyone who came out to support the Hawaii State AFL-CIO Labor of Love project at Kalihi Elementary this past weekend! With the help of over 400 volunteers from over 20 Labor Unions and various other organizations, we were able to make some transformative changes to our school. These improvements included painting the school our school colors, installing school logos, installing fans in the cafeteria, creating a peace garden, installing AC in three classrooms, and installing a dishwasher in the kitchen.”

The SIU was represented during the effort by Port Agent Hazel Galbiso, Safety Director Amber Akana, Administrative Assistant Shureen Yatchmenoff, ABs Antolin Avorque, Jerry Dingal and Andrei Tretyak,

QMED Raymond Orosco, GUDE Neil Tupas and ACU Nadzeya Kuptsova.

Galbiso said, “This was another opportunity for Seafarers to humbly give back to our community, and we were happy to help out Kalihi Elementary School.”

“I think it was a very good project, and I think we should help out with more projects like this,” said Tupas. “This project was pretty special, with many unions and local organizations coming together and helping out. And the fact that we got to help out in our local community makes it even more worthwhile to me. I enjoyed helping out the school, and getting to know new people in both my union and the local Hawaiian government.”

“I’m never speechless,” said Hawaii State AFL-CIO President Randy Perreira. “But I’m close to speechless at the outpouring of volunteerism. It’s a day that we choose to give back and do our thing, not only for the school, but the community as well. This year we’re very fortunate. Through everyone’s generosity, we’re providing over \$130,000 in people power, equipment and supplies for the school, including some cash that they can use for their benefit.”

This year’s iteration marked the sixth time the state AFL-CIO has sponsored the project, and each one has benefitted a school in Hawaii.



Safety Director Amber Akana (background) and GUDE Neil Tupas work in the hallway.

Meeting with Governor



SIU New Orleans Port Agent Chris Westbrook (right) is pictured March 1 at the governor’s mansion with Louisiana Gov. John Bel Edwards (D). The occasion was a reception for area labor leaders.

Seafarer Shares Passport-Renewal Reminder

QMED/Electrician Andrew Van Bourg recently had an experience involving his passport expiration date that he hopes other members can learn from and avoid in the future.

Van Bourg was sailing aboard the *USNS 1st Jack Lummus*, and was set to head home from a U.K.-controlled military base. He explained, “When I went home at the end of September, I was at the airport and the air crew refused to fly me home because my passport, though valid, was only valid for another two-and-a-half months. There is a rule here (Diego Garcia) that your passport must have 13 months of validity so that you can get on the plane, which is normally the only way to get home.” (The complication stems in part from there being multiple foreign stops between the base and the United States.)

He added, “Not sure where this rule comes from or who imposes it, but it’s real and we have to comply. Captain had to jump through a number of administrative hoops to get me home. Just now another crew member is going through administrative difficulty due to the same rule.”

As a general rule, international travelers should ensure that their passports have at least six months of validity left when leaving the United States. While the so-called “six-month rule” is not a requirement of the U.S. government, it is a requirement that many foreign countries enforce. Roughly 75 different countries will not permit a traveler to enter the country unless that person’s passport has more than six months of remaining validity. (Passports are valid for 10 years.)

According to the State Department, “Europe’s 26 Schengen countries strictly enforce the six-month validity rule. If you are transiting through Canada or the UK – which do not have that requirement – your passport must be valid at least six months, or airlines may not let you board your onward flight to Europe.”

The Schengen Agreement, as explained by the State Department, is a treaty creating Europe’s Schengen Area, which encompasses 26 European countries, where internal border checks have largely been abolished for short-term tourism, a business trip, or transit to a non-Schengen destination. Those countries are: Austria, Belgium, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, and Switzerland.

Van Bourg urged other mariners to keep a close eye on their passport expiration date, and remember to account for the length of the job when planning for a possible return flight from another country. For example, if a member has at least 13 months before the passport expires, that would cover a six-month voyage, allow time before flying out and still leave six-plus months of validity.

Similarly, Seafarers regularly are encouraged to make sure their other core shipping documents (including MMC, TWIC and medical certificate) are valid for at least six months when shipping out.

Union, AMA-Represented Companies Sign Off On Array of Coronavirus Protective Protocols

The SIU and the American Maritime Association (AMA, representing companies that are signatory to the standard freightship and tanker agreements) recently signed off on a number of coronavirus protection protocols that are listed below. These measures are for SIU-crewed vessels calling on ports in China. Implementation in other ports will be handled case-by-case and will involve discussions between the union and the AMA.

Additionally, the SIU-affiliated Paul Hall Center for Maritime Training and Education is utilizing a health questionnaire with all potentially incoming students in order to safeguard the wellbeing of everyone concerned. It's a one-page document that's being sent to students when they're scheduled for any class.

The SIU will continue to help publicize the latest U.S. Coast Guard Marine Safety Bulletins concerning coronavirus along with any other potentially useful alerts and tips. Meanwhile, members can find comprehensive information and updates on the following websites:

World Health Organization
<https://www.who.int/emergencies/diseases/novel-coronavirus-2019>

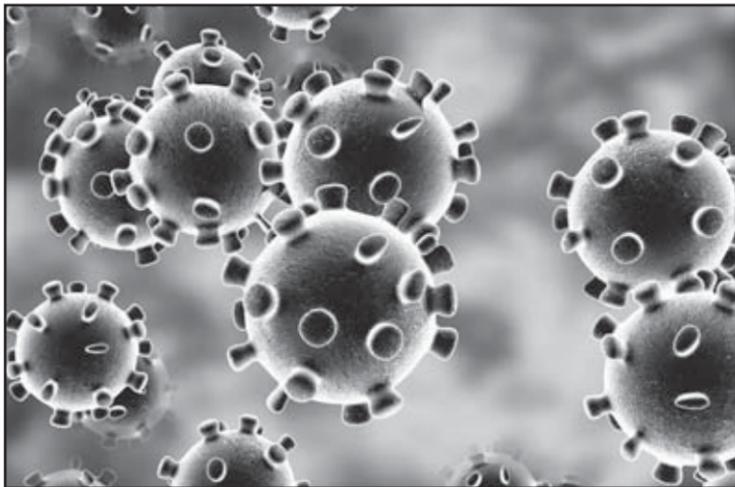
U.S. Centers for Disease Control
<https://www.cdc.gov/coronavirus/2019-ncov/index.html>

Again, the following procedures have been agreed to by the union, the AMA and its member companies, and they apply to vessels calling on ports in China.

- All procedures will be logged by the Master.
- Unlicensed crew members will be restricted to the ship and the Master will retain all passports.
- There shall be no routine crew changes.
- All exterior doors will be locked except for one inshore

door to allow access to the house.

- The gangway will be flown off the dock to prevent uncontrolled access of people to/from the vessel. The gangway watch will allow access to critical personnel only.
- The gangway watch will control access to the unlocked access door for the purpose of restricting access inside the house to ship's crew and critical shore staff only.
- No vendors or non-essential personnel will be granted access to the vessel.
- All visitors must wear gloves and a mask from the point of approaching the gangway.



■ All visitors will be limited to access to one interior room on the main deck.

■ The access room and any other contact points will be sanitized upon departure from the port.

■ All crew members are to wear their PPE (N95 masks, nitrile gloves, safety goggles) while in contact with people from shore.

■ Note the importance of eye protection as the virus can be contracted through the eyes.

■ All crew members that come in contact with port visitors are to sanitize their safety goggles and wash their clothes immediately after the visit.

■ All crew members are to frequently wash their hands and use hand sanitizers.

■ Ship's crew will remain in interior spaces of the vessel as much as possible.

■ Hand sanitizer stations will be set up on deck and at the entrance to the house and the interior access room.

■ If you think that you may have been exposed to the virus, contact the vessel's master immediately.

Notice/Reminder

SHBP Offers Tobacco Cessation Benefits

The advantages of quitting smoking are well known, but quitting is difficult. If you are thinking of quitting, the Seafarers Health and Benefits Plan (SHBP) has a benefit to help you. The Plan offers tobacco cessation benefits, in partnership with CIGNA, to assist you in your effort to stop smoking or using other tobacco products. This program is available to all eligible members, their spouses, and their children over age 18.

The program includes nicotine replacement, as well as coaching services, and other online tools and resources. Anyone who enrolls in the program will receive an eight-week supply of nicotine patches or 12 weeks of nicotine gum. To enroll, contact CIGNA/CareAllies at 1-866-417-7848.

Tobacco is the leading cause of preventable disease and death in the U.S. The benefits of quitting smoking include reduced risk of cancer, lung disease, stroke, heart disease, eye disease and osteoporosis.

Smoking not only harms the smoker, but exposure to secondhand smoke increases health risk to non-smokers as well. Each year, thousands of young children and babies become ill because they live in the home of a smoker. More information about the risks of tobacco and the benefits of quitting are available at www.smokefree.gov.

If you or a member of your family are trying to stop smoking or using tobacco, we encourage you to take advantage of this benefit, which was introduced in 2016. If you have any questions about this benefit, please contact the Plan at 1-800-252-4674.



Spotlight on Mariner Health

Whooping Cough Could Affect Individuals Across Age Spectrum

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

Whooping cough (pertussis) is highly contagious. It is a respiratory tract infection caused by bacteria called Bordetella Pertussis. When someone coughs or sneezes, tiny germ droplets are sprayed into the air and can be inhaled into the lungs of someone standing nearby.

It is usually marked by a severe hacking cough followed by a high-pitched intake of breath that some say sounds like "whoop."

Before the age of vaccine administrations, whooping cough was considered a childhood disease. In the United States, whooping cough primarily affects children too young to have completed their full series of vaccinations. This can also affect teenagers and adults that may not have completed the series of vaccines or whose immunity had failed.

Deaths due to pertussis are rare but most commonly involve infants. This is why it is so important for pregnant women and other people that are in close contact with an infant to be vaccinated against whooping cough.

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

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

Sometimes, however, people do not develop the characteristic cough. Infants may just appear to be struggling to breathe with no cough at all.

Remember that the whooping cough vaccine you received as a child eventually wears off. This may leave most teenagers and adults susceptible to the infection during an outbreak.

Infants who are younger than 12 months and who are unvaccinated or have not received the full series of shots, are at the highest risk for developing this disease.

The complications from developing pertussis are as follows for teenagers and adults: dehydration, bruised or cracked ribs, abdominal hernias, and broken blood vessels in the skin or the white of the eyes.

Infants may be stricken with pneumonia, slowed or stopped breathing, dehydration or weight loss, and possibly seizures.

To prevent this disease, get the pertussis vaccine. This can be given in combination with the tetanus and diphtheria shot s ordered by your doctor or health department.

Healthy Recipe

BBQ Chili-Glazed Salmon

Servings 25

Ingredients and Seasonings

- 8 pounds salmon filet, trimmed - fresh
- 1 tablespoon olive oil
- 1 ½ tablespoons Mrs. Dash
- 2 tablespoons sriracha sauce
- 2 cups barbecue sauce
- 3 tablespoons honey
- 1 teaspoon granulated garlic
- ¼ cup apple juice

Preparation

- Cut the salmon into 4 oz. filets, season with the Mrs. Dash evenly on both sides.
- Grill the seasoned salmon 2 minutes on each side just to brown them.
- Place in well-oiled 2" pans.
- Mix together the bbq sauce, honey, apple juice, sriracha, and granulated garlic in a container big enough to hold it.
- Glaze the salmon with the sauce evenly.
- Bake in a 325-degree F oven for 10-15 minutes until the inside is just slightly pink.
- Garnish with lemon and chopped



green onion or parsley.

Nutrition Information

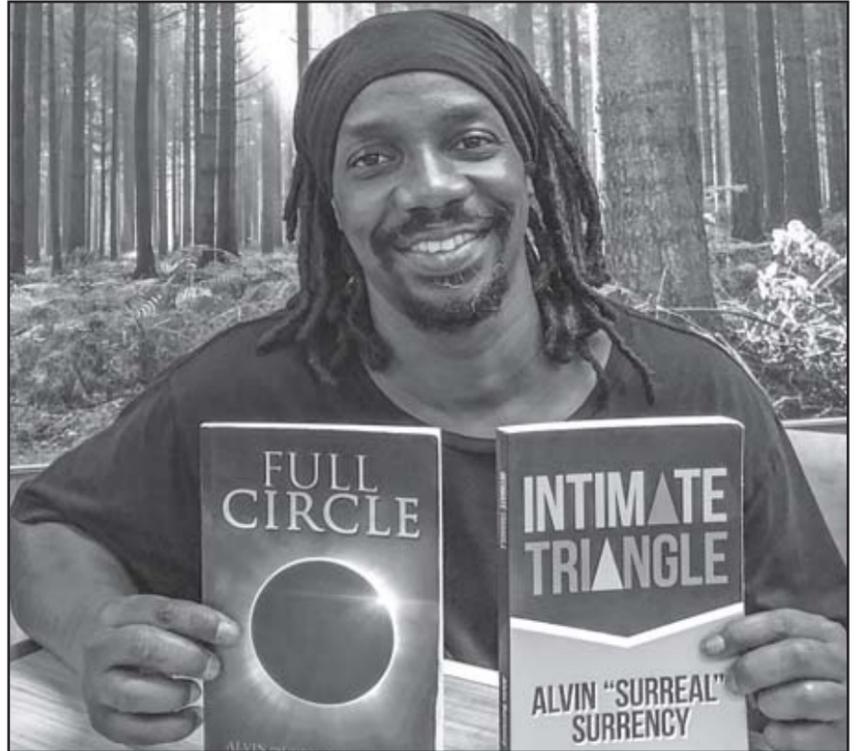
Per Serving (excluding unknown items): 198 calories; 6g fat (27.0% calories from fat); 29g protein; 5g carbohydrate; trace dietary fiber; 76mg cholesterol; 261 mg sodium. Exchanges: 0 grain (starch); 4 lean meat; 0 fruit; 0 fat; ½ other carbohydrates.

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

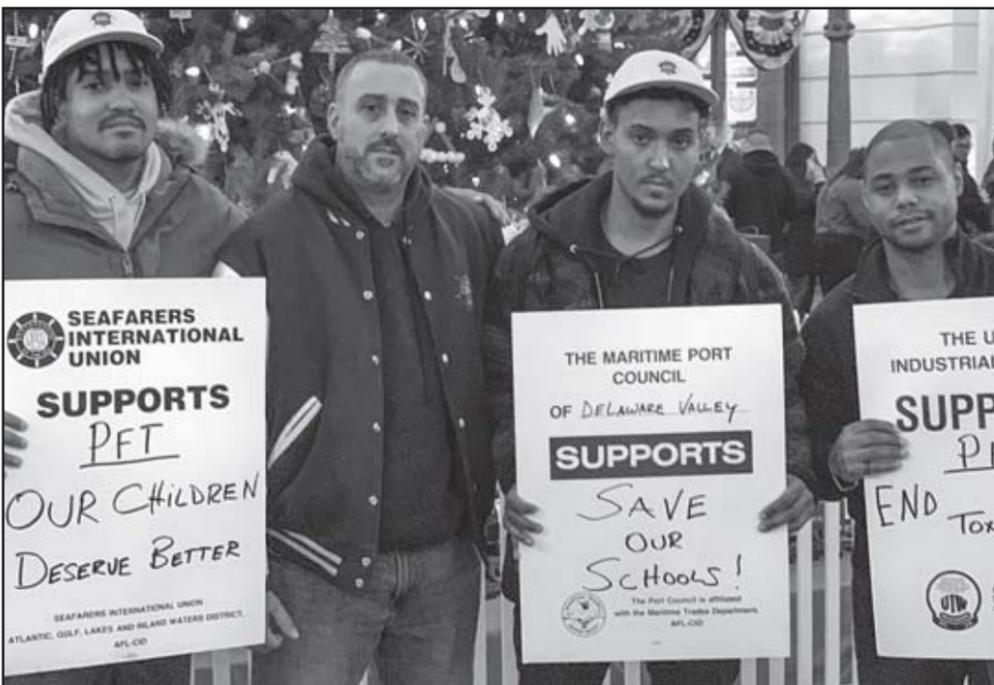
At Sea and Ashore with the SIU



HONORING WWII MARINER – SIU Asst. VP Nick Celona (right in photo above) presents a U.S. Congressional Commendation from Rep. John Garamendi (D-California) to The Hon. Judge Claude D. Perasso (Ret.) for his service as a mariner in World War II. The citation reads in part, "It's only through the honorable and heroic service of veterans like Claude Perasso that victory was possible."



SEAFARER PUBLISHES POETRY – QMED Alvin Surrency last year published two books featuring his poetry. "Poetry is awesome but it is nothing without someone to share it with," he noted. "People may see me on my phone and think I'm playing a game, but the majority of the time, I am writing." Both books ("Full Circle" and "Intimate Triangle") are available online. Surrency most recently sailed aboard the USNS Seay (U.S. Marine Management).



SOLIDARITY IN KEYSTONE STATE – Seafarers turned out for a sizeable rally late last year in Harrisburg, Pennsylvania, where demonstrators urged emergency funding to fix unsafe and unhealthy conditions in schools. They packed the state capitol rotunda as word arrived that a fourth school in the city had to temporarily close due to asbestos. Pictured from left in the group photo are AB Julian Beasley, SIU Philadelphia Port Agent Joe Baselice, AB Jeff Beasley and SIU Safety Director Andre MacCray. State Rep. Elizabeth Fiedler (D) is at the podium in the other photo.



ABOARD GRAND CANYON STATE – Seafarers recently completed a 102-day mission aboard the Pacific Gulf Marine vessel. They showed off from Alameda, California, and made stops in Korea, Diego Garcia, Kuwait and Dubai before returning to Alameda. Pictured from left are OS Qaid Alnaawi, QMED Jessie Ulibas, Chief Cook Brice Jackson, SA Nasser Alarqban, ABM Lawrence Tharp, ABM Saleem Mohamed, SA Marie Dailey, SIU Oakland Patrolman Adrian Fraccarolli, ABM Nasser Kassim, Wiper Ahmed Hussain, ABM Ali Nasser, GUDE Sari Alkarnoon, Oiler Anthony Henry, QMED Fernando Ortega, SA Yousef Alarqaban and ABM Arnel Resurreccion.



AT THE ALGONAC HALL – Seafarers (photo above) are pictured at the February membership meeting, undeterred by the snowstorm outside. At top right, SIU Port Agent Todd Brdak (holding paperwork) reads a report. The remaining photos show Seafarers receiving their respective books, each pictured with SIU Safety Director Gerret Jarman (right in each photo). AB Abdulaziz Alfakih (immediate right) receives his A-seniority book; GUDE Mossa Mohamed (center right) gets his B-book; GUDE Zaid Mesleh (far right) picks up his B-book.



At Sea and Ashore with the SIU



UNOFFICIAL CROWLEY REUNION – A number of retired members who sailed with Crowley Towing and Transportation turned out for the winter holiday gathering at the hiring hall in Jacksonville, Florida. Pictured from left with SIU Port Agent Ashley Nelson (center) are retirees Capt. Mike Davis, Capt. Richard Fuller, Capt. Bobby Stearns, Chief Engineer Dennis Compton, Capt. Mike Getchell and Capt. Jim Daley.



FULL BOOK IN OAKLAND – GUDE Emmanuel Nuez (right) picks up his full membership book at the hiring hall. He is pictured with Patrolman Adrian Fraccaroli.



SAFETY AWARD WINNERS – Congratulations to ABs Mariano Lino (left) and Rogelio Agustin for earning the monthly safety award aboard the *Maersk Chicago* in consecutive months (November and December). Recertified Bosun Karl Mayhew reports that his fellow Seafarers received their awards from vessel master Capt. Shawn Hughes.



WELCOME ASHORE IN NEW ORLEANS – Newly retired Seafarer Gary Spell (right, with SIU Port Agent Chris Westbrook) picks up his first pension check at the hiring hall. Spell sailed with the SIU beginning in 1971. He started in the deep-sea division and finished his career with Crescent Towing, where he most recently sailed as a licensed engineer.



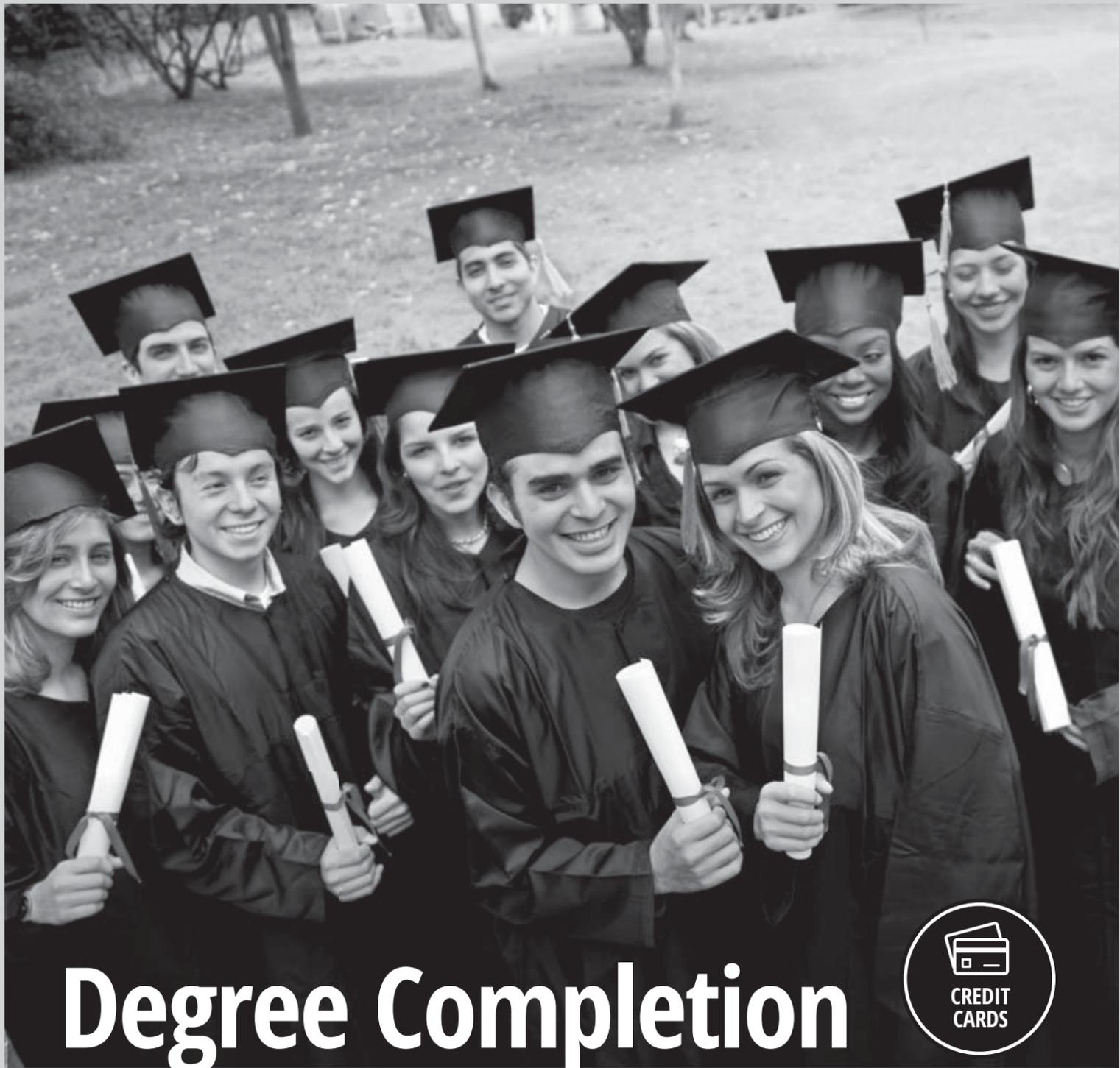
A-BOOK IN WILMINGTON – QEE Jared Cabasug (right) receives his A-seniority book at the hall in California. He's pictured with Patrolman Jesse Sunga.



WELCOME ASHORE IN MOBILE – Two longtime Seafarers recently picked up their first respective pension checks at the hiring hall. Michael Hurst (left in photo at left, with Port Agent Jimmy White) spent the past 30 years working with Crescent Towing, where he ended his tenure as a licensed engineer. AB Lavern McDowell (left in photo at right, with White) also spent decades sailing with the SIU, most recently aboard the *Delta Mariner*.



SAILING TO LONE STAR STATE – The SIU-crewed *ARC Independence* (operated by TOTE) is pictured in early February at Pier 10 in Galveston, Texas. The ship reflagged under the Stars and Stripes late last year and is part of the U.S. Maritime Security Program.



Degree Completion



The Union Plus Bachelor's Degree Completion Program

offers students from working families the opportunity to continue their education beyond an associate's degree. This complement to the Union Plus Free College Program allows union members and their eligible family members to complete a bachelor's degree at a highly discounted cost.

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



Learn more at unionplus.org



4/20

School Still Offers Culinary 2.0

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

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

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

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

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

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

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

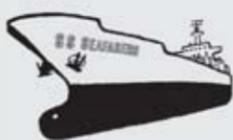
April & May Membership Meetings

Piney Point.....	Monday: April 6, May 4
Algonac.....	Friday: April 10, May 8
Baltimore.....	Thursday: April 9, May 7
Guam.....	Thursday: April 23, May 21
Honolulu.....	Friday: April 17, May 15
Houston.....	Monday: April 13, May 11
Jacksonville.....	Thursday: April 9, May 7
Joliet.....	Thursday: April 16, May 14
Mobile.....	Wednesday: April 15, May 13
New Orleans.....	Tuesday: April 14, May 12
Jersey City.....	Tuesday: April 7, May 5
Norfolk.....	Thursday: April 9, May 7
Oakland.....	Thursday: April 16, May 14
Philadelphia.....	Wednesday: April 8, May 6
Port Everglades.....	Thursday: April 16, May 14
San Juan.....	Thursday: April 9, May 7
St. Louis.....	Friday: April 17, May 15
Tacoma.....	Friday: April 24, May 22
Wilmington.....	Monday: April 20, May 18

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

ATTENTION SEAFARERS

Another
New
Ship



SPAD Works For You
Contribute To The
Seafarers Political Activities Donation

SPAD

Dispatchers' Report for Deep Sea

"Total Registered" and "Total Shipped" data is cumulative from Feb. 4-Mar. 3. "Registered on the Beach" data is as of March 4.

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	15	9	3	8	5	2	5	58	21	2
Anchorage	3	3	4	2	0	1	0	3	4	4
Baltimore	6	0	0	2	1	0	2	10	0	1
Fort Lauderdale	17	12	4	20	2	3	9	38	20	6
Guam	2	1	0	0	0	0	0	6	1	0
Harvey	14	4	2	10	5	2	7	19	7	3
Honolulu	7	4	0	7	2	0	2	16	3	0
Houston	41	17	5	44	16	2	16	77	29	8
Jacksonville	21	21	5	27	20	4	14	48	40	8
Jersey City	34	12	5	23	8	1	12	63	21	7
Joliet	4	3	0	0	1	0	0	8	7	0
Mobile	9	2	2	8	3	1	4	20	8	4
Norfolk	23	11	6	20	8	2	8	39	15	9
Oakland	9	7	1	11	3	0	2	29	12	3
Philadelphia	7	3	2	3	1	0	0	8	3	6
Piney Point	1	1	2	1	4	0	0	4	6	2
Puerto Rico	6	4	1	5	3	1	3	13	1	1
Tacoma	25	2	4	21	2	1	7	37	16	6
St. Louis	4	0	3	3	0	3	1	5	0	2
Wilmington	28	11	3	19	4	2	5	49	19	5
TOTALS	276	127	52	234	88	25	97	550	233	77
Engine Department										
Algonac	4	1	2	2	1	3	0	10	2	2
Anchorage	1	0	0	1	0	0	0	1	1	0
Baltimore	2	3	0	0	3	0	1	3	2	0
Fort Lauderdale	8	14	2	11	5	1	3	16	17	2
Guam	0	1	0	0	1	0	0	1	2	0
Harvey	5	2	0	4	1	0	1	6	5	0
Honolulu	4	3	0	5	5	1	5	10	2	1
Houston	13	17	0	8	5	1	4	24	19	3
Jacksonville	20	13	1	21	7	0	10	26	24	2
Jersey City	13	6	0	4	3	0	4	26	12	2
Joliet	2	0	0	1	0	0	0	5	2	1
Mobile	1	2	0	1	2	0	0	2	6	0
Norfolk	9	17	6	12	10	4	4	18	27	6
Oakland	6	6	2	5	2	1	1	16	8	4
Philadelphia	0	4	1	0	2	0	1	3	4	1
Piney Point	3	3	0	3	2	0	1	1	4	0
Puerto Rico	8	1	0	2	2	0	0	8	6	0
Tacoma	11	5	1	10	4	3	4	15	10	5
St. Louis	3	1	0	1	1	1	0	3	0	0
Wilmington	10	4	2	7	3	0	1	22	11	4
TOTALS	123	103	17	98	59	15	40	216	164	33
Steward Department										
Algonac	4	1	0	0	1	0	0	14	1	0
Anchorage	0	0	0	0	1	0	0	1	2	0
Baltimore	1	3	0	0	0	0	0	2	3	0
Fort Lauderdale	6	4	1	9	3	0	8	16	5	3
Guam	0	1	0	0	1	0	0	2	3	0
Harvey	3	0	0	4	0	0	2	6	1	0
Honolulu	9	0	0	5	1	0	1	16	3	1
Houston	23	3	0	19	5	0	5	33	9	2
Jacksonville	15	7	3	15	3	1	2	24	15	2
Jersey City	10	3	2	6	0	3	4	17	4	0
Joliet	1	0	0	0	1	0	0	2	0	1
Mobile	3	3	0	2	3	0	1	7	6	0
Norfolk	11	3	5	7	7	1	3	22	11	6
Oakland	10	4	0	4	3	0	2	28	6	0
Philadelphia	3	0	0	2	0	0	0	5	0	0
Piney Point	1	2	0	2	2	0	1	3	3	0
Puerto Rico	2	2	0	2	1	0	0	3	3	0
Tacoma	10	1	2	2	0	0	1	20	2	2
St. Louis	3	0	0	3	0	0	0	3	0	0
Wilmington	21	4	1	10	8	0	8	36	9	3
TOTALS	136	41	14	92	40	5	38	260	86	20
Entry Department										
Algonac	4	10	9	1	1	0	0	1	25	26
Anchorage	0	1	1	0	1	0	0	0	0	2
Baltimore	0	1	0	0	1	1	0	0	2	1
Fort Lauderdale	0	3	3	0	2	2	1	0	9	7
Guam	0	0	2	0	0	2	0	0	0	2
Harvey	1	4	2	0	3	1	1	2	1	3
Honolulu	0	2	4	1	1	2	0	1	7	5
Houston	2	12	6	5	12	3	0	2	23	12
Jacksonville	1	24	15	1	13	9	6	0	50	54
Jersey City	1	13	7	0	8	2	1	4	19	13
Joliet	0	0	0	0	0	0	0	0	1	3
Mobile	1	0	0	0	0	0	0	1	0	1
Norfolk	1	12	22	0	12	19	2	1	22	37
Oakland	2	10	7	1	6	3	1	3	29	11
Philadelphia	0	1	0	0	0	0	0	1	2	1
Piney Point	0	1	9	0	2	7	2	0	0	2
Puerto Rico	1	0	1	0	0	0	0	1	0	3
Tacoma	4	10	2	1	11	3	1	7	17	14
St. Louis	0	1	2	0	0	1	0	0	1	2
Wilmington	1	16	12	1	13	2	4	7	49	38
TOTALS	19	121	104	11	86	57	19	31	257	237
GRAND TOTAL:	554	392	187	435	273	102	194	1,057	740	367



The *Midnight Sun* docks in Tacoma, Washington.



The vessel is 840 feet long.



The new fueling station is part of the conversion project.

LNG Conversion Project Continues

SIU-Crewed *Midnight Sun* Completes First Shipyard Period

The Seafarers-crewed *Midnight Sun* is one step closer to running on liquefied natural gas (LNG).

The TOTE Maritime Alaska vessel earlier this year completed a shipyard period during which it was equipped with a new aft deck, two 1,100 cubic meter LNG tanks and supporting infrastructure.

Both of TOTE's Orca-class ships – the *Midnight Sun* and the *North Star* – are converting to LNG propulsion through a lengthy but carefully planned process aimed at keeping them sailing as often as possible. It's a four-year project, and a lot of the work is done while the vessels are in operation.

The *Midnight Sun* currently is powered by four diesel engines. It sails between Tacoma, Washington, and Anchorage, Alaska twice a week. The next phase of its conversion will involve mechanical changes on two engines while the ship is in service, followed by a second shipyard period when the remaining engines are switched. The changes are slated for completion in 2022.

According to Gianpaolo Benedetti, senior technical advisor for the seven-year-old Society for Gas as Marine Fuel, the size of the worldwide LNG-powered fleet is modest, but quickly growing. There are fewer than 200 deep-draft commercial vessels using LNG as a fuel, but more than 200 are on order, he said at a recent conference.

TOTE said the conversions of its Orca-class

ships "will drastically reduce air emissions ... virtually eliminating sulfur oxides and particulate matter while drastically reducing nitrogen oxides and carbon dioxide. Reduced emissions will result in a healthier environment for Tacoma, Puget Sound and Anchorage, the communities in which TOTE Maritime operates."

The *Midnight Sun's* first shipyard phase began in December. Work was performed at Seaspan Shipyards in Victoria, British Columbia. (The *North Star* completed its initial shipyard period in 2019 and should be fully converted in 2021.)

Lee Peterson, who oversees the conversion project for TOTE, recently stated, "There was a desire and a need to keep these ships in operation as much as possible while we are doing this." He said the vessels are "vital lifelines" to Alaska, and "that's the reason we are doing this over such a long period of time."

The Jones Act vessels transport a wide range of cargoes, including cars, groceries, military vehicles, consumer electronics and much more. They were built in 2003 at General Dynamics NASSCO in San Diego (a union yard).

SIU Tacoma Port Agent Warren Asp, who provided the photos accompanying this story, serviced the ship Feb. 14 as it reentered service.

"It was fun because we never get to see these ships empty like this, and they're typically not in port for any more than nine or 10 hours," he said.



Recertified Bosun Darryl Smith.



AB Bakr Elbana



The project includes a new aft deck, two 1,100 cubic meter LNG tanks and supporting infrastructure, as pictured above. The *Midnight Sun's* conversion (photo below) to LNG fuel is slated for completion in 2022.



GUDEs Walid Saleh and Adrees Ahmed



OMUs Sotero Berame and Rolando Bundang



Chief Cook Edwin Sebastian (left) helps make sure his shipmates are well-fed.

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 Auth Way, 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 answered by students in the certified chief cook class at the SIU-affiliated Paul Hall Center for Maritime Training and Education.

Question: What are some things you like about your job?



Nakeya White
Chief Cook

I enjoy the fast-paced environment, and I love to cook and travel the world. I also enjoy meeting and cooking for people from multiple cultures and in different environments. I enjoy that we make great money and you're able to widen your horizon on cooking and build your skill set.



Kristina Jones
Chief Cook

The number one thing I love is being able to travel. The job is very flexible – you're able to see the world and meet new people. I cook for my family, so I was able to apply basic cooking skills and maximize them in a professional way. There's a lot of room for growth in this industry and the people that you meet are wonderful, on the ships and in the ports.



Alex Emrick
Chief Cook

Just the camaraderie between fellow sailors. Positivity, learning experiences I go through on a day-to-day basis. Cooking on a ship is not an ordinary job.... The people that work in this industry, I'll never meet on land. They're characters. The money is good, too, and I love cooking, but the people are what keeps me coming back.



Howard Brooks
Chief Cook

What I love about my job is being able to travel, run the steward department, upgrade, make a whole lot of money and do in life what I choose to do when I want to do it. It's more than what I expected – I see parts of the world I'd never heard of and that people couldn't imagine. I've been able to take vacations in other countries I hadn't seen on a map. I love everything about it.



Carlos Colon De Jesus
Chief Cook

Travel, meeting new people and of course the money. That's why I'm here. And I love cooking. But the number one reason I stick with it is the money. I have a wife and a daughter who's 11 months old, and the money I earn at sea covers everything.



Seth Alonzo
Chief Cook

You're always learning, through new experiences and classes at the school. For me, it's all about getting out of your comfort zone and trying new things. I also really enjoy the social aspect, and the camaraderie of the kitchen. I had never worked on a ship before this job, so this is all new to me.

Pic From The Past



This snapshot from the LOG's archives was taken at the Maritime Trades Department winter meeting in 1985, in Florida. Pictured from left are OPEIU President John Kelly, SIU President Frank Drozak and MTD Executive Secretary-Treasurer Jean Ingrao.

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

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

NABASSINADEDOUAWONGOBOU

Brother Nabassin Adedouawongobou, 65, joined the Seafarers International Union in 1998, initially sailing on the *Global Mariner*. He was a deck department member and upgraded at the Paul Hall Center in 2010. Brother Adedouawongobou last sailed on the *Maersk Kentucky*. He lives in Bronx, New York.

TODD EASLEY

Brother Todd Easley, 65, began shipping with the union in 1999 when he sailed aboard the *USNS Kane*. He worked in the steward department and upgraded at the Piney Point school on multiple occasions. Brother Easley most recently sailed on the *William R. Button*. He resides in Loganville, Georgia.

JOSE GAMBOA

Brother Jose Gamboa, 67, signed on with the SIU in 1994, initially sailing aboard the *Independence*. He upgraded on multiple occasions at the Piney Point school and sailed in all three departments. Brother Gamboa's final vessel was the *Horizon Anchorage*. He makes his home in Lancaster, California.

RAYMOND GARCIA

Brother Raymond Garcia, 62, started his career with the Seafarers in 1982 when he shipped on the *Independence*. He was a steward department member and upgraded at the Paul Hall Center on several occasions. Brother Garcia most recently sailed aboard the *Horizon Enterprise*. He lives in Novato, California.



STEPHEN GRIER

Brother Stephen Grier, 65, joined the union in 1990, initially sailing aboard the *Overseas Boston*. He shipped in the deck department and concluded his career on the *Horizon Anchorage*. Brother Grier calls Everett, Washington, home.



RUPERT HENRY

Brother Rupert Henry, 65, signed on with the Seafarers in 2005 when he sailed on the *Pride of Aloha*. He upgraded at the Paul Hall Center on several occasions and sailed in both the deck and steward departments. Brother Henry most recently sailed aboard a Patriot ship. He lives in Tacoma, Washington.

BRIAN MCELENEY

Brother Brian McEleney, 61, embarked on his career with the Seafarers in 1981, initially sailing aboard the *Independence*. A steward department member, he upgraded at the Paul Hall Center on numerous occasions. Brother McEleney most

recently worked on the *Overseas Nikiski*. He settled in Reno, Nevada.

JOEL MILLER

Brother Joel Miller, 65, joined the SIU in 1973 when he sailed on the *Houston*. He upgraded often at the Piney Point school and primarily worked in the deck department. Brother Miller's last vessel was the *Lightning*. He lives in West Covina, California.



TEOFILO MOJARES

Brother Teofilo Mojares, 66, began shipping with the union in 2011, initially sailing on the *Keystone State*. Brother Mojares was a deck department member and most recently shipped aboard the *Pride of America*. He is a resident of Lakewood, Washington.



PHILEMON QUITORIANO

Brother Philemon Quitariano, 68, signed on with the SIU in 1992. He shipped in the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Quitariano's first vessel was the *Independence*; his last, the *Horizon Reliance*. He lives in Rancho Santa Margarita, California.

DANIEL SEAGLE

Brother Daniel Seagle, 60, donned the SIU colors in 1979, initially sailing aboard the *Oakland*. He was a deck department member and upgraded at the Piney Point school on multiple occasions. Brother Seagle most recently sailed on the *Horizon Anchorage*. He calls Lake Stevens, Washington, home.



RICHARD WILSON

Brother Richard Wilson, 67, began sailing with the SIU in 1989 when he shipped out aboard the *Frances Hammer*. He upgraded at the Piney Point school on several occasions and was a member of the deck department. Brother Wilson's final vessel was the *Sunshine State*. He lives in Mahaffey, Pennsylvania.

GREAT LAKES

MARTIN HOCHSTAFL

Brother Martin Hochstafel, 65, joined the union in 2000, when he shipped on the *John Boland*. The engine department member upgraded his skills at the Paul Hall Center in 2007. Brother Hochstafel concluded his career aboard the *Burns Harbor*. He resides in Ashland, Wisconsin.

MARK MACRURY

Brother Mark MacRury, 61, became a member of the SIU in 1978 when he worked for H&M Lake Transport. He sailed in all three departments and upgraded on multiple occasions at the Piney Point school. Brother MacRury last shipped on the *Burns Harbor*. He resides in Hale, Michigan.

JOEL MARKLE

Brother Joel Markle, 65, signed on with the union in 1980, initially sailing on the *Paul Thayer*. He was a steward department member and upgraded at the Piney Point school on several occasions. Brother Markle last sailed aboard the *USNS Curtiss*. He settled in Kinde, Michigan.



INLAND

RICHARD ALLEN

Brother Richard Allen, 63, embarked on his career with the SIU in 1993. He was first employed with HVIDE Marine and primarily sailed in the engine department. Brother Allen last worked for Seabulk Towing, aboard the *Samson*. He lives in Nederland, Texas.



JOSE ALVAREZ

Brother Jose Alvarez, 62, joined the Seafarers in 1978 when he sailed aboard the *Achilles*. He was a member of the deck department and upgraded at the Paul Hall Center in 1985. Brother Alvarez was last employed with Crowley Puerto Rico Services. He makes his home in Bayamon, Puerto Rico.



ADDISON BELL

Brother Addison Bell, 68, donned the SIU colors in 1989, initially working for Luedtke Engineering. He sailed in the deck department and concluded his career working for OLS Transport. Brother Bell resides in Hubbell, Michigan.



BERTRAND CAMUS

Brother Bertrand Camus, 67, joined the union in 1977. He worked for Crescent Towing and Salvage for the duration of his career. Brother Camus primarily sailed in the engine department, and upgraded at

the Piney Point school in 1969. He makes his home in Belle Chasse, Louisiana.

DONALD DOUGLAS

Brother Donald Douglas, 62, became a member of the SIU in 1979, initially working with Allied Transportation. The deck department member upgraded on multiple occasions at the Paul Hall Center. Brother Douglas was most recently employed by Penn Maritime. He resides in Charles City, Virginia.

MICHAEL HURST

Brother Michael Hurst, 64, signed on with the SIU in 1977 when he worked for Gulf Marine. He upgraded at the Piney Point school on several occasions. Brother Hurst sailed in both the deck and engine departments. He last worked for Crescent Towing and Salvage and lives in Irvington, Alabama.



WILLIAM MULHOLLAND

Brother William Mulholland, 55, started his career with the union in 1990 when he worked for American Overseas Marine. He was a deck department member and was most recently employed with Crowley. Brother Mulholland is a resident of Sewell, New Jersey.

JOHN NONDORF

Brother John Nondorf, 62, began his career with the Seafarers in 1977, initially working with National Marine Service. He sailed in the deck department and upgraded at the union-affiliated Paul Hall Center in 1983. Brother Nondorf last worked for Crowley Towing and Transportation. He makes his home in Jefferson City, Missouri.



DAVID PARADELAS

Brother David Paradelas, 65, signed on with the SIU in 1991, initially sailing board the *Sugar Island*. He was a deck department member and sailed with Great Lakes Dredge and Dock for the duration of his career. Brother Paradelas resides in Belleview, Florida.



MIGUEL RODRIGUEZ RAMOS

Brother Miguel Rodriguez Ramos, 62, embarked on his career with the Seafarers in 1977 when he sailed aboard the *Humacao*. He shipped in both the deck and engine departments. Brother Rodriguez Ramos worked for Crowley Puerto Rico Services for most of his career. He lives in San Juan, Puerto Rico.

KEITH RUBIO



Brother Keith Rubio, 62, joined the SIU in 1976. A deck department member, he sailed with Crescent Towing and Salvage for his entire career.

Brother Rubio makes his home in Bay St. Louis, Mississippi.

GARY SPELL

Brother Gary Spell, 65, started sailing with the union in 1971, initially working aboard the *La Salle*. He upgraded his skills at the Piney Point school within his first year. Brother Spell was an engine department member. He most recently worked for Crescent Towing and Salvage and resides in Perkinston, Mississippi.



CHARLES TAYLOR

Brother Charles Taylor, 62, became a member of the SIU in 1978 when he worked for HVIDE Marine. He was a deck department member and upgraded at the Paul Hall Center on multiple occasions. Brother Taylor most recently sailed aboard the *Samson*. He lives in Groves, Texas.



GARY WATERS

Brother Gary Waters, 65, began his career with the SIU in 1978. He first worked for IBC Company, and sailed in the deck department. Brother Waters was last employed by Interstate Oil. He lives in Cochransville, Pennsylvania.

CHARLES WISLER

Brother Charles Wisler, 62, signed on with the union in 2008 and upgraded at the Paul Hall Center within his first year. Brother Wisler was a deck department member and was employed by Crowley for his entire career. He is a resident of Philadelphia.



MARK WYN

Brother Mark Wyn, 65, joined the SIU in 2004, initially sailing aboard the *Coast Range*. He upgraded on multiple occasions at the Piney Point school and was a member of the deck department. Brother Wyn last sailed with G&H Towing. He calls Corpus Christi, Texas, home.



Final Departures



DEEP SEA

BERNARD BOLES

Pensioner Bernard Boles, 95, passed away January 18. He joined the SIU in 1943. An engine department member, Brother Boles first sailed aboard the *Devils Lake*. He last shipped on the *Del Viento* and went on pension in 1982. Brother Boles was a resident of Wheeling, West Virginia.



STEVEN DUDLEY

Pensioner Steven Dudley, 71, died January 21. He began his career with the SIU in 2001, initially sailing aboard the *John Paul Bobo*. Brother Dudley was a deck department member and last shipped on the *Horizon Kodiak*. He became a pensioner in 2019 and settled in Gig Harbor, Washington.

DUDLEY JAMES

Pensioner Dudley James, 70, passed away January 21. He signed on with the SIU in 1992 when he sailed on the *Independence*. Brother James worked in the deck department. He last sailed aboard the *Maersk Kentucky* and went on pension in 2015. He made his home in Guyana.

MARJORIE MACK

Pensioner Marjorie Mack, 74, died February 3. She began her career with the union in 1991, initially sailing aboard the *Sealift Arabian Sea*. Sister Mack shipped in the steward department. She last sailed on the *President Polk* before going on pension in 2010. Sister Mack called Norfolk, Virginia, home.

ROBERT MULL

Pensioner Robert Mull, 86, passed away February 3. He joined the SIU in 1960 when he sailed on the *Sentry*. Brother Mull was a deck department member and last worked for Crowley Towing and Transportation. He made his home in Newton, North Carolina.



RODOLFO ORLANDA

Pensioner Rodolfo Orlanda, 80, died January 24. He started sailing with the SIU in 1987, initially shipping on the *USNS Stahwart*. Brother Orlanda sailed in the deck department and concluded his career on the *Samuel L. Cobb*. He retired in 2005 and lived in the Philippines.

VINCENT SANCHEZ

Pensioner Vincent Sanchez, 84, died February 25. He signed on with the union in 1956, sailing first on the *Fairland*. Brother Sanchez was a member of the steward department and last shipped on the *Liberty Wave* in 1996. He went on pension the same year and called Slidell, Louisiana, home.

ROBERT STAFFORD

Brother Robert Stafford, 68, passed away January 2. He embarked on his career with the SIU in 2000 when he shipped aboard the *USNS Petersburg*. Brother Stafford sailed as an engine department member. He last shipped on the *Maersk Seletar*, and resided in the Philippines.

RAMLI SULAIMAN

Pensioner Ramli Sulaiman, 80, died January 25. He became a member of the SIU in 1991 when he shipped aboard the *Hawaii*. Brother Sulaiman primarily sailed in the engine department and last shipped on the *Alliance Norfolk*. He retired in 2009 and was a resident of New York.

GREAT LAKES

WILLIAM PADGETT

Pensioner William Padgett, 74, passed away February 15. He signed on with the Seafarers in 1976, initially sailing on the *Merle McCurdy*. Brother Padgett was a deck department member and concluded his career on the *Indiana Harbor*. He went on pension in 2012 and called Superior, Wisconsin, home.



PHILIP PIFER

Pensioner Philip Pifer, 67, passed away January 29. He joined the union in 1972 and first sailed aboard the *Columbia*. Brother Pifer worked in the deck department and last sailed on



the *Alpena*. He went on pension in 2009 and resided in St. Clair Shores, Michigan.

INLAND

WILLIAM AMAN

Pensioner William Aman, 67, died February 29. He donned the SIU colors in 1998 when he worked on the *Manhattan Island*. Brother Aman was a member of the engine department and most recently sailed on the *Sugar Island*. He started collecting his pension in 2014 and lived in La-Belle, Florida.

JOHN COOK

Brother John Cook, 59, passed away November 7. Born in Houston, he started sailing with the SIU in 2005. Brother Cook was a deck department member and worked for OSG Ship Management for the duration of his career. He resided in Ingle-side, Texas.

WILLIAM HYNSON

Pensioner William Hynson, 90, died February 5. Signing on with the SIU in 1967, he first worked for Berg Towing. Brother Hynson was a member of the deck department. He last shipped with Interstate Oil and became a pensioner in 1995. Brother Hynson lived in Rock Hall, Maryland.



LINLEY MCDONALD

Pensioner Linley McDonald, 78, passed away February 4. He joined the SIU in 1970 when he worked for National Marine Ser-

vice. Sailing in the deck department, Brother McDonald remained with the same company for his entire career. He began collecting his pension in 2006 and was a resident of Kenedy, Texas.



RICHARD NICHOLAS

Pensioner Richard Nicholas, 70, died January 3. He started shipping with the union in 1990 when he sailed aboard the *Frances Hammer*. Brother Nicholas was a deck department member. He last shipped on the *Dodge Island*, and became a pensioner in 2011. Brother Nicholas lived in Bay Minette, Alabama.

JAMES WALTON

Pensioner James Walton, 92, passed away March 1. Signing on with the SIU in 1951, he first sailed on the *Pan Atlantic*. Brother Walton shipped in the deck department and was last employed by McAllister Towing. He retired in 1989 and made his home in Philadelphia.

MICHAEL YARBROUGH

Pensioner Michael Yarbrough, 65, died December 20. He began sailing with the Seafarers in 1979, initially working for Dravo Basic Materials. A deck department member, Brother Yarbrough concluded his career working for Crescent Towing and Salvage. He retired in 2015 and made his home in Gulf Shores, Alabama.



NMU

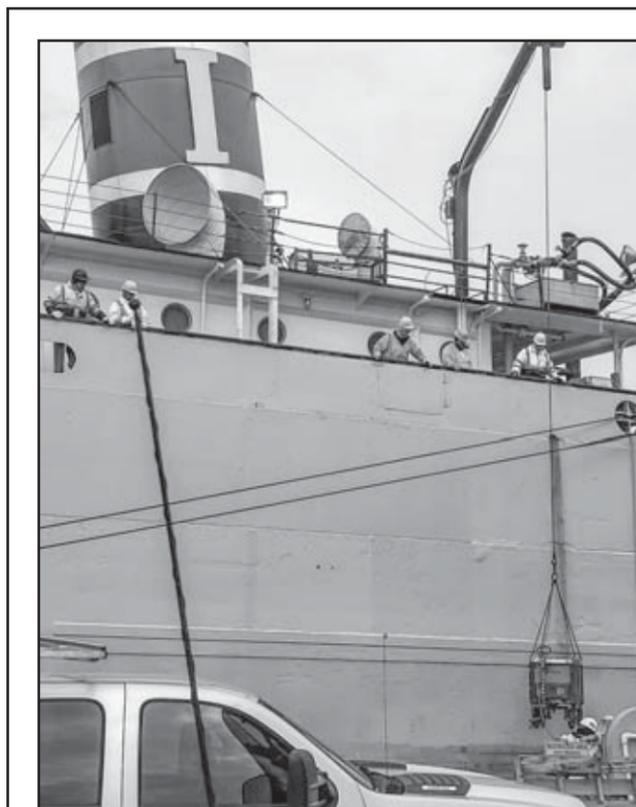
NATHANIEL BROWN

Pensioner Nathaniel Brown, 88, died January 18. He was an NMU member prior to the 2001 merger with the Seafarers International Union. Brother Brown became a pensioner in 1987 and resided in Norfolk, Virginia, his home state.



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
Brinkley, Calvin	78	02/01/2020
De Jesus, Jose	84	12/20/2019
Foster, David	87	02/17/2020
French, James	93	02/17/2020
Howard, Herbert	95	01/08/2020
Isenhour, Henry	92	01/14/2020
Velez, Rafael	81	02/21/2020



With Seafarers Aboard the Alpena



Pictured aboard the *Alpena* (Inland Lakes Management) are (group photo, from left) Second Mate Scott Murray, Conveyorman Josh Macnicol, SIU Safety Director Gerret Jarman and AB Thomas Martin III. Murray is receiving his probationary book, while Macnicol is receiving his A-book. Jarman noted that he and Macnicol are not related. Photos were taken last month in Cleveland.

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 KENSINGTON (Maersk Line, Limited), December 27 – Chairman **Basil D'Souza**, Secretary **Johnny Sawyer**, Educational Director **Ralph Garner**. Bagless vacuum cleaners needed aboard ship. Chairman thanked crew for staying safe and encouraged members to donate to SPAD (Seafarers Political Activity Donation, the union's voluntary political action fund). Members discussed pension and vacation benefits. A good trip was reported by secretary. More cereal and snacks needed for crew. Educational director reminded members to keep up with documents. No beefs or disputed OT reported. Members requested adjustments to pension and vacation pay/accrual. Crew discussed ways to word contract to avoid loopholes and make it easily understood. Members requested longer-lasting stores and discussed budget allowance. Vote of thanks given to steward department for good food. Next port: New York.

LIBERTY PEACE (North Star Shipping), December 29 – Chairman **George Perry**, Secretary **Michael Todman**, Engine Delegate **Luis Fernandez**, Steward Delegate **Beverly Williams**. Chairman announced payoff in Freeport, Texas. No beefs or disputed OT reported. Ship not receiving new DVDs or books. Bosun reviewed SHBP benefits. Members requested increases to benefits.

OVERSEAS NIKISKI (Overseas Ship Management), December 31 – Chairman **Charles**

Hill, Secretary **Richard Sanderson**, Educational Director **Kyle Miller**, Engine Delegate **Larry Rawlins**, Steward Delegate **Francisco Zuniga Arzu**. Crew still waiting for new mattresses. They discussed current restriction to ship and asked for assistance. Secretary suggested signing up for Seafarers 401(k) and went over improved dental benefits. Educational director urged members to upgrade at the Paul Hall Center. No beefs or disputed OT reported.

OCEAN GRAND (Crowley), January 5 – Chairman **Reny Arzu**, Secretary **Abel Reyna**, Educational Director **Devin Zug**, Engine Delegate **Dennis Blake**, Steward Delegate **Charles Mitchell**. Dayman requested by bosun. No beefs or disputed OT reported. Crew requested extra help in engine department. Members asked for better linen sheets, blankets, towels and pillows.

MAERSK KINLOSS (Maersk Line, Limited), January 5 – Chairman **Rufino Giray**, Secretary **Caezar Mercado**, Educational Director **Julian Avila**. Chairman thanked steward department for great food, particularly during the holidays. Secretary reminded other steward department members to take Culinary 2.0 class. Educational director encouraged members to upgrade at the Piney Point school. No beefs or disputed OT reported. Members requested more transformers for each room and noted slow Wi-Fi service. Two new refrigerators in galley.

GLOBAL SENTINEL (Sub-Com), January 9 – Chairman **Lee Hardman**, Secretary **Frances-Brian Bautista**, Educational Director **Aaron Ellis**. Crew discussed garbage separation. Chairman instructed crew to report issues as they arise and to clean up after themselves. Deck department working on stripping and waxing ship. Lounges are set up for Wi-Fi. Slop chest open when needed. Portland departure early February and Hawaii ETA first week of March. Secretary reminded members to place trash in garbage room and bag up dirty laundry upon departure. Educational director reported dead light in staterooms. He encouraged crew to upgrade whenever possible. No beefs or disputed OT reported. Members were reminded about keeping laundry room stocked.

PELICAN STATE (Intrepid Personnel and Provisioning), January 12 – Chairman **Sanjay Gupta**, Secretary **Gregory Lynch**, Educational Director **Christopher Kirchofer**, Deck Delegate **Ahmed Mohammed Ghaleb**, Engine Delegate **Jose Bonita**, Steward Delegate **Carlos Diaz**. Chairman talked about taking care of equipment. He discussed policies and procedures for handling garbage. Chairman informed members of available benefit plans pamphlets. Secretary went over new steward classes at Paul Hall Center. Educational director advised crew to be mindful of expiration dates and to renew any necessary documents. No

beefs or disputed OT reported. Crew asked for updated status of Wi-Fi. Bosun thanked steward department for good food. Members asked about lack of heat in staterooms.

MAERSK SELETAR (Maersk Line, Limited), January 13 – Chairman **Hanapiah Ismail**, Secretary **Steven Dickson**, Educational Director **Charles Packer**, Deck Delegate **Gary Mann**, Engine Delegate **Lawrence Brooks**, Steward Delegate **Danilo Florendo**. New gym equipment purchased. Chairman announced payoff at sea. He commended all members for a job well done and reminded them to leave clean rooms for oncoming crew. Secretary urged crew to update and renew documents well in advance. Educational director advised members to upgrade at the Paul Hall Center as often as possible to take advantage of advancement opportunities. He encouraged everyone to enroll in the Seafarers 401(k) plan and to donate to SPAD. No beefs or disputed OT reported. Crew read president's report from latest LOG and discussed progress made by SIU and the role that Piney Point plays in the maritime industry. Two refrigerators in crew quarters need replacement or repair. Vote of thanks given to deck department for keeping areas clean. Steward department thanked for a job well done. Members requested a streaming device for lounge. Crew asked about tour of duty completion bonus for reliefs that consecutively sail aboard Maersk ships.

Washing machine needs repair or replacement. Members request increase in pension and vacation pay. Next port: Newark, New Jersey.

CHEMICAL PIONEER (USS Transport), January 26 – Chairman **Gerald Alford**, Secretary **Leslie Davis**, Engine Delegate **Tad Van**. Chairman talked about SPAD, the union's voluntary political action fund, and union loyalty after reading president's report. Secretary reminded members to upgrade at the union-affiliated Paul Hall Center. Crew asked captain to be more attentive to arrival time of reliefs and would like copies of contract.

JEAN ANNE (Pasha), January 26 – Chairman **Noel Camacho**, Secretary **Ismael Garayua**, Educational Director **Stanley Golden**, Engine Delegate **Yahya Mohamed**, Steward Delegate **Abraham Elsayw**. Chairman reminded crew to keep STCW documents up to date and renew six months in advance. Patrolman came aboard to review shipyard information. Secretary urged crew to keep ship sanitation up to standards. Educational director advised members to obtain documents on time and upgrade at Piney Point school. No beefs or disputed OT reported. Crew discussed union scholarship applications that can be found online. Members read president's report and were shown how to find it online. Members asked for availability of cigarettes in slop chest. New computers to be installed.

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 Auth Way
Camp Springs, MD 20746

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

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

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

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

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

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

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

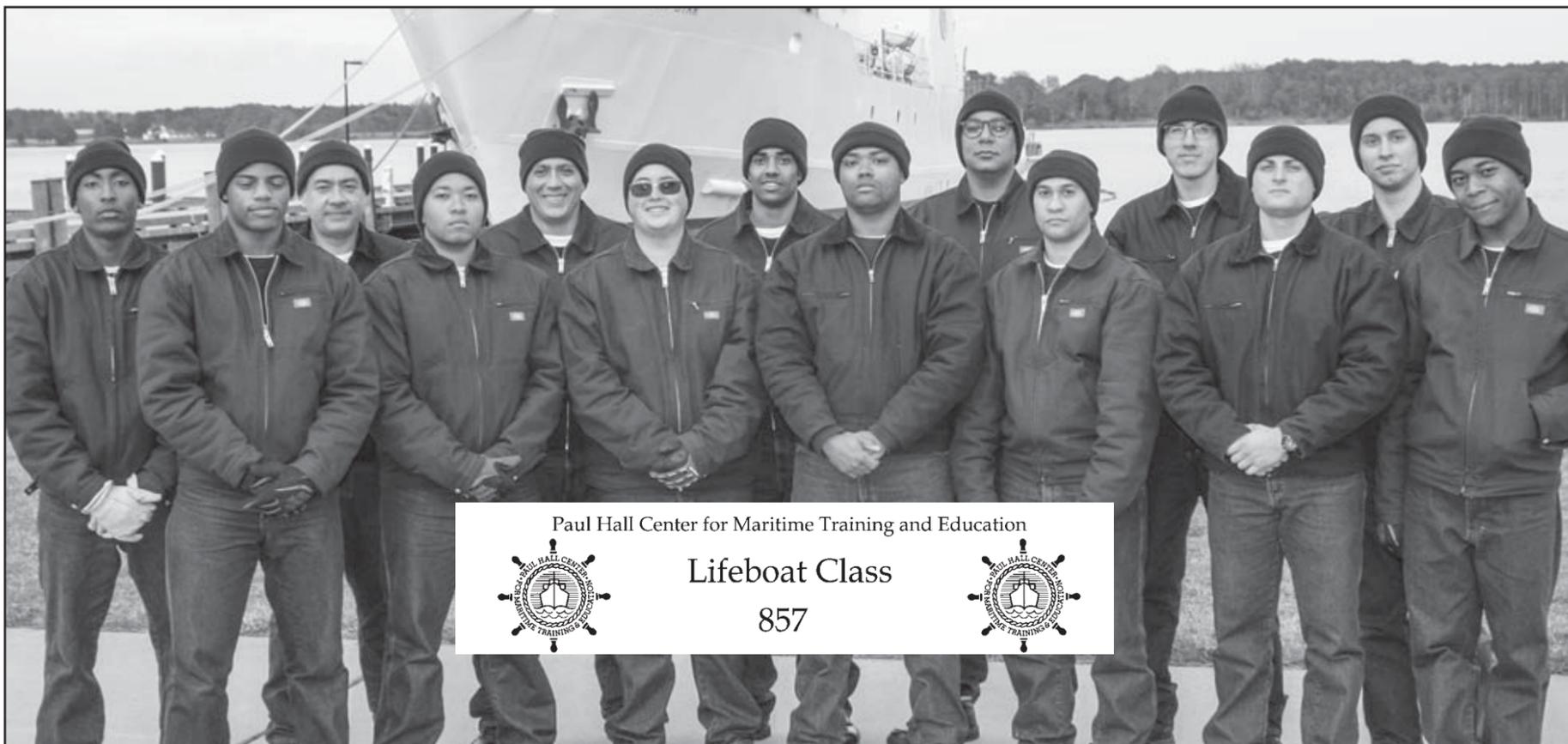
SEAFARERS POLITICAL ACTIVITY

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

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

Michael Sacco, President
Seafarers International Union
5201 Auth Way
Camp Springs, MD 20746

Paul Hall Center Classes



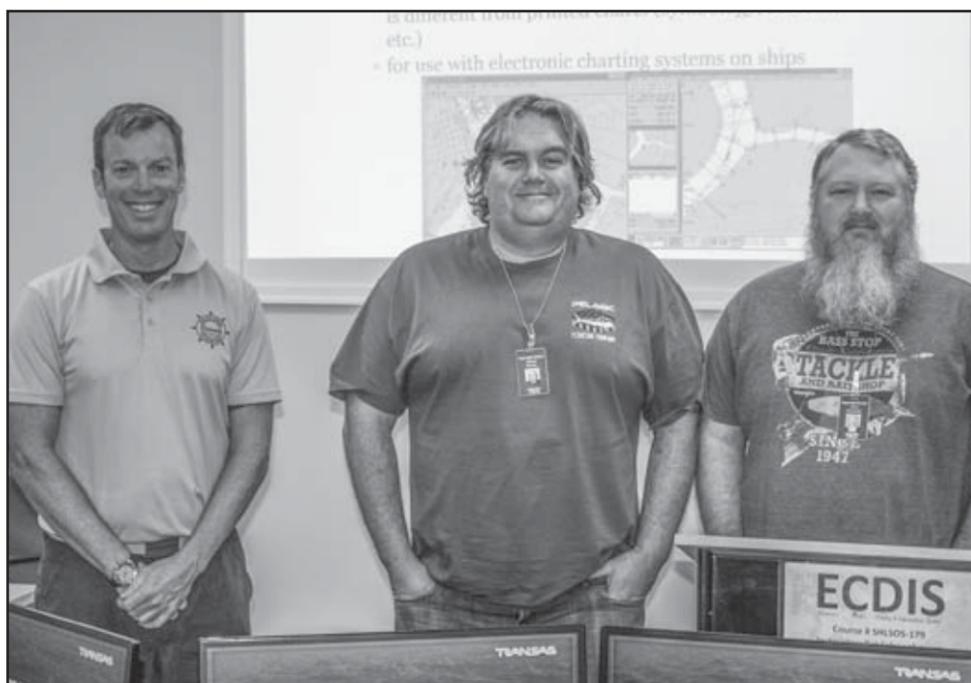
Paul Hall Center for Maritime Training and Education
Lifeboat Class
 857

Apprentice Water Survival Class #857 – Graduated November 29 (above, in alphabetical order): Charles Broadnax II, Jared Castriota, Kevin Cromer Jr., Cristian Curet-Lara, Edward Harnish, Kendall Harris, Oscar Krowicki, Robert Lange, Jamal Matthews, D’Aritis Mitchell, Aaron Moore Jr., Eric Amauris Rivas-Martinez, Juan Rafael Santiago-Robles and Micah Young.



Water Survival (Upgraders) – Graduated November 11: Lamar Doctor (above, left) and Edward Molesky Jr.

Government Vessels – Graduated November 22 (above, in alphabetical order): Briana Davis, Christopher Kluth, Dave Martin II, Yolanda Ortega-Velez and Emmanuel Outeiral.



Welding – Graduated November 8: Clinton Cephas (above, left) and Abel Vazquez Torres (center). Instructor Chris Raley is at the right.

ECDIS – Graduated November 22: Michael Norman (above, center) and Jamie Norsworthy (right). Patrick Schoenberger, their instructor, is at the left.

Paul Hall Center Classes

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



UA to AS-D – Graduated November 8 (photo at left, in alphabetical order): Bradley Bagwell, Steven Bryant, Steven Ellis Jr., Luis Felipe Flores Ramos, Joshua Gail, Jovanni Capistrano Gar-cenila, Christian Miguel Mercado Nunez, Mykel Pot-ter, Jamel Smith, Lucas Tideman and John Wattam. (Note: Not all are pictured.)

Junior Engineer (Basic Electricity) – Graduated November 22 (photo at right, in alphabetical order): Rahsaan Alexander, David Cornelius, Ra-phael Henson, Se-bastian Krowicki, Karl Morrow Jr., Raymond Manlangit Orosco, Matthew Palmer, Tyler Summersill, Bryan Velazquez, Derrick Walker II and Renita Walker. Class instructor Christopher Morgan is at the far right.



Machinist – Graduated November 8 (above, in alphabetical order): Michael Banks, Raibonne Charles, Bobby Conner II, Justin Dangelo, Christopher Edwards, Terren Fields, Reynaldo Bermudez Lacayo, Edward Molesky Jr., Robert Neff, Teresa Rowland, Edward Williams and Igor Vasylovych Yakunkov. Instructor Keith Adamson is at the far right.

Paul Hall Center Classes



Tank Ship Familiarization LG – Graduated November 15 (photo at left, in alphabetical order): Saleh Abubakar Ahmed, Hisham Almraisi, Stanley Bailey, Breon Boyd, Ernest Carlos, Melgar Dadvivas Daguio, Lamar Doctor, Brian Jackson, Kevin Johnson, Rasheed Lee, Marissa Gatbunton Lopez, Jerry Mirafflor Maya Jr., Primus Nkemnyi, Jose Rigoberto Norales, Andres Nunez-Rochez, John Rascon, Jonathan White and Saddam Mohamed Yahia. (Note: Not all are pictured.)

Government Vessels – Graduated November 22 (photo at right, in alphabetical order): Michael Banks, Edwin Bunda, Rolando Dayao Calimlim, Jose Felipe Clotter, Briana Davis, Christopher Edwards, Jose Guerrero, Robert Haggerty, Vicki Haggerty, Kyjon Jones, Christopher Kluth, William Lima, Reginald Macon, Dave Martin II, Jason Newsham, Yolanda Ortega-Velez, Emmanuel Outeiral, Eric Reich, Teresa Rowland, Armilton Sawali, James Sieger and Tyrell Nasheed Thabit. (Note: Not all are pictured.)



Pumpman – Graduated November 15 (photo at left, in alphabetical order): Michael Banks, Raibonne Charles, Bobby Conner II, Justin Dangelo, Christopher Edwards, Terren Fields, Reynaldo Lacayo-Bermudez, Edward Molesky Jr., Robert Neff, Teresa Rowland, Edward Williams and Igor Vasylovych Yakunkov.

Marine Electrician – Graduated November 15 (photo at right, in alphabetical order): Christian Bryant, Laura Hollar, Reginald Hunter, Gajatri Normatova and Martin O'Brien. Sterling Cox, their instructor, is at the far left.



Paul Hall Center Classes

RFPNW (Phase III) – Graduated December 6 (photo at right, in alphabetical order): Dominick Bach, Keegan Brown, Campbell Busbey, Juan Carlos Chevalier, Leonard DeLeon, Evan Dize, Susha Dore, Dakota Guthrie, Mark McCarthy, Steven McKelvey, Lydia Robinson, Joseph Stiklickas, Trevion Williams and Daniel Wood. Upon the completion of their training, each plans to work in the deck departments of SIU-contracted vessels.



BAPO (Phase III) – Graduated December 6 (photo at left, in alphabetical order): Freeman Adamson, Caleb Andresen, Oswaldo Jose Barrera, Thomas Bateman, Erl Jan Encina, Liam Flanagan, Frankinns Joseph, Thomas Koncul, Cristian Efrain Lalin, Tyler Maddox, Timothy McDonald, Shawn McDowell, David Palumbo, Corey Reseburg, Benjamin Scott, Randy Jahid Slue, Calvetta Taylor, Tara Trillo, Joseph Vaccarino, Kamaul Wells and Joel Williams. Class instructor John Wiegman III is third from left in the front row. Each plans to work in the engine department of union-contracted vessels upon the completion of their training.

Galley Ops (Phase III) – Graduated December 6 (photo at right, in alphabetical order): Arielle Collier, Quandell Freeman, Kevin Johnson Jr., Paul Pedro Mena, Samuel Ortiz Reyes, Emir Omar Quinones Torres, Jarek Stephan Ramos Santos, Cody Rawlings and Anthony Simpkins. Once their training is completed, each plans to work in the steward department of SIU-crewed vessels.



Paul Hall Center Classes



Chief Cook 2.0 – Graduated November 8 (above, in alphabetical order): Saleh Abubakar Ahmed, Christopher Coston, Theophil Igielski and Helida Sambula Lorenzo.

Chief Steward 2.0 – Graduated November 22 (above, in alphabetical order): Mohammad Badawy Abou Abdou, Samuel Harris, Joel Aliaga Molinos, George Monsour and Donald Williams.



Chief Cook 2.0 – Graduated December 13 (above, in alphabetical order): Freddie Costales Castro, Arnell George, Yolanda Martinez, Lissette Ramirez and Richard Salazar Torres.

Chief Steward – Graduated December 6 (above, from left): Matthew Conyac, Robeson Carrier and Quentin Hood.



Certified Chief Cook (Module 2) – Graduated November 15 (above, from left): Kyjon Jones and Craig Sorrell.

Galley Operations – Graduated December 6 (above, in alphabetical order): Salehi Saleh Abdullah Al Salehi, Crystal Cobbs, Ali Nagi Mohamed and James St. Amand.



Certified Chief Cook (Module 5) – Graduated December 27 (above, in alphabetical order): Kent Arroyo, Brian Kluth Jr., Edward Lamb Jr., and Eugene Williams Jr.

Chief Steward 2.0 - Graduated December 6 (above, in alphabetical order): Anthony Jacobson, Lorraine Keelen, Philip Paquette, Mohamed Musa Shibly and Thessolonian Smith.

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**



The crew of the tanker *Maersk Peary* mark their arrival at McMurdo Station, Antarctica. (All photos on this page by Sarah Burford)

Seafarers Deliver In 'Deep Freeze'

Seafarers continue to answer the call from McMurdo Station in Antarctica every year, and Operation Deep Freeze 2020 proved to be no exception.

Three SIU-crewed ships made the annual journey, aided by the U.S. Coast Guard ice-breaker *Polar Star*. The first vessel to arrive was the containership *MV Ocean Giant*, operated by Waterman Steamship, carrying more than 6,000 tons of supplies such as frozen and

dry food stores, building materials, vehicles, electronic equipment and parts. These supplies account for nearly 80 percent of the items needed for the continued year-round manning of the scientific research station.

The *Ocean Giant* also delivered a Marine Causeway System, a 65-ton pier that was assembled and installed to be used this year instead of the longstanding ice pier at McMurdo Station, which sustained damage over the

previous year and was unusable for offload. Once the supplies were delivered, the vessel was loaded with containers of backload, as well as ice-core samples for scientific study and returned to Port Hueneme, California.

The *MT Maersk Peary*, operated by Maersk Line, Limited, arrived second. Once there, the 590-foot tanker offloaded nearly eight million gallons of diesel and jet fuel, which will supply the station for a full year.

After the *Peary* began the return voyage, the *SLNC Magothy*, operated by Argent Marine, arrived, carrying 5,000 metric tons of construction materials and equipment to be used in an expansion project at McMurdo Station. The *Magothy* then backloaded the temporary pier and returned to the U.S.

SIU members sailing aboard the *Ocean Giant* included Bosun **James Minckler**, ABs **Jamila King**, **William Kovacs** and **Somitya Rana**, QE4s **Rahsaan Alexander**, **Jared Latta** and **Sebastian Krowicki**, Electrician **Vladimir Loutaev**, GUDE **Brianna Ashley**, Steward/Baker **Joshua Bingham**, ACU **Tuliga Fuega** and Apprentice **Charles Fischer Jr.**

The SIU crew of the *Maersk Peary* included Recertified Bosun **Ronald Paradise**, ABs **Lloyd La Beach**, **Travis Golightly**, **Nicholas Hoffman**, **David Kennedy** and **June Kirk Margaja**, QE4 **Rene Hallasgo**,

Pumpman **Rickey Yancey**, Wiper **Johnny Matthews**, Recertified Steward **Tony Spain**, Chief Cook **John Chaney** and Steward Assistant **Dave Martin**.

The Seafarers aboard the *SLNC Magothy* included Recertified Bosun **Abdul Hassan**, ABs **Jerry Gemeniano** and **Ronald Wikstrom**, Oilers **Keith Carswell** and **Jarvis Carter**, Steward Baker **Tamara Houston** and ACU **Abdulla Quraish**.

All three vessels were chartered by the U.S. Military Sealift Command.

This season, delays in schedules gave the *Peary* the chance to do an at-sea fuel transfer with the *Polar Star* on the way to Antarctica.

"The slow trudging, wedged together in the ice with *Polar Star* provided an opportunity to perform a lightering operation," said the *Peary's* Capt. E.M. Hatton. "With only one pump running, we discharged 534,000 gallons of fuel over two days. The operation provided a dress rehearsal for the larger discharge to follow."

Operation Deep Freeze is a joint service, ongoing Defense Support to Civilian Authorities activity in support of the National Science Foundation (NSF), lead agency for the United States Antarctic Program. SIU members have participated in the annual mobilization for decades.



The *SLNC Magothy* is one of three Seafarers-crewed vessels that participated in this year's Operation Deep Freeze.



The SIU-crewed *Maersk Peary* (right) conducts an at-sea fuel transfer with the U.S. Coast Guard ice-breaker *Polar Star* en route to McMurdo Station, Antarctica.



The Seafarers-crewed *Ocean Giant* conducts cargo offloads at McMurdo Station, Antarctica in mid-January.