

SEAFARERS LOG

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

Houston Hall Hosts Vaccination Clinics

Paul Hall Center Eases Some Restrictions for Vaccinated Students

Progress continues in the effort to vaccinate individuals against COVID-19. In photo at right, Seafarers and family members gather at the Houston hiring hall for a late-May vaccination clinic conducted by a local health agency (the hall also hosted one a few weeks earlier). Meanwhile, the SIU-affiliated school in Piney Point, Maryland, has modified some protocols for fully vaccinated students. *Page 3.*



Stewards Complete Recertification Class

In another sign of steps towards normalcy, eight Seafarers in early June completed the steward recertification course at the union-affiliated school in Piney Point, Maryland. They comprised the first pandemic-era recertification class. Pictured in the school's auditorium immediately following the June membership meeting (photo at left) are (from left) SIU Assist. VP Pat Vandegrift, SREC Edwin Bonefont, SREC Francisco Madsea, SREC Jatniel "Bam Bam" Aguilera, SIU Executive VP Augie Tellez, SREC Mario Firme Jr., SIU VP Government Services Kate Hunt, SIU VP Contracts George Tricker, SREC Dante Cruz, SREC Albert Sison, SIU Port Agent Mario Torrey, SREC Marlon Battad, SREC Kenneth Greenidge and SIU Secretary-Treasurer David Heindel. *Pages 12-13.*

Sunshine State Provides Key Assist During Rescue

Mariners from the *Sunshine State* on April 12 helped save two boaters who had been stranded off the Florida coast. Some of the SIU crew and American Maritime Officers members are pictured aboard the Intrepid Personnel and Provisioning vessel. *Page 3.*



Boatmen Approve More Contracts

An exceptionally busy year on the contract front continued recently as several new agreements were ratified. Boatmen at Seabulk Towing are among the Seafarers who approved their respective collective bargaining agreement. In the photo above are SIU Patrolman J.B. Niday (left), SIU Patrolman Kelly Krick (right) and Seabulk SIU members Engineer Richard Johnson, Deck Delegate Christopher McCalip, Captain Delegate Joshua Rodrigues and Mate Delegate William Soileau. *Page 4.*

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President's Report

Jones Act Remains Vital

The recent ransomware attack against Colonial Pipeline brought the Jones Act back into the news, relatively briefly. The worst of the fuel supply problems in parts of the eastern and southern United States lasted for a week or so. Only a single Jones Act waiver was utilized, and it is very questionable whether it made any difference.



Michael Sacco

While the specific circumstances always change, the general approach of Jones Act critics during a crisis often is to take advantage for the sake of profit – and sometimes with the concurrent aim of weakening American maritime. Look no further than the Colonial situation, when two waivers were granted – and one of them wasn't used, presumably because when the foreign-flag operator found out they could make more money elsewhere, they took the cargo and left.

That's a good illustration of why it would be crazy for our nation to solely rely on foreign ships, and why we simply must maintain the Jones Act. Our predecessors learned that lesson during World War I, when we didn't have ships and we discovered we couldn't depend on foreign-flag vessels. That's basically how the Jones Act became law in the first place. It's now the bedrock of U.S.-flag shipping, American shipyards and U.S. crews. For more than a century, it has helped safeguard America's national, economic and homeland security.

Giving credit where it's due, I applaud the Biden administration for keeping maritime labor, prominently including the SIU, in the loop as the Colonial situation unfolded. We didn't necessarily agree with every decision, but we were part of the discussions and we were treated respectfully. That's not a surprise but it's a great sign for the future.

Further, administration officials were very deliberate in evaluating the availability of American-flag ships, and they rejected many more waiver requests than they granted.

I also should mention that an erroneous interpretation of an online news article stated that our union supported the waivers. That is not the case, and while the popular outlet that made the mistake quickly corrected it, other sites copied and repeated the uncorrected blunder.

What we said at the time is the same thing we've always said. The SIU never has and never will stand in the way of a legitimate need for a waiver. Experience has taught us, however, that those who apply for such exceptions don't always have our country's best interests at heart.

On that note, I look forward to the strong possibility of congressional hearings about this latest chapter – specifically focusing on whether foreign companies tried to gouge the United States.

Protect Yourself

All right, I steered clear of this topic last month, but I'm circling back to encourage everyone to get vaccinated against COVID-19, unless you've got a medical preclusion or religious objection. I realize that people have mostly made up their minds by now, but for anyone still thinking about it, I fully believe that the vaccines are the absolute best way to protect you, your families and your shipmates.

From everything I've read and heard, the biggest consideration that makes some people hesitant is the relative speed with which the vaccines were developed. The key word, though, is "relative," because while the scientific community indeed moved quickly to combat this pandemic, they already had lots of experience working on vaccines against other forms of coronavirus. Think back to the early coverage of COVID-19, when articles and broadcasts often used the term "novel coronavirus." The "novel" means exactly what the word's definition states: new. But human coronaviruses first were identified in the mid-1960s. So, doctors and scientists were not starting from scratch.

As always, get the facts and go from there. I believe that an honest reading of those facts will lead you to the same conclusion I reached: Vaccines are safe and effective.

Colonial Pipeline Episode Reinforces Importance of Jones Act to Security

America's freight cabotage law made headlines in early May, following a cyberattack that disrupted fuel movement in parts of the United States for about a week.

A maritime expert posted an editorial explaining how the Colonial Pipeline saga reinforced the importance of the Jones Act to U.S. national, economic and homeland security. The 101-year-old law helps maintain approximately 653,000 U.S. jobs, including shipboard and shipyard positions. It contributes billions of dollars to the economy each year.

Colonial Pipeline, a privately held business, provides nearly half of the East Coast's fuel, including gasoline, diesel, home heating oil and more. The company fell victim to a ransomware attack May 7; it resumed service May 12.

While not central to most of the incident's coverage, the Jones Act received attention because of waiver requests ostensibly submitted to help alleviate the crisis. Ultimately, the White House granted only two such waivers – and only one of those was used.

The SIU posted a statement that reads in part, "The SIU continues to fully support the Jones Act, as we've done without exception since our founding in 1938. At the same time, we have never objected to waiving the Jones Act if doing so is a truly necessary response to national emergencies. Any waiver must not come at the expense of American jobs."

"One point that shouldn't be overlooked as the Jones Act appears in current headlines is that this law has successfully supported America's national, economic and homeland security for more than a century. It's an indispensable foundation that helps maintain a pool of well-trained, reliable, U.S.-citizen mariners, as well as a viable shipbuilding capability along with the vessels themselves."

"Finally, the SIU supports a close examination by Congress regarding whether there has been any gaming of the system for crisis arbitrage that enriches foreign-flag interests."

Others also weighed in, including Navy League of the United States CEO Mike Stevens. He wrote, "The disruption of the Colonial Pipeline was a devastating reminder of America's vulnerabilities in an age of rapidly evolving threats. But while this should have been a moment for unification around national security priorities, some saw this crisis as an opportunity to propagate misguided and inaccurate attacks on the Jones Act."

rate attacks on the Jones Act.

"The Jones Act serves as the bedrock of American maritime law, ensuring that goods transported between U.S. ports are carried via U.S.-flag ships," Stevens continued. "The national security implications of this law are impossible to overstate. Ever wonder why you don't see near peer competitor foreign-flagged ships sailing up the Mississippi or Hudson rivers? It is thanks to the Jones Act."

Stevens further pointed out that the law "ensures a strong maritime fleet manned by the U.S. Merchant Marine is ready and willing to answer the call in times of emergency. When the world is at peace, it is often forgotten that the U.S.-flag fleet and U.S. Merchant Marine are essential to American war efforts as they are the ones that transport the equipment, fuel, food, troops and ammunition to active conflict zones around the world. During peacetime, it is easy to forget how vital these vessels are to our military readiness. Let's not make that mistake again by weakening the Jones Act and depleting our flag fleet."

Additionally, he reminded readers that the U.S. is far from alone in maintaining regulations that help support a domestic fleet and crews.

"Our competitors around the world see the value in such cabotage laws, which is why they have their own," Stevens said. "According to a report published by Seafarers Rights International, 80% of the world's coastlines of United Nations Maritime States are governed by national cabotage laws."

The coalition American Maritime Partnership (AMP), to which the SIU is affiliated, issued a statement that read in part, "Any waiver of U.S. law, including the Jones Act, should be done with precision and demand transparency and accountability of those who seek to benefit from such waiver. The Jones Act strengthens our industrial base and readiness, supports U.S. jobs and infrastructure, and protects homeland and national security. It should not be waived unless, and only to the extent that, a waiver would respond to an urgent national security need that cannot reasonably be met with American ships. The American Maritime Partnership does not object to the targeted approach of the Administration, but strenuously encourages all policymakers to hold accountable those who seek to benefit from any waiver to avoid undermining American jobs and consumers."

New Hampshire House of Representatives Gives Thumbs Down to Anti-Worker Bill

Working families scored an important win June 3 when the New Hampshire House of Representatives first rejected and then voted to indefinitely postpone S.B. 61, a bill that aimed to make the Granite State the first so-called "right to work" state in the Northeast. The final vote on the bill itself was 199-175. All Democrats voted against the bill, and they were joined by 20 members of the Republican majority who did not support the position of their leadership.

Immediately afterward, the chamber voted by 197-178 for indefinite postponement, effectively tabling the legislation until at least 2023.

AFL-CIO President Rich Trumka congratulated New Hampshire union members on the win.

"While today's victory is a testament to the strength and will of working people, the reality is we should not have to fear that big corporations and anti-worker politicians are going to pass this legislation in New Hampshire – or anywhere else," Trumka said. "That's why we need the PRO Act because it would eliminate right to work, putting it in the ash heap of history where it belongs."

According to the AFL-CIO, for more than six months, "labor leaders and union members across the state have been speaking out, rallying and contacting their representatives about the dangers of this bill, which would have deprived workers of our freedom to join together and form strong unions if we choose to. Dozens of New Hampshire union leaders and members gathered outside of the New Hampshire Sportsplex in Bedford, where the House was hosting its final session, to protest right to work (for less). New Hampshire AFL-CIO President Glenn Brackett (IBEW), New Hampshire AFL-CIO Executive Vice President Dave Pelletier (UA) and New Hampshire Building and Construction Trades Council President Mike Smith (Ironworkers) were all present at the rally."

"The New Hampshire AFL-CIO applauds the New Hampshire House of Representatives for voting to indefinitely postpone S.B. 61," said Brackett. "For more than 40 years, New Hampshire's labor movement has been sounding the alarm on 'right-to-work' laws. These bills are nothing more than out-of-state

corporate interests looking to take advantage of our lawmakers, our businesses and our workers. They deprive workers of their freedom to join together and form strong unions if they choose to. And they have no business being a part of how we do things here in New Hampshire."

The fight garnered national attention from corporate interests and the Virginia-based National Right to Work Committee after Democrats lost control of the New Hampshire House and Senate last November. Gov. Chris Sununu had supported right-to-work (for less) in the past and indicated he would sign it if it reached his desk.

A state senate version narrowly passed (13-11).

Prior to the House vote, it was announced that around 200 people from New Hampshire had signed on in support of the bill on the NH General Court website while more than 1,700 had signed on in opposition to it.

"The only purpose of this bill is to increase corporate power at the expense of working people," IBEW Local 1837 Business Manager Tony Sapientza testified during the hearing. "Obviously, wages and benefits will erode faster or grow slower if corporations are empowered and collective bargaining rights are eroded."

In addition to workers and their unions, other opponents of the bill testifying included faith leaders, economists, small business owners and larger companies that rely on union apprenticeship programs for a reliable source of skilled workers.

One of the last people to testify against the bill at the House hearing was Pat Moran, a troubleshooter for Eversource NH and a chief shop steward for IBEW Local 1837.

"I feel strongly that Senate Bill 61, the so-called right-to-work bill does not belong in New Hampshire. I believe this is a means to break unions," Moran said. "The name itself is a lie. Right to work doesn't give anyone any rights or any work. It is meant to hurt unions financially in the hope that they will wither and die."

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

Progress Continues with COVID-19 Vaccines

Many Countries Open to U.S. Travelers Who are Fully Vaccinated

COVID-19 cases and deaths in the United States continue to plummet. According to the Centers for Disease Control and Prevention, both have dropped to their lowest levels in nearly a year, and the number of people vaccinated continues to grow.

As of May 27, 2021, almost 133 million people in the U.S. had been fully vaccinated and some 63 percent of all adults had received at least one vaccination. Nearly 28 million who contracted the disease have recovered. These encouraging trends come as many people are making plans to travel, gather with friends and family, and resume other activities they had avoided since the start of the pandemic. On the negative side of the ledger, active COVID-19 cases remain high at just over 34 million; nearly 611,000 Americans so far have perished from the disease.

In an effort to protect themselves and their shipmates, Seafarers across the country continue lining up to get the vaccinations against the disease. As reported in the previous edition of the *Seafarers LOG*, the hiring hall in Houston in early May hosted a free COVID-19 vaccination drive. Working in concert with a local health care provider and a Harris County Commissioner from the second precinct, union officials helped get dozens of Seafarers vaccinated. A second free vaccination drive took place at the hall May 27 with some 60 people (active members and dependents) taking advantage of the offering and receiving the vaccine.

At press time, the U.S. Centers for Disease Control and Prevention (CDC) announced that, until it can amend an order from earlier this year, it will “exercise

its enforcement discretion to not require wearing a mask in outdoor areas of transportation conveyances or while outdoors at transportation hubs. The Coast Guard will no longer enforce mask requirements in outdoor areas of maritime transportation conveyances and hubs.”

Meanwhile, officials at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Maryland have revised and updated the school’s rules and procedures regarding COVID-19. These rules, as currently constituted, include allowing fully vaccinated individuals to leave the base. According to the updated guidance from the school, “Fully vaccinated persons are those who have received the second dose (Pfizer, Moderna) at least two weeks prior or the single dose Johnson & Johnson at least two weeks prior. Fully vaccinated persons must bring a copy (paper or digital) of their vaccination card to admissions to receive a badge. The badge will allow those who are fully vaccinated to leave campus and be allowed to return. All student badges will be checked by security prior to entering or leaving the campus.”

The guidance continues, “When inside of any buildings and in common areas on campus, you must wear a protective face covering/mask which is secured behind both ears or head. You will not be required to wear face masks when in your hotel room/personal space or outside. Face coverings that are NOT acceptable include bandanas, T-shirts and any covering with inappropriate art, words and references. In the event you do not have a proper face covering/mask, they will be available for sale in the sea chest.”

Campus-wide social distancing remains in place. For now, no spouses, other



family members or guests are allowed on campus. Assigned meal times also remain in place.

Elsewhere, Bloomberg’s daily newsletter Supply Lines has reported that ports around the U.S. are extending a lifeline to thousands of seafarers (mostly foreign workers) by rolling out vaccines for them. These workers have spent the pandemic isolated aboard ships, helping ensure goods kept moving across a battered global economy.

From Boston to Houston and Los Angeles, and even in smaller trade gateways like Gulfport, Mississippi, local health officials and nonprofits are boarding container ships, tankers and other cargo carriers to administer COVID-19 shots or, when possible, shuttling crews to nearby pharmacies and clinics.

The preferred vaccine for maritime workers: the one-dose Johnson & Johnson shot because they’re often docked for just a day or two.

In Los Angeles and nearby Long

Beach, California, home of the nation’s largest port complex, a vaccination program that began in mid-May has reached about 500 visiting sailors on 11 container ships as of late June.

Similar efforts are getting under way at nearly 50 U.S. seaports, according to the North American Maritime Ministry Association.

Moreover, as of June 10, at least two-dozen countries have opened to U.S. travelers who are fully vaccinated against COVID-19. The travel website AFAR is maintaining a one-page list of such nations at the following link:

<https://tinyurl.com/ttm3sxf8>

That post includes at least two other links, both for U.S. State Department pages, that Seafarers may want to bookmark. This web address includes the latest travel guidance for U.S. citizens:

<https://tinyurl.com/n9zrs2y3>

This one features country-specific information:

<https://tinyurl.com/9cp4meep>

Sunshine State Crew Aids Stranded Boaters

Timely assistance from the SIU-crewed *Sunshine State* off the Florida coast helped bring two stranded boaters to safety on April 12.

Mariners aboard the Intrepid Personnel and Provisioning vessel located the boaters – and what was left of their disabled craft – and stayed with them until the Coast Guard arrived. The *Sunshine State* shielded the boaters from wind and waves.

“They had been adrift for several days after their 42-foot Grand Banks-style cabin cruiser had her super structure ripped from the main deck during the height a violent storm off the coast of Fort Pierce,” reported *Sunshine State* vessel master Capt. A.J. Weis.

AB Robert Gross was on the wheel when the mate on watch “noticed this boat that looked kind of funny, because it had no top, almost like the bottom of a sailboat. He noticed there was a guy waving a red garment, so he called the captain. We circled around them and called the Coast Guard for them, because they had no means of electronic communication.” Gross said this was his first time assisting in any sort of rescue.

“It was pretty neat and exciting,” he said. “We stayed around them until the Coast Guard got there. This kind of thing actually happens quite a lot around the Florida Keys and Miami, where boaters end up in distress.”

Weis, a member of the Seafarers-affiliated American Maritime Officers,

noted that the *Sunshine State* was “in the ballast leg of a routine voyage from Charleston, South Carolina, to Corpus Christi, Texas” when Third Officer Joseph Mainella saw the boater signaling with a red jacket.

“The officers and crew ... took immediate action to assist the stranded vessel,” Weis wrote. “The master commenced emergency maneuvers, which included slowing the engines and performing multiple round turns to calm the wind waves and seas around the stranded vessel. In the meantime, the vessel’s bridge team commenced emergency communications with USCG Sector Miami, alerting them to the vessel’s position and the condition

of the two souls on board. The *Sunshine State* stayed on location directing units of the USCG, local sheriff’s department from St. Lucie County, as well as coordinating search-and-rescue operations with U.S. Navy Airborne unit 898.” He continued, “Once the large Coast Guard Cutter *Isaac Mayo* arrived on scene, the *Sunshine State* remained windward of the stricken vessel to provide a lee for small boat boarding operations. Once aboard, the USCG found two people, both in need of medical attention.... The *Isaac Mayo* took the two survivors aboard and expedited their return to port for further medical attention. The drifting hull of the yacht *La Sabia* was then taken under tow to the nearest Florida port. USCG Lt. Cmdr. Nick Zieser, commanding officer of the CGC *Isaac Mayo*, then released the *Sunshine State* with many thanks, stating: ‘Thank you for discovering and reporting this case - fair winds and a safe rest of your voyage.’

“After returning to our original track line, the *Sunshine State* encountered the main cabin and pilot house of *La Sabia* floating upside down with a capsized aluminum rowboat lashed to the superstructure amongst other wreckage. The *Sunshine State* investigated the wreckage to ensure there were no other persons involved in the incident who were unaccounted for. The hazard to marine navigation was reported to USCG Sector Miami, which then transmitted a continuous marine navigation warning to all the vessels in the immediate area.”

In addition to Gross, SIU members aboard the *Sunshine State* during the rescue included Bosun **Tavell Love**, ABs **Husein Alrarrayashi**, **Marco Brown**, **Hussein Howe** and **Julious Mizell**, QEP **Michael Williams**, QE3 **Rodrigues Carson**, Steward/Baker **Kenneth McHellen**, Chief Cook **Lizzie Robinson**, SA **Anthony Grant** and GVA **Breon Boyd**.



The SIU-crewed *Sunshine State* (background) is pictured near the rescue site.



Pictured from left at Penn Terminal are Seafarers Jeff Pope, George Vazquez, Vernell Cornell, Mike Fay and John Wozunk, SIU Port Agent Joe Baselice, Seafarers John Harvey, Scott Musick and Gregorio Batista, and SIU Safety Director Andre MacCray

Additional Contracts Approved

Continuing with an unofficial theme of 2021, SIU officials and delegates negotiated multiple contracts recently, all of which featured gains across the board. At press time, more contracts were in the final stages of possible ratification, and will be featured in upcoming editions of the *Seafarers LOG*.

Seabulk Towing

Delegates and officials recently finalized a new three-year agreement with Seabulk Towing, which was ratified with unanimous member approval.

"The delegates did an outstanding job," said SIU Assistant Vice President Michael Russo. "We were able to sit down with the company and hammer out a good contract that works for everyone else in the fleet."

The SIU's negotiating committee included Russo, SIU Patrolman J.B. Niday, SIU Patrolman Kelly Krick, Engineer Delegate **Richard Johnson**, Deck Delegate **Chris McCalip**, Captain Delegate **Joshua Rodrigues** and Mate Delegate **William Soileau**.

The agreement included pay increases in all three years plus hurricane pay. It maintains medical and pension benefits

with no losses anywhere.

OSG Inland

An SIU committee also recently negotiated a new three-year agreement with OSG's inland operation. The negotiating team included SIU Vice President Atlantic Coast Joseph Soresi, SIU Port Agent Joe Baselice and AB Tankerman **Ed Putro**.

The contract features wage gains, increases to holiday and overtime pay, and boosts to the Seafarers Money Purchase Pension Plan. It also includes increases to lightering pay and pay for additional meals, while maintaining the current Core-Plus medical benefits and top pension plan contributions.

Penn Terminal

The SIU has also ratified a new contract with Crowley at Penn Terminal, a three-year agreement that features annual wage increases. The new pact also adds a holiday and personal day, as well as an increase to the Seafarers Money Purchase Plan, all while maintaining the current Core-Plus level of benefits and pension contributions

CIVMARS to the Rescue



The Military Sealift Command fleet replenishment oiler *USNS Patuxent*, crewed by members of the SIU Government Services Division, rescued 15 people from a sinking commercial vessel off the coast of Somalia on June 8. Mariners from the distressed runaway-flag cargo ship *Falcon Line* (some are pictured above) boarded life rafts before their vessel sank in the Gulf of Aden. Crew members from the *Patuxent* provided the rescued mariners with food, water and medical screenings. (U.S. Navy photo)



Mayte Medina

Medina Makes History with IMO Election

U.S. Representative Chairs Maritime Safety Committee

A longtime advocate of U.S. mariners recently made a splash on the international scene.

Mayte Medina of the U.S. Coast Guard was unanimously elected as the committee chair during the first day of the 103rd session of the International Maritime Organization's (IMO) Maritime Safety Committee (MSC) on May 5. She is the first woman to chair what is considered the IMO's highest technical body.

According to the Coast Guard, "As the senior technical body within the IMO, the MSC is responsible for all issues related to the protection of life and property at sea. Under Ms. Medina's leadership and guidance, a number of significant issues were considered and positively advanced during this session, including impacts of COVID-19 on shipping, autonomous ships, piracy in the Gulf of Guinea, and fuel oil safety."

Medina, a graduate of the U.S. Merchant Marine Academy, has worked for the Coast Guard since 1997. She is the agency's chief of the Office of Merchant

Mariner Credentialing at Coast Guard headquarters in the nation's capital.

The agency described her as "an internationally recognized expert on mariner training and certification" who previously served as chair of the IMO's Human Training and Watchkeeping Subcommittee. "In addition, she has been involved in the development of many other domestic and international maritime safety, security, and environmental protection standards. Well known and highly respected worldwide, her election is well-deserved and highly commended."

SIU Secretary-Treasurer David Heindel, who also serves as chair of the International Transport Workers' Federation's Seafarers' Section, applauded the election.

"Working with Mayte both domestically and internationally over the last 15 years has demonstrated that her dedication and sincere concern for the health and safety of all seafarers is genuine and steadfast," Heindel stated. "While representing United States interests at the

International Maritime Organization and International Labor Organization, she has always been keen to find solutions to the problems confronting mariners. I wish her well in her new role at the IMO, and knowing Mayte will be in the chair of the Maritime Safety Committee gives me confidence that seafarers will receive a fair shake with the issues confronting us today and in the future."

IMO Secretary-General Kitack Lim, wrapping up the recent IMO meeting, stated, "In congratulating you all for your contributions to the success of this session, I would like to thank in particular your newly elected Chair, Ms. Mayte Medina of the United States. This has been a very demanding first session for you, Madam Chair, but you have managed very efficiently, diligently and confidently, to achieve consensus in all decisions. It is clear that the Committee took a wise decision in electing such an experienced and determined Chair. Under your able leadership, MSC 103 has concluded successfully."



Pete Buttigieg
U.S. Secretary of Transportation



Gen. Stephen Lyons
Commanding Officer, U.S. Transportation Command



Adm. Karl Schultz
Commandant, U.S. Coast Guard

DOT's Virtual Maritime Day Observance Honors U.S. Mariners Past and Present

Although the COVID-19 pandemic precluded an in-person gathering for the May 20 National Maritime Day Observance, the U.S. Department of Transportation (DOT) and its Maritime Administration (MARAD) put together an upbeat video to mark the occasion.

Apprentices from the SIU-affiliated Paul Hall Center for Maritime Training and Education appear in the 39-minute video (they sing "Heave Ho!" near the conclusion), which is linked on the SIU website and available on MARAD's YouTube channel. Featured speakers include DOT Secretary Pete Buttigieg, U.S. Transportation Command (TRANSCOM) commanding officer Gen. Stephen Lyons, U.S. Coast Guard Commandant Adm. Karl Schultz, Federal Maritime Commission Chairman Daniel Maffei, and Acting Maritime Administrator Lucinda Lessley.

Numerous maritime students also were included, as was World War II mariner Billie Pennings.

Buttigieg said the pandemic's challenges "didn't stop our merchant mariners and (other) maritime industry workers from helping to steer the entire country through the challenging waters that we've been in."

He also stated, "This administration is firmly committed to the Jones Act, which President Biden has called the cornerstone of our domestic industry."

Lyons noted, "Programs like the Maritime Security Program, the Jones Act and the new Tanker Security Program are important to ensure access to industry capabilities for defense needs."

These strong words of support came a week after foreign-flag interests attempted to gain Jones Act waivers during the Colonial Pipeline shutdown, which affected the delivery of petroleum products across the South and Mid-Atlantic for a little longer than one week. The U.S.-flag maritime industry closely worked with the White House to make sure cargo would be delivered and the Jones Act would remain secure.

In his first Maritime Day remarks as the head of the Transportation Department, Buttigieg, a Navy veteran, acknowledged the hardship incurred by those at sea during the pandemic. He said the way to thank them is "to make sure these jobs are safe and secure. It's why the president's plan so strongly supports measures to make sure that the goods and materials, infrastructure investments are made in America,

shipped on U.S.-flag, U.S.-crewed vessels."

While also saluting the efforts of those who worked at sea, on the docks and elsewhere within the industry to keep the country moving during the coronavirus fight, he praised their efforts to keep the nation secure.

"As the TRANSCOM commander, I recognize the important role the U.S.-flag maritime industry plays in our nation's defense: a Naval auxiliary in peace and in war, contributing qualified mariners, military useful vessels and access to global trade networks," Lyons stated. "This is why TRANSCOM and [the Defense Department] remain strong advocates for a healthy U.S.-flag maritime industry."

The Coast Guard's Schultz pointed out that the agency recognizes "all of our credentialed U.S. merchant mariners who form the backbone of the marine transportation system. Throughout this pandemic, America's highly professional merchant mariners kept products moving to ensure our stores were stocked with medical and critical supplies. Last year, the Coast Guard made sure these marine operators were categorized as 'essential workers' because annually they enable \$5.4 trillion of economic activity that Americans depend on."

Opening the ceremony was Lessley, who said the ceremony's theme of America's Maritime Workforce – Connecting the Nation and the World "reminds us how vital waterborne commerce remains and how essential the men and the women who daily face the challenges of this industry are to keeping our economy strong and to supporting national defense. The success of our economy is inextricably linked to the success of our maritime industry."

Federal Maritime Commission Chairman Daniel Maffei recalled how the "people working throughout the supply chain made sure that food, medicine, personal protective equipment, ventilators and eventually vaccines got to where they needed to be."

President Franklin Roosevelt authorized the initial National Maritime Day on May 22, 1933, to commemorate the first successful crossing of a steam-powered vessel – the U.S.-flag *SS Savannah* – across the Atlantic on that date in 1819.

(See President Joe Biden's National Maritime Day 2021 Proclamation on next page)



Daniel Maffei, Chairman
Federal Maritime Commission



Lucinda Lessley
Acting Administrator
U.S. Maritime Administration



Apprentices from the SIU-affiliated school in Piney Point, Maryland, close the DOT video by singing the old U.S. Maritime Service's official song, "Heave Ho! My Lads, Heave Ho!"

Maritime Gets Strong Support in House Hearing

Speakers Stress Need for New American-Flag Tonnage

Members of Congress, the administration and the armed forces recently emphasized the importance of the U.S. Merchant Marine and American-flag sealift capability.

They spoke during a May 18 joint hearing of the U.S. House Armed Services Subcommittees on Seapower and Projection Forces and Readiness.

The hearing in part focused on the need to recapitalize the U.S.-flag fleet. Speakers also underscored the importance of the U.S. mariners, the Jones Act, cargo preference laws, the U.S. Maritime Security Program, and the new U.S. Tanker Security Program.

U.S. Rep. John Garamendi (D-California), chairman of the Readiness Subcommittee, stated, "I remain concerned that we are not doing enough now to recapitalize our sealift fleet to meet capacity requirements. We need a national sealift fleet of smaller, affordable, more numerous ships and we have to start this effort now. Failure to do so will place the Marines, the Army, the Navy, and anybody else that wants to fight anywhere in the world in an unacceptable risk and force projection capability beginning in 2024. Actually, today."

Ranking member U.S. Rep. Doug

Lamborn (R-Colorado) said, "Given the current state of our sealift capability it would appear that we are in trouble. Almost all of our forward combat unit equipment moves by sea. But our ships are old and some near obsolete. The Army has stated that planned fleet reductions could result in, quote, 'Unacceptable risk in force projection capability beginning in 2024,' unquote. I know that TRANSCOM can influence but not direct service budget decisions. But I look forward to hearing concrete solutions and long-term plans, not simply relying on service-life extensions to rebuild the fleet."

U.S. Gen. Stephen Lyons, commanding officer of the U.S. Transportation Command, said that he and Garamendi and Lamborn "are in complete agreement on the essence of having a strong U.S.-flag mariner fleet, both organic and commercial, and then the mariners that sail both of them are a critical component of our national defense and our national security. The work this committee has done on the Tanker Security Program is great work. We fully support that. We fully support the Jones Act and the Maritime Security Program."

Later in the hearing, Lyons added that

the new tanker program "is critical in my view when I look at the liquid energy value chain and what that represents – the way it operates today and the way we will need to warfit to operate under all domain persistent attack. It's clear that we need to have a U.S.-flag capability to meet our national defense and national security needs. Today, that's not the case (with tankers). We have a large dependency not just on commercial tankering but foreign-flag commercial tankering. I think this program will be an important step to move us to a U.S.-flag dependency which I think is critical to the national defense."

Additionally, he said that any waiver of the Jones Act "should be a rare exception."

Acting U.S. Maritime Administrator Lucinda Lessley weighed in on recent requests for Jones Act waivers. She stated, "I personally and I think a lot of my colleagues continue to believe that waivers such as these should be thoroughly vetted, rare, short, and only granted in exceptional emergency circumstances.... The administration has made clear its support for the Jones Act."

She also commended the pandemic-era work of American mariners. Lessley said, "The members of the U.S. Merchant

Marine have gone above and beyond to ensure the continued operation of our maritime transportation system during the COVID-19 pandemic."

Moreover, Lessley reiterated the administration's backing of the Tanker Security Program and cargo preference laws.

"The newly authorized Tanker Security Program has the potential to address the need for more U.S.-flag product tankers in support of both national economic needs and DOD contingency requirements," she said. "Cargo preference requirements keep vessels operating under the U.S. flag and create U.S. mariner jobs. MARAD is committed to ensuring compliance with cargo preference requirements and we continue outreach to federal agencies and industry to assist them in understanding and meeting these requirements."

She added, "Access to a pool of qualified mariners from a robust commercial maritime fleet is essential to maintain sealift readiness. And due to the small number of ships in the U.S.-flag oceangoing fleet, MARAD is concerned about our ability to quickly assemble an adequate number of qualified mariners should an extended mobilization occur."

President Joe Biden Issues Maritime Day 2021 Proclamation

May 21, 2021

Since the first days of our Republic, America has been a proud maritime Nation. To this day, the United States Merchant Marine is a pillar of our country's prosperity, playing a vital role in the maintenance of our economic and national security. Through every period of peace and war, our merchant mariners have been dedicated to protecting our freedom and promoting commerce. On National Maritime Day, we honor the steadfast commitment and sacrifices of the men and women who serve in the United States Merchant Marine, and recognize their essential role in safeguarding and strengthening our Nation.

Called the "fourth arm of defense" by President Franklin D. Roosevelt during World War II, the Merchant Marine established itself as a cornerstone of sealift support for our Armed Forces, sailing through theaters of war to deliver troops and supplies while keeping vital ocean supply lines operating. The perseverance and dedication of the Merchant Marine contributed to the Allied victory even as they suffered one of the highest casualty rates of any of our military services.

Our merchant mariners also play a critical role in times of peace. They ensure our economic security by keeping our coastal and inland waterways open to trade, while United States-flagged ships operated by American merchant mariners transport goods across our country and all over the world. United States maritime freight operations helped support \$5.4 trillion of economic activity among the many non-maritime industries that depend on the Merchant Marine for access to world markets. This movement of goods domestically and internationally continues to ensure America's economic competitiveness throughout the world – growing jobs and supporting businesses of all sizes here at home.

Our merchant mariners are also critical to extending United States support and assistance to foreign nations and local communities hit hard by natural disasters and devastating crises. Even in the midst of a worldwide pandemic, these brave men and women have overcome seemingly insurmountable obstacles to fulfill their mission while keeping our Nation's supply chains running.

The operation of the United States-flagged fleet is essential in contributing to the reduction of greenhouse gas emissions and landside congestion, helping provide current and future generations with a more sustainable means of freight transportation. The industry is also working to develop and implement new technologies to continue reducing emissions – an effort my Administration is supporting through new international partnerships.

The maritime industry has long provided opportunity for Americans of all backgrounds – and the Merchant Marine continues to advance a more equitable industry in which barriers to entry and advancement are eliminated.

On this National Maritime Day, we honor the brave merchant mariners who provide critical support to our troops stationed in warzones, and who are essential to our Nation's economic success. Recognizing the contributions of our merchant mariners, my Administration strongly supports protecting the Jones Act – the cornerstone of our domestic maritime industry. We must protect those who protect our country.

The Congress, by a joint resolution approved May 20, 1933, has designated May 22 of each year as "National Maritime Day" to commemorate the first transoceanic voyage by a steamship in 1819 by the S.S. Savannah. By this resolution, the Congress has authorized and requested the President to issue annually a proclamation calling for its appropriate observance.

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 May 22, 2021, as National Maritime Day. I call upon all Americans to observe this day and to celebrate with appropriate programs, ceremonies, and activities.

IN WITNESS WHEREOF, I have hereunto set my hand this twenty-first day of May, 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-fifth.

JOSEPH R. BIDEN JR.

Notice

COVID-19: Spotlight on the Mental Health of Mariners

Editor's note: The U.S. Coast Guard issued the following Marine Safety Information Bulletin on May 19. It is posted on the SIU website (look in the News section or search for "Spotlight on the Mental Health of Mariners"), including the links referenced in the notice. Those URLs are unwieldy in print, so they're replaced with the word HERE in this version of the notice. Also, the original notice includes information about an online survey that ended May 31, so that segment is omitted here.

The COVID-19 pandemic continues to have significant impacts on the U.S. Marine Transportation System, the Global shipping industry and on mariners themselves. The risk of severe illness and death from COVID-19 infection and the prolonged nature of the pandemic have compounded existing stressors and created new stressors on maritime personnel, including feelings of isolation, and physical and mental fatigue caused by pandemic-related restrictions on crew changes, shore leave, and repatriation of seafarers. These issues have led to humanitarian concerns as well as concerns for the physical and mental health of mariners.

Mariner mental health concerns are of significant importance to the USCG as they may adversely affect vessel operations and life at sea. Mariner mental health concerns, including those stemming from the COVID-19 pandemic, may include, but are not limited to, depression, anxiety, post-traumatic stress disorder, and suicide. While some of these concerns arise in individuals with diagnosed mental illness, many occur in people who do not have a known mental health condition. The USCG is committed to working

closely with industry partners and the National Merchant Mariner Medical Advisory Committee to identify successful strategies to promote mariner mental health. However, the USCG and its partners recognize that strategies will only be successful if mariners feel safe accessing and utilizing available mental health resources.

To that end, the USCG seeks to assure mariners that seeking mental health care will not jeopardize a mariner's medical certification. In fact, the National Maritime Center (NMC) routinely approves medical certification for individuals who have stable, well controlled mental health conditions. On the infrequent occasions that the NMC has denied medical certification to a mariner with mental health concerns, it was for mental health conditions that were not sufficiently controlled so as to pose a risk to public and maritime safety.

If you are a mariner who is in need of mental health care, please:

do so without fear of reprisal or punishment from the USCG; and

remember that it is generally better to seek help and treatment rather than putting yourself and fellow crew members at risk because of an untreated condition.

Information on the medical review process for mariners with diagnosed mental health conditions is available in the Merchant Mariner Medical Manual, COMDTINST M16721.48, which can be found [HERE](#).

Information on mariner health and wellness topics, including mental health, can be found in the Proceedings Magazine Fall 2020 Edition on Mariner Health & Wellness online [HERE](#).

R. V. Timme, RDML, U.S. Coast Guard, Assistant Commandant for Prevention Policy sends.

SHBP Awards \$112,000 in Scholarships

Seafarers, Dependents Receive Aid for Ongoing Education

Two Seafarers and five SIU dependents recently received good news in the form of scholarship awards from the Seafarers Health and Benefits Plan (SHBP).

The SHBP Scholarship Committee (consisting of active and retired educators from various colleges and universities from across the country) in late May selected the following individuals for Charlie Logan Scholarships: Chief Steward **Ingrid Ortiz-Rosario**, QMED **Edward Williams**, and dependents Brianna Alvarado, Michael Eaton Jr., Sarah Elazzouzi, Matthew McKenna and Nana Osei-Sarfo. Ortiz-Rosario and Williams each received two-year grants totaling \$6,000 apiece, while the dependents each got four year, \$20,000 awards.

Brief profiles of the scholarship winners follow.

Ingrid Ortiz-Rosario



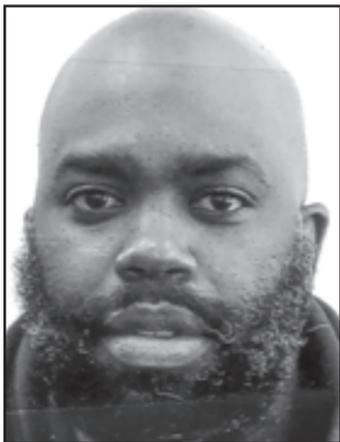
SIU Connection: Chief steward who joined the union in 2013.

Notable: Already a college graduate, owned her own business for many years before getting the urge to go to sea.... Puerto Rico native who still lives in San Juan.

Academic Items: Plans to major in accounting/finance and has applied to several schools.

Quotable: "I have been fortunate to travel the world because of the SIU, supporting our government aboard U.S. military-contracted ships and, most importantly, I have supported the island where I grew up by working on Jones Act ships carrying much-needed supplies to Puerto Rico."

Edward Williams



SIU Connection: QMED

Notable: Has sailed as pumpman and electrician. Lives in Lithonia, Georgia.

Academic Items: Graduated from Joppatowne High School in Maryland, attended ITT Technical Institute. Applying to San Jacinto College, Mid Atlantic Maritime

Quotable: "Prior to joining the SIU, I was employed by a manufacturing company for nearly five years. It became apparent that layoffs were imminent. When we were laid off, a co-worker suggested that I apply for the apprentice program at Piney Point. I invested all my time and effort into the training that was offered.... I would like to continue my education and sail as a third engineer."

Brianna Alvarado



SIU Connection: Stepdaughter of inland member **Fernando Pacheco**, a mate with G&H Towing.

Notable: Graduated from Deer Park High School in Texas with a 4.19 GPA. Work experience includes being a private-lesson instructor for violin students, and providing childcare at Parkgate Community Church.

Academic Items: Already accepted at Stephen F. Austin State University, her first choice. Plans to major in music. Taking classes

ahead of time at a community college.

Quotable: "I've ultimately learned to be a better leader for myself and others. I've become passionate about inspiring others in the same way I've been inspired by music. My future as a music educator is bright for my future students, colleagues, and those who wish to be inspired. To teach is to touch a life forever."

Michael Eaton Jr.



SIU Connection: Son of Tankerman **Michael Eaton**.

Notable: Family is from Peru. Has worked as a math tutor. Played football, chess club, cooking club, political debate team, NHS.

Academic Items: Already accepted at Central Florida. Plans to be a software engineer. Graduated from Merritt Island (Florida) Christian School with a 3.82 GPA.

Quotable: "My most valuable experience is when I volunteered many hours at the Veteran Memorial Park and Saint Vincent de Paul. The times I spent there assisting others helped me understand how much I like to help people. I plan to develop software that can assist people."

Sarah Elazzouzi



SIU Connection: Married to QMED Mohammed **Elazzouzi**.

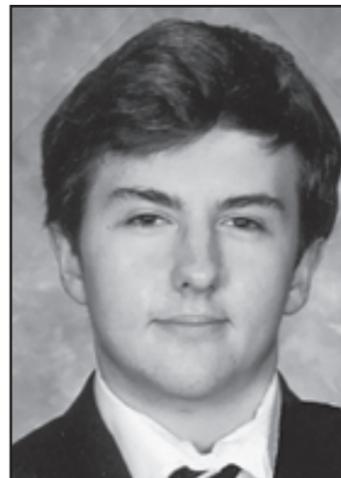
Notable: Works as a patient care technician at Memorial Sloan Kettering Cancer Center in New York.

Academic Items: Applied to Touro College for nursing science. Has already earned a number of college credits elsewhere.

Quotable: "I love helping people and I'm proud to be part of the first responders during the pandemic. My goal is to become a certified registered nurse anesthesiologist. I plan to start my career as a registered nurse in the ICU, as it will allow me to learn about critical care and to

work with the most advanced technology."

Matthew McKenna



SIU Connection: Son of inland AB **Timothy McKenna**

Notable: Cleveland resident who plans to be a lawyer. Active in community service.

Academic Items: Graduated from St. Ignatius High with a 4.33 GPA. Has applied to Notre Dame, Loyola College, and College of the Holy Cross.

Quotable: "The thing at St. Ignatius that really made all of

my passions fit together was community service.... I want to use my talents to fight for judicial representation for those who took a wrong turn. I will always remember that man-made systems are not perfect."

Nana Osei-Sarfo

SIU Connection: Stepdaughter of Bosun **Michael Kanga**.

Notable: Born in Ghana and later became a naturalized U.S. citizen. Lives in Silver Spring, Maryland.

Academic Items: Graduated from James Hubert Blake High School in Maryland with a 4.0 GPA. Has applied to High Point University, Morgan State, and Robert Morris. Plans to major in actuarial science.

Quotable: "In 2015, my mother married and joined my stepfather here in the United States, and I relocated two years later. I quickly adjusted and acclimatized myself to the more complicated education system in the U.S. while maintaining straight-A grades.... I am an active member of the Minority Scholars Program, the Leo Club (which undertakes volunteer opportunities to inspire positive change in our local community), and the Black Student Union. I am honored to be a mentor, serving on the Briggs Chaney Middle School committee as well."



For the second straight year, the SHBP Scholarship Committee met online, due to COVID-19 safety measures. The committee consisted of Dr. Trevor Carpenter, Dr. Henry Toutain, Dr. Michael Glaser, Dr. Marla Kohlman, Dr. Gayle Olson and Dr. Keith Schlender

Late Mariner Inspires Donations to Seafarers Disaster Aid Fund

Thomas Peter Tobin only sailed with the SIU for a few years, but the union made a big impression on him.

That much was obvious following his unexpected death on April 28, at age 46. In lieu of flowers, the family asked that donations be made to the Seafarers Disaster Aid Fund (SDRF). In response, Tobin's friends and colleagues made 35 separate donations to the fund, totaling more than \$11,000.

All money collected by the SDRF is used to assist SIU members and retirees living in areas affected by hurricanes and other natural disasters. (The fund is prominently linked on the home page of the SIU website.)

Tobin, who went by his middle name, trained at the SIU-affiliated school in Piney Point, Maryland, off and on beginning in late 1997 until early 2000, and he sailed with the union from 1998-2000, most recently as an AB. He passed away from cardiac arrest caused by an undiagnosed cardiomyopathy while exercising in his house in Cobble Hill, Brooklyn, New York.

A native of Teaneck, New Jersey, who grew up in Pelham Manor, New York, Tobin packed many adventures into his life. He attended the University of Colorado before joining the SIU; his time with the union included the maiden voyage aboard



At left, Tobin is pictured in the late 1990s in Piney Point. The photo of him at right is recent.

the *USNS Bob Hope* in late 1998.

According to his obituary, "Peter spent time in some of the world's most vibrant cities, including San Francisco, New Orleans, Buenos Aires, Tokyo, and New York. On his travels, he cooked and sailed, taught English, acquired tattoos, and amassed adventures that he recorded in masterfully descriptive language on the pages of his many journals. Peter's magnetic personality and fluid adaptability made it easy for him to move among strangers, quickly turning many into friends. His curiosity, sharp wit, and

intellect propelled him through the world, in any direction that inspired him."

He lived in Argentina while teaching English, then returned to New York, where he was a founding member of both Mission Capital Advisors and (more recently) a founder and partner at Three Line Capital, an "active distressed debt principal investor."

Tobin married Dr. Nora Lansen in 2006; they would actively raise their three children together.

He is survived by his parents, siblings, wife and children Ella, Penny and Ryder.

With Seafarers at San Juan Hall



AB Carlos Diaz (left) and his wife, Katyria Calderon, are pictured at the San Juan hall following Carlos' recently completed tour of duty aboard Crowley's *Taino*. One could say Carlos found a home with the SIU. Since he started sailing in December 2018, "our lives have taken a 180-degree turn for the better," he said. "Our kids are now in the best schools, and we take quality time off. A vote of thanks to our headquarters personnel and all SIU officials for a job well done on behalf of the membership."



SIU Port Agent Amancio Crespo (center) happily welcomes his friends, who are SIU pensioners, Radmaes Cosme (left) and Jose Colls (right).



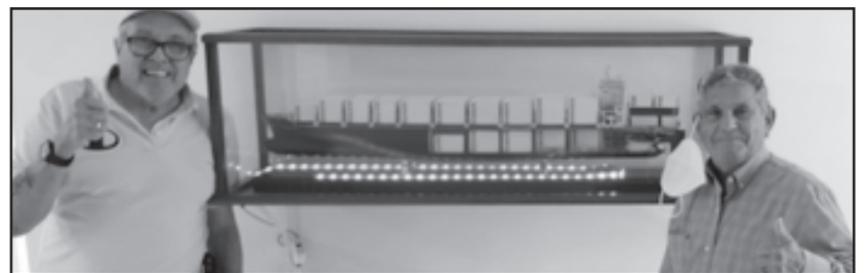
Chief Steward Juan Guanil (right) shows his A-seniority book. "I came to the SIU with high hopes and have had eight years of awesome work experience and great pay," he said. "A vote of thanks to our headquarters personnel and contracts department." SIU Port Agent Amancio Crespo is at left.



Ricardo Valenzuela in April finished upgrading to AB. He's displaying a certificate from the U.S. Department of Labor certifying his progress.



Chief Cook Kenneth Cabrera Roman (right) holds his performance evaluation (top marks all the way) following a voyage aboard the *Pacific Tracker*. He's pictured with SIU Port Agent Amancio Crespo. The chief cook noted, "After working on a dead-end job at a local mall in San Juan, joining the SIU has been a life-changing experience and a huge career opportunity for me."



Pensioners Paulino Flores (left) and Jose Velez visit the hall in late May.



Recertified Bosun Victor Nunez



Pictured from left are QMED Edwin Morales, Storekeeper Steven Lopez, Chief Steward Carmelo Calderon, SIU Port Agent Amancio Crespo and Chief Steward Jorge Roman.

Union, Paul Hall Center Mourn J.C. Wiegman

When J.C. Wiegman committed to something, he went all in.

That proved true in his devotion to family, his career in the U.S. Navy, and his second career as a mainstay at the SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC), where Wiegman worked from 1989 until his retirement in early 2015. And, as anyone who knew him could attest, it definitely applied to his longtime loyalty to the NFL's Washington Redskins (since renamed).

Wiegman unexpectedly passed away May 5 at his home in Piney Point, Maryland, close to the PHC. He was 72.

"J.C. was always doing his very best to make sure that our membership was equipped with the proper tools to meet the ever-changing needs of our industry," said SIU Executive Vice President Augie Tellez. "Although their name has changed, I'm sure he's wearing his Washington Redskins

jacket, arguing with the angels over their proud history. Our sympathies and condolences go out to his wife and family."

Paul Hall Center Assistant Vice President Bart Rogers worked with Wiegman throughout his career at the school, both when Wiegman was an instructor and during his tenure as director of training.

"J.C. was a tireless advocate for our mariners," Rogers said. "He was well-respected throughout the industry for his knowledge of maritime regulations, and he was at the forefront of U.S. implementation of STCW requirements. He was my friend and I will miss our Giants-Redskins battles."

Born John Clarence Wiegman, J.C. served in the Navy from 1966 until 1987, most recently as a gas turbine mechanical maintenance senior chief. He earned numerous awards and decorations, including the National Defense Service Medal, Navy Achievement Medals, Meritorious Unit Commendation, Sea Service Deployment Ribbons, Good Conduct Awards and Navy Commendation Medals.

Wiegman's connection to Piney Point began long before the school opened there in 1967. He grew up in the small town (its population today is still fewer than 1,000), and his father worked at the facility when it was a torpedo testing center.

If no mention of Wiegman away from work would be complete without including both the Redskins and his acumen as a Little League baseball coach (he coached each of his three kids), no recap of his time at the PHC would be proper without crediting his encyclopedic knowledge of the maritime industry's myriad training requirements.

When Wiegman retired, Don Nolan, then the PHC's vice president, described him as "instrumental in all phases of training throughout the school, both vocational and academic. His communications with the Coast Guard, the Military Sealift Command and other agencies was vital for us, and he also did a great job with our veterans program.

Rogers added that Wiegman "kept us way ahead of schedule with new requirements all of the time, long before you were required to be compliant. He kept us abreast of all the changes, going back to the training record book and most recently the (STCW) final rule."

When he retired, Wiegman noted, "I could write a book on the changes in training that began in the 1990s. In the early 90s, oil and pollution prevention were impacting the industry. A program for tanker safety operations was put in place. This course became the industry standard before the Oil Pollution Act of 1990 came out in regulation. It was also a key event in my career because my boss, the late



Wiegman (right) visits a ship to gather information for use in classes at the SIU-affiliated school in Piney Point, Maryland.



J.C. Wiegman speaks at the Paul Hall Center in 2014.



Spotlight on Mariner Health

Alzheimer's Disease Destroys Individual's Mental Functions

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

Alzheimer's disease is the most common form of dementia.

It is known to have two types of proteins that form in the brain (tangles and plaques).

A progressive illness, Alzheimer's destroys memory and other important mental functions. Brain cell connections and the cells themselves degenerate and die, eventually destroying memory and other important cerebral utilities.

Presently, there is not one known cause for Alzheimer's disease. In one percent of all cases, there are genes that can determine whether or not an individual will have the disease. They're related to amyloid-beta production, which is likely to cause Alzheimer's. Other cases may result from an individual's lifestyle, diet, alcohol intake, stress level, etc.

Healthy habits may help ward off Alzheimer's or at least slow down its progression. These habits include:

Regular Exercise - Exercise is number one in helping to prevent or slow the progression in people

who have symptoms. It is recommended that people try to exercise for 30 minutes per day, three to four times a week.

Proper Diet - Eating a Mediterranean diet will also help to slow the progression in individuals who have this disease. This diet is rich in fresh vegetables, fruits, whole grains, olive oil, nuts, fish, poultry, eggs, limited dairy and moderate amounts of red wine and red meats.

Proper Rest - There is growing evidence that proper rest also can help prevent Alzheimer's and is linked to greater amyloid clearance from the brain. At least six to eight hours of sleep per night is recommended.

Participate in New Activities - Learn new things to help stimulate the brain's activity. Reading, playing games, going out and meeting new people all can be beneficial.

Moderation - Limit alcohol intake. It is thought, however, that small amounts of wine may be helpful in the prevention and the slowing of Alzheimer's disease.

See Your Doctor Regularly - Keep appointments with your doctor and take medications as prescribed.

Healthy Recipe

Tacos Al Pastor (12 Servings)

Achiote Paste

Achiote paste is made with annatto seeds, cumin, pepper, coriander, oregano, cloves, and garlic. It can be used as a sauce, marinade, or rub in many delicious traditional Mexican dishes including Cochinita Pibil and Tacos Al Pastor. This condiment is not easily found in most grocery stores, but should be available in Latin grocery stores or online (preferred choice).

Guajillo Chile Powder

Guajillo peppers have a sweet flavor and mild-medium heat. They are the secondmost commonly used dried chili in Mexican cuisine after poblanos. 1 Guajillo Chile is equal to 1 teaspoon of Guajillo Chile powder. Like Achiote Paste, this condiment is also not easily found in most grocery stores, but should be available in Latin grocery stores or online (preferred choice).

For the Pork:

3 pounds pork tenderloin, trimmed
3 tablespoons canola oil
1 1/2 cups fresh pineapple, diced small
1 1/2 cups red onion, diced small
1/2 cup fresh cilantro (chopped)
12 flour tortillas (6 inch)
For Al Pastor Sauce
1 1/2 cups Pineapple juice
1 1/2 ounces Achiote paste
3 teaspoons Guajillo chile powder (ground guajillo chile pepper)
1/4 cup white vinegar
1 1/2 teaspoons Dried oregano (ground)
1 1/2 teaspoons granulated garlic
1 1/2 teaspoons Cumin (ground)
1 1/2 teaspoons garlic clove (chopped)
1/4 teaspoon cloves (ground)
1 1/2 teaspoons kosher salt

1 1/2 teaspoons black pepper (ground)

Make Al Pastor Sauce

In a blender or food processor, place all the sauce ingredients and blend until well combined and smooth. Set aside.

Make Al Pastor Pork

Marinate the pork with the sauce recipe overnight. Remove from marinade and discard left-over liquid. Sear the pork on a grill over high heat 2 minutes per side.

Roast the seared pork in a 350-degree oven; uncovered for 15-20 minutes. Rest the meat for about 15 minutes, covered.

Slice the pork thin at an angle.

Place in serving pans and keep warm.

Make the Sides Ready

Warm the tortillas on a low heat grill for 30 seconds on each side. Place in serving pan and keep warm. Grill the chopped pineapple on a well-oiled griddle or sauté pan; for about 3-5 minutes until caramelized, but not mushy.

Make the Tacos Al Pastor

Place about 3oz. of meat on a warm tortilla.

Add about 1 tablespoon of the caramelized pineapple. Add about 1 tablespoon of the chopped red onions.

Add about 1/2 teaspoon of the chopped cilantro.

Nutrition Information

Per Serving (excluding unknown items): 400 Calories; 13g Fat (28.0% calories from fat); 21g Protein; 52g Carbohydrate; 3g Dietary Fiber; 36mg Cholesterol; 682mg Sodium. Exchanges: 3 Grain (Starch); 2 Lean Meat; 1/2 Vegetable; 1/2 Fruit; 1 1/2 Fat; 0 Other Carbohydrates.

(Recipe courtesy of the Paul Hall Center's Seafarers Harry Lundeberg School of Seamanship)



TALKING MARITIME WITH CONGRESS-WOMAN – SIU Port Agent Ray Henderson (right) and SIU Patrolman James Bast (left) are pictured with U.S. Rep. Nicole Malliotakis (R-New York) following a U.S.-flag maritime roundtable gathering in New York in early May.



MARITIME DAY IN ALOHA STATE – Honolulu Mayor Rick Blangiardi (center) recently presented the Hawaii Port Maritime Council (part of the Maritime Trades Department) with a proclamation recognizing National Maritime Day. Pictured at right is SIU Port Agent Hazel Galbiso, who also serves as the port council's secretary-treasurer. At left is Randy Swindell, port council president.



KEY APPOINTMENT FOR SIU OFFICIAL – SIU Asst. VP Kris Hopkins (second from right) recently was appointed to the newly formed Broward County (Florida) Labor Board. He's pictured in mid-May with county commissioners and other board members. Speaking to Mayor Steve Geller and commissioners, Hopkins gave a brief talk about the SIU and its affiliated school in Maryland, plus the MTD and the U.S. Merchant Marine in general.

At Sea and Ashore with the SIU



SOLIDARITY IN THE SOUTH – Seafarers in New Orleans recently took part in an informational picket supporting the Southeast Louisiana Building & Construction Trades Council. They are pictured with SIU Port Agent Chris Westbrook (back row, center, wearing white hat).



WELCOME ASHORE IN NEW ORLEANS – AB Willie Allen (right) receives his first pension check from SIU Port Agent Chris Westbrook at the hiring hall. Allen started his SIU career in 1990 on the *Delta Queen*. He later transitioned to the Crowley ATB fleet.



CLASS PREP – OMU Kevin Brown (left) takes a pre-course test for entry into a storekeeper class at the Paul Hall Center for Maritime Training and Education. Brown was a member of apprentice class 818 in 2017 and recently signed off the *Horizon Pacific*. He's pictured at the Oakland hall, with SIU Patrolman Adrian Fraccaroli.



ABOARD MAERSK MICHIGAN – Vessel master Capt. T. Pham submitted this snapshot of SIU members aboard the ship in the Far East. It includes Bosun Rudy Harjanto, ABM Fernando Haber, ABW Debbie Garcia, ABW Carlos Zapata, ABM Roy Enriquez, QMED Joshua Bonita, ABW Mark Bolin, Chief Cook Hyeyoung Forrer, GVA Gene Ajoste, QMED Theodore Gonzales, Pumpman Walden Galacgac and Chief Steward Gerard Cox.



BOOKS IN PINEY – Chief Cook Christopher Richardson (right in photo above) and AB Christopher Hart (right in photo below) receive their respective full B-books in Piney Point, Maryland. Each is pictured with SIU Port Agent Mario Torrey (left in both photos).



At Sea and Ashore with the SIU



BOOKS IN HOUSTON – Gathering for a photo earlier this year at the hiring hall are (from left) SIU Asst. VP Mike Russo, ACU Cathleen Dell, SIU VP Gulf Coast Dean Corgey and AB Eleuterio Lino. The two Seafarers received their respective full B-books earlier the same day.



FULL BOOK IN JERSEY – Seafarer Tommy Napoli (left) receives his full B-book from Bosun Scott Smith. They're pictured at the Watco Marine Transfer Station in Elizabeth, New Jersey.



SEAFARING SELFIE – Pictured from left at the Oakland hall are Recertified Bosun Antjuan Webb, SIU Port Agent Nick Marrone II and Recertified Bosun Ritche Acuman.



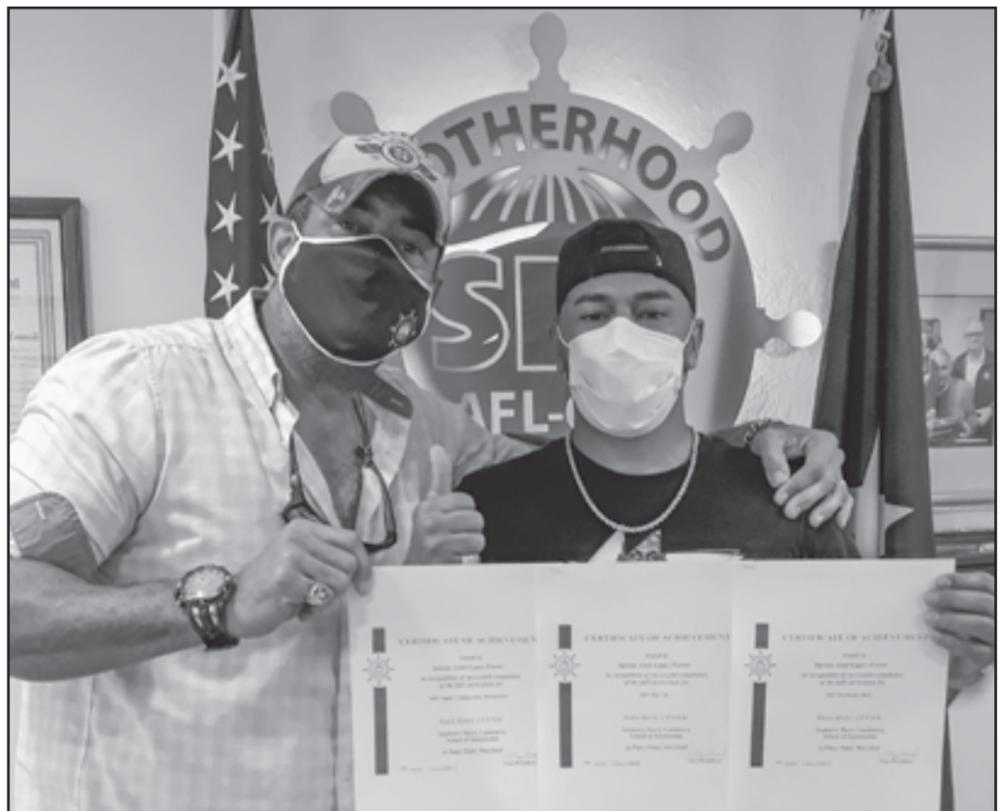
BOOKS IN JACKSONVILLE – During the May membership meeting, SA Nala Johnson (second from right) receives her full B-book, while Chief Cook Lordiem Garcia (right) gets his A-book. SIU Port Agent Ashley Nelson is administering the oath. Partly visible at far left is TOTE Director of Fleet Services Lisa Gee, a guest at the meeting.



CHECKING IN AT TACOMA HALL – Longtime Seafarer MDR Brandon Maeda (left) stops by the hiring hall to take care of some paperwork and catch up on union news. At right is SIU Port Agent Warren Asp.



AT THE SAN JUAN Hall – In photo above, Chief Cook Fernando Marques (right) receives his A-seniority book. He's pictured with SIU Port Agent Amancio Crespo at the hiring hall in Puerto Rico. In the photo at right, Seafarer Steven Lopez (right) displays certificates of completion for three classes he recently finished at the SIU-affiliated school in Piney Point, Maryland (MSC Storekeeper, MSC Supply Configuration Management, and MSC Ship Clip). He is believed to be the first storekeeper registered at the San Juan hall. We've got a good source for that info: Crespo, left in the photo.



PRIDE IN PORTLAND – Thanks to Recertified Steward Michael Gramer (aboard the *Pacific Tracker*) for this photo of the SIU-crewed *Pride of America*, which is getting spruced up in Portland, Oregon.



CARTER RETURNS TO SERVICE – After a brief layup period early this year, the SIU-crewed *Edward Carter Jr.* is once again sailing as part of the U.S. Military Sealift Command fleet. The vessel is operated by Sealift, Inc.

Eight Recertified Stewards Thankful for Opportunities for Advancement

The first pandemic-era class of stewards successfully completed the highest-level curriculum available at the SIU-affiliated Paul Hall Center for their department, reaching what several of them described as the peak of their culinary careers.

Eight culinary professionals on June 7 graduated from the two-week Steward Recertification Course, which was modified due to pandemic concerns: **Jatniel "Bam Bam" Aguilera, Marlon Battad, Edwin Bonefont, Dante Cruz, Mario Firme Jr., Kenneth Greenidge, Francisco Madsen and Albert Sison.** During their studies, they learned and furthered their knowledge of nutrition, healthy eating, baking and sanitation, and improved other skills such as computer literacy, social responsibilities and leadership. In addition, the newly recertified stewards gained insight into how the union and school operates, with courses and workshops that detail the functions of various departments, the union's affiliated labor partners and the inner workings of collective bargaining agreements.

To place a capstone on the program, each steward addressed the assembled crowd of upgrading members, apprentices and SIU officials and staff at the June membership meeting in Piney Point, Maryland. In their speeches, each member expressed gratitude and humility upon completing the program, and thanked the staff and instructors of the school for their help in achieving this goal. Without exception, each member thanked the union officials for their leadership and knowledge, as well as imparted words of wisdom to the future generations of mariners in attendance.

The following are excerpts from each recertified steward's speech, presented in the order in which they spoke. These excerpts were bolstered by written comments and notes provided to the *Seafarers LOG*.

Kenneth Greenidge

Greenidge opened with a quote from author David J. Schwartz: "Success is determined not so much by the size of one's brain as it is by the size of one's thinking." He then discussed his SIU journey, saying, "The SIU has been a life-changing experience for me, and it has been a heavy journey."

A frequent upgrader, Greenidge was born in New Orleans, and began sailing in 1989 out of Piney Point. He now primarily sails out of Oakland, California.

He continued: "The union has always stood by me. They have my back, and I've utilized all the facilities they have to offer. And I do mean all the facilities. The SIU really gave me the opportunity to be a productive citizen of the United States."

To the apprentices, he offered the following advice: "You can apply your experience in life anywhere you go. You can have your lifestyle you enjoy, and love your life. But you must stay humble, and look out for your brothers and sisters. Treat people with respect and have respect for yourself."

"Go out there and work to the best of your ability, regardless of people's attitudes. Sometimes a good attitude and energy can rub off on someone who does not have such a good attitude. Be yourself, be honest and good fortune will always come," he concluded.

Marlon Battad

Next at the podium was Marlon Battad. Battad joined the union in Norfolk in 2004 and currently sails from Houston. He has upgraded at the Paul Hall Center seven times.

"Our union has been a very important part of my life," he began. "The union has given me the means of providing for my family and loved ones. I am thankful for this opportunity, to be one of the chosen members to become a recertified steward. This accomplishment is one of the great achievements that I will always remember."

He then praised the SIU officials, saying, "During my few weeks of staying here at the campus, I have learned how hard our union officials work to make sure that we all have a job. I am forever grateful for their hard work and dedication to our union, to ensure that every single member has the means to provide for our families."

He added, "To our upcoming members, my advice is to take pride. Take pride in what we do, so that we can protect our jobs for the next generations to come."

After urging fellow members to support SPAD (the union's voluntary political action fund) and also participate in grassroots political activities, he thanked SIU President Michael Sacco and SIU Executive Vice President Augustin Tellez specifically, as well as the staff of the port of Houston.

Albert Sison

Albert Sison, who joined the union at the Port of Wilmington, California in 1991, was the next to speak. He brought specific attention to the recent and ongoing upgrades to the school, praising the renovations as well as the all-new media center (which will open later this year).

"I'm finally here, after a 14-and-a-half-month COVID delay," he continued. "I am standing on stage, in front of an audience of my brothers and sisters, alongside my colleagues, and I can now proudly say that I am a SIU recertified chief steward. I'm honored, I'm grateful, I'm blessed to have been given this opportunity, and I'm proud to be a part of this organization."

He then praised the instructors, saying: "The knowledge that you give us is priceless. The classes here have provided me with solid information, and I can now take that knowledge and pass it along to my union brothers and sisters."

Sison also credited all of the staff at the Paul Hall Center.

Dante Cruz

Dante Cruz spoke next. He's a California resident who joined the union in San Francisco in 1993 and now sails out of Oakland. Cruz spoke about all he learned in the course, and touched on the importance of getting a COVID-19 vaccine, saying, "Brothers and sisters, your safety is their safety."

He continued, "I was surprised when I met all of the union officials. They're very friendly and approachable people.... I learned all about politics and how important it is to our union. I also learned how hard the union officials work to make sure members have a job in the future."

"The school's accommodations were very neat, and the food was both delicious and healthy," he added. "The facility was also very advanced, in terms of their level of technology."

He concluded by encouraging the other students to study hard and stay safe.

Jatniel 'Bam Bam' Aguilera

Jatniel Aguilera, who goes by the nickname Bam Bam, is a Puerto Rican mariner who joined in Piney Point in 2009 and currently ships out of the San Juan hall. He is also the proud father of another Seafarer, as his son has joined the union.

Aguilera described the course, saying: "In the steward recertified class, I learned how and where to turn when you have any doubts or questions. I also learned how to be a better leader, and how to help others become better leaders. In addition, I learned the importance of supporting the Jones Act, SPAD, and the role of the Maritime Trades Department."

"That knowledge is what helps us be able to guide others, both on the vessel and outside the union, on the importance of what makes the union strong," he continued. "I would describe my experience in Piney Point as, 'This is a factory that makes leaders, skilled merchant mariners and future officers of the SIU.' This school gives you a first-class education, and if you know how to take advantage of it, you will make the best of your career."

He concluded by saying to the trainees, "Be the architect of your destiny. Follow orders; it's not so hard. And support this union. Fight for this union. This is a machine, always going forward, and what lies ahead is great success for you and your brothers and sisters."

Mario Firme Jr.

Mario Firme Jr., who joined the union in 1990 and sails out of Wilmington, spoke next. Firme Jr. expressed his gratitude for the opportunity, and specifically thanked several key figures.

He said, "It's an honor and a privilege that I have finally reached the goal I've been dreaming of becoming a recertified chief steward. The union has given me the opportunity to have a better quality of life, and hope for the future. I promise to be a good leader.... I specifically want to thank Chef Jesse Sunga, Wilmington Port Agent Jeff Turkus, and SIU Vice President Tom Orzechowski, for their help and encouragement."

He also addressed the apprentices, saying, "Listen and learn from your shipmates, and never be afraid to ask questions."

Francisco Madsen

Francisco Madsen, who joined the SIU in Fort Lauderdale, Florida, in 2004 and still ships from there, emphasized how much the union has impacted his life.

After quipping that his fellow stewards had already said what he planned to say in his speech, he relayed his experiences, stating, "I said when I started, 'I can do this job for maybe one or two years.' Well, here I am, all these years later. The SIU changed my life, and with the help of the school's instructors, I have been able to have the necessary tools to get where I am today."

He then offered a stark reminder to those in attendance: "Two very important words to remember: Jones Act. Without the Jones Act, we are nothing. Don't forget, you are a union worker. That's who we are."

After praising the school's numerous improvements, he concluded by recognizing the future of the union, saying, "I see a lot of young people in here, and some upgraders as well. I encourage you to take every opportunity the school gives you."

Edwin Bonefont

Before Edwin Bonefont took the stage, Tellez introduced him as coming from a legacy SIU family. Historically, many mariners with the last name Bonefont have shipped out of East Coast ports ever since the inception of the union in 1938, making the name synonymous with Seafarers, according to Tellez. Edwin, who joined the SIU in Piney Point in 1992, ships out of San Juan today.

"I want to say thanks to everyone who helped me live my dream," he began. "The SIU has been a part of my family since it started. In all the years I have been coming to the school, I have always had a great experience, from the time I was an apprentice until today. I can say that the instructors and the officials help elevate the SIU to the status that it holds today."

He talked about all he learned throughout the program, saying, "I met with the officials, who explained to me how the SIU operates, and what the union does for the members. And from all angles, I have a better understanding of how the different departments work together. My experiences will help me explain how it all works to the other members aboard the ship."

He concluded by saying, "I'm excited to see what the future holds, for the future mariners and for the SIU."



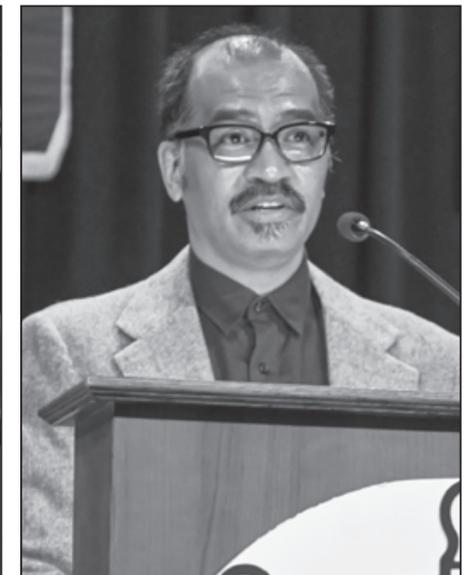
Stewards get together for their graduation dinner, with officials including SIU Exec VP Augie Tellez (center) and Paul Hall Center Acting VP Tom Orzechowski (third from right).



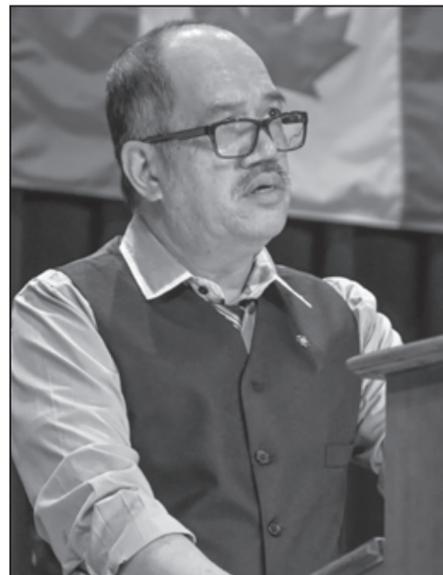
Kenneth Greenidge
Recertified Steward



Marlon Battad
Recertified Steward



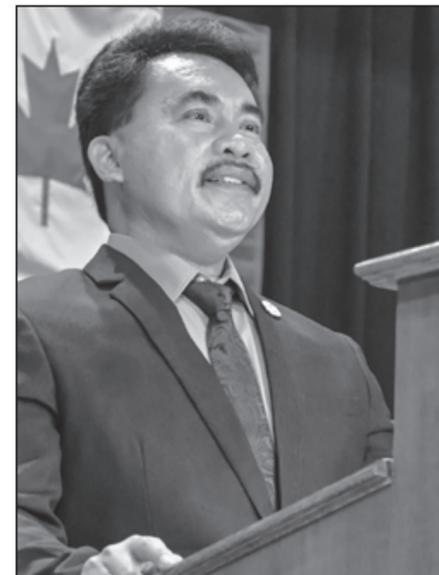
Albert Sison
Recertified Steward



Dante Cruz
Recertified Steward



Jatniel Aguilera
Recertified Steward



Mario Firme Jr.
Recertified Steward



Francisco Madsen
Recertified Steward



Edwin Bonefont
Recertified Steward

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7/21

Notice/Reminders

DOT Forbids Marijuana Use; Pre-Employment Drug Tests Are Reported to Coast Guard

Seafarers are reminded that the U.S. Department of Transportation forbids the use of marijuana by employees subject to drug testing under DOT regulations. Even if marijuana use is legal in your home state, it is still illegal under federal law (federal law regulates the maritime industry).

A recent report by an industry trade association representing hundreds of employers pointed out that many people trying to enter the industry hit a roadblock by testing positive for marijuana. Conversely, the percentage of active mariners who test positive for drug use is extremely low.

The same article noted that maritime employers are required to report their respective yearly drug and alcohol testing data to the U.S. Coast Guard. This includes pre-employment drug tests.

The bottom line for mariners – active and prospective alike – is that marijuana is still banned under federal law, and pre-employment screenings are reported to the Coast Guard.

Paul Hall Center Modifies Some Requirements for Galley Training

In an effort to facilitate important training for mariners while also helping promote career advancement, the SIU-affiliated Paul Hall Center for Maritime Training and Education has adjusted some of its requirements for steward-department coursework.

Effective immediately, the path for entry-level students in the Paul Hall Center's apprentice program to advance to chief cook consists of first completing Phase 1 of the program, then accumulating at least 200 days of sea time, obtaining two letters of recommendation (one each from a chief steward and a captain), and applying for (and graduating from) the Certified Chief Cook course.

Components of the Galley Operations course now are included in Phase 1 and in the Chief Cook Assessment program.

For a copy of a letter sent from the school to prospective steward-department upgraders, visit the News section of the SIU website. The letter is linked in a March 18 post.

Questions may be addressed to the admissions department at (301) 994-0010, option 2, or at upgrading@seafarers.org.

Note to Our Readers

Without exception, anyone entering an SIU hiring hall or signing onto a vessel has passed a number of safety protocols, often including testing for COVID-19, two-week quarantines, vaccination and verifying health-related items on a questionnaire. For that reason, not everyone you see pictured in the LOG is wearing a mask. In addition, in many cases, people have briefly removed their masks only long enough to snap a quick photo. We cannot stress enough the importance of following all safety protocols for your protection and the protection of those around you.

July & August Membership Meetings

- Piney Point.....*Tuesday: July 6, Monday: August 2
- Algonac.....Friday: July 9, August 6
- Baltimore.....Thursday: July 8, August 5
- Guam.....Thursday: July 22, August 19
- Honolulu.....Friday: July 16, August 13
- Houston.....Monday: July 12, August 9
- Jacksonville.....Thursday: July 8, August 5
- Joliet.....Thursday: July 15, August 12
- Mobile.....Wednesday: July 14, August 11
- New Orleans.....Tuesday: July 13, August 10
- Jersey City.....Tuesday: July 6, August 3
- Norfolk.....Friday: July 9, August 6
- Oakland.....Thursday: July 15, August 12
- Philadelphia.....Wednesday: July 7, August 4
- Port Everglades.....Thursday: July 15, August 12
- San Juan.....Thursday: July 8, August 5
- St. Louis.....Friday: July 16, August 13
- Tacoma.....Friday: July 23, August 20
- Wilmington.....Monday: July 19, August 16

* Piney Point change due to Independence Day observance.

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

Dispatchers' Report for Deep Sea

"Total Registered" and "Total Shipped" data is cumulative from May 10-June 13. "Registered on the Beach" data is as of June 13.

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	34	7	0	12	3	0	3	39	7	0
Anchorage	0	2	0	2	0	0	2	1	1	2
Baltimore	5	2	0	2	3	0	2	5	0	0
Fort Lauderdale	19	18	5	12	13	2	11	30	17	5
Guam	5	0	0	0	0	0	0	6	0	0
Harvey	16	7	3	8	7	4	7	16	7	2
Honolulu	11	2	0	9	0	1	2	12	3	0
Houston	42	23	12	33	17	11	19	67	29	7
Jacksonville	35	32	9	28	25	4	19	60	37	12
Jersey City	29	8	5	25	7	6	17	61	14	5
Joliet	3	1	0	0	1	0	0	4	2	0
Mobile	11	6	3	2	1	4	3	15	4	0
Norfolk	22	11	3	16	10	1	8	45	14	4
Oakland	18	3	3	7	4	0	5	26	4	5
Philadelphia	7	2	0	6	3	0	6	5	2	1
Piney Point	2	1	1	2	2	0	1	1	0	1
Puerto Rico	6	5	1	5	4	1	7	11	5	0
Tacoma	31	12	5	18	6	2	12	48	12	9
St. Louis	2	1	0	1	0	0	0	2	2	0
Wilmington	26	13	2	14	7	2	10	51	27	2
TOTALS	324	156	52	202	113	38	134	505	187	55
Engine Department										
Algonac	2	2	1	2	0	0	1	6	3	2
Anchorage	2	1	0	0	0	0	0	2	1	0
Baltimore	3	3	2	0	4	1	1	4	0	0
Fort Lauderdale	9	8	0	6	3	0	3	17	8	3
Guam	1	1	0	0	0	1	0	2	1	0
Harvey	7	4	0	3	1	0	2	7	4	1
Honolulu	7	2	0	3	4	0	1	8	1	0
Houston	16	16	6	8	11	4	10	27	16	2
Jacksonville	21	12	2	9	14	0	12	33	17	4
Jersey City	10	1	3	5	6	1	7	12	4	2
Joliet	2	1	0	1	1	0	2	3	0	2
Mobile	1	4	1	2	4	0	2	1	4	1
Norfolk	12	19	6	15	12	1	10	12	24	4
Oakland	7	7	2	3	6	1	5	9	8	5
Philadelphia	2	2	0	2	3	0	2	1	1	0
Piney Point	2	4	0	0	2	0	2	3	3	0
Puerto Rico	3	5	0	2	3	0	1	6	7	0
Tacoma	18	7	0	6	4	1	3	23	10	2
St. Louis	2	2	0	0	0	0	0	2	4	0
Wilmington	14	6	0	10	5	0	3	23	9	0
TOTALS	141	107	23	77	83	10	67	201	125	28
Steward Department										
Algonac	3	5	0	1	0	0	1	7	5	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	0	1	0	0	0	0	0	1	1	0
Fort Lauderdale	6	2	0	6	2	0	5	18	5	0
Guam	1	1	0	1	0	0	0	1	1	0
Harvey	5	0	0	3	0	0	2	7	1	0
Honolulu	8	1	0	2	1	0	2	15	5	0
Houston	18	6	1	10	4	1	7	27	11	0
Jacksonville	25	12	2	10	4	1	9	34	22	3
Jersey City	11	6	1	9	2	1	3	14	5	1
Joliet	2	0	0	0	0	0	0	3	1	0
Mobile	6	0	0	2	1	0	1	7	1	0
Norfolk	16	14	7	4	10	2	7	23	19	6
Oakland	17	6	0	11	4	1	5	18	8	1
Philadelphia	1	0	0	0	0	0	0	4	0	1
Piney Point	6	2	0	5	5	0	3	6	1	0
Puerto Rico	4	5	0	2	3	1	2	5	5	0
Seattle	7	5	0	7	3	0	7	16	2	1
St. Louis	1	0	0	0	0	0	0	3	0	0
Wilmington	18	7	2	11	4	2	5	32	12	1
TOTALS	155	73	13	84	43	9	59	241	105	14
Entry Department										
Algonac	1	12	16	0	4	2	3	4	21	15
Anchorage	0	1	0	0	1	0	0	0	3	2
Baltimore	0	2	1	0	2	1	1	0	1	0
Fort Lauderdale	0	5	3	0	0	3	0	0	6	3
Guam	0	1	1	0	0	0	0	0	2	2
Harvey	0	2	3	0	2	1	1	1	4	3
Honolulu	0	5	1	0	1	2	0	1	11	4
Houston	2	16	6	1	7	8	3	6	20	7
Jacksonville	6	32	48	1	12	20	6	5	42	97
Jersey City	4	13	7	2	7	5	1	5	18	13
Joliet	0	0	3	0	0	1	0	0	1	3
Mobile	0	0	0	0	0	1	1	0	0	2
Norfolk	1	17	22	1	9	10	3	0	27	29
Oakland	0	14	7	0	2	1	0	0	21	10
Philadelphia	0	0	2	0	1	1	1	0	1	2
Piney Point	0	1	24	0	0	12	2	0	1	17
Puerto Rico	0	1	0	0	0	1	0	0	2	2
Tacoma	5	13	9	3	4	2	1	10	19	16
St. Louis	0	0	0	0	0	0	0	0	1	2
Wilmington	1	14	12	0	9	4	5	4	30	14
TOTALS	20	149	165	8	61	75	28	36	231	243
GRAND TOTAL:	640	485	253	371	300	132	288	983	648	340

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 Corgoy, Vice President Gulf Coast
 Nicholas J. Marrone, Vice President West Coast
 Joseph T. Soresi, Vice President Atlantic Coast
 Kate Hunt, Vice President Government Services

HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN JUAN

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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

Inquiring Seafarer

This month's question was answered by members of the union's annual finance committee.

Question: Why did you join the SIU and why have you remained with the union?



Earl Castain

Recertified Bosun

I heard about the SIU from a friend. I started doing my own research and thought it would be a great opportunity for me to explore and take advantage of the travel. I've enjoyed meeting different people from all walks of life and nationalities. My long-term goal was to stay with the SIU until retirement and I'm just about there.



Donald Lumpkins

QMED

I was living paycheck to paycheck and had a lot of local friends that sailed. They helped me join. I love the travel and seeing places I wouldn't otherwise see. Thank you, SIU!



Riley Donahue III

QMED

I joined in 1984, after working at a steel mill the prior three years. I had relatives who lived near Lexington Park (Maryland), and they told me about the SIU. They knew I was looking for work. The traveling is a big plus. I like seeing new places.



James Osborne

AB

I was driving a dump truck, and someone told me about the school. That was 16 or 17 years ago. Knowing that the schedule was four months on and four months off actually meant I'd spend more time with my family. The money is also good.



Thomas L. Cyrus Jr.

Chief Cook

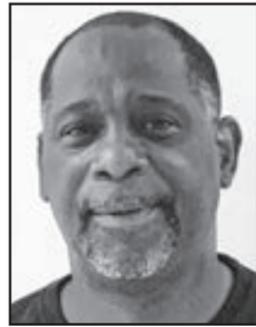
I wanted to travel and see the world, and get paid doing it. I've stayed with it because of the good pay and benefits. It's a great way to make a living.



Laura Hollar

QEE

I wanted a career that would be long-lasting and I wanted to travel around the world. I came in through the apprentice program in 2009. One reason I've stayed with this career is the opportunity for advancement.



Lionel Packnett

Recertified Steward

I joined the union to have a career opportunity. I remained because it is still a good way to provide for my family, and I love the traveling that I experienced early on during my career.



Pic From The Past



The SIU-crewed SS *Jacksonville* (Sea-Land) is pictured at a new dock in Puerto Rico in November 1972. The vessel typically sailed between the island territory and the East Coast.

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

Welcome Ashore

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



DEEP SEA

ATO AIKINS

Brother Ato Aikins, 68, began sailing with the SIU in 2001. A deck department member, he first shipped on the *Stonewall Jackson*. Brother Aikins upgraded his skills at the Paul Hall Center on multiple occasions. He last sailed on the *USNS Pollux* and lives in Seattle.



FRANCISCO ANACTA

Brother Francisco Anacta, 65, joined the Seafarers International Union in 2005, initially sailing aboard the *Manulani*. He upgraded at the Piney Point school in 2013 and shipped in the deck department. Brother Anacta's final vessel was the *Washington*. He is a resident of Panorama City, California.



RICKY ARROYO

Brother Ricky Arroyo, 66, donned the SIU colors in 1989 when he shipped aboard the *Independence*. He primarily sailed in the engine department and upgraded at the Paul Hall Center for Maritime Training and Education on numerous occasions. Brother Arroyo most recently shipped on the *Horizon Enterprise*. He makes his home in Honolulu.



AUGUST AWONG

Brother August Awong, 65, signed on with the SIU in 1982, initially shipping aboard the *Constitution*. Brother Awong was a deck department member and upgraded at the Piney Point school on multiple occasions. He last sailed on the *Global Sentinel* and resides in Honolulu.



ANTHONY CARVALHO

Brother Anthony Carvalho, 65, started his career with the Seafarers in 1990 when he shipped aboard the *Sealift Arctic*. He sailed in the deck department and upgraded on multiple occasions at the Paul Hall Center. Brother Carvalho's final vessel was the *Endurance*. He lives in Bonner, Montana.



CHRISTINE CASSIE

Sister Christine Cassie, 70, signed on with the SIU in 1998, initially sailing aboard the *USNS Watson*. A steward department member, she upgraded at the Piney Point school on numerous occasions. Sister Cassie last shipped on the *USNS Red Cloud*. She is a resident of Spokane, Washington.



RAMADAN EDRES

Brother Ramadan Edres, 65, joined the SIU in 2007 when he sailed on the *Green Ridge*. He sailed in the deck department and last shipped on the *Maersk Pittsburgh*. Brother Edres makes his home in Staten Island, New York.

RONNIE HERIAN

Brother Ronnie Herian, 67, signed on with the union in 1980, initially shipping on the *Venture*. He sailed in the engine department and upgraded at the Paul Hall Center in 1983. Brother Herian last shipped aboard the *Cape Farewell*. He calls Dunnelon, Florida, home.

JAMES ILLSON

Brother James Illson, 67, began his career with the SIU in 1973 when he sailed aboard the *USNS Maumee*. He upgraded at the union-affiliated Piney Point school in 1982 and was a member of the engine department. Brother Illson's final vessel was the *Westward Venture*. He resides in Seattle.



YURIY KHITRENKO

Brother Yuriy Khitrenko, 65, embarked on his career with the SIU in 2003. He was an engine department member; his first vessel was the *Cape Race*. Brother Khitrenko upgraded often at the Paul Hall Center. He concluded his career on the *Maersk Kinloss* and lives in Rego Park, New York.



JULIAN LACUESTA

Brother Julian Lacuesta, 65, joined the Seafarers in 2001, initially shipping on the *Libra*. He sailed in both the deck and engine departments and upgraded at the Piney Point school on multiple occasions. Brother Lacuesta's final vessel was the *USNS Petersburg*. He resides in El Monte, California.



RONALD LADD

Brother Ronald Ladd, 65, donned the SIU colors in 1991. He first sailed aboard the *William R. Button* and was a member of the engine department. Brother Ladd last shipped aboard the *Baldomero Lopez*. He makes his home in Albion, Maine.



EFREN MATIAS

Brother Efren Matias, 68, joined the Seafarers International Union in 2001, initially sailing on the *USNS Sisler*. He sailed in the steward department and upgraded at the Paul Hall Center on multiple occasions. Brother Matias last shipped aboard the *USNS Watson*. He is a resident of Virginia Beach, Virginia.



KEVIN MCCAGH

Brother Kevin McCagh, 65, joined the Seafarers in 1990 and first sailed on the *Cape Nome*. He upgraded at the Piney Point school on numerous occasions and sailed in the engine department. Brother McCagh last shipped on the *Horizon Kodiak*. He resides in Copalis Beach, Washington.



DAVID MOSES

Brother David Moses, 68, became a member of the SIU in 2006 when he shipped aboard the *Franklin J. Phillips*. A steward department member, he upgraded his skills at the Paul Hall Center on multiple occasions. Brother Moses most recently shipped on the *Maersk Kinloss*. He calls Jersey City, New Jersey, home.



JURI NOVOZILOV

Brother Juri Novozilov, 70, started sailing with the union in 1999, on the *Sea Fox*. He sailed in the engine department and upgraded at the Piney Point school in 2000. Brother Novozilov last shipped on the *Samuel L. Cobb*. He resides in Elkton, Maryland.



EDGARDO ONG

Brother Edgardo Ong, 66, signed on with the SIU in 1998, first sailing aboard the *USNS Bowditch*. He

sailed in the steward department and upgraded at the Paul Hall Center on numerous occasions. Brother Ong concluded his career on the *USNS Bruce Heezen* and settled in Bonita, California.



DEOCADIO ROMNEY

Brother Deocadio Romney, 72, embarked on his career with the union in 1998 when he sailed on the *Overseas Boston*. A deck department member, he upgraded at the union-affiliated Piney Point school on several occasions. Brother Romney's final vessel was the *Overseas Tampa*. He lives in Anchorage, Alaska.



DWIGHT ROSS

Brother Dwight Ross, 66, joined the Seafarers in 1991. He was a member of the steward department and first shipped on the *Cape Edmont*. Brother Ross upgraded at the Paul Hall Center on multiple occasions. He last sailed on the *Seabulk Pride* and is a Houston resident.



GEORGE SALTZ

Brother George Saltz, 71, joined the union in 1991 and first sailed aboard the *Ranger*. He was a deck department member and upgraded at the Piney Point school on multiple occasions. Brother Saltz's final vessel was the *Santorini*. He makes his home in Spring Hill, Florida.



DANIEL TEICHMAN

Brother Daniel Teichman, 71, joined the Seafarers International Union in 1990. He upgraded on multiple occasions at the Paul Hall Center and was a member of the deck department. Brother Teichman's first vessel was the *William Baugh*; his last, the *Liberty Grace*. He lives in Rutland, Vermont.



MICHAEL WILLIAMS

Brother Michael Williams, 65, became a member of the SIU in 2006, initially shipping aboard the *Bernard F. Fisher*. He worked in both the

deck and engine departments and upgraded often at the Piney Point school. Brother Williams' final vessel was the *Ocean Atlas*. He calls Mobile, Alabama, home.



INLAND

DAVID BRAGDON

Brother David Bragdon, 62, signed on with the Seafarers in 1981. An engine department member, he upgraded at the Paul Hall Center for Maritime Training and Education on several occasions. Brother Bragdon's first vessel was the *Manhattan Island*; his last, the *Dodge Island*. He lives in The Villages, Florida.



LUTHER BRUCE

Brother Luther Bruce, 62, embarked on his career with the SIU in 1979 when he worked with National Marine Service. He upgraded at the Piney Point school within his first year of membership and was a member of the deck department. Brother Bruce was last employed by OSG Ship Management. He is a resident of Warwick, Maryland.

PATRICK CAIN

Brother Patrick Cain, 64, began sailing with the union in 1978. A deck department member, he upgraded at the Paul Hall Center in 1982. Brother Cain was employed by Crescent Towing and Salvage for the duration of his career. He calls Pass Christian, Mississippi, home.

GEORGE MALONEY

Brother George Maloney, 71, signed on with the Seafarers in 2004. An engine department member, he upgraded at the union-affiliated Piney Point school in 2007. Brother Maloney worked with G&H Towing for the duration of his career. He is a resident of Santa Fe, Texas.



ROBERT SOSCIA

Brother Robert Soscia, 71, began sailing with the union in 2004. He was a member of the deck department and was employed by Port Imperial Ferry for his entire career. Brother Soscia calls Hazlet, New Jersey, home.



Final Departures



DEEP SEA

MICHAEL BOLGER

Pensioner Michael Bolger, 77, passed away May 8. He signed on with the union in 1967 and was a deck department member. Brother Bolger first shipped on the *R.D. Conrad*. He last sailed on the *USNS Potomac* before going on pension in 2009. Brother Bolger was a resident of Gold Beach, Oregon.



DIONCE BRIGHT

Brother Dionce Bright, 46, died March 3. Born in Virginia, he joined the Seafarers in 1994. Brother Bright's first vessel was the *Sealift Arctic* and he sailed in all three departments. He most recently sailed aboard the *Cape Ray* and lived in Chesapeake, Virginia.



LARRY COMBS

Pensioner Larry Combs, 81, passed away May 8. He began his career with the SIU in 1955. Brother Combs' first vessel was the *Alcoa Puritan*. He sailed in the deck department and last shipped on the *Atlantic*. Brother Combs became a pensioner in 2000 and resided in Norfolk, Virginia.



PASQUALE DIBIASE

Pensioner Pasquale Dibiase, 66, died April 24. He started shipping with the SIU in 1982 when he sailed on the *Constitution*. An engine department member, Brother Dibiase concluded his career on the *Green Point*. He retired in 2016 and lived in Portland, Maine.



MICHAEL HESTER

Pensioner Michael Hester, 71, died March 15. Signing on with the union in 1991, he first sailed on the *Overseas Washington*. Brother Hester was a deck department member and last worked aboard the *Pacific*

Tracker. He went on pension in 2015 and resided in San Ysidro, California.

BARBARA JOVANOVIC

Pensioner Barbara Jovanovic, 87, passed away May 15. She began shipping with the SIU in 1989 when she sailed aboard the *Independence*. Sister Jovanovic was a steward department member. She continued sailing aboard the same ship until her retirement in 1999. Sister Jovanovic lived in Encino, California.



MARK LAMAR

Pensioner Mark Lamar, 68, died January 2. He donned the SIU colors in 1974 and initially sailed aboard the *Van Defender*. Brother Lamar sailed in the deck department and concluded his career aboard the *El Faro*. He went on pension in 2019 and was a resident of Everett, Pennsylvania.



PATRICK LYNCH

Pensioner Patrick Lynch, 74, passed away May 7. He embarked on his career with the Seafarers in 1970 when he shipped with CSX Lines. Brother Lynch was a member of the engine department. He last shipped on the *Golden State* before retiring in 2012. Brother Lynch lived in El Sobrante, California.



MOHAMED OMAR

Pensioner Mohamed Omar, 70, died May 4. He began his career with the SIU in 1987 and initially sailed on the *Lurline*. Brother Omar was a member of the steward department and concluded his career on the *Moku Pahu*. He became a pensioner in 2016 and resided in Dearborn, Michigan.



LEONARDO PAPA

Pensioner Leonardo Papa, 75, passed away April 13. He signed on with the union in 1985 and first worked on the *Constitution*.

Brother Papa primarily sailed in the engine department and concluded his career aboard the *Explorer*. He began collecting his pension in 2013 and made his home in Shoreline, Washington.

SAL DOMENIC QUAGLIATO

Pensioner Sal Domenic Quagliato, 86, died December 20. He joined the Seafarers in 1987 and first sailed on the *USNS Capella*. Brother Quagliato was a deck department member. He last shipped on the *Defender* and retired in 2005. Brother Quagliato lived in Long Beach, California.

JUSTIN SAVAGE

Brother Justin Savage, 55, passed away March 9. Born in Honolulu, he signed on with the union in 1990. Brother Savage initially sailed aboard the *Sealift Atlantic* and was a member of the deck department. He last shipped on the *Cape Jacob* in 2005 and resided in Jacksonville Beach, Florida.



GREAT LAKES

CLARENCE DOAN

Pensioner Clarence Doan, 78, died April 4. He signed on with the union in 1968 when he sailed on the *American Seacoast*. Brother Doan sailed in all three departments and concluded his career on the *American Republic*. He began collecting his pension in 2007 and made his home in Interlachen, Florida.



INLAND

EDWARD BARTHOLMEY

Pensioner Edward Bartholmey, 71, passed away May 1. A deck department member, he signed on with the SIU in 1978. Brother Bartholmey was employed by G&H Towing for his entire career and retired in 2011. He was a resident of La Marque, Texas.



JERRY CHAMPION

Pensioner Jerry Champion, 84, died April 12. He joined the Sea-

farers in 1968 when he worked for Stone Towing Line. Brother Champion worked in the deck department and remained with the same company for the duration of his career. He retired in 2002 and called Wilmington, North Carolina, home.



WILLIAM CHARNOCK

Pensioner William Charnock, 72, passed away April 23. Signing on with the SIU in 1993, he was first employed by Piney Point Transportation. Brother Charnock primarily sailed in the deck department and last worked for Allied Transportation. He became a pensioner in 2013 and resided in Hampton, Virginia.



JAMES DOW

Pensioner James Dow, 84, died May 11. He began sailing with the union in 1969, initially working with Western Towing. A deck department member, Brother Dow continued to work for the same company for the majority of his career. He went on pension in 2002 and lived in Cleveland, Texas.



ORRIE ODOM

Pensioner Orrie Odom, 90, passed away May 6. He joined the union in 1962. Brother Odom was employed by Dravo Basic Materials for the duration of his career. He retired in 1993 and settled in Range, Alabama.

CHARLES PRUITT

Pensioner Charles Pruitt, 83, died May 12. He signed on with the SIU in 1968, initially working for Steuart Transportation. Brother Pruitt sailed in both the deck and engine departments. He was last employed by Allied Transportation and retired in 1998. Brother Pruitt was a resident of Tangier, Virginia.



ALAN SELF

Pensioner Alan Self, 63, passed

away April 4. He joined the Seafarers in 1977 when he worked for G&H Towing. A member of the deck department, Brother Self last sailed with Moran Towing of Texas. He retired in 2019 and called Pasadena, Texas, home.



MORRIS SUPERCZYNSKI

Pensioner Morris Superczynski, 92, died May 9. He signed on with the union in 1956 and was a deck department member. Brother Superczynski was employed by McAllister Towing of Baltimore for the duration of his career. He retired in 1985 and resided in Bridgeport, West Virginia.



NMU

MARCIANO DEGRACE

Pensioner Marciano DeGrace, 82, passed away March 8. He joined the SIU during the 2001 NMU/SIU merger. Brother DeGrace was a deck department member. His first vessel was the *Gopher State*; his last, the *Chesapeake Bay*. Brother DeGrace became a pensioner in 2003 and resided in Yonkers, New York.



In addition to the foregoing individuals, the following union members have also passed away. Insufficient information was available to develop summaries of their respective careers.

NAME	AGE	DOD
Alvira, Hipolito	93	05/10/2021
Brown, Joseph	96	04/26/2021
Cossette, Robert	93	03/29/2021
Durant, Ralph	81	05/10/2021
Engle, James	91	09/22/2020
Forbes, David	80	05/08/2021
Hendrick, Plummer	94	05/03/2021
Huria, Peter	88	03/24/2021
Johnson, Oscar	93	05/15/2021
Logrono, Victor	94	04/18/2021
Petrone, Joe	93	03/23/2021
Pleas, Louis	85	05/07/2021



Digest of Shipboard Union Meetings

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

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

ALASKAN EXPLORER (Alaska Tanker Company), March 28 – Chairman **Jose Loureiro**, Secretary **Ingra Maddox**, Educational Director **Tristan Brand**, Deck Delegate **Domingo Cazon**, Engine Delegate **Mark Loughman**, Steward Delegate **Roberto Martinez**. New PE for MMC renewal is not needed if medical certification is good for another year. COVID-19 tests administered prior to joining ship and vaccinations offered in Alaska. Making three trips to Cherry Point. Document extension runs through October or one year after the initial expiration date of the credential (i.e., one year after the expiration date printed on the credential), whichever is earlier, per USCG. No beefs or disputed OT reported. Crew discussed non-union jobs lost due to pandemic. Members would like to increase vacation days and lower number of days required for retirement. Vote of thanks given to steward department for boosting morale by providing good food and treats. Crew was reminded to keep up with dental care.

LIBERTY GRACE (Liberty Maritime), April 11 – Chairman **Nieves Guerrero Mariano**, Secretary **Moses Scott**. Chairman discussed restriction pay in Sudan. No TV in rooms or weights in gym. Members requested portable heaters. Deck and steward delegates reported incident involving crew and one officer. Report to be given to bosun. Crew went over Seafarers LOG and discussed new jobs, 401K and upgrading applications. Members were reminded to upgrade at the union-affiliated Piney Point school.

MAERSK DETROIT (Maersk Line, Limited), April 25 – Secre-

tary **Johnny Sawyer**, Educational Director **Grant Shuman**, Deck Delegate **Morris Foster**, Engine Delegate **Abdulnaser Saeed**. Steward department was thanked for a job well done. One injury reported aboard ship. Members were encouraged to support President Biden and Vice President Harris, both of whom are pro-maritime and pro-worker. Crew advised to get the facts about COVID-19 vaccines. Educational director recommended members upgrade at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. No beefs or disputed OT reported. Internet and SAT phone has been unavailable for three months. Members discussed retirement and vacation benefits. Crew requested a separate line of communication out side of Maersk for complaints within the company.

OHIO (Intrepid Personnel & Provisioning), May 1 – Chairman **Timothy Jackson**, Secretary **Louins Johnson**, Educational Director **Kevin Carraby**, Deck Delegate **Antionne Kelly**, Engine Delegate **Joseph Vitela**, Steward Delegate **Danilo Valencia**. Crew discussed getting new computer up and running. Microwave and Xbox game purchased. Vote of thanks given to chairman and educational director. Chairman urged members to allow ample time to obtain renewals and discussed BT requirements when renewing MMC. Crew was reminded to practice social distancing. Good trip reported by chairman, including excellent food aboard ship. Educational director encouraged members to register for upgrading courses at the Piney Point school, as they fill up fast. Crew went over blue tickets and course

of action to obtain green tickets. No beefs or disputed OT reported. Chairman read President's Report in *Seafarers LOG* and discussed various topics including the importance of receiving COVID-19 vaccines. Members requested new pillows, mattresses and Wi-Fi availability on ship. Crew voiced recommendations regarding medical, dental, vacation, and pension benefits. Next port: Portland, Oregon.

OVERSEAS MARTINEZ (Overseas Shipping), May 5 – Chairman **Brian Gauntt**, Secretary **Rene Guity**, Deck Delegate **Dwan Reed**. Educational director reminded members to upgrade at the union-affiliated Paul Hall Center. No beefs or disputed OT reported. Members requested a coffee machine and new mattresses. Federal tax forms needed on ship. Steward department was commended for a job well done. Next port: Pasca-goula, Mississippi.

OCEAN FREEDOM (Crowley), May 6 – Chairman **Jovan Williams**, Secretary **Jason Jambeter**, Educational Director **Jeffrey Thrash**, Deck Delegate **Robert O'Connell**, Engine Delegate **Reinaldo Roman**. Mariners discussed global crew-change crisis and how it affects fellow seamen. Chairman thanked steward department for making great meals despite short supply of food stores. Educational director advised members to upgrade while they can, and to keep documents current. No beefs or disputed OT reported. Crew requested increase to 401K benefit, and satellite TV system. Next port: Sweden.

USNS WATERS (Ocean Shipholdings Inc.), May 13 – Chairman

With Seafarers in Jacksonville



OMU Shawn Benosa (left) and Chief Cook Darrisha Bryant are sworn in for their respective full B-books during the June membership meeting in Jacksonville, Florida.

Nathan Shuford, Secretary **Alexander Dominguez**, Educational Director **Randy Slue**, Engine Delegate **Bobbie Gibbs**, Steward Delegate **Charles Sassone**. Chairman reminded members to pay their dues. CHS taking more time with papers. Educational director emphasized importance of good communication between members. No beefs or disputed OT reported. Crew discussed pension benefits and requested increase in pension or decrease in sea time requirements. Ship has some internet access but SIU members do not. Members asked for one hour of overtime per week for room sanitation. Crew was reminded to work

together and be respectful.

MAERSK CHICAGO (Maersk Line, Limited), May 16 – Chairman **Wilfred Maurice**, Secretary **Lamont Faulks**, Educational Director **Darrell Goggins**, Deck Delegate **Yoland Legaspi**, Engine Delegate **Syed Iqbal**, Steward Delegate **Sandra Vann**. Educational director urged members to upgrade at the Piney Point school. Crew requested new TVs in rooms and improved Wi-Fi. No beefs or disputed OT reported. New bedsheets and new dinnerware requested for ship. More cleaning chemicals needed. Next port: Charleston, South Carolina.

Know Your Rights

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

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

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

by certified mail, return receipt requested. The proper address for this is:

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

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

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIV-

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

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

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

Paul Hall Center Upgrading Course Dates

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

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

Title of Course	Start Date	Date of Completion
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Gap Closing Courses

MSC Storekeeper Basic	September 13	October 1
MSC Supply Configuration Management	October 4	October 15
MSC Ship Clip	October 18	October 29

Deck Department Upgrading Courses

Able Seafarer-Deck	July 26 September 27 November 15	August 13 October 15 December 3
Lifeboat/Water Survival	September 27 October 25 November 22	October 8 November 5 December 3
RFPNW	August 23 November 15	September 10 December 3
Radar/ARPA	July 26	August 6
Fast Rescue Boat	August 9	August 13
GMDSS	July 12	July 23
Celestial Navigation	November 15	December 10
Leadership and Management Skills	December 13	December 17
Advanced Meteorology	July 12	July 16

Engine Department Upgrading Courses

Advanced Reefer Containers	July 12	July 23
FOWT	July 26 September 20 October 25	August 20 October 15 November 19
Junior Engineer	September 6	October 29
Marine Electrician	September 6	October 8
Marine Refer Tech	July 26	September 3
Advanced Refer Containers	July 12	July 23

Title of Course	Start Date	Date of Completion
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Machinist	October 18	November 5
Pumpman	November 8	November 12
Welding	August 30 October 25	September 17 November 12
Engineroom Resource Management	December 6	December 10
RFPEW	August 23 November 15	September 17 December 10

Steward Department Upgrading Courses

Certified Chief Cook	July 19 August 23 September 27 November 1	August 20 September 24 October 29 December 3
Advanced Galley Operations	July 26 September 27 November 15	August 20 October 22 December 10
Chief Steward	August 23 October 18	September 17 November 12

Safety/Open Upgrading Courses

Combined Basic/Advanced Firefighting	September 6	September 10
Medical Care Provider	September 13	September 17
Basic Training	July 26 August 9 August 30	July 30 August 13 September 3
Basic Training Revalidation	August 30 September 3 September 10 October 22	August 30 September 3 September 10 October 22
Basic Training/Adv. Firefighting Revalidation	October 25	October 29
Government Vessels	July 19 August 9 August 16 August 30 September 20 November 1 November 15 December 13	July 23 August 13 August 20 September 3 September 24 November 5 November 19 December 17
Tank Ship DL	September 20	September 24
Tank Ship Familiarization DL	October 18	October 22
Tank Ship Familiarization LG	August 23 September 27 December 13	August 27 October 1 December 17

UPGRADING APPLICATION

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

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

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

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

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

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

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

LAST VESSEL: _____ Rating: _____

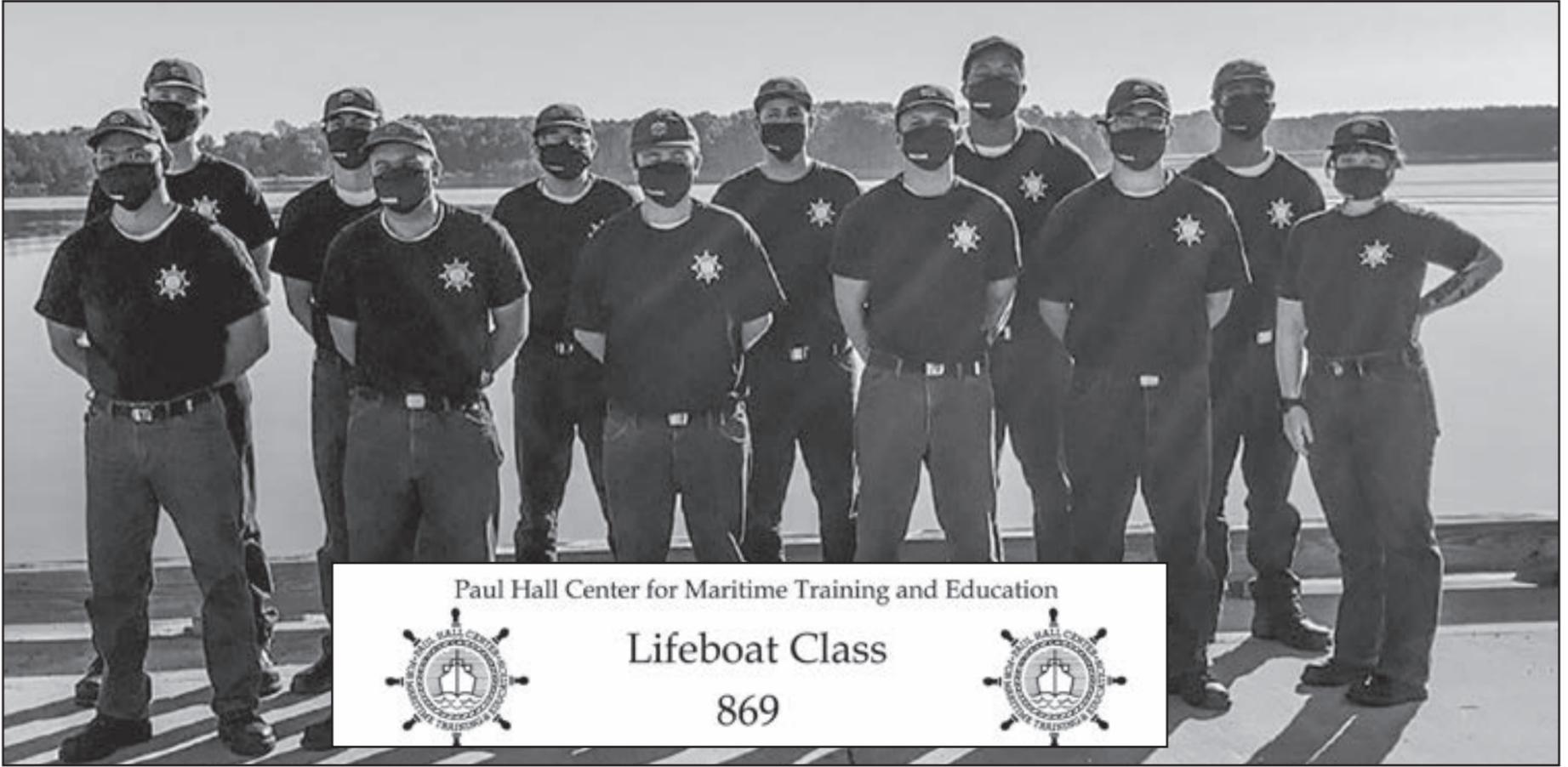
Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

Paul Hall Center Classes



Apprentice Water Survival Class #869 – Graduated May 21 (above, in alphabetical order): Joseph Bates, Turin Vatican Beamon Jr., Alexander Boothby, Martin Cox, Robert Cruz, Kendric Payne, Jaime Rios, Edwin Ruiz Vazquez, Francis A. Solmirano, Jose Ivan Soto-Ortiz, Taveinui Weza and Emilie Whitlow.



Deck Operations (Phase III) – Graduated May 28 (above, in alphabetical order): William Borders, Keon Romero Hatcher, Christian Ivezic, Christopher Nicolosi, Davner M. Rivera-Melendez, Kelvin Ivan Soto-Melendez and Woodrow Williams. Upon the completion of their training, each plans to work in the deck departments of SIU-crewed vessels.



RFPEW (Phase III) – Graduated May 28 (above, in alphabetical order): Johnathan Bumgarner, Tyson Richardson, Julian M. Rubbo and Kameron Sims. Their instructor, Christopher Morgan, is at the far left. Each plans to work in the engine departments of SIU-crewed vessels upon the completion of their training.



Junior Engineer – Graduated May 21 (above, in alphabetical order): Anthony Brown Jr., Christian Cruz, Casey Frederick, Crystal Higgs, Deidra Hunter, Michael Joel, Tony King Jr., Joshua Mann, Gabriel Santa Ramos and Anias Stanford. Sterling Cox, their instructor, is at the far right.

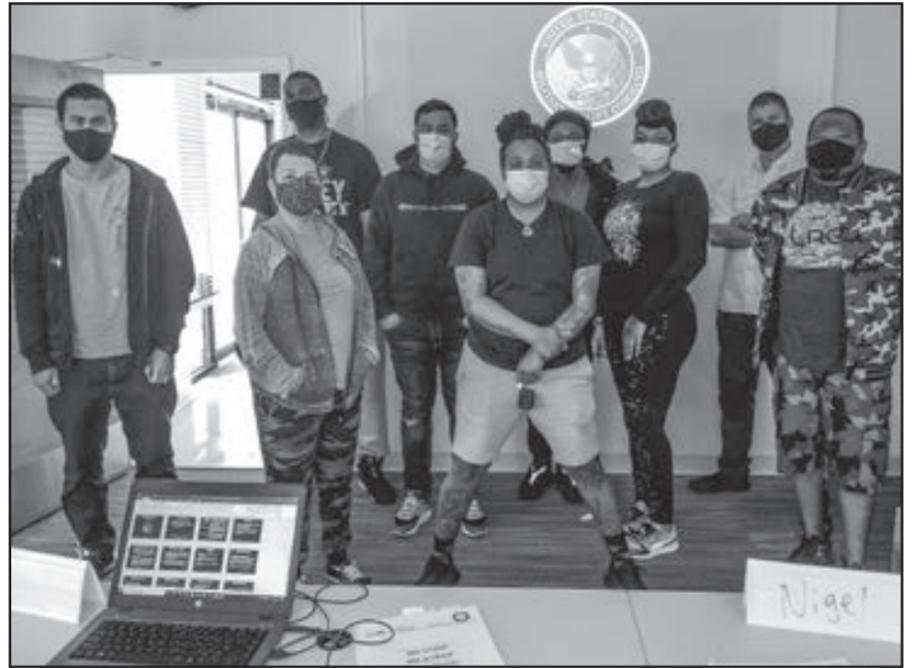
Paul Hall Center Classes



Government Vessels – Graduated April 23 (above, in alphabetical order): Adriano T. Agostino, Shane Beall, Angel Eugenio Centeno, Zachary Eads, Shirley Jenkins, Linda M. Kluth, Milton Legendre, Kristian Lindenmuth, Joseph White and Reginald White.



UA to FOWT – Graduated April 9 (above, in alphabetical order): Liam Flanagan, David Allen Hain-Mendez, Troy Hubbard, Thomas Koncul, Johnny Matthews III, Randy Jahid Slue, Calvetta Taylor, Blake Washington and Kamal Wells.



MSC Supply Configuration – Graduated April 23 (above, in alphabetical order): Nathaniel Balos, Dillian Cannady, Julien Kei Charlet, Jamila King, Detrell Lambey, Steven Ariel Lopez Ferrer, Patricia Placek, Renita Walker and Nigel Williams.



Pumpman – Graduated May 28 (above, in alphabetical order): David Cornelius, Patrick Dean, Rene Gregorio Hallasgo and Nat Lamb. William Dodd, their instructor is at the far left.



Machinist – Graduated May 21 (above, in alphabetical order): David Cornelius, Patrick Dean and Rene Gregorio Hallasgo. Their instructor, Roy Graham, is at the far right.

Paul Hall Center Classes



Government Vessels – Graduated May 28 (above, in alphabetical order): Ahmed Ismail Ali, Jason Bullen, Jessica Crockett, Daniel Fields, Hamzah Ghaleb, Hamza Ghalib, Dominique Glover, Octavio Manuel Henriques, Mohsen Muhamed Hussen, Erris Jackson, Paul Klear, Mark Nover Miranda Lata, David Quade II and Clayton Walker. (Note: Not all are pictured.)

Tank Ship Familiarization – Graduated May 14 (photo at right, in alphabetical order): Hycienth Chuks Asagwara, Lamar Doctor, Aurora Foster, Russell Horton, Sean Jones, Antonio Norflett, Eugene Perez Jr., and Jason Springer.



Small Arms – Graduated May 20 (photo at left, in alphabetical order): John Joseph Caraan Alcos, David James, Tomas Merel, Hamdanni Nurdin and Devin Zug.



Chief Steward – Graduated May 28 (above, in alphabetical order): Randall Campbell, Reno Ibanez Duque, Joseph Kudjoe, Tyrane Savage, Jeffery Toliver Jr., and Bob Tuilaepa. (Note: Not all are pictured.)



Chief Cook Assessment Program – Jose Neil Dayal Sadaya, above, graduated from this course May 14.

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White House Boosts Jones Act Protection

Administration Announces Transparency Program for Waiver Requests

In an effort to promote Made-in-America goods and services, the White House, through its newly created Made in America Office, released a 15-page guidance dealing with proposed waivers to federal departments and agencies.

“Transparent reporting of waivers from Made in America Laws will not only build confidence that the laws are operating as intended, but also provide data to inform policy development and strategic decision making,” stated the June 11 release from the Office of Management and Budget.

The initial implementation of this transparency program will include U.S.-flag shipping, specifically the Jones Act and the Cargo Preference Acts of 1904 and 1954, respectively.

The guidance is in response to President Biden’s Made in America executive order of January 25, in which the Jones Act was specifically mentioned. It calls for transactional reviews by federal department and agency senior accountable officials in coordination with the Made in America office. That office will create a public website to allow for public transparency to be running during fiscal year 2022.

In citing the need for such a waiver review process within the U.S.-flag industry, the guidance “recognizes foreign near-peer competitors are increasingly creating and exploiting economic vulnerabilities in gaining undue influence over the global transportation system, which provides the access to worldwide supply

chains that supports our national defense, vital emergency services, critical infrastructure, economy, and way of life.”

It outlines that any waiver of cargo preference laws will include the nature and description of transportation required, why the department/agency cannot acquire a U.S.-flag vessel, an explanation of the national security interest needed for a U.S.-flag waiver, and any additional information.

If a requested waiver does not involve cargo preference, then the transparency process calls for stating who seeks such a waiver, the determination by the maritime administrator of the availability of U.S.-flag vessels to meet the national security requirement, actions taken by the maritime administrator to enable U.S.-flag

vessel capability, information from other departments and/or agencies, any notices from the Department of Homeland Security prior to granting or denying such a waiver, and any additional information to understand why a waiver is needed and how it would be consistent with the law.

The Made in America Office will work with relevant agencies to review how best to ensure agency compliance with cargo preference requirements to maximize the utilization of U.S.-flag vessels, in excess of any applicable statutory minimums, to the greatest extent possible.

While U.S.-flag shipping will be among the first to be covered by this guidance, it eventually will apply to construction and purchases of goods and materials used throughout the federal government.

U.S. Shipyards Support \$42.4 Billion in Gross Domestic Product

The U.S. Department of Transportation’s Maritime Administration (MARAD) on June 14 announced the release of a new report finding that the nation’s private shipyards support \$42.4 billion in gross domestic product (GDP). MARAD’s new report – *The Economic Importance of the U.S. Private Shipbuilding and Repairing Industry* – measures the economic importance of the shipbuilding and repairing industry at the national and State levels for calendar year 2019.

“Shipyards create good jobs and support economic growth – not just in the areas surrounding our ports and waterways, but across the nation,” said U.S. Transportation Secretary Pete Buttigieg.

In 2019, the nation’s 154 private shipyards directly provided more than 107,000 jobs and contributed \$9.9 billion in labor income to the national economy. On a nationwide basis – including direct, indirect, and induced impacts – the industry supported 393,390 jobs, \$28.1 billion of labor income, and \$42.4 billion in GDP.

The Biden-Harris Administration recognizes the economic importance of the maritime industry and has proposed \$17 billion in inland waterways, coastal ports, land ports of entry, and ferries as part of the American Jobs Plan, MARAD reported. “These investments would make our infrastructure more resilient while improving efficiency and creating new capacity to enhance freight movement in the United States,” the agency noted.

Since 2008, the U.S. Department of Transportation has provided nearly \$262.5 million in grant funding through its small shipyard grant program to nearly 300 shipyards in 32 states and territories to improve infrastructure at U.S. shipyards.

“The report issued by MARAD confirms that shipyards are vital economic engines in addition to being essential components of our industrial base,” said Acting Maritime Administrator Lucinda Lessley. “The skilled jobs created by shipyards are not only essential to supporting our military and our commerce, they are contributing to the economic success of communities all over the United States.”

The report states the U.S. shipbuilding industry has run a trade surplus in six out of the last 10 years, with a cumulative trade surplus of \$7.3 billion over this period. From 2015 to 2020, U.S. shipbuilders delivered 5,024 vessels of all types including tugs and towboats, passenger vessels, commercial and fishing vessels, and oceangoing and inland barges, reaching 608 vessels in 2020. More than 60 percent of vessels delivered during the last six years have been inland tank and dry cargo barges.

There are currently 154 private shipyards in the United States, spread across 29 states and the U.S. Virgin Islands, that are classified as active shipbuilders. In addition, there are more than 300 shipyards engaged in ship repairs or capable of building ships but not actively engaged in shipbuilding. Although the majority of shipyards are located in the coastal states, active shipyards are also located on major inland waterways such as the Great Lakes, the Mississippi River, and the Ohio River.

The final report, *The Economic Importance of the U.S. Private Shipbuilding and Repairing Industry*, is linked in a June 14 news post on the SIU website.

Charter Member Turns 101



Retired Bosun Sylvester Furtado turned 101 on June 20. A charter member of the SIU (he joined in 1939), Furtado sailed until 1982. The Maryland resident sailed on many different vessels, including ones operated by Sinclair Oil, Mayflower Steamship, Waterman, Calmar, Delta Lines and others.



Pete Buttigieg
U.S. Transportation Secretary



Lucinda Lessley
Acting Maritime Administrator

Reminder About MMC Renewals

According to the latest pandemic-era guidance on merchant mariner credentials (MMC) from the U.S. Coast Guard, those documents “may only be extended for up to one year from their date of expiration. Merchant Mariner Credentials (MMC) (National Endorsements only) that expire between March 1, 2020 and June 30, 2021 are extended until the EARLIER of October 31, 2021; OR one (1) year after the initial expiration date of the credential (i.e., one year after the expiration date

printed on the credential).”

So, for example, a mariner whose credential expired on April 15, 2021, has until October 31 of this year to secure a renewed document. A mariner whose MMC expired in March 2020 should have renewed that document by March 2021.

Keep an eye on the National Maritime Center website for the latest guidance. Notices that may affect Seafarers also are posted on the SIU website, both in our news section and in our COVID-19 Safety Updates area.