

# SEAFARERS LOG

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

## Golden State Rescues 2 Boaters

SIU members and AMO officers aboard the tanker *Golden State* (Intrepid Personnel and Provisioning) executed a timely rescue of two boaters who had drifted for days and were almost out of food and water – with a tropical storm imminent. The mid-August operation happened off the Florida coast. The two rescued men are in the middle row of the photo below, far left and second from left, with *Golden State* mariners. In photo at right, a U.S. Coast Guard vessel picks them up later that night. *Page 4.*



## MTD Turns 75

The Maritime Trades Department, AFL-CIO, hit a major milestone last month, as reflected by this anniversary logo. *Pages 10-11.*



Newly elected AFL-CIO President Liz Shuler

## Shuler Takes Helm at AFL-CIO

With SIU President Michael Sacco chairing the proceedings, the AFL-CIO Executive Council on Aug. 20 elected Liz Shuler (above) as president of the federation. She succeeds the late Richard Trumka, who unexpectedly passed away Aug. 5. The council also elected Fred Redmond as secretary-treasurer. *Page 5*

**SIU Steps Up for Activations**  
Page 2

**Pandemic Updates**  
Page 3

## President's Report

### Confidence in President Shuler

In late August, I had the bittersweet duty of presiding over the elections of Liz Shuler as the new president of the AFL-CIO, and Fred Redmond as the new secretary-treasurer. As you undoubtedly know, the proceedings were necessary because of the unexpected passing of my longtime friend AFL-CIO President Richard Trumka earlier that month.



Michael Sacco

If you missed the last issue of the *LOG*, I encourage you to pick it up or view it online. Our tributes to Rich are worth your time. He was a true friend of our union, a dedicated leader, and someone I'm grateful to have known.

Liz has giant shoes to fill but is up to the task. She's a lifelong trade unionist and a longtime labor leader, and while her style is different than Rich's, she is no less effective and every bit as committed. The SIU has worked with her for many years; I couldn't

be more confident in her.

Likewise, while I haven't worked as closely with Fred, everything I know about him is positive and encouraging. His acceptance speech in particular was powerfully inspirational, and clearly reflects his passion for the job.

Both Liz and Fred have hit the ground running, in particular with their efforts to promote the PRO Act (which Congress may rename in Rich Trumka's memory) and separate legislation aimed at protecting voting rights. They have the SIU's full support, and I look forward to continuing our work together.

### Vaccine Mandates

As of this writing around Labor Day, more and more businesses – along with the Defense Department – are requiring COVID-19 vaccines for their employees. I think this was inevitable, and it bodes well for our country.

Our deep-sea mariners are required to be vaccinated as of October 1, and we have implemented the same rules for the employees at the hiring halls, at union headquarters and at our affiliated school in Piney Point, Maryland. It's time.

Many of the discussions between people who favor vaccines and those who oppose them can be frustrating. For the most part, that's because those same individuals aren't getting their news from the same sources.

To those who remain hesitant, I understand concerns about longer-term side effects and whether or not the vaccines were "rushed." But it's important to remember that scientists have worked on coronavirus vaccines for decades. Think of it this way: If a brand-new make and model of automobile rolled off the line in 2022, no mechanic ever would have previously worked on that specific make and model. But mechanics have worked on cars for a century.

Remember also that millions of people have received COVID-19 vaccines, and no long-term side effects have been detected (the vaccine trials started more than a year ago). No "non-live" vaccine has ever been shown to cause side effects years later. The COVID-19 vaccine is non-live.

The mandates signify another big step toward finally putting this pandemic behind us. If you're not precluded from taking the shot for medical or religious reasons, please get it done. Your families and your shipmates will appreciate it, and it'll give you peace of mind along with tangible, proven protection from COVID-19.

# SIU Jobs Secure as SEACOR Acquires U.S. Shipping Corp.

All SIU jobs and the union contract remain in place following the recent acquisition of Jones Act carrier U.S. Shipping Corp. (USSC) by SEACOR Holdings.

SEACOR announced the transaction's completion Aug. 13.

"Nothing changes as far as we're concerned," said SIU Vice President Contracts George Tricker. "It's business as usual, with all SIU jobs maintained and our collective bargaining agreement intact."

The acquisition includes the SIU-crewed tankers *Chemical Pioneer* and *Houston*, and the SIU-crewed articulated tug-barge units *Corpus Christi/Petrochem Supplier*, *Brownsville/Petrochem Trader*, *Freeport/Chemical Transporter*, and *Galveston/Petrochem Producer*.

"We welcome the USSC team into the growing

SEACOR family and look forward to their continued success," said Eric Fabrikant, chief executive officer of SEACOR.

"Combining these two fleets and operating teams will provide our respective customers with enhanced flexibility, best-in-class equipment, and excellent service well into the future," said Dan Thorogood, chief executive officer of SIU-contracted Seabulk, which is a SEACOR subsidiary.

Albert Bergeron, former chief executive officer of USSC, stated, "We believe that this transaction will provide our existing customers, in particular those moving chemical parcels, with access to an expanded, modern, and highly capable fleet of vessels and an operations team with a proven dedication to safety and customer service."

## Seafarers Answer Call for Activations

Once again, Seafarers have met the sudden demands of the United States Transportation Command, in conjunction with the Military Sealift Command (MSC) and the Maritime Administration (MARAD), by successfully completing Turbo Activation 21-1.

The recent exercise involved crewing 18 vessels: 17 MARAD Ready Reserve Force (RRF) ships and one MSC roll-on/roll-off carrier. SIU members stepped up and filled those 225 jobs within the prescribed time constraint.

"Thanks to our personnel in the hiring halls and our members, we were able to crew all 18 ships," said SIU Manpower Director Mark von Siegel. "Despite the challenges presented by Hurricane Ida, everybody really stepped up and made sure we met the challenge."

The 18 vessels included the MSC RO/RO *USNS Gordon* (operated by Ocean Shipholdings), the Fast Sealift Ships *Antares* (TOTE), *SS Bellatrix* (TOTE), *SS Capella* (Ocean Duchess), *SS Pollux* (TOTE) and *SS Regulus* (TOTE), the crane ship *SS Cornhusker State* (Pacific Gulf Marine), and 11 RRF RO/ROs: *GTS Adm Wm M Callaghan* (Patriot), *SS Cape Island* (Ocean Duchess), *MV Cape Douglas* (Keystone), *Cape Domingo* (Keystone), *Cape Kennedy* (Keystone), *Cape Race* (Keystone), *Cape Rise* (Keystone), *Cape Taylor* (Patriot), *Cape Trinity* (Patriot), *Cape Vincent* (Patriot) and *Cape Washington* (Crowley).

Acting Executive Director of MARAD Kevin Tokarski praised the efforts of the Seafarers in a letter, saying in part, "On behalf of the Acting Maritime Administrator, Lucinda Lessley, I would like to express our Agency's thanks for the successful wrap-up of the recent Ready Reserve Force Turbo Activation 21-1. The success of this is due to the contribution of our Ship Managers and all of the mariners needed to make activating these 'old workhorses' even possible. MARAD is now in the 75th year of maintaining the Nation's reserve of sealift ships and the median age of these vessels is 46-years old. Indeed, the age of the vessels today is older than when the Ready Reserve



Pictured aboard the *Cape Rise* (Keystone) in Norfolk, Virginia, during the activation are (front, from left) Second Mate Alyssa Billi, SA Marie Anthony, Engine Cadet Charlotte Brockman, (back row) SA Quinsha Davis, Third Assistant Engineer Angie Strandfeldt and Chief Cook Michele Woodley.

Force fleet was developed in 1976 with the first ships from WWII. The challenges of activating and operating these vessels is more difficult each year and we do not take for granted the significant efforts your personnel muster to get this done."

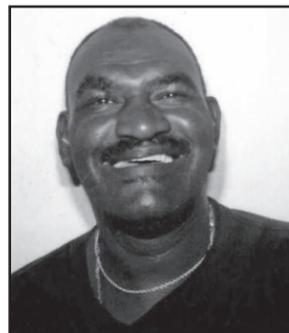
## News Bulletins

This edition of the *LOG* went to press earlier than usual. Following are two news items that were developing on deadline. Please visit the SIU website for updates; we'll also have additional coverage in the next issue.

### Member Perishes from COVID

OMU Davon McMillan passed away Sept. 5 in an overseas hospital after contracting COVID-19. He was 65 and reportedly was not vaccinated against the coronavirus.

McMillan joined the union in 1978. He most recently sailed aboard the *Resolve* (TOTE) before being taken off the vessel and transported to Brazil after he became ill.



OMU Davon McMillan

Another mariner from that same vessel also reportedly caught COVID-19 and was flown by helicopter to a hospital in San Antonio.

SIU New Orleans

Port Agent Chris Westbrook knew McMillan well.

"This is really a loss. He was a stand-up union member, that's for sure," Westbrook said. "Any time you called on him – and I don't care what it was about – if you needed him, he stepped up to the plate every single time. He was one of those old-school guys who made the union what it is today."

Westbrook added, "I've heard people ask whether others actually know anyone who'd died from COVID. Davon is somebody I've known for 25 years. He suffered in a hospital for weeks and died from COVID. So, there's your answer."

In a separate incident, a COVID-19 outbreak led to the cancellation of an activation (*USNS Bellatrix*).

### New Orleans Hall Reopens

The hiring hall in the New Orleans suburb of Harvey closed for about a week after Hurricane Ida devastated parts of the Gulf and East coasts. The hall only sustained minor damage but was without power **VERIFY AND ADD DETAILS HERE INCLUDING DATE OF REOPENING**

Westbrook said numerous Seafarers who live in the area suffered massive damage to their respective homes. With power outages lingering and mandatory evacuation orders only recently lifted, the coordination of relief efforts may take some time.

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

# Deep-Sea Vaccine Mandate Effective Oct. 1

## DOD, State Gov'ts, Many Businesses Require Vaccination

As of Labor Day weekend, it appeared the oft-discussed “new normal” in the United States includes COVID-19 vaccine mandates in many components of federal and state governments as well as private business.

Though far from universal, the requirements became more prevalent after the U.S. Food and Drug Administration (FDA) on Aug. 23 approved the Pfizer-BioNTech vaccine. FDA approval of the Moderna and Johnson & Johnson vaccines, respectively, is expected in the very near future.

Two days after the Pfizer approval, Secretary of Defense Lloyd J. Austin III issued a memorandum for “Mandatory Coronavirus Disease 2019 Vaccination of Department of Defense Service Members.” The memo directs the secretaries of the military departments to immediately begin full vaccination of all members of the armed forces under DOD authority on active duty or in the reserve, including the National Guard, who are not fully vaccinated against COVID-19.

Many high-profile businesses also are requiring vaccines, as are some sports and concert venues.

As previously reported, the SIU and the American Maritime Association, in accordance with a recently announced arbitration decision, signed a memorandum of understanding (MOU) for implementing a COVID-19 vaccine mandate, effective Oct. 1, 2021. Based on the arbitration results, the union subsequently agreed to the same requirements with its non-AMA companies in the deep-sea sector.

The MOU spells out the following for vessels covered under the SIU standard freightship and tanker agreements. (Again, the same rules apply to mariners sailing on other deep-sea vessels as well.)

- All crew joining a vessel, regardless of job status, (permanent, trip tour, rotary, or trip relief), on and after Oct. 1, 2021 must provide proof of a COVID-19 vaccine.

- The following vaccines are acceptable: Pfizer - both shots - second shot prior to joining; Moderna - both shots - second shot prior to joining; Johnson & Johnson - 1 shot - 2 weeks prior to joining.

- Non-vaccinated crew on vessels, as of Oct. 1, 2021, will be allowed to finish their current tours. However, should the Company make arrangements for them to be vaccinated in a U.S. port after Oct. 1, 2021 and they refuse, the Company will call for their relief and when their replacement reports aboard, their employment will end.

- In the event of an emergency situation the Company and Union may agree to allow unvaccinated mariners to join a vessel, however all reasonable efforts will then be made to secure a vaccine for such mariners as soon as possible. Any such mariners will need to observe all of the COVID-19 safety protocols that have been in place during this pandemic, to include but not be limited to, testing, social distancing, restriction of movement on the vessel, restriction to ship in port without payment of penalties, etc.

- Union representatives will try to assist crew members in locating vaccine sites and scheduling appointments if requested.

- The requirements set forth above for new crew joining a vessel on or after Oct. 1, 2021 apply as well to permanent crew re-

turning to vessels.

- Medical Exemptions: The Medical Director of the Seafarers Health and Benefits Plan will work with the parties to develop medical exemption protocols.

- Religious Exemptions: Religious exemption requests will be determined on a case-by-case basis. Factors to be considered include prior religious objection to receiving other required vaccines.

- If any individual Association Company bargains with any other shipboard union and should agree to less stringent protocols and/or requirements or the payment of any compensation or bonus for agreeing to and subjecting oneself to a COVID-19 vaccine, the same shall be offered to crewmembers represented by the SIU on its ships. Any such agreement shall not be applicable to other Association companies.

- To assist in the implementation of these conditions, fully vaccinated Union representatives will be allowed to board vessels to have discussions with the vessels' crews. Any such Union representatives will abide by all COVID-19 protocols.

- All Association Companies will make reasonable efforts to try to have any vendors or other individuals who board any covered vessel fully vaccinated before boarding any such vessel. Both parties acknowledge that the Association's companies do not control vendors or their employees.

Also as of Oct. 1, anyone entering a Seafarers hiring hall must provide either proof of being fully vaccinated against COVID-19; or a completed, signed exemption form along with a negative test result from within the last 48 hours. This policy was adopted by the trustees of the Seafarers Joint Employment Fund (hiring halls).

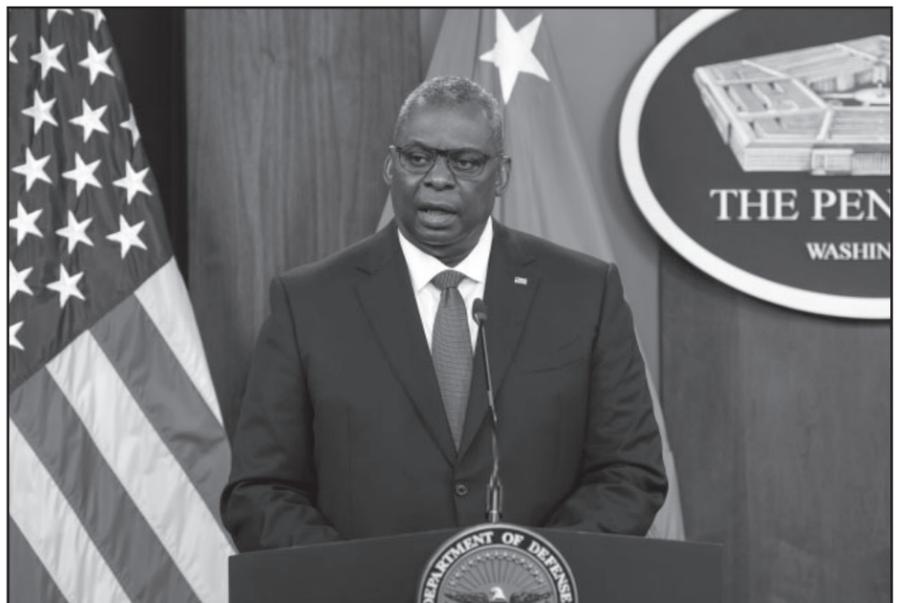
Seafarers are encouraged to bring their respective vaccination cards to the halls as soon as possible so those documents may be scanned into the SMIS database.

Other safety precautions remain in place at all of the halls, including requirements to wear masks and socially distance. Proper sanitation is always encouraged.

Similar vaccine mandates take effect at the headquarters building and at the Paul Hall Center in Piney Point, Maryland, beginning Oct. 1. (Members are encouraged to contact their respective port agents with any questions.)

According to the FDA, the Pfizer vaccine now will be marketed as Comirnaty (koe-mir'-na-tee), and it is approved “for the prevention of COVID-19 disease in individuals 16 years of age and older. The vaccine also continues to be available under emergency use authorization (EUA), including for individuals 12 through 15 years of age and for the administration of a third dose in certain immunocompromised individuals.

Acting FDA Commissioner Janet Woodcock, M.D., stated, “The FDA's approval of this vaccine is a milestone as we continue to battle the COVID-19 pandemic. While this and other vaccines have met the FDA's rigorous, scientific standards for emergency use authorization, as the first FDA-approved COVID-19 vaccine, the public can be very confident that this vaccine meets the high standards for safety, effectiveness, and manufacturing quality the FDA requires of an approved product. While millions of people have already safely re-



U.S. Secretary of Defense Lloyd J. Austin III briefs media members at the Pentagon in early September. (DoD photo by Brittany A. Chase)

ceived COVID-19 vaccines, we recognize that for some, the FDA approval of a vaccine may now instill additional confidence to get vaccinated. Today's milestone puts us one step closer to altering the course of this pandemic in the U.S.”

Since Dec. 11, 2020, the Pfizer-BioNTech COVID-19 vaccine has been available under EUA in individuals 16 years of age and older, and the authorization was expanded to include those 12 through 15 years of age on May 10, 2021. EUAs can be used by the FDA during public health emergencies to provide access to medical products that may be effective in preventing, diagnosing, or treating a disease, provided that the FDA determines that the known and potential benefits of a product, when used to prevent, diagnose, or treat the disease, outweigh the known and potential risks of the product.

FDA-approved vaccines undergo the agency's standard process for reviewing the quality, safety and effectiveness of medical products. For all vaccines, the FDA evaluates data and information included in the manufacturer's submission of a biologics license application (BLA). A BLA is a comprehensive document that is submitted to the agency providing very specific requirements. For Comirnaty, the BLA builds on the extensive data and information previously submitted that supported the EUA, such as preclinical and clinical data and information, as well as details of the manufacturing process, vaccine testing results to ensure vaccine quality, and inspections of the sites where the vaccine is made. The agency conducts its own analyses of the information in the BLA to make sure the vaccine is safe and effective and meets the FDA's standards for approval.

Comirnaty contains messenger RNA (mRNA), a kind of genetic material. The mRNA is used by the body to make a mimic of one of the proteins in the virus that causes COVID-19. The result of a person receiv-

ing this vaccine is that their immune system will ultimately react defensively to the virus that causes COVID-19. The mRNA in Comirnaty is only present in the body for a short time and is not incorporated into – nor does it alter – an individual's genetic material. Comirnaty has the same formulation as the EUA vaccine and is administered as a series of two doses, three weeks apart.

“Our scientific and medical experts conducted an incredibly thorough and thoughtful evaluation of this vaccine. We evaluated scientific data and information included in hundreds of thousands of pages, conducted our own analyses of Comirnaty's safety and effectiveness, and performed a detailed assessment of the manufacturing processes, including inspections of the manufacturing facilities,” said Peter Marks, M.D., Ph.D., director of the FDA's Center for Biologics Evaluation and Research. “We have not lost sight that the COVID-19 public health crisis continues in the U.S. and that the public is counting on safe and effective vaccines. The public and medical community can be confident that although we approved this vaccine expeditiously, it was fully in keeping with our existing high standards for vaccines in the U.S.”

Austin wrote in his memo, “To defend this Nation, we need a healthy and ready force. After careful consultation with medical experts and military leadership, and with the support of the President, I have determined that mandatory vaccination against coronavirus disease 2019 (COVID-19) is necessary to protect the Force and defend the American people. Mandatory vaccinations are familiar to all of our Service members, and mission-critical inoculation is almost as old as the U.S. military itself. Our administration of safe, effective COVID-19 vaccines has produced admirable results to date, and I know the Department of Defense will come together to finish the job, with urgency, professionalism, and compassion.”

## Recent Trustee Action Means Some Pensioners Are Now Eligible to Resume Sailing

A letter sent to some SIU pensioners in August spells out opportunities to temporarily resume sailing.

The communication notes that Seafarers Pension Plan Trustees, in an effort to recruit qualified mariners, “decided to allow pensioners who have retired within the last five years to return to work with an SIU-contracted employer without hav-

ing their pension benefits suspended. To be able to return to work, you would need to have valid merchant mariner credentials, be able to work in an unlicensed position above entry level and be able to pass the required physical examination. All contractual shipping rules apply to all covered jobs; however, the SAB will make a temporary rule change which will

allow pensioners to maintain the seniority level they enjoyed at the time of their retirement.”

The letter further states, “This trustee action allows eligible pensioners to continue collecting their full monthly pension benefits, earn the wage rates specified in the applicable collective bargaining agreement and, if you are receiving a wage related pension benefit, you could also earn additional \$15 increments for every 120 days of covered employment for which you work. In addition, if you resume employment and work for 90 days, you will become eligible for active seafarer benefits from the Seafarers Health and Benefit Plan and your claims would be processed in accordance with those rules.”

These provisions will remain in effect

until the end of 2021. The trustees then will review manning requirements and decide if they'll be extended. (If a pensioner returns to work in the interim and happens to still be on a vessel beyond Dec. 31, 2021, he or she will continue receiving their pension benefits and wages until their respective articles are completed or they're replaced by a relief.)

Due to industry needs, inland pensioners will also be allowed to return to work in the inland sector and keep receiving their pensions; however, they will only be allowed to do so for up to 90 days in a calendar year.

Interested pensioners are asked to contact their local port agent for more information.

# Golden State Crew Rescues Two Mariners

Mariners aboard the SIU-crewed *Golden State* (Intrepid Personnel and Provisioning) recently saved two individuals who'd been adrift for four days with limited food and water – and with a tropical storm approaching.

The rescue took place Aug. 14, approximately 145 nautical miles west of Key West, Florida.

“The AMO and SIU men and women crew members aboard the *Golden State* did a remarkable job in finding and rescuing these two mariners,” said vessel master Capt. Ervin L. Curtis.

SIU members aboard the *Golden State* during the rescue included Recertified Bosun **Timothy Jackson**, ABs **Kervin Guevara**, **Javier Valencia**, **Maria Carranza**, **Shantaz Harper** and **Christopher Green**, QEP **Michael Durago**, QE4 **Noah Hughes**, Steward/Baker **Antajuan Beasley**, Chief Cook **Marco Guevara**, GVA **Dennis Lucas** and SA **Antwon Norris**.

Bosun Jackson, a Seafarer since 1990, said the rescue proved challenging, starting with difficulty spotting the distressed boaters.

“We couldn't see them for a while but we kept them on the radio,” Jackson stated. “The chief mate finally spotted them.”

He continued, “The captain had to get the ship slowed and we had to gradually come up on them. We rigged pilot ladders and got a heaving line. We tossed it and they finally got close enough to us. They were strong enough to climb the ladder and oh, they were glad to be rescued! The Coast Guard picked them up that night, and it's a good thing we got them when we did. The seas had picked up quite a bit.”

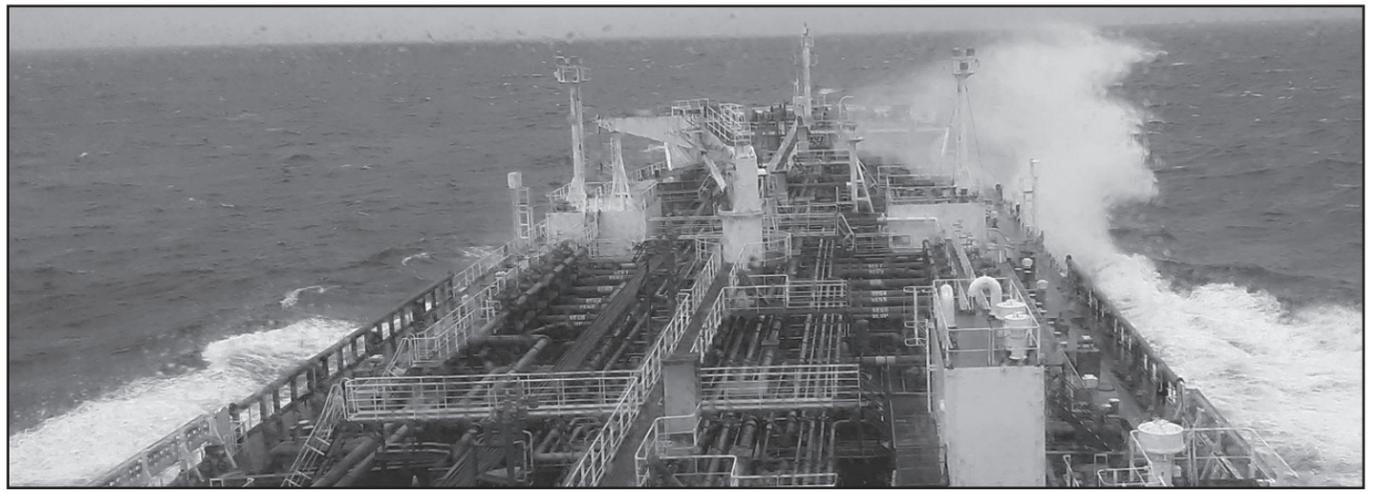
Jackson concluded, “Everybody did a good job. We got them back to safety, and that was a good thing.”

Capt. Curtis provided the following summary (along with photos):

At approximately 0652 on 14 August, 2021 the *Golden State* was transiting the Gulf of Mexico bound for Cape Henlopen, DE with a full load of crude oil. The Mate on watch Jessica Faltings received a MAYDAY call in Spanish on CH 16 from a small craft called the *Three Musketeers*. The Mate on watch responded to the call on CH 16 and two Spanish-speaking ABs, **Javier Valencia** and **Kervin Guevara**, were able to gather information on the small craft.

It was determined that the small craft was adrift, though the position could not be determined as all navigational equipment aboard the small craft had failed. The Mate on watch called the Captain who immediately came to the bridge. The Captain instructed the 2<sup>nd</sup> Mate to hail USCG Key West via Satellite phone. The vessel was placed into hand steering and slowed to maneuvering speed.

The 2<sup>nd</sup> Mate Kenneth Estes attempted to contact the Coast Guard via Satellite phone on the emergency line for Sector Key West. All Hands were called to look for the stricken vessel and at 0716 the small craft was sighted in posi-



Seas were worsening (photo above) when the SIU-crewed *Golden State* saved two stranded boaters. One of the boaters (photo below) climbs aboard the *Golden State*.

tion Lat: 24-33.177N Long: 084-20.808W. At 0740 USCG Sector Key West was reached via SAT phone and the information gathered by the crew was relayed. The Master maneuvered the *Golden State* alongside the 26-foot sport fisherman; the sport fisherman did have slight reversing propulsion which aided in getting it near enough for the Chief Mate, deck and engine crews in getting heaving lines to the stricken vessel.

A port lee was made by the Master to calm the seas, estimated at about 12 to 14 feet. At 0818 the ship's engine was stopped, and the small craft was secured alongside the *Golden State* at 0831. The small craft was in position Lat: 24-38.107N Long: 084-24.078W approximately 85 miles west of Dry Tortugas and 145 nautical miles west of Key West Florida. A line was then lowered to the small craft with life jackets attached. The CM Scott Anderson verbally confirmed with the two people aboard that they were well enough to climb the pilot ladder. At 0832 both people boarded the *Golden State*. At 0832 the Small craft *Three Musketeers* released (cut loose) in position Lat: 24-38.169N Long: 084-24.082W. At 0835 the *Golden State* resumed her voyage for Cape Henlopen, DE, with final destination of Marcus Hook, PA. 0900 the engine load program up was set to NAV Full Ahead. 0912 Crowley Operations Port Captain Callahan in Jacksonville, Florida, was notified of the situation.

Weather conditions were rough, and the sport fisherman was difficult to locate. With the approaching tropical storm, the survivors were very lucky to have been spotted and picked up by the *Golden State's* crew. The two male survivors were extremely thankful to the *Golden State's* crew for rescuing them in rough seas.

The survivors reported that they had been

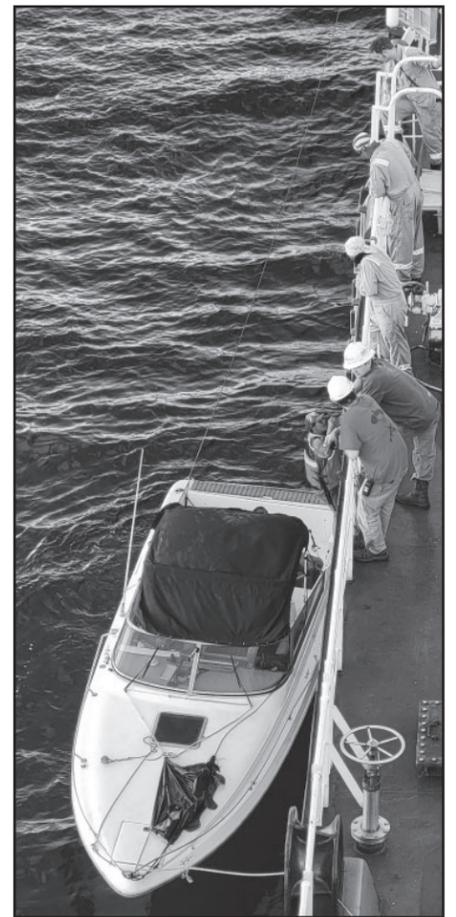
adrift four days with food and water running very low. They reported some ships had passed them by without stopping (understandable, as the *Golden State's* crew didn't see them until they were about a mile away in the rough seas). Another ship had made contact with the small craft but told them it was too rough to pick them up. That ship proceeded on her voyage, and there is no confirmation that the small craft's position was reported to authorities.

With tropical storm Fred expected to pass by the small craft's position in less than 24 hours, it is likely the situation could have been a much worse outcome for these mariners. They were given medical attention, hot food, spare crew cabins to rest, and a chance to clean up after their four days adrift.

After discussions with USCG Sector Key West, a plan was developed to make a rendezvous with a USCG Key West boat at the Key West sea buoy to transfer these mariners safely ashore. At 20:42 in darkness, the mariners were transferred to the USCG. Weather conditions included strong winds and rain with seas 8 to 9 feet at Key West. The USCG Sector Key West boat crew's performance was excellent, under less than favorable sea conditions. Very good planning and teamwork between the *Golden State* and USCG Key West. Very professional and a super job by the USCG.

The AMO and SIU men and women crew members aboard the *Golden State* did a remarkable job in finding and rescuing these two mariners. As Captain it was my call to start the search and rescue, but there is no doubt I could not have done it without help from these professional mariners.

Sincerely,  
Captain Ervin L. Curtis  
M/T *Golden State*



## White House Issues Labor Day Proclamation

The following statement by President Joe Biden is posted on the White House website (and on the SIU website):

My father taught me from a young age that a job is about much more than a paycheck. It is about dignity, respect, and your place in the community. It is about being able to look your children in the eye and assure them that things are going to be okay. When Americans go to work each day, they are not just making a living – they are pursuing a life with hope for the future. In doing so, they build, drive, care for, and grow our Nation.

Hard-working Americans are the backbone of our country. As I have often said, the middle class built America – and unions built the middle class. Everything that supports a sustainable middle-class life was made possible by unions, and on Labor Day we honor all those workers – and their enduring movement – that keep our economy moving and make our Nation strong.

I believe that every worker deserves not only a fair wage and benefits – but freedom from discrimination, a safe and healthy workplace, and the respect that comes with a secure retirement as well. That is why my Administration always stands proudly with workers. It is why, in the American Rescue Plan, we gave working people a break – helping workers weather the pandemic, giving middle-class families raising children a historic tax cut, and upholding the promise of a dignified retirement by protecting the hard-earned pensions of millions of American workers and retirees. It is also why I am committed to ensuring that all workers have a free and

fair opportunity to organize a union and bargain collectively with their employers. This has been a guiding principle of our Nation since union organizing was explicitly encouraged by the National Labor Relations Act in 1935. But for far too long, that principle has been attacked and neglected.

American workers should make their own decisions – free from coercion and intimidation – about organizing with their co-workers to have a stronger voice in their workplaces, their communities, and their government. That is why I strongly support the Protecting the Right to Organize Act and the Public Service Freedom to Negotiate Act. It is also why I created the Task Force on Worker Organizing and Empowerment, and asked Vice President Kamala Harris and Secretary of Labor Martin Walsh to serve as its chair and vice chair.

After more than a year in which essential workers made extraordinary sacrifices and carried our Nation on their backs, this Labor Day we see more clearly than ever that we must build an economy that responds to the needs and aspirations of working people – an economy that deals everyone in and brings everyone along. The pandemic has also exacerbated and revealed for all to see the places where our Nation has fallen short of its promise to deliver equal opportunity to workers of color and their communities. To help address that long-standing challenge, my Administration is pursuing a comprehensive approach to advancing equity, as illustrated in the Executive Order I signed on my first day in office entitled Advancing Racial Equity and Support for Underserved Communities.

Despite the tremendous progress we have made to advance labor protections and strengthen the voice of workers in the workplace, there is still much more we need to do. As in every generation since Labor Day was first celebrated in the late 19th century, there are still those who resist Americans' efforts to build and sustain worker power – the engine of our economic growth, the key to our long-term success, and the best defense against corporate abuses of power in workplaces,

our economy, and our democracy. Over the years, the Labor Movement has won many battles: establishing the 40-hour work week, integrating workplaces, eliminating child labor, securing health and safety protections for workers, and countless other victories. Workers and their unions prevailed time and time again – but the work continues. We are going to keep fighting to restore power to working families and protect the rights of hard-working Americans and unions. That includes seizing the golden opportunity ahead of us to make the largest investment in nearly a century in American infrastructure, American workers, and good union jobs through the Bipartisan Infrastructure Investment and Jobs Act.

On this Labor Day, we honor the pioneers who stood up for the dignity of working people – leaders like César Chávez, the Reverend Dr. Martin Luther King, Jr., A. Phillip Randolph, John L. Lewis, Samuel Gompers, Frances Perkins, and many more. Let us also remember the tireless voices for working families that we have recently lost, including my friend Richard Trumka. We must recommit ourselves to advancing the historic progress these trailblazers made as we work to deliver a decent life with security, respect, and dignity for all.

NOW, THEREFORE, I, JOSEPH R. BIDEN JR., President of the United States of America, by virtue of the authority vested in me by the Constitution and the laws of the United States, do hereby proclaim September 6, 2021, as Labor Day. I call upon all public officials and people of the United States to observe this day with appropriate programs, ceremonies, and activities that honor the energy and innovation of working Americans.

IN WITNESS WHEREOF, I have hereunto set my hand this third day of September, in the year of our Lord two thousand twenty-one, and of the Independence of the United States of America the two hundred and forty-sixth.

JOSEPH R. BIDEN JR.

# AFL-CIO Elects Liz Shuler President

## Federation Taps Redmond as Secretary-Treasurer, Forms Historic Leadership Team

With SIU President Michael Sacco chairing the proceedings, the AFL-CIO Executive Council on Aug. 20 elected Liz Shuler, a visionary leader and longtime trade unionist, to serve as president of the federation of 56 unions and 12.5 million members. Shuler is the first woman to hold the office in the history of the labor federation.

The executive council also elected United Steelworkers (USW) International Vice President Fred Redmond to succeed Shuler as secretary-treasurer. Redmond is the first African American to hold the number two office.

Tefere Gebre will continue as executive vice president, rounding out the most diverse team of officers ever to lead the AFL-CIO.

Sacco is the longest-serving member of the council.

The election of Shuler and Redmond comes after the unexpected and untimely passing of Richard Trumka, who served as AFL-CIO president from 2009 until his death on Aug. 5, capping a more than 50-year career of dedication to America's unions and working people.

"I am humbled, honored and ready to guide this federation forward," Shuler said after her election. "I believe in my bones the labor movement is the single greatest organized force for progress. This is a moment for us to lead societal transformations – to leverage our power to bring women and people of color from the margins to the center – at work, in our unions and in our economy, and

to be the center of gravity for incubating new ideas that will unleash unprecedented union growth."

"I could not be more excited to get to work with President Shuler so we can build on the labor movement's legacy of change, writing a new chapter that brings the promise of union membership to workers across this country," Redmond said. "This is the right team at the right time to help bring about the economic and social justice America is hungry for."

"Our country is at a crossroads. Now more than ever, the labor movement is the best vehicle to fight inequality, systemic racism, and attacks on our basic rights and freedoms," said Gebre. "I am honored to work with our historic team led by President Shuler and look forward to fighting every day for working families."

Shuler grew up in a union household. Her father, Lance, was a power lineman and longtime member of Electrical Workers (IBEW) Local 125 at Portland General Electric, and her late mother, Joyce, worked as an estimator in the company's service and design department.

In 1993, Shuler was hired as an organizer at Local 125. When energy giant Enron Corp. tried to muscle electricity deregulation through the Oregon Legislature, Shuler worked with a broad-based coalition of labor, community and environmental activists to challenge and ultimately overcome Enron's powerhouse lobbying campaign, a



SIU President Michael Sacco (left in photo at left) and then-AFL-CIO Secretary-Treasurer Liz Shuler are pictured at the SIUNA convention in 2017. President Sacco (right in other photo) congratulates newly elected AFL-CIO Secretary-Treasurer Fred Redmond at the federation's headquarters.

victory that sparked her passion for mobilizing workers to make change even when faced with overwhelming odds.

In 1998, Ed Hill, then-secretary-treasurer of the IBEW, assigned Shuler to California where she mobilized IBEW members to help defeat Prop. 226, the so-called paycheck protection initiative that threatened to silence union members in the political process. That victory prompted John J. Barry, president of the IBEW at that time, to hire her as an international representative in the union's political/legislative affairs department in Washington, D.C. In that role, Shuler

ran grassroots political mobilization efforts and lobbied Congress on a range of issues important to working families. In 2004, she was promoted to assistant to the international president, where she served Hill, who had succeeded to that position, in driving the agenda of the nearly 1-million-member union.

In 2009, she joined forces with Trumka, becoming the first woman elected to the position of secretary-treasurer at an AFL-CIO convention and the youngest woman ever

*Continued on next page*

## Shuler: This Could Be the Most Unifying Moment in Labor History

*Editor's note: AFL-CIO President Liz Shuler delivered the following remarks after her election:*

I recognize both the honor and the responsibility I now have as president. We never thought we'd be here, through a pandemic, so many tragedies and the sudden loss of Rich.

We didn't want this milestone to happen this way. But through your resilience and dedication to our movement, you've just elected the most diverse leadership team in our history.

Key word: team. Fred (Redmond), Tefere (Gebre), me – and all of you. This is just the very beginning of a longer, ongoing discussion about change and the future.

We're going to build a modern labor movement to meet this extraordinary moment. People are hurting and scared. There aren't enough good, sustainable jobs. The middle class has been hollowed out. COVID-19 has amplified longstanding structural inequity. Our systems are broken; the climate crisis is accelerating; technology is changing how work is done. But we want working people to know they can find hope with us.

I believe in my bones that the labor movement is the single most powerful force for progress and that this is a moment for us to lead societal transformations; to leverage our power to bring women and people of color from the margins to the center at work, in our unions and in our economy; and to be the center of gravity for incubating new ideas that will unleash unprecedented union growth.

We have everything lined up, with a pro-worker administration and Congress. The public is on our side, and workers all across the country are standing up and taking risks. This is our chance. We will meet this moment as one united federation.

In the coming months, we will hone our strategy, sharpen our focus and deepen our capacity.

One thing I'd like to make crystal clear: Affiliate engagement will guide my presidency. It isn't an afterthought. I will seek your guidance and input from the beginning and at every step in decision making, building strategy and how we execute.

We have a lot of opportunities, but we don't want to be too diffuse. That dilutes our effectiveness. Instead, we need to unite around a set of priorities, go after them and be disciplined in our approach. Let's identify and scale what works. And let's be honest about what doesn't. I'm excited to have those conversations with you.

Because we are at an inflection point, we're building a bridge between our incredible history, our time-honored traditions and a bold, cutting-edge future.

I want every working person in every kind of job

to see they can have a place in our movement. We're not a bunch of smoke-filled back rooms. We're open. We're transparent. We welcome Gen Z and millennials in the streets and in the halls of power – organizing at the grassroots and working to advance policy in D.C. and state houses across the country.

It's not an either-or scenario. We can and will walk and chew gum at the same time.

I've been proud to stand with you as we've won national elections and made progress on our Workers First Agenda. Pension relief. Health care. And we will keep pushing for infrastructure, voting rights and labor law reform.

Everything we do will be in service to organizing and union growth. And on that front, you've heard me talk about Action Builder, a digital organizing tool, built in-house from the ground up. We didn't just buy it off a shelf and say, "Here, use this." We built it with affiliate unions. And it's democratizing organizing, making it more accessible for people historically left out on the sidelines.

My point is this: Affiliate priorities are federation priorities. And together we are going to be that center of gravity for incubating new ideas.

I'd like this council to think of itself as an Innovation Committee, and I ask you to bring your experience, diverse perspectives and ideas to this table, to try new things to catalyze breakthrough union growth – and not be worried about whether we fail. It's okay to make mistakes. Mistakes mean we're getting out there and doing something different.

Because labor can bring America together, our movement is where so many walks of life and issues converge.

There's no doubt about our direction. We're moving forward, to a future defined by and for working people. The path we're paving is wide and accessible – everyone included, no one left behind. Our power to get there depends on moving as one, on our unity. And this could be the most unifying moment in labor history. That's up to every person here around our table. And I am so thrilled, Fred (Redmond), to have you on this team. You've earned the respect of this entire movement, taking on tough challenges, from racial justice to organizing, building consensus every step of the way. Thank you for taking on this new role; you will be a great secretary-treasurer and a tremendous partner for Tefere (Gebre) and me as we lead the AFL-CIO forward.

Thank you again to this executive council for the honor of serving as your sixth president. I stand on the shoulders of those who came before me, and look forward to building the future together. Let's get to work!

## Redmond: I Want to Give Back to Every Worker

*AFL-CIO Secretary-Treasurer Fred Redmond delivered the following remarks after his election:*

Thank you, Liz (Shuler). Thank you, Tefere (Gebre). Thank you all.

President (Lee) Saunders, I am humbled by your words. I am grateful for your friendship. I am committed to your cause.

President (Tom) Conway... Brother Tom, thank you for everything. I will always be a proud Steelworker.

Some of you know me well. Some of you know me through this executive council. And some of you don't know me yet. I look forward to meeting with all of you. I look forward to working with all of you.

And I could not be more proud to serve with the first woman president in the history of the AFL-CIO.

I am the son of Curtis and Odessa Redmond. They were the children of sharecroppers.

They were born in the Mississippi Delta and made the great migration up to Chicago in 1958. They came with very little belongings but a very strong desire to build a better life.

My three brothers and I grew up poor. We lived on food stamps. We shopped at Goodwill.

But what we lacked in money my parents gave us in love. In hope. In faith. In an unbreakable work ethic.

My father took every kind of job he could find. He pumped gas, was a janitor, and stocked shelves at the supermarket. My mother was a domestic worker. She woke up every day at the crack of dawn and took three buses to the far suburbs of Chicago to clean folks' houses and cook their food. Every night she would sit at the foot of her bed and soak her feet and read her Bible.

No complaints. No excuses. I am standing on their shoulders today.

When my dad got a union job at an aluminum mill outside of Chi-

cago called Reynolds, it changed everything. We had more security, opportunity, prosperity. We stopped going to the free clinic. We got off of food stamps. And my mother no longer bought our school clothes from the Goodwill. This is personal to me.

I want every worker to have that chance. I want every family to feel that joy. That's my goal as your secretary-treasurer.

And I promise you: No one will work harder. Work ethic is in my DNA. It's how I honor my parents and this labor movement and every union member.

We have a huge opportunity in front of us. And we're going to take it. I promise you that.

Liz (Shuler) and I are not the perfect officers. But together with Tefere (Gebre), we can form the perfect team for this moment. To organize. To mobilize. To win racial justice, secure voting rights and pass the PRO Act.

To do that, we need to spend our resources wisely. Be strategic. Get return on our investment. And take smart risks.

I am committed to continuing Liz's financial transparency and accountability as secretary-treasurer. I know she will help guide me as I take on this new challenge.

Brothers and sisters, the labor movement is my life. It's my love. It's who I am. You won't find a degree on my wall. I followed my father into the factory. And it's the best decision I've ever made.

The fruits of my labor are bountiful. It's the gift that keeps on giving. And I want to give back to every worker, to every family, to every community.

The author Isabel Wilkerson writes that the price of privilege is the moral duty to act when one sees another person treated unfairly. So, in this House of Labor on this historic day, let's act. For each other. For our movement. For our nation. Thank you.

# SIU Crews Team Up for Multiple UNREPS

The SIU-crewed tanker *Empire State*, operated by Intrepid Personnel and Provisioning for the U.S. Military Sealift Command (MSC), is no stranger to connected-at-sea refueling operations (CONSOL). The *Empire State's* mariners handled a new challenge from July 11-14, by conducting five CONSOL events within that timeframe.

Such operations also are known as underway replenishments, or UNREPS.

While off the coast of Southern California, the *Empire State* refueled three MSC Combat Logistics Fleet (CLF) ships, all of whose crews include members of the SIU Government Services Division. Those vessels are the dry cargo ammunition ships *USNS Matthew Perry* and *USNS Washington Chambers* and the fleet replenishment oiler *USNS Henry J. Kaiser*. During five separate events, the crew of the *Empire State* delivered nearly 4 million gallons of diesel ship fuel.

Bosun **Ahmed Ghaleb** credited his fellow Seafarers for doing "a really good job. The operation went nice and smooth and safe. That's the key," he said.

An SIU member since 2004, Ghaleb said that while UNREPS aren't commonplace, the crew handled the recent assignments with aplomb.

"We connect the hoses, and everybody has a station," he said. "We go around and check the pipelines, check the cargo pump, and stand by until we finish."

As Capt. Andrew Miller, the *Empire State's* civilian master, explained, transferring fuel at



The SIU-crewed *Empire State* (right) refuels an MSC ship. (U.S. Navy photo)

sea has a different set of challenges than taking fuel from a commercial pier or from a fuel buoy. At sea, the maneuvering and ship handling fall to the ships' personnel. As the "on-station" ship, the *Empire State* provided coordinates for the CLF ships, ensuring everyone was at the rendezvous point on time.

"The biggest challenge we face when doing a CONSOL at-sea is good communication," said Miller. "MSC always does a great job of

working with us. The team at MSCPAC (Military Sealift Command Pacific) and the CLF crews are professional operators, so there is always a lot of good communications across the team. It really makes a difference when we are doing an operation like these."

He added, "We have a lot more experience since the first time we did a CONSOL with a CLF ship. The crew is so much more proficient now, so things went a lot smoother. I attribute

a lot of that to good communication with my crew, but also between us and the other ships."

Taking fuel from a tanker like *Empire State* allows MSC ships to remain at sea to refuel. Originally, the concept was developed to keep United States ships out of foreign ports during times of conflict, but during the COVID-19 pandemic lockdowns, the technology provided a way for American ships to stay underway for extended periods, which helped protect crews.



AFL-CIO President Liz Shuler

## Liz Shuler Takes Helm at AFL-CIO

*Continued from Page 5*

on the federation's executive council. As secretary-treasurer, she also served as the chief financial officer, turning deficits into surpluses and steering the federation through multiple fiscal crises, including the COVID-19 pandemic.

In addition to her stewardship of the federation's finances, Shuler led the AFL-CIO's initiatives on the future of work, retirement security, the clean energy economy, public safety reform, workforce development, and empowering women and young workers. She is committed to busting myths about labor, leveraging the labor movement's diversity for innovative approaches to social justice and making the benefits of a union voice on the job available to working people everywhere.

Redmond has been a USW member since 1973, when he went to work at Reynolds Metals Co. in Chicago. He became active in his local union almost immediately, serving as shop steward and eventually vice presi-

dent. He served three terms as local president.

For decades, Redmond served the USW in various staff and leadership roles, assisting local unions, developing and conducting training programs, and bargaining contracts.

As international vice president for human affairs, Redmond oversaw the civil and human rights department, as well as the union's shipbuilding, health care and public sector bargaining, and worked with USW allies across the country in responding to attacks on voting rights and in combating economic inequality. Redmond has a long history of leadership on various boards, including the Coalition of Black Trade Unionists and the A. Philip Randolph Institute. In 2021, Redmond was elected president of the Trade Union Confederation of the Americas, a prestigious international post.

The terms of the three executive officers run through June 2022, when delegates to the AFL-CIO Convention in Philadelphia will elect leaders for new four-year terms.

## SIU CIVMARS Aboard USNS Patuxent Handle Two Rescues

Members of the SIU Government Services Division sailing aboard the *USNS Patuxent* helped perform two rescues just nine days apart earlier this year.

The *Patuxent*, a fleet replenishment oiler, learned of a vessel in distress in the Gulf of Aden on June 7. The runway-flag commercial vessel *Falcon Line* had experienced engine failure and was taking on water, according to reports from the U.S. Navy.

After proceeding to the rescue scene at maximum speed, the *Patuxent* protected the *Falcon Line's* crew from heavy winds and high seas while those mariners boarded life rafts. All 15 crew members from the distressed ship were brought aboard the *Patuxent* before their vessel sank. The *Patuxent* provided the rescued mariners with food, water and medical screenings.

The *Patuxent*, whose crew includes SIU CIVMARS, is part of the U.S. 5th Fleet. According to the Navy, "The U.S. 5th Fleet regularly works with coalition forces, re-

gional partners and the shipping industry to maintain the regional awareness necessary to facilitate aid like this to mariners in distress."

"As professional mariners, our forces have a duty to help those in need at sea," said Navy Capt. Michael O'Driscoll, commander of Task Force 53. "The Sailors and civilian mariners aboard ships like *Patuxent* have answered this call before, and they will continue to do so whenever possible."

His comment proved prescient. On June 16, the *Patuxent* rendered aid to another vessel that had been drifting for 12 days, also in the Gulf of Aden. The small fishing boat was taking on water; the *Patuxent* rescued the four crew members and gave them food, water and medical treatment.

SIU Vice President Government Services Nicholas Celona stated, "I couldn't be prouder of our members for their efforts in these rescues. Their dedication and professionalism shined through."



One of four individuals rescued from a stranded fishing boat climbs down a ladder from the CIVMAR-crewed *USNS Patuxent* to a U.S. Navy patrol boat based at Camp Lemonnier. The mid-June rescue was one of two performed by *Patuxent* crew members that month. (U.S. Navy photo by Mass Communication Specialist 1st Class Jacob Sippel)

# Fire School Instructors Save Upgrader's Life

Instructors at the Joseph Sacco Fire Fighting and Safety School unexpectedly put their skills to the test when an upgrader recently suffered a medical emergency.

AB **Steven Hicks** was in the process of returning his fire fighting gear to the bunkhouse on Aug. 6 when he began experiencing shortness of breath.

Fire school instructor John Thomas said, "We had just finished with the first morning of Basic Training Revalidation, which consisted of students extinguishing a bunkhouse fire, and then proceeding to perform a search and rescue. Everyone had just passed their practicals (tests), and Mr. Hicks came into the back and turned in his equipment. And then it looked like he was putting on his shoes, but we quickly noticed he wasn't looking right, and then he started clutching his chest. He then passed out, and I began to apply chest compressions. I told the other instructors to go get an AED, while I continued attempting to revive him. I stopped doing chest compressions long enough to apply an AED shock, and after that I attempted to install an airway adjunct. A second AED shock was administered, after which we were able to get a pulse. Mr. Hicks then suffered a minor seizure, during which we protected his head and

kept his airway open until the ambulance arrived."

Once on the scene, the paramedics determined that Hicks should be flown via helicopter to an appropriate facility that could treat an ST-Segment Elevation Myocardial Infarction, the most severe type of heart attack.

Thomas concluded, "All the instructors that helped out during the save, we all worked together as a team. It was a big team effort, and Mr. Hicks would not have had as positive an outcome without their assistance. He was in the best place possible to have that kind of medical emergency, surrounded by well-trained individuals."

Hicks stated, "I finished up with the fire fighting part of the test, and I was turning in my boots. I was having a hard time catching my breath, felt a little dizzy, and the next thing I knew I was in the ambulance. I didn't know if I was going to make it or not."

He continued, "I had a blockage, but the rest of my heart is good. It just wasn't my time to go.... My heart specialist said the only place better to have a heart attack would have been in the hospital itself. If it wasn't for the staff at the fire school, I wouldn't be here today. Grateful to be here, to see my grandkids grow up."

At the September membership meeting



Staff from the Joseph Sacco Fire Fighting and Safety School are recognized for their life-saving efforts. Pictured from left are Gary Joy, Kevin Molitor, Matt Rogers, Robbie Springer, John Tennyson and John Thomas. Also recognized but not pictured: Brian Ticson and Kyle Adams.

at Piney Point, the staff at the fire school were presented with certificates of appreciation for their efforts. The following staff members were honored: John Thomas, Matt Rogers, Robbie Springer, John Tennyson, Gary Joy, Kevin Molitor, Kyle Adams and Brian Ticson.

A true mariner, Hicks has a clear goal during his recovery: "I'm going through the paces now with the cardiac rehabilitation, and the rest of my heart is clean. One blockage, 99.9% blocked. But once I get cleared, I'm back out to sea and back to work."



## With Seafarers Aboard Cape Intrepid

Many thanks to Recertified Bosun LBJ Tanoa for these snapshots from the *Cape Intrepid* (Ocean Duchess). They were taken during a stretch from late July to early August, as the vessel sailed from Portland, Oregon, to Tacoma, Washington. Immediately after a union meeting on July 31, (photo at left, above) AB Daniel Mensah takes one for the team and grabs a floor seat to help everyone fit into the photo. The others, left to right starting in the foreground: Oiler Kianta Lee, AB Lloyd La Beach, Electrician Phillip Greenwell, AB Giancarlo Arturo Thomae, OS Jameeka Booker, GUDE Alfredo Nieto, Chief Steward Michael Sapien, Oiler Trevor Johnson, GVA Kassem Saleh and AB Israel Serrano. In the photo at right, above, SIU hawsepipers Chief Engineer Joseph Scuteri (left) and 3rd Engineer Robert Layko (on his last voyage), are pictured with Chief Cook Keesha Holloway. Pictured below during a safety drill (from left) are GUDE Michael James Adeva, AB Daniel Mensah, AB Giancarlo Arturo Thomae, OS Jameeka Booker, Chief Mate Michael F., AB Anthony Antonio, GUDE Alfredo Nieto, GVA Kassem Saleh. In photo at immediate left, Recertified Bosun LBJ Tanoa and 3rd Engineer Robert Layko, a hawsepiper who sailed with the SIU for 17 years, pose with retirement cake baked by Chief Steward Michael Sapien.



# Alaskan Restaurateur Starts New Career as Steward

Chief Cook **Norasith Noy Phetphommasouk** (who goes by Noy) has taken a unique path to become a mariner, a journey he never intended to make.

He's grateful for how it's working out, though.

"I had no connection with the maritime industry before I joined the SIU," Noy said. "None of my family was involved with shipping in any way."

Before he became a mariner, he owned Pho Vatsana, a restaurant in Wasilla, Alaska, where he still lives. He opened the restaurant in 2013, but issues arising from the COVID-19 pandemic forced Noy to close his business. Looking for a way to use his restaurant experience in a new career, Noy was referred to the SIU-affiliated Paul Hall Center for Maritime Training and Education by the Alaska Department of Labor, which also helped pay for his travel, documentation and required medical tests. He passed the Chief

Cook Advanced Training and Assessment Program, and has since shipped out on a TOTE-operated car carrier.

According to Rich Berkowitz, the Transportation Institute's vice president of Pacific Coast Operations, "Given the COVID-19 pandemic's impact on his business, Noy was designated as a displaced worker. He is a Laotian refugee, and was looking forward to working on a military support vessel operated by one of our commercial partner companies. He told me he wants to do so to give back to a country that has offered him and his family so many opportunities."

Noy described his first voyage as very positive. "My experience as a first-time sailor on board a ship is really amazing," he said. "Nice, clean, personal living quarters, which I was surprised to find is really quite comfortable. The ship is very large, so you can't really feel that it's moving, aside from the very low vibra-

tion from the engine. Personally, I like it a lot. Using the Internet is the only means of personal communication, which can be understandably slow at times, but with a little patience it all works out."

"The training at the Paul Hall Center was a good experience," he added. "The facility is very attractive, clean and well designed. All the food, the living quarters and all the accommodations were very good. The instructors are all very knowledgeable and very professional. I would like to thank everyone on the 'A-Team' who gave me this opportunity: Ralph Mirsky (from the Ketchikan-based non-profit SeaLink), Richard Berkowitz, and

Barbara Brown with the State of Alaska DOL, for being such wonderful mentors."

As for his future as a mariner, Noy is looking forward to a long career at sea: "I will continue to sail as long as I can. Even though I am new to this industry, I know there's so much to learn, and I look forward to a time when I have enough experience to be able to help guide other mariners. I would like to be able to help the next generation join this industry, and hope to share my experiences with others. I highly recommend this career path to those who would like to join the industry and become a mariner. This is a perfect way to start."

## Coast Guard Posts Updates, New Info on Applications

The U.S. Coast Guard's National Maritime Center posted the following information on Aug. 23.

### Merchant Mariner Credential Application Processing Time Update and Important Additional Information

The National Maritime Center (NMC) continues to experience increased Merchant Mariner Credential (MMC) and medical certificate application processing times. Every effort is being made to reduce these times and return credential delivery to within our stated performance goals.

Below are important things YOU can do to streamline application processing:

- Apply 90 days in advance: Consider applying early and submitting your MMC and/or medical certificate application at least 90 days in advance of when you would anticipate needing a credential.

- Ensure your application package is complete: Fifty percent of all application submissions result in needing additional information. Take the time and ensure yours is complete before sending it to the Coast Guard. Verify the file you send to us electronically is also complete, paying particular attention to any double-sided documents in your package. Did you scan both sides? Checklist guides are available on the NMC website to assist you.

- PDF only: Submit your MMC and/or medical certificate applications electronically in PDF format only. DO NOT submit pictures of your documentation taken with a smart phone or in other digital formats (jpeg, png, etc.). These will not be accepted. NOTE: The new size limit for electronic application submissions is 35 MB, so it is no longer necessary to submit multiple smaller files. Also, you will not receive an auto-generated response acknowledging receipt of your application. The NMC is currently unable to provide this

service. Duplicate submissions of your application package are not necessary.

- Include your height, weight, and gender: When applying for an MMC only (no medical certificate application/physical included), please be sure to include your height, weight, and gender in your application submission. These data points are needed to produce your MMC and are currently not requested on the CG-719B application form. A future revision to this form will include these data fields.

Applications are typically processed on a 'first in, first out' basis. After review of the initial submission date, the NMC will consider expediting cases when it is critical to vessel operations or an applicant's employment. To request expedited service, contact the customer service center at IASKMMC@uscg.mil.

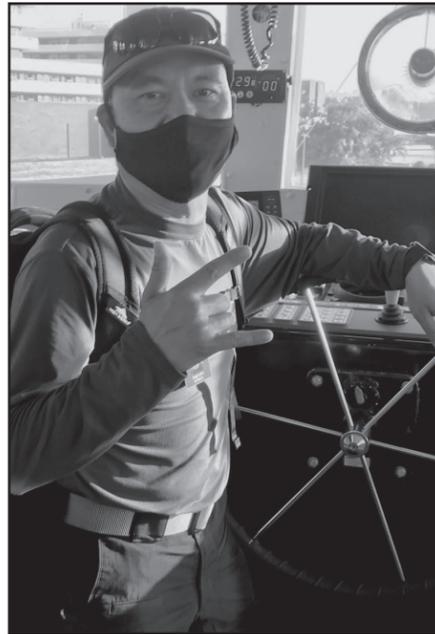
### Expiration Date Reminder

Under 46 USC Section 7507, MMCs may only be extended for up to one year from their date of expiration. MMCs with national endorsements only, which expired between March 1, 2020, and June 30, 2021, are extended until the EARLIER of:

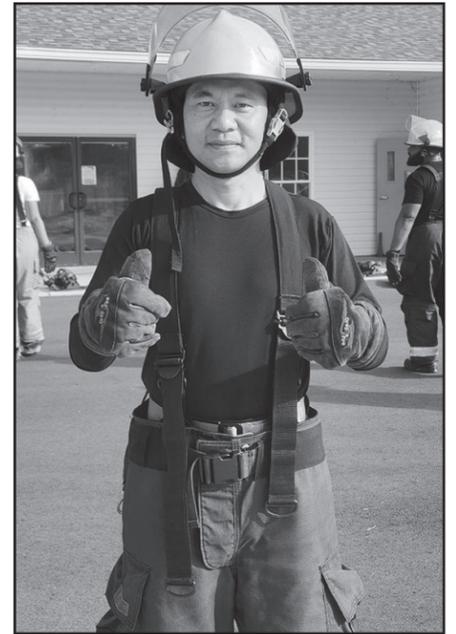
- October 31, 2021, OR
- One year after the initial expiration date of the credential (i.e., one year after the expiration date printed on the credential).

Don't wait until the last minute! Despite the extensions provided via Marine Safety Information Bulletin 08-20, you should submit your application once you have met the requirements. Remember, an MMC can be renewed at any time and may be post-dated up to eight months.

The NMC Customer Service Center is available from 8:00 a.m. to 4:30 p.m. EST, Monday through Friday for your questions. Mariners may reach our call center at 1-888-IASKNMC (427-5662) and IASKNMC@uscg.mil.



Chief Cook Noy is pictured during his initial training at the SIU-affiliated school in Piney Point, Maryland.



## Updated Passport Notice

*Editor's note: The U.S. State Department issued the following communication in late August.*

### Effective August 25, 2021

The COVID-19 pandemic continues to hamper Passport Services. To better serve mariners during this time we are updating our temporary provisions. These provisions are subject to change once operations are on a more normal footing.

### Instructions for Urgent Assistance with Applying for a Passport

#### Qualifications

- Be a credentialed merchant mariner;
- Be eligible to apply on a DS-82 application for passport renewal. (Check eligibility at <https://travel.state.gov/content/travel/en/passports/have-passport/renew.html>); and
- Have a current passport that is expired or

expiring in 7 months or less.

#### Application and Mailing Instructions

- Applicants must submit the following:
  - DS-82 application completed, signed, and dated;
  - Passport photograph taken within the past six months;
  - Current passport;
  - Copy of Merchant Mariner Credential (MMC), front and back.
  - A check or money order in the amount of \$187.56 made payable to U.S. Department of State. This amount includes the passport fee, expedite fee, and 1-2-day delivery fee (for information regarding passport fees, please visit [travel.state.gov](https://travel.state.gov)).
  - Letter from supervisor on company letterhead or your U.S. mariner's union.

*Continued on next page*

## Log-A-Rhythm

### The Cursed Mason's Odyssey

By Kevin McCagh, Retired SIU Electrician

I was a cursed mason, struck down from a tower  
Reduced to a refugee as my words lost all power  
All I could utter was a meaningless babble  
So, I ran and I ran, hiding and living amongst the rabble

No human could fathom what I was trying to say  
I couldn't find even one, though I searched night and day  
First, I bewildered; then I was frightening,  
running everyone off like children from lightning

I was many years a drifter, but then I got the notion  
to try to find a life as a Seaman on the ocean  
The road was rocky and storms tossed the sea  
Rocks fell from above and rogue waves broke upon me  
I felt terribly cursed for a long time to be

until those mountain-size waves made a Seaman of me  
Somewhere between Bangkok, Calcutta, and The Zuiderzee  
my sadness, madness, and worries ceased to worry me  
If they didn't fall overboard and drown in the sea  
I bequeath them all to my erstwhile friends and family

The years, not the miles, severed our ties  
That and the worst – a trusted friend's lies  
Affections dried up like a Dead Sea drought  
Whenever I called, friends and family were out

It "shivers their timbers," the man that I am  
Well, like Popeye said, "I yam what I yam."  
And that's the way things are likely to stay  
Though I can't say I'm sad that they've all gone away

I can easily say I prefer things this way  
I never met a man or a woman like me  
I'm different from 99% of the people I see  
My Father once wrote that to me in a letter  
I kind of knew it, but he knew it better

I'll go down with the ship if a storm gets too bad  
but not without that letter from my dad  
He gave me "a pass," a pass to be different

It's helped me to see that my life's been well spent  
My current affliction is a fluency of tongues  
And just as before, no one knows even one  
No one will ever understand what I say,  
because thousands of voices scare them away

I was blessed at birth under a wandering star  
Only Seamen and Explorers get to roam so far  
Prouder of my ancient seagoing career, I couldn't possibly be  
I'm a proud and grateful family member of the Brotherhood  
of the Sea

I wish I could thank countless souls I met along the way  
Their kindness and their influence are with me still today  
I am a conglomerate of all of the people I've met and all of  
the places I've seen  
That may not impress others, but I think it's keen

My long journey has ended and I've won my prize!  
Though few will see that through "normal" eyes  
The happiness I found doesn't rest on winning or losing  
I've learned that it rests in the perspective of my choosing

My curse was not a curse at all  
God was smiling on me when he caused me to fall

# State Dept. Issues Passport Notice

Continued from Page 8

2. The supervisor letter should include the following details:

- Applicant's full name;
- Printed name and title of applicant's supervisor or mariners' union representative;
- Supervisor's or union representative's signature; and
- Date the letter was issued.

3. Applications must be sent by traceable overnight delivery service to: El Paso Passport Agency, 303 N. Oregon St., Suite 700, El Paso, TX 79901, Attention: Mariner Program

### Service Expectations

Completed passports will be mailed using a 1-2-day delivery service. Please be sure the application includes a physical mailing address and not a P.O. Box. Every effort will be made to process the passport application in about one week of receipt. For instance, applications received on Monday may be completed and sent out by Friday of the same week.

### Requesting a Second Passport

Mariners may wish to apply for a second limited validity passport (4 years). Second passports provide greater flexibility, particularly if mariners need to apply for visas when traveling domestically and overseas. For more information, please see: <https://travel.state.gov/content/travel/en/passports/have-passport/second-passport-book.html>.

Below are the two options for applying for a second passport.

### Option 1: Requesting a Second Passport when Renewing a Passport

To apply for a second passport, applicants must also include:

- A second DS-82 application (with photograph) completed, signed, and dated;
- Signed statement describing the need for a second passport. (This is required in addition to the company letter authorizing use of these special procedures); and
- Include payment for both applications in a single check totaling \$375.12. (\$187.56 per application).

### Option 2: Requesting a Second Passport without Submitting a Current Valid Passport

If mariners need to use their current (10-year) passport while applying for their second passport, they can apply at a passport acceptance facility using a DS-11 form. They can expect to receive the second passport within the expedited timeframe posted at [travel.state.gov](http://travel.state.gov). To apply at a passport acceptance facility, applicants need:

- Completed (not signed) DS-11 application;
- Passport photograph;
- Photocopy of their 10-year passport data page;

■ Signed statement of need for a second passport as outlined on our website;

■ Payment of \$187.56 to the U.S. Department of State, which includes \$60 for expedite service and the additional \$17.56 for 1-2-day return delivery; and

■ Additional payment of \$35 to the passport acceptance facility to execute the application.

To locate the nearest passport acceptance facility, see <https://iafdb.travel.state.gov>. Please note that many passport acceptance facilities require customers to schedule an appointment ahead of their visit.

We thank you for your continued understanding and patience during these unprecedented times.

# Dispatchers' Report for Deep Sea

"Total Registered" and "Total Shipped" data is cumulative from Aug. 7 - Sept. 7. "Registered on the Beach" data is as of Sept. 7.

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	A	B	C	A	B	C		A	B	C
<b>Deck Department</b>										
Algonac	15	7	1	10	3	1	6	27	14	4
Anchorage	3	1	0	0	0	0	0	5	4	1
Baltimore	2	5	1	3	3	1	2	3	4	0
Fort Lauderdale	28	11	6	21	7	2	7	34	18	9
Guam	1	0	0	2	0	0	0	5	0	0
Harvey	7	4	0	10	2	0	1	15	5	1
Honolulu	6	1	0	8	3	0	6	10	3	0
Houston	26	21	8	34	10	4	21	61	35	7
Jacksonville	28	22	8	24	20	6	14	52	33	12
Jersey City	27	7	3	27	4	6	13	54	12	3
Joliet	2	4	1	2	0	0	2	1	4	3
Mobile	10	1	2	9	2	1	0	13	5	2
Norfolk	23	11	6	20	9	5	13	37	18	10
Oakland	18	3	0	9	1	0	2	23	10	1
Philadelphia	2	3	0	3	2	0	1	2	3	0
Piney Point	1	3	0	0	2	0	1	1	2	0
Puerto Rico	8	5	1	5	1	0	1	14	8	2
Tacoma	27	3	2	21	2	1	12	41	10	5
St. Louis	0	3	0	1	1	0	0	6	3	1
Wilmington	27	7	2	24	7	0	9	55	16	6
<b>TOTALS</b>	<b>261</b>	<b>122</b>	<b>41</b>	<b>233</b>	<b>79</b>	<b>27</b>	<b>111</b>	<b>459</b>	<b>207</b>	<b>67</b>
<b>Engine Department</b>										
Algonac	2	1	0	5	1	0	2	5	0	0
Anchorage	0	0	0	2	0	0	0	0	0	0
Baltimore	1	0	2	3	0	1	2	4	1	2
Fort Lauderdale	12	5	4	5	5	4	2	11	13	3
Guam	1	0	0	1	0	0	0	0	0	0
Harvey	1	1	0	0	5	0	0	6	1	0
Honolulu	3	2	1	2	0	0	1	6	6	3
Houston	13	10	3	5	10	2	4	28	15	1
Jacksonville	15	5	1	11	7	2	4	31	11	1
Jersey City	9	5	1	4	2	0	0	19	5	2
Joliet	1	1	0	1	0	0	0	4	0	0
Mobile	3	4	0	2	2	0	0	3	4	1
Norfolk	9	14	4	8	8	4	5	23	22	6
Oakland	0	3	1	2	0	0	1	11	5	2
Philadelphia	2	3	0	5	1	0	0	1	2	2
Piney Point	1	2	0	1	1	0	0	1	4	0
Puerto Rico	6	4	0	5	2	0	1	9	6	1
Tacoma	9	9	1	11	8	3	7	16	11	2
St. Louis	4	1	0	3	1	1	2	2	3	0
Wilmington	16	8	1	4	10	1	1	28	13	7
<b>TOTALS</b>	<b>108</b>	<b>78</b>	<b>19</b>	<b>80</b>	<b>63</b>	<b>18</b>	<b>32</b>	<b>208</b>	<b>122</b>	<b>33</b>
<b>Steward Department</b>										
Algonac	3	2	0	2	3	0	0	8	2	0
Anchorage	0	0	0	1	1	0	0	0	0	0
Baltimore	1	0	0	0	0	0	0	2	0	0
Fort Lauderdale	8	1	1	5	1	0	2	18	12	2
Guam	0	1	0	0	1	0	0	2	3	0
Harvey	4	0	0	4	0	0	1	6	3	0
Honolulu	6	0	0	4	2	0	1	12	2	0
Houston	15	6	1	9	5	0	3	24	13	2
Jacksonville	16	18	5	10	13	2	8	32	20	5
Jersey City	8	2	0	5	2	0	2	15	3	1
Joliet	0	0	0	0	1	0	0	0	0	0
Mobile	2	3	0	3	2	0	1	1	7	0
Norfolk	13	12	1	13	9	1	10	23	19	2
Oakland	10	8	0	8	2	0	5	18	13	1
Philadelphia	0	0	0	1	0	0	0	1	0	0
Piney Point	1	4	0	1	1	0	0	3	3	0
Puerto Rico	2	5	0	1	1	0	0	3	9	0
Tacoma	8	2	0	5	2	0	1	16	5	1
St. Louis	0	0	0	2	0	0	0	3	0	0
Wilmington	13	8	1	6	7	0	6	38	17	1
<b>TOTALS</b>	<b>110</b>	<b>72</b>	<b>9</b>	<b>80</b>	<b>53</b>	<b>3</b>	<b>40</b>	<b>225</b>	<b>131</b>	<b>15</b>
<b>Entry Department</b>										
Algonac	2	11	12	0	4	4	4	2	17	14
Anchorage	0	0	1	1	1	0	0	0	3	4
Baltimore	0	0	1	0	0	0	0	0	0	1
Fort Lauderdale	1	2	3	0	2	3	1	1	5	6
Guam	0	0	0	0	0	0	0	0	2	0
Harvey	0	2	0	0	2	1	0	2	3	0
Honolulu	1	2	7	1	1	3	0	0	4	5
Houston	3	14	13	1	13	12	4	5	10	10
Jacksonville	2	15	50	1	12	33	7	2	32	80
Jersey City	0	4	9	1	6	7	1	1	15	13
Joliet	0	2	0	0	0	0	0	0	2	0
Mobile	0	0	2	0	0	1	0	0	0	4
Norfolk	0	14	23	0	9	14	2	0	24	31
Oakland	0	7	2	0	2	1	1	2	22	7
Philadelphia	0	0	0	0	0	0	0	0	0	1
Piney Point	0	4	12	0	3	12	4	0	0	9
Puerto Rico	0	0	4	0	0	1	0	0	2	6
Tacoma	7	7	7	2	9	3	2	9	23	8
St. Louis	0	0	0	0	0	0	0	0	0	1
Wilmington	1	17	4	0	13	1	2	7	25	8
<b>TOTALS</b>	<b>17</b>	<b>101</b>	<b>150</b>	<b>7</b>	<b>77</b>	<b>96</b>	<b>28</b>	<b>31</b>	<b>189</b>	<b>208</b>
<b>GRAND TOTAL:</b>	<b>496</b>	<b>373</b>	<b>219</b>	<b>400</b>	<b>272</b>	<b>144</b>	<b>211</b>	<b>923</b>	<b>649</b>	<b>323</b>

## October & November Membership Meetings

Piney Point.....	Monday: October 4, November 8
Algonac.....	Friday: October 8, November 12
Baltimore.....	Thursday: October 7, *Friday: November 12
Guam.....	Thursday: October 21, *Friday: November 26
Honolulu.....	Friday: October 15, November 19
Houston.....	*Tuesday: October 12, Monday: November 15
Jacksonville.....	Thursday: October 7, *Friday: November 12
Joliet.....	Thursday: October 14, November 18
Mobile.....	Wednesday: October 13, November 17
New Orleans.....	Tuesday: October 12, November 16
Jersey City.....	Tuesday: October 5, November 9
Norfolk.....	Friday: October 8, November 12
Oakland.....	Thursday: October 14, November 18
Philadelphia.....	Wednesday: October 6, November 10
Port Everglades.....	Thursday: October 14, November 18
San Juan.....	Thursday: October 7, *Friday: November 12
St. Louis.....	Friday: October 15, November 19
Tacoma.....	Friday: October 22, November 26
Wilmington.....	Monday: October 18, November 22

\* Houston change due to Columbus Day observance

\* Baltimore, Jacksonville and San Juan changes due to Veterans Day observance.

\* Guam change due to Thanksgiving Day observance

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



Seafarers International Union of North America founder Harry Lundeberg served as MTD president from 1955 until his death in 1957.



MTD/SIU President Paul Hall led the department from 1957 to 1980.



MTD/SIU President Michael Sacco revitalized the department during a politically tumultuous stretch.

# Maritime Trades Department

*Editor's note: The Maritime Trades Department is a constitutionally mandated component of the AFL-CIO. SIU President Michael Sacco also serves as MTD president. The department's quadrennial convention, originally scheduled for this year, has been bumped back to June 2022 due to the pandemic. This article originally ran as a three-part series on the MTD website (maritimetrades.org) in August.*

August 19, 1946 – the birthday of the Maritime Trades Department, AFL-CIO.

On that date, in the city of Chicago, American Federation of Labor (AFL) President William Green and Secretary-Treasurer George Meany, along with the 13 AFL vice presidents, affixed their signatures to the charter creating the MTD.

Receiving the document were Joseph P. Ryan of the Longshoremen (ILA); Harry Lundeberg of the Seafarers (SIU); W.L. Allen of the Commercial Telegraphers Union (now part of the Communications Workers of America); Charles F. Mays of the Masters, Mates & Pilots (MM&P); and Joseph P. Clark of the Brotherhood of Firemen and Oilers (now part of the Service Employees International Union).

But the story starts five years earlier, at the 1941 AFL Con-

vention in Seattle.

During that gathering, a delegate from the San Francisco Labor Council offered a resolution “that the American Federation of Labor, in convention assembled, go on record in favor of establishing a maritime council within the American Federation of Labor similar to the units now functioning for the metal trades, building trades and railroad departments.” The resolution was sent to the AFL Committee on Organization for consideration and review. However, the United States entered World War II a few months later and no action was taken.

Following the war, representatives from various maritime-related unions met in New York City in May 1946. They requested the AFL reconsider the 1941 resolution. Attending that meeting were officials from the SIU, ILA, MM&P, Sailors’ Union of the Pacific, Radio Officers, Teamsters and American Merchant Marine Staff Officers.

The first national Maritime Trades Council of the American Federation of Labor met in Chicago days before the charter was issued. With officials from the SIU, ILA, MM&P, Commercial Telegraphers and Firemen and Oilers – as well as the Teamsters – attending, the council unanimously called for the creation of the Maritime Trades Department.

At the MTD’s first convention in October 1946, John Owens of the ILA served as executive secretary. The preamble adopted by the body read: “We, as workers in the transportation industry, realizing the necessity of strong, unified action in our endeavor to raise our social and economic standards to coordinate our efforts in our struggle for our rights, and in order to protect our Unions from raids by dual Unions and hostile organizations such as the CIO and the Communist Party, and for the purpose of organizing all unorganized workers in the industry into the structure of the American Federation of Labor to the end that all workers in the Maritime Transportation Industry – in the ships, the docks and shoreside workers – will be organized under the American Federation of Labor, hereby dedicate ourselves to mutual aid, support and to direct our action through the medium of the Maritime Trades Department of the AFL.”

The year 1946 also brought a major blow to the U.S.-flag merchant fleet with passage of the Ship Sales Act. This legislation allowed many of the American cargo ships built to win World War II to be sold for pennies on the dollar to replenish foreign-flag operators, instigating the flag-of-convenience system that continues to plague maritime to this day.

In addition, the MTD began its never-ending campaign of support for the Jones Act (the nation’s freight cabotage law) and for cargo preference measures to make sure American goods are carried aboard U.S.-flag ships, crewed by American mariners and built in domestic yards.

In 1947, the department adopted a policy of chartering Port Maritime Councils (PMC), which over time became the grassroots backbone of the MTD. The first councils were established in Milwaukee; Cleveland; New Orleans; Duluth, Minnesota; Ashland, Wisconsin; and Washington State (Columbia River). By 1948, new PMCs had started in New York City, Chicago, Detroit, Puerto Rico and Savannah, Georgia.

The MTD reported to the 1948 AFL convention “its affiliated unions have given magnificent service to many other unions who other unions needed help. These men have been fighting on the picket line with and for many other unions in the general fight to keep our labor movement free and strong.”

By 1952, the AFL and the MTD realized that the department needed officers and a constitution. Meeting in Chicago in March, representatives from the SIU, ILA, MM&P, Commercial Telegraphers and Operating Engineers (IUOE) worked with Harry O’Reilly of the AFL to craft a constitution. After its approval, the MTD elected Ryan as its first president, Lloyd Gardner of the SIU as secretary-treasurer, and May as vice president to serve until the MTD met in convention in September. Those delegates reelected Ryan and Gardner to their posts while Jack McDonald of the IUOE became vice president.

In 1955, Harry Lundeberg of the SIU was elected MTD president after the ILA had been expelled from the AFL. That same year, talks between the AFL and CIO led to the merger of the two labor organizations, creating the AFL-CIO. Lundeberg served until his passing in 1957, when Paul Hall took the helm of both the MTD and the SIU.

## Hall Takes Charge

The Paul Hall era for the MTD ran from 1957 until 1980.

In truth, he was involved before he became the MTD president, as he oversaw the New York Port Maritime Council (PMC). With sound trucks, coffee wagons and plenty of manpower, Hall made sure the PMC was a presence in the greater New York region – from waterfront beefs to the 1948 Wall Street strike by administrative workers. What he started in the Big Apple, he applied to the MTD across the country and in Canada.

During Hall’s 23 years guiding the department, the MTD increased its number of affiliates, swelled its series of Port Councils



Pictured at a 1987 MTD event are (from left) MTD/SIU President Frank Drozak, U.S. Sen. Joe Biden and MTD Executive Secretary-Treasurer Jean Ingrao



MTD Executive Secretary-Treasurer Daniel Duncan, MTD VP Jerry Abell and MTD President Michael Sacco taking their respective oaths of office at the 2017 MTD convention are (starting second from left) MTD Executive Secretary-Treasurer Daniel Duncan, MTD VP Jerry Abell and MTD President Michael Sacco. MTD General Counsel Leslie Tarantola is at left.

# Celebrates 75th Anniversary

and expanded its influence.

Harry O'Reilly left the AFL staff in 1956 to become the MTD executive secretary-treasurer. Under Hall and O'Reilly, the department staff grew to tackle more of the challenges facing the maritime industry. Peter McGavin took over for O'Reilly in 1960 and was instrumental in the creation of legislative and research divisions within the department.

The department launched a monthly magazine that dealt with maritime and labor issues. Topics included the Jones Act, cargo preference, domestic shipbuilding, fisheries, minimum wage, worker safety and much, much more.

The MTD initiated a series of maritime seminars and lectures in Washington, D.C. Speakers included legislators, administration officials and shipping executives. The programs proved so informative that MTD Port Councils hosted similar events around the country.

However, the primary concern for the MTD, its PMCs and affiliates was calling attention to the plight of the U.S.-flag merchant fleet. Since World War II, despite verbal support from presidents Eisenhower, Kennedy and Johnson, the U.S. commercial fleet was shrinking. When the Vietnam War broke out, World War II-vintage cargo ships and tankers made up a substantial part of the fleet.

Efforts began that were aimed at passing federal legislation to assist maritime. The last major bill to sail through Congress had come during the Franklin Roosevelt administration in 1936 as America prepared for the possibility of war in Europe and Asia.

Writing in the MTD's official publication *Maritime* in November 1967, McGavin stated, "And in the same manner we seek to promote the union label and seek an improved minimum wage, we also seek a strong, modern merchant marine."

America's leaders were debating not just the need for refurbishing the commercial fleet, but also whether to have new builds constructed overseas rather than in domestic shipyards. The MTD and its affiliates fought to protect American workers and jobs.

Richard Nixon's 1968 presidential campaign included a plank to revitalize the U.S.-flag fleet. In February 1969, MTD Administrator O. William Moody declared, "It will continue to be one of the prime goals of the Maritime Trades Department to bring to the attention of the public the facts about our merchant marine, so that the public can join its voice to ours."

As debate began on Capitol Hill for maritime legislation, Nixon told a Seattle audience in 1969, "The time has come for new departures, new solutions and new vitality for American ships and American crews on the high seas of the world." In addition, the MTD, through its Port Councils, launched its "Ship American" campaign.

The House of Representatives passed the bill in early 1970, but the Senate continued to debate the measure. It called for the construction of 300 new vessels over a 10-year period, construction and operating subsidies, cargo preference protections and assistance for the Great Lakes and fishing industries.

Hall specified in the August 1970 *Maritime*, "The need is for first-class U.S.-flag fleet. Fast, efficient new ships must replace slow, tired rustbuckets." Within two months, the Senate passed and Nixon signed the Merchant Marine Act of 1970.

The maritime industry had high hopes this would be the start of a new boom for the U.S.-flag. But, it was not to be as America again looked away from its merchant fleet with the end of Americans fighting in Vietnam in 1973. Three years later, President Ford vetoed petroleum cargo preference legislation pushed by the MTD and the industry.

Meanwhile, following the merger of the AFL and CIO, new affiliates signed on with the MTD, increasing its total to 43 affiliates, representing more than 10 million union members. A total of 100 Port Maritime Councils could be found from the Atlantic to the

Pacific, from the Great Lakes to the Gulf of Mexico, and points in between – including as many as five in Canada.

The MTD report to the 1967 AFL-CIO Convention saluted the PMCs: "In many respects, the structure of the Maritime Trades Department could be likened to an iceberg. Our national headquarters is one-eighth of the iceberg that can be seen above the surface; the Port Council network is the remaining seven-eighths – it is hidden beneath the surface, but it is the main part of our effort."

McGavin died in 1975, with Moody remaining as administrator until Jean Ingrao became the executive secretary-treasurer in 1979.

When Hall passed away in 1980, the national political consensus was more conservative. Frank Drozak took over the MTD presidency just as Ronald Reagan came to the White House. The MTD and its Port Councils fought hard, but could not save major parts of the 1970 legislation. Looking to save money, defense "experts" said the nation could use American-owned, foreign-crewed, foreign-flag vessels to move its needed cargo.

Drozak died in 1988, bringing Michael Sacco to the bridge of the MTD as the United States was about to rediscover how valuable American mariners and ships were to the nation's armed forces and the economy.

## Sacco Revitalizes Department

When Sacco became president of the MTD in June 1988, he already was very well acquainted with the department's work in the nation's capital and at the grassroots level.

Under the direction of Hall in the 1960s in New York, Sacco walked picket lines and passed out so many cups of coffee from that Port Council's van that he lost count. When the Seafarers assigned him to Maryland in the 1970s, Sacco participated in the department's luncheons and seminars for congressional, administration and government officials in the shadow of the White House. Working in St. Louis during the 1980s, he was one of four area labor officials instrumental in revitalizing that city's Port Maritime Council.

Sacco is the longest serving president in the department's history. Because of his background, grassroots activism has remained a major focus for the MTD.

From walking with striking Eastern Air Lines Machinists and flight crews at airports around the country in 1989-90 to operating drive-through food banks for laid-off union members during the 2020-21 COVID crisis, Port Councils continue to answer the bell. Many of the formal PMC dinners of the late 20th century have given way to outdoor activities (including golf and sport shooting) to raise funds for charities and scholarships. Following the hurricanes and earthquakes that devastated Puerto Rico last decade, Port Councils worked with affiliates and their communities to gather and rush vital goods to the island.

The value of the PMCs' community efforts comes alive when the U.S.-flag maritime industry is under attack. The network springs into action by writing, calling and visiting their local elected officials to remind them maritime is not just a federal issue. It affects the local daily economy. Such has been the effect of Port Council activities within their jurisdictions that legislation proposed to attack the Jones Act or cargo preference has been thwarted before even being introduced.

Sacco and the department have made sure maritime and its issues remain at the forefront. Shortly after he took over, U.S. military activity in the Middle East reminded Americans how important U.S.-flag shipping is to the national defense and the economy.

As American forces were sent to free Kuwait from Saddam Hussain's Iraq in 1991, military planners thought they could rely on vessels owned by Americans but registered overseas and crewed by foreign mariners. The nation soon discovered the dif-

ference between those ships and the ones sailing under Old Glory crewed by American-civilian mariners. As the head of the U.S. Transportation Command, Air Force General Hansford Johnson, told the MTD Executive Board in February 1991, "We literally had a steel bridge across the ocean. I cannot find a more patriotic group in America than the men and women you represent." Meanwhile, reports began surfacing about the foreign crews on several foreign-flag vessels refusing to deliver goods needed by the fighting forces.

This was the opening salvo in the effort to revitalize the U.S.-flag fleet.

"An active fleet contributes to the economy," stated Sacco. "It creates jobs and raises revenue through corporate and personal income taxes. It doesn't drain the Treasury into a sinkhole."

In 1992, the George H.W. Bush administration offered legislation to address the needs of the U.S.-flag fleet. For the next five years, operating with two different White Houses and three different Congresses, the MTD and its affiliates worked with Democrats and Republicans to pass the Maritime Security Act of 1996. Though reluctant to take public credit, Sacco was widely recognized behind the scenes as an especially forceful, effective proponent of the measure.

The MTD launched a nationwide grassroots campaign in 1993 to "Keep America's Flag Flying" to bring attention to the industry. During the 1993 MTD Convention, Sacco declared, "The futures of the U.S.-flag merchant marine and domestic shipbuilding are at stake."

That same year, longtime MTD Secretary-Treasurer Jean Ingrao retired. Prior to her leaving, the department reached its all-time high of 44 affiliates before mergers among the unions

*Continued on Page 19*



## Seafarers International Union Directory

Michael Sacco, President

Augustin Tellez, Executive Vice President

David Heindel, Secretary-Treasurer

George Tricker, Vice President Contracts

Tom Orzechowski,  
Vice President Lakes and Inland Waters

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Nicholas Celona, Vice President Government  
Services



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### PORT EVERGLADES

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

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### TACOMA

3411 South Union Ave., Tacoma, WA 98409  
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510 N. Broad Ave., Wilmington, CA 90744  
(310) 549-4001/4002

## Inquiring Seafarer

This month's question was answered by steward-department upgraders in Piney Point, Maryland. They were completing the chief cook class.

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



**Jasmine Mable**  
SA

Travelling, money. Meeting new people. That's a highlight, because I like people. That's about it.



**Chad Sikorski**  
ACU

I love to travel, and staying busy, seeing the world. I enjoy cooking for the guys on the ship. Try to get their bellies full and keep them happy.



**Nala Johnson**  
ACU

I love cooking. I love meeting new people. I love to travel.



**Ricky Sencida**  
ACU

So far, it's good. Most of the stewards I've worked with are helpful. During winter, the steward department isn't cold; during the summer, it's not too hot.



**Daniel Cage**  
SA

Travel, definitely. And with this job, I get paid to do it. Also, cooking is fun. I love to eat, so cooking comes naturally. One kind of helps the other.



**Jurally Aseberos**  
SA

The challenge of making the crew happy through my cooking. I give my best for them. The salary I get to support my family and my future plans.

## Pic From The Past

SIU wheelmen Stan Waslowski (left) and Joe Wilkes help outfit the *Adam E.* during Great Lakes fit-out in 1981.



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

# Welcome Ashore

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



## DEEP SEA

### GERALD ARCHIE

Brother Gerald Archie, 70, joined the Seafarers International Union in 1990, initially sailing aboard the *Independence*. He upgraded at the Piney Point school on several occasions and shipped in the steward department. Brother Archie's final vessel was the *Cape Henry*. He is a resident of Alameda, California.



### ELWOOD AUSTIN

Brother Elwood Austin, 65, began sailing with the SIU in 1977. A deck department member, he was first employed by the Association of Maryland Pilots. Brother Austin upgraded his skills at the Paul Hall Center on multiple occasions. He last sailed on the *USNS Pathfinder* and lives in Frisco, North Carolina.



### DAVID CENTOFANTI

Brother David Centofanti, 65, embarked on his career with the Seafarers in 1977, initially sailing on the *Point Julie*. He was a deck department member and upgraded at the union-affiliated Piney Point school in 1979. Brother Centofanti last shipped aboard the *Gemini* and resides in West Yarmouth, Massachusetts.



### MARCO FIGUEROA

Brother Marco Figueroa, 69, signed on with the SIU in 2002, initially shipping aboard the *USNS Mary Sears*. He was a deck department member and upgraded at the Paul Hall Center on multiple occasions. Brother Figueroa most recently sailed on the *Ocean Trader* and resides in Fort Pierce, Florida.



### MITCHELL FRENCH

Brother Mitchell French, 65, started his career with the Seafarers in 1990 and first shipped aboard the *Sea-lift Arctic*. He sailed in the deck department and upgraded on multiple occasions at the Piney Point school. Brother French's final vessel was the *Horizon Kodiak*. He lives in Bellingham, Washington.



### MARIANO GUTIERREZ-GARCIA

Brother Mariano Gutierrez-Garcia, 69, signed on with the union in 2001. He initially sailed aboard the *Lurline* and worked in all three departments. Brother Gutierrez-Garcia upgraded at the Paul Hall Center on numerous occasions. He most recently shipped on the *Horizon Pacific* and is a resident of Los Angeles.



### VICKI HAGGERTY

Sister Vicki Haggerty, 65, joined the SIU in 1989 when she sailed on the *Independence*. She was a steward department member and upgraded at the Piney Point school on several occasions. Sister Haggerty last shipped on the *Tacoma* and makes her home in Mossyrock, Washington.



### ANGEL HERNANDEZ

Brother Angel Hernandez, 67, signed on with the union in 1971, initially shipping on the *Charleston*. He sailed in the engine department and upgraded often at the Paul Hall Center. Brother Hernandez last shipped aboard the *Maersk Ohio*. He lives in Orlando, Florida.



### JOHN KANE

Brother John Kane, 66, donned the SIU colors in 1974. He first sailed aboard a Hudson Waterways vessel and primarily worked in the deck department. Brother Kane's last ship was the *Bay Ridge*. He is a resident of San Pablo, California.



### ROBERT MASCHMEIER

Brother Robert Maschmeier, 65, started sailing with the union in 1982, initially shipping on the *Leo*. A steward department member, he upgraded at the Piney Point school on multiple occasions. Brother Maschmeier concluded his career aboard the *Maersk Misaki* and calls Louisiana, Missouri, home.



### RONNIE MICKLOS

Brother Ronnie Micklos, 65, joined the union in 1991 and first sailed aboard the *USNS Wyman*. He was a member of the engine department and upgraded at the union-affiliated Paul Hall Center



on numerous occasions. Brother Micklos last shipped on the *Cape Jacob*. He lives in Beverly Hills, Florida.

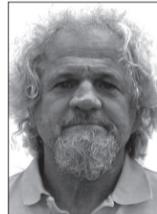
### HUGH MORRISON

Brother Hugh Morrison, 72, began his career with the SIU in 2004 when he sailed aboard the *Seabulk Trader*. An engine department member, he most recently shipped aboard the *Bernard F. Fisher*. Brother Morrison resides in Nampa, Idaho.



### JAMES MULDOWNEY

Brother James Muldowney, 65, embarked on his career with the SIU in 2002. He first sailed on the *Bernard F. Fisher* and shipped in the deck department. Brother Muldowney upgraded at the Piney Point school in 2010. He concluded his career on the *Maersk Missouri* and lives in Austin, Texas.



### EDWARD NELSON

Brother Edward Nelson, 66, became a member of the Seafarers International Union in 1991, initially sailing aboard the *American Falcon*. He worked in the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Nelson's final vessel was the *Liberty Grace*. He resides in Dixon, Missouri.



### MICHAEL PRESSER

Brother Michael Presser, 60, joined the union in 1981 when he sailed on the *Independence*. He worked in the deck department and upgraded often at the Piney Point school. Brother Presser last sailed aboard the *Maersk Sen-tosa*, and settled in Conowingo, Maryland.



### AUGUSTO RODIL

Brother Augusto Rodil, 67, signed on with the SIU in 1991, initially shipping aboard the *Del Valle*. He was an engine department member and upgraded at the Paul Hall Center on multiple occasions. Brother Rodil most recently sailed on the *American Phoenix* and resides in Sugarland, Texas.



### STIG SASSE

Brother Stig Sasse, 63, started his career with the Seafarers in 2001 and first shipped aboard the *Cape John*. He sailed in the deck department and upgraded on multiple occasions at the Piney Point school. Brother Sasse's final vessel was the *Alliance St. Louis*. He makes his home in Houston.

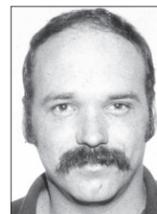


### JAMES VARELA

Brother James Varela, 65, signed on with the union in 1979. He initially sailed aboard the *Gemini* and worked in the engine department. Brother Varela upgraded often at the Paul Hall Center. He last shipped on the *Baldomero Lopez* and is a resident of Pompano Beach, Florida.

### GARRY WALKER

Brother Garry Walker, 66, joined the SIU in 1975 when he sailed on an Ocean Clipper Inc. vessel. He shipped in the deck department and upgraded at the Piney Point school on several occasions. Brother Walker most recently sailed on the *Horizon Kodiak* and makes his home in Ashford, Washington.



### PERRY WEBSTER

Brother Perry Webster, 65, signed on with the Seafarers International Union in 1988 and first shipped on the *USNS Persistent*. A deck department member, Brother Webster concluded his career aboard the *Presque Isle*. He calls Lynchburg, Tennessee, home.



## GREAT LAKES

### DARRELL BAYS

Brother Darrell Bays, 68, joined the Seafarers in 1996. He initially shipped on the *H. Lee White* and sailed in the steward department. Brother Bays upgraded at the Paul Hall Center in 2003. He last shipped on the *Paul H. Townsend* and resides in West Seneca, New York.



## INLAND

### DARRELL CRAIN

Brother Darrell Crain, 64, donned the

SIU colors in 1991. A deck department member, he was employed by Higman Barge Lines for the duration of his career. Brother Crain is a resident of Evadale, Texas.

### ROBERT GLASS

Brother Robert Glass, 73, embarked on his career with the SIU in 1970 when he worked for Michigan Tankers. He was a member of the deck department and was last employed by G&H Towing. Brother Glass makes his home in Montgomery, Texas.

### CLAUDETTE PHILLIPS

Sister Claudette Phillips, 62, joined the Seafarers International Union in 1999 when she sailed with Delta Queen Steamboat Company. She was a member of the steward department and concluded her career aboard the *Mississippi Queen*. Sister Phillips lives in Tampa, Florida.

### MICHAEL RABINOVITZ

Brother Michael Rabinovitz, 62, started sailing with the Seafarers in 1991. He first shipped on the *Padre Island* and worked in the deck department. Brother Rabinovitz upgraded at the Paul Hall Center on several occasions. He last worked for Penn Maritime and resides in Tyler, Texas.



### DENNIS RIDLEY

Brother Dennis Ridley, 62, signed on with the union in 1992. He sailed in the deck department and worked for Higman Barge Lines for his entire career. Brother Ridley makes his home in San Augustine, Texas.



### DENNIS WHEAT

Brother Dennis Wheat, 64, joined the SIU in 1979. He was first employed by Crowley Towing and Transportation and was a member of the deck department. Brother Wheat upgraded at the union-affiliated Piney Point school on multiple occasions. He concluded his career working for Southbay Barge and resides in Long Beach, California.

## NMU

### STUART DONOVAN

Brother Stuart Donovan, 72, joined the Seafarers during the 2001 SIU/NMU Merger. He upgraded at the Paul Hall Center within his first year and was an engine department member. Brother Donovan's first vessel was the *Chilbar*; his last, the *Delaware Trader*. He calls Jonesport, Maine, home.



# Final Departures



## DEEP SEA

### SUSANNE CAKE

Pensioner Susanne Cake, 64, died August 9. She became a member of the SIU in 1982, initially sailing aboard the *Consumer*. Sister Cake was a steward department member. She last shipped on the *Courage* before retiring in 2014. Sister Cake made her home in Brandywine, Maryland.



### JOHN CYPRIAN

Pensioner John Cyprian, 75, passed away April 1. He joined the union in 2001 and first shipped on the *Prince William Sound*. An engine department member, Brother Cyprian last sailed aboard the *Arctic*. He retired in 2010 and settled in Seattle.



### MARION DALE

Pensioner Marion Dale, 78, died July 22. He signed on with the Seafarers in 1965. Brother Dale, a steward department member, first sailed aboard the *Del Sol*. His last ship was the *Patriot*, and he went on pension in 2000. Brother Dale lived in Montrose, Alabama.



### DOMINGO DIAZ

Pensioner Domingo Diaz, 98, passed away July 30. He joined the union in 1943 and worked in the deck department. Brother Diaz was first employed by Crowley Puerto Rico Services. He last shipped aboard the *Panama* before going on pension in 1988. Brother Diaz was a resident of Puerto Rico.



### CHRISTOPHER DOWE

Pensioner Christopher Dowe, 66, died March 29. He donned the SIU colors in 1974, initially sailing aboard the *Bienville*. Brother Dowe shipped in the engine department and also worked on shore gangs. He went on pension in 2019 and lived in Virginia Beach, Virginia.

### NAJI HASSAN

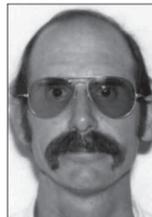
Pensioner Naji Hassan, 92, passed away April 12. He began his career with the SIU in 1963 when he sailed aboard the *Taddei Victory*.

Brother Hassan sailed in the engine department and last shipped on the *Guayama*. He became a pensioner in 1998 and resided in Jacksonville, North Carolina.



### DOUGLAS HESTER

Pensioner Douglas Hester, 75, died August 10. He started shipping with the SIU in 1966 and first sailed aboard the *Adventurer*. A deck department member, Brother Hester concluded his career aboard the *Santa Mercedes*. He retired in 2012 and lived in Vallejo, California.



### JOHN JONES

Brother John Jones, 70, passed away July 2. Born in Cameron, Texas, he joined the Seafarers in 1990. Brother Jones was a deck department member and first shipped on the *Indian Ocean*. He most recently sailed aboard the

*Maersk Yorktown* and resided in Houston.

### RANDY LOUQUE

Pensioner Randy Louque, 67, died August 20. He began shipping with the union in 1996, initially sailing aboard the *Cape Flattery*. An engine department member, Brother Louque concluded his career on the *Atlantic Forest*. He retired in 2019 and lived in New Zealand.



### DAVID MILLIGAN

Pensioner David Milligan, 74, died July 25. He joined the SIU in 1975 when he sailed aboard the *Transcolorado*. Brother Milligan sailed in the deck department. He last shipped on the *Horizon Pacific* and retired in 2007. Brother Milligan lived in Marshallberg, North Carolina.



### HANS SCHMUCK

Brother Hans Schmuck, 60, passed away July 26. Born in Chestnut, Pennsylvania, he embarked on his SIU career in 1983. Brother Schmuck was a steward department member and first sailed aboard the *Rose City*. He most recently shipped aboard the



*Maunawili* and resided in Bedminster, Pennsylvania.

### WOODROW SMITH

Pensioner Woodrow Smith, 67, died August 5. An engine department member, he donned the SIU colors in 1970. Brother Smith was first employed by Vivian Tankships. He last sailed aboard the *Atlantic Forest* and became a pensioner in 2019. Brother Smith was a New Orleans resident.



### STANLEY VANE

Pensioner Stanley Vane, 63, passed away August 2. He signed on with the Seafarers in 1978, initially sailing aboard the *Monticello*. Brother Vane was an engine department member and also worked on shore gangs. He was last employed by Cargotec Services before going on pension in 2007. Brother Vane made his home in Virginia Beach, Virginia.



## GREAT LAKES

### DANIEL BREYER

Pensioner Daniel Breyer, 65, has passed away. He signed on with the union in 2001 and sailed in the deck department. Brother Breyer's first vessel was the *Gemini*. He last sailed aboard the *St. Clair* and went on pension in 2020. Brother Breyer was a resident of Gilbert, Arizona.



### EDWARD FABIAN

Pensioner Edward Fabian, 91, died July 3. An engine department member, he joined the SIU in 1960. Brother Fabian first sailed with American Steamship. He last shipped aboard the *Buffalo* before retiring in 1988. Brother Fabian resided in Royal



Oak, Michigan.

### TIMOTHY ORBAN

Pensioner Timothy Orban, 65, passed away July 25. He embarked on his career with the Seafarers in 1974 when he shipped aboard the *J.A.W. Iglehart*. Brother Orban sailed in both the steward and engine departments. He last



shipped on the *Sam Laud* before retiring in 2014. Brother Orban lived in Alpena, Michigan.

## INLAND

### MANUEL ALVAREZ

Pensioner Manuel Alvarez, 87, died August 8. He donned the SIU colors in 1962, initially sailing with McAllister Towing of Baltimore. Brother Alvarez was a member of the engine department and concluded his career aboard the *Ranger* in 1988. He went on pension the following year and settled in Linthicum, Maryland.



### DONALD BRANDS

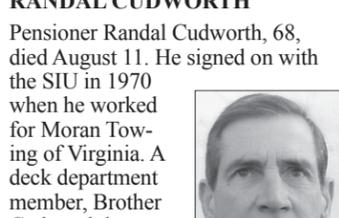
Pensioner Donald Brands, 70, has passed away. He signed on with the SIU in 1978, working for IBC Company. A deck department member, Brother Brands was last employed by Harley Marine. He retired in 2016 and resided in



Bayport, New York.

### PRESTON BRYANT

Pensioner Preston Bryant, 94, died July 28. He joined the union in 1957 and was first employed by McAllister Towing of Baltimore. Brother Bryant last sailed with Moran Towing of Maryland before retiring in 1986. He called Bamberg, South Carolina, home.



### RANDAL CUDWORTH

Pensioner Randal Cudworth, 68, died August 11. He signed on with the SIU in 1970 when he worked for Moran Towing of Virginia. A deck department member, Brother Cudworth last sailed with Atlantic Towing. He became a pensioner in 2015 and lived in Virginia Beach, Virginia.



### WILLIAM GOSSETT

Pensioner William Gossett, 80, passed away July 19. He began his career with the union in 1980, initially sailing with Admiral Towing and Barge. Brother Gossett was a member of the deck department and last worked for Crowley Towing and Transportation. He went on pension in 2003 and lived in Aiken, South Carolina.



### WILLIE GRAY

Pensioner Willie Gray, 90, died July

12. He joined the union in 1961 and first sailed with McAllister Towing of Virginia. Brother Gray worked in the deck department and concluded his career with Mariner Towing. He retired in 1992 and settled in Hertford, North Carolina.

### JAMIE HALL

Pensioner Jamie Hall, 71, passed away August 4. He signed on with the SIU in 1989 when he shipped on the *USNS Regulus*. Brother Hall was a deck department member. He last shipped aboard the *Stephen W. Pless* and went on pension in 2015. Brother Hall was a resident of Milton, Florida.



### JOSEPH NELSON

Pensioner Joseph Nelson, 78, passed away August 3. He embarked on his career with the Seafarers in 1978 when he shipped with Crowley Puerto Rico Services. Brother Nelson sailed in engine department and continued to work for the same company for the duration of his career. He became a pensioner in 2005 and lived in San Juan, Puerto Rico.

### CARLTON SHANNON

Pensioner Carlton Shannon, 88, died July 3. He joined the Seafarers in 1975, initially working for Steuart Transportation. Brother Shannon last sailed with Piney Point Transportation before retiring in 1995. He called Manteo, North Carolina, home.



### JAMES WALLER

Pensioner James Waller, 64, died July 17. Signing on with the Seafarers in 1972, he was first employed by Interstate Oil. Brother Waller was a member of the deck department and concluded his career with OSG Ship Management. He went on pension in 2018 and called Princess Anne, Maryland, home.



## NMU

### ROBERT MARTIN

Pensioner Robert Martin, 67, passed away July 22. He sailed with the NMU prior to the 2001 NMU/SIU merger. Brother Martin was born in Brooklyn, New York. He retired in 2018 and was a resident of St. Gabriel, Louisiana.



# 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.

**USNS POLLUX** (TOTE Services), July 1 – Chairman **Chris Nagle**, Secretary **Robinson Eromosele**, Educational Director **Lawrence Croft**, Steward Delegate **Ernesto Martinez**. Crew reviewed old business including requests to increase eyeglass prescription coverage and for maternity leave benefits for both spouses. No beefs or disputed OT reported. Crew discussed issues with providing proof of insurance to receive medical care and the inability to get in touch with the insurance company. They talked about hiring-hall schedules.

**MAERSK DETROIT** (Maersk Line, Limited), July 11 – Chairman **William Barrett**, Secretary **John Greubel**, Educational Director **Charles Packer**, Deck Delegate **John Walsh**, Steward Delegate **Mohammad Abou Abdou**. Educational director encouraged members to check documents and to upgrade at the union-affiliated Piney Point school. No beefs or disputed OT reported. Carpet cleaner arrived. Members requested full dental coverage and a raise in retirement pay. Crew asked that vacation accrual be 30 for 30 and insisted that the ship should pay for all safety equipment.

**SLNC YORK** (Argent Marine Operations), July 11 – Chairman **Dominic Marco**, Secretary **Tamara Houston**, Deck Delegate **Clifford Carroll**, Engine Delegate **Roy Villanueva**, Steward Delegate **Brian Peralta**. Chairman reminded crew to continue following safety protocols for COVID-19. Members discussed vaccine requirements and asked

how they relate to classes at the Paul Hall Center. Educational director urged crew to upgrade. No beefs or disputed OT reported. New hardware for fridge is pending. Steward department thanked for a job well done.

**BAY STATE** (Intrepid Personnel and Provisioning), July 25 – Chairman **Brian Gauntt**, Deck Delegate **Demond Lindsey**, Engine Delegate **Lebindra Maharaj**, Steward Delegate **Alfrancis Bauzon**. Chairman advised crew to get the COVID-19 vaccine and to keep up with documents. Educational director recommended members to upgrade at the Piney Point school. No beefs or disputed OT reported. Members requested internet and Wi-Fi availability and an increase in reimbursement for eyeglasses. Crew asked for better food quality when ship gets stores. Next port: Port Everglades, Florida.

**EMPIRE STATE** (Intrepid Personnel and Provisioning), July 15 – Chairman **Ahmed Mohammed Ghaleb**, Secretary **Troy Smith**, Educational Director **Dhahabi Quraish**, Steward Delegate **Mohamed Noman**. Wi-Fi now available for crew. Chairman advised members to read the President's Report in *Seafarers LOG*. Everything going great aboard ship. Educational director urged crew to upgrade at the Paul Hall Center for Maritime Training and Education. No beefs or disputed OT reported. Members discussed current relief procedure and requested that 90-day relief be optional. Crew was encouraged to donate to SPAD (Seafarers Political Activity Do-

nation). Currently, 85% of ship crew vaccinated.

**MAERSK SELETAR** (Maersk Line, Limited), July 17 – Chairman **Cleofe Bernardes Castro**, Secretary **Stephan Osovitz**, Educational Director **William Ness**, Engine Delegate **Matthew Yowell**. Payoff scheduled for July 20 in Newark, New Jersey. Secretary urged members to be cautious when going ashore in New Jersey due to rising COVID-19 cases. Educational director encouraged crew to upgrade at the Paul Hall Center. No beefs or disputed OT reported. Members requested new TVs, refrigerators in rooms, and better Wi-Fi service aboard ship. Steward department was commended for making wonderful food. Crew requested increase in vacation time to 16 for 30 days.

**PACIFIC TRACKER** (TOTE Services), July 25 – Chairman **Kevin Kellum**, Secretary **Julito Crodua**, Educational Director **Donald Wellentin**, Deck Delegate **Leroy Reed**, Steward Delegate **Michael Gramer**. Chairman read the contract and discussed ship restrictions. Members that need to renew their MMC documents can receive a letter of drug test exemption from the captain. Educational director reminded members to upgrade at the union-affiliated Piney Point school. No beefs or disputed OT reported. Crew went over various ship positions and talked about how to make them all the same pay rate. Members discussed compensation for ship restriction. Crew requested one day off for every 30 days, better Wi-Fi connection

## Shipboard Mask Update

The Coast Guard in early September updated one of its marine safety information bulletins (MSIB) as follows: "Non-passenger-carrying commercial vessels operated by a team of mariners who all live on the vessel are exempt from wearing a mask. A mask will still be required when the vessel receives persons who are not a part of the team of mariners that live on the vessel."

The entire MSIB is posted on the SIU website.

and clarification on expiration of current contract. New TV in crew mess. Vote of thanks given to the steward department. Next port: Honolulu.

**MAERSK CHICAGO** (Maersk Line, Limited), August 1 – Chairman **Magdy Balat**, Secretary **Lamont Faulks**, Deck Delegate **Muafa Musad**, Engine Delegate **Syed Iqbal**, Steward Delegate **Sandra Vann**. All is good aboard ship. No beefs or disputed OT reported. Members asked for more vacation days, better-paying contracts and for vacation pay to be at the same rate as base wages. They discussed reimbursement for those who live in New York and New Jersey when joining and relieved in Newark.

**TAINO** (Crowley), August 1 – Chairman **Rafael Franco**, Secretary **Carlos Colon De Jesus**, Educational Director **Jesus Martinez**, Deck Delegate **Arthur Patterson**. Members discussed COVID-19 pandemic and the importance of getting vaccinated. Secretary thanked crew for helping in the galley. Educational director encouraged members to upgrade at the Paul

Hall Center for Maritime Training and Education in order to move up in the industry. He also reminded crew to keep track of documents. No beefs or disputed OT reported. Crew went over the importance of the Jones Act, America's freight cabotage law. Members from the San Juan hall raised questions relating to job calls and shipping rules. Members expressed concern over possibly missing job calls. Next port: Jacksonville, Florida.

**OCEAN FREEDOM** (Crowley), August 2 – Chairman **Jovan Williams**, Secretary **Velicia Williams**, Educational Director **Daryl Hicks**, Deck Delegate **Leonard Gregg**, Engine Delegate **Reinaldo Roman**, Steward Delegate **John Smith**. Chairman reminded crew to wear masks and urged them to get vaccinated. Educational director recommended members upgrade at the Piney Point school and to make sure their documents are up to date. No beefs or disputed OT reported. Members requested TVs and Wi-Fi. Crew requested vacation be increased to 25 for 30. Next port: Corpus Christi, Texas.

## Know Your Rights

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

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

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

requested. The proper address for this is:

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

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

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

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

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

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

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

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

**SEAFARERS POLITICAL ACTIVITY**

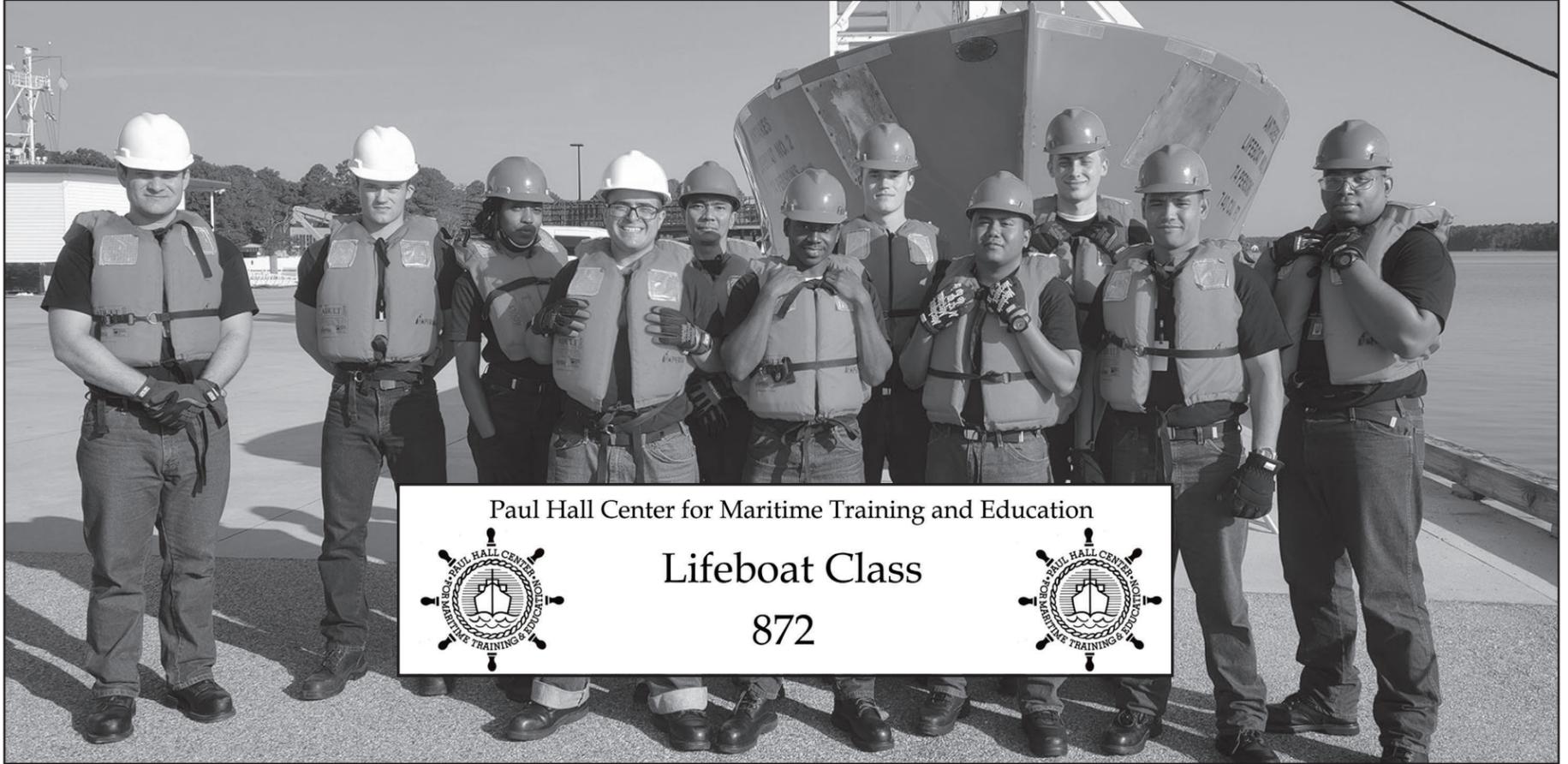
**DONATION (SPAD).** SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American merchant marine with improved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

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

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



# Paul Hall Center Classes



Paul Hall Center for Maritime Training and Education

**Lifeboat Class**

**872**

**Apprentice Water Survival Class #872** – Graduated Aug. 13 (above, in alphabetical order): Bonita Barrs, Patrick Enteria Estavillo, Jonah Makanaakua Ganzagan, Anthony Hunter, Clarence Hutchens III, Bryce Kennebeck, Hamzah Sadeg Qatabi, Christopher Smith, Kyle Smith, Stuart Waite and Tyus White.

**UA to FOWT** – Graduated Aug. 20 (photo at right, in alphabetical order): Ja'shon Adams, Nicholas Banks, Oswaldo Jose Barrera, Jalen Denson, Charles Fischer Jr., Christopher Fisher, Nathan Johnson Jr., Franklins Joseph, Christian Efrain Lalin, Gregory Nash, Julianne Perez Borroto Sanchez, Ghadir A. Sarkis, Anthony Timmson-Brown, Jorge Gerardo Valencia Bon, Ronald Von Kaenel and Joel Williams.



**UA to Able Seaman (Deck)** – Graduated Aug. 13 (above, in alphabetical order): Lexter A. Alfaro-Rivera, Jacob Booth, Zaid Cooper, Jessina Fernandez, Peter Festa III, Joel Frederick, Joseph Horton, Kalae-Mitchal K. Huihui, Stephen Jarrell, Oscar Krowicki, Joseph Murphy III, John Sadia, Marcell Gabriel Santos-Pascual, Raul Soto, Blake Stollenwerck, Desmond Unutoa and Luis Ricardo Venegas Nolasco.

# Paul Hall Center Classes



**Government Vessels (Upgraders) – Graduated Sept. 3 (above, in alphabetical order):** Lebrone Allen, Alphonzo Berry, Kevin Bozis, Tom Dary, Alexander Marcelino Dominguez, Robert Foster, Sarah Gross, Norman Hook, Steven Johnson, Rashaad Mangram, Juan Narvaez, Tierra Noble, Michael Antonio Ribeiro, Rhett Smith, Elpidio Avergonzado Toyco and Sean Wilson. (Note: Not all are pictured.)



**Government Vessels (Phase I) – Graduated Sept. 3 (above, in alphabetical order):** Christian Branch, Elijah Ha-Saun Crawford, Kain Ikeda Hingle, Kyle Pettis and Kaleb Politte.



**Government Vessels (Upgraders) – Graduated Aug. 20 (above, in alphabetical order):** James Blackburn III, Andrew Carey, Dennison Roncales Dizon, Rudy Lopez, Tharwat Hussein Saleh, Andrea Sharpe, Souleymane Tamla and Cody Younghans. (Note: Not all are pictured.)



**Tank Ship Familiarization LG – Graduated Aug. 27 (above, in alphabetical order):** Saleh Abdo Alsinai, Henry Molina Cacal, Thyron Simbajon Dy, Jack Gourgue and Edsel Auguis Renegado.



**Tank Ship Familiarization DL – Graduated July 9 (above, in alphabetical order):** Miguel Angel Abad, Michael James Pompa Adeva, Adewale Isaac Adiat, Glenn Valera Agustin, Nahun Moises Bernardez, Jose Luis Borrero Rodriguez, Rudy Villacarlos Cesar, Andrew Gronotte, Julio Cesar Ibanez Kunz, Loretta James, George Marcelo Mardones, Zeke Alec Pasquarelli and Shatina Wright. Class instructor Mark Buyes is at the far left. (Note: Not all are pictured.)

**Electronic Navigation – Graduated Sept. 3 (photo at right, in alphabetical order):** Yahya Abdulaziz Ahmed, Husein Mohsin Alrayyashi, Jose David Argueta, Carlton Banks, Travis Golightly, Byron Graham, Michael Hodges, Matthew Jenness, Glen McCullough and Joseph Nathanael Nicodemus



# Paul Hall Center Classes

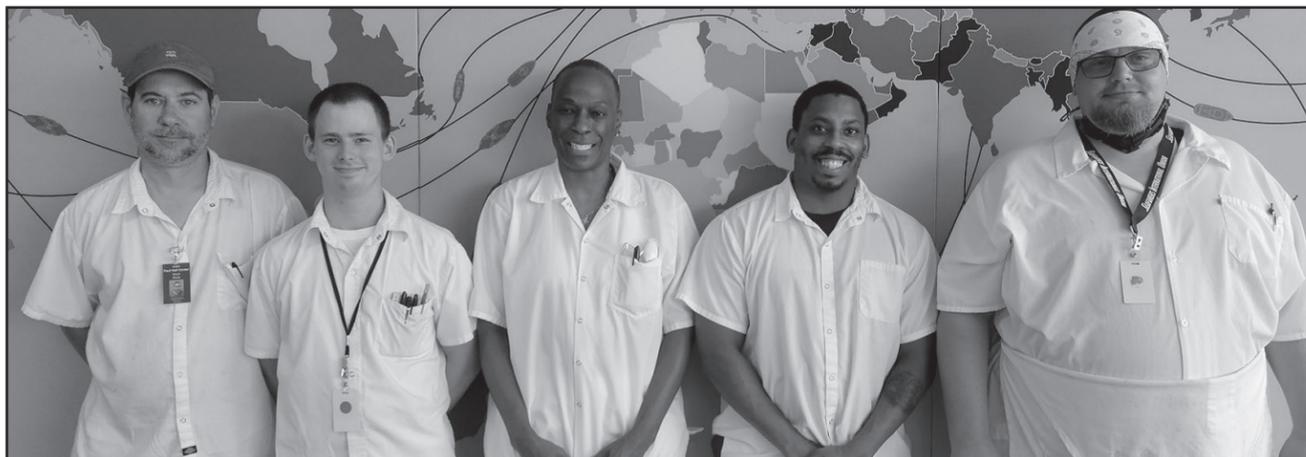


**Basic Training (Upgraders Basic Firefighting)** – Graduated Aug. 13 (above, in alphabetical order): Ernest Cantrell, Robert Foster, Ryan Heimberger, Toni Johnson and Rhett Smith.



**Basic Training (Upgraders Basic Firefighting)** – Graduated Sept. 3 (above, in alphabetical order): Kaniezyiah Conway, Jeremy Aden Hebda, Sinclair Oubre, Jawaid Butt Pardesi and Benjamin Verrett. (Note: Not all are pictured.)

**Certified Chief Cook** – Graduated Aug. 20 (photo at right, in alphabetical order): Nassr Hassan Ahmed, Jurally Jamila Aseberos, Daniel Cage, Nala Johnson, Jasmine Mable, Anthony Parks, Ammar Saleh Sailan, Ricky Enriquez Sencida and Chad Sikorski. (Note: Not all are pictured.)



**Chief Cook Assessment** – Graduated Aug. 27 (photo at left, in alphabetical order): Kevin Bozis, Robert Foster, Sarah Gross, Steven Johnson and Rhett Smith.

## Importance Notice

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

## MTD Observes 75th Anniversary

*Continued from Page 11*

reduced the number. MTD Administrator Frank Pecquex moved up and continued the Washington lobbying effort for mariners and the industry. Pecquex had served as a lobbyist for the Seafarers before coming to the MTD in 1991.

Strong bipartisan support carried the legislation across the finish line. In signing the measure, President Bill Clinton said, "It will ensure that the United States will continue to have American-flag ships crewed by loyal American citizen merchant mariners to meet our nation's economic and sealift defense requirements."

The Maritime Security Act of 1996 established the Maritime Security Program (MSP) to allow the Defense Department access to militarily useful U.S.-flag commercial vessels as well as their infrastructure support system in times of conflict or national emergency. Since its passage, the MSP proved its value during the wars in Iraq and Afghanistan following the terrorist attacks of September 11, 2001. Its original 10-year calendar has been extended into the

2030s and it has been expanded to include more U.S.-flag ships.

Sacco told the MTD Executive Board during its 1997 meeting, "Last year, despite terrible odds, we won a Maritime Security Program to take us into the 21<sup>st</sup> century.... Our grassroots lobbying efforts turned the tide. And just as we mobilized for the Maritime Security Act, we will be there for the Jones Act."

As throughout the MTD's 75 years, pressure continues to amend or do away with the nation's freight cabotage law. Passed as part of the Merchant Marine Act of 1920, the Jones Act simply states that cargo carried from one domestic port to another domestic port must be aboard a U.S.-owned, U.S.-built, U.S.-flag, U.S.-crewed vessel. Cabotage has been part of the nation's heritage since its founding. At the 2018 MTD Executive Board meeting, the London-based International Transport Workers' Federation released a study showing that more than 90 countries have some sort of cabotage laws to protect their workers and support their economies.

Yet, there remain those who believe foreign-flag vessels should be used because

they would save money. During 1995, the MTD joined a national coalition of unions, shipowners, suppliers and shipbuilders to create the Maritime Cabotage Task Force. With more than 400 members, this group still keeps its focus on any and all attempts to attack the law, including amendments buried within international trade agreements.

This fight is not limited to the United States. Canadian affiliates and Port Councils created the Canadian Maritime and Supply Chain Coalition in 2014 to preserve that nation's cabotage laws. MTD Executive-Secretary-Treasurer Daniel Duncan (who succeeded Pecquex in 2011) joined brothers and sisters outside the Parliament building in Ottawa in a march of support.

In January 2021, the MTD witnessed how its years of grassroots support for elected officials who back the Jones Act came to fruition. In his first week in office, President Joe Biden issued his "Buy American" executive order, which included language that he "will continue to be a strong advocate for the Jones Act and its mandate that only U.S.-flag vessels carry cargo between U.S. ports, which supports American production and America's workers." As a U.S. Senator and Vice President, Biden (who spoke at the 1987 MTD Executive Board meeting) maintained solid support for

American mariners.

Following Pecquex's retirement as executive secretary-treasurer in 2011, Sacco picked Duncan because of his grassroots labor experience in Florida and Virginia. On his first day in the position, Duncan marched in southwestern Pennsylvania through rain, sleet and snow with MTD-affiliated Mine Workers and Steelworkers fighting for worker safety and pension reform.

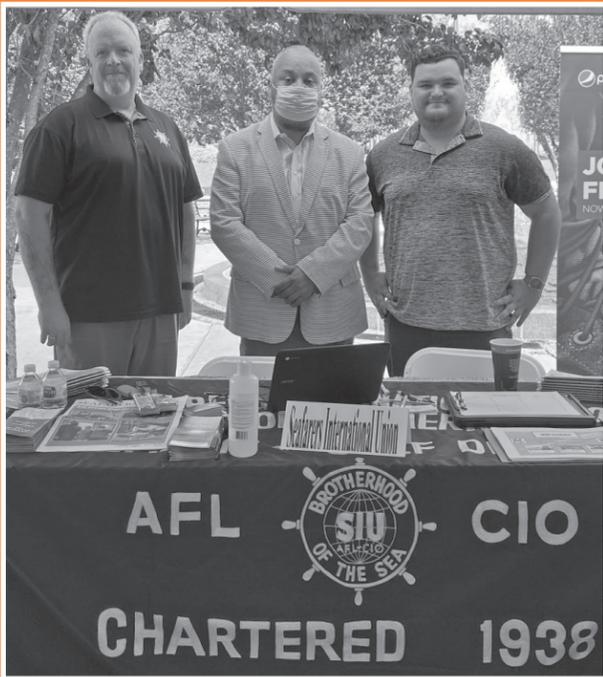
Following the example set during the fight for the Maritime Security Program in the 1990s, Sacco and the MTD last year won Congressional approval for a similar U.S.-flag Tanker Security Program. This would provide the Defense Department access to petroleum-hauling vessels that it has publicly declared are needed to maintain forces around the world. Additional provisions within the measure called for new builds and repairs to be done in domestic shipyards.

As the slogan for the department's 75th anniversary proclaims – "Anchored in the past, full ahead toward the future!" – the MTD, its affiliates and its Port Maritime Councils continue the work of promoting the U.S.-flag and Canadian-flag merchant marine, their workers, their families and the whole maritime industry. The names may change, the issues may vary, but the cause endures and the values remain.

# SEAFARERS LOG

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

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To Sign Up for  
SIU Text Alerts**



**CONGRESSMAN VISITS RECRUITING TABLE** – U.S. Rep. Donald Payne Jr. (D-New Jersey) (center) stops by the SIU table at a recent job fair for veterans. SIU Port Agent Ray Henderson is at left, while SIU Patrolman James Bast is at right. The event took place in Newark, New Jersey.



**REMINISCING IN NEW ORLEANS** – Longtime Seafarer Kerry Wright (center) recently stopped by the hall and unexpectedly saw a familiar face: that of SIU VP Government Services Nick Celona, whom Wright remembered from the official's days as a New Orleans patrolman. SIU Safety Director James Brown is at left. As reported last month, Celona is transitioning from the union's hall in Oakland, California, back to New Orleans.



**WELCOME ASHORE IN JACKSONVILLE** – Two members recently wrapped up lengthy careers with the SIU (they're both pictured at the hall, with SIU Port Agent Ashely Nelson). In photo above, Recertified Steward Jack Hart receives his first pension check after 40 years of membership. OMU Ralph Thomas is at left in the photo below, also picking up his first retirement check following 40-plus years with the union.

## *At Sea and Ashore with the SIU*



**GOOD CONTRACT SECURED IN CALIFORNIA** – With the easing of some pandemic-related restrictions, SIU officials recently recognized members in person at Starlight Marine in Oakland (photo at immediate right) and Wilmington (photo above) for their efforts in helping secure and ratify a new contract earlier this year. Pictured from left in the Oakland photo are SIU Port Agent Nick Marrone II, Engineer Gabriel Torres, SIU VP West Coast Nick Marrone, Engineer Florian Schreier, Engineer Yoali Salcedo, Starlight Marine Services General Manager Benjamin Ostroff, Chief Engineer Jack Matievich, Mate Maxwell Fleischfresser and SIU Patrolman Adrian Fraccarolli. In the second photo: Engineer Chad Millikan, Engineer Brian Imsland, Engineer Aaron Ellis, Engineer Timothy Alexander, Mate Brian Edmiston, Engineer Jonathan Willingham and Chief Engineer David Scott. Not pictured, but still playing a major role in securing the agreement were the SIU members unable to attend due to vessel operations, as well as SIU Patrolman Gerret Jarman.



**MILESTONE IN SAN JUAN** – Proudly displaying his first steward relief shipping card (and also supporting the Maritime Defense League) is Seafarer Jose Outeiral (right), pictured with SIU Asst. VP Amancio Crespo at the hall.



**WELCOME ASHORE IN TACOMA** – Recertified Bosun Garry Walker (left), pictured at the Tacoma, Washington, hall with SIU Port Agent Warren Asp, picks up his first pension check.